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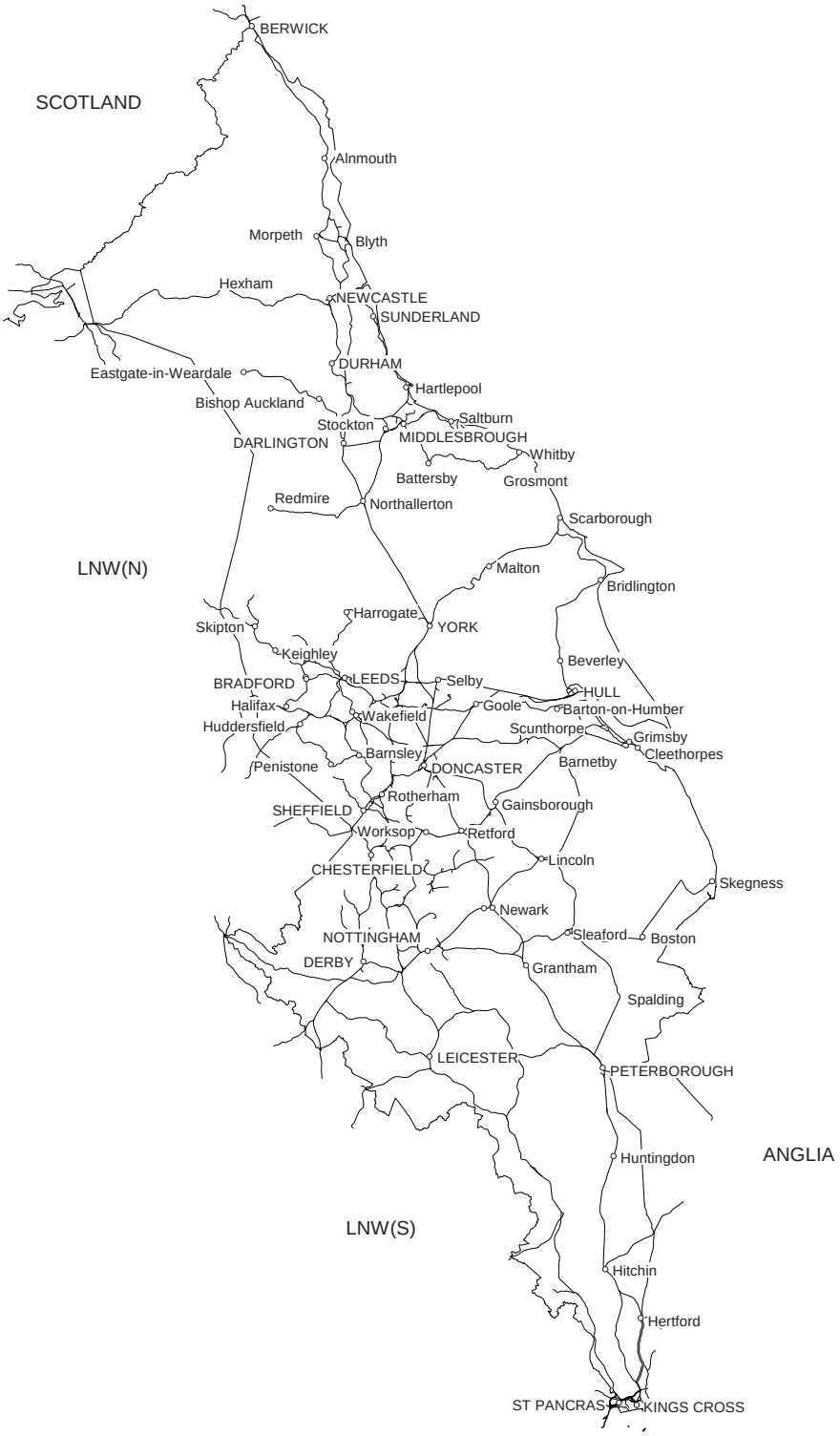
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SUNDERLAND
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Eastgate-in-Weardale
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Rule Book Module G1 - General safety responsibilities

Section 1, Clause 1.1 - Rules, regulations and instructions

Mainline Turnback Boards

Trackside retroreflective Mainline Turnback Boards are installed at locations to act as a further Driver Aid so that the Driver can be assured that the rear of their train (dependant of unit length) is clear of the controlling Track Circuit to facilitate a Turnback Manoeuvre from the track circuitry associated with that Signal. These signs are primarily for Class 700 trains and are formed of white squares with black lettering and border, photographs illustrate the two types: -

It is to be noted that there are usually 2 Turnback Boards for every Signal. One that is denoted TB 210m and the other which is denoted TB 275m. The board stating TB 210m has been positioned to ensure a Class 700 RLU (Reduced Length Unit) which is formed of 8 carriages of approx. 20m and allowing for a Signal Standback of 15 m. When the driver of a Class 700 RLU is parallel to that sign they are clear of the controlling circuit at the rear of their unit. Similarly, with a 12 Car unit\FLU (Full Length Unit) once parallel with TB 275m sign the unit will be in a position to safely undertake a Turnback Procedure\Manoeuvre. These signs have been designed to also act as reference points for Driver's of alternative rolling stock to show meterage from the controlling circuit.

It is to be noted that these signs are purely a Driver Aid and contact with the Signaller to clarify the safe positioning of the train to undertake any Turnback Procedure is still required.

London North Eastern Route GI - Dated: 11/04/20

Rule Book Module G1 - General safety responsibilities

Section 5 - Communications procedure

Using GSM-R berth triggered messages and non-verbal acknowledgements to caution Drivers

It is now authorised to use to caution Drivers via operational safety messages for 5 scenarios using a GSM-R berth-triggered broadcast, with the Driver confirming receipt and acknowledging a clear understanding of the broadcast by using the GSM-R 'ST' acknowledgement button. All GSM-R Fitted Units in the area will receive these Broadcasts. The berth triggered safety broadcasts process can be used for live events for the five scenarios listed:

Reportable railhead conditions.

Animals on the line.

Defective Emergency Indicators.

Wheel Impact Load Detector Activations.

Unusual events (Not Track or Signalling).

Drivers of services not fitted with version 3.5 software may disregard the GSM-R berth triggered safety broadcast for,

Reportable railhead conditions.

Animals on the line.

Defective Emergency Indicators.

Wheel Impact Load Detector Activations.

Unusual events (Not Track or Signalling).

The berth trigger broadcasts will be in the following areas

York ROC Kings Cross WS

York ROC Finsbury Park WS

York ROC Wood Green WS

York ROC Langley WS

York ROC Hitchin WS

York ROC Huntingdon WS

York ROC Peterborough WS

Doncaster PSB

Tyneside IECC

ECM-5 Danby Wiske – Newcastle Station

ECM5/6/7 Newcastle Station – Plessey

NEC1 Newcastle – Skiff

LEN3 Newcastle – Ryhope

DNS1 Darlington – Teeside Airport

DAE1 Darlington – Heighington

BGE Boldon West Jn – Tyne Dock

BNW Boldon East Jn – Tyne Dock

Morpeth SB

ECM7 Plessey – Alnmouth

Alnmouth SB

ECM7 Alnmouth – Tweedmouth

Tweedmouth SB

ECM7/8 Tweedmouth – Marshall Meadows

York South Workstation

York North Workstation

Leeds East Workstation

Leeds East Assist Workstation

Leeds West Workstation

Leeds North West Workstation

Leeds Ardsley Workstation

Methodology

Signaller records the berth triggered safety broadcast to a set script and stores it on the system.

Signaller sets up the berth triggered safety broadcast at the appropriate signal berth.

Signaller will maintain the protecting signal at danger. This is the signal where the Signaller would stop and caution the train if the Signaller does not receive the acknowledgement.

The safety broadcast will be made automatically to each train occupying the designated berth(s).

The Driver acknowledges that the safety broadcast has been received and that it has been understood by pressing the ST Button.

The protecting signal is maintained at danger until the signaller has received an acknowledgement from the approaching train. The acknowledgement will be an 'Acknowledgement' (ACK) message from the Driver.

The protecting signal may be cleared when the Signaller receives the acknowledgement message.

If the acknowledgement message is not received by the Signaller the protecting signal remains at danger and the Driver obeys all signals as normal. The driver should contact the relevant signaller at the earliest opportunity, if brought to a stand, as per the rule book requirements"

When the caution message is received and acknowledged by the Driver they will continue to obey all signals and apply the appropriate rule over the section of line.

Broadcast Message Content

Poor Railhead

'This is a safety broadcast from the signaller at _____. There are low/exceptionally poor* 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* _____*. 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

****Delete as appropriate***

Wheel Impact Load Detection

'This is a safety broadcast from the signaller at _____. There has been a wheel impact load detection alert for your train, continue at __mph and obey all signals. Only acknowledge if you have fully understood this message. To acknowledge, press the ST Button. End of safety broadcast

****Delete as appropriate***

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 and structure faults can include overcrowding on station platforms or loose canopy on stations platforms. These locations must be easily identifiable by both the signaller and the driver.

Trial using GSM-R to advise drivers of speed restrictions relating to Track Defects between 28 June 2019 and 28 December 2019

A trial is taking place to test additional scenarios for GSM-R Safety Broadcasts to pass safety critical information to Drivers with the Driver confirming receipt and acknowledging understanding by using the 'acknowledgement' button.

The trial involves TOC/FOC services only and will be for Track Defects. The trial will be in the following areas:

Lincoln West, Lincoln East, Lincoln City, Lincoln South and Allington Junction

Methodology

1. Signaller identifies the requirement to caution
2. Signaller decides whether cautioning using GSM-R is possible and the signals where the berth broadcast is to be triggered (these may be predefined for some trial scenarios covering static locations e.g. Bridges)
3. Signaller records the caution message to a set script and stores it on the system (unless pre-recorded message exists)
4. The message content shall contain full words and no abbreviations.
5. The message shall be recorded to the set scripts using the 'Safety' identifier.
6. The message shall make it clear that the message is complete.
7. The berth triggered broadcast will be active for a period of four hours and will need to be reset or a new message recorded to supersede it.
8. Only one berth broadcast can be recorded per signaller but the message can be triggered at separate signal berths on several lines.
9. Signaller sets up the berth triggered broadcast at the correct signal berth(s).
10. Signaller will maintain the protecting signal at danger with a reminder appliance applied. This is the signal where the Signaller would stop and caution the train under current conditions.
11. *Broadcast made automatically to each train occupying the designated berth(s) and is received by the Driver*
12. The Signaller shall monitor GSM-R to determine whether the message has failed and the failure code is displayed on the fixed terminal.
13. A failed message will have a 'can not be sent' message or 'failure' message on the fixed terminal.
14. The message is broadcast automatically over the loud speaker in the Drivers cab
15. When the Driver is involved in another call the broadcast will be seen as a call waiting on the cab radio display. If the Driver terminates the call within 20 seconds the message will be broadcast over the loudspeaker.
16. The Driver acknowledges that the message has been received and that it has been understood by pressing the ST button on the radio head.
17. The protecting signal is maintained at danger until the signaller has received an acknowledgement from the approaching train at a signal in rear of the signal being held at danger. The acknowledgement will be a 'acknowledge' message from the Driver.
18. The reminder appliance will be removed and the protecting signal cleared when the Signaller receives the acknowledgement before the signal being held at danger (see special instructions).
19. If the ST acknowledgement is not received or is received after the set location the signal remains at danger and the Driver obeys all signals as normal.
20. *When the train has passed the protecting signal, the protecting signal is replaced to danger and the reminder appliance applied.*
21. When the caution message is received and acknowledged by the Driver they continue without stopping and obey the speed restriction and all signals.

Message Content

Track Defects

"This is a safety broadcast from the Signaller at _____. Due to a track defect, a safety speed of __ mph has been imposed between (Name/Location) _____ and _____ (Name/Location). If understood, press the ST button."

Note: During the trial period all other caution on the move messages will end with the text "If understood, press the ST button."

London North Eastern Route GI - Dated: 28/08/2023

AUTOMATIC POWER CHANGEOVER SITES (APCo)

As part of the introduction of the Intercity Express Train (IET) Balises and lineside signage has been installed at strategic locations across LNE, Anglia, LNW & Scotland. The track mounted Blaise's communicate with the train which will automatically change traction mode between electric and diesel, either dynamically (shortly after passing the Balise), or statically when the train next comes to a stand (normally a station stop). Signage is not normally installed for APCo pantograph raise sites, however, signage is usually provided as a supplementary prompt to the driver to ensure the train has transitioned from electric to diesel with the pantographs safely lowered. APCo sites and associated signage may be for all trains or only selective trains or certain routes for which the trains should respond using the information held in the headcode for the service relative to the location. The sectional Appendix Table A and the Isolation Diagrams & Instructions for the route cover the locations.

The following sign has been provided at the APCo zone. This sign is applicable to Bi-mode Class 800 and 802.

Power Changeover Reminder Signage – Electric to Diesel Mode (E>D)	
Sign	**Action**
	Lower Pantograph Changeover Sign This sign means lower pantograph it is used to advise drivers to lower the pantograph in association with an APCO site. At this sign if the APCO has not worked the driver will commence manual traction change over procedures. This sign is also used for other purposed as outline in the Rule Book Modules. This sign may be accompanied by additional information, this could be a directional arrow, location name, or class specific

Trains that fail to transition at an APCO Pantograph raise site **(D>E)** must only attempt a manual transition to electric mode as outlined in the Rule Book Modules for raising Pantographs. Other reminders or prompts for traction type changeover may also be in place.

London North Eastern GI - Dated: 07/09/2020

Rule Book Module M3 – Managing incidents, floods and snow

Independent snow ploughs

Standard Independent Ploughs

The instructions relating to the movement and use of Standard Independent Snow Ploughs contained in the Rule Book Module M3, Section 6, will apply to ploughs of this type in number range ADB965189 - ADB965243. These instructions will also apply to other independent snow ploughs fitted with an operative automatic brake with the exception that the reference to side flaps is not relevant.

When ploughs are moved from one area to another they should be marshalled either side of the locomotive using screw coupling where possible, or in the case of a single plough this should be hauled. For parking the ploughs in sidings or positioning for maintenance the emergency drawbar may be used.

Miniature Snowploughs:-

Complete sets of 3 part miniature snowploughs (2 centre sections, 2 left hand blades and 2 right hand blades comprising one set) will be fitted to locomotives. When required, the location of these locomotives can be obtained from DB Cargo Control.

The Depot Engineer will be responsible for ensuring that the centre portion of the ploughs are removed by 1 April and any repairs effected before the ploughs are required for the next winter period.

The Standard Miniature Snowplough is designed not to protrude beyond a fully compressed locomotive buffer but care must be exercised when coupling such a locomotive to a train and especially when coupling two so fitted locomotives to each other in order that personal injury is avoided.

When locomotives fitted with snowploughs are taken into sidings or depots, Drivers must prevent damage to the plough blades by stopping short of any buffer stops, scotches or wheel stops.

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

Rule Book Module P1 - Single line working

If single line working terminates at a junction with a Track Circuit Block single line and it is necessary for a train which has arrived in the wrong direction to pass at Danger the signal controlling entrance to the TCB single line, the Signaller must observe the provision of Module TS11, Regulation 9.3 – Unable to clear a stop signal but all track circuits are showing clear.

The Driver will be informed that all track circuits are functioning correctly and instructed to proceed cautiously to the next stop signal.

London North Eastern Route GI - Dated: 07/12/13

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

London North Eastern Route GI - Dated: 03/08/24

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	

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 Exept 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 Leagrave WH

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.

LN3213 FARRINGDON TO KENTISH TOWN JUNCTION	
Kentish Town Jn. to Farringdon	From TWH1009 Up Moorgate approaching Dock Junction North to TWH1043 approaching Farringdon Station. From TWH1042 Down Moorgate at Farringdon Station to TWH1006 Dock Jn North. Emergency Point and Route Release and PoSA Area.
LN3214 CANAL TUNNELS JUNCTION TO BELLE ISLE JUNCTION	
Canal Tunnels Junction to Belle Isle Junction	From TWH1009 Up Moorgate approaching Dock Junction North to TWH1043 approaching Farringdon Station. From TWH1042 Down Moorgate at Farringdon Station to TWH1006 Dock Jn North. Emergency Point and Route Release and PoSA Area.
LN3232 WIGSTON NORTH JN. TO HINCKLEY	
Wigston North Jn. to Jericho UWC at 3m 31ch.	CT2959 or CT2962 and Narborough Level Crossing
LN3255 RADFORD JN. TO KIRKBY LANE END JN.	
Lincoln Street L.C. to Kirkby Lane End Jn.	
LN3273 CODNOR PARK JN. TO SHIREBROOK JN. (EXCL)	
Kirkby Lane End Jn. Up Line from KS.150/PK4772. Down Line KS.101/153 to Shirebrook Jn.	KS.110 to clear of Sutton Jn CCTV crossing Up Line Prohibited KS.105 to clear of Sutton Forest AHB crossing Down Line Prohibited
LN3340 ALREWAS (inclusive) TO WICHNOR JN.	
Wichnor Jn. To Alrewas	Alrewas signal box to be informed
Alrewas Signal Box to Wichnor Jn. Clear of crossing at Alrewas.	EMCC Burton Workstation to be informed
LN3501 DERBY, LONDON ROAD JN. TO TAMWORTH exclusive	
Stenson Jn. to Burton Leicester Jn. Down Line DY.184 and Up Line DY.183, Clay Mills CCTV Crossing.	Goods and Down Goods from Leicester Jn to and from Clay Mills Down Goods to Branston, Up and Down Leicester Goods, Up and Down through sidings Birmingham Curve, Down Goods Loop at Elford If taken in advance of DY.304 then 679 points must be normal
LN3505 NORTH STAFFORD JN. TO STOKE JN.	
North Staffs Jn. to Egginton Jn. Down Stoke DY.298 to clear of Willington AHB. Up Stoke DY.297 to clear of Findern AHB. Down Stoke DY.294 / Up Stoke DY.293, to clear of Egginton AHB.	
LN3520 SHEET STORES JN. TO STENSON JN.	
Signal DY.332 Down / signal DY.329 Up to Stenson Jn	
LN3525 KNIGHTON JN. TO LEICESTER JN.	
Knighton Jn. to Desford	Use prohibited between 104m 40ch and 104m 20ch, Desford A.H.B. If used the Signaller at Bardon Hill box must be advised
Bardon Hill signal box to Desford	Use prohibited between BH.13 - BH.5 and BH.12 at Bagworth If used in advance of BH.6 the Signaller at EMCC Leicester Workstation, must be advised

LN3615 HELPSTON JN. (EXCL) TO SYSTON SOUTH JN.	
Syston Jn. to Frisby Up Line to LR.462 & Down Line from LR.463 only	
LN600 SHAFTHOLME JN TO RESTON GSP	
Shaftholme Jn. to Berwick	
LN618 HOLGATE TO SKELTON JN	
Holgate Jn. to Skelton Jn.	
LN620 KING EDWARD BRIDGE EAST JN TO KING EDWARD BRIDGE NORTH JN (EAST CURVE)	
K.E.B East Jn. to K.E.B North Jn.	
LN626 NORTHALLERTON HIGH JN TO NORTHALLERTON EAST JN	
Northallerton High Jn to Northallerton East Jn	
LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST	
Picton (north of 52¾ mp) to Norton-on-Tees South signals NS51 Down line and NS18 Up Line	
Ryhope Grange to Newcastle East Jn	Not to be used on Down Sunderland between signals 6237 and 6247, and Up Sunderland between signals 6254 and 6246

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 Urlay 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	
LN694 Benton North Jn to Morpeth North Jn via Bedlington	
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.	
LN702 Bedlington North to Lynemouth Alcan	
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.	

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 G31 signal on Down Barton / From G32 signal to Ulceby North Jc on 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.	

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 MEXBROUGH 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.	

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 Dryclough 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 BARNSLEY 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	

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	

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 a 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 has 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 used 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

Rule Book Module TS1 - General signalling regulations

Section 13 Clause 13.2.4 – Additional Protection ZKL

Sections of line when a ZKL can be used.

Note Where the use of ZKL is prohibited between specified arrears, the restriction in use applies to all lines between these locations unless otherwise stated.

Routes and locations on which ZKL's can be used	Line	To and from (Signal/Points)	TC for ZKL	ELR
North and East				
Neville Hill to Micklefield	Up Hull	CF812 to L785 and L786	166	HUL4
	Dn Hull	L2320Bpts to CF813	N15	HUL4

London North Eastern Route GI - Dated: 20/12/24

Rule Book Module TS1 - General signalling regulations

Power Operated Points - Wrong Direction Movements

For the purposes of the Rule Book Module TS1, Section 9.2 "Movement of vehicles conveying passengers over points not fitted with locking apparatus", and Module P1, Section 2.6 (c) “points that do not need to be worked”,all power operated points in running lines which are normally trailing, except those listed below, may be regarded as being equipped with facing point locks.

Signal Box	Point Nos.
Prince of Wales	2098

London North Eastern Route GI - Dated: 14/12/2019

Rule Book Module TW1, Section 7, Dead locomotives, and Section 16, Locomotives at both ends of the train or in tandem

DB Cargo have been authorised dead haul a Class 66 locomotive in an intermediate position in trains formed of HTA vehicles, between York Yards North or South and Carlisle Kingmoor via Tyne Yard in the Down direction only.

The maximum length of the trains is 42 HTA vehicles and 2 Class 66 locomotives (including the hauling locomotive).

Where the permissible speed on the route is 75 mph or less, the trains will travel at 5 mph below the permissible speed.

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

Rule Book Module TW1 - Preparation and movement of trains : General

Section 7 - Hauling dead traction units

When more than two locomotives (including hauling and dead locomotives) are to be coupled together, it will not be necessary to obtain the authority of the Track Engineer, provided any conditions in the Route Availability for Diesel and Electric Locomotives are complied with.

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

Rule Book Module TW1 - Preparation and movement of trains : General

Section 28 - Rail Adhesion

Poor Adhesion display sign sites (PADS Sites)

An Advance Warning sign consisting of an orange L.E.D. flashing indicator alternatively reading 'POOR (then) ADHESION' is provided at all of the following locations.

Retro-reflective black and white signs (900mm by 900mm) as below will also be provided at these sites.

pid=6048; href=activetext_Img_6048.gif;

When the Advance Warning Sign is illuminated poor adhesion conditions will exist at that site and Drivers will not be stopped specially and advised.

• **PADS Sites**	• **Line**	• **PADS Board**	• **"C" Board**	• **"T" Board**
• **LN3201 ST. PANCRAS TO CHESTERFIELD (VIA DERBY)**				
• Napsbury – Harpenden • Chiltern Green - Napsbury	• Down Slow • Up Slow	• 18.72 • 26.40	• 19.18 • 25.20	• 24.75 • 19.18
• Chiltern Green – Leagrave Jn • Leagrave Jn – Chiltern Green	• Down Slow • Up Slow	• 26.50 • 35.10	• 27.20 # • 33.20 #	• 32.70 # • 27.20 #
• Leagrave Jn – Flitwick Jn • Flitwick Jn – Harlington	• Down Slow • Up Slow	• 33.60 • 41.39	• 36.40 • 40.50	• 40.30 • 36.79

"C"&"T" boards also on DFL & UFL

DATED: 27/12/2023
ARCHIVED: 27/12/2023

Dock Junction Link Line

The Dock Junction Link Line is normally blocked by CTRL using the CTRL rules. However when it is blocked by Network Rail the Modular Rule Book T3 is authorised as supplemented by Network Rail local procedures.

London North Eastern Route GI - Dated: 27/12/2023

Rule Book Module TW1 - Preparation and movement of trains : Brake systems

Section 4.4 – Coaching stock vehicles with isolated brakes

On the sections of line listed below a train formed of a 2 car Multiple Unit must not be worked with the brake isolated on one vehicle or a 3 car Multiple Unit worked with the brake isolated on 2 vehicles. An assisting train must be attached so that the proportion of vehicles isolated does not exceed 1 in 4 if 2x2 car units are involved or 2 in 5 if a 3 car and 2 car unit are involved. A single Class 153 with brakes isolated must be assisted by at least 2 Class 153 or a 2 car unit.

The same proportion of vehicles must be applied to longer train formations, e.g. 3x2 car not more than 2 vehicles to be isolated.

lternatively a locomotive can be provided to assist the train at the front.

If the first vehicle (or a Class 153) has the brake isolated the train must be assisted from the front.

Module of Sectional Appendix line is in	Section of line over which restriction applies	Direction in which restriction applies
LN5	Woodburn Jn to Nunnery M L Jn	Down
LN6	Chesterfield to Sheffield	Down and Up
LN7	Wakefield Westgate to Whitehall West Jn	Down and Up
LN7	Holbeck Jn to Bradford Interchange	Down and Up
LN7	Halifax to Bradford Interchange	Down
LN7	Dryclough Jn to Greetland Jn	Up
LN7	Marsden to Huddersfield	Down
LN7	Morley to Copley Hill East Jn	Down
LN7	Barnsley Station Jn to Huddersfield via Penistone	Down and Up
LN7	Former Skiers Spring 167m 66ch to Wincobank Jn	Up
LN7	Former Skiers Spring 167m 66ch to Horbury Jn	Down
LN7	Bridlington to Hunmanby	Down and Up
LN7	Horsforth to Armley Jn	Up
LN7	Harrogate to Knaresborough	Up
LN7	Guiseley to Apperley Jn	Up
LN7	Guiseley to Burley-in-Wharfedale	Down
LN7	Guiseley to Dockfield Jn	Up
LN8	Battersby to Middlesbrough	Up
LN8	Kildale to Battersby	Up

London North Eastern Route GI - Dated: 07/12/13

Rule Book Handbook HB8 - IWA, COSS or PC blocking a line, HB21 Safe Work Leader Blocking a Line & Rule Book Module TS1 – General Signalling Regulations

Line Blockage Change of COSS or SWL

If you are a new COSS taking duty you must tell the Signaller

If you are the new COSS when a signal box that has been closed is reopened, you must tell the signaller that the COSS has changed.

Where a PC is appointed, the PC must carryout the role of the COSS as described above when applicable.

London North Eastern Route GI - Dated: 24/04/2021

Rule Book Module RS521 - Signals, handsignals, indicators and signs

Section 7, Clause 7.5 - Permissible Speed Indicators with letters

This is what the letters mean:

Letters	Description
HST	Class 91 locomotive with mark 4 vehicles and DVT, classes 158, 159, 168, 170, 171, 172, 175, 180, 220, 221, 222, 253, 254 and 373 Class 80X, 700, 717, 365, 387
MU	Multiple Unit Trains
DMU	Diesel Multiple Units
EMU	Electrical Multiple Units
SP	Classes 150, 153, 155, 156, 158, 159, 165, 166, 168, 170 , 171 and 172
CS	Class 67 locomotive

At locations where more than one speed indicator is displayed, classes listed in more than one speed category shown above, may run at the higher of the speeds displayed.

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 Tto 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
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 – 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 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 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
LN200 - WRAWBY 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
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 WRAWBY 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 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 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
LN824 MOORTHORPE JN TO SOUTH KIRKBY JN	Down South Kirkby between 175m 0ch and 0m 5ch. Up South Kirkby between 0m 18ch and 0m 11ch.
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 Aldwakre New Site 6m 39ch to Broughton Lane Jn 1m 36ch

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN	Down Doncaster between 161m 38ch and 174m 63ch. Up Doncaster between 162m 42ch and 174m 63ch
LN848 HARE PARK JN TO CROFTON JN	Down Crofton Branch between 171m 70ch and 172m 49ch. Up Crofton Branch between 171m 70ch and 172m 01ch.
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
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 Tapton Jn (Inc) All Lines Down143m 17ch to 146m 59ch. All lines Up 146m 59ch to 142m 13ch
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).

London North Eastern Route Sectional Appendix Module LN1

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 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: 27/12/2024

CAR F1 RESTRICTION

Car Shape F1 is prohibited to run on sections that have electrified lines. This is an existing out of gauge compatibility restriction on the existing electrified network South of Kettering North Junction. This restriction is now extended to Wigston South Junction (SPC3 95m 37ch).

East Midlands Route GI – Dated: 28/07/2024

CLASS 87 LOCOMOTIVES

From 00:01 HOURS ON SUNDAY 28TH JULY 2024, Class 87 locomotives are prohibited from being hauled (pantograph down) or under their own power between Kettering North Junction and Wigston South Junction (ELR SPC3) due to electrical clearance constraints.

East Midlands Route GI – Dated: 28/07/2024

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,

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.

London North Eastern Route GI - Dated: 25/03/24

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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

e) Camden Road Central Jn - Copenhagen Jn

East Coast Main Line

All Main and Fast lines between Kings Cross and York

All Slow and Goods lines and Passenger Loops between Kings Cross and York

Ferme Park Carriage Sidings - Nos. 1, 2 and 3 lines

Ferme Park North Jn to Wood Green South Jn - Down Carriage line

Peterborough to New England North – South Down Arrival, North Down Departure, North Up Arrival and South Up Departure

Between Loversall Carr Jn and Decoy North Jn via Down and Up Lincoln Flyover.

Holgate Loop and Down Sidings

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

f) 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:

g) 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

Maximum speed of 60 mph if any trailer vehicle suspension deflated

Hitchin Underbridge No.102 (32m 03ch)	20 mph	Up Slow
Hitchin Underbridge No.102 (32m 03ch)	50 mph	Down Slow

Note: these speed restrictions are not signed at the lineside, except restrictions (a) i, (c) and (d).

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)	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.

London North Eastern Route GI - Dated: 01/04/17

COUNTDOWN MARKERS

At certain signals which have a history of being passed at Danger without authority, Countdown Markers are provided to draw attention to their location.

The Countdown Markers, which consist of an outer reflectorised white board with three diagonal red stripes positioned 300 metres (328 yards)from the signal, an intermediate reflectorised white board with two diagonal red stripes positioned 200 metres (219 yards) from the signal, and an inner reflectorised white board with one diagonal red stripe positioned 100 metres (109 yards) from the signal.

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

ELECTRIC TRACTION: PANTOGRAPHS

Double headed electric hauled freight trains must not normally operate over the East Coast Main line with more than one pantograph raised. When necessary, due to West Coast Main line diversion, they can operate subject to the following conditions:-

- A maximum speed of 70mph (60mph when an 80mph maximum speed restriction is put in place for other types of electric traction during high winds).
- They are prohibited from operating south of Peterborough during the periods 06.15 to 09.00 and 16.00 to 18.59 Mondays to Fridays.
- There must be a minimum separation period of one hour with the other diverted electric hauled freight trains.
- Where practicable, the maximum current drawn by the locomotives should be limited to 300 amps.

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

ENGINEER'S GAUGING TRAIN - PROPELLING

An Engineer's gauging train consisting of a locomotive, gauging van and saloon may be regarded as an Officer's Special Train for the purposes of propelling, as provided for in the Rule Book Module TW1, provided the automatic brake is operative and the Guard has access to the automatic brake in the leading compartment in which he must ride.

London North Eastern Route GI - Dated: 07/12/13

ELECTRICAL SAFETY ITEM

The following instruction applies to all traincrew and maintenance staff and is applicable until further notice.

When the overhead line power supply has been isolated to permit maintenance work to take place at roof level on A.C. Electric Locomotives any shore based ETS Supply or ETS Supply from another coupled locomotive **MUST** be disconnected.

London North Eastern Route GI - Dated: 04/04/15

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
Ferme Park South Outlet	Down - Siding	K84	998	Finsbury Park Workstation	74 8133 01
Ferme Park North Outlet	Down - Siding	K93	998	Finsbury Park Workstation	74 8133 01
Ferme 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

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

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

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

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Wickenby SB	Engineers Sidings (Down Direction)	WY53	998	Wickenby	74 8242 01
Wickenby SB	Down Barnetby (Up Direction)	WY52	998	Wickenby	74 8242 01
LN600 SHAFTHOLME JN. TO RESTON GSP					
Holgate Jn	Holgate Loop - Up	Y622	998	York ROC – York South workstation	74 8207 01
Holgate Sidings	Up Main - Down	Y623	998	York ROC – York South workstation	74 8207 01
Holgate Sidings	Up Leeds - Down	Y625	998	York ROC – York South workstation	74 8207 01
York	Shunt from Platforms 9, 10 & 11	Y656	998	York ROC – York South workstation	74 8207 01
Skelton Jn	Down Slow - Up	Y666	998	York ROC – York North workstation	74 8206 01
Tollerton	Up Fast - Down	Y673	998	York ROC – York North workstation	74 8206 01
Tollerton	Down Fast - Up	Y674	998	York ROC – York North workstation	74 8206 01
Tollerton	Down Slow - Up	Y672	998	York ROC – York North workstation	74 8206 01
Thirsk	Up Fast - Down	Y681	998	York ROC – York North workstation	74 8206 01
Thirsk	Up Fast - Down	Y683	998	York ROC – York North workstation	74 8206 01
Thirsk	Down Fast - Up	Y682	998	York ROC – York North workstation	74 8206 01
No 81 LC	Down Fast - Up	Y686	998	York ROC – York North workstation	74 8206 01
Northallerton	Up Fast - Down	Y691	998	York ROC – York North workstation	74 8206 01
Northallerton	Up Fast - Down	Y693	998	York ROC – York North workstation	74 8206 01
Northallerton High Jn	Up Fast - Down	Y695	998	York ROC – York North workstation	74 8206 01
Darlington Nth Jn	Plat 1 approach (Up Direction)	T884	998	Tyneside IECC Darlington W/S	74 8216 01
Newcastle	Up Slow - Up	T6038	998	Tyneside IECC – Newcastle workstation	74 8214 01
Newcastle	Down Main - Up	T6042	998	Tyneside IECC – Newcastle workstation	74 8214 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Morpeth Jn	Down Sidings	M311	998	Morpeth	74 8219 01
Morpeth Jn	Down Slow - Up	M314	998	Morpeth	74 8219 01
Widdrington Sidings	No.1 Siding	M361	998	Morpeth	74 8219 01
Widdrington Sidings	No.1 Siding	M364	998	Morpeth	74 8219 01
Widdrington Sidings	Run Round	M368	998	Morpeth	74 8219 01
Widdrington Sidings	No.2 Siding	M366	998	Morpeth	74 8219 01
Widdrington Sidings	No.4 Siding	M370	998	Morpeth	74 8219 01
Chevington North Crossovers	Down Chevington Loop	M391	998	Morpeth	74 8219 01
Chevington North Crossovers	Down Chevington Loop - Up	M392	998	Morpeth	74 8219 01
Alnmouth	Down Refuge Sidings	A306	998	Alnmouth	74 8220 01
Alnmouth	Down Main - Up	A304	998	Alnmouth	74 8220 01
Alnmouth	Down Refuge Sidings	A301	998	Alnmouth	74 8220 01
Alnmouth	Up Sidings	A308	998	Alnmouth	74 8220 01
Belford Crossovers	Up Main - Down	TW303	990	Tweedmouth	74 8221 01
Belford Crossovers	Cripple Siding	TW304	990	Tweedmouth	74 8221 01
Belford Crossovers	Down Passenger Loop	TW307	990	Tweedmouth	74 8221 01
Cragmill LC	Down Main - Up	TW310	990	Tweedmouth	74 8221 01
Tweedmouth Crossover	No.1 Reception	TW321	990	Tweedmouth	74 8221 01
Tweedmouth Crossover	No.2 Reception	TW319	990	Tweedmouth	74 8221 01
Tweedmouth Crossover	No.3 Reception	TW317	990	Tweedmouth	74 8221 01
Tweedmouth Crossover	Down Goods Loop	TW333	990	Tweedmouth	74 8221 01
Berwick-upon-Tweed	Down Goods Loop Siding	TW331	990	Tweedmouth	74 8221 01
Berwick-upon-Tweed	Down Goods Loop - Up	TW330	990	Tweedmouth	74 8221 01
Berwick North Crossover	Down Goods Loop	TW341	990	Tweedmouth	74 8221 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Berwick North Crossover	No.1 Down Siding	TW339	990	Tweedmouth	74 8221 01
Berwick North Crossover	Down Goods Loop - Up	TW340	990	Tweedmouth	74 8221 01
Berwick North Crossover	Down Main - Up	TW344	990	Tweedmouth	74 8221 01
LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST					
Northallerton East Jn	Up Eaglescliffe - Down	Y697	998	York ROC – York North workstation	74 8206 01
Northallerton East Jn	Down Eaglescliffe - Up	Y696	998	York ROC – York North workstation	74 8206 01
Northallerton East Jn	Up Eaglescliffe - Down	Y701	701	York ROC – York North workstation	74 8206 01
Low Gates LC	Down Eaglescliffe - Up	Y702	702	York ROC – York North workstation	74 8206 01
Eaglescliffe South Jn	Up Eaglescliffe (Up Direction)	B818	998	Bowesfield	74 8279 01
Eaglescliffe	Up Main (Down Direction)	B816	998	Bowesfield SB	74 8279 01
Eaglescliffe	Down Sidings (Down Direction)	B814	998	Bowesfield SB	74 8279 01
Eaglescliffe	Down Sidings (Up Direction)	B812	998	Bowesfield SB	74 8279 01
Eaglescliffe	Down Sidings (Down Direction)	B811	998	Bowesfield SB	74 8279 01
Eaglescliffe	Down Main (Up Direction)	B810	998	Bowesfield SB	74 8279 01
Eaglescliffe	Down Main (Down Direction)	B817	998	Bowesfield	74 8279 01
Stockton Cut Jn	Up Main	B802	998	Bowesfield	74 8279 01
Stockton Cut Jn	Down Main	B800	998	Bowesfield	74 8279 01
Hartburn Jn	Up Main (Down Direction)	B907	998	Bowesfield SB	74 8279 01
Hartburn Jn	Stockton Siding	B910	998	Bowesfield	74 8279 01
Stockton	Down Main (Up Direction)	B906	998	Bowesfield	74 8279 01
Stockton	Down Main (Down Direction)	B909	998	Bowesfield	74 8279 01
Norton-on-Tees East SB	Down Main	NE8	998	Norton-on-Tees East	74 8284 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Norton East LC	Up Main from Norton-on-Tees	NE25	998	Norton-on-Tees East	74 8284 01
Norton East LC	Up Main from Norton-on-Tees	NE20	998	Norton-on-Tees East	74 8284 01
Billingham-on-Tees	Up Main (Down Direction)	B26	998	Billingham-on-Tees	74 8288 01
Billingham-on-Tees	Down Main (Up Direction)	B22	998	Billingham-on-Tees	74 8288 01
Billingham	Up Main Billingham Station	B13	998	Billingham-on-Tees	74 8288 01
Billingham	Up Main Billingham Station	B13	998	Billingham-on-Tees	74 8288 01
Billingham	Down Main	B36	998	Billingham-on-Tees	74 8288 01
Seaton Snook Jn	Up Sunderland (Down Direction)	GM5377	998	Greatham SB	74 8290 01
Lancaster Road Jn	Hartlepool Docks	NS5382	998	Ryhope Grange SB	74 8295 01
Blackhills Farm LC	Up Sunderland (Down Direction)	NS5381	998	Ryhope Grange SB	74 8295 01
LN631 DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN					
Darlington South Jn	Down Saltburn (Up direction)	T911	998	Tyneside IECC Darlington W/S	74 8216 01
LN632 STOCKTON CUT JN TO SALTBURN					
Bowesfield SB	Down Main	B798	998	Bowesfield	74 8279 01
Bowesfield SB	Up Goods 1	TY194	998	Tees	74 8278 01
Thornaby	Up Departure/ Down Arrival (Up direction)	TY197	998	Tees	74 8278 01
Thornaby	Up Goods 2	TY198	998	Tees	74 8278 01
Thornaby	Engine Line	TY196	998	Tees	74 8278 01
Thornaby	Wagon Repair	TY195	998	Tees	74 8278 01
Thornaby	Down Main (Up Direction)	TY209	998	Tees	74 8278 01
Thornaby	Down Staging No. 2	TY312	998	Tees	74 8278 01
Thornaby	Down Staging No. 3	TY313	998	Tees	74 8278 01
Thornaby	Down Staging No. 4	TY314	998	Tees	74 8278 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Tees SB	Down Staging No. 1	TY311	998	Tees	74 8278 01
Tees SB	Wagon Repair Depot	TY177	998	Tees	74 8278 01
Tees SB	Up Arrival to Up Goods 2	TY159	998	Tees	74 8278 01
Tees SB	Up Goods 2 (Down direction)	TY161	998	Tees	74 8278 01
Tees SB	Down Goods (Up direction)	TY115	998	Tees	74 8278 01
Tees SB	Transfer Line to Up Goods 2	TY179	998	Tees	74 8278 01
Tees SB	Down Goods	TY164	998	Tees	74 8278 01
Tees SB	Up Engine Line	TY154	998	Tees	74 8278 01
Tees SB	Down Goods	TY152	998	Tees	74 8278 01
Tees SB	Up Goods	TY153	998	Tees	74 8278 01
Tees SB	Up Main	U13	998	Tees	74 8278 01
Newport East Jn	Down Goods	TY116	998	Tees	74 8278 01
Newport East Jn	Down Goods	TY105	998	Tees	74 8278 01
Newport East Jn	Goods Yard Line (Down Direction)	TY104	998	Tees	74 8278 01
Newport East Jn	Middlesbrough Goods Yard Departure Line	TY98	998	Tees	74 8278 01
Middlesbrough	Up Main (Down Direction)	M221	998	Middlesbrough	74 8274 01
Middlesbrough	West Dock	M223	998	Middlesbrough	74 8274 01
Middlesbrough	Up Carriage Sidings	M238	998	Middlesbrough	74 8274 01
Middlesbrough	Down Main (Up Direction) Platform 2	M670	998	Middlesbrough	74 8274 01
Middlesbrough	Up Main (Up Direction) Platform 1	M672	998	Middlesbrough	74 8274 01
Middlesbrough	Up Main (Down Direction) Platform 1	M693	998	Middlesbrough	74 8274 01
Middlesbrough	Down Main	M691	998	Middlesbrough	74 8274 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Whitehouse	Up Goods Down direction	W3	998	Whitehouse	74 8275 01
Whitehouse	Down Main	W21 G	998	Whitehouse	74 8275 01
South Bank Jn	Up Main (Down Direction)	G255	998	Grangetown	74 8276 01
South Bank	Up Goods	G256	998	Grangetown	74 8276 01
Beam Mill Jn	Up Goods (Down Direction)	G259	998	Grangetown	74 8276 01
Beam Mill Jn	Down Goods (Up Direction)	G260	998	Grangetown	74 8276 01
Grangetown	Up Goods (Down Direction)	G261	998	Grangetown	74 8276 01
Grangetown	Down Goods (Up Direction)	G266	998	Grangetown	74 8276 01
Grangetown	Down Goods	G265	998	Grangetown	74 8276 01
Grangetown	Up & Down BSC Beam Mill (Up Direction) Lackenby & Beam Mill BSC	G714	998	Grangetown	74 8276 01
Grangetown Jn	Tees Dock	G720	998	Grangetown	74 8276 01
Grangetown Jn	Up Main	G724	998	Grangetown	74 8276 01
Shell Jn	Down Main	G745	998	Grangetown	74 8276 01
Redcar Ore Terminal Jn	Up Main BSC Redcar	G740	998	Grangetown	74 8276 01
Redcar Ore Terminal Jn	TOD Point Departure	G744	998	Grangetown	74 8276 01
Redcar Ore Terminal Jn	Up Main BSC Redcar	G742	998	Grangetown	74 8276 01
Redcar Central	Down Main (Up Direction)	R224	998	Redcar Central	74 8277 01
Redcar Central	Down Main	R228	998	Redcar Central	74 8277 01
Redcar SB	Through Sidings (Up Direction)	R231	998	Redcar Central	74 8277 01
Saltburn	Platform 2 (Up direction)	L212	998	Longbeck	74 4240 01
Saltburn	Platform 1 (Up direction)	L211	998	Longbeck	74 4240 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
LN634 GUISBOROUGH JN TO WHITBY					
Nunthorpe	Down Main (Up Direction) Nunthorpe Station	N6	998	Nunthorpe	74 8273 01
Nunthorpe	Up Main Nunthorpe Station	N2	998	Nunthorpe	74 8273 01
Nunthorpe	Down Main (Down Direction) Nunthorpe Station	N10	998	Nunthorpe	74 8273 01
Nunthorpe	Up Main	N1	998	Nunthorpe	74 8273 01
Battersby	Battersby station	B1	998	Nunthorpe	74 8273 01
LN638 GRANGETOWN (SHELL JN) TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)					
Wilton Jn	Freightliner Depot and SIdings	G738	998	Grangetown	74 8276 01
Wilton Jn	Freightliner Depot and SIdings	G736	998	Grangetown	74 8276 01
LN652 BILLINGHM-ON-TEES TO SEAL SANDS STORAGE					
Billingham Jn	Seal Sands Storage Siding	B11	998	Billingham-on-Tees	74 8288 01
Billingham Jn	Haverton and East Grid Sdgs Exit	BL12	998	Belasis Lane	74 8311 01
Billingham Jn	Phillips Petroleum Exit	BL2	998	Belasis Lane	74 8311 01
LN666 BOLTON WEST JN TO TYNE DOCK					
Boldon North Jn	Down/Up Tyne Dock Branch	T6263	998	Tyneside IECC Sunderland W/S	74 8217 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
LN678 DARLINGTON NORTH JN TO EASTGATE					
North Road	Up/Down Goods - Up	T848	848	Tyneside IECC – Darlington workstation	74 8216 01
Heighington	Up Main	H33	998	Heighington SB	74 8283 01
Heighington	Down Main	H36	998	Heighington SB	74 8283 01
Shildon SB	Up Main (Down Direction)	S6	998	Shildon SB	74 8282 01
Shildon SB	Down Main (Up Direction)	S8	998	Shildon SB	74 8282 01
Shildon SB	Down Main (Up Direction)	S9	998	Shildon SB	74 8282 01
Shildon SB	Up Main	S32	998	Shildon SB	74 8282 01
Shildon Tunnel	Down Main	S27	998	Shildon SB	74 8282 01
Bishop Auckland	Bishop Auckland Station	S34	998	Shildon SB	74 8282 01
Bishop Auckland	Up & Down (Up Direction) From East Cape Branch (Wearside Railway)	S36	998	Shildon SB	74 8282 01
LN682 KING EDWARD BRIDGE SOUTH JN. TO CARLISLE NORTH JN.					
Swalwell Jn	Up Line - Down	T5481	998	Tyneside IECC – Gateshead workstation	74 8215 01
Swalwell Jn	Down Line - Up	T5482	998	Tyneside IECC – Gateshead workstation	74 8215 01
Prudhoe	Down Main	PE28	998	Prudhoe	74 8222 01
Hexham	Up Main	HE55	998	Hexham	74 6456 01
Hexham	Up Sidings	HE51	998	Hexham	74 6456 01
Hexham	Middle Road	HE8	998	Hexham	74 6456 01
Hexham	Down Main	HE10	998	Hexham	74 6456 01
Hexham	Up Sidings	HE5	998	Hexham	74 6456 01
Hexham	Middle Road	HE2	998	Hexham	74 6456 01
Greengates	Melkridge Bunker	HW52	998	Haltwhistle	74 6453 01
Greengates	Melkridge Bunker	HW53	998	Haltwhistle	74 6453 01
Haltwhistle	Up Sidings	HW58	998	Haltwhistle	74 6453 01

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

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

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Brocklesby West Jn	Down Goods (Up Direction)	BJ218	998	Brocklesby Jn	74 8233 01
Brocklesby West Jn	Down Fast	B1651	998	Brocklesby Jn	74 8233 01
Barnetby	Up Slow Barnetby Station	BE7	998	Barnetby East	74 8234 01
Barnetby	Down Goods (Up Direction)	BE39	998	Barnetby East	74 8234 01
Barnetby	Down Goods	BE46	998	Barnetby East	74 8234 01
Barnetby	Down Slow Barnetby Station	BE70	998	Barnetby East	74 8234 01
Barnetby	Down Fast Barnetby Station	BE49	998	Barnetby East	74 8234 01
Barnetby	Up Fast (Down Direction)	BE27	998	Barnetby East	74 8234 01
Barnetby	Down Fast (Up Direction)	BE25	998	Barnetby East	74 8234 01
Barnetby	Down Slow (Up Direction)	BE42	998	Barnetby East	74 8234 01
Barnetby	Reception No.1 (Up Direction)	BE33	998	Barnetby East	74 8234 01
Barnetby	Reception No.2 (Up Direction)	BE34	998	Barnetby East	74 8234 01
Barnetby	Down Siding No.2 - Exit	WJ126 WJ116 WJ109	998	Wrawby Jn	74 8237 01
Barnetby	Down Siding No.1 - Exit	WJ110 WJ117 WJ127	998	Wrawby Jn	74 8237 01
Wrawby	Down Fast	WJ123	998	Wrawby Jn	74 8237 01
Wrawby	Down Main	WJ115	998	Wrawby Jn	74 8237 01
Wrawby Jn	Up Slow (Down Direction	WJ63	998	Wrawby Jn	74 8237 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Wrawby Jn	Up Fast (Down Direction)	WJ60	998	Wrawby Jn	74 8237 01
Wrawby Jn	Up Fast (Down Direction)	WJ38	998	Wrawby Jn	74 8237 01
Wrawby Jn	Up Barnetby (Down Direction)	WJ51	998	Wrawby Jn	74 8237 01
Wrawby Jn	Up Main (Down Direction)	WJ37	998	Wrawby Jn	74 8237 01
Wrawby Jn	Down Main (Up Direction)	WJ32	998	Wrawby Jn	74 8237 01
Wrawby Jn	Up Main (Down Direction)	WJ23	998	Wrawby Jn	74 8237 01
Wrawby Jn	Down Main (Up Direction)	WJ21	998	Wrawby Jn	74 8237 01
Brigg	Up Main Brigg Station	B5	998	Brigg	74 8238 01
Brigg	Down Main	B23	998	Brigg	74 8238 01
Kirton Lime Sidings	Up Main (Down Direction)	KL5	998	Kirton Lime	74 8239 01
Kirton Lime Sidings	Gainsthorpe Road West Siding	KL12	998	Kirton Lime	74 8239 01
White Hoe Farm	Up & Down Main (Down Direction)	N17	998	Northorpe	74 8240 01
White Hoe Farm	Up & Down Loop (Up Direction)	N6	998	Northorpe	74 8240 01
Northorpe	Up & Down Loop (Down Direction)	N15	998	Northorpe	74 8240 01
Northorpe	Up & Down Main (Up Direction)	N5	998	Northorpe	74 8240 01
Thunock Lane Farm LC	Up & Down Main (Down Direction)	GC26	998	Gainsborough Central	74 8241 01
Gainsborough Central	Up Main	GC5	998	Gainsborough Central	74 8241 01
Gainsborough Central	Up Main	GC4	998	Gainsborough Central	74 8241 01
Gainsborough Central	Down Main Gainsborough Central Station	GC23	998	Gainsborough Central	74 8241 01
Gainsborough Trent Jn	Up main (Down direction)	TJ15	998	Gainsborough Trent Jn	74 7109 01
Gainsborough Trent Jn	Down main (Up direction)	TJ20	998	Gainsborough Trent Jn	74 7109 01
Trent West Jn	Up Main (Down Direction)	GC7	998	Gainsborough Central	74 8241 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Trent West Jn	Down Main (Up Direction)	GC6	998	Gainsborough Central	74 8241 01
Worksop West Jn	Worksop Yard Down reception Siding 1 Exit Up Direction	WP262	262	Worksop	74 7127 01
Shireoaks East Jn	Worksop Yard Shunting Neck Exit	WP252	998	Worksop	74 7127 01
Kiveton Park	Up Main (Down Direction)	KS13	998	Kiveton Park	74 8250 01
Kiveton Park	Down Main (Up Direction)	KS14	998	Kiveton Park	74 8250 01
Kiveton Bridge	Down Main (Up Direction) Kiveton Bridge Station	KS10	998	Kiveton Park	74 8250 01
Woodburn Jn	Up Main (Down Direction)	W402	998	Woodburn Jn	74 7129 01
Woodburn Jn	Down Main (Up Direction)	W401	998	Woodburn Jn	74 7129 01
LN740 GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN					
Marsh West Jn	Sidings	M29	998	Marsh Jn	74 8225 01
Great Coates No.1	Up Through Siding (Down Direction)	GC16	998	Great Coates No.1	74 8228 01
Great Coates No.1	Up Through Siding (Up Direction)	GC10	998	Great Coates No.1	74 8228 01
Pyewipe Road	Up & Down Main (Down Direction)	P8	998	Pyewipe Road	74 8227 01
Immingham East Jn	From Grain Store	MB4127	998	Immingham East Jn	74 8231 01
Immingham East Jn	Diesel Depot	MB4124	998	Immingham East Jn	74 8231 01
Immingham East Jn	Freight Terminal Sidings Exit	MB4115	998	Immingham East Jn	74 8231 01
Immingham East Jn	Downs Grimsby	MB4125	998	Immingham East Jn	74 8231 01
Queens Road Jn	Up Grimsby	MB4112	998	Immingham East Jn	74 8231 01
LN742 KILLINGHOLME TO BROCKLESBY JN					
Immingham West Jn	Coal Pad 2	IW249	998	Immingham West Jn	74 8230 01
Immingham West Jn	Up & Down Killingholme Single Line (Down Direction)	IW253	998	Immingham West Jn	74 8230 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Immingham West Jn	Coal Pad 1	IW251	998	Immingham West Jn	74 8230 01
Immingham West Jn	Up Killingholme	IW252	998	Immingham West Jn	74 8230 01
Immingham West Jn	Down Killingholme (Up Direction)	IW250	998	Immingham West Jn	74 8230 01
Immingham West Jn	Ore Line	IW255	998	Immingham West Jn	74 8230 01
Immingham West Jn	Mineral Quay	IW273	998	Immingham West Jn	74 8230 01
Immingham West Jn	Humber International Terminal (Hit No.1 Arrival / Departure)	IW261	998	Immingham West Jn	74 8230 01
Immingham West Jn	Humber International Terminal (Hit No.2 Arrival / Departure)	IW263	998	Immingham West Jn	74 8230 01
Immingham West Jn	Humber International Terminal (Spring Points)	IW265	998	Immingham West Jn	74 8230 01
Humber Road	Down Main (Up Direction)	IR212	998	Immingham Reception Sidings	74 8229 01
Humber Road	Down Main (Up Direction)	IR85	998	Immingham Reception Sidings	74 8229 01
Humber Road	Up Main	IR112	998	Immingham Reception Sidings	74 8229 01
Humber Road	Humber Oil Refinery Down Direction to Ulceby	IR105	998	Immingham Reception Sidings	74 8229 01
Humber Road	Up Main	IR113	998	Immingham Reception Sidings	74 8229 01
Humber Road	West Curve	IR103	998	Immingham Reception Sidings	74 8229 01
Humber Road	Humber Oil Refinery Down Direction to Immingham	IR121	998	Immingham Reception Sidings	74 8229 01
Humber Road	East Curve	IR117	998	Immingham Reception Sidings	74 8229 01
Humber Road	Down Main	IR100	998	Immingham Reception Sidings	74 8229 01
Humber Road	Coal Export Terminal Departure Line	IR203	998	Immingham Reception Sidings	74 8229 01
Humber Road	From Reception Sidings	IR47	998	Immingham Reception Sidings	74 8229 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Humber Road	From Reception Sidings	IR45	998	Immingham Reception Sidings	74 8229 01
Humber Road	From Sorting Sidings	IR71	998	Immingham Reception Sidings	74 8229 01
Humber Road	From Sorting Sidings	IR70	998	Immingham Reception Sidings	74 8229 01
Humber Road	Up Main	IR87	998	Immingham Reception Sidings	74 8229 01
Ulceby	Down Main (Up Direction) Ulceby Station	UJ3	998	Ulceby	74 8232 01
Ulceby	Down Immingham	UJ18	998	Ulceby	74 8232 01
LN744 ULCEBY NORTH JN TO BARTON ON HUMBER					
Oxmarsh	New Holland Sidings	OM16	998	Oxmarsh Crossing	74 4238 01
LN752 WRAWBY JN. TO MARSHGATE JN.					
Scunthorpe West Jn	Outward Line (Up Direction)	S14	998	Scunthorpe Panel B	74 4239 01
Scunthorpe West Jn	Down Scunthorpe Goods (Up Direction)	S28	998	Scunthorpe Panel B	74 4239 01
Scunthorpe West Jn	Goods Yard Reception No.2 (Down Direction)	S53	998	Scunthorpe Panel B	74 4239 01
Scunthorpe West Jn	Goods Yard Reception No.1 (Down Direction)	S37	998	Scunthorpe Panel B	74 4239 01
Scunthorpe West Jn	Up Scunthorpe Goods (Down Direction)	S27	998	Scunthorpe Panel B	74 4239 01
Scunthorpe	Down Main (Up Direction)	S20	998	Scunthorpe Panel B	74 4239 01
Scunthorpe	Down Main (Up Direction)	S22	998	Scunthorpe Panel B	74 4239 01
Scunthorpe	Down Main (Up Direction) Scunthorpe Station	S26	998	Scunthorpe Panel B	74 4239 01
Scunthorpe	East Dock Scunthorpe Station	S24	998	Scunthorpe Panel B	74 4239 01
Scunthorpe	Up Main (Down Direction)	S35	998	Scunthorpe Panel B	74 4239 01
Thorne Jn	Up Siding	D1109	998	Doncaster Panel 5	74 8204 01
Thorne Jn	Up Scunthorpe Slow - Down	D1108	998	Doncaster Panel 5	74 8204 01
Thorne Jn	Down Scunthorpe Slow - Up	D1110	998	Doncaster Panel 5	74 8204 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Thorne Jn	Up Scunthorpe Slow - Down	D1113	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Up Reception	D1112	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Down Scunthorpe Fast (Up Direction) Stainforth & Hatfield Down Platform	D1120	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Up Reception	D1116	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Coal Sidings (Up Direction)	D1118	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Up Scunthorpe Fast – Down direction	D1123	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Bunker Line Down direction	D1119	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Up Reception - Down	D1117	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Up Scunthorpe Slow (Down direction)	D115	998	Doncaster Panel 5	74 8204 01
Hatfield and Stainforth	Up Scunthorpe Slow – Down direction	D1125	998	Doncaster Panel 5	74 8204 01
Stainforth Jn	Down Scunthorpe Slow – Up direction	D1126	998	Doncaster Panel 5	74 8204 01
Kirk Sandall Jn	Up Scunthorpe Fast – Down direction	D1127	998	Doncaster Panel 5	74 8204 01
Kirk Sandall Jn	Up Scunthorpe Slow – Down direction	D1129	998	Doncaster Panel 5	74 8204 01
LN758 BRANCLIFFE EAST JN TO KIRK SANDALL JN					
Maltby Colliery SB	Shunt Spur	M28	996	Maltby Colliery SB	74 7145 01
LN784 HIGH MARNHAM TO SHIREBROOK EAST JN					
Thoresby Colliery Junction SB	Down Main	T28	996	Thoresby Colliery Jn.	74 8313 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Welbeck Colliery Jn	Welbeck Colliery Jn Down Main (Up Direction)	CJ332	996	Clipstone	74 7157 01
LN802 WELBECK COLLIERY BRANCH					
Welbeck Colliery Jn	Welbeck Colliery Jn Loco Spur Exit	CJ325	996	Clipstone	74 7157 01
Welbeck Colliery Jn	Exit Welbeck Colliery	CJ220	996	Clipstone	74 7157 01
LN804 TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)					
Sheffield South Jn	Shunt Spur (Down Direction)	S86	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield South Jn	Shunt Spur (Down Direction)	S92	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield South Jn	Fishdock & Down Sidings	S95	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield	Up Station Sidings No.1 (Up Direction)	S107	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield	Up Station Sidings No.2 (Up Direction)	S108	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield	Up Station Sidings No.2 (Down Direction)	S114	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield	Platform 6 (Down Direction)	S115	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield	Up Station Sidings No.2 (Up Direction)	S117	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield North Jn	Up Station Sidings No.1 (Down Direction)	S131	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield North Jn	Up Station Sidings No.2 (Down Direction)	S132	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield North Jn	Platform 6 (Down Direction)	S133	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield North Jn	Down Siding	S141	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield North Jn	Centre Siding	S143	998	York Roc Sheffield Workstation.	74 7131 01
Sheffield North Jn	Centre Siding	S144	998	York Roc Sheffield Workstation.	74 7131 01
Broad Street Tunnel	Down Main (Up Direction)	S152	998	York Roc Sheffield Workstation.	74 7131 01
Grimesthorpe Jn	No.1 Reception (Up Direction)	S166	998	York Roc Sheffield Workstation.	74 7132 01
Brightside Jn	No.1 Reception (Down Direction)	S173	998	York Roc Sheffield Workstation.	74 7132 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Brightside Jn	No.2 Reception (Down Direction)	S174	998	York Roc Sheffield Workstation.	74 7132 01
Wincobank Jn	Down Main (Up Direction)	S196	998	York Roc Sheffield Workstation.	74 7132 01
Meadowhall	Up Main (Down Direction)	S1071	998	York Roc Sheffield Workstation.	74 7132 01
Meadowhall	Down Main (Up Direction)	S1072	998	York Roc Sheffield Workstation.	74 7132 01
Meadowhall	Up Main (Down Direction)	S1069	998	York Roc Sheffield Workstation.	74 7132 01
Holmes Jn	Down Rotherham Goods (Up Direction)	S1064	998	York Roc Rotherham Workstation	74 7132 01
Holmes Jn	Westgate Siding	S1066	998	York Roc Rotherham Workstation	74 7132 01
Aldwarke Jn	Up Main (Down Direction)	S1077	998	York Roc Rotherham Workstation	74 7133 01
Aldwarke Jn	Exchange Sidings	S1076	998	York Roc Rotherham Workstation	74 7133 01
Hickleton HABD	Up Pontefract - Down	L5455	998	York Roc – Leeds Ardsley workstation	74 8207 01
Hickleton HABD	Down Pontefract - Up	L5454	998	York Roc – Leeds Ardsley workstation	74 8207 01
Moorthorpe	Up Moorthorpe Loop - Down	L5451	998	York Roc – Leeds Ardsley workstation	74 8207 01
Moorthorpe	Down Pontefract - Up	L5450	998	York Roc – Leeds Ardsley workstation	74 8207 01
Milford Jn	Milford West Sidings (Down direction)	M703	998	Milford	74 8109 01
Milford Jn	Milford West Sidings (Up direction)	M684	998	Milford	74 8109 01
LN806 TAPTON JN TO MASBOROUGH JN					
Barrowhill	Down Barrowhill Goods (Up Direction)	S1002	998	York Roc Rotherham Workstation	74 7134 01
Barrowhill	Reception Line No.1 (Up Direction)	S1012	998	York Roc Rotherham Workstation	74 7134 01
Barrowhill	Reception Line No.2 (Up Direction)	S1014	998	York Roc Rotherham Workstation	74 7134 01
Barrowhill	Reception Line No.3 (Up Direction)	S1016	998	York Roc Rotherham Workstation	74 7134 01
Barrowhill North Jn	Reception Line No.2 (Down Direction)	S1015	998	York Roc Rotherham Workstation	74 7134 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Barrowhill North Jn	Reception Line No.3 (Down Direction)	S1017	998	York Roc Rotherham Workstation	74 7134 01
Barrowhill North Jn	Reception Line No.1 (Down Direction)	S1013	998	York Roc Rotherham Workstation	74 7134 01
Barrowhill North Jn	Up Barrowhill (Down Direction)	S1023	998	York Roc Rotherham Workstation	74 7134 01
Barrowhill North Jn	Down Barrowhill (Up Direction)	S1020	998	York Roc Rotherham Workstation	74 7134 01
Foxlow Jn	Down Barrowhill (Up Direction)	S1022	998	York Roc Rotherham Workstation	74 7134 01
Renishaw Park	Shunt Spur Renishaw Park Colliery	S1025	998	York Roc Rotherham Workstation	74 7134 01
Beighton Jn	Up Barrowhill (Down Direction)	S1029	998	York Roc Rotherham Workstation	74 7134 01
Treeton South	Down Barrowhill (Up Direction)	S1030	998	York Roc Rotherham Workstation	74 7134 01
Treeton South	Up Barrowhill (Down Direction)	S1039	998	York Roc Rotherham Workstation	74 7134 01
Treeton South	Orgreaves Colliery Old Sidings (Up Direction)	S1042	998	York Roc Rotherham Workstation	74 7134 01
Treeton South	Down Treeton Goods (Up Direction)	S1044	998	York Roc Rotherham Workstation	74 7134 01
Treeton Jn	Orgreaves Colliery Old Sidings (Down Direction)	S1043	998	York Roc Rotherham Workstation	74 7134 01
Treeton Jn	Up Sidings	S1019	998	York Roc Rotherham Workstation	74 7134 01
Masborough Sorting Sidings South Jn	Up Canklow Goods (Down Direction)	S1061	998	York Roc Rotherham Workstation	74 7132 01
Masborough Sorting Sidings South Jn	East Sidings	S1060	998	York Roc Rotherham Workstation	74 7132 01
LN809 SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END					
Tinsley East Jn	Down Tinsley	W201	998	York Roc Rotherham Workstation	74 7132 01
Tinsley East Jn	East Tinsley Jn Siding	W203	998	Woodburn Jn	74 7129 01
Tinsley East Jn	Up & Down Tinsley (Up Direction)	W204	998	York Roc Rotherham Workstation	74 7132 01
Tinsley South Jn	Up & Down Tinsley (Down Direction)	W205	998	York Roc Rotherham Workstation	74 7129 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Tinsley South Jn	Up & Down Tinsley (Up Direction)	W206	998	Woodburn Jn	74 7129 01
LN812 SHEPCOTE LANE EASTG JN TO BROUGHTON LANE JN					
Broughton Lane Jn	Up & Down Tinsley (Down Direction)	W213	998	Woodburn Jn	74 7129 01
LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON JN NORTH / SOUTH					
Conisbrough	Up Conisbrough Goods Loop (Down Direction)	S1121	998	York Roc Rotherham Workstation	74 7133 01
LN828 MEXBOROUGH JN TO ALDWARKE JN VIA KILNHURST					
Kilnhurst	Down Mexborough (Up Direction)	S1104	998	York Roc Rotherham Workstation	74 7133 01
Kilnhurst	Up Mexborough (Down Direction)	S1105	998	York Roc Rotherham Workstation	74 7133 01
Kilnhurst	Up Kilnhurst Goods Loop (Down Direction)	S1103	998	York Roc Rotherham Workstation	74 7133 01
Kilnhurst	Down Siding	S1107	998	York Roc Rotherham Workstation	74 7133 01
LN830 ALDWARKE JN TO WOODBURN JN					
Aldwarke New Site	Rotherham Engineering Steel Sidings (New Site)	S1091	998	York Roc Rotherham Workstation	74 7133 01
LN836 DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN					
Adwick Jn	Down Skellow - Up	D1162	998	Doncaster Panel 4	74 8203 01
Adwick Jn	Down Leeds - Up	D1164	998	Doncaster Panel 4	74 8203 01
South Kirkby Jn	Up Doncaster - Down	L651	998	York Roc – Leeds Ardsley workstation	74 8207 01
South Kirkby Jn	Down Doncaster - Up	L647	998	York Roc – Leeds Ardsley workstation	74 8207 01
Wakefield Westgate	Down Doncaster - Up	L236	998	York Roc – Leeds Ardsley workstation	74 8207 01
Wakefield Westgate	Down Platform Spur	L238	998	York Roc – Leeds Ardsley workstation	74 8207 01
Wakefield Westgate	Up Siding	L231	998	York Roc – Leeds Ardsley workstation	74 8207 01
Wakefield Westgate	Down Siding	L232	998	York Roc – Leeds Ardsley workstation	74 8207 01
Whitehall West Jn	Whitehall Yard / Sidings	L4420	998	York Roc – Leeds West workstation	74 8210 01
Neville Hill Depot	Depot Arrival	L774	998	York Roc – Leeds East workstation	74 8208 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Neville Hill Depot	Up Hull Goods Loop - Down	L775	998	York Roc – Leeds East workstation	74 8208 01
Neville Hill West Jn	Departure Sidings	L779	998	York Roc – Leeds East workstation	74 8208 01
Neville Hill West Jn	Up Hull Goods Loop - Down	L780	998	York Roc – Leeds East workstation	74 8208 01
Neville Up Sidings	Up Arrival	L783	998	York Roc – Leeds East workstation	74 8208 01
Neville Up Sidings	Up Sidings	L784	998	York Roc – Leeds East workstation	74 8208 01
Neville Up Sidings	Down Hull - Up	L782	998	York Roc – Leeds East workstation	74 8208 01
LN838 LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE					
Horsforth	Horsforth Turnback Siding	LH4114	114	Harrogate	74 8304 01
Harrogate	Harrogate station Plat 3 Up Direction	H24	998	Harrogate	74 8304 01
Harrogate	Harrogate station Plat 1 Up Direction	H26	998	Harrogate	74 8304 01
Harrogate	Harrogate station through road Up direction	H25	998	Harrogate	74 8304 01
Harrogate SB	Harrogate station Plat 3 Down Direction	H44	998	Harrogate	74 8304 01
Harrogate SB	Harrogate station Plat 1 Down direction	H57	998	Harrogate	74 8304 01
Harrogate SB	Harrogate station through road Down Direction	H59	998	Harrogate	74 8304 01
Knaresborough SB	Down Platform Down direction	K8	998	Knaresborough	74 8302 01
Knaresborough	Up Platform Down direction	K9	998	Knaresborough	74 8302 01
LN842 STAINFORTH JN. TO ADWICK JN.					
Applehurst Lane LC	Down Skellow - Up	D1152	998	Doncaster Panel 4	74 8203 01
Skellow Jn	Amoco Sidings	D1157	998	Doncaster Panel 4	74 8203 01
Skellow Jn	Down Skellow - Up	D1158	998	Doncaster Panel 4	74 8203 01
Skellow Jn	Down Skellow - Up	D1159	998	Doncaster Panel 4	74 8203 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
LN854 HALL ROYD JN. TO SKELTON JN.					
Hebden Bridge	Up Main Down Direction	HB4	996	Hebden Bridge	74 6435 01
Hebden Bridge	Up Main Sidings	HB33	996	Hebden Bridge	74 6435 01
Milford Jn	Down Sidings	M691	998	Milford	74 8109 01
Milford Jn	Down Milford Passenger Loop (Down direction)	M689	998	Milford	74 8109 01
Milford Jn	Up Milford Passenger Loop (Up direction)	M690	998	Milford	74 8109 01
Milford Jn	Reception Line (Up direction)	M692	998	Milford	74 8109 01
Holgate Jn	Up Leeds	Y613	998	York Roc – South workstation	74 8207 01
LN868 WINCOBANK JN TO HORBURY JN					
Ecclesfield West	Up Main (Down main)	BY2301	998	Barnsley	74 8100 01
Ecclesfield West	Down Main (Up direction)	BY2302	998	Barnsley	74 8100 01
Barnsley	Up Main (Down Main)	BY2305	998	Barnsley	74 8100 01
Barnsley Station Jn	Down Main (Up direction)	BY2308	998	Barnsley	74 8100 01
LN872 ALTOFTS JN TO LEEDS WEST JN					
Stourton Jn	Up Midland - Down	S937	998	York Roc – Leeds West workstation	74 8210 01
Stourton Jn	Up Shunt Spur	S935	998	York Roc – Leeds West workstation	74 8210 01
Hunslet South Jn	Stourton Trading Estate	S925	998	York Roc – Leeds West workstation	74 8210 01
Hunslet South Jn	Pit Siding	S923	998	York Roc – Leeds West workstation	74 8210 01
Hunslet South Jn	Stourton Down Siding - Down	S921	998	York Roc – Leeds West workstation	74 8210 01
Hunslet South Jn	Stourton Arrival/Departure - Up	S922	998	York Roc – Leeds West workstation	74 8210 01
Hunslet South Jn	Down Siding No.1	S920	998	York Roc – Leeds West workstation	74 8210 01
Hunslet South Jn	No.2 Reception - Up	S924	998	York Roc – Leeds West workstation	74 8210 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Hunslet South Jn	No.2 Reception - Down	S919	998	York Roc – Leeds West workstation	74 8210 01
Hunslet South Jn	No.2 Reception - Up	S918	998	York Roc – Leeds West workstation	74 8210 01
Hunslet Station Jn	No.1 Reception - Down	L4487	998	York Roc – Leeds West workstation	74 8210 01
Hunslet Station Jn	No.1 Reception - Down	S907	998	York Roc – Leeds West workstation	74 8210 01
Hunslet Station Jn	No.1 Reception - Up	S908	998	York Roc – Leeds West workstation	74 8210 01
Hunslet Station Jn	No.2 Reception - Up	S909	998	York Roc – Leeds West workstation	74 8210 01
Hunslet Station Jn	No.2 Reception - Down	L4489	998	York Roc – Leeds West workstation	74 8210 01
Hunslet Station Jn	Down Midland - Up	L4488	998	York Roc – Leeds West workstation	74 8210 01
Holbeck Depot Jn	Up Midland - Down	L4491	998	York Roc – Leeds West workstation	74 8210 01
LN880 YORK TO SCARBOROUGH					
York	Exam Sidings	Y640	998	York Roc – South workstation	74 8207 01
Strensall	Up line (Down direction)	S51	998	Strensall	74 8258 01
Strensall	Down line (Up direction)	S52	998	Strensall	74 8258 01
Malton	Down Line (Up direction)	M12	998	Malton	74 8255 01
Malton	Up Line (Down direction)	M16	998	Malton	74 8255 01
Weaverthorpe	Up line (Down direction)	W8	998	Weaverthorpe	74 8254 01
Weaverthorpe	Down line (Up direction)	W6	998	Weaverthorpe	74 8254 01
Seamer	Up Sidings Exit	SR224	224	Seamer	74 8253 01
Scarborough	Excursion Siding 1 & 2	YS6199	199	Seamer	74 8253 01
LN888 SHAFTHOLME JN TO FERRYBRIDGE NORTH JN					
Norton LC	Up Knottingley - Down	DN1513	998	Doncaster Panel 4	74 8203 01
Norton LC	Down Knottingley - Up	DN1516	998	Doncaster Panel 4	74 8203 01
Norton LC	Down Knottingley - Up	DN1514	998	Doncaster Panel 4	74 8203 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Lowfield LC	Down Knottingley	DN1515	998	Doncaster Panel 4	74 8203 01
Lowfield LC	Up Knottingley	DN1518	998	Doncaster Panel 4	74 8203 01
LN898 NEVILLE HILL EAST JN TO HULL					
Peckfield Crossover	Up Hull - Down	CF2003	998	York Roc – IECC – Leeds East	74 8208 01
Peckfield Crossover	Down Hull - Up	CF2002	998	York Roc – IECC – Leeds East	74 8208 01
Micklefield	Up Hull - Down	CF2001	998	York Roc – IECC – Leeds East	74 8208 01
Selby South Jn	Up Bay Platform	S1950	998	Selby	74 8270 01
Selby South Jn	Up Hull Platform	S1952	998	Selby	74 8270 01
Selby South Jn	Down Hull Platform (Up Direction)	S1948	998	Selby	74 8270 01
Selby Swing Bridge	Down Hull Platform (Down Direction)	S1955	998	Selby	74 8270 01
Selby Swing Bridge	Up Barlby Passenger Loop	S1956	998	Selby	74 8270 01
Barlby Jn	Down Barlby Passenger Loop	S1957	998	Selby	74 8270 01
Barlby North Jn	Potters Group / Sugar Factory GF	S1872	998	Selby	74 8270 01
Howden LC	Up Hull (Down Direction)	S597	998	Selby	74 8270 01
Howden LC	Down Hull (Up Direction)	S598	998	Selby	74 8270 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Hull Paragon	Siding B	HP1018	998	Hull Paragon	74 8263 01
Hull Paragon	Siding A	HP1020	998	Hull Paragon	74 8263 01
Hull Paragon	Siding C	HP1016	998	Hull Paragon	74 8263 01
Hull Paragon	Siding D	HP1014	998	Hull Paragon	74 8263 01
Hull Paragon	Siding C	HP1012	998	Hull Paragon	74 8263 01
Hull Paragon	Platform 4	HP608	998	Hull Paragon	74 8263 01
Hull Paragon	Platform 2	HP604	998	Hull Paragon	74 8263 01
Hull Paragon	Platform 1	HP602	998	Hull Paragon	74 8263 01
Hull Paragon	Platform 3	HP606	998	Hull Paragon	74 8263 01
Hull Paragon	Platform 5	HP610	998	Hull Paragon	74 8263 01
Hull Paragon	Platform 7	HP614	998	Hull Paragon	74 8263 01
Hull Paragon	Platform 6	HP612	998	Hull Paragon	74 8263 01
LN902 MICKLEFIELD JN TO CHURCH FENTON NORTH JN					
Rose Lane LC	Up Leeds - Down	CF5271	998	York Roc – Leeds	74 8208 01
Church Fenton North Jn	Down Leeds - Up	CF715	998	York Roc – Leeds East	74 8208 01
LN910 TEMPLE HIRST JN TO SELBY SOUTH JN					
Brayton LC	Barlow Siding	S881	998	Selby	74 8270 01
Canal Jn	Stag Siding	S1932	998	Selby	74 8270 01
LN914 HULL (PARAGON) TO SEAMER WEST JN					
West Parade Jn	Stabling Siding	HP1004	998	Hull Paragon	74 8263 01
West Parade Jn	By Pass Line	HP1001	998	Hull Paragon	74 8263 01
Wansford Road LC	Up Line (Down Direction)	D53	998	Driffield	74 8261 01
Wansford Road LC	Down Line (Up Direction)	D54	998	Driffield	74 8261 01
Wansford Road LC	Engineers Siding	D51	998	Driffield	74 8261 01
Bridlington	Carriage Sidings	BN48	998	Bridlington	74 8259 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Bridlington	Platform 7	BN2	998	Bridlington	74 8259 01
Bridlington	Platform 8	BN1	998	Bridlington	74 8259 01
Bridlington	Platform 6	BN4	998	Bridlington	74 8259 01
Bridlington	Platform 5	BN7	998	Bridlington	74 8259 01
Bridlington	Platform 4	BN9	998	Bridlington	74 8259 01
Bridlington	Platform 4	BN109	998	Bridlington	74 8259 01
Bridlington Quay LC	Down/Up Main	BN108	998	Bridlington	74 8259 01
LN922 WHITEHALL WEST JN TO HELLIFIELD SOUTH JN					
Kirkstall Loops	Down Kirkstall Passenger Loop - Up	L4500	998	York Roc – Leeds North West workstation	74 8211 01
Kirkstall Loops	Up Kirkstall Passenger Loop - Down	L4501	998	York Roc – Leeds North West workstation	74 8211 01
Kirkstall Loops	Down Shipley - Up	L4502	998	York Roc – Leeds North West workstation	74 8211 01
Shipley Tunnel	Down Shipley - Up	L4540	540	York Roc – Leeds North West workstation	74 8211 01
Keighley	Platform 1 - Down	L4543	998	York Roc – Leeds North West workstation	74 8211 01
Keighley	Down Sidings	L4541	998	York Roc – Leeds North West workstation	74 8211 01
Keighley	Down Shipley - Up	L4544	998	York Roc – Leeds North West workstation	74 8211 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Kildwick LC	Up Shipley - Down	L4545	998	York Roc – Leeds North West workstation	74 8211 01
Kildwick LC	Down Shipley - Up	L4546	998	York Roc – Leeds North West workstation	74 8211 01
Skipton South Jn	Up Shipley - Down	L4549	998	York Roc – Leeds North West workstation	74 8211 01
Skipton	Down Stabling Siding	L4551	998	York Roc – Leeds North West workstation	74 8211 01
Skipton Middle Jn	Up Siding 1	L4558	998	York Roc – Leeds North West workstation	74 8211 01
Skipton Middle Jn	Up Siding 2	L4556	998	York Roc – Leeds North West workstation	74 8211 01
Skipton Middle Jn	Up Siding 3	L4554	998	York Roc – Leeds North West workstation	74 8211 01
Hellifield	Down Main	HD53	996	Hellifield	74 6425 01
Hellifield	Down Main	HD27	996	Hellifield	74 6425 01
Hellifield	Down Loop	HD34	996	Hellifield	74 6425 01
Hellifield	Up Loop	HD6	996	Hellifield	74 6425 01
Hellifield	Down Loop	HD51	996	Hellifield	74 6425 01
LN928 SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE					
Shipley South Jn	Crossleys Siding	L4532	998	York Roc – Leeds North West workstation	74 8211 01
Shipley South Jn	Down Forster Square - Up	L4534	998	York Roc – Leeds North West workstation	74 8211 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
LN3615 HELPSTON JN TO SYSTON SOUTH JN					
Ketton	Reversible/Bi-Directional - Siding	WGF2	997	Ketton	74 7150 01

GSM-R – CAB RADIO REGISTRATION – AREA SPECIFIC 99X LOCATION CODES

When required to use a 99X location code (also known as 'wild card number') to pre-register or to register the cab radio as shown in the GSM-R user procedures the following area specific location code must be used in the areas covered by this Sectional Appendix:

997 East Midlands Route
998 LNE Route.

London North Eastern Route GI - Dated: 28/08/23

GSM-R GENERAL INSTRUCTION

TW5 SECTION 24 – KNOWN SEARCHING NETWORK LOCATIONS

The locations in the table below have encountered a temporary reduction in radio coverage with the GSM-R system which may result in registration problems and the ability of the driver to contact the signaller. This will be presented to the Driver on the DCP as 'searching for network'.

Drivers must carry out the 'Pending Registration' process on the radio and continue their journey.

Location	Fault Number	Comments	Outcome
Hendon	FMS DER93555	GSM-R issues at Hendon and then again at West Hampstead with it dropping out	Fixed – repeater installed

TW5 SECTION 24 – KNOWN MISROUTED CALL LOCATIONS

The locations in the table below are known areas where calls are frequently misrouted to the wrong signaller. Calls may misroute to the wrong signaller if the 'contact signaller' button is pressed.

Drivers are instructed to use the phone book to contact the signaller from these locations.

Location	Fault Number	Comments	Outcome
Wakefield Westgate	FMS YOR -540359	Misrouted calls	Fixed – data fill changed

TW5 SECTION 24 – KNOWN NON-TD REGISTRATION LOCATIONS

The locations in the table below are known areas where the lack of Train Describers results in registration problems. There will also be a likelihood of misrouted calls to the signaller if the 'contact signaller' button is pressed.

Drivers are instructed to register using the wildcard and not follow GSM-R bulletin 21 until the alias plates are added to the signals. The Driver is also instructed to use the phone book to contact the signaller from these locations.

Location	Fault Number	Comments	Outcome
Bradford Interchange	NA	No Alias plate in place	TBC

LIMITED COVERAGE ON FREIGHT ONLY BRANCH LINES

The freight-only branch lines listed in the table below are sections of permanent poor GSM-R coverage. These areas of poor coverage are in tunnels and deep cuttings resulting in GSM-R calls may be unreliable, as with previous NRN coverage. If a train is in a poor coverage area at the time the emergency call is initiated, the train radio will receive the emergency call as soon as there is sufficient GSM-R coverage.

SECTION	SA	ELR	Start Miles	Start Chains	End Miles	End Chains	GSM-R Predicted Poor Coverage Details
Pelaw Junction to Jarrow (NR Boundary)	LN670	JAW1	0	9	3	36	Poor coverage: JAW1 3m0ch - 3m36ch
Saltburn West to Boulby Mine (NR Boundary)	LN642	SSK1	27	5	34	29	Poor coverage: SSK1 29m25ch - 30m05ch
Embsay Junction (former) to Skipton Middle Junction	LN930	SKS1	220	64	221	68	Poor coverage through Haw Bank Tunnel: SKS1 220m77ch - 221m07ch

GSM-R FAULTS AND FAILURES RESPONSE

VERSION 1.1

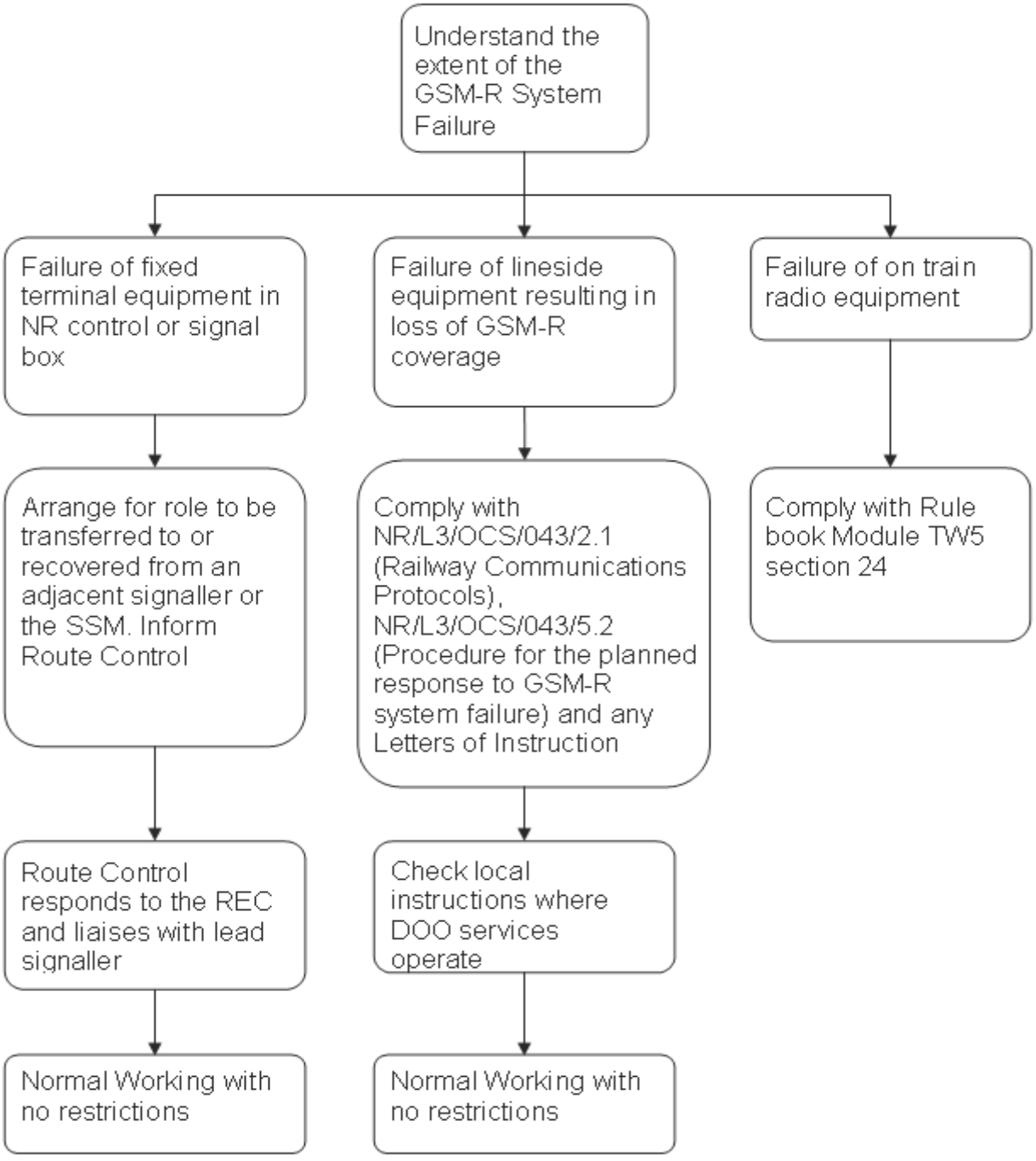
PURPOSE

To provide guidance on the response to onboard GSM-R system faults and local/area infrastructure faults.

Appendix covers the response to system faults from a single fixed terminal through to failures of the infrastructure resulting in loss of coverage in a geographical area.

APPENDIX

This chart details the process used by Network Rail Control to determine the operating response to GSM-R service or sub-system failures.



London North Eastern Route GI - Dated: 05/09/15

HAULING DEAD TRACTION UNITS

When more than two locomotives (including hauling and dead locomotives) are to be coupled together, it will not be necessary to obtain the authority of the Track Engineer, provided any conditions in the Route Availability for Diesel and Electric Locomotives are complied with.

London North Eastern Route GI - Dated: 07/12/13

INFRASTRUCTURE MONITORING TRAINS

Network Rail own a fleet of specially adapted Infrastructure Monitoring vehicles which operate frequently on most routes on all Network Rail routes, these vehicles are painted yellow and carry Network Rail logos. Trains with these vehicles in them generally operate with a ‘Q’ headcode so as to denote that they are line specific.

During movements, these vehicles can emit a powerful underframe light source which could be mistakenly identified as a binding brake or sparks being emitted from the bogies, and as such, does not require to be reported to the controlling Signaller. However, if in any doubt, then normal operating procedures should be applied.

London North Eastern Route GI - Dated: 11/04/15

INSTRUCTIONS FOR WORKING GROUND FRAMES AND GROUND SWITCH PANELS RELEASED FROM SIGNAL BOXES

Except where special instructions are issued, the following instructions and Rule Book Module SS2, Section 4.7 and Module TS1, Regulation 8, apply:-

1. When it is required, to operate a ground frame or ground switch panel, the operator must advise the Signaller of the intended movements and ask for the release, where necessary, operating the Permission or Switch lever. When the ground frame/switch panel is released, it may be operated as required.
2. When the movements have been completed and the ground frame levers/switches have been restored to normal, the operator must advise the Signaller who must then relock the ground frame/switch panel. The operator must not leave until he has ascertained that this has been done.
3. In the event of any failure of the apparatus, the operator must act in accordance with the instructions given by the Signaller.
4. The operator must advise the Signaller if a derailment occurs which fouls any of the running lines and take whatever action is necessary to protect the obstruction.
5. Additional instructions applicable to ground switch panels:

   5.1 Before authorising a movement, the operator must check that the indicators show the points to be set in the proper position and if Single Line Working is in operation, place and maintain reminder appliances on the point switches until the movement has passed clear of the points.

   5.2 When a ground switch panel is not in use, or if the operator has to leave the immediate vicinity of the ground switch panel when it is released, the cabinet door must be closed and locked.

   5.3 A crank handle or detachable handle and key is provided at most ground switch panels and must only be used in accordance with the instructions of the Signaller.

6. Additional instructions applicable to ground frames where separate telephone facilities are not provided:

   6.1 The “Attend Telephone” bell code 3-3-3-3 must be used by the person requiring to speak to the Signaller, or vice versa.

   6.2 At ground frames, where bell communication is provided with the signal box, the following code must `be used if there is a failure of the telephone or in an emergency if it is the quickest method of contacting the Signaller:-

   <u>To Signal Box</u>

Unlock ground frame	2
Train shunted clear of running line(s)-lock ground frame	3
Train on running line ready to depart-lock ground frame	5
These codes will be acknowledged by repetition when the ground frame has been unlocked/locked	
Running line(s) fouled	6

   <u>From Signal Box</u>

Clear running line(s) for train to pass	7
To be acknowledged by repetition and code 3 sent when the line(s) have been cleared	

   The call attention signal, 1 beat, must be sent and acknowledged before the required code is sent except when it is necessary to send the Running Lines Fouled bell signal.

   6.3 Ground Frames unlocked by Annett's key taken from Signal box

   The key must be inserted in the lock provided on the ground frame lever to release it. The key must be locked in the lever until it is restored to the normal position. The Annett's key must be returned to the signal box when the work has been completed.

London North Eastern Route GI - Dated: 01/12/07

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:

Route	Sections of Line Equipped
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
LN120 Wood Green North Jn to Langley Jn via Hertford	Down Herttford line Between 28m 05ch and 29m 0ch Up Hertford Line between 32m 11ch and 34m 15ch
LN125 Hitchin, Camebridge 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
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 Bebside level crossing 14m 67ch 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
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
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
LN824 MOORTHORPE JN TO SOUTH KIRBY JN	Down South Kirkby between 175m 0ch and 0m 5ch Up South Kirkby between 0m 18ch and 0m 11ch
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 Aldwakre New Site 6m 39ch to Broughton Lane Jn 1m 36ch
LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN	Down Doncaster between 161m 38ch and 174m 63ch Up Doncaster between 162m 42ch and 174m 63ch
LN848 HARE PARK JN TO CROFTON JN	Down Crofton Branch between 171m 70ch and 172m 49ch Up Crofton branch between 171m 70ch and 172m 01ch

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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 Down143m 17ch to 146m 59ch. All lines Up 146m 59ch to 142m 13ch
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
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

LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN	Down Cutsyke between 0m 50ch & 56m 43ch Down Cutsyke between 56m 43ch & om 10ch
LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN	Down Goole between 56m 16ch & 56m 65ch Up Goole between 56m 65ch & 56m 0ch
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).

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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.

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LOCKOUT PROTECTION SYSTEMS

STAFF PROTECTION SYSTEMS (LOCKOUT)

The provision and application of Staff Protection Systems (often referred to as Lockouts), are of the following types: -

A LOD (E) system inhibits moves in both directions on a section of line including moves into and out of the Protected Area and is a Captive Key system where the key is normally retained in the instrument.

A LOD (K) system prevents signalled moves into the Protected Area and is a Captive Key system where the key is normally retained in the instrument.

A LOD (T) system prevents signalled moves into the Protected Area and is a Key Enabled system where the authorised user must obtain the key before operation can commence.

LOD (P), system prevents signalled moves against one direction of traffic on a Bi-directional line, enabling staff to utilise lookout protection for a single direction. It is a Key Enabled system where the authorised user must obtain the key before operation can commence.

The LOD (E), LOD (K), LOD (T), equipment may be used as an alternative to the protection arrangements outlined in Rule Book Modules TS1, Regulation 13, and Handbook 8, however all relevant Rules for establishing a Safe System Of Work must be complied with.

The person requesting protection using the above equipment must be either a certified “Controller of Site Safety” (COSS), an “Individual Working Alone” (IWA), ‘’Safe Work Leader’’ (SWL), or a “Protection Controller” (PC) who has been trained and authorised to use the specific lockout and if it is a Key(s) Enabled System, issued with the appropriate key(s). LOD (E) systems may also be used by authorised TOC & FOC staff, where appropriate and Staff have been trained.

In this instruction, where the instruction refers to the COSS, the instruction also applies to an IWA/ SWL/ PC/ TOC & FOC Staff, where appropriate and Staff have been trained.

Only in exceptional circumstances may the COSS hand over to relief provided they advise the signaller of their name, employer, location and contact telephone number.

The area of protection provided by the lockout system is normally displayed and clearly defined in the lockout cabinets. The COSS should ensure the area of protection provided by the lockout provides adequate protection for the activity / work. When required, permission may be requested for the use of more than 1 lockout system and / or may cover more that one line. All communications regarding the protection arrangements must be made directly between the Signaller and the authorised COSS.

The Signaller must, before granting any lockout protection, ensure that protecting signals are placed and maintained at Danger and routes leading to the protected area are cancelled and the protected area is clear of trains. The Signaller should not authorise any un-signalled moves into the area covered by the lockout(s) when in use. The COSS must advise the signaller of any failure of operation of the lockout unit / system, or if a lockout key is lost / damaged, immediately considering the protection as no longer in place. Signallers when making entries in the TRB need not issue authority numbers unless specifically outlined in local instructions.

Other instructions, variations to the above instructions and alternative local protection systems are covered in the Local Instructions sections and / or Signal Box Local Instructions.

Obtaining permission to use a LOD (E), or a LOD (K)

The COSS must telephone the Signaller giving their Name, Employer, location and contact telephone number. They must state which “lockout” section(s) they require to be protected and for how long. If use of the “lockout” is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS who must confirm they are correct. Then the Signaller may operate the Key release and instruct the COSS to remove the Lockout Key.

When permission to use the LOD (E), or LOD (K) is to be given up

When the protected area(s) is/are clear and safe for trains to run on, the COSS must advise the Signaller of his/her Name, Employer and location. When advised to do so by the Signaller, the COSS must replace the Key, and return it to the locked “traffic” position. The Signaller must be advised and he/she must check that the normal indication has been restored, advising the COSS person and make an entry in the train register.

Obtaining permission to use a LOD (T)

The COSS must telephone the Signaller giving their Name, Employer, location and contact telephone number. They must state which “lockout” section(s) they require to be protected and for how long. If use of the “lockout” is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS who must confirm they are correct. The Signaller should then instruct the COSS to insert the Key and turn it to the operate position, the signaller will then operate the release and instruct the COSS to operate the “locked out” button / switch. The COSS should then observe the “locked out” indication has illuminated correctly and advise the signaller, then turn the key to the normal position and remove the KEY.

When permission to use the LOD (T) is to be given up

When the protected area(s) is/are clear and safe for trains to run on, the COSS must advise the Signaller of his/her Name, Employer and location. When advised to do so by the Signaller, the COSS must insert the Key, turn it to the “operate” position and observes the “locked out” indication illuminates. The signaller then operates the “Traffic Cancel Control” and COSS operates the “Traffic” button / switch to return it to the “traffic” position. The COSS should then observe the “traffic” indication has illuminated correctly and advise the signaller then turn the key to the normal position and extract the Key.

The Signaller must be advised and they must check that the normal indication has been restored, advising the COSS and make an entry in the train register.

Obtaining permission to use a LOD (P)

The COSS must telephone the Signaller giving their Name, Employer, location and contact telephone number. They must state which "lockout" section(s) they require to be protected and for how long. The COSS should be aware and record clearly on the SSOW briefing pack that traffic will still be able to be signalled and run normally in one direction within the protected area and confirms this with the signaller. If use of the "lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS who must confirm they are correct. The Signaller should then instruct the COSS to insert the Key and turn it to the operate position, the signaller will then operate the release and instruct the COSS to operate the "Patrol" button / switch. The COSS should then observe the "Patrol" indication has illuminated correctly and advise the signaller, then turn the key to the normal position and remove the KEY.

When permission to use the LOD (P) is to be given up

When the protected area(s) is to be given up, the COSS must advise the Signaller of his/her Name, Employer and location. When advised to do so by the Signaller, the COSS must insert the Key, turn it to the "operate" position and observes the "Patrol" indication illuminates. The signaller then operates the "Traffic Cancel Control" and COSS operates the "traffic" button / switch to return it to the "traffic" position. The COSS should then observe the "traffic" indication has illuminated correctly and advise the signaller then turn the key to the normal position and extract the Key. The Signaller must be advised and they must check that the normal indication has been restored, advising the COSS and make an entry in the train register.

Lockout systems are provided between the following locations: -

Line of Route	**Sections of line equipped**	**Type of Lockout if specified**	**Lockout No.**	**Type of Key System used**	**Additional information**
LN101 KINGS CROSS TO SHAFTHOLME JN	Platform 0	LOD (E)	YA5001	Key enabled	Kings Cross station Platform area between the Buffer stops and the platform signal
	Platform 1 & 2	LOD (E)	YA5007	Key enabled	
	Platform 3 & 4	LOD (E)	YA5013	Key enabled	
	Platform 5 & 6	LOD (E)	YA5019	Key enabled	
	Platform 7 & 8	LOD (E)	YA5025	Key enabled	
	Platform 9	LOD (E)	YA5031	Key enabled	Kings Cross station beyond the platform signals to Belle Isle
	Platform 10	LOD (E)	YA5037	Key enabled	
	Line A & B	LOD (K)	YA5043	Key enabled	
	Line C & D	LOD (K)	YA5049	Key enabled	
	Line E & F	LOD (K)	YA5055	Key enabled	
	Canal Junction	LOD (K)	YA5087	Key enabled	
	Line A, B, C, D, Down Fast & Up Fast	LOD (K)	YA5121	Key enabled	
	Down Slow & Up slow	LOD (K)	YA5127	Key enabled	
	Spittal Jn To New England North Jn	LOD (P)	4001	Key Enabled	ECML Up Slow Line – Protection to prevent Down Direction Moves
	New England North Jn to Werrington Jn	LOD (P)	4002	Key Enabled	ECML Up Slow Line – Protection to prevent Down Direction Moves

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

	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.

	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

		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	Key Enabled	Down Nottingham Slow Line
	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

	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 N0. 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

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) across2888B 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

	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) across2888B 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
LN694 BENTON NORTH Jn TO MORPETH NORTH Jn via BEDLINGTON	Benton East Jn	LOD (D)	BA9180	Key Enabled	Prevents all movements over this junction in any direction.
	Holywell Jn	LOD (K)	BA9181	Key Enabled	Prevents all movements over this junction in any direction.
	Seghill Jn	LOD (K)	BA9182	Key Enabled	Prevents all movements over this junction in any direction.
	Red House Farm Jn	LOD (K)	BA9182	Key Enabled	Prevents all movements over this junction in any direction.
	Bedlington South Jn	LOD (K)	BA9186 (South)	Key Enabled	Prevents all movements over Bedlington South junction and Bedlington Junction in any direction. Only one LOD North or South can be in use at any time.
	Bedlington Jn	LOD (K)	BA9186 (North)	Key Enabled	Prevents all movements over Bedlington South junction and Bedlington Junction in any direction. Only one LOD North or South can be in use at any time.
LN702 BEDLINGTON NORTH to LYNEMOUTH ALCAN	West Sleekburn Jn	LOD (K)	BA9189	Key Enabled	Prevents all movements over this junction in any direction.
	Marchey's Level Crossing	LOD (T)	BA9190 (1)	Twin Key Enabled	Provides a safe walking route to LOD BA9189 (2)
	Marchey's House Jn	LOD (T)	BA910 (2)	Twin Key Enabled	Prevents all movements over this junction in any direction.
	Ashington Station	LOD (T)	BA916 (1)	Twin Key Enabled	Provides a safe walking route to LOD BA9193 (2)
	Ashington Jn	LOD (T)	BA9196 (2)	Twin Key Enabled	Prevents all movements over this junction in any direction.

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	Down Main 154m 40ch to 154m 60ch. Up Main 154m 71ch to 154m 40ch.
	Down Main, connection to Up Hope Valley and DE4036 points.	LOD(K)	DE9025	Captive Key	Up Main 154m 60ch to 154m 71ch, Down Hope Valley 0m 45ch to DE4036 points.

LN808 Dore Station Junction to Earles Sidings (Exclusive)	Up Hope Valley, Down Hope Valley and DE4010 points	LOD(K)	DE9016	Captive Key	Protects entrance to Up Bamford Loop
	Up Hope Valley, Down Hope Valley and DE4011 points	LOD(K)	DE9017	Captive Key	Protects exit from Up Bamford Loop
	Up Hope Valley, Down Hope Valley, Grindleford Down Siding, DE4012 A/B and DE4031 A/B points	LOD(K)	DE9019	Captive Key	Up Hope Valley 159m 13ch to 158m, Down Hope Valley 158m to 159m 13ch
	Up Hope Valley, Down Hope Valley, Grindleford Down Siding, DE4012 A/B and DE4031 A/B points, Totley Tunnel, and 4032A/B points	LOD(T)	DE9020	Key Enabled	Up Hope Valley 159m 13ch to 154m 47ch, Down Hope Valley 154m 47ch to 159m 13ch
	Up Hope Valley, Down Hope Valley, DE4032 A/B points, and DE4033 points.	LOD(K)	DE9021	Captive Key	Up Hope Valley 156m 29ch to 154m 47ch, Down Hope Valley 154m 47ch to 159m 13ch
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
	Sandal & Agbrigg Platform 1 Up Doncaster	LOD(T)	3001	Key Enabled	
	Sandal & Agbrigg Platform 2 Down Doncaster	LOD(T)	3002	Key Enabled	
	Viaduct 51 Up & Down Doncaster	LOD(T)	3005	Key Enabled	
	Hare Park Junction Up & Down Doncaster Up & Down Crofton Branch	LOD(K)	3008	Captive Key	Protects 2020, 2021A/B and 2022 points from all moves across or through Hare Park Jn.
	Wintersett Sidings Up & Down Doncaster Wintersett Bunker/Spur	LOD(K)	3011	Captive Key	Protects 2232A/B & 2233A/B. Up Doncaster protected 170m 42ch to 171m 20ch, Down Doncaster only 171m 04ch to 171m 20ch
	Up Hemsworth Passing Loop Up Doncaster	LOD(K)	3014	Captive Key	Protects 2235 and 2237 points, Up Hemsworth Loop.
	Down Hemsworth Passing Loop Up & Down Doncaster	LOD(K)	3017	Captive Key	Protects 2238 and 2239 points and inspections of the loop
	South Kirkby Junction, Up & Down Doncaster Up & Down South Kirkby	LOD(K)	3020	Captive Key	Protects 2243A/B, 2244A/B, 2245 & 2247
	Down Doncaster through South Elmsall platform 1	LOD(T)	3023	Key Enabled	Axle Counter section SKPH

	Up Doncaster through South Elmsall platform 2	LOD(T)	3024	Key Enabled	Axle Counter sections SKKR and SKKS.
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
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	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	-
	Down Goole and Up Goole Pontefract West Jn 2097 A/BN2098 A/B 2099 AND 2100 points	LODK	FE5005	Captive key	Axle Counter Sections JCF (X) JAK(X) JAL(X) JAM(X) JAN(X) JBA(X) JBD(X) AND JBD(X)
	Crofton East Jn. (inclusive)	LOD (K)	WK2802	Captive Key	-
	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)
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: 03/02/2025

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LOCOMOTIVES ASSISTING IN REAR OF TRAINS

1. Trains may be assisted in rear between the places listed below.
2. The assisting locomotive must be coupled to the train except where denoted below by the letter “N”.
3. Any type of train may be assisted in rear except where denoted below by:-

   F - freight trains only
   ECS - empty coaching stock trains only
   P - passenger trains only
   RES - Royal Mail trains only

4. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where denoted by letter "D".
5. The locomotive attached in rear of the train must not apply power where denoted below by the letter “R”.

From	To	Type of Train	Conditions	Remarks
LN101 – KINGS CROSS TO SHAFTHOLME JN				
Kings Cross Bounds Green	Ferme Park) or Bowes) Park) Kings Cross)	ECS *	R	* ECS trains formed of Non Push-Pull stock with a Main line locomotive attached in rear. 1. The ETH must be coupled to the rear locomotive and **NOT** the leading locomotive. 2. The Driver of the rear locomotive must place the reverser in the direction of travel. 3. If the rear locomotive is an electric locomotive the pantograph must be raised. The Signaller must treat the train as an electric train irrespective of the leading locomotive. 4. The Driver of the rear locomotive if electric must:- (a) isolate the E70 brake unit. (b) place the master switch to “Off”. On arrival at Ferme Park, Bounds Green or Kings Cross the Driver must de-isolate the E70 brake unit.
LN170 – WERRINGTON JN TO FLYOVER EAST JN VIA LINCOLN				
Doncaster Down Decoy	Bessacarr Jn	F		The Driver of the rear Class 66 to isolate the E70 brake unit and place the master switch to Off. On arrival at Bessacarr Jn the Driver must de-isolate the E70 brake unit.
LN600 - SHAFTHOLME JN TO RESTON GSP				
York Station	Holgate Jn	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.
Holgate Jn	York Station	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.

Heaton Depot	Low Fell	RES	R	
Low Fell	Newcastle via Tyne or Dunston	RES	R*	* In times of poor rail adhesion the Driver of the leading loco may request power to be applied by the rear loco to assist in departure of trains when leaving Low Fell Depot but application of power should be kept to an absolute minimum.
LN684 - LOW FELL JN TO NORWOOD JN				
Heaton Depot	Low Fell	RES	R	
Low Fell	Newcastle via Tyne or Dunston	RES	R *	* In times of poor rail adhesion the Driver of the leading loco may request power to be applied by the rear loco to assist in departure of trains when leaving Low Fell Depot, but application should be kept to an absolute minimum.
LN740 – GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN				
Immingham Reception Sdgs / Storage Sdgs	Humber Road Jn and vice versa	F	R D	see Local Instruction.
LN742 – KILLINGHOLME TO BROCKELSBY JN				
Killingholme	Humber Road Jn	F	D	**----**

London North Eastern Route GI - Dated: 09/06/06

LORAM C21 RAIL GRINDER

General

There are three rail grinding trains in the Loram C21 series, numbered C2101, C2102 and C2103.

Rail grinding train C2101 has a route availability of RA7, rail grinding trains C2102 and C2103 have a route availability of RA6.

All Loram Class C21 rail grinding trains are approved to travel on routes cleared to W6a gauge.

All Loram Class C21 rail grinding trains **can** be relied upon to operate track circuits.

Where axle counters are used as the primary means of train detection the Special Train Reminder procedure (where provided) is to be used when grinding operations are taking place on lines open for normal working.

Route prohibitions or restrictions for LNE Route

The Loram C21 rail grinding trains are not permitted to run on the Northern City Line from Finsbury Park (exclusive) to Moorgate (inclusive).

The Loram C21 C2102 and C2103 rail grinding trains are not permitted to run on the Up and Down Moorgate lines between OLE structure FO2/66 (opposite Kentish Town track sectioning cabin) and Farringdon.

Transit moves

The maximum permitted speed of the rail grinding trains is 55 mph.

Transit over 3rd or 4th rail DC electrified lines is permitted under the following conditions:

- The electrified rails are isolated in accordance with appropriate instructions, **OR**
- The 'spark blankets' are removed, **OR**
- The 'spark blankets' are secured within the W6a load gauge.

Grinding operations

Notification must be given to TOCs and FOCs which operate on the routes where grinding is to take place so that drivers may be informed.

Grinding operations are permitted to take place both within T3 possessions and on lines open for normal working.

The speed when grinding is approximately 5 mph.

Grinding operations are only permitted on jointed or continuously welded plain track; grinding operations on switches and crossings are specifically excluded.

Rail grinding train C2101 is not permitted to grind within tunnels.

Rail grinding trains C2102 and C2103 are permitted to grind within tunnels, subject to the necessary risk assessment b y the train operator.

The train operator is responsible for ensuring that grinding equipment does not damage track-mounted equipment or level crossing decks.

Grinding operations over 3rd or 4th rail DC electrified lines are permitted under the following conditions:

- The electrified rails are isolated in accordance with appropriate instructions, **AND**
- The 'spark blankets' are fitted

Loram Class C21 rail grinding trains may be authorised, in accordance with Rule Book Module TW7, Clause 1.1 to make a wrong-direction movement for the purpose of extinguishing a lineside fire only, should the Operator request it. **A wrong-direction movement may only be authorised by the appropriate Signaller.** Rail grinding trains are equipped with on-board damping water spray and fire fighting water cannon.

All staff on or about the line are prohibited to be within 10m (approximately 10 yards) of the train whilst grinding operations are being carried out due to the danger of objects being emitted beyond the machine's shields. The machine operator will look out for any staff on or about the line who may be within this distance and cease operations if this is the case. Similarly, any person on a station platform will cause grinding operations to cease.

Grinding operations on lines open for normal working with Simplified Bi-directional Signalling (SIMBIDS) in operation on the opposite line

If the rail grinding train is to operate on lines open for normal working with SIMBIDS in operation on the opposite line, the signal applying to the line on which the rail grinding train is operating and which protects the crossover at the end of the grinding site, and through which trains from the line being used for SIMBIDS are being returned to the proper line, must be fitted with an operational TPWS train stop (TSS)

Dated: 04/09/10

LUCAS TRACK CIRCUITS

The above type of track circuit is liable to produce a wrong side failure when occupied by a vehicle fitted with a track circuit actuator. Vehicles fitted with operative Track Circuit Actuators (this includes ALL Class 14X, 15X, 16X, 170 and 22X units) must NOT run over the following lines:-

Great Coates No.1 to Immingham East Jn

Ferrybridge Power Station lines

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

Modified Working Arrangements on Single lines Rule Book Module P2 Section 7

Introduction

Prior to the introduction of Working by Pilotman, Modified Working may be authorised by the Network Rail Route Control Manager (East Midlands) Responsible Person (LNE), for a period of up to two hours, or until a Pilotman arrives.

In exceptional circumstances the period of up to two hours may be extended subject to the agreement of the Network Rail Route Control Manager (East Midlands) Responsible Person (LNE), the Responsible Person and the Train/Freight Operating companies involved.

In the event of signalling equipment failure on the single lines listed in the table and a Pilotman is not readily available, modified working may be introduced providing:

The Signaller is able to work the points giving access to/egress from the single line or they can be set and detected for the passage of trains.

Direct verbal communication is available between all Signallers involved and the Responsible Person.

Method of working

In the event of a failure of signalling equipment the Network Rail Route Control Manager will decide whether a Pilotman is available or, if not, consider authorising Modified Working.

If Modified Working is authorised, a Responsible Person will be appointed who will ascertain that the single line concerned is clear and that the last train passed clear complete with tail lamp. When this has been done, the Responsible Person will give permission for the Signaller to issue/dictate a Modified Working ticket RT3177 to authorise the passage of the next train. This procedure will be repeated by the Responsible Person for each train which passes over the single line under Modified Working arrangements.

During Modified Working

Once the Signaller has been given authority by the Responsible Person and the arrangements have been confirmed with any other Signaller involved, and the line is clear in accordance with the train signalling regulations the signaller may then issue/dictate the RT3177 ticket to the Driver and advise them of any additional information.

When the Driver has read back all the information on the RT3177 ticket along with any additional information and the Signaller is satisfied that a clear understanding has been reached, the Signaller may authorise the Driver to pass the protecting signal at Danger and proceed cautiously.

Once a train has been admitted to the single line under Modified Working arrangements, the Signaller(s) concerned must not authorise any subsequent train (except to assist a failed train) to pass the protecting signals for the single line until it has been confirmed that the train has passed clear of the single line complete with tail lamp.

Once the train has passed clear of the single line, the Driver must, if previously instructed to do so, stop at the location identified on the RT3177 and contact the Signaller controlling the exit from the single line. The Driver must confirm if the train is complete with tail lamp.

In the event of a failed train, obstruction or any other exceptional circumstance, a clear understanding must be reached between the Responsible Person, all Signallers and Drivers involved before any further movement is authorised.

Lines Where Modified Working is authorised

Route	Line name	Between these locations	Remarks
LN175	Up and Down Sleaford South East	Sleaford South Jn and Sleaford East Jn	-
LN180	Up & Down Sleaford North West	Sleaford West Jn and Sleaford North Jn	-
LN185	Up & Down Main	Sleaford East Jn and Heckinqlon	-
LN185	Up & Down Main	Hubberts Bridge and Boston West St	-
LN185	Up & Down Main	Boston and Sibsey	-
LN215	Up & Down Pyewipe	Boultham Jn and Pyewipe Jn	-
LN634	Single	Middlesbrough to Nunthorpe	
LN634	Single	Nunthorpe-Battersby	
LN634	Single	Battersby-Glaisdale	
LN634	Single	Glaisdale - Whitby	
LN642	Branch (Goods)	Saltburn to Crag Hall	
LN678	Single	Shildon to Bishop Auckland	
LN678	Up Down Bishop Auckland	Darlington to Heighington	
LN736	Up Main Down	Kirton to Northorpe	
LN736	Up Main Down	Northorpe to Gainsborough Central	
LN736	Cleethorpes Single	Cleethorpes and Grimsby Town	-
LN736	Cleethorpes Single	Brigg and Wrawby Junction	
LN758	Down / Up South Yorkshire	Dinnington to Maltby	
LN758	Down / Up South Yorkshire	Maltby to St Catherines Jn	
LN807	Up and Down Dore Curve	Dore South Jn. To Dore West Jn.	Modified Working may only be introduced between these locations provided Modified working is not already in operation between Dore Station Jn. To Dore West Jn.
LN808	Up and Down Manchester	Dore Station Jn. To Dore West Jn.	Modified Working may only be introduced between these locations provided Modified working is not already in operation between Dore South Jn and Dore West Jn
LN838	Up / Down Harrogate	Hammerton - Poppleton	
LN838	Down & Up Main	Knaresborough - Cattal	
LN850	Up & Down Westgate Curve	Wakefield Westgate - Kirkgate	
LN862	Up and Down Huddersfield	Barnsley Summer Lane Jn. To Penistone Station.	Modified Working may only be introduced between these locations provided Modified working is not already in operation between Penistone Station and Stockmoor Station.
LN862	Up and Down Huddersfield	Penistone Station to Clayton West Jn	Modified Working may only be introduced between these locations provided Modified working is not already in operation between Barnsley Summer Lane Jn. To Penistone Station, or Stocksmoor Station and Springwood Jn.

LN862	Penistone Single	Stocksmore Station and Springwood Jn.	Modified Working may only be introduced between these locations provided Modified working is not already in operation between Penistone Station to Clayton West Jn
LN882	Up / Down Goole	Goole - Ferrybridge	
LN892	Up Monkhill Down	Ferrybridge North to Pontefract East	
LN894	Up Knottingley Goods Down	Knottingley South to Knottingley East	
LN914	Down/Up Bridlington	Seamer - Filey	
LN914	Down/Up Bridlington	Hunmanby - Bridlington	
LN924	Up Apperley Down	Apperley Junction to Springs Junction	If more than 2 hours has elapsed since Modified Working was introduced no further authorities are to be granted for trains to pass over the single line under this procedure and pilot working must be introduced. Modified Working procedure can only be used once per incident. The signaller on Leeds North west must record the train movements on to & off the single line in the Occurrence book or TRB If Modified working is introduced on the Up & Down Apperley line then it must NOT be introduced on the Up & Down Basildon If Modified working is introduced on the Up & Down Basildon line then it must NOT be introduced on the Up & Down Apperley line
LN3246	Matlock Single	Ambergate Jnc to Matlock	This method of working will not be introduced if a train has been (or requires to be) shut in at the Ground Frame at Matlock
LN3340	Litchfield Single	Alrewas SB to Wichnor Jnc	
LN3525	Up and Down	Knighton Jn to Bagworth	One train only

London North Eastern Territory GI - Dated: 06/03/2021

Manual Power Changeover Sites (MPCO) for Bi Mode trains

As part of the introduction of the Intercity Express Train (IET) lineside signage has been installed at publicised strategic locations across LNE, Anglia, LNW & Scotland. This signage is a prompt to the driver to raise the pantograph and change traction mode from Diesel to Electric dynamically at up to permissible line speed at that location. Some sites have been designed to deal with power deficiencies to support the increased electric trains operating within the current timetable and may be applicable only at certain times for certain trains.

The following signs have been provided at the MPCO zone consisting of three signs. These signs are only applicable to Bi-mode Class 800 and 802 trains operating in DIESEL mode. Any arrangements for coasting and associated Pantograph raising are to be treated separately from these instructions and signs.

Drivers must adhere to their own specific companies operating instructions for specifics about length of requirement to stay in diesel mode.

Manual Power Changeover Signage – Diesel to Electric Mode (D>E)	
Sign	Action
	Advance Traction Changeover Sign As the train passes the ‘advance traction changeover’ sign the driver must prepare to carry out a dynamic manual changeover (D>E) – this must NOT be done before the front of the train reaches the ‘raise pantograph’ sign.
	Raise Pantograph Sign The driver must wait until the front of the train has reached this sign before initiating a dynamic manual changeover (D>E).
	Do NOT Raise Pantograph Sign If the pantograph(s) has not been raised by the time the front of the train reaches this sign, there must be no attempt made to raise the pantograph/select Electric Mode when speed is in excess of 20mph. The train must continue in Diesel Mode until the train is subsequently stopped or its speed reduced to 20mph or less.

London North Eastern Route GI - Dated: 14/03/2020

Modified Working Arrangements on Single Lines P2 Section 7

Modified working as per rule book P2 section 7 is authorised on the following lines UP & Down Apperley & UP & Down Baildon between the signals listed in the table below.

Single line Direction	From signals	To signals
Dn Apperley	L3921	L3937
Up Apperley	L3938	L3918
Dn Baildon	L3962 / L3964 & L3966	L3945 & L3943
UP Baildon	L3942	L3971 / L3969 & L3967

Forms NR_L3_OPS_045_F3.30B & NR_L3_OPS_045_F3.30C are to be completed as per NR_L3_OPS_045_3.30 7.27 & 7.28

If more than 2 hours has elapsed since Modified Working was introduced no further authorities are to be granted for trains to pass over the single line under this procedure and pilot working must be introduced. Modified Working procedure can only be used once per incident.

The signaller on Leeds North west must record the train movements on to & off the single line in the Occurrence book or TRB

If Modified working is introduced on the Up & Down Appley line then it must **NOT** be introduced on the Up & Down Baildon

If Modified working is introduced on the Up & Down Baildon line then it must **NOT** be introduced on the Up & Down Appley line

London North Eastern Territory GI - Dated:18/04/23

MULTIPLE UNIT TRAINS EQUIPPED WITH AUTOMATIC COUPLERS

To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, T&RS staff will fix a yellow and black "Non - multi" sign to the offside windscreen of the cab concerned so that the sign will be directly opposite the driver of another train.

During normal working, no attempt should be made to couple an automatic coupler so identified.

In the event of a train equipped with automatic couplers becoming disabled and requiring assistance, the Driver of the disabled train must, when requesting assistance, specifically advise the Signaller whether or not a "Non multi-" sign is displayed in either of the end cabs of the train. Similarly, the driver of the assisting train, before proceeding towards the disabled train, must specifically advise the Signaller whether or not a "Non Multi-" sign is displayed in the cab at the end which would be coupled to the disabled train.

If circumstances arise where assistance can only be provided in such a manner that one or other of the cabs to be coupled has a "Non Multi-" sign displayed, technical advice must be obtained. Under no circumstance should any attempt be made to couple the trains until this advice is received. Technical authority may be granted to couple the trains using the automatic couplers but subject to conditions which will be specified at the time. If such authority is not granted, it will be necessary to use an emergency coupling.

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

MARK IV DOOR BARRIERS/ ATTENDANTS

There is a procedure in place for use when there is delay to a Mark IV train not at a designated platform and the train air conditioning is not available.

When such a failure exists, in addition to the standard Rules, the Traincrew will work in accordance with train operator instructions, which requires the Driver to establish that there is no danger to the train from damaged overhead line equipment. After the safety of the train has been established, the Driver will liaise with the Signaller as to whether after the door barriers or door attendants are in position, two train doors can be opened to assist the flow of fresh air through the train.

If the failure occurs on a two-track formation or on a multi track formation when the train is on the line adjacent to the cess. Provided the train is not standing at a place where it would be dangerous to open doors, e.g. on a viaduct, in a tunnel or where there is limited clearance, the barriers or attendants may be placed in position and two of the cess side doors opened. On no account must doors be opened on the six-foot side.

If the failure occurs on a multi-track formation and the train is not on a line adjacent to the cess, the Traincrew must assess the situation and decide if sufficient clearance exists before advising the Signaller and requesting that all trains over the adjacent line to the side on which doors are to be opened are cautioned and Drivers advised of the circumstances. When the Traincrew and the Signaller have reached a complete understanding about what is to be done, the barriers/attendants may be placed in position and the two doors opened.

If there is any doubt whether sufficient clearance exists the Traincrew must request that one adjacent line be blocked to traffic. Before the Signaller agrees to such a request, Network Rail Control must be consulted, Network Rail Control will liaise as necessary with train operators Control in order to agree priorities. When a strategy has been agreed, the appropriate line must be blocked to traffic and the traincrew advised. In these circumstances train movements over the blocked line must not resume until an assurance is received from the Traincrew that all doors have been closed.

Where it is known in advance that the OHL power will be off for some time or a train on which the air conditioning has failed will be stopped for some time, every effort should be made to route that train onto an appropriate line with an adjacent cess.

London North Eastern Route GI - Dated: 25/02/2023

Opening droplight or quarterlight windows

Where vehicles are operating with manually opening droplight or quarterlight windows, the Train Operating Company must have a suitable safe system of work to mitigate the risk of injury associated with persons leaning out of windows

London North Eastern Route GI - Dated: 16/09/24

OPERATIONAL STATION PLATFORM LENGTHS IN METRES

NOTE – For lengths of East Midlands Platforms, see relevant Table 'A' in Module LN4

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
ACKLINGTON	114	114	-	-
ADWICK	104	104	-	-
ALEXANDRA PALACE				
Platform 1(Up Slow No. 2)	-	169.4	-	-
Platform 2 (Up Slow No.1)	-	167.7	-	-
Platform 3 (Down Slow)	170.2	-	-	-
Platform 4 (Down Hertford)	169.9	-	-	-
ALLENS WEST	122	97	-	-
ALNMOUTH	233	233	-	-
ALTHORPE	102	102	-	--
ANCASTER	87	88	-	-
APPERLEY BRIDGE	100	101	-	-
ARLESEY	244.7	244.7	-	-
ARRAM	79.5	81.5	-	-
ASHWELL & MORDEN	168.4	167.8	-	-
ASHINGTON				BAY 104
BAILDON	-	-	102	-
BALDOCK	168.8	168.2	-	-
BARDON MILL	95	91	-	-
BARNETBY				
Platform 1 (Up Cleethorpes Slow)	-	116.5	-	-
Platform 2 (Up Cleethorpes Fast)	-	103.5	-	-
Platform 3 (Down Cleethorpes Fast)	103	-	-	-
Platform 4 (Down Cleethorpes Slow)	116	-	-	-
BARNSLEY	163	102	-	-
BARROW HAVEN	-	-	60.5 Up 46 Down	-
BARTON-ON-HUMBER	-	-	55	-
BATLEY	119	126	-	-
BATTERSBY	-	-	155.6	-
BAYFORD	123.6	122.5	-	-
BEMPTON	-	-	93.8 Up 117.8 Dn	-
BEN RHYDDING	99	99	-	-
BENTLEY (STH YORKS)	104	104	-	-
BERRY BROW	-	-	65	-
BERWICK-UPON-TWEED	233	234	-	-
BEVERLEY	101	93	-	-
BIGGLESWADE				
Platform 4 (Down Slow)	247	-	-	-
Platform 3 (Down Fast)	246.7	-	-	-
Platform 2 (Up Fast)	-	246.3	-	-
Platform 1 (Up Slow)	-	244.4	-	-
BILLINGHAM	146	146	-	-
BINGLEY	111.5	111.5	-	-
BISHOP AUCKLAND	-	-	80	-
BLAYDON	97	97	-	-
BOLTON-ON-DEARNE	96	96	-	-
BOSTON	174	175	-	-
BOWES PARK	138	138	-	-
BRADFORD FORSTER SQUARE	-	-	-	Platform 1 273 Platform 2 266 Platform 3 101

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 Platform 5 Platform 6 Platform 7	 168.2 - - -	 - 168.2 - -	 - - - -	 - - 138 214 (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) Platform 3 (Down Fast) Platform 2 (Up Fast) Platform 1 (Up Slow)	 123.5 123.5 - -	 - - 123.5 123.5	 - - - -	 - - - -
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) Platform 2 (Up Main) Platform 3 (Down Barrow Hill)	– 211 – 240	– – 205 –	– – – –	– – – –
CHURCH FENTON Platform 1 (Up Normanton) Platform 2 (Down Normanton) Platform 3 (Up/Down Pass. Loop) Platform 3 (Up/Down Pass.Loop) Platform 4 (Down Leeds)	 - 132 - - 119	 101.5 - - - -	 - - - - -	 - - 121 (Up direction to Drivers viewing point of CF720 signal) 132 (Down direction)
CLEETHORPES	-	-	-	Except DMU's / DMU's 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	-	-

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 of1080B 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	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
V	119	112	-	-
FINSBURY PARK				
Platform 1 – (Up Slow No.2)		245.5		
Platform 2 – (Up Slow No.1 Left)		247		
Platform 3 (Up Slow No.1 Right)	-	257*	-	*To Drivers viewing point of K384 signal
Platform 4 (Up Fast)	-	249.5	-	-
Platform 5 (Down Fast)	239.5	-	-	-
Platform 6 (Down Slow Right)	178.7	-	-	-
Platform 7 (Down Slow Left)	246.5	-	-	-
Platform 8 (Down Moorgate)	168	-	-	-
FITZWILLIAM	93	93	-	-
FRIZINGHALL	98	98	-	-
GAINSBOROUGH CENTRAL	138.4	138.4		
GAINSBOROUGH LEA ROAD	96	145	-	-
GARFORTH	151	149	-	-
GARGRAVE	92.3	88.8	-	-
GILBERDYKE	110	110	-	-
GLAISDALE	92	86	-	-
GLASSHOUGHTON	97	97	-	-
GOLDTHORPE	92	92	-	-
GOOLE	115.9	104.8	-	-
GORDON HILL				
Platform 1	-	-		Bay 122.6
Platform 2	-	122.3		-
Platform 3	122.3	-		-
GOXHILL	83.6	83.6	-	-
GRANGE PARK	129.3	129.6	-	-
GRANTHAM				
Platform 1 (Up Fast)	-	290	-	-
Platform 2 (Down Fast)	289	-	-	-
Platform 3 (Bay)	-	-	-	at Platform 4 side = 64.4 at Platform 2 side = 95 (Drivers viewing point of D21 signal back to buffer stop)
Platform 4 (Western)	-	-	-	249
GREAT AYTON	-	-	84.3	-
GREAT COATES	55.4	80	-	-
GRIMSBY DOCKS	-	-	97	-
GRIMSBY TOWN				
Platform 1 (Up)	-	135	-	-
Platform 2 (Down Bi-dir.)	137.5	136.2	-	-
Platform 3 (Back)	-	-	-	138.5
GROSMONT	-	-	83.4	-
GUISELEY	119.8	109.3	-	-
GYPSY LANE	-	-	81 Down 98 Up	-
HABROUGH	110	115	-	-
HADLEY WOOD				
Platform 1 (Up Slow)	-	130	-	-
Platform 2 (Up Fast)	-	126	-	-
Platform 3 (Down Fast)	126	-	-	-
Platform 4 (Down Slow)	186	-	-	-
HALIFAX	187	186	-	-
HALTWHISTLE	97	97	-	-
HAMMERTON	89	86	-	-
HARRINGAY				
Platform 2 (Down Slow No.1)	125.7	-	-	-
Platform 1 (Up Slow No.1)	-	126.6	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
HARROGATE				
Platform 1 (Down Main/Up York)	221.4 *	191 #	-	* For trains from Leeds direction departing towards York direction # = For trains either from Leeds or York direction departing towards Leeds direction (to H26 signal)
Platform 3 (Up Main/Down York)	-	223		
HARTLEPOOL				
Platform 2	150 *	-	-	* = Bi-directional platform 143 metres in Up direction
Platform 1 (Bay)	-	-	-	78
HATFIELD				
Platform 3 (Down Slow)	170	-	-	-
Platform 2 (Down Fast)	170	-	-	-
Platform 1 (Up slow)	-	170	-	-
HATFIELD & STAINFORTH	102	102	-	-
HAVENHOUSE	49	61	-	* = to Drivers viewing point of W31 signal
HAYDON BRIDGE	108.5	110	-	-
HEADINGLEY	97	97	-	-
HEALING	56.3	56.3	-	-
HEBDEN BRIDGE	110	109	-	-
HECKINGTON	98	94	-	-
HEIGHINGTON	103	90	-	-
HENSALL	50.5	50.8	-	-
HERTFORD NORTH				
Platform 1	-	154.9	-	-
Platform 2	152.7	-	-	-
Platform 3	-	-	-	Bay 145.5
HESSLE	105	105	-	-
HEWORTH	120	120	-	-
HEXHAM	102	102	-	-
HIGHBURY & ISLINGTON	126.5	128.8	-	-
HITCHIN	249	247	-	-
HONLEY	-	-	65	-
HORDEN	100	100		
HORNBEAM PARK	87.1	86.9	-	-
HORNSEY				
Platform 2 (Down Slow No.1)	124.5	-	-	-
Platform 1 (Up Slow No.1)	-	126	-	-
HORSFORTH	110	115	-	-
HOWDEN	123	120	-	-
HUBBERTS BRIDGE	62	37	-	-
HUDDERSFIELD				
Platform 1 (Up Main)	-	180	-	-
Platform 2 (Up Bay)	-	-	-	65
Platform 4 (Down/Up Loop)	213	172 *	-	* = Huddersfield. End ramp top to HU764 signal
Platform 5 (Down Bay)	-	-	-	39
Platform 6 (Down Bay)	-	-	-	73
Platform 8	-	-	-	147

HULL				
Platform 1	-	-	-	75 (Out of use)
Platform 2	-	-	-	170
Platform 3	-	-	-	175
Platform 4	-	-	-	175
Platform 5	-	-	-	234.9
Platform 6	-	-	-	231.2
Platform 7	-	-	-	229.3
HUNMANBY	92	92	-	-
HUNTINGDON				
Platform 1 (Up Bay)	-	-	-	166.1
Platform 2 (Up Slow)	-	295.4	-	-
Platform 3 (Down Slow)	247.7	-	-	-
HUTTON CRANSWICK	83.2	60	-	-
HYKEHAM	79	81	-	-
ILKLEY	-	-	-	Platform 1 199 Platform 2 199
JAMES COOK UNIVERSITY HOSPITAL	-	-	102	-
KEIGHLEY	225	202	-	-
KILDALE	-	-	38.5	-
KINGS CROSS				
Platform 0				305
Platform 1				304
Platform 2				285
Platform 3				288
Platform 4				290
Platform 5				278
Platform 6				289
Platform 7				289
Platform 8				291
Platform 9				176
Platform 10				176
KIRK SANDALL	104	104	-	-
KIRKSTALL FORGE	100	100	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
KIRTON LINDSEY	-	-	129	-
KIVETON BRIDGE	75.5	74	-	-
KIVETON PARK	75.4	74	-	-
KNARESBOROUGH	82	83	-	-
KNEBWORTH				
Platform 1 (Up Slow)	-	169.8	-	-
Platform 2 (Up Fast)	-	169.8	-	-
Platform 3 (Down Fast)	169.4	-	-	-
Platform 4 (Down Slow)	169.4	-	-	-
KNOTTINGLEY	106	106	-	-
LANGWITH WHALEY-THORNS	80	80	-	-
LEALHOLM	-	-	100	-
LEEDS				
Platform 0				204
Platform 1 (Buffer to L3672)				215
Platform 1 (Full Length)				274
Platform 2				209
Platform 3				133
Platform 4				158
Platform 5				219
Platform 6				273
Platform 7				105
LEEDS				
Platform 8 Throughout	-	-	-	342
Platform 8 West end	-	-	-	166
Platform 8 East end	-	-	-	166
Platform 9 Throughout	-	-	-	272
Platform 9 West end	-	-	-	108
Platform 9 East end	-	-	-	154
Platform 10	-	-	-	99
Platform 11 Throughou	-	-	-	373
Platform 11 West end	-	-	-	149
Platform 11 East end	-	-	-	155
Platform 12 Throughout	-	-	-	316
Platform 12 West end	-	-	-	96
Platform 12 East end	-	-	-	148
Platform 13	-	-	-	111
Platform 14	-	-	-	80
Platform 15 Throughout	-	-	-	221
Platform 15 West End	-	-	-	105
Platform 15 East End	-	-	-	102
Platform 16 Throughout	-	-	-	225
Platform 16 West end	-	-	-	108
Platform 16 East end	-	-	-	107
Platform 17	-	-	-	106

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
LETCHWORTH	245	245	-	-
LINCOLN CENTRAL				
Platform 1 (Bay)	-	-	100	91
Platform 2 (Bay)	-	-	55	55
Platform 3	143	143	-	-
Platform 4	143	143	-	-
Platform 5	168	168	-	-
LOCKWOOD	-	-	65	-
LONGBECK	84	83	-	-
LOW MOOR	100	100	-	-
MALTON	-	-	150	-
MANORS	84	82	-	-
MARKET RASEN	72	76	-	-
MARSDEN	99	100.33	-	-
Up Passenger Loop	-	99	-	-
MARSKE	137	134	-	-
MARTON	-	-	81	-
MEADOWHALL				
Platform 1 (Up Main)	-	105	-	-
Platform 2 (Down Main)	105	-	-	-
Platform 3 (Up Barnsley)	-	105	-	-
Platform 4 (Down Barnsley)	105	-	-	-
MENSTON	98	98	-	-
METHERINGHAM	58	58	-	-
METRO CENTRE	97	97	-	-
MEXBOROUGH	104.3	112	-	-
MICKLEFIELD	78	101	-	-
MIDDLESBROUGH	-		-	-
Platform 1	-	-	-	201
Platform 2				272
MILLFIELD	65.2	64.9	-	-
MIRFIELD				
Down Fast	117	-	-	-
Up Fast	-	117	-	-
Up Slow	-		-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
MOORGATE Platform 9 Platform 10	 - -	 - -	 - -	 123.3 126.9
MOORTHORPE	109	121	-	-
MORLEY	152	151	-	-
MORPETH	232	234	-	-
MYTHOLMROYD	121	121	-	-
NAFFERTON	80	58.5	-	-
NEWARK CASTLE	89	65	-	-
NEWARK NORTH GATE (Passenger Loop – Down direction) (Passenger Loop - Up direction)	255 - -	255 - -	- - -	- 302 238(to Drivers viewing point of D74 signal
NEW BARNET Platform 4 (Down Slow) Platform 3 (Down Fast) Platform 2 (Up Fast) Platform 1 (Up Slow)	 160.8 177 - -	 - - 165 165	 - - - -	 - - - -
NEWCASTLE Platform 1 Platform 2 Platform 3 Platform 4 Platform 5) Platforms 5 and 6 combined lengths Platform 6) for Up & Down movements = 217m. Platform 7] Platforms 7 & 8 combined lengths for Up direction Platform 8] movements = 212m. , for Down direction = 209m. Platform 9 Platform 10 Platform 11				 161.5 362 304 268 68 97 115 41 112 114 130
NEW CLEE	-	-	144.6	-
NEW HOLLAND	-	-	43.4	-
NEW PUDSEY	122	122	-	-
NEW SOUTHGATE Platform 4 (Down Slow) Platform 3 (Down Fast) Platform 2 (Up Fast) Platform 1 (Up Slow)	 172 172 - -	 - - 172 172	 - - - -	 - - - -
NEWTON AYCLIFFE	59	59	-	-
NORMANTON	81.5	81.5	-	-
NORTHALLERTON	261	270	-	-
NORTH ROAD	-	-	60	-
NUNTHORPE	86.1	84.6	-	-
OAKLEIGH PARK Platform 4 (Down Slow) Platform 3 (Down Fast) Platform 2 (Up Fast) Platform 1 (Up Slow)	 173.5 173.5 - -	 - - 174.5 174.5	 - - - -	 - - - -
OLD STREET	128.8	128.8	-	-
OUTWOOD	93	93	-	-
PALLION	65.1	65.1	-	-
PALMERS GREEN	127.7	137.8	-	-
PANNAL	91	91	-	-
PARKGATE Low level platform (For use by Tram Trains only)	-	-	30	-
PARK LANE	65.6	65	-	-
PEGSWOOD	89	89	-	-
PENISTONE	102	121	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
PETERBOROUGH				
Platform 1 (formally P2)	-	-	-	326
Platform 2 (formally P3)	-	-	-	319
Platform 3 (Up Fast)	-	265	-	-
Platform 4	-	-	-	265
Platform 5	-	-	-	265
Platform 6	-	-	-	188
Platform 7	-	-	-	188
PONTEFRACT BAGHILL	127	102	-	-
PONTEFRACT MONKHILL	97	102	-	-
PONTEFRACT TANSHELF	101	101	-	-
POPPLETON	84	84	-	-
POTTERS BAR				
Platform 1 (Up Slow)	-	164.6	-	-
Platform 2 (Up Fast)	-	164.6	-	-
Platform 3 (Down Fast)	166	-	-	-
Platform 4 (Down Slow)	166	-	-	-
PRUDHOE	98	97	-	-
RAUCEBY	91	91	-	-
RAVENSTHORPE	117	122	-	-
RAWCLIFFE	-	-	46.7 *	* includes 8.9m. of sub-standard (1.55m) width
REDCAR CENTRAL	102	128	-	-
REDCAR EAST	84	83	-	-
RETFORD (GN)	255.3	253	-	-
RETFORD LOW LEVEL	135	135	-	-
RIDING MILL	94	100	-	-
ROTHERHAM CENTRAL				
Platform 1	112	-	-	-
Platform 2	-	108	-	-
Platform 3 – Low level platform (For use by Tram Trains only)	30	-	-	-
Platform 4 – Low level platform (For use by Tram trains only)	-	30	-	-
ROYSTON	261	247	-	-
RUSKINGTON	58	58	-	-
RUSWARP				
Down direction	-	-	101	-
Up direction	-	-	80	-
ST NEOTS				
Platform 1 (Down Slow)	249	-	-	-
Platform 2 (Down Fast)	249	-	-	-
Platform 3 (Up Fast)	-	249	-	-
Platform 4 (Up Slow)	-	249	-	-
ST PETER'S	67	67	-	-
SALTAIRE	102	102	-	-
SALTBURN				
Platform 1	-	-	-	156
Platform 2	-	-	-	157.8
SALTMARSHE	71.5	71.5	-	-
SANDAL & AGBRIGG	93	93	-	-
SANDY	264.4	244.5	-	-
SAXILBY	106	96	-	-
SCARBOROUGH				
Platform 1	-	-	-	293
Platform 2 Boarding face	-	-	-	177
Platform 2 Non boarding face	-	-	-	94
Platform 3	-	-	-	186
Platform 4	-	-	-	152
Platform 5	-	-	-	149

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
SCUNTHORPE	144	140	-	
SEABURN	64.6	64.6	-	-
SEAHAM	115	115	-	-
SEAMER	120	125.8	-	-
SEATON CAREW	125	125	-	-
SEATON DELAVAL			100	
SELBY	200.3	257	-	-
Platform 3 (Bay)	-	-	-	120
SHEFFIELD				
Platform 1 Down direction throughout				331
Platform 1 Up direction throughout to v/p of S101 signal				260
Platform 1A Down direction to v/p of S112 signal				132
Platform 1A Up direction from adjacent to 4060A Through line points to v/p of S101 signal				68
Platform 1B Down direction clear of 4060B points				146
Platform 1B Up direction to v/p of S116 signal				143
Platform 2 Down direction to v/p of S127 signal				350
Platform 2 Up direction to v/p of S104 signal				329
Platform 2C Bay west side (normal use)				58
Platform 2C Bay east side				54
Platform 3 Bay				127
Platform 4 Bay				113
Platform 5 Down direction				326
Platform 5 Up direction to v/p of S106 signal				237
Platform 6				352
Platform 7 Bay west side (normal use)				107
Platform 7 Bay east side				135
Platform 8 Down direction to v/p of S139 signal				368 (See Note 2)
Platform 8 Up direction				379
Notes : 1 includes 67m. at north end sub standard				
2 includes 33m. at north end sub-standard				
3 includes 43m. at north end sub standard				
v/p = viewing point				
SHEPLEY	65	65	-	-
SHERBURN-IN-ELMET	77	83	-	-
SHILDON	81.7	105.3	-	-
SHIPLEY				
Platform 1 (Up Shipley Main)				102
Platform 2 (Down Shipley Main) – Down direction to Drivers viewing point of L3971 signal				106.2
Platform 2 (Down Shipley Main) – Up direction				115.2
Platform 3 (Up Forster Square Main) – Up direction to Drivers viewing point of L3966 signal				215.7
Platform 3 (Up Forster Square Main) – Down direction				240.7
Platform 4 (Down Forster Square Main)				98
Platform 5 (Down Forster Square Up)				98
SHIREBROOK	79	79	-	-
SHIREOAKS	97	97	-	-
SILKSTONE COMMON	-	-	102	-
SKEGNESS				
Platform 2 (90m. tarmac surface at buffer stop end, 110m. rough surface)				* 204
Platform 3 -				* 225
Platform 4 -				248
Platform 5 (181m. tarmac surface at buffer stop end, 54m. rough surface)				* 238
Platform 6 (181m. tarmac surface at buffer stop end, 54m. rough surface)				* 238
Platform 7 (32m.temp. out of use at buffer stop end. Normally 236m.. Rough surface throughout)				* 237
* = to viewing point of semaphore signal on platform				

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	-	-

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	WORKSOP	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

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.

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 Line blockage using TS1, 13.2

- St Pancras Station Platform 1-4
- Luton Station Platform 2
- Bedford Station Platform 3
- 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
- St Pancras Station Platform 1- 4
- Nottingham 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

In addition to the above for St Pancras Station, the worksite can also be taken around the stabled protected train on a platform line (Plat 1 – 4) and a 2m exclusion zone beyond any stabled train imposed.

In addition to the above for Nottingham Station, the worksite can also be taken around the stabled protected train on a platform line and a 2m exclusion zone beyond any stabled train imposed.

- Dated: 27/09/2024

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

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

London North Eastern Route GI - Dated: 06/04/2024

SANDITE APPLICATION AND RAIL CONDITIONING TRAINS

1. Types of rail conditioning trains

    1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagons hauled by a locomotive at each end

    1.2 The Multi-Purpose Vehicle (MPV) consists of a specially-built unit with driving cabs at each end.

    1.3 Where a DMU is used this consists of a specially modified class 117 or 121.

    1.4 All types of train carry out conditioning of the railhead during autumn by a combination of water jetting and the application of sandite traction gel.

2. Speed

    2.1 The maximum speed of trains when water jetting and applying sandite is 60mph, except for the West Coast South route where the permitted speed is 60mph when water jetting only.

3. Notices

    3.1 Notices will be produced detailing the locations where sanditing and water jetting will take place.

    3.2 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.

    3.3 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.

4. Signalling arrangements

    4.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.

    4.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.

    4.3 Where train describers are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.

    4.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.

    4.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module TS11, Regulation 14 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

National GI - Dated: 10/12/16

SIGNAL REMINDER BOARD

The following sign consists of a black exclamation mark on a white background within a red triangle and may be provided on the approach to signals at certain locations. The supplementary information sign consists of black letters on a white background. The purpose of the sign is to remind Drivers of the presence of a signal ahead in an effort to reduce the incidence of signals being passed at Danger at the location concerned.

The locations of these boards will be published in Section 'C' of the Weekly Operating Notice as and when they are erected.

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

SPEED RESTRICTIONS TO/FROM SIDINGS AND YARDS

Unless indicated otherwise by speed signs, the Permissible Speed over the connections to sidings and yards is as follows:-

- 15mph for North East and Great Northern areas covered by Sections LN2, LN3, LN5, LN6, LN7 and LN8
- 5mph for East Midlands area covered by Section LN4 only

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

STONETHROWING

On receipt of a report from a Driver of stonethrowing or use of air rifles the Signaller must, in addition to advising Network Rail Route Control and the BT Police:

1. Advise the Driver of the first train requiring to proceed through the area concerned, on any line, of the circumstances and request him to report back once the train has passed through the area whether stonethrowing / shooting occurred or not. The train must not be cautioned.
2. Where another Signaller is involved, he must be advised of the circumstances and requested to advise Drivers in accordance with this procedure, or to pass on any message received from the Driver of a train which has passed through the affected area.
3. Where the following train requires to pass through the area on the same line, or a second train requires to pass in the opposite direction, before a report is received from the Driver of the first train, the foregoing arrangements must again be observed.
4. If the Driver of the first train dealt with as above also reports that his train was stoned / shot at, the Drivers of subsequent trains must be advised in accordance with paragraph 1.
5. If no further report is received about stonethrowing / shooting from the Driver of a train(s) dealt with above, Network Rail Route Control must be advised and normal working resumed.

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

STEAM TRAIN INSTRUCTION (NEW OHL)

The following locations have Overhead Line Equipment (OLE) with very low contact wire heights and steam locomotives are not to be stopped at these locations to avoid any damages to the OLE due to emissions from steam locomotive chimneys:

Location	ELR	Line	Mileage	Structure
Between Kettering Station and Market Harborough Station	SPC3	Up Main & Down Main	77m 64ch to 77m 75ch	Overbridge No. SPC3-40 Pipewell Road
Between Kettering Station and Market Harborough Station	SPC3	Up Main & Down Main	78m 16ch to 78m 24ch	Overbridge No. SPC3-39 B576 Harborough Road
Between Kettering Station and Market Harborough Station	SPC3	Up Main & Down Main	78m 49ch to 78m 60ch	Overbridge No. SPC3-38 Judges / Straight Furlong
Between Market Harborough Station and Wigston South Junction	SPC3	Up Main & Down Main	83m 47ch to 83m 71ch	Overbridge No. SPC3-28D & 28E
Between Market Harborough Station and Wigston South Junction	SPC3	Up Main & Down Main	89m 12ch to 89m 18ch	Footbridge No. SPC3-16B Kibworth Harcourt
Between Market Harborough Station and Wigston South Junction	SPC3	Up Main & Down Main	89m 79ch to 90m 8ch	Overbridge No. SPC3-15 Wistow Road

East Midlands Route GI – Dated: 28/07/2024

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UNITS WITH EMERGENCY SANDING EQUIPMENT

Some units are fitted with emergency sanding equipment which the Driver will operate when it is necessary to stop the train in emergency or conditions of very low railhead adhesion.

Each driving cab carries one application of sand, and once the equipment has been operated from that cab, the facility will not be available again until the containers have been replaced.

Driver's Actions

When the emergency sanding equipment has been used, the train must be brought to a stand and the Driver must inform the Signaller immediately and report the following:-

- That the emergency sanding equipment has been operated.
- The location where the equipment was discharged and the current location of the train.

If the signaller cannot be contacted immediately via the signal post telephone GSM-R radio, the Driver must place a track circuit operating clip on the line immediately in front of the train. To avoid delay, if the Driver alights to use a signal post telephone, a track circuit operating clip should be taken as well.

The Signaller may instruct the Driver to place a track circuit operating clip on the line immediately front of the train.

When the Signaller confirms that the train has been protected, the Driver must provide the following additional information:

- Why the equipment was operated i.e. whether for a genuine emergency, system fault or operated in error.
- The location of poor railhead adhesion (where applicable) which required the sander to be operated.
- The units and vehicle number on which the sander was operated.

When the train is ready to proceed, the Driver must obtain the Signaller's authorisation before moving the train. When a track circuit operating clip has been used, the Signaller's permission must be received before removing it from the line.

Signaller's Actions

On receipt of a report from a Driver that the emergency sanding equipment has been operated on a unit, the Signaller must immediately:-

- Place or maintain the signal in rear of the train at Danger.
- If the line on which the unit is standing is track circuited, confirm that the track circuit is showing occupied. Should the track circuit not be showing occupied and the signal in rear cannot be placed to Danger, instruct the Driver to apply a track circuit operating clip immediately in front of the train.
- Advise the Driver when the train is protected and record the information provided (on Bi-directional lines, protection must also be applied to prevent the approach of trains in both directions).

When it has been ascertained from the Driver that the train is able to proceed, movements may re-commence. Where applicable, the Signaller must instruct the Driver to remove the track circuit operating clip prior to the train proceeding. The next controlled signal in rear of where the sander was operated must be maintained at Danger behind the first train to proceed through the affected section, until the train has passed clear of the overlap of the signal in advance of where the train stopped and occupied the track circuit ahead. The passage of this first train must be observed to ensure that track circuits work correctly. This method of signalling shall continue until it has been ascertained that the track circuits are working correctly.

Where poor railhead adhesion problems have been reported, the Signaller must also observe Rule Book Module TW1, Section 28 "Rail-head adhesion".

The Signaller must inform Network Rail Territory Control giving details of the unit and vehicle numbers, train running details, time and location of the incident and ensure that all details are recorded (train register/occurrence book) and complete a failure to operate track circuit form if applicable.

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

WORKING OF CRANES ON BRIDGES

The permission of the Area Track Engineer must be obtained before a crane is allowed to work or is prepared for use while standing on a bridge, arch, viaduct or in a station platform.

Similarly, the Area Track Engineer representative must be consulted before a crane is taken into or worked in sidings to ensure that it will not foul permanent structures or traffic on adjoining lines and that curves, platforms and underbridges can be safely negotiated.

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

WORKING OF OFFICERS SPECIALS

Trains comprising of a locomotive and saloon only, run for Railway Officers, will not be accompanied by a Guard. Drivers and Trainmen when working such trains, must carry out the Rules and Regulations applicable to the Driver in charge of a light locomotive.

The Driver will be responsible for satisfying himself that the saloon is properly coupled to the locomotive, including the brake pipe, and for ensuring a satisfactory brake test is made from the saloon.

Trains conveying more than a single saloon must be accompanied by a Guard.

Subject to the instructions in Rule Book Module SP, Section 2 and any other permissible or temporary speed restrictions, officers' saloons may run at the speed stencilled on them when hauled. When propelled speed must not exceed 30 m.p.h.

London North Eastern Route GI - Dated:07/12/13

WORKING OF TRAFFIC ON A RECEPTION LINE/SIDING

When vehicles are to be placed on a Reception Line/Siding through a connection not operated from a signal box, the person-in-charge must first obtain permission from the Signaller, giving details of the movement involved. Should the movement be contrary to the direction in which trains normally enter the Reception Line/Siding the Signaller must be advised when the vehicles are stopped, and no further backward movement is to be made. In such circumstances the Signaller must not allow a train to enter the Reception Line/ Siding until he has received this advice.

A tail lamp showing a red light must be placed on the rearmost vehicle facing the direction from which trains normally enter the Reception Line/Siding. Where a Reception Line/Siding is normally worked in both directions a tail lamp must be placed at both ends of the vehicles.

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

WORKING OF TRAINS NOT FITTED THROUGHOUT WITH THE CONTINUOUS BRAKE

1. Trains not fitted throughout with the continuous brake may only run where specially authorised in Table B of the Sectional Appendix.
2. A Brake van, in which the Guard must ride, must be provided at the rear of the train.

   The Guard must ensure that two side lamps are carried on the rearmost brakevan. During darkness, fog or falling snow or when passing through a tunnel, they must show a white light forward. The indication to the rear must be red except as follows:-

   a) trains in the reverse direction on a bidirectional double line must exhibit a white light on the side next to the other line and a red light on the opposite side.

   b) trains on a relief or slow line and trains on a goods line or loop adjacent to a main or fast line must exhibit a white light on the side next to the main or fast line and a red light on the opposite line.

   The Guard must change the side light indication as necessary during the journey. The side lights must be removed when the train has passed into a reception siding.

   The Guard must apply the hand brake as necessary to steady the train when travelling down a gradient and take care not to lock the wheels. He must also apply the hand brake as soon as he becomes aware that the Driver is applying the brakes unless instructions are issued to the contrary. If the Driver requires the Guard to apply the hand brake, he must give three short blasts on the horn and repeat this as necessary.

   The Guard must apply the hand brake before leaving his brakevan.
3. Speed must not exceed 25 mph or such lower speed as may be laid down. The Driver must look back frequently, particularly when accelerating, to check that the whole train is following in order. If the train is stopped abruptly, the Driver must go back and ascertain whether any vehicle is lock buffered or derailed or the Guard is hurt.
4. The train must stop before descending any steep incline specified in the Working Timetable or loads tables and any other incline as required by the Driver. Unless the Driver is then satisfied that the load is small enough to ensure that the train can proceed without applying the wagon brakes; the Guard must apply the number of wagon brakes required by the Driver, these must be immediately behind the locomotive or fitted head. The train may then be restarted and drawn slowly on to the incline. If there are too few (too many) brakes applied, the Driver must stop immediately and give six blasts on the horn (given 3-3). He must then instruct the Guard to adjust the brakes accordingly. The Driver must carefully control the speed of the train down the incline and the guard must observe the speed. The locomotive and brakevan brakes must be kept in reserve and used only if necessary to stop the train. The train must stop at the foot of the incline to enable the brake to be released.

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

Explanation of Table A terms and symbols

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	001	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols

Contents

1. Overview
2. Running lines, loops, sidings and other tracks
3. Signalling
4. Speeds
5. Stations
6. Level crossings
7. Communications
8. Electrification
9. Staff protection
10. Train protection
11. Other abbreviations
12. Key to symbols

1. Overview

Each 'Table A' diagram shows all running lines and connections, with their maximum permissible speed shown. Where appropriate, tunnels, stations, level crossings, location names, mileages and other details may additionally be shown.

Each diagram has the following format:

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
Location		Mileage M Ch.	Running lines & speed restrictions		Signalling & Remarks	

A B C D

The "Running lines & speed restrictions" column (C) shows a NOT TO SCALE map of part of the national rail network. Station platforms, signal boxes, tunnels, level crossings and other infrastructure will be shown. Line names and their maximum permissible speeds will be shown (for the direction of normally signalled moves).

Unless indicated otherwise in column D, all information is shown with the **Down** direction being down the page, and the **Up** direction being up the page.

The "Location" column (A) will provide the name of locations such as stations, tunnels, etc, which will be shown in line with their associated symbol in column C.

The "Mileage" column (B), will provide the mileage of locations in miles and chains. Note: 1 chain = 22 yards = 20.11 metres, with 80 chains in 1 mile. Where a railway line is measured in kilometres only, then this will be made clear on the relevant diagrams, and the column may be renamed as 'Metreage'. Where running lines follow significantly different alignments, a second column B may be shown either immediately to the left or immediately to the right of column C.

The "Signalling & Remarks" column (D) will provide further details such as the type of signalling present on the lines shown, where signalling is controlled from, an explanation of any unusual abbreviations used in column C, and other details relevant to the area shown, such as electrification.

Across the top of the diagram, reading from left to right, are:

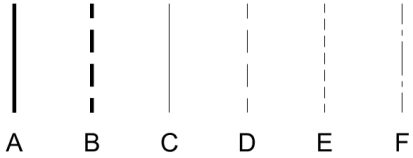
- the Line of Route (LOR) code
- the sequence (Seq.) number of the diagram within that LOR
- the LOR description
- the Engineers' Line Reference (ELR) applicable to that part of the railway (more than one ELR may be shown)
- the Network Rail Route that manages that part of the railway shown
- date when the diagram was last updated.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	002	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

2. Running lines, loops, sidings and other tracks

Lines are displayed as follows:



A: Line authorised to carry all types of train, including passenger trains.

B: Line authorised to carry goods trains or empty coaching stock trains only.

C: Line authorised to carry all types of train, including passenger trains, but part of another Line of Route. Details of which Table A diagram to refer to will be given.

D: Line authorised to carry goods trains or empty coaching stock trains only, but part of another Line of Route. Details of which Table A diagram to refer to will be given.

E: Track classed as a siding.

F: Other running lines controlled or managed independently of the national rail network, and full details of those lines are not included in the Sectional Appendix (e.g. an adjacent London Underground Line, or metro/tram line).

Each diagram will show the track layout in that particular geographic area, in terms of number of lines, crossovers, connections and so on. It will NOT show track curvature or indicate how wide a 6-foot or a 10-foot there may be between tracks (only in a few exceptional cases will the diagram give an indication of a larger than usual distance between running lines).

The standages of loops and certain sidings will be given in metres and/or yards. These lengths do NOT take into account defensive driving policy or stand-back from signals. A suitable distance must be deducted from the lengths given to allow for this.

3. Signalling

The Signalling & Remarks column contains the following details at the top of each diagram, and then again whenever any of those details change:

① The mode of signalling applicable to that line. If the mode of signalling is different from one running line to the next (e.g. the Down Main line has track circuit block signalling, whilst the Up Main line has absolute block signalling), then this will be noted further down within the Signalling & Remarks column.

② Signalling control location, type (e.g. signal box, power signal box, signalling centre) and signal prefix, shown in brackets. Where relevant, the controlling panel or workstation name will also be listed on a separate line.

③ Where shown, the route availability number for the line or lines concerned. Where this detail is NOT shown, the details can be found in the Sectional Appendix Route Clearance tables.

④ Where appropriate, the type of electrification and electrical control room responsible for that electrification (see "Electrification" section for further details).

Where any of the above details change, it is assumed (unless stated otherwise) that the new details apply on both lines from that point onwards reading DOWN the diagram.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	003	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

3. Signalling - Continued

Mode of signalling

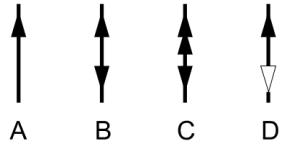
The following abbreviations will be used in the Signalling & Remarks column to indicate the type of signalling that applies to the running lines shown on that diagram:

AB:	Absolute Block.
C2:	(See Western Route Sectional Appendix, General Instructions for details).
CBTC:	Communications-Based Train Control.
ERTMS L2:	European Rail Traffic Management System (Level 2).
ET:	Electric Token Block.
ETCS Level 2:	European Train Control System Level 2.
ETCS Level 3:	European Train Control System Level 3.
NB:	No Block.
NST:	No Signaller Token.
NSTR:	No Signaller Token with Remote Crossing Loops.
OTS or OT(S):	One Train Working where a Staff is provided.
OTNS or OTN(S):	One Train Working where a Staff is not provided.
RETB:	Radio Electronic Token Block (some diagrams will also include the channel number).
TB:	Tokenless Block.
TB(SC):	Scotland Route Tokenless Block.
TCB:	Track Circuit Block.
TST:	Train Staff & Ticket (details will be given in Local Instructions where applicable).

In track circuit block areas of signalling, it is assumed that train detection is by means of track circuits. Where train detection is by means of axle counters, then this will be detailed in the Signalling & Remarks column.

Direction of signalling

The direction that main aspect signalling applies to, will be indicated by an arrow in the running line, pointing in the appropriate direction:



A: Running line provided with main aspect signalling in one direction only.
B: Running line provided with main aspect signalling in both directions, with no predominant direction of travel.
C: Running line provided with main aspect siganlling in both directions, with the predominant direction of travel indicated by a double arrow.
D: Running line provided with main aspect signalling in both directions, but with simplified bi-directional signalling (i.e. fewer signals) in the direction indicated by the white, un-shaded arrow.

It must be remembered that on running lines provided with main aspect signalling in one direction only, it will still be possible to have wrong direction moves in connection with position light signals (e.g. shunt moves) or at junctions. The presence of such shunt signals or signalled wrong direction moves are NOT indicated on Table A diagrams.

Permissive Working

Running lines on which permissive working is authorised will be detailed in the Signalling & Remarks column. The following abbreviations are used:

PP:	Permissive Working - full use for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-A:	Permissive Working - Attaching & Detaching use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-S:	Permissive Working - Platform Sharing use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-C:	Permissive Working - Contingency use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PF:	Permissive Working for Class 3 to 8 and 0 trains.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	004	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

4. Speeds

The maximum permissible speed for a section of line is shown on each running line in miles per hour (mph). Where permissible speeds are given in kilometres per hour, then this will be clearly indicated.

It must be remembered that the maximum permissible speed of a train can be less than the maximum permissible speed of the line over which it travels (e.g. a Class 6 freight train can only run at speeds up to 60mph; Class 156 passenger train rolling stock can only run at speeds up to 75mph). Additionally, all temporary and emergency speed restrictions must be strictly observed, and speed regulated according to signal aspects received.

Change of speed
The location of a change in the maximum permissible speed is indicated by an asterisk. The mileage (or metreage) at which the speed change occurs will be shown in the mileage column, along with a further asterisk.

Where another line or lines lead off from the running line (e.g. a loop or additional running line), the maximum permissible speed for that new line will be indicated in the connection and will remain until a change in speed is indicated as normal.

Differential speeds
Where a differential speed restriction applies, it is indicated as in the following examples:

$\frac{40}{60}$ Standard differential speed restriction - i.e. the faster speed applies to passenger, parcels and postal trains (loaded or empty) and light locomotives. The slower speed applies to all other trains.

$\frac{20}{\frac{SP}{40}}$ or $\frac{20}{SP40}$ Non-standard differential speed restriction. This example indicates that Sprinter trains are permitted to travel up to 40mph, and all other trains up to 20mph.

The abbreviations used in the non-standard differential speed restrictions are as follows:

HST: High speed trains
SP: Sprinter multiple unit trains
CS: Class 67 locomotives
MU: Multiple-unit trains
DMU: Diesel multiple-unit trains
EMU: Electric multiple-unit trains

EPS: Enhanced permissible speed, applicable only to Class 390 and Class 221 trains capable of tilting

Other differential speeds not listed above will be clearly detailed in the Signalling & Remarks column.

Speeds on bi-directional or single lines
On single and bi-directional lines where different speeds apply in each direction, the speeds are shown together with an arrow head indicating the direction in which they apply. Where possible, the arrow head for the Up direction will be to the left of the running line, and that for the Down direction to the right of the running line (this convention may not always be possible due to constraints on the diagram - e.g. the proximity of other details required to be shown).

On single and bi-directional lines where the same speed applies in both directions, no arrows are shown.

On single and bi-directional lines, an asterisk may indicate a change of speed in one direction only.

Un-signed speeds
Unless indicated otherwise, the maximum speed over connections to sidings, depots and yards is 15mph and the maximum speed within sidings, depots and yards is 5mph.

In the Scotland Route Sectional Appendix, in accordance with previous signing practices, some speeds may not be indicated on the lineside by a speed sign. Such speeds are therefore prefixed by a small, angled dash to denote that lineside signs **may not** be provided.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	005	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

5. Stations

Station names are shown in **CAPITALS** in the Location column. The mileage of a station is traditionally where access between platforms was originally provided - e.g. behind the buffer stops at terminal stations, or where the original station footbridge was located. The mileage of a station may therefore not reflect the centre of a station, should platforms have undergone extension at one end, or the station been remodelled.

Some stations may not be shown with a specific mileage (or metreage) but will instead show 'start' and 'end' figures to indicate the extents of the station.

The operational length of each station platform is given in metres and / or yards. These lengths do NOT take into consideration defensive driving policy or stand-back from signal. A suitable distance must be deducted from the lengths given to allow for this. Where platform lengths are not given, please refer to the relevant table in the General Instructions section of the Sectional Appendix.

6. Level Crossings

Level crossings are indicated by the letters LC and then one, or more, of the abbreviations below, following the name of the crossing:

Crossings operated by a signaller or crossing keeper:

CCTV: Manual level crossing (full barriers), remotely supervised via closed circuit television.
MCB: Manned level crossing (full barriers), operated locally by a signaller or crossing keeper.
MCG: Manned level crossing (gates), operated locally by a signaller or crossing keeper.
OD: Manual level crossing (full barriers), normally automatically operated with obstacle detection.
RC: Manual level crossing (full barriers), remotely controlled.

Automatic crossings:

ABCL: Automatic barrier crossing - road warning lights and barriers monitored by train crew.
AHBC: Automatic half-barrier crossing - monitored by signaller.
AOCL: Automatic open crossing - road warning lights monitored by train crew.
AOCL+B: Automatic open crossing (half-barriers), monitored by train crew. The rules applicable to ABCL level crossings also apply to this type of crossing.
R/G: Miniature red/green warning lights (including miniature stop lights (MSL)).

The letter "X" shown after the above abbreviations for level crossing types (e.g. AHBC-X) indicates that the crossing concerned also works automatically for movements in the wrong direction.

Other crossings:

BW: Bridleway crossing.
FP: Footpath crossing.
OPEN: Open crossing without road warning lights.
SBC: Station Barrow Crossing.
TMO: Train crew operated.
UI: Accommodation / occupation or footpath level crossing equipped with User Information equipment.
UWC: User worked crossing.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	006	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

7. Communications

A: GSM-R

B:

The main form of communication between drivers, guards, other on-train staff, signallers, operations controllers and ECR's, is GSM-R. A railway line provided with GSM-R will be denoted by symbol **A** at the top of the Signalling & Remarks column. Where GSM-R provision ends, then this will be detailed in the Signalling & Remarks column at the appropriate place.

Should GSM-R not be available, then line-side telephones, denoted by symbol **B** above, can be used to contact the signaller in an emergency. Telephones are provided at the following locations:

- at the majority of signals capable of displaying a stop 'Danger' aspect. These telephones are NOT indicated on Table A diagrams.
- at the majority of points forming crossovers and junctions. These telephones are NOT indicated on Table A diagrams.
- at Ground Frames and Ground Switch Panels. These telephones are NOT indicated on Table A diagrams.
- at lockout devices. These telephones are NOT indicated on Table A diagrams.
- at certain level crossings. Level crossings provided with telephones will have symbol **B** shown at the left-hand side of the "Running lines & speed restrictions" column, though on site telephones will be provided on both sides of the railway.
- at certain other locations. These locations will be shown by symbol **B** and their mileage given in the Mileage column (or metreage column, where applicable).

8. Electrification

Where lines are electrified, the type of electrification and the electrical control room (ECR) responsible for the area, will be shown at the top of each page in the Signalling & Remarks column.

The following abbreviations will be used:
AC: lines electrified with overhead line equipment energised with 25kV alternating current.
DC: lines electrified with a third rail energised at 750V direct current.
DC(OLE): lines electrified with overhead line equipment energised with 650/750V direct current.

Adjacent lines that are electrified (e.g. Metro tram lines or London Underground lines) will have their types of electrification noted in the Signalling & Remarks column.

AC overhead line neutral sections are indicated by the letters OHNS and their mileage given in the Mileage column (or metreage, where applicable).

Automatic Power Change Over locations will be shown, for both pantograph raise and pantograph lower locations. Details, including whether the change over is static or dynamic, raise or lower, will also be provided.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	007	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

9. Staff protection

The Signalling & Remarks column will provide details of Automatic Staff Warning Systems using one of the following abbreviations:
FWS - Fixed Warning System.
TOWS - Train Operated Warning System

The "Signalling & Remarks" column will provide details of lockout devices (LOD) and the lines that they cover. The different types of lockout are as follows:
LOD(E): this type of lockout prevents train movements from being made in both directions, either into or out of the protected area, and is a captive key system where the key is normally retained in the lockout device.
LOD(K): this type of lockout prevents trains from entering the protected area in both directions, but does not prevent train moves within the area or going out of the area. This is a captive key system where the key is normally retained in the lockout device.
LOD(P): this type of lockout prevents signalled train movements from being made in the 'wrong' direction, where the line has been signalled for bi-directional working. This is a key enabled system where the authorised user must obtain the key before operation can commence.
LOD(T): this type of lockout prevents all signalled moves into the area from being made, but not moves within, or going out of, the protected area. It also prevents moves from being made to signals where the overlap of the route set would be in the protected area. This is a key enabled system where the authorised user must obtain the key before operation can commence.

Full details of the protection afforded is as defined in the lineside case.

10. Train protection

Unless otherwise stated in the Signalling & Remarks column, it is assumed that AWS (Automatic Warning System) and TPWS (Train Protection Warning System) is provided on all running lines. Additionally, it is assumed that TPWS is provided at all main aspect signals at the exits from sidings, where the signal controls moves out onto a main running line.

The provision of TASS (Tilt Authorisation & Speed Supervision system) and ATP (Automatic Train Protection) will be detailed in the Signalling & Remarks column.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	008	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

11. Other abbreviations

In addition to the abbreviations already listed (e.g. for type of signalling or type of level crossing), the following abbreviations may also be used on Table A diagrams without explantion:

Line name abbreviations:

U:	Up	D:	Down
UM:	Up Main	DM:	Down Main
UF:	Up Fast	DF:	Down Fast
US:	Up Slow	DS:	Down Slow
UE:	Up Electric	DE:	Down Electric
UR:	Up Relief	DR:	Down Relief
UA:	Up Avoiding	DA:	Down Avoiding
UG:	Up Goods	DG:	Down Goods
USB:	Up Suburban	DSB:	Down Suburban
UPL:	Up Passenger Loop	DPL:	Down Passenger Loop
UGL:	Up Goods Loop	DGL:	Down Goods Loop
URS:	Up Refuge Siding	DRS:	Down Refuge Siding
CL:	Crossing Loop (in single line)	U&D:	Up & Down

Signalling control abbreviations:

SB:	Signal box.	GF:	Ground Frame.
PSB:	Power signal box.	EGF:	Emergency Ground Frame.
SCC:	Signalling control centre.	GSP:	Ground Switch Panel.
SC:	Signalling centre.	SF:	Shunt Frame.
IECC:	Integrated Electronic Control Centre.		
ROC:	Rail Operations Centre.		

Infrastructure abbreviations:

C:	Catch points, unworked	C&P:	Clipped and padlocked out of use.
CW:	Catch points, worked.	HABD:	Hot Axle Box Detector.
Jn:	Junction.	WILD:	Wheel Impact Load Detector.

Railway lines of route abbreviations:

LUL:	London Underground Ltd	HS1:	High Speed 1.
CTRL:	Channel Tunnel Rail Link (HS1).	HS2:	High Speed 2.
WCML:	West Coast Main Line.	CCOS:	Crossrail Central Operating Section.
ECML:	East Coast Main Line.		

Other abbreviations which may be used without explanation:

OOU:	Out of use.
TEP:	Token Exchange Point - applicable to lines signalled using the 'Radio Electronic Token Block' or the 'No Signaller Token with Remote Crossing Loops' methods of signalling.
CTLP:	Crossing the line procedure.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	009	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

12. Key to symbols

'Passenger' line. Line authorised to carry all types of train, including passenger trains.

Other running line where full details are NOT included in the Sectional Appendix (e.g. an adjacent London Underground Line, or adjacent metro / tram line).

Running lines, signalled in both directions, but with simplified bi-directional signalling (i.e. fewer signals) in the direction indicated by the white, un-shaded arrow.

'Goods' line. Line authorised to carry goods trains or empty coaching stock trains only.

Running lines, signalled in only one direction.

Buffer stops - these will be the same thickness as the lines on which they are located.

Siding or a line classed as a siding.

Running lines, signalled in both directions.

Where a running line is signalled in both directions, and there is a predominant direction of travel, then the line may be shown with double-arrows indicating the predominant direction of travel.

Sand drag.

SD

Other running lines, but belonging to another Line of Route (LOR). The left-hand line is a 'passenger' line, the line on the right is a 'goods' line.

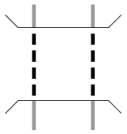
Catch points.
C: Un-worked. CW: Worked.
D: De-railer.
Example shows worked catch points in the Down line only.

CW

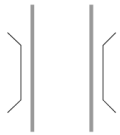
LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	010	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

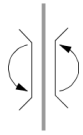
12. Key to symbols - Continued



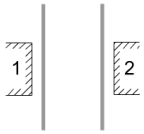
Tunnel or bridge over the railway. Lines within the tunnel will be dashed, regardless of whether it is a 'passenger', 'goods' or other line type.



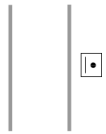
Viaduct or bridge under the railway.



Moveable bridge (e.g. swing bridge or lift bridge).



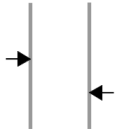
Station platforms, with platform numbers shown where applicable.



Signal box, power signal box, signalling centre, etc. In manual signal boxes, the dot represents the signaller, the line represents the signaller's display. Example shows the signaller facing the railway.

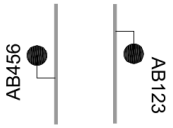
Gates, not associated with a level crossing.

Lockout device. Type of lockout and lines covered will be given in the Signalling & Remarks column. More than one device may be present at the location shown. A telephone to the signaller will be provided.

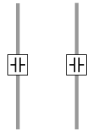


Hot Axle Box Detector (HABD), Wheel Impact Load Detector (WILD) or other wheel-check device.

Ground Frame, Emergency Ground Frame, Ground Switch Panel or Shunt Frame. Where trains may be shut in, the letter 'S' in a circle is shown on the left-hand side of the diagram.



Where shown, main aspect signal. This symbol is used regardless of how the signal is mounted, or whether it is a semaphore signal or colour-light signal. The signal number will be given, either alongside or in the Signalling & Remarks column.

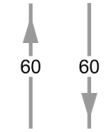


Overhead line neutral sections (OHNS).

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	011	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

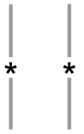
12. Key to symbols - Continued



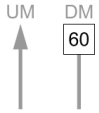
Maximum permissible speed of the line concerned (example shows 60mph for both Up and Down lines).

Maximum permissible speed of the line concerned, where the speed is the same in both directions (line is signalled bi-directionally).

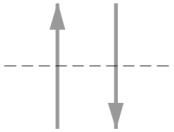
Maximum permissible speed of the line concerned, where different speeds apply depending on direction of travel. The adjacent arrow indicates in which direction the speed applies. The adjacent arrow may be connected by a thin line to the running line to which the speed applies.



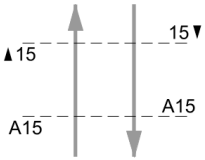
Change in maximum permissible speed, with mileage provided in the mileage column along with a further star.



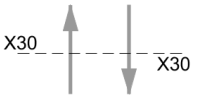
Maximum permissible speed of the line concerned, carried forward from previous page (example shows 60mph for the Down Main line).



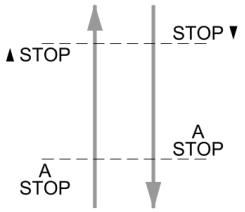
Level crossing, with name and type of crossing in the Location column.



Level crossings, with right direction approach speeds. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.



Level crossing with wrong direction approach speed.



Level crossings, where trains must be brought to a stand before proceeding over the crossing. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

Lines shown provided with GSM-R equipment and coverage.

Lineside telephone, not associated with a signal, points, ground frame or lockout device.

Network Rail boundary;
Network Rail Route boundary;
Sectional Appendix boundary,
with details shown.

LOR	Seq.	Line of Route Description	Route	Last Updated
LN001	012	Explanation of Table A terms and symbols	London North Eastern	19/02/2022

Explanation of Table A terms and symbols - Continued

12. Key to symbols - Continued

II	Automatic Power Change Over zone commencement - pantographs lower. The mileage will be provided in the mileage column.
II	Automatic Power Change Over zone commencement - pantographs raise. The mileage will be provided in the mileage column.
◯	Where shown, tunnel air shaft.
⊕	Where shown, tunnel escape shaft.
✱	Where shown, tunnel fan.

Dated: 19/02/2022

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Index of Locations

Location	Table A - Module
A505 Roundabout (South) Public Bridleway LC	LN125-002-LN2
Abbots Ripton Public Bridleway LC	LN101-013-LN2
ABP LC (AOCL)	LN738-001-LN5
ACKLINGTON	LN600-023-LN3
Adams LC (UWC)	LN678-001-LN8
Adamsons LC (UWC)	LN902-001-LN7
Addison LC (AHBC)	LN682-002-LN8
Admiralty Sidings GF	LN742-001-LN5
ADWICK	LN836-002-LN7
Adwick Jn	LN836-002-LN7, LN842-001-LN7
Albert Hill	LN678-001-LN8
Aldwarke Jn	LN804-005-LN6, LN828-001-LN6
Aldwarke Jn (Down)	LN830-001-LN6
Aldwarke Jn (Up)	LN830-001-LN6
Aldwarke New Site	LN830-001-LN6
Aldwinkle LC (UWC)	LN147-001-LN2
ALEXANDRA PALACE	LN101-005-LN2
ALFRETON	LN3207-007-LN4
Alfreton Tunnel	LN3207-007-LN4
ALLENS WEST	LN631-001-LN8
Allens West LC (AHBC-X)	LN631-001-LN8
Allington East Jn	LN190-001-LN2, LN195-002-LN2
Allington LC (MCB)	LN195-002-LN2
Allington North Jn	LN185-001-LN2, LN190-001-LN2
Allington SB (AL)	LN195-002-LN2
Allington West Jn	LN185-001-LN2, LN195-002-LN2
Allsopps LC (UWC)	LN3201-033-LN4
Almouth SB (A)	LN600-024-LN3
ALNMOUTH	LN600-024-LN3
Alnmouth LC (R/G)	LN600-024-LN3
Alrewas LC (MCB)	LN3340-001-LN4
Alrewas SB (AS)	LN3340-001-LN4
ALTHORPE	LN752-002-LN5
Altofts Jn	LN854-007-LN7, LN872-001-LN7
AMBERGATE	LN3246-001-LN4
Ambergate Jn	LN3201-041-LN4, LN3246-001-LN4
Ambulance LC (UWC)	LN740-002-LN5
Ampthill Tunnels	LN3201-019-LN4
ANCASTER	LN185-003-LN2
Ancaster LC (MCG)	LN185-003-LN2
Ancaster SB (AR)	LN185-003-LN2
Angle Lane LC (R/G)	LN125-004-LN2
Anlaby Road Jn	LN898-008-LN7, LN920-001-LN7
Apperley Jn	LN922-002-LN7, LN924-001-LN7
Apperley Lane Tunnel	LN924-001-LN7
Apperley TSL OHNS	LN922-002-LN7
Apperley Bridge Station	LN922-002-LN7
Appleby LC (MCB)	LN752-001-LN5
Appleby SB (AY)	LN752-001-LN5
Applehurst Jn	LN842-001-LN7, LN844-001-LN7
Applehurst Lane LC (UWC)	LN842-001-LN7, LN888-001-LN7
Applewhites No 3 LC (UWC)	LN185-003-LN2

Location	Table A - Module
Arblasters LC (UWC)	LN3501-005-LN4
Archers No 1 LC (UWC)	LN3505-003-LN4
Ardsley Tunnel	LN836-005-LN7
Argyle Street Jn	LN600-017-LN3
Arksey Ings Lane LC (UWC)	LN752-004-LN5
Arksey LC (CCTV)	LN101-030-LN2
ARLESEY	LN101-011-LN2
Armley Jn	LN838-001-LN7, LN922-001-LN7
Armley TSL OHNS	LN922-001-LN7
ARRAM	LN914-002-LN7
Arram LC (AHBC-X)	LN914-002-LN7
Asfordby Jn GF	LN3620-001-LN4
Asfordby LC (AHBC)	LN3615-009-LN4
Asfordby Tunnel	LN3620-001-LN4
Ashfield Road LC (UWC)	LN752-003-LN5
ASHWELL & MORDEN	LN125-002-LN2
Ashwell Gate House LC (MCBR)	LN3615-006-LN4
Ashwell LC (MCB)	LN3615-006-LN4
Ashwell SB	LN3615-006-LN4
Ashworths LC (UWC)	LN914-001-LN7
Askern LC (CCTV)	LN888-002-LN7
Askew Road Tunnel	LN600-015-LN3, LN682-001-LN8
Askham Tunnel	LN101-024-LN2
ASLOCKTON	LN3635-002-LN4
Aslockton LC (AHBC-X)	LN3635-002-LN4
Astral (Shuttlewoods) LC (UWC)	LN3201-032-LN4
Atkinson Wood Farm LC (UWC)	LN634-002-LN8
Atkinsons LC (UWC)	LN836-002-LN7
ATTENBOROUGH	LN3204-002-LN4
Attenborough Jn	LN3204-002-LN4, LN3264-001-LN4
Attenborough LC (CCTV)	LN3204-002-LN4
Auckley LC (AHBC)	LN170-014-LN2
Aycliffe	LN600-011-LN3
Aycliffe HABD	LN600-011-LN3
Aycliffe TSC OHNS	LN600-011-LN3
Baghill (HABD)	LN804-007-LN6
Bagworth Jn	LN3525-002-LN4
BAILDON	LN926-001-LN7
Baildon No 1 Tunnel	LN926-001-LN7
Baildon No 2 Tunnel	LN926-001-LN7
Baileys LC (UWC)	LN3505-006-LN4
Bainton Green LC (AHBC)	LN147-001-LN2
Bainton LC (AHBC)	LN147-001-LN2
Balby Bridge Tunnel	LN101-028-LN2
Balderton LC (CCTV)	LN101-022-LN2
BALDOCK	LN125-001-LN2
Ballast Pits LC (UWC)	LN147-001-LN2
Balne Lane	LN836-005-LN7
Balne LC (MCB-OD)	LN600-001-LN3
Balne Low Gate LC (MCB-OD)	LN600-001-LN3
Bank House Tunnel	LN858-001-LN7
Barcroft LC (MCB-OD)	LN600-001-LN3

Location	Table A - Module
Bardon Hill GF	LN3525-003-LN4
Bardon Hill LC (MCB)	LN3525-003-LN4
Bardon Hill SB (BH)	LN3525-003-LN4
BARDON MILL	LN682-004-LN8
Bardon Mill LC (R/G)	LN682-004-LN8
Bardon Mill SB	LN682-004-LN8
Barf Farm LC (UWC)	LN914-005-LN7
Barkers LC (UWC)	LN3505-005-LN4
Barkston East Jn (Former)	LN185-001-LN2
Barlby BOCM LC (MCB)	LN898-003-LN7
Barlby North Jn	LN898-003-LN7
Barnby Lane LC (CCTV)	LN101-022-LN2
Barnby LC (CCTV)	LN101-022-LN2
Barnby Moor and Sutton LC (CCTV)	LN101-026-LN2
Barnes LC (UWC)	LN170-006-LN2
Barnet North Crossover	LN101-006-LN2
Barnet South Crossovers	LN101-006-LN2
Barnet Tunnel	LN101-006-LN2
BARNETBY	LN736-004-LN5
Barnetby East SB (BE)	LN736-004-LN5
BARNSLEY	LN868-002-LN7
Barnsley LC (MCB)	LN868-002-LN7
Barnsley SB (BY)	LN868-002-LN7
Barnsley Station Jn	LN862-001-LN7, LN868-002-LN7
Barnstone Tunnel	LN3237-001-LN4
Baron House LC (R/G-X)	LN682-005-LN8
Barrel Lane LC R/G Footpath	LN101-023-LN2
BARROW HAVEN	LN744-002-LN5
Barrow Haven LC (OPEN)	LN744-002-LN5
Barrow Hill	LN806-001-LN6
Barrow Hill North Jn	LN774-001-LN6, LN806-001-LN6
Barrow Hill South Jn	LN806-001-LN6
Barrow Road LC (MCG)	LN744-002-LN5
Barrowby Lane Public BW LC	LN898-001-LN7
BARROW-UPON-SOAR	LN3201-033-LN4
Barrow-upon-Soar HABD	LN3201-033-LN4
Barton Hill LC (MCB)	LN880-002-LN7
Barton Hill SB	LN880-002-LN7
Barton Lane LC (AHBC)	LN3204-002-LN4
Barton North Jn	LN3501-006-LN4
BARTON ON HUMBER	LN744-002-LN5
Barton Road LC (MCG)	LN744-001-LN5
Barton South Jn	LN3501-006-LN4
Basford Chemicals LC (UWC)	LN3255-001-LN4
Bates (UWC)	LN736-006-LN5
Bathley Lane LC (CCTV)	LN101-022-LN2
BATLEY	LN860-003-LN7
Batley LC (MCG)	LN860-003-LN7
Batley SB (B)	LN860-003-LN7
BATTERSBY	LN634-002-LN8, LN634-003-LN8
Battersby Jn	LN634-002-LN8, LN634-003-LN8
Battersby Road LC (AOCL)	LN634-003-LN8

Location	Table A - Module
Battleship Wharf GF	LN706-001-LN8
Baulkholme LC (UWC)	LN912-002-LN7
Bawtry Crossovers GSP	LN101-026-LN2
Bawtry TSC OHNS	LN101-026-LN2
BAYFORD	LN120-002-LN2
BC LC (OPEN)	LN876-001-LN7
Beacon Hill Tunnel	LN858-001-LN7
Beal Crossovers	LN600-027-LN3
Beal LC (CCTV)	LN600-027-LN3
Beam Mill Jn	LN632-003-LN8, LN636-001-LN8
Bearty Fen LC (MCG)	LN170-005-LN2
Bebside LC (AHBC-X)	LN694-002-LN8
Beckingham LC (MCB)	LN170-013-LN2
Beckingham SB	LN170-013-LN2
BEDFORD	LN3140-001-LN4, LN3201-021-LN4
Bedford North Jn	LN3201-022-LN4
Bedford South Jn	LN3201-020-LN4
BEDFORD ST JOHNS	LN3140-001-LN4
Bedford Station Jn	LN3140-001-LN4, LN3201-021-LN4
Bedlington North FP LC	LN694-002-LN8
Bedlington North LC (MCB)	LN702-001-LN8
Bedlington North SB (BN)	LN694-002-LN8, LN702-001-LN8
Bedlington South LC (MCB)	LN694-002-LN8
Bedlington South SB	LN694-002-LN8
Beech Bank LC (UWC)	LN170-005-LN2
Beech Hill LC (AHBC)	LN170-014-LN2
BEESTON	LN3204-002-LN4
Beeston Depot GF	LN3204-002-LN4
Beeston No 2 GF	LN3204-002-LN4
Beeston No 3 GF	LN3204-003-LN4
Beeston No 4 GF	LN3204-003-LN4
Beeston North Jn	LN3204-003-LN4
Beeston South Jn	LN3204-002-LN4
Beevors LC (UWC)	LN170-007-LN2
Beighton Jn	LN806-002-LN6, LN816-001-LN6
Beighton Station Jn LC (MCB)	LN816-001-LN6
Beighton Station Jn SB (BX)	LN816-001-LN6
Belasis Lane SB	LN652-001-LN8
Belford Burn Public Footpath LC	LN600-026-LN3
Belford Crossovers	LN600-026-LN3
Belford LC (CCTV)	LN600-026-LN3
Belford Quarry GF	LN600-026-LN3
Bellasize LC (UWC)	LN898-005-LN7
Belle Isle	LN101-002-LN2
Bellwater Jn LC (MCG)	LN185-013-LN2
Bellwater Jn SB (BJ)	LN185-013-LN2
Belmont LC (MCB)	LN838-003-LN7
Belmont Yards	LN101-028-LN2
BELPER	LN3201-040-LN4
Belper GF	LN3201-040-LN4
Belsize Tunnels	LN3201-004-LN4
BEMPTON	LN914-004-LN7
Bempton LC (AHBC)	LN914-004-LN7

Location	Table A - Module
Bempton Sands Lane LC (UWC)	LN914-004-LN7
BEN RHYDDING	LN924-002-LN7
Beningbrough Footpath LC (R/G)	LN600-006-LN3
Bennetland LC (UWC)	LN898-005-LN7
Bennetts LC (UWC)	LN3505-007-LN4
Bensham Tunnel	LN682-001-LN8
BENTLEY	LN836-002-LN7
Bentley Jn	LN752-004-LN5, LN766-001-LN5
Bentley LC (CCTV)	LN836-002-LN7
Benton Crossovers	LN600-019-LN3
Benton FS OHNS	LN600-019-LN3
Benton North Jn	LN600-019-LN3, LN694-001-LN8
BERRY BROW	LN862-004-LN7
Berwick North Crossover	LN600-029-LN3
BERWICK-UPON-TWEED	LN600-029-LN3
Bessacarr Halt LC (R/G)	LN170-014-LN2
Bessacarr Jn	LN170-014-LN2, LN220-001-LN2
Bestwood Park Jn	LN3255-001-LN4
Beswick LC (AHBC-X)	LN914-002-LN7
Bevercotes Colliery	LN786-001-LN5
BEVERLEY	LN914-002-LN7
Beverley LC (MCB)	LN914-002-LN7
Beverley North LC (CCTV)	LN914-002-LN7
Beverley Parks LC (AHBC-X)	LN914-001-LN7
Beverley SB (BS)	LN914-002-LN7
BIGGLESWADE	LN101-011-LN2
Biggleswade Crossovers	LN101-011-LN2
Biggleswade TSC OHNS	LN101-011-LN2
BILLINGHAM	LN627-004-LN8
Billingham Jn	LN627-004-LN8
Billingham LC	LN627-004-LN8
Billingham-on-Tees SB	LN627-004-LN8
BINGHAM	LN3635-002-LN4
Bingham LC (MCB)	LN3635-002-LN4
Bingham Road LC (UWC)	LN3635-003-LN4
Bingham SB	LN3635-002-LN4
BINGLEY	LN922-003-LN7
Bingley FS OHNS	LN922-003-LN7
Bingley Tunnel	LN922-003-LN7
Binnington LC (UWC)	LN880-006-LN7
Biofuels LC OPEN	LN652-002-LN8
Birmingham Curve Jn	LN3525-007-LN4, LN3535-001-LN4
Birtley Jn	LN600-014-LN3
BISHOP AUCKLAND	LN678-002-LN8
Bishop Auckland Jn	LN678-002-LN8
Black Carr Jn	LN101-027-LN2, LN220-001-LN2
Blackhills Farm LC (UWC)	LN627-005-LN8
Blackwell South Jn	LN3207-007-LN4
Blankney Estates LC (UWC)	LN170-008-LN2
Blankney LC (MCG)	LN170-008-LN2
Blankney SB	LN170-008-LN2
BLAYDON	LN682-002-LN8

Location	Table A - Module
Blaydon SB (B)	LN682-002-LN8
BLEASBY	LN3625-003-LN4
Bleasby LC (AHBC-X)	LN3625-003-LN4
Blenkinsop Footpath LC (R/G-X)	LN682-004-LN8
Blotoft LC (MCG)	LN170-006-LN2
Blotoft SB	LN170-006-LN2
Blue Gowts LC (MCG)	LN170-004-LN2
Blyth Bates Terminal	LN704-001-LN8
BLYTHE BRIDGE	LN3505-007-LN4
Blythe Bridge LC (CCTV)	LN3505-007-LN4
Boat House LC (UWC)	LN682-002-LN8
Bog Hall Ground Frame	LN634-005-LN8
Boldon East Jn	LN627-012-LN8, LN664-001-LN8
Boldon LC (AHBC-X)	LN627-012-LN8
Boldon North Jn	LN664-001-LN8, LN666-001-LN8
Boldon West Jn	LN627-012-LN8, LN666-001-LN8
Bole Lane LC (UWC)	LN736-007-LN5
Bolsover	LN778-001-LN6
Bolsover Colliery GF	LN778-001-LN6
BOLTON-ON-DEARNE	LN804-006-LN6
Bonsall Lane LC (MCG)	LN736-006-LN5
Bootham LC (AHBC-X)	LN880-001-LN7
Bootham Stray LC (UWC)	LN880-001-LN7
Boothferry Road LC (MCB)	LN912-001-LN7
Booths No 1 LC (UWC)	LN842-001-LN7
Booths No 3 LC (UWC)	LN842-001-LN7
Boroughbridge Road LC (CCTV)	LN627-001-LN8
BOSTON	LN185-009-LN2
Boston and Spilsby Road LC (AHBC-X)	LN185-013-LN2
Boston West Street Jn LC (MCB)	LN185-008-LN2
Boston West Street Jn SB (WS)	LN185-008-LN2
Botany Bay LC (CCTV)	LN101-026-LN2
BOTTESFORD	LN195-003-LN2
Bottesford LC (UWC)	LN195-003-LN2
Bottesford West Jn SB (BW)	LN195-003-LN2, LN3635-001-LN4
Boughton Brake Tunnel	LN786-001-LN5
Boughton Jn	LN784-001-LN5, LN786-001-LN5
Boughton Jn GF	LN784-001-LN5
Boulby Potash Mine	LN642-001-LN8
Boultham Jn	LN206-005-LN2, LN215-001-LN2
Boultham LC (CCTV)	LN206-005-LN2
Boultons LC (UWC)	LN3501-005-LN4
BOWES PARK	LN120-001-LN2
Bowes Park OHNS	LN120-001-LN2
Bowesfield SB (B)	LN632-001-LN8, LN644-001-LN8
Bowling Jn	LN858-002-LN7
Bowling Tunnel	LN858-002-LN7
Bradford A GF	LN852-003-LN7
BRADFORD FORSTER SQUARE	LN928-001-LN7
BRADFORD INTERCHANGE	LN852-003-LN7
Bradley Hall Farm No 1 LN (UWC)	LN861-001-LN7
Bradley Jn	LN860-002-LN7, LN861-001-LN7

Location	Table A - Module
Bradley Tunnel	LN861-001-LN7
Bradley Wood Jn	LN854-002-LN7, LN861-001-LN7
Bradway Tunnel	LN804-001-LN6
Bramhope Tunnel	LN838-001-LN7
BRAMLEY	LN852-001-LN7
BRAMPTON	LN682-005-LN8
Brampton Fell LC (MCB)	LN682-005-LN8
Brampton Fell SB (BF)	LN682-005-LN8
Bramshall LC (AHBC-X)	LN3505-005-LN4
Bramwith Road LC (AHBC)	LN888-001-LN7
Brancliffe East Jn	LN736-010-LN5, LN758-001-LN5
Brandons LC (UWC)	LN3505-002-LN4
Branston & Washingborough Cross Roads Tunnel	LN170-008-LN2
Branston GF (OOU)	LN3535-001-LN4
Branston HABD	LN3501-005-LN4
Branston Jn	LN3501-005-LN4, LN3535-001-LN4
Brassey LC (UWC)	LN147-001-LN2, LN3615-001-LN4
Braybrooke LC (UWC)	LN3201-026-LN4
Brayford Jn	LN170-010-LN2
Brayford LC (CCTV)	LN170-010-LN2
Brayton LC (CCTV)	LN910-001-LN7
Breadsall	LN3201-039-LN4
Brent Curve Jn	LN3201-007-LN4, LN3222-001-LN4
Brentingby LC (UWC)	LN3615-008-LN4
Brettles LC (UWC)	LN3625-004-LN4
Bretton FS OHNS	LN101-016-LN2
Bretts LC (UWC)	LN3615-007-LN4
Brewery Lane LC (MCG)	LN170-005-LN2
Brewster Lane LC (AOCL-X)	LN185-015-LN2
Brickyard Lane LC (ABCL)	LN3255-002-LN4
Bridge Jn	LN101-028-LN2, LN832-001-LN6
Bridges Jn	LN916-002-LN7
BRIDLINGTON	LN914-004-LN7
Bridlington Quay LC (CCTV)	LN914-004-LN7
Bridlington SB (BN)	LN914-004-LN7
BRIGG	LN736-005-LN5
Brigg LC (MGL)	LN736-005-LN5
Brigg SB (B)	LN736-005-LN5
BRIGHOUSE	LN854-002-LN7
Brightside Jn	LN804-004-LN6
Brinsworth Street LC (CCTV)	LN818-001-LN6
British Steel Corporation Foreign Ore Terminal.	LN754-001-LN5
BRITISH STEEL REDCAR	LN632-004-LN8
Broad Street Tunnel	LN736-011-LN5, LN804-003-LN6
Broadfield Lane LC (CCTV)	LN185-008-LN2
Broadholme	LN3201-041-LN4
Broadwath LC (AHBC-X)	LN682-006-LN8
BROCKHOLES	LN862-004-LN7
Brocklesby East Jn	LN736-004-LN5, LN742-002-LN5
Brocklesby Jn SB (B)	LN736-004-LN5, LN742-002-LN5
Brocklesby West Jn	LN736-004-LN5, LN742-002-LN5
BROCKLEY WHINS	LN627-012-LN8

Location	Table A - Module
Bromleys LC (UWC)	LN3501-003-LN4
Brompton LC (AHBC-X)	LN627-002-LN8
Brooke Road LC (CCTV)	LN3615-005-LN4
Brookhay LC (AHBC)	LN3340-001-LN4
BROOKMANS PARK	LN101-007-LN2
Brooksby LC (AHBC)	LN3615-009-LN4
Broome Lane LC (AHBC)	LN3615-010-LN4
BROOMFLEET	LN898-006-LN7
Broomfleet LC (MCB)	LN898-006-LN7
Broomston LC (UWC)	LN170-014-LN2
Brotherton Tunnel	LN804-008-LN6
BROUGH	LN898-006-LN7
Brough East LC (MCB-OD)	LN898-006-LN7
Broughton Lane Jn	LN812-001-LN6, LN830-001-LN6
Buckton Lane LC (AHBC)	LN914-004-LN7
Bulcote LC (AHBC-X)	LN3625-002-LN4
Bullpit Lane LC (CCTV)	LN101-022-LN2
Bullwell South Jn	LN3255-001-LN4
BULWELL	LN3255-001-LN4
Bulwell Forest LC (CCTV)	LN3255-001-LN4
BURLEY IN WHARFEDALE	LN924-001-LN7
BURLEY PARK	LN838-001-LN7
Burn Lane LC (MCG)	LN910-001-LN7
Burton Agnes LC (AHBC-X)	LN914-003-LN7
BURTON JOYCE	LN3625-002-LN4
Burton Joyce LC (AHBC-X)	LN3625-002-LN4
Burton Lane (Mastermans) LC (UWC)	LN804-008-LN6
Burton Lane No 1 LC (AHBC)	LN185-006-LN2
Burton Lane No 2 LC (AHBC)	LN185-006-LN2
BURTON-ON-TRENT	LN3501-004-LN4
Buslingthorpe LC (AHBC-X)	LN200-003-LN5
Butterswood LC (ABCL-X)	LN744-001-LN5
Butterthwaite Lane LC (UWC)	LN868-001-LN7
Butterwell Jn	LN600-022-LN3, LN700-001-LN8
Bystable Lane LC (MCG)	LN744-001-LN5
Bytham F.S. OHNS	LN101-018-LN2
Cadwell	LN101-010-LN2
Calder Bridge Jn	LN870-001-LN7, LN882-001-LN7
Calverleigh Farm LC (UWC)	LN3505-007-LN4
Cambois LC (TMO)	LN706-001-LN8
CAMBRIDGE	LN125-007-LN2
Cambridge (CA) SB	LN125-007-LN2
Cambridge Jn	LN101-010-LN2, LN125-001-LN2
Cambridge St LC (UWC)	LN3525-007-LN4
Camden Road Central Jn	LN115-001-LN2
Camden Road Incline Jn	LN115-001-LN2
Camden Road Tunnels	LN3201-002-LN4, LN3213-002-LN4
Campey s Farm LC (UWC)	LN898-002-LN7
Canal Jn	LN908-001-LN7, LN910-001-LN7
Canal Tunnels Junction	LN3214-001-LN4
Canklow	LN806-002-LN6

Location	Table A - Module
Canonbury Tunnel	LN110-001-LN2
Canonbury West Jn	LN110-001-LN2
Carcroft Jn	LN836-002-LN7, LN846-001-LN7
Cardells LC R/G	LN101-012-LN2
Cargo Fleet Road LC (CCTV)	LN634-001-LN8
CARLISLE	LN682-007-LN8
Carlisle North Jn	LN682-007-LN8
Carlisle SB (CE)	LN682-007-LN8
Carlisle South Jn	LN682-007-LN8
CARLTON	LN3625-002-LN4
Carlton LC (CCTV)	LN101-023-LN2, LN3625-002-LN4
Carlton Loops	LN101-023-LN2
Carlton Road Jn	LN3201-003-LN4, LN3210-001-LN4
Carnaby LC (AHBC-X)	LN914-003-LN7
Carr (Up Goods line & Transfer line only.)	LN101-028-LN2
Carr Lane LC (UWC)	LN170-014-LN2
Carters LC (UWC)	LN631-001-LN8
Castle Donington	LN3520-001-LN4
Castle Hill Tunnel	LN854-001-LN7
Castle Hills East GF	LN624-001-LN8
Castle Hills Farm	LN624-001-LN8
Castle Hills Jn	LN600-008-LN3, LN624-001-LN8
Castle Hills West GF	LN624-001-LN8
Castle Hills West Jn (Former)	LN624-001-LN8
CASTLEFORD	LN854-007-LN7
Castleford East Jn	LN854-008-LN7, LN876-001-LN7
Castleford LC (MCB)	LN854-007-LN7
Castleford SB (CD)	LN854-007-LN7
Castleford West Jn	LN854-007-LN7, LN875-001-LN7
CASTLETON MOOR	LN634-004-LN8
Cat Lane LC (UWC)	LN838-005-LN7
CATTAL	LN838-004-LN7
Cattal LC (MCG)	LN838-004-LN7
Cattal SB	LN838-004-LN7
Cave LC (MCB-OD)	LN898-006-LN7
Caverswall LC (MCB)	LN3505-007-LN4
Caverswall SB	LN3505-007-LN4
Cayton LC (AHBC)	LN914-006-LN7
Central Rivers Depot	LN3501-006-LN4
Chaddesden Sidings	LN3201-038-LN4
Chain Bridge LC (MCB)	LN682-002-LN8
Chalk Lane LC (CCTV)	LN898-007-LN7
CHAPELTOWN	LN868-001-LN7
CHATHILL	LN600-025-LN3
Chathill Crossovers	LN600-025-LN3
Chathill LC (CCTV)	LN600-025-LN3
Chathill TSC OHNS	LN600-025-LN3
Cheal Road LC (MCG)	LN170-005-LN2
Cherry Holt LC (AHBC-X)	LN170-004-LN2
Cherry Tree LC (CCTV)	LN914-002-LN7
Cherry Willingham LC (AHBC-X)	LN200-006-LN5
Cherryholt LC (UWC)	LN736-008-LN5

Location	Table A - Module
CHESTERFIELD	LN3201-043-LN4
Chesterfield Down sidings	LN3201-043-LN4
Chesterfield North Jn	LN3201-043-LN4
Chesterfield South Jn	LN3201-043-LN4
CHESTER-LE-STREET	LN600-014-LN3
Chester-Le-Street TSC OHNS	LN600-014-LN3
Chevington LC (CCTV)	LN600-023-LN3
Chevington North Crossovers	LN600-023-LN3
Chillingham Road	LN600-019-LN3
Chiltern Green HABD	LN3201-014-LN4
Choppington LC (AHBC)	LN694-002-LN8
Christon Bank LC (CCTV)	LN600-025-LN3
Church End Farm LC (UWC)	LN854-009-LN7
Church Farm LC (UWC)	LN898-006-LN7
CHURCH FENTON	LN854-009-LN7, LN902-001-LN7
Church Fenton North Jn	LN854-009-LN7, LN902-001-LN7
Church Fenton South Jn	LN854-009-LN7
Church Lane LC (CCTV)	LN101-022-LN2, LN632-004-LN8
Church Lane LC (MCG)	LN170-006-LN2
Church Street LC (CCTV)	LN627-005-LN8
Clara Vale LC (AHBC-X)	LN682-002-LN8
Clarborough Jn	LN736-008-LN5, LN746-001-LN5
Clarborough Tunnel	LN736-008-LN5
Clarks LC (UWC)	LN627-001-LN8
Claxby & Usselby LC (AHBC-X)	LN200-002-LN5
Claxby Gatehouse (No 24) LC (AHBC-X)	LN200-002-LN5
Clay Cross North Jn	LN3201-042-LN4, LN3207-008-LN4
Clay Cross South Jn (former)	LN3201-042-LN4
Clay Cross Tunnel	LN3201-042-LN4
Clay Mills Jn	LN3501-004-LN4
Clay Mills LC (CCTV)	LN3501-004-LN4
Claypole Down Loop	LN101-022-LN2
Claypole LC (CCTV)	LN101-021-LN2
Claypole Up Loop	LN101-021-LN2
Clayton West Jn	LN862-003-LN7
CLEETHORPES	LN736-001-LN5
Clements No.1 LC (UWC)	LN206-003-LN2
Clerkenwell No 1 Tunnel	LN3213-001-LN4
Clerkenwell No 2 Tunnel	LN3213-002-LN4
Clerkenwell No 3 Tunnel	LN3213-002-LN4
Cleveland Freightliner Terminal (Wilton)	LN638-001-LN8
Cliff Hill No 1 GF	LN3525-003-LN4
Cliff Hill No 2 GF	LN3525-002-LN4
Cliff House Jn	LN627-004-LN8
Cliffe LC (CCTV)	LN898-004-LN7
Clifton LC (CCTV)	LN600-020-LN3
Club Gardens LC (BW)	LN3625-002-LN4
Coal Access LC (OPEN)	LN638-001-LN8

Location	Table A - Module
Coalville Jn	LN3525-003-LN4
Coalville Station LC (CCTV)	LN3525-004-LN4
Coatsworth Farm No 2 LC (UWC)	LN694-002-LN8
Codeby	LN826-002-LN6
Codnor Park Jn	LN3207-006-LN4, LN3273-001-LN4
Colliers LC (UWC)	LN3505-006-LN4
COLLINGHAM	LN206-002-LN2
Collingham LC (AHBC)	LN206-002-LN2
Colton Jn	LN600-002-LN3, LN854-009-LN7
Colton North Jn	LN600-002-LN3, LN854-009-LN7
Colton South Jn	LN854-009-LN7
Colwick LC (CCTV)	LN3625-001-LN4
Common Road LC (MCG)	LN880-002-LN7
COMMONDALE	LN634-003-LN8
CONISBROUGH	LN826-002-LN6
Conisbrough Tunnel	LN826-002-LN6
Connington North LC (CCTV)	LN101-013-LN2
Connington South	LN101-013-LN2
CONONLEY	LN922-004-LN7
Cononley LC (CCTV)	LN922-004-LN7
Cooks Lane LC (UWC)	LN3201-028-LN4
Coopies Lane LC (AHBC)	LN696-001-LN8
Copenhagen Jn	LN101-002-LN2, LN115-001-LN2
Copenhagen Tunnel	LN101-002-LN2
Copley Hill East Jn	LN836-006-LN7, LN860-003-LN7
Copley Hill West Jn	LN836-006-LN7
Copmanthorpe No 2 LC (R/G)	LN600-003-LN3, LN854-010-LN7
CORBRIDGE	LN682-003-LN8
CORBY	LN3601-002-LN4
Corby Automotive Terminal	LN3610-001-LN4
Corby BSC Works	LN3605-001-LN4
Corby Gates LC (MCB)	LN682-006-LN8
Corby Gates SB	LN682-006-LN8
Corby North	LN3605-001-LN4, LN3610-001-LN4
Corby North Jn	LN3601-002-LN4
Corby Tunnel	LN3601-002-LN4
Corks Farm No 2 LC	LN3340-001-LN4
Cottage Lane LC (AHBC)	LN206-002-LN2
Cottam Power Station	LN746-001-LN5
COTTINGHAM	LN914-001-LN7
Cottingham North LC (CCTV)	LN914-001-LN7
COTTINGLEY	LN860-003-LN7
Cottons LC (UWC)	LN3520-002-LN4
Couplands LC (UWC)	LN185-014-LN2
Cousins LC (UWC)	LN880-006-LN7
Covered Way	LN3210-001-LN4
Cowpen Lane LC (AHBC-X)	LN627-004-LN8
Cox s Walk LC (UWC)	LN195-003-LN2
Crabley Creek LC (MCG)	LN898-006-LN7
Crabley Creek GB	LN898-006-LN7
Cradburns No 4 LC (UWC)	LN185-003-LN2

Location	Table A - Module
Crag Hall SB	LN642-001-LN8
Cragmill LC (CCTV)	LN600-026-LN3
CRAMLINGTON	LN600-020-LN3
Crankley Point LC (R/G)	LN206-002-LN2
Cranswick LC (AHBC-X)	LN914-002-LN7
Crescent Jn	LN101-015-LN2, LN135-001-LN2
Cresswell LC (AHBC)	LN3505-007-LN4
CRESWELL	LN768-002-LN5
CREWS HILL	LN120-002-LN2
Creykes LC (R/G)	LN912-001-LN7
CRICKLEWOOD	LN3201-006-LN4
Cricklewood Curve Jn	LN3201-006-LN4, LN3219-001-LN4
Cricklewood Depot Jn	LN3201-007-LN4
Cricklewood Maintenance Depot GF	LN3201-008-LN4
Cricklewood South Jn	LN3201-006-LN4
Cridling Stubbs LC (AHBC)	LN888-003-LN7
Crinklewood SB	LN3201-007-LN4
Critchlows LC (UWC)	LN3505-007-LN4
Crofton East Jn	LN882-002-LN7, LN886-001-LN7
Crofton Old Station No 1 LC (MCG)	LN882-002-LN7
Crofton West Jn	LN848-001-LN7, LN882-002-LN7
CROMFORD	LN3246-002-LN4
Cromwell Lane LC (CCTV)	LN101-023-LN2
Cross Common LC (AHBC-X)	LN898-004-LN7
CROSS GATES	LN898-001-LN7
Cross Lane LC (AHBC)	LN206-003-LN2
CROSSFLATTS	LN922-003-LN7
CROWLE	LN752-003-LN5
CUFFLEY	LN120-002-LN2
Cumberworth Tunnel	LN862-003-LN7
Cutsyke Jn LC (MCB)	LN875-001-LN7
Cutsyke Jn SB (CJ)	LN875-001-LN7
Dalton TSC OHNS	LN600-007-LN3
Dam Dykes LC (CCTV)	LN600-020-LN3
DANBY	LN634-004-LN8
DARLINGTON	LN600-010-LN3
Darlington Down Bypass Line	LN600-010-LN3
Darlington North Jn	LN600-010-LN3, LN678-001-LN8
Darlington South Jn	LN600-009-LN3, LN631-001-LN8
Darlington Up Siding	LN600-010-LN3
DARNALL	LN736-011-LN5
DARTON	LN868-002-LN7
Daw Lane LC (CCTV)	LN101-030-LN2
Dawdon Jn	LN627-006-LN8
Dawes Lane LC (AOCL)	LN756-001-LN5
Dean Street Crossover	LN600-017-LN3
Dearne Jn	LN804-005-LN6
Decoy North Jn	LN101-028-LN2, LN150-001-LN2
Decoy South Jn	LN150-001-LN2, LN762-001-LN5
Deepcar	LN750-001-LN5
Deepcar Exchange Sidings	LN750-001-LN5

Location	Table A - Module
DEIGHTON	LN860-002-LN7
Denaby LC (CCTV)	LN826-002-LN6
DENBY DALE	LN862-003-LN7
Denton Farm LC (UWC)	LN682-005-LN8
Denton Mains Farm LC (UWC)	LN682-005-LN8
Denton School LC (AHBC-X)	LN682-005-LN8
Denton Village LC (MCG)	LN682-005-LN8
DERBY	LN3201-038-LN4
Derby Jn	LN3201-038-LN4
Derby SB (DY)	LN3201-037-LN4
Derby Station North Jn	LN3201-038-LN4
Desford LC (AHBC)	LN3525-002-LN4
DEWSBURY	LN860-003-LN7
Dewsbury East Jn	LN854-004-LN7, LN864-001-LN7
Dewsbury Railway Street	LN864-001-LN7
Diggle Jn SB (DE)	LN860-001-LN7
Digswell	LN101-008-LN2
Dilston LC (AHBC-X)	LN682-003-LN8
Dinnington Jn	LN758-001-LN5
DINSDALE	LN631-001-LN8
Dock Hills LC (CCTV)	LN836-002-LN7
Dock Jn North	LN3201-002-LN4
Dock Jn South	LN3201-002-LN4
Dock Junction North	LN3213-002-Ln4
Dockfield Jn	LN922-002-LN7, LN926-001-LN7
Doddington Road LC (CCTV)	LN206-005-LN2
DODWORTH	LN862-002-LN7
Dodworth LC (CCTV)	LN862-002-LN7
DONCASTER	LN101-029-LN2, LN836-001-LN7
Doncaster (D)	LN101-029-LN2
Doncaster FS OHNS	LN101-029-LN2, LN836-001-LN7
Doncaster North Jn	LN101-029-LN2, LN836-001-LN7
Doncaster Road LC (MCB)	LN898-002-LN7
Doncaster SB (D)	LN836-001-LN7
Doncaster West Yard	LN101-029-LN2, LN836-001-LN7
DORE	LN808-001-LN6
Dore South Jn	LN804-002-LN6, LN807-001-LN6
Dore Station Jn	LN804-002-LN6, LN808-001-LN6
Dore Tunnel	LN807-001-LN6
Dore West Jn	LN807-001-LN6, LN808-001-LN6
Dormer Green LC (MCG)	LN600-001-LN3
Dorr Lane LC (UWC)	LN882-005-LN7
Dovefields LC (R/G)	LN3505-003-LN4
Down Decoy Yard	LN150-001-LN2
Drakelow East Curve Jn	LN3525-006-LN4
Drakelow West Curve Jn	LN3525-007-LN4
Drax Branch Jn	LN882-004-LN7, LN896-001-LN7
Drax Power Station	LN896-001-LN7
DRAYTON PARK	LN105-001-LN2
DRIFFIELD	LN914-003-LN7

Location	Table A - Module
Driffield LC (MCB)	LN914-003-LN7
Driffield SB (D)	LN914-003-LN7
Driffield Station LC (RC)(MCB)	LN914-003-LN7
DRONFIELD	LN804-001-LN6
Dryclough Jn	LN858-001-LN7, LN859-001-LN7
Ducketts LC (R/G)	LN852-002-LN7
Dudding Hill Jn	LN3222-001-LN4
Dudley Public Bridleway LC	LN600-020-LN3
DUFFIELD	LN3201-040-LN4
Duffield HABD	LN3201-040-LN4
Dunstalls LC (UWC)	LN3501-005-LN4
DUNSTON	LN682-001-LN8
DURHAM	LN600-013-LN3
Durham FS OHNS	LN600-012-LN3
Eagle and Thorpe LC (AHBC-X)	LN206-004-LN2
Eagle Barnsdale LC (AHBC)	LN206-004-LN2
EAGLESCLIFFE	LN627-002-LN8
Eaglescliffe South Jn	LN627-002-LN8, LN631-001-LN8
Earfit Lane LC (R/G)	LN600-002-LN3, LN854-009-LN7
Easington Public Footpath LC	LN600-026-LN3
East Bank Tunnel	LN804-002-LN6
EAST BOLDON	LN627-011-LN8
East Boldon LC (CCTV)	LN627-011-LN8
East Cowick LC (R/G)	LN882-005-LN7
East Cowton Crossovers	LN600-009-LN3
EAST GARFORTH	LN898-001-LN7
East Heslerton LC (AHBC-X)	LN880-005-LN7
East Holmes Jn	LN170-010-LN2
East Langton HABD	LN3201-027-LN4
EAST MIDLANDS PARKWAY	LN3201-034-LN4
East Road LC R/G	LN101-011-LN2
Eastburn LC (UWC)	LN922-004-LN7
Eastcroft TMD & Carriage Sidings	LN3204-005-LN4
Eastfield	LN101-015-LN2
Eastgate Mount LC (OPEN)	LN638-001-LN8
EASTRINGTON	LN898-005-LN7
Eastrington LC (MCB-OD)	LN898-005-LN7
Eastville LC (AHBC-X)	LN185-013-LN2
Eaton Lane Public Bridleway	LN101-024-LN2
Eaves Lane LC R/G Bridleway	LN101-023-LN2
Ecclesfield West	LN868-001-LN7
Egginton Jn SB (EN)	LN3505-001-LN4
Egginton LC (AHBC)	LN3505-001-LN4
Egleton LC (UWC)	LN3615-005-LN4
Egmanton LC (CCTV)	LN101-023-LN2
EGTON	LN634-004-LN8
Elford GF	LN3501-007-LN4
Elland Tunnel	LN854-002-LN7
Elliots LC (UWC)	LN3520-002-LN4
Elm Tree Farm LC (UWC)	LN880-005-LN7
Elmsley LC (OPEN)	LN796-001-LN5
Elmton & Creswell Jn SB	LN768-002-LN5

Location	Table A - Module
ELSECAR	LN868-002-LN7
Elsham LC (MCB)	LN752-001-LN5
Elsham SB (EM)	LN752-001-LN5
Elstow Sidings	LN3201-020-LN4
ELSTREE AND BOREHAMWOOD	LN3201-010-LN4
Elstree Tunnels	LN3201-010-LN4
ELTON AND ORSTON	LN3635-001-LN4
Embsay Jn (Former)	LN930-001-LN7
ENFIELD CHASE	LN120-001-LN2
Engine Shed Jn	LN840-001-LN7, LN872-002-LN7, LN882-005-LN7
England Lane LC (MCG)	LN882-003-LN7
England Springs LC (UWC)	LN914-001-LN7
Enron LC (OPEN)	LN652-002-LN8
Eptons LC (UWC)	LN185-017-LN2
Esholt Jn	LN924-001-LN7, LN926-001-LN7
Esholt Tunnel	LN926-001-LN7
ESSEX ROAD	LN105-001-LN2
Everton LC (CCTV)	LN101-011-LN2
Fairburn Tunnel	LN854-008-LN7
Fallodon LC (CCTV)	LN600-025-LN3
Falsgrave SB (F)	LN880-007-LN7
Farmstead Rise LC (UWC)	LN880-001-LN7
FARRINGDON	LN3213-001-LN4
FEATHERSTONE	LN882-002-LN7
Featherstone LC (CCTV)	LN882-002-LN7
FELLGATE	LN627-013-LN8
Felton Lane LC (CCTV)	LN600-022-LN3
Fen Crossing LC (UWC)	LN180-001-LN2
Fenham Hill Public Footpath LC	LN600-026-LN3
Fenham Low Moor LC (CCTV)	LN600-026-LN3
Fenham TSC OHNS	LN600-026-LN3
Fenwick LC (MCB-OD)	LN600-001-LN3
Ferme Park Sidings	LN101-004-LN2
FERRIBY	LN898-007-LN7
Ferrybridge North Jn	LN804-008-LN6, LN888-003-LN7
Ferrybridge Power Station	LN804-008-LN6
Ferrybridge Power Station Jn	LN804-008-LN6
Ferrybridge SB (FE)	LN804-008-LN6
Ferrybridge South Jn	LN804-008-LN6, LN892-001-LN7
Ferryhill	LN600-011-LN3
Ferryhill SB (F)	LN646-001-LN8
Ferryhill South Jn	LN600-011-LN3, LN646-001-LN8
Field Lane LC (AOCL)	LN882-005-LN7
Filbert Grove LC (UWC)	LN898-005-LN7
FILEY	LN914-005-LN7
Filey Jn	LN914-005-LN7
Filey LC (CCTV)	LN914-005-LN7
Findern LC (AHBC)	LN3505-001-LN4
Fine Lane LC (MCG)	LN3340-001-LN4
Finningley LC (MCB)	LN170-014-LN2

Location	Table A - Module
FINSBURY PARK	LN101-003-LN2
Finsbury Park Jn	LN101-003-LN2, LN105-001-LN2, LN110-001-LN2
Firbeck Jn	LN758-001-LN5, LN760-001-LN5
Firsby East Jn (Former)	LN185-014-LN2
Firsby South Jn (Former)	LN185-014-LN2
Fish Dock Road LC (CCTV)	LN736-001-LN5
FISKERTON	LN3625-004-LN4
Fiskerton Jn SB	LN3625-004-LN4
Fiskerton Station LC (MCG)	LN3625-004-LN4
FITZWILLIAM	LN836-003-LN7
Flamborough LC (AHBC)	LN914-004-LN7
Flax Mill LC (MCG)	LN170-004-LN2
Flaxby Grange LC (UWC)	LN838-004-LN7
Flaxton LC (AHBC-X)	LN880-002-LN7
Flemingate LC (RC)	LN914-002-LN7
Fletton Jn	LN101-014-LN2
Fletton Jn (Ground Frame)	LN130-001-LN2
FLITWICK	LN3201-018-LN4
Flitwick Jn	LN3201-019-LN4
Flyover East Jn	LN150-001-LN2, LN155-001-LN2, LN170-014-LN2
Flyover West Jn	LN150-001-LN2, LN160-001-LN2
Foley Crossing SB	LN3505-008-LN4
Folley Lane LC (UWC)	LN200-001-LN5
Folly Bank LC (AHBC)	LN170-001-LN2
Footpath LC (R/G)	LN854-007-LN7
Foreign Ore Branch Jn	LN752-001-LN5, LN754-001-LN5
Former Crigglestone Jn	LN868-003-LN7
Forth Banks	LN622-001-LN3
Foxes LC (UWC)	LN170-012-LN2
Foxlow Jn	LN776-001-LN6, LN806-001-LN6
FOXTON	LN125-005-LN2
Foxton Gate Box	LN125-005-LN2
Foxton LC (MCB)	LN125-005-LN2
Freeby LC (UWC)	LN3615-007-LN4
Freemans Lane LC (UWC)	LN736-007-LN5
Freemans LC (MCB)	LN706-001-LN8
Freemans SB (F)	LN706-001-LN8
Friargate LC (CCTV)	LN736-002-LN5
Frinkley Lane LC (AHBC-X)	LN185-002-LN2
Frinkley Lane Public Bridleway LC	LN101-021-LN2
Frisby LC (MCB)	LN3615-009-LN4
Frisby SB (FY)	LN3615-009-LN4
FRIZINGHALL	LN928-001-LN7
Funthams Lane LC (CCTV)	LN135-001-LN2
GAINSBOROUGH CENTRAL	LN736-007-LN5
Gainsborough Central SB (GC)	LN736-007-LN5
GAINSBOROUGH LEA ROAD	LN170-013-LN2
Gainsborough Trent Jn SB (TJ)	LN170-013-LN2, LN736-007-LN5

Location	Table A - Module
Ganton Hall LC (UWC)	LN880-006-LN7
Ganton LC (AHBC-X)	LN880-006-LN7
Garden Street LC (CCTV)	LN736-002-LN5
GARFORTH	LN898-001-LN7
GARGRAVE	LN922-005-LN7
Garola House LC (UWC)	LN744-001-LN5
Gascoigne Wood	LN878-001-LN7
Gascoigne Wood SB (GW)	LN804-009-LN6, LN898-001-LN7
Gasworks Tunnel	LN101-001-LN2
Gedlington HABD	LN3601-001-LN4
GILBERDYKE	LN898-005-LN7
Gilberdyke LC (UWC)	LN912-002-LN7
Gills No 1 LC (UWC)	LN888-002-LN7
Gills No 2 LC (UWC)	LN888-002-LN7
GLAISDALE	LN634-004-LN8
GLASSHOUGHTON	LN875-001-LN7
Glaston Tunnel	LN3601-003-LN4
Gledholt North and South Tunnel	LN860-001-LN7
Glen Parva GF	LN3232-001-LN4
Glen Parva Jn	LN3231-001-LN4, LN3232-001-LN4
Godnow Bridge LC (MCG)	LN752-003-LN5
Golden High Hedges LC (MCG)	LN170-006-LN2
GOLDTHORPE	LN804-006-LN6
Golf Course Bridleway	LN682-002-LN8
Gonalston LC (AHBC)	LN3625-003-LN4
Gonerby Tunnel	LN195-001-LN2
Goodridges LC (UWC)	LN3615-005-LN4
GOOLE	LN912-001-LN7
Goole Bridge	LN912-002-LN7
Goole Bridge SB (GB)	LN912-002-LN7
Goole SB (G)	LN912-001-LN7
GORDON HILL	LN120-002-LN2
Gorsey Lane LC (UWC)	LN3625-003-LN4
Gorwood's (No 9) LC (UWC)	LN736-003-LN5
Gosberton LC (MCG)	LN170-005-LN2
Gosberton SB	LN170-005-LN2
Goswick LC (CCTV)	LN600-027-LN3
Gotts LC (UWC)	LN922-004-LN7
Gowdall Lane LC (AOCL)	LN882-005-LN7
GOXHILL	LN744-001-LN5
Goxhill LC (MCG)	LN744-001-LN5
Goxhill SB	LN744-001-LN5
Grammers LC (UWC)	LN3520-001-LN4
Grand Sluice LC (CCTV)	LN185-009-LN2
Grange Farm LC (UWC)	LN880-006-LN7
GRANGE PARK	LN120-001-LN2
Grangetown Jn	LN632-003-LN8
Grangetown LC (OPEN)	LN662-001-LN8
Grangetown SB (G)	LN632-003-LN8
GRANTHAM	LN101-020-LN2
Grantham North FS OHNS	LN101-021-LN2
Grantham North Jn	LN101-020-LN2
Grantham South Jn	LN101-020-LN2

Location	Table A - Module
Grants LC (UWC)	LN185-013-LN2
Grassthorpe Lane LC (MCG)	LN101-023-LN2
Graythorpe LC (AOCL)	LN656-001-LN8
GREAT AYTON	LN634-002-LN8
GREAT COATES	LN736-003-LN5
Great Coates LC (AHBC)	LN736-003-LN5
Great Coates No 1 SB	LN738-001-LN5, LN740-001-LN5
Great Hale Drove No 1 LC (AHBC)	LN185-007-LN2
Great Hale Drove No 2 LC (AHBC-X)	LN185-007-LN2
Greatford LC (CCTV)	LN101-018-LN2
Greatham LC (MCB)	LN627-004-LN8
Greatham SB (GM)	LN627-004-LN8
Green Lane	LN666-001-LN8
Green Lane LC (AHBC)	LN702-001-LN8
Green Oak Goit LC (MCG-OD)	LN912-002-LN7
Greenbottom Tunnel	LN924-001-LN7
Greengates LC (UWC)	LN682-004-LN8
Greenlane LC	LN838-004-LN7
Greens LC (UWC)	LN3615-009-LN4
Greensfield Jn	LN674-001-LN8, LN676-001-LN8
Greetland Jn SB (G)	LN854-002-LN7, LN859-001-LN7
Gresley Tunnel	LN3525-006-LN4
Grewgrass LC (UWC)	LN632-005-LN8
GRIMSBY DOCKS	LN736-001-LN5
GRIMSBY TOWN	LN736-002-LN5
Gringley Road LC (RC)	LN736-008-LN5
Grinkle Tunnel	LN642-001-LN8
Gristhorpe LC (MCG)	LN914-006-LN7
Grives Lane LC (AHBC)	LN3255-003-LN4
GROSMONT	LN634-004-LN8
Grosmont GF	LN634-004-LN8
Grove Farm LC (UWC)	LN914-006-LN7
Grove Road GSP	LN101-024-LN2
Grove Road LC (CCTV)	LN101-024-LN2
Guisborough Jn	LN634-001-LN8
Guisborough Road LC (AOCL)	LN634-003-LN8
GUISELEY	LN924-001-LN7
Gunhouse Jn	LN752-002-LN5
Gunthorpe LC (UWC)	LN3615-005-LN4
GYPSY LANE	LN634-001-LN8
HABROUGH	LN736-003-LN5
Habrough Jn	LN736-003-LN5, LN741-001-LN5
Habrough LC (AHBC)	LN736-003-LN5
HADLEY WOOD	LN101-006-LN2
Hadley Wood North Tunnel	LN101-006-LN2
Hadley Wood South Tunnel	LN101-006-LN2
Hagg Lane LC (AHBC-X)	LN898-004-LN7
Hagg Lane LC (R/G)	LN898-002-LN7
Halifax SB (H)	LN858-001-LN7
Hall Dene LC (MCB)	LN627-006-LN8
Hall Farm LC (UWC)	LN3615-010-LN4, LN880-001-LN7

Location	Table A - Module
Hall Lane Jn	LN774-001-LN6, LN776-001-LN6
Hall Royd Jn	LN854-001-LN7
HALTWHISTLE	LN682-004-LN8
Haltwhistle SB (HW)	LN682-004-LN8
Hambleton East Jn	LN898-002-LN7, LN906-001-LN7
Hambleton North Jn	LN600-002-LN3, LN906-001-LN7
Hambleton South Jn	LN600-002-LN3, LN904-001-LN7
Hambleton West Jn	LN898-002-LN7, LN904-001-LN7
Hamiltons LC (UWC)	LN200-002-LN5
HAMMERTON	LN838-004-LN7
Hammerton LC (MCG)	LN838-004-LN7
Hammerton Road LC (MCG)	LN838-004-LN7
Hammerton SB	LN838-004-LN7
Hammerton Street	LN852-002-LN7
Hampstead Jn Tunnel	LN3213-003-LN4
Hampstead Tunnel	LN3201-003-LN4
Hansons LC (UWC)	LN170-012-LN2
Hare Park Jn	LN836-004-LN7, LN848-001-LN7
HARLINGTON	LN3201-018-LN4
HARPENDEN	LN3201-014-LN4
Harpenden Jn	LN3201-013-LN4
HARRINGAY	LN101-004-LN2
Harringay Jn	LN101-004-LN2, LN165-001-LN2
Harringay Park Jn	LN165-001-LN2
Harringay Viaduct	LN101-004-LN2
Harringworth	LN3601-002-LN4
HARROGATE	LN838-002-LN7
Harrogate SB (H)	LN838-002-LN7
Harrowden Jn	LN3201-025-LN4
Harrowden Jn HABD	LN3201-025-LN4
Harrymore Lane LC (R/G)	LN898-002-LN7
Harston LC (AHBC)	LN125-005-LN2
Hartburn Jn	LN627-003-LN8, LN644-001-LN8
HARTLEPOOL	LN627-005-LN8
Hartlepool Power Station	LN656-001-LN8
Hartley LC (AHBC)	LN694-001-LN8
Harworth Colliery	LN760-001-LN5
HATFIELD	LN101-007-LN2
HATFIELD AND STAINFORTH	LN752-004-LN5
Hatfield Lane LC (UWC)	LN752-004-LN5
Haugh Gardens LC (UWC)	LN682-004-LN8
Hauxton LC (AHBC)	LN125-005-LN2
HAVENHOUSE	LN185-016-LN2
Havenhouse LC (AHBC-X)	LN185-016-LN2
Haw Bank Tunnel	LN930-001-LN7
Hawthorn Bank LC (CCTV)	LN170-003-LN2
Haxby Road LC (CCTV)	LN880-001-LN7
Haxby Station LC (CCTV)	LN880-001-LN7
Haxey LC (CCTV)	LN170-013-LN2
HAYDON BRIDGE	LN682-003-LN8
Haydon Bridge LC (MCB)	LN682-003-LN8
Haydon Bridge SB	LN682-003-LN8

Location	Table A - Module
Hayes LC (UWC)	LN125-005-LN2
Hayfields LC (UWC)	LN170-014-LN2
Hayside LC (UWC)	LN3505-001-LN4
Haywood Jn	LN888-001-LN7, LN889-001-LN7
Haywood LC (CCTV)	LN888-002-LN7
HEADINGLEY	LN838-001-LN7
Headingley Tunnel	LN838-001-LN7
Healey Mills A Jn	LN854-004-LN7
Healey Mills B Jn	LN854-004-LN7
HEALING	LN736-003-LN5
Healing LC (UWC)	LN736-003-LN5
Heaton Depot	LN600-019-LN3
Heaton Lodge East Jn	LN854-003-LN7, LN860-002-LN7
Heaton Lodge Jn	LN854-003-LN7, LN860-002-LN7
Heaton North Jn	LN600-019-LN3
Heaton South Jn	LN600-018-LN3
HEBDEN BRIDGE	LN854-001-LN7
Heck GF	LN600-001-LN3
Heck Ings LC (MCG)	LN882-004-LN7
Heck Lane LC (MCG)	LN882-004-LN7
HECKINGTON	LN185-007-LN2
Heckington LC (MCG)	LN185-007-LN2
Heckington SB (HN)	LN185-007-LN2
Heeley	LN804-002-LN6
HEIGHINGTON	LN678-001-LN8
Heighington LC (MCB)	LN678-001-LN8
Heighington SB	LN678-001-LN8
Heighington Jn	LN678-001 LN8
Hellifield (South Jn)	LN922-005-LN7
Hellifield SB	LN922-005-LN7
Helpston Jn	LN101-017-LN2, LN147-001-LN2
Helpston LC (MCB)	LN101-017-LN2, LN147-001-LN2
Hemingfield Tunnel	LN868-002-LN7
Hemsworth	LN836-003-LN7
HENDON	LN3201-008-LN4
Hendon	LN662-001-LN8
HENSALL	LN882-004-LN7
Hensall LC (MCB)	LN882-004-LN7
Hensall SB (H)	LN882-004-LN7
Henwick Hall LC (MCB)	LN910-001-LN7
Hepscott Jn	LN694-002-LN8, LN696-001-LN8
Hepscott LC (AHBC)	LN694-002-LN8
HERTFORD NORTH	LN120-002-LN2
Hertford North TSC OHNS	LN120-003-LN2
Heslerton Station LC (AHBC-X)	LN880-005-LN7
Hessay LC	LN838-005-LN7
Hessay WD GF	LN838-005-LN7
HESSLE	LN898-007-LN7
Hessle East Jn	LN898-007-LN7
Hessle Road SB (HR)	LN898-007-LN7, LN916-001-LN7
Hessle Road South Jn	LN898-007-LN7
Hett Mill LC (CCTV)	LN600-012-LN3

Location	Table A - Module
HEWORTH	LN627-014-LN8
HEXHAM	LN682-003-LN8
Hexham SB (HE)	LN682-003-LN8
Hexthorpe Jn	LN766-001-LN5, LN826-001-LN6
Heyworth LC (MCB-OD)	LN600-001-LN3
Hibaldstow LC (AHBC-X)	LN736-005-LN5
Hickleton (HABD)	LN804-006-LN6
Hicks Lodge GF	LN3525-005-LN4
High Eggborough LC (MCG)	LN882-004-LN7
High Ferry Lane LC (AHBC)	LN185-011-LN2
High Ferry LC (AHBC)	LN185-011-LN2
High Level Bridge	LN627-014-LN8
High Level Bridge Central Jn	LN627-014-LN8
High Level Bridge Jn	LN627-014-LN8, LN674-001-LN8
High Marnham	LN784-001-LN5
High Scampston LC (AHBC-X)	LN880-005-LN7
High Tor No 1 Tunnel	LN3246-003-LN4
High Tor No 1A Tunnel	LN3246-003-LN4
High Tor No 2 Tunnel	LN3246-004-LN4
HIGHBURY & ISLINGTON	LN105-001-LN2
Highbury Vale Jn	LN110-001-LN2
Highdyke	LN101-020-LN2
Highover Farm LC (UWC)	LN125-001-LN2
Hightown Farm LC (UWC)	LN682-005-LN8
Hillam Gates LC (CCTV)	LN804-009-LN6, LN854-008-LN7
Hilton LC (MCG)	LN3505-001-LN4
Hilton LC GF	LN3501-001-LN4
HINCKLEY	LN3232-002-LN4
Hinds LC (UWC)	LN3232-001-LN4
Hipperholme Tunnel	LN858-002-LN7
Hirst Lane LC (MCG)	LN702-001-LN8
HITCHIN	LN101-010-LN2
Hitchin A GF	LN101-010-LN2
Hitchin East Jn	LN101-010-LN2, LN126-001-LN2
Hitchin North Jn	LN125-010-LN2, LN126-001-LN2
Hitchin TSC OHNS	LN101-010-LN2, LN125-001-LN2
Hives Farm LC (UWC)	LN3615-010-LN4
Hobhole Bank Bridleway	LN185-012-LN2
Hobhole Bank LC (UWC)	LN185-012-LN2
Hochkings LC (UWC)	LN170-012-LN2
Hockley LC (CCTV)	LN3505-005-LN4
Holbeck Depot	LN872-002-LN7
Holbeck Depot Jn	LN872-002-LN7
Holbeck Jn	LN836-006-LN7, LN852-001-LN7
Holdingham Lane LC (UWC)	LN170-007-LN2
Holgate Jn	LN600-003-LN3, LN618-001-LN3, LN724-001-LN7, LN854-010-LN7
Hollands (Streehay) LC	LN3340-001-LN4
Holloway	LN101-002-LN2
Holme Green LC R/G	LN101-011-LN2
Holme LC (CCTV)	LN101-013-LN2
Holme Lode LC (CCTV)	LN101-013-LN2
Holme TSC OHNS	LN101-013-LN2

Location	Table A - Module
Holmes Jn	LN804-004-LN6, LN818-001-LN6
Holmes Jn LC (CCTV)	LN804-004-LN6
Holt Lane Tunnel	LN3246-004-LN4
Holton Gatehouse LC (AHBC-X)	LN200-002-LN5
Holton-le-Moor LC (MCB)	LN200-002-LN5
Holton-le-Moor SB (H)	LN200-002-LN5
Holts LC (UWC)	LN3232-002-LN4
Holywell LC (ABCL)	LN694-001-LN8
Honington LC (AHBC-X)	LN185-002-LN2
HONLEY	LN862-004-LN7
Hoods Mill LC (UWC)	LN3615-002-LN4
Hook Moor Farm LC (UWC)	LN912-001-LN7
Hopetown Jn	LN678-001-LN8
Hopperton Grange LC (UWC)	LN838-004-LN7
Hopperton Old Station LC (UWC)	LN838-004-LN7
Horbury Jn	LN868-003-LN7
Horbury Jn GF	LN854-005-LN7
Horbury Jn SB (HJ)	LN854-005-LN7, LN868-003-LN7
Horbury Station Jn	LN854-004-LN7
HORNBEAM PARK	LN838-002-LN7
Horninglow Bridge Jn	LN3501-004-LN4
HORNSEY	LN101-004-LN2
Hornsey EMU Depot	LN101-004-LN2
Horsfall Tunnel	LN854-001-LN7
HORSFORTH	LN838-001-LN7
Hotchley Hill	LN3237-001-LN4
Hoton House Farm LC (UWC)	LN898-004-LN7
Hough Lane LC (AHBC-X)	LN185-002-LN2
Hough Lane Public Bridleway LC	LN101-021-LN2
How Mill LC (AHBC-X)	LN682-006-LN8
HOWDEN	LN898-005-LN7
Howden LC (CCTV)	LN898-005-LN7
Howsham LC (AHBC-X)	LN200-001-LN5
Howsham LC (MCG)	LN880-003-LN7
Hubbards LC (UWC)	LN3615-008-LN4
HUBBERTS BRIDGE	LN185-008-LN2
Hubberts Bridge LC (MCG)	LN185-008-LN2
Hubberts Bridge SB	LN185-008-LN2
HUCKNALL	LN3255-002-LN4
Hucknall No 3 LC (UWC)	LN3255-002-LN4
Hucknall No 4 LC (R/G)	LN3255-002-LN4
HUDDERSFIELD	LN860-002-LN7, LN862-005-LN7
Huddersfield North Tunnel	LN860-002-LN7
Huddersfield South Tunnel	LN860-002-LN7, LN862-005-LN7
HULL	LN898-008-LN7
Hull Paragon	LN914-001-LN7
Hull Paragon SB (HP)	LN898-008-LN7
Hull River Swing Bridge	LN916-002-LN7
Humber Road Jn	LN740-002-LN5, LN742-001-LN5
Humberstone Road Jn	LN3201-031-LN4

Location	Table A - Module
HUNMANBY	LN914-005-LN7
Hunmanby Jn	LN914-005-LN7
Hunmanby Sands Lane LC (ABCL-X)	LN914-005-LN7
Hunmanby Station LC (ABCL-X)	LN914-005-LN7
Hunslet East Stop Board	LN900-001-LN7
Hunslet South Jn	LN872-002-LN7
Hunslet Station Jn	LN872-002-LN7
HUNTINGDON	LN101-013-LN2
Huntingdon North Jn	LN101-013-LN2
Huntingdon South Jn	LN101-013-LN2
Hurn Lane LC (UWC)	LN185-011-LN2
HUTTON CRANSWICK	LN914-002-LN7
Hutton LC (AHBC-X)	LN914-002-LN7
Huttons LC (UWC)	LN760-001-LN5
HYKEHAM	LN206-004-LN2
Hykeham LC (AHBC-X)	LN206-004-LN2
ICI Brinefield LC (OPEN)	LN652-002-LN8
ICI Weighbridge House	LN638-001-LN8
ICI Wilton Coal Terminal	LN640-001-LN8
ICI Wilton Jn	LN638-001-LN8, LN640-001-LN8
Ilkeston Jn	LN3207-005-LN4
ILKLEY	LN924-002-LN7
Immingham East Jn	LN740-002-LN5
Immingham East Jn SB (I)	LN740-002-LN5
Immingham Reception Sidings SB (IR)	LN740-002-LN5
Immingham West Jn	LN742-001-LN5
Immingham West Jn SB (IW)	LN742-001-LN5
Ironville Jn	LN3207-007-LN4, LN3273-001-LN4
Isabella LC (TMO)	LN704-001-LN8
Ivy Farm LC (R/G)	LN125-002-LN2
Jacksons LC (UWC)	LN3505-007-LN4, LN880-006-LN7
Jacky Duffin Wood LC (R/G)	LN896-001-LN7
JAMES COOK UNIVERSITY HOSPITAL	LN634-001-LN8
Jericho LC (UWC)	LN3232-002-LN4
Jiggs Lane Public Bridleway LC	LN101-011-LN2
Joan Croft Jn	LN600-001-LN3, LN844-001-LN7
Jowett Sidings	LN3140-001-LN4
Junction Road Jn	LN3210-001-LN4
Keadby Canal Bridge	LN752-003-LN5
Keadby Canal LC (MCB)	LN752-003-LN5
Kealey s LC (UWC)	LN882-005-LN7
Kebwood Lane LC (UWC)	LN752-001-LN5
KEIGHLEY	LN922-004-LN7
Kelby Lane LC (AHBC-X)	LN185-003-LN2
KENTISH TOWN	LN3201-003-LN4, LN3213-003-LN4
Kentish Town Jn	LN3201-003-LN4, LN3213-003-LN4

Location	Table A - Module
Kesteven LC (AHBC-X)	LN170-011-LN2
KETTERING	LN3201-026-LN4
Kettering North Jn	LN3201-026-LN4, LN3601-001-LN4
Kettering South Jn	LN3201-025-LN4
Kettering Station Jn	LN3201-026-LN4
Kettleby LC (AHBC)	LN736-005-LN5
Kettlestring Farm LC (UWC)	LN880-001-LN7
Ketton LC (MCB)	LN3615-003-LN4
Ketton SB	LN3615-003-LN4
Kilby Bridge Jn	LN3201-027-LN4
KILDALE	LN634-003-LN8
Kildwick LC (CCTV)	LN922-004-LN7
Killingholme (End of line)	LN742-001-LN5
Killingworth LC (CCTV)	LN600-020-LN3
Killingworth Public Bridleway LC	LN600-020-LN3
Kiln Lane LC (AOCL)	LN740-002-LN5
Kilnhurst	LN828-001-LN6
Kilnwick LC (AHBC-X)	LN914-002-LN7
King Edward Bridge	LN600-015-LN3
King Edward Bridge East Jn	LN620-001-LN8, LN676-001-LN8
King Edward Bridge North Jn	LN600-015-LN3, LN620-001-LN8
King Edward Bridge South Jn	LN600-015-LN3, LN676-001-LN8, LN682-001-LN8
Kings College LC (UWC)	LN752-001-LN5
KINGS CROSS	LN101-001-LN2
Kings Cross (K)	LN101-001-LN2
KINGS CROSS THAMESLINK (CLOSED)	LN3213-002-LN4
Kings Cross Tunnel	LN3213-002-LN4
Kings Dyke LC (MCB)	LN135-001-LN2
Kings Dyke SB (K)	LN135-001-LN2
Kings Mill No 1 (BW)	LN3273-004-LN4
KIRK SANDALL	LN752-004-LN5
Kirk Sandall Jn	LN752-004-LN5, LN758-002-LN5
KIRKBY IN ASHFIELD	LN3273-003-LN4
Kirkby Lane End Jn	LN3255-003-LN4, LN3273-002-LN4
Kirkby Laythorpe LC (AHBC)	LN185-006-LN2
Kirkby Muxloe LC (UWC)	LN3525-002-LN4
Kirkby South Jn	LN3255-003-LN4
Kirkby Tunnel	LN3255-003-LN4
Kirkham Abbey LC (MCG)	LN880-003-LN7
Kirkham Abbey SB	LN880-003-LN7
Kirkstall Forge	LN622-002-LN7
Kirkstall Loops	LN922-002-LN7
Kirkstall Loops OHNS	LN922-002-LN7
Kirton Lane LC (CCTV)	LN752-003-LN5
Kirton Lime Sidings SB (KL)	LN736-006-LN5
KIRTON LINDSEY	LN736-006-LN5
Kirton Tunnel	LN736-006-LN5
KIVETON BRIDGE	LN736-010-LN5
KIVETON PARK	LN736-010-LN5
Kiveton Park LC (MCB)	LN736-010-LN5
Kiveton Park SB (KS)	LN736-010-LN5

Location	Table A - Module
Knapton LC (AHBC-X)	LN880-005-LN7
KNARESBOROUGH	LN838-004-LN7
Knaresborough LC (MCG)	LN838-004-LN7
Knaresborough SB (K)	LN838-004-LN7
Knaresborough Tunnel	LN838-004-LN7
KNEBWORTH	LN101-009-LN2
Knighton Jn	LN3201-029-LN4, LN3525-001-LN4
Knighton Tunnel	LN3201-029-LN4
KNOTTINGLEY	LN882-003-LN7
Knottingley East Jn	LN882-003-LN7, LN894-001-LN7
Knottingley LC (CCTV)	LN882-003-LN7
Knottingley South Jn	LN888-003-LN7, LN894-001-LN7
Knottingley West Jn	LN882-003-LN7, LN888-003-LN7
Lafarge Siding	LN101-009-LN2
Laings LC (UWC)	LN634-002-LN8
Lamesley Crossover	LN600-014-LN3
Lancaster Rd Jn	LN627-005-LN8
Lane Head LC (MCG)	LN682-005-LN8
Langford LC (AHBC)	LN206-002-LN2
Langham Jn LC (MCB)	LN3615-006-LN4
Langham Jn SB	LN3615-006-LN4
Langley Jn Down	LN101-009-LN2, LN120-003-LN2
Langley Jn FS OHNS	LN101-009-LN2
Langley Jn OHNS	LN120-003-LN2
Langley Jn Up	LN101-009-LN2, LN120-003-LN2
LANGLEY MILL	LN3207-006-LN4
Langley Mill HABD	LN3207-006-LN4
Langley South Jn	LN120-003-LN2
Langridge No 2 LC (UWC)	LN3505-004-LN4
LANGWITH WHALEY-THORNS	LN768-002-LN5
Langworth LC (MCB)	LN200-005-LN5
Langworth SB (L)	LN200-005-LN5
Lea Wood Tunnel	LN3246-002-LN4
LEAGRAVE	LN3201-017-LN4
Leagrave Jn	LN3201-017-LN4
Leakes LC (UWC)	LN898-004-LN7
LEALHOLM	LN634-004-LN8
Leasingham Moor (Whitehouse Farm) LC (UWC)	LN170-008-LN2
Lebberston Road LC (MCG)	LN914-006-LN7
Ledston	LN876-001-LN7
LEEDS	LN836-008-LN7
Leeds East Jn	LN836-008-LN7
Leeds TSL	LN836-006-LN7
Leeds West Jn	LN836-007-LN7, LN872-002-LN7
LEICESTER	LN3201-030-LN4
Leicester Jn	LN3501-005-LN4, LN3525-007-LN4
Leicester North Jn	LN3201-030-LN4
Leicester South Jn	LN3201-029-LN4
Leigh LC (AHBC-X)	LN3505-006-LN4
Lenton North Jn	LN3249-001-LN4, LN3252-001-LN4
Lenton South Jn	LN3204-003-LN4, LN3249-001-LN4

Location	Table A - Module
LETCHWORTH GARDEN CITY	LN125-001-LN2
Leverton LC (AHBC-X)	LN746-001-LN5
Lichfield TV Jn	LN3340-001-LN4
Lichfield TV Jn SB	LN3340-001-LN4
Lichfield TV LC	LN3340-001-LN4
Lightcliffe Tunnel	LN858-002-LN7
Limbury Rd Dn. Line GF (No 2)	LN3201-016-LN4
Limbury Rd Up Line GF (No 1)	LN3201-016-LN4
Linby Colliery LC (ABCL)	LN3255-002-LN4
Linby Station LC (ABCL)	LN3255-002-LN4
LINCOLN CENTRAL	LN170-009-LN2
Lincoln High Street LC (CCTV)	LN170-009-LN2
Lincoln SCC	LN170-010-LN2
Lincoln Street LC (CCTV)	LN3255-001-LN4
Lindridge Farm LC (UWC)	LN3525-002-LN4
Linwith Lane LC (AHBC-X)	LN896-001-LN7
Lipwood LC (UWC)	LN682-004-LN8
Lismore Circus Tunnel	LN3201-003-LN4
Lissingley LC (AHBC-X)	LN200-003-LN5
Litlington LC AHBC	LN125-002-LN2
Litlington TSC OHNS	LN125-002-LN2
Little Barford FS OHNS	LN101-012-LN2
Little Bowden LC (R/G)	LN3201-027-LN4
Little Eaton Jn	LN3201-040-LN4
Little London LC (AHBC)	LN736-003-LN5
Little Mill Crossovers	LN600-024-LN3
Little Mill LC (CCTV)	LN600-025-LN3
Little Steeping LC (AHBC-X)	LN185-013-LN2
Littlefield Lane LC (CCTV)	LN736-002-LN5
Littleworth LC (MCB)	LN170-002-LN2
Littleworth SB	LN170-002-LN2
Lock Lane LC (MCB)	LN3520-001-LN4
Lockington LC (AHBC-X)	LN914-002-LN7
LOCKWOOD	LN862-004-LN7
Lockwood Tunnel	LN862-004-LN7
Lodge Farm LC (UWC)	LN185-002-LN2
Lolham LC (CCTV)	LN101-017-LN2
London Road Jn	LN3201-038-LN4, LN3501-001-LN4, LN682-006-LN8
London Road LC (AHBC)	LN170-003-LN2
Londonderry Sidings	LN662-001-LN8
Long Byre LC (AHBC-X)	LN682-004-LN8
LONG EATON	LN3201-036-LN4
Long Eaton Jn	LN3207-001-LN4
Long Eaton Town LC (CCTV)	LN3207-001-LN4
Long Lane LC (CCTV)	LN627-002-LN8
Long Plantation LC (UWC)	LN880-006-LN7
LONGBECK	LN632-005-LN8
Longbeck LC (MCB)	LN632-005-LN8
Longbeck SB (L)	LN632-005-LN8

Location	Table A - Module
Longhirst LC (CCTV)	LN600-022-LN3
Longlands Jn (Down)	LN600-008-LN3, LN627-001-LN8
Longlands Jn (Up)	LN600-008-LN3, LN627-001-LN8
Longlands Tunnel	LN627-001-LN8
LONGTON	LN3505-008-LN4
LOUGHBOROUGH	LN3201-033-LN4
Loughborough HABD	LN3201-033-LN4
Loughborough North Jn	LN3201-034-LN4
Loughborough South Jn	LN3201-033-LN4, LN3237-001-LN4
Lounge Jn	LN3525-005-LN4
Loversall Carr Jn	LN101-027-LN2, LN160-001-LN2
Loversall Jn	LN101-027-LN2, LN155-001-LN2
Low Eggborough LC (UWC)	LN882-004-LN7
Low Ellers Curve Jn	LN758-002-LN5, LN764-001-LN5
Low Fell Jn	LN684-001-LN8
Low Fell Jn	LN600-014-LN3
Low Gates LC (MCB)	LN627-001-LN8
Low Gates SB	LN627-001-LN8
Low Moor Farm LC (UWC)	LN838-001-LN7
Low Row LC (MCB)	LN682-005-LN8
Low Row SB (LR)	LN682-005-LN8
Low Scampston LC (AHBC-X)	LN880-005-LN7
LOWDHAM	LN3625-002-LN4
Lowdham GF	LN3625-002-LN4
Lowdham LC (MCB)	LN3625-002-LN4
Lowdham SB	LN3625-002-LN4
Lower Portland Farm LC (UWC)	LN3273-002-LN4
Lowfield LC (UWC)	LN888-002-LN7
Lowthorpe LC (AHBC-X)	LN914-003-LN7
Loxley Lane LC (AHBC-X)	LN3505-005-LN4
Lucker LC (CCTV)	LN600-025-LN3
Lucks Road LC (AHBC-X)	LN170-002-LN2
Luffenham LC (CCTV)	LN3615-004-LN4
Lund Lane LC (UWC)	LN898-004-LN7
LUTON	LN3201-015-LN4
LUTON AIRPORT PARKWAY	LN3201-015-LN4
Luton North Jn	LN3201-016-LN4
Luton South Jn	LN3201-015-LN4
Luton Up Sidings GF	LN3201-015-LN4
Lymn Banks LC (AOCL-X)	LN185-014-LN2
Lynemouth Alcan	LN702-001-LN8
M69 Overbridge LC (UWC)	LN3232-002-LN4
Maidendale	LN631-001-LN8
Maltby Colliery	LN758-001-LN5
Maltby Colliery SB (M)	LN758-001-LN5
Malting Lane LC AHBC-X	LN170-006-LN2
MALTON	LN880-004-LN7
Malton LC (MCB)	LN880-004-LN7
Malton SB (M)	LN880-004-LN7
Manor Farm LC (UWC)	LN200-005-LN5, LN912-002-LN7
MANORS	LN600-017-LN3
MANSFIELD	LN3273-004-LN4

Location	Table A - Module
Mansfield Jn	LN3204-003-LN4, LN3252-001-LN4
Mansfield Road LC (CCTV)	LN736-009-LN5
Mansfield Viaduct	LN3273-004-LN4
MANSFIELD WOODHOUSE	LN3273-004-LN4, LN768-001-LN5
Mansfield Woodhouse Jn	LN3273-004-LN4
Manston LC (R/G)	LN898-001-LN7
Mantle Lane SB (ML)	LN3525-004-LN4
Manton Jn	LN3601-003-LN4, LN3615-004-LN4
Manton Jn GF	LN3615-004-LN4
Manton Jn SB (MJ)	LN3601-003-LN4, LN3615-004-LN4
Manton North Jn	LN3615-005-LN4
Manton Tunnel	LN3615-005-LN4
Manton Wood	LN736-009-LN5
Marchey's House Jn	LN702-001-LN8, LN708-001-LN8
Marchey's House LC (MCB)	LN702-001-LN8
Marchey's House SB	LN702-001-LN8
Marchington Old Station LC (UWC)	LN3505-003-LN4
Mares Close LC (UWC)	LN694-001-LN8
MARKET HARBOROUGH	LN3201-027-LN4
MARKET RASEN	LN200-003-LN5
Market Rasen Footpath LC (R/G)	LN200-003-LN5
Markham Colliery Jn (Former)	LN778-001-LN6
Markham Main Colliery GF	LN758-002-LN5
Marlborough Road LC (BW)	LN3201-036-LN4
Marr House Farm LC (UWC)	LN898-006-LN7
Marriots LC (UWC)	LN3625-003-LN4
MARSDEN	LN860-001-LN7
Marsh Farm LC (Open)	LN742-001-LN5
Marsh Jn SB (M)	LN736-002-LN5
Marsh Lane Jn	LN836-009-LN7
Marsh Lane LC (AHBC)	LN740-002-LN5
Marsh West Jn	LN736-002-LN5, LN740-001-LN5
Marshall Meadows FS OHNS	LN600-029-LN3
Marshalls LC (UWC)	LN922-005-LN7
Marshgate Jn	LN101-029-LN2, LN752-004-LN5, LN836-001-LN7
Marshmoor	LN101-007-LN2
MARSKE	LN632-005-LN8
Marston Moor LC	LN838-005-LN7
Marston on Dove LC (AHBC)	LN3505-001-LN4
Martin Road LC (UWC)	LN170-008-LN2
MARTON	LN634-001-LN8
Marton Lane LC (ABCL)	LN634-001-LN8
Masborough Jn	LN804-005-LN6, LN806-002-LN6
Masborough Sorting Sidings South Jn	LN806-002-LN6
Masserellas Public Bridleway LC	LN101-030-LN2
MATLOCK	LN3246-004-LN4
MATLOCK BATH	LN3246-003-LN4
Matlock GF	LN3246-004-LN4
Matt Pitts Lane LC (AOCL-X)	LN185-015-LN2
Maud Foster LC (AHBC)	LN185-010-LN2
Maxey LC (CCTV)	LN101-017-LN2, LN147-001-LN2

Location	Table A - Module
Maypole Rasen LC (UWC)	LN200-002-LN5
McKenzies (KWC)	LN3273-004-LN4, LN768-001-LN5
Meadow Croft Farm LC (UWC)	LN744-001-LN5
Meadow Lane Jn	LN3261-001-LN4, LN3264-001-LN4
Meadow Lane LC (CCTV)	LN3204-001-LN4
MEADOWHALL	LN804-004-LN6, LN868-001-LN7
Meads Lane LC (UWC)	LN880-006-LN7
Meardsall Lane LC (UWC)	LN206-003-LN2
Medge Hall LC (MCG)	LN752-003-LN5
Meir Tunnel	LN3505-008-LN4
Melbourne Jn	LN3501-002-LN4, LN3515-001-LN4
MELDRETH	LN125-003-LN2
Meldreth Road LC (AHBC)	LN125-003-LN2, LN125-004-LN2
Melton Jn	LN3615-009-LN4, LN3620-001-LN4
Melton Jn GF	LN3615-009-LN4, LN3620-001-LN4
Melton Lane LC (MCB)	LN898-007-LN7
MELTON MOWBRAY	LN3615-008-LN4
Melton Mowbray Barrow Crossing	LN3615-008-LN4
Melton Station SB	LN3615-008-LN4
MENSTON	LN924-001-LN7
Merchant Park Jn	LN678-001 LN8
Merry Lees No 1 & 2 (UWC)	LN3525-002-LN4
Merry Lees No 3 (UWC)	LN3525-002-LN4
METHERINGHAM	LN170-008-LN2
Methley Jn	LN872-001-LN7, LN874-001-LN7
Methley North LC (R/G)	LN872-001-LN7
METRO CENTRE	LN682-001-LN8
MEXBOROUGH	LN826-003-LN6
Mexborough Jn	LN826-003-LN6, LN828-001-LN6
MICKLEFIELD	LN898-001-LN7
Micklefield Jn	LN898-001-LN7, LN902-001-LN7
Mickley LC (R/G)	LN682-003-LN8
MIDDLESBROUGH	LN632-002-LN8
Middlesbrough SB (M)	LN632-002-LN8
Milford Jn	LN804-009-LN6, LN854-008-LN7
Milford SB (M)	LN804-009-LN6, LN854-008-LN7
Milford Tunnel	LN3201-040-LN4
Mill Deeping LC (UWC)	LN3615-009-LN4
Mill Green LC (MCG)	LN170-004-LN2
Mill Green SB (MG)	LN170-004-LN2
MILL HILL BROADWAY	LN3201-010-LN4
Mill Lane Jn	LN852-003-LN7, LN858-002-LN7
Mill Lane LC (UWC)	LN912-002-LN7
Mill Race Jn	LN804-004-LN6
MILLFIELD	LN628-001-LN8
Millfield Farm LC (UWC)	LN898-003-LN7
Millwood Tunnel	LN854-001-LN7
Milner Royd Jn	LN854-002-LN7, LN858-001-LN7
Milton Village LC (MCB)	LN682-005-LN8
MIRFIELD	LN854-003-LN7, LN860-002-LN7

Location	Table A - Module
Mirfield East Jn	LN854-003-LN7, LN860-003-LN7
Moat Hills LC (CCTV)	LN101-030-LN2
Moira West Jn SB (MW)	LN3525-006-LN4
Molewood Tunnel	LN120-003-LN2
Monk Bretton Loop	LN886-001-LN7
Monkwearmouth Jn	LN627-010-LN8
Monsanto / BASF LC/AOCL	LN652-002-LN8
Monsanto / BASF Siding Jn	LN652-002-LN8
Moody Lane LC (AOCL)	LN738-001-LN5
Moor Farm LC (UWC)	LN3252-001-LN4
Moor Lane LC (UWC)	LN3201-033-LN4, LN752-001-LN5
Moorends Farm LC (UWC)	LN912-001-LN7
MOORGATE	LN105-001-LN2
MOORTHORPE	LN804-007-LN6
Moorthorpe Jn	LN804-007-LN6, LN824-001-LN6
Moortown LC (AHBC-X)	LN200-001-LN5
MORLEY	LN860-003-LN7
Morley Tunnel	LN860-003-LN7
MORPETH	LN600-021-LN3
Morpeth DMU Reverse Sidings	LN696-001-LN8
Morpeth Electrification Depot	LN696-001-LN8
Morpeth Jn	LN600-021-LN3, LN696-001-LN8
Morpeth North Jn	LN600-021-LN3, LN694-002-LN8
Morpeth North LC (CCTV)	LN600-021-LN3
Morpeth SB (M)	LN600-021-LN3
Morton Carr LC (AOCL)	LN634-002-LN8
Morton Grange Farm No 4 LC (UWC)	LN634-002-LN8
Morton Jn	LN3207-008-LN4
Morton LC (MCG)	LN3625-004-LN4
Mosley St GF	LN3501-004-LN4
Moss LC (MCB-OD)	LN600-001-LN3
Mountains No 29 LC (UWC)	LN185-004-LN2
Mountsorrel	LN3201-032-LN4
Mountsorrel LC	LN3201-032-LN4
Mucky Lane LC (UWC)	LN3615-010-LN4
Muston LC (AHBC)	LN914-006-LN7
MYTHOLMROYD	LN854-002-LN7
Nadins Swadlincote GF	LN3525-006-LN4
NAFFERTON	LN914-003-LN7
Nafferton LC (AHBC-X)	LN914-003-LN7
Napsbury HABD	LN3201-012-LN4
NARBOROUGH	LN3232-001-LN4
Narborough HABD	LN3232-001-LN4
Narborough LC (MCB)(CCTV)	LN3232-001-LN4
Nash's LC (UWC)	LN3505-003-LN4
Naworth LC (AHBC-X)	LN682-005-LN8
Naylors LC (UWC)	LN3615-003-LN4
NEEB LC (OPEN)	LN652-002-LN8
Nene Carriage Sidings	LN101-015-LN2
Nether Lane LC (AHBC-X)	LN914-003-LN7
Nether Poppleton LC (AHBC)	LN838-006-LN7
NETHERFIELD	LN3635-004-LN4

Location	Table A - Module
Netherfield Jn	LN3625-002-LN4, LN3635-004-LN4
Netherfield Jn HABD	LN3625-001-LN4
Network Rail / ABP Boundary	LN916-002-LN7
Neville Hill Depot	LN836-009-LN7
Neville Hill East Jn	LN836-009-LN7, LN898-001-LN7
Neville Hill Up Sidings	LN836-009-LN7
Neville Hill West Jn	LN836-009-LN7, LN900-001-LN7
NEW BARNET	LN101-006-LN2
New Barnetby LC (MCG)	LN736-004-LN5
NEW CLEE	LN736-001-LN5
New Earswick LC (UWC)	LN880-001-LN7
New England North	LN101-016-LN2
New Furnace Tunnel	LN858-002-LN7
NEW HOLLAND	LN744-002-LN5
New Inn LC (Open)	LN742-001-LN5
New Oak Farm LC (UWC)	LN896-001-LN7
NEW PUDSEY	LN852-002-LN7
NEW SOUTHGATE	LN101-006-LN2
New York Farm LC (UWC)	LN838-002-LN7
NEWARK CASTLE	LN206-001-LN2
Newark Castle LC (MCB)	LN206-001-LN2
Newark Castle SB (NC)	LN206-001-LN2
Newark Crossing	LN101-022-LN2, LN206-002-LN2
Newark Crossing East Jn	LN206-002-LN2, LN210-001-LN2
Newark Crossing South Jn	LN101-022-LN2, LN210-001-LN2
NEWARK NORTH GATE	LN101-022-LN2
Newark South Jn	LN101-022-LN2
NEWCASTLE	LN600-016-LN3
Newcastle East Jn	LN600-016-LN3, LN627-014-LN8
Newcastle South Jn	LN600-016-LN3
Newcastle West Jn	LN600-016-LN3, LN622-001-LN3
Newham LC (CCTV)	LN600-025-LN3
Newport East Jn	LN632-002-LN8
Newsham LC (MCB)	LN694-001-LN8
Newsham North Jn	LN694-002-LN8, LN704-001-LN8
Newsham Road LC (TMO)	LN704-001-LN8
Newsham SB	LN694-001-LN8
NEWSTEAD	LN3255-003-LN4
Newstead Tilford Road LC (AHBC)	LN3255-003-LN4
NEWTON AYCLIFFE	LN678-001-LN8
Newton LC (UWC)	LN3505-006-LN4
Niffany LC (UWC)	LN922-005-LN7
No 6 LC (UWC)	LN185-003-LN2
No 18 LC (UWC)	LN185-011-LN2
No 22 LC (UWC)	LN170-001-LN2
No 24 LC (UWC)	LN170-002-LN2
No 29 LC (UWC)	LN736-003-LN5
No 30 LC (UWC)	LN185-012-LN2
No 36 LC (UWC)	LN185-005-LN2
No 42 LC R/G	LN101-011-LN2
No 66 LC R/G Footpath	LN101-013-LN2

Location	Table A - Module
No 68 LC (UWC)	LN200-006-LN5
No 71 LC R/G Footpath	LN101-013-LN2
No 81 LC (R/G)	LN600-007-LN3
No 82 LC (R/G)	LN600-007-LN3
No 84 LC (UWC)	LN170-004-LN2
No 85 LC (UWC)	LN170-004-LN2
No 89 LC (R/G)	LN600-008-LN3
No 91 Dukes LC (UWC)	LN125-006-LN2
No 92 Pembertons LC (UWC)	LN125-006-LN2
No 94 Water Drove LC (MCG)	LN170-005-LN2
No 115 LC R/G	LN101-017-LN2
No 135 LC (UWC)	LN170-006-LN2
No 161 Public Footpath LC	LN600-025-LN3
No 162 Public Bridleway LC	LN600-025-LN3
No 174 LC (R/G)	LN600-026-LN3
No 179 LC (R/G)	LN600-026-LN3
No 193 LC (R/G)	LN600-027-LN3
No 238 LC R/G	LN101-026-LN2
No 275 LC (UWC)	LN170-008-LN2
No 316 LC (UWC)	LN170-012-LN2
No 318 Sykes Lane LC (MCB-OD)	LN170-012-LN2
Noblethorpe LC (MCG)	LN600-001-LN3
Normanby Park G.F.	LN756-001-LN5
NORMANTON	LN854-007-LN7
Normanton LC (AHBC-X)	LN195-003-LN2
North Blyth	LN706-001-LN8
North Carr LC (MCG)	LN170-013-LN2
North Erewash LC (CCTV)	LN3207-001-LN4
North Gate LC (OPEN)	LN638-001-LN8
North Kelsey LC (AHBC-X)	LN200-001-LN5
North Lincoln Jn	LN752-002-LN5
North London Incline OHNS	LN115-001-LN2
North Muskham TSC OHNS	LN101-023-LN2
NORTH ROAD	LN678-001-LN8
North Seaton LC (MCB)	LN702-001-LN8
North Stafford Jn	LN3501-003-LN4, LN3505-001-LN4
North Tees LC (AOCL)	LN652-001-LN8
North/South LC (OPEN)	LN652-002-LN8
NORTHALLERTON	LN600-008-LN3
Northallerton East Jn	LN626-001-LN8, LN627-001-LN8
Northallerton High Jn	LN600-008-LN3, LN626-001-LN8
Northorpe LC (MCG)	LN736-006-LN5

Location	Table A - Module
Northorpe SB (N)	LN736-006-LN5
Norton East (Blackwells) LC (UWC)	LN627-003-LN8
Norton LC (MCB)	LN888-002-LN7
Norton West LC	LN646-001-LN8
Norton-on-Tees East SB	LN627-003-LN8, LN648-001-LN8
Norton-on-Tees LC (MCB)	LN627-003-LN8
Norton-on-Tees SB	LN627-003-LN8
Norton-on-Tees South SB (NS)	LN627-003-LN8, LN646-001-LN8
Norton-on-Tees West SB	LN646-001-LN8, LN648-001-LN8
Norwell Lane LC (CCTV)	LN101-022-LN2
Norwood Jn	LN682-001-LN8, LN684-001-LN8
Norwood LC (MCG)	LN768-002-LN5
NOTTINGHAM	LN3204-005-LN4
Nottingham Branch Jn	LN101-020-LN2, LN195-001-LN2
Nottingham East Jn	LN3204-005-LN4
Nottingham West Jn	LN3204-004-LN4
Nunnery Main Line Jn	LN736-011-LN5, LN804-003-LN6
NUNTHORPE	LN634-002-LN8
Nunthorpe LC (MCB)	LN634-002-LN8
Nunthorpe SB (N)	LN634-002-LN8
O'Neils LC (UWC)	LN3232-002-LN4
Oakenshaw Farm LC (UWC)	LN884-001-LN7
Oakenshaw Jn	LN882-001-LN7, LN884-001-LN7
Oakenshaw South Jn	LN884-001-LN7, LN886-001-LN7
OAKHAM	LN3615-005-LN4
Oakham Crossing SB	LN3615-005-LN4
Oakham Station LC (MCB)	LN3615-005-LN4
OAKLEIGH PARK	LN101-006-LN2
Oakley HABD	LN3201-023-LN4
Oakwood Farm LC R/G	LN838-004-LN7
Offord LC (CCTV)	LN101-012-LN2
Old Junction LC (UWC)	LN736-003-LN5
Old Leake LC (AHBC-X)	LN185-012-LN2
OLD STREET	LN105-001-LN2
Orston Lane LC (MCBR)	LN3635-001-LN4
Osterfern LC (CCTV)	LN101-021-LN2
Ouston Crossovers	LN600-014-LN3
OUTWOOD	LN836-005-LN7
Owston Grange Farm No1 (UWC)	LN888-001-LN7, LN889-001-LN7
Ox Pasture Lane Public Bridleway	LN170-008-LN2
Oxcroft D P	LN774-001-LN6
Oxmardyke LC (MCB-OD)	LN898-006-LN7
Oxmarsh Crossing LC (MCG)	LN744-002-LN5
Oxmarsh SB (OM)	LN744-002-LN5
Oxspring Tunnel	LN862-002-LN7
PALLION	LN628-001-LN8
PALMERS GREEN	LN120-001-LN2
PANNAL	LN838-002-LN7
PARKGATE TRAM STOP	LN815-001-LN6
Parkgate Jn	LN815-001-LN6
Park Drain LC (CCTV)	LN170-014-LN2
Park House Farm LC (UWC)	LN694-002-LN8
PARK LANE	LN628-002-LN8
Park Lane Jn	LN627-014-LN8, LN676-001-LN8
Park Lane LC (UWC)	LN888-002-LN7
Park Road LC (MCG)	LN170-004-LN2

Location	Table A - Module
Parkside Farm LC (UWC)	LN875-001-LN7
Pasture Lane Public BW	LN880-006-LN7
Pasture Road LC (ABCL-X)	LN744-002-LN5
Pasture Street LC (MCB)	LN736-001-LN5
Pasture Street SB (P)	LN736-001-LN5
Pattersons LC (UWC)	LN3615-005-LN4
Peakirk LC (UWC)	LN170-001-LN2
PEARTREE	LN3501-002-LN4
Peascliff Crossovers	LN101-021-LN2
Peascliff Tunnel	LN101-021-LN2
Peckfield Crossover	LN898-001-LN7
Peckfield Public BW LC	LN898-001-LN7
PEGSWOOD	LN600-021-LN3
Pelaw	LN627-013-LN8
Pelaw Jn	LN670-001-LN8, LN672-001-LN8
Pelaw Jn for Jarrow	LN627-013-LN8
Pelaw Jn for Leamside	LN627-013-LN8
Pelaw Metro Jn	LN627-013-LN8, LN629-001-LN8, LN630-001-LN8
Pelaw North Jn	LN630-001-LN8
Pelaw South Jn	LN629-001-LN8
Pelham Street Jn	LN200-007-LN5
Pelham Street Jn	LN170-009-LN2
PENISTONE	LN862-002-LN7
PETERBOROUGH	LN101-015-LN2
Peterborough (P)	LN101-015-LN2
Petteril Bridge Jn	LN682-006-LN8
Pettys No 1 LC (UWC)	LN922-004-LN7
Philip Lane LC (R/G)	LN898-002-LN7
Phillips No 2 LC (AOCL)	LN652-002-LN8
Phillips No 3 LC (AOCL)	LN652-002-LN8
Phillips Siding Jn GF	LN652-001-LN8
Picton LC (CCTV)	LN627-002-LN8
Pilgrim Street Crossover	LN600-017-LN3
Pilleys Lane LC (AHBC)	LN185-010-LN2
Pillwood Farm LC (UWC)	LN914-001-LN7
Pinfold LC (MCB)	LN3505-004-LN4
Pinxton LC (CCTV)	LN3273-002-LN4
Plessey Crossovers	LN600-020-LN3
Plessey Road LC (CCTV)	LN694-002-LN8
Plot LC (UWC)	LN3625-003-LN4
Poachins LC (UWC)	LN3615-010-LN4
Ponsbourne Tunnel	LN120-003-LN2
PONTEFRACT BAGHILL	LN804-007-LN6
Pontefract East Jn	LN882-003-LN7, LN892-001-LN7
PONTEFRACT MONKHILL	LN882-002-LN7
PONTEFRACT TANSHELF	LN882-002-LN7
Pontefract West Jn	LN875-001-LN7, LN882-002-LN7
Poole Street	LN105-001-LN2
POPPLETON	LN838-005-LN7
Poppleton LC	LN838-005-LN7
Poppleton SB	LN838-005-LN7

Location	Table A - Module
Port Clarence GF	LN652-001-LN8
Post Office Lane HABD	LN888-003-LN7
Post Office Lane LC (AHBC)	LN888-003-LN7
Potteric Carr Jn	LN101-028-LN2
Potteric Carr Jn (Decoy Up Sdgs)	LN764-001-LN5
POTTERS BAR	LN101-007-LN2
Potters Bar TSC OHNS	LN101-007-LN2
Potters Bar Tunnel	LN101-007-LN2
Potters Grange Jn	LN912-001-LN7
Potters Lock No 1 LC (UWC)	LN3207-005-LN4
Poulters LC (UWC)	LN902-001-LN7
Prince of Wales LC (MCB)	LN875-001-LN7
Prince of Wales SB (P)	LN875-001-LN7
PRUDHOE	LN682-002-LN8
Prudhoe LC (MCB)	LN682-002-LN8
Prudhoe SB (PE)	LN682-002-LN8
Pumphouse (No 122) LC (UWC)	LN170-006-LN2
Pyewipe Jn	LN170-011-LN2, LN215-001-LN2
Pyewipe Road LC (MCG)	LN740-001-LN5
Pyewipe Road SB (P)	LN740-001-LN5
Quadring LC (AHBC-X)	LN170-005-LN2
Quarrington LC (AHBC)	LN185-004-LN2
Quarry Hill Jn	LN836-009-LN7
RADCLIFFE	LN3635-003-LN4
Radford Jn	LN3255-001-LN4
Radford Jn (GF)	LN3252-001-LN4
RADLETT	LN3201-011-LN4
Radlett Jn	LN3201-011-LN4
Rampart Lane LC (UWC)	LN882-003-LN7
RAMSLINE HALT	LN3501-002-LN4
Ramsons LC (UWC)	LN760-001-LN5
Ranskill LC (MCB)	LN101-026-LN2
Ranskill Loops	LN101-026-LN2
Rat Hole Lane No 80 LC (UWC)	LN736-008-LN5
Ratcliffe Jn	LN3201-035-LN4
Ratcliffe North Jn	LN3201-035-LN4
RAUCEBY	LN185-004-LN2
Rauceby LC (MCG)	LN185-004-LN2
Rauceby SB (RY)	LN185-004-LN2
RAVENSTHORPE	LN860-003-LN7
RAWCLIFFE	LN882-005-LN7
Rawcliffe Branch LC (UWC)	LN882-005-LN7
Rawcliffe LC (AHBC)	LN882-005-LN7
Rearsby LC (AHBC)	LN3615-010-LN4
Reasby Manor LC (UWC)	LN200-004-LN5
Rectory Farm LC (UWC)	LN125-005-LN2
Rectory Jn	LN3635-003-LN4
Red Barns Tunnel	LN600-017-LN3
Red Cap Lane LC (ABCL)	LN185-010-LN2
Red Cross Lane LC (UWC)	LN125-006-LN2
Red Hill Tunnels	LN3201-035-LN4

Location	Table A - Module
Red House Farm LC (UWC)	LN694-001-LN8
Red Lane LC (MCG)	LN882-002-LN7
REDCAR CENTRAL	LN632-004-LN8
REDCAR EAST	LN632-004-LN8
Redcar LC (MCB)	LN632-004-LN8
Redcar Ore Terminal Jn	LN632-004-LN8
Redcar SB (R)	LN632-004-LN8
Reepham LC (CCTV)	LN200-005-LN5
Renishaw Park	LN806-001-LN6
Renishaw Slitting Mill LC (UWC)	LN806-001-LN6
Reston GSP	LN600-030-LN3
RETFORD	LN101-025-LN2, LN736-008-LN5
Retford FS OHNS	LN101-025-LN2
Retford North	LN101-025-LN2
Retford South Jn	LN101-025-LN2
Retford West Jn	LN101-025-LN2
Retford Western Jn	LN748-001-LN5
Richmond Hill Tunnel	LN836-009-LN7
RIDING MILL	LN682-003-LN8
Rigton LC (MCB)	LN838-001-LN7
Rillington LC (AHBC-X)	LN880-004-LN7
Rippings LC (UWC)	LN3615-008-LN4
Rippins Main LC (UWC)	LN3615-009-LN4
Ritchies LC (UWC)	LN889-001-LN7
River Bank (No 305) LC (UWC)	LN170-011-LN2
Robin Hood Tunnel	LN862-004-LN7
Robin s Bottom Plantation LC (UWC)	LN880-006-LN7
Robinsons LC (UWC)	LN170-008-LN2, LN742-002-LN5
Rodidge LC (MCG)	LN3340-001-LN4
Rohm Haas LC (AOCL)	LN652-002-LN8
ROLLESTON	LN3625-004-LN4
Rolleston LC (MCG)	LN3625-004-LN4
Rolleston Mill LC (UWC)	LN3625-004-LN4
Romanby Road LC (CCTV)	LN627-001-LN8
Rose Lane LC (UWC)	LN902-001-LN7
Rossington Colliery	LN235-001-LN2
Rossington Colliery Jn	LN160-001-LN2, LN235-001-LN2
Rossington GSP	LN101-027-LN2
Rossington LC (CCTV)	LN101-027-LN2
ROTHERHAM CENTRAL	LN830-001-LN6
Rotherham Central Jn	LN818-001-LN6, LN830-001-LN6
Rotherham Main LC (UWC)	LN830-001-LN6
Rounton Gates LC (AHBC-X)	LN627-002-LN8
Rowes LC (UWC)	LN3505-002-LN4
Rowland Hall LC (AHBC-X)	LN898-005-LN7
Rowston LC (MCG)	LN170-008-LN2
Roxby	LN756-001-LN5
Roxton Sidings LC (MCG)	LN736-003-LN5
Roxton Sidings SB	LN736-003-LN5
Royal Mail Terminal	LN684-001-LN8
Royal Oak LC (AHBC-X)	LN914-005-LN7

Location	Table A - Module
ROYSTON	LN125-003-LN2
Royston Jn (Former)	LN886-001-LN7
Rushey Moor LC (UWC)	LN888-002-LN7
Rushey Sidings LC (AHBC-X)	LN736-009-LN5
RUSKINGTON	LN170-008-LN2
Rustons Tip LC (R/G)	LN206-005-LN2
RUSWARP	LN634-005-LN8
Ruswarp LC (ABCL)	LN634-005-LN8
Rye Hill Farm LC (UWC)	LN741-001-LN5
Ryhope Grange SB (RG)	LN627-007-LN8, LN662-001-LN8
Ryhope Grange Sidings	LN627-007-LN8
Rylstone LC (TMO)	LN930-001-LN7
SALTAIRE	LN922-003-LN7
SALTBURN	LN632-005-LN8
Saltburn Riding School LC (UWC)	LN632-005-LN8
Saltburn West Jn	LN632-005-LN8, LN642-001-LN8
Salterhebble Down and Up Tunnels	LN859-001-LN7
SALTMARSHE	LN912-002-LN7
Saltmarshe LC (MCB)	LN912-002-LN7
Sand Bank Jn	LN101-028-LN2
Sand Lane LC (UWC)	LN880-005-LN7
SANDAL AND AGBRIGG	LN836-004-LN7
Sandhill Lane LC (MCB-OD)	LN898-002-LN7
SANDY	LN101-011-LN2
Sandy North Jn	LN101-011-LN2
Sandy South Jn	LN101-011-LN2
Santon Ore Mining LC (UWC)	LN752-001-LN5
Sawley LC (CCTV)	LN3201-036-LN4
SAXILBY	LN170-012-LN2
Saxilby LC (MCB-OD)	LN170-011-LN2
Saxondale LC (UWC)	LN3635-003-LN4
Scalm Lane LC (R/G)	LN904-001-LN7
SCARBOROUGH	LN880-007-LN7
Scarrington Lane LC (AHBC-X)	LN3635-002-LN4
School Lane Public Bridleway LC	LN101-026-LN2
Scopwick LC (MCG)	LN170-008-LN2
Scopwick SB	LN170-008-LN2
Scorborough LC (AHBC-X)	LN914-002-LN7
Scotby LC (UWC)	LN682-006-LN8
Scothern LC (AHBC-X)	LN200-005-LN5
Screener (UWC)	LN736-006-LN5
Scremerston LC (CCTV)	LN600-027-LN3
Scrooby UWC	LN101-026-LN2
Scropton LC (MCG)	LN3505-003-LN4
Scropton Mill Lane LC (UWC)	LN3505-003-LN4
Scropton SB	LN3505-003-LN4
SCUNTHORPE	LN752-002-LN5

Location	Table A - Module
Scunthorpe SB (S)	LN752-002-LN5
Scunthorpe West Jn	LN752-002-LN5
SEABURN	LN627-011-LN8
Seacroft LC (AOCL-X)	LN185-017-LN2
SEAHAM	LN627-006-LN8
Seaham LC	LN627-006-LN8
Seal Sands Branch Jn	LN652-001-LN8, LN652-002-LN8
Seal Sands Chemical LC (AOCL)	LN652-002-LN8
Seal Sands LC (AOCL)	LN652-001-LN8
Seal Sands Road LC (AOCL)	LN652-002-LN8
SEAMER	LN880-007-LN7
Seamer Carr Farm	LN880-006-LN7
Seamer SB (SR)	LN880-007-LN7
Seamer South Jn	LN914-006-LN7
Seamer West Jn	LN880-007-LN7, LN914-006-LN7
SEATON CAREW	LN627-004-LN8
Seaton Carew Jn	LN627-004-LN8
Seaton Snook Jn	LN627-004-LN8, LN656-001-LN8
Seaton Tunnel	LN3601-002-LN4
Seaton-on-Tees End of line	LN656-001-LN8
Seghill North LC (AHBC)	LN694-001-LN8
SELBY	LN898-003-LN7
Selby Road LC (AHBC)	LN888-002-LN7
Selby SB (S)	LN898-002-LN7
Selby South Jn	LN898-002-LN7, LN910-001-LN7
Selby Swing Bridge	LN898-003-LN7
Selby West Jn	LN898-002-LN7, LN908-001-LN7
Sergeants LC (UWC)	LN3505-005-LN4
Sewerby LC (AHBC)	LN914-004-LN7
Sewstern Lane LC (R/G)	LN195-002-LN2
Seymour Jn	LN774-001-LN6, LN778-001-LN6
Seymour Jn SB (SE)	LN774-001-LN6
Shady Lane LC (UWC)	LN922-004-LN7
Shaftholme Jn	LN101-030-LN2, LN600-001-LN3, LN889-001-LN7
Shaftholme Viaduct	LN888-001-LN7
Sharnbrook Jn	LN3201-023-LN4
Sharnbrook Tunnel	LN3201-023-LN4
Sheet Stores Jn	LN3201-036-LN4, LN3228-001-LN4, LN3520-001-LN4
SHEFFIELD	LN804-003-LN6
Sheffield North Jn	LN804-003-LN6
Sheffield SB (S)	LN804-003-LN6
Sheffield South Jn	LN804-003-LN6
Shell Jn	LN632-003-LN8, LN638-001-LN8
Shell Mex Depot Jarrow	LN670-001-LN8
Shell Mex LC (Open)	LN742-001-LN5
Shepcote Lane East Jn	LN809-001-LN6, LN812-001-LN6
Shepcote Lane West Jn	LN809-001-LN6, LN810-001-LN6
SHEPLEY	LN862-003-LN7
SHEPRETH	LN125-003-LN2, LN125-004-LN2
Shepreth Branch Jn	LN125-005-LN2, LN125-006-LN2
Shepreth LC (AHBC)	LN125-003-LN2, LN125-004-LN2

Location	Table A - Module
SHERBURN IN ELMET	LN854-008-LN7
Sherburn in Elmet LC (CCTV)	LN854-008-LN7
Sherburn Jn	LN854-008-LN7, LN878-001-LN7
SHILDON	LN678-002-LN8
Shildon SB (S)	LN678-002-LN8
Shildon Tunnel	LN678-002-LN8
SHIPLEY	LN922-002-LN7, LN928-001-LN7, LN932-001-LN7
Shipley East Jn	LN922-002-LN7, LN928-001-LN7
Shipley South Jn	LN928-001-LN7, LN932-001-LN7
Shipley Tunnel	LN922-003-LN7
Shipley West Jn	LN922-003-LN7, LN932-001-LN7
SHIREBROOK	LN768-001-LN5
Shirebrook East Jn	LN768-002-LN5, LN784-002-LN5
Shirebrook Jn	LN768-001-LN5, LN772-001-LN5
Shirebrook Jn SB (SJ)	LN768-001-LN5
Shirebrook South Jn	LN784-002-LN5
SHIREOAKS	LN736-010-LN5
Shireoaks East Jn	LN736-010-LN5, LN768-002-LN5
Shireoaks Station LC (CCTV)	LN736-010-LN5
Shireoaks West Jn	LN736-010-LN5, LN782-001-LN5
Shuttlewoods Top LC (UWC)	LN3201-033-LN4
Sibsey LC (MCG)	LN185-011-LN2
Sibsey SB (S)	LN185-011-LN2
Signal F811 (Down)	LN706-001-LN8
Signal F816 (Up)	LN706-001-LN8
SILEBY	LN3201-032-LN4
Sileby Jn	LN3201-032-LN4
SILKSTONE COMMON	LN862-002-LN7
Silkstream Jn	LN3201-009-LN4
Simmon House LC (AHBC-X)	LN185-012-LN2
Simon Storage Siding GF	LN652-002-LN8, LN652-002-LN8
Simpsons LC (UWC)	LN185-006-LN2
Sincil Bank LC (CCTV)	LN170-009-LN2
SINFIN CENTRAL (Closed)	LN3515-001-LN4
Sinfin No 1 GF	LN3515-001-LN4
Sinfin No 2 GF	LN3515-001-LN4
Sinfin No 3 GF	LN3515-001-LN4
SINFIN NORTH (Closed)	LN3515-001-LN4
SKEGNESS	LN185-017-LN2
Skegness SB	LN185-017-LN2
Skellow Jn	LN842-001-LN7, LN846-001-LN7
Skelton Bridge Jn	LN600-005-LN3
Skelton Jn	LN600-005-LN3, LN618-001-LN3, LN724-001-LN7, LN838-006-LN7, LN854-012-LN7
Skewbridge Tip LC (UWC)	LN206-005-LN2
Skiff Inn LC (UWC)	LN682-002-LN8
SKIPTON	LN922-005-LN7
Skipton Middle Jn	LN922-005-LN7, LN930-001-LN7
Skipton North Jn	LN922-005-LN7
Skipton South Jn	LN922-005-LN7

Location	Table A - Module
Slag Road LC	LN636-001-LN8
SLAITHWAITE	LN860-001-LN7
SLEAFORD	LN185-005-LN2
Sleaford East Jn	LN175-001-LN2, LN185-005-LN2
Sleaford East LC (MCB)	LN185-005-LN2
Sleaford East SB (SE)	LN185-005-LN2
Sleaford North Jn LC (MCG)	LN170-007-LN2
Sleaford North Jn SB (SN)	LN170-007-LN2, LN180-001-LN2
Sleaford Sidings Ground Frame	LN185-008-LN2
Sleaford South Jn	LN170-007-LN2, LN175-001-LN2
Sleaford South SB (SS)	LN170-007-LN2, LN175-001-LN2
Sleaford West Jn	LN180-001-LN2, LN185-004-LN2
Sleaford West LC (MCG)	LN185-004-LN2
Sleaford West SB (SW)	LN185-004-LN2
SLEIGHTS	LN634-005-LN8
Sleights LC (CCTV)	LN3273-001-LN4
Smeafield LC (CCTV)	LN600-026-LN3
Smithfield Road LC (AHBC-X)	LN200-001-LN5
SNAITH	LN882-005-LN7
Snaith and Pontefract Highway LC (AHBC-X)	LN882-004-LN7
Snaith East LC (UWC)	LN882-005-LN7
Snaith LC (AOCL)	LN882-005-LN7
Snaith Road LC (AHBC)	LN882-005-LN7
Snelland LC (AHBC-X)	LN200-004-LN5
SOUTH BANK	LN632-003-LN8
South Bank Jn	LN632-003-LN8
South Drove LC (AHBC-X)	LN170-002-LN2
SOUTH ELMSALL	LN836-003-LN7
South Elmsall LC (UWC)	LN836-003-LN7
South Farm No 1 LC (UWC)	LN844-001-LN7
South Farm No 2 LC (UWC)	LN844-001-LN7
SOUTH HYLTON	LN628-001-LN8
South Ings LC (UWC)	LN170-006-LN2
South Kirkby (TCS)	LN836-003-LN7
South Kirkby Jn	LN824-001-LN6, LN836-003-LN7
SOUTH MILFORD	LN898-001-LN7
South Scarle LC (AHBC)	LN206-003-LN2
SOUTH WIGSTON	LN3232-001-LN4
South Yorkshire Jn (DS)	LN101-029-LN2, LN826-001-LN6, LN836-001-LN7
South Yorkshire Jn (US)	LN101-029-LN2, LN826-001-LN6, LN836-001-LN7
Southfield Lane LC (UWC)	LN882-004-LN7
SOWERBY BRIDGE	LN854-002-LN7
Sowerby Bridge Tunnel	LN854-002-LN7
Spa Street LC (UWC)	LN200-007-LN5
SPALDING	LN170-003-LN2
Spalding LC (MCB)	LN170-003-LN2
Spalding SB (S)	LN170-003-LN2
Specklies LC (UWC)	LN3615-008-LN4
Speeton LC (AHBC)	LN914-005-LN7

Location	Table A - Module
Spital Jn	LN101-015-LN2
Spital LC (R/G)	LN600-027-LN3
SPONDON	LN3201-036-LN4
Spondon LC (CCTV)	LN3201-036-LN4
Sportsfield LC	LN882-002-LN7
Spring Lodge LC (AHBC)	LN888-003-LN7
Springbank North Jn	LN916-001-LN7, LN918-001-LN7
Springbank South Jn	LN916-001-LN7
Springs Jn	LN924-001-LN7
Springs Tunnel	LN924-001-LN7
Springwell Lane LC (AHBC)	LN627-001-LN8
Springwood Jn	LN860-002-LN7, LN862-005-LN7
Spurriers No 2 (UWC)	LN3505-001-LN4
St Catherines Jn	LN758-002-LN5
St James Bridge Jn	LN627-014-LN8
St James Jn	LN826-001-LN6
St Mary s North Jn	LN3201-039-LN4
ST PETER S	LN627-009-LN8
ST ALBANS	LN3201-012-LN4
St Catherines Jn	LN762-001-LN5
St Georges Road LC (CCTV)	LN898-008-LN7
St James Deeping LC (MCG)	LN170-001-LN2
St James Deeping SB	LN170-001-LN2
St James Jn	LN832-001-LN6
ST NEOTS	LN101-012-LN2
St Neots North Jn	LN101-012-LN2
St Neots South Jn	LN101-012-LN2
ST PANCRAS	LN3201-001-LN4
ST PANCRAS INTERNATIONAL	LN3213-002-LN4
STADIUM OF LIGHT	LN627-011-LN8
Stainforth Jn	LN752-004-LN5, LN842-001-LN7
Stainforth Road LC (AHBC)	LN888-001-LN7
Stainton LC (AHBC-X)	LN200-005-LN5
STALLINGBOROUGH	LN736-003-LN5
Stallingborough LC (MCB)	LN736-003-LN5
Stallingborough SB (ST)	LN736-003-LN5
Stallington LC (CCTV)	LN3505-007-LN4
STAMFORD	LN3615-002-LN4
Stamford LC (CCTV)	LN600-025-LN3
Stamford Tunnel	LN3615-002-LN4
Standedge Tunnel	LN860-001-LN7
Stanningley Tunnel	LN852-002-LN7
Stannington LC (CCTV)	LN600-020-LN3
Stannington TSC OHNS	LN600-020-LN3
STARBECK	LN838-003-LN7
Starbeck LC (MCB)	LN838-003-LN7
Starbeck SB (SB)	LN838-003-LN7
Stathams LC (UWC)	LN3505-005-LN4
Staythorpe Crossing LC (MCB)	LN206-001-LN2
Staythorpe Crossing SB	LN206-001-LN2, LN3625-004-LN4
Staythorpe LC (MCB)	LN3625-004-LN4
STEETON AND SILSDEN	LN922-004-LN7

Location	Table A - Module
Stenson Jn	LN3501-003-LN4, LN3520-002-LN4
Stenson Raynors LC (UWC)	LN3501-003-LN4
STEVENAGE	LN101-009-LN2
Stilton Fen	LN101-013-LN2
STOCKSFIELD	LN682-003-LN8
STOCKSMOOR	LN862-003-LN7
Stocksmoor Jn	LN862-003-LN7
STOCKTON	LN627-003-LN8
Stockton Cut Jn	LN627-003-LN8, LN632-001-LN8
Stockyard LC (UWC)	LN3255-003-LN4
Stoke	LN101-019-LN2
Stoke GSP	LN101-019-LN2
Stoke Jn	LN3505-008-LN4
Stoke Lane LC (AHBC-X)	LN3625-002-LN4
Stoke TSC OHNS	LN101-019-LN2, LN101-019-LN2
Stoke Tunnel	LN101-019-LN2
Stonefield Farm (No 65) LC (UWC)	LN200-006-LN5
Stonefield Farm (No 66) LC (UWC)	LN200-006-LN5
Stones Sidings LC (UWC)	LN185-007-LN2
Stoneyford HABD	LN3207-006-LN4
Stoneyford sidings	LN3207-006-LN4
Stourton	LN872-002-LN7
Stourton Jn	LN872-002-LN7
Stow Park LC (CCTV)	LN170-012-LN2
Stowgate LC (AHBC-X)	LN170-001-LN2
STREETHOUSE	LN882-002-LN7
Streethouse West LC (CCTV)	LN882-002-LN7
Strensall LC (MCB)	LN880-002-LN7
Strensall No 1 LC (CCTV)	LN880-002-LN7
Strensall No 2 LC (CCTV)	LN880-002-LN7
Strensall SB (S)	LN880-002-LN7
Stubbs Walden North LC (CCTV)	LN888-002-LN7
Stubbs Walden South LC (CCTV)	LN888-002-LN7
Sudbrook LC (AHBC-X)	LN185-003-LN2
Sudbury LC (MCB)	LN3505-003-LN4
Sudbury SB	LN3505-003-LN4
Sudforth Lane LC (MCB)	LN882-003-LN7
Sudforth Lane SB (S)	LN882-003-LN7
Summer Lane Jn	LN862-001-LN7
Sun Lane LC (UWC)	LN924-001-LN7
SUNDERLAND	LN627-008-LN8
Sunderland Docks	LN662-001-LN8
Sunderland North Jn	LN627-009-LN8
Sunderland North Tunnel	LN627-009-LN8
Sunderland South Jn	LN627-008-LN8, LN628-002-LN8
Sunderland South Tunnels	LN627-007-LN8
Sutton Forest LC (AHBC)	LN3273-003-LN4
Sutton Jn LC (CCTV)	LN3273-003-LN4
SUTTON PARKWAY	LN3273-003-LN4
Swalwell Jn	LN682-001-LN8
Swannington LC (AHBC)	LN3525-005-LN4

Location	Table A - Module
SWINDERBY	LN206-004-LN2
Swinderby LC (MCG)	LN206-004-LN2
Swinderby Road LC (AHBC)	LN206-003-LN2
Swinderby SB (S)	LN206-004-LN2
Swinedyke LC (R/G)	LN736-006-LN5
SWINESHEAD	LN185-007-LN2
Swineshead LC (AHBC)	LN185-007-LN2
SWINTON	LN804-005-LN6, LN826-003-LN6
Swinton Jn North	LN804-005-LN6, LN826-003-LN6
Swinton Jn South	LN804-005-LN6, LN826-003-LN6
SYSTON	LN3201-031-LN4
Syston East Jn	LN3234-001-LN4, LN3615-011-LN4
Syston North Jn	LN3201-031-LN4, LN3234-001-LN4
Syston South Jn	LN3201-031-LN4, LN3615-011-LN4
Tallington Crossovers	LN101-018-LN2
Tallington LC (CCTV)	LN101-018-LN2
Tallington TSC OHNS	LN101-017-LN2
TAMWORTH (HIGH LEVEL)	LN3501-007-LN4
Tamworth HABD	LN3501-007-LN4
Tankersley Tunnel	LN868-002-LN7
Tapton Jn	LN3201-044-LN4, LN804-001-LN6, LN806-001-LN6
Tattershall Road LC (AHBC)	LN185-010-LN2
Taylors LC (UWC)	LN195-003-LN2
Tees SB (TY)	LN632-001-LN8
TEESSIDE AIRPORT	LN631-001-LN8
Teigh LC (FPG)	LN3615-006-LN4
Temple Hirst Jn	LN600-001-LN3, LN910-001-LN7
Tempsford LC (CCTV)	LN101-011-LN2
Thackley Tunnel	LN922-002-LN7
The Haggs LC (UWC)	LN752-004-LN5
THIRSK	LN600-007-LN3
Thompsons LC (UWC)	LN922-004-LN7
Thonock Lane Farm LC (UWC)	LN736-006-LN5
Thoresby Colliery	LN788-001-LN5
Thoresby Colliery Jn	LN784-001-LN5, LN788-001-LN5
Thoresby Colliery Jn SB	LN788-001-LN5
Thoresby Colliery Jn SB (T)	LN784-001-LN5
THORNABY	LN632-001-LN8
Thornally (No 48) LC (UWC)	LN200-004-LN5
Thorne Jn	LN752-004-LN5, LN912-001-LN7
Thorne Moorends LC (AHBC)	LN912-001-LN7
Thorne No 1 LC (AHBC)	LN752-003-LN5
Thorne No 2 LC (AHBC)	LN752-003-LN5
THORNE NORTH	LN912-001-LN7
THORNE SOUTH	LN752-003-LN5
Thornfield House LC (UWC)	LN882-004-LN7
Thornhill Jn Crossover	LN854-004-LN7
Thornhill LNW Jn	LN854-003-LN7, LN860-003-LN7
THORNTON ABBEY	LN744-001-LN5
Thorpe Common LC (UWC)	LN898-005-LN7
THORPE CULVERT	LN185-014-LN2

Location	Table A - Module
Thorpe Culvert LC (MCB)	LN185-014-LN2
Thorpe Culvert SB (TC)	LN185-014-LN2
Thorpe Gates LC (MCB-OD)	LN898-002-LN7
Thorpe Hall LC RC (MCB-OD)	LN898-002-LN7
Thorpe LC (ABCL-X)	LN889-001-LN7
Thorpe Marsh Jn	LN842-001-LN7, LN888-001-LN7
Thorpe Marsh Power Station Sidings GF	LN888-001-LN7
Thorpe Road LC (AHBC-X)	LN888-001-LN7
Thorpe Salvin Public Bridleway LC	LN736-010-LN5
Thorpe-on-the-Hill LC (AHBC-X)	LN206-004-LN2
Thrumpton LC (MCB)	LN736-008-LN5
Thrumpton SB (T)	LN736-008-LN5
Thrumpton West Jn (Down)	LN736-008-LN5, LN748-001-LN5
Thrumpton West Jn (Up)	LN736-008-LN5, LN748-001-LN5
Thrybergh Jn	LN828-001-LN6
THURGARTON	LN3625-003-LN4
Thurgarton LC (AHBC)	LN3625-003-LN4
Thurmaston Wheelchex	LN3201-031-LN4
THURNSCOE	LN804-006-LN6
Thurstonland Tunnel	LN862-004-LN7
Thwaite Gates LC (CCTV)	LN914-001-LN7
Tilcon Siding (End of Line)	LN930-001-LN7
Tile Shed LC (AHBC-X)	LN627-012-LN8
Tinsley Avesta LC (TMO) (B)	LN809-001-LN6
Tinsley East Jn	LN830-001-LN6
Tinsley North Jn	LN814-001-LN6
Tinsley Park Jn	LN809-001-LN6
Tinsley's (Campains Lane) LC (R/G)	LN170-002-LN2
Tinsley South Jn	LN810-001-LN6, LN830-001-LN6
Tinwell LC (UWC)	LN3615-003-LN4
Tioxide UK GF	LN740-001-LN5
Toadmoor Tunnel	LN3201-041-LN4
Tollerton	LN600-006-LN3
Tomlinsons LC (UWC)	LN206-003-LN2
Torworth LC (CCTV)	LN101-026-LN2
Totley Tunnel East SB (TE)	LN808-001-LN6
Toton Centre Jn	LN3207-002-LN4
Toton No 4 LC (MOCL)	LN3207-003-LN4
Toton North Jn	LN3207-003-LN4
Toton South Jn	LN3207-002-LN4
Tottenham North Curve Tunnel No 1	LN3210-001-LN4
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Treeton Jn	LN806-002-LN6
Trent East Jn	LN170-013-LN2, LN3204-001-LN4, LN3207-001-LN4, LN3228-001-LN4, LN736-007-LN5
Trent Jn	LN752-002-LN5, LN756-001-LN5
Trent Lane Footpath LC (R/G)	LN3625-001-LN4
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Location	Table A - Module
Trent Yard (GF)	LN3204-001-LN4
Trowell North Jn	LN3207-005-LN4
Trowell South Jn	LN3207-005-LN4, LN3252-001-LN4
Tunicliffs No 1 LC (UWC)	LN3505-004-LN4
Turners Lane Jn	LN854-006-LN7, LN870-001-LN7
Tursdale Jn	LN600-012-LN3
TUTBURY AND HATTON	LN3505-002-LN4
Tutbury Crossing SB	LN3505-002-LN4
Tutbury LC (MCB)	LN3505-002-LN4
Tuxford GSP	LN101-024-LN2
Tuxford No 1 GF	LN784-001-LN5
Tuxford No 2 GF	LN784-001-LN5
Tweedmouth Crossover	LN600-028-LN3
Tweedmouth SB (TW)	LN600-028-LN3
Tyne Dock	LN666-001-LN8
Tyneside SB (T)	LN676-001-LN8
Uffington & Barnack LC (MCG)	LN147-001-LN2, LN3615-001-LN4
Uffington SB (UN)	LN147-001-LN2, LN3615-002-LN4
ULCEBY	LN742-002-LN5
Ulceby Jn LC (MCB)	LN742-002-LN5
Ulceby Jn SB (UJ)	LN742-002-LN5
Ulceby North Jn	LN742-002-LN5, LN744-001-LN5
Ulceby South Jn	LN741-001-LN5, LN742-002-LN5
Ulgham Grange LC (CCTV)	LN600-022-LN3
Ulgham Lane LC (CCTV)	LN600-022-LN3
ULLESKELF	LN854-009-LN7
Union Dock	LN738-001-LN5
UNIVERSITY	LN628-001-LN8
Upper Denton LC (AHBC-X)	LN682-005-LN8
Upper Denton West LC (UWC)	LN682-005-LN8
Upper Leigh LC (AHBC-X)	LN3505-006-LN4
Upper Portland LC (AHBC)	LN3273-002-LN4
Urlay Nook LC (MCB)	LN631-001-LN8
Urlay Nook SB (UN)	LN631-001-LN8
UTTOXETER	LN3505-004-LN4
Uttoxeter Racecourse LC (UWC)	LN3505-004-LN4
Uttoxeter SB	LN3505-004-LN4
Vaseys LC (UWC)	LN627-001-LN8
WAINFLEET	LN185-015-LN2
Wainfleet (Low Road/Spilsby Road) LC (UWC)	LN185-014-LN2
Wainfleet Bypass LC (AHBC-X)	LN185-016-LN2
Wainfleet LC (MCG)	LN185-015-LN2
Wainfleet SB	LN185-015-LN2
WAKEFIELD KIRKGATE	LN854-006-LN7, LN882-001-LN7
Wakefield Kirkgate East	LN854-006-LN7
Wakefield Kirkgate SB	LN854-006-LN7
Wakefield Kirkgate West Jn	LN850-001-LN7, LN854-005-LN7, LN882-001-LN7
Wakefield Road Tunnel	LN852-002-LN7
WAKEFIELD WESTGATE	LN836-005-LN7
Wakefield Westgate South Jn	LN836-004-LN7, LN850-001-LN7

Location	Table A - Module
Walesby LC (AHBC-X)	LN200-002-LN5
Walkers (No 63) LC (UWC)	LN206-004-LN2
Walkers LC (UWC)	LN627-001-LN8
Walton Street Jn	LN914-001-LN7, LN918-001-LN7
Walton Street LC (CCTV)	LN914-001-LN7
Wansford Road LC (CCTV)	LN914-003-LN7
Warden LC (AHBC-X)	LN682-003-LN8
Wardley	LN672-001-LN8
Wards Dyke LC (UWC)	LN185-012-LN2
Wards LC (UWC)	LN3615-003-LN4
Wards Sidings GF	LN3615-003-LN4
Warkworth LC (CCTV)	LN600-023-LN3
Warren House LC (MWL)	LN3255-003-LN4
Warsop Jn	LN772-001-LN5, LN784-002-LN5
Washstones LC (R/G) (UWC)	LN3615-009-LN4
Water Works LC	LN3605-001-LN4
Waterfields No 1 LC (UWC)	LN888-003-LN7
Waterworks LC (UWC)	LN3340-001-LN4
Watkins LC (UWC)	LN3201-027-LN4
Watsons LC (UWC)	LN3525-002-LN4
Watton LC (AHBC-X)	LN914-002-LN7
WATTON-AT-STONE	LN120-003-LN2
Way & Works Jn	LN3201-037-LN4
Weasel Hall Tunnel	LN854-001-LN7
Weaverthorpe LC (MCG)	LN880-006-LN7
Weaverthorpe SB	LN880-006-LN7
Websters LC	LN125-005-LN2, LN125-006-LN2
Weer Lane LC (UWC)	LN3505-002-LN4
WEETON	LN838-001-LN7
Welbeck Colliery Jn	LN784-002-LN5, LN802-001-LN5
Welbury LC (AHBC-X)	LN627-002-LN8
WELHAM GREEN	LN101-007-LN2
Welland Bank LC (UWC)	LN170-001-LN2
Wellbeck Colliery	LN802-001-LN5
Wellbeck Colliery East GF	LN802-001-LN5
Wellbeck Colliery West GF	LN802-001-LN5
Wellhouse Tunnel	LN862-003-LN7
WELLINGBOROUGH	LN3201-024-LN4
Wellingborough North Jn	LN3201-024-LN4
Wellowgate LC (CCTV)	LN736-002-LN5
Welton Crossover	LN200-005-LN5
Welton LC (MCG)	LN898-007-LN7
Welton Oil Sidings	LN200-005-LN5
Welwyn FS OHNS	LN101-007-LN2
WELWYN GARDEN CITY	LN101-008-LN2
Welwyn Garden City Up Yard	LN101-008-LN2
WELWYN NORTH	LN101-009-LN2
Welwyn North Tunnel	LN101-009-LN2
Welwyn South Tunnel	LN101-009-LN2
Werrington Jn	LN101-016-LN2, LN170-001-LN2
Wescoehill Tunnel	LN838-001-LN7
West Bank Hall LC (AHBC)	LN896-001-LN7

Location	Table A - Module
West Burton East Jn	LN736-007-LN5
West Burton East Jn GF	LN736-007-LN5
West Burton SB (WB)	LN736-007-LN5
West Burton West Jn	LN736-007-LN5
West Cowick LC (R/G)	LN882-005-LN7
West Hampstead North Jn	LN3201-005-LN4
West Hampstead PS Box (WH)	LN3201-005-LN4
West Hampstead South Jn	LN3201-004-LN4
WEST HAMPSTEAD THAMESLINK	LN3201-005-LN4
West Heslerton LC (AHBC-X)	LN880-005-LN7
West Holmes Jn	LN170-010-LN2, LN206-005-LN2
West LC (OPEN)	LN656-001-LN8
West Lodge LC (UWC)	LN682-004-LN8
West Parade North Jn	LN914-001-LN7, LN920-001-LN7
West Sleekburn Jn	LN702-001-LN8, LN706-001-LN8
Westborough Public Bridleway LC	LN101-021-LN2
Westbrecks LC (AHBC-X)	LN746-001-LN5
Westbrook Lane LC (R/G)	LN206-002-LN2
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WHATSTANDSWELL	LN3246-002-LN4
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Whatstandwell LC (UWC)	LN3246-001-LN4
Whiley Hill LC (AHBC)	LN678-001-LN8
Whisby Quarry LC (UWC)	LN206-004-LN2
Whissendine LC (MCB)	LN3615-007-LN4
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WHITBY	LN634-005-LN8
Whitchester Tunnel	LN682-004-LN8
White Hoe Farm (UWC)	LN736-006-LN5
Whitehall East Jn	LN836-007-LN7, LN840-001-LN7
Whitehall West Jn	LN836-007-LN7, LN922-001-LN7
Whitehouse Farm LC (UWC)	LN185-006-LN2
Whitehouse Lane Footpath LC (R/G)	LN101-022-LN2
Whitehouse LC (MCB)	LN632-003-LN8
Whitehouse SB (W)	LN632-003-LN8
Whites LC (UWC)	LN3520-001-LN4
WHITLEY BRIDGE	LN882-004-LN7
Whitley Bridge Jn	LN882-004-LN7
Whitley Bridge LC (CCTV)	LN882-004-LN7
WHITWELL	LN768-002-LN5
Whitwell Tunnel	LN768-002-LN5
Whitwood Jn	LN854-007-LN7, LN874-001-LN7
Whixley LC (MCG)	LN838-004-LN7
Wichnor Jn	LN3340-001-LN4, LN3501-007-LN4
Wickenby LC (MCG)	LN200-004-LN5
Wickenby SB (W)	LN200-004-LN5
WIDDRINGTON	LN600-022-LN3
Widdrington LC (CCTV)	LN600-022-LN3
Widdrington Sidings Crossover	LN600-022-LN3

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Wigston North Jn	LN3201-028-LN4, LN3232-001-LN4
Wigston South Jn	LN3201-028-LN4, LN3231-001-LN4
Wilkinsons LC (UWC)	LN880-005-LN7
Willerby Carr LC (UWC)	LN880-006-LN7
Willersley Tunnel	LN3246-003-LN4
WILLINGTON	LN3501-003-LN4
Willington HABD	LN3501-003-LN4
Willington LC (AHBC)	LN3505-001-LN4
Willoughby Road LC (AHBC)	LN185-010-LN2
Willow Gap LC (UWC)	LN682-004-LN8
Willow Lane LC (AHBC)	LN185-010-LN2
Wilsford LC (AHBC-X)	LN185-003-LN2
Wilstrop LC (MCG)	LN838-004-LN7
Wiltshires LC (UWC)	LN3501-003-LN4
WINCHMORE HILL	LN120-001-LN2
Wincobank Jn	LN804-004-LN6, LN868-001-LN7
Windmill Lane LC (UWC)	LN746-001-LN5
Windsor LC (UWC)	LN752-003-LN5
Wing LC (UWC)	LN3615-004-LN4
Wing Tunnel	LN3601-003-LN4
Wingfield Tunnel	LN3201-041-LN4
Winning Jn	LN706-001-LN8, LN708-001-LN8
Winning LC (MCB)	LN706-001-LN8
Winning SB	LN706-001-LN8
Wintersett	LN836-004-LN7
Winthorpe LC (AHBC)	LN206-002-LN2
Woad Lane LC (AHBC)	LN740-001-LN5
WOMBWELL	LN868-002-LN7
Womersley LC (AHBC)	LN888-002-LN7
Wood Green FS OHNS	LN101-005-LN2
Wood Green North Jn	LN101-005-LN2, LN120-001-LN2
Wood Green South Jn	LN101-005-LN2
Wood Green Tunnels	LN101-005-LN2
Wood Road LC (UWC)	LN896-001-LN7
Woodburn Jn SB (W)	LN736-011-LN5, LN750-001-LN5, LN830-001-LN6
Woodcroft LC (MCG)	LN101-017-LN2
Wooden Gate Crossovers	LN600-024-LN3
Wooden Gate LC (CCTV)	LN600-024-LN3
Woodend Jn	LN768-002-LN5, LN782-001-LN5
Woodhall Lane LC (AHBC-X)	LN898-004-LN7
Woodhorn Jn	LN702-001-LN8
WOODHOUSE	LN736-011-LN5
Woodhouse Jn	LN736-011-LN5, LN816-001-LN6
Woodhouse Jn SB (WH)	LN736-011-LN5
WOODLESFORD	LN872-001-LN7
Woodman Lane Public BW LC	LN875-001-LN7
Woods LC (UWC)	LN3615-009-LN4
Woodwalton Jn	LN101-013-LN2
Woolley Coal Siding SB (W)	LN868-003-LN7
Woolley New Tunnel Down, and Old Tunnel	LN868-003-LN7
Woolmer Green	LN101-009-LN2

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Worksop East Crossover	LN736-009-LN5
Worksop SB (WP)	LN736-009-LN5
Worksop Station LC (CCTV)	LN736-009-LN5
Worksop West Jn	LN736-009-LN5
Worlaby LC (UWC)	LN752-001-LN5
Wortley Jn	LN852-001-LN7
Wortley Tunnel	LN852-001-LN7
Wrawby Jn	LN736-004-LN5, LN752-001-LN5
Wrawby Jn SB (WJ)	LN200-001-LN5, LN736-004-LN5
WRESSLE	LN898-004-LN7
Wressle LC (AHBC-X)	LN898-004-LN7
Wroot Road LC (CCTV)	LN170-014-LN2
Wyberton LC (CCTV)	LN185-008-LN2
Wyfordby LC (MCG)	LN3615-007-LN4
Wyke Tunnel	LN858-002-LN7
WYLAM	LN682-002-LN8
Wylam LC (MCB)	LN682-002-LN8
Wylam SB (W)	LN682-002-LN8
Wymondham LC (MCG)	LN3615-007-LN4
YARM	LN627-002-LN8
Yarm Tunnel	LN627-002-LN8
YORK	LN600-004-LN3, LN854-011-LN7, LN880-001-LN7
York FS OHNS	LN600-005-LN3
York SB (Y)	LN600-004-LN3, LN854-011-LN7
York Way North Jn	LN115-001-LN2
York Yard North	LN618-001-LN3, LN724-001-LN7
York Yard South	LN618-001-LN3, LN724-001-LN7
Yorkshire Tar LC (TMO)	LN742-001-LN5
Zulus LC (UWC)	LN3625-002-LN4

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65	03 December 2022
66	03 December 2022
67	02 June 2018
68	02 June 2018
69	05 June 2021
70	05 June 2021
71	01 June 2024
72	01 June 2024
73	07 December 2024
74	07 December 2024
75	04 June 2016
76	04 June 2016
77	01 June 2024
78	01 June 2024
79	02 June 2018
80	02 June 2018
81	02 December 2023
82	02 December 2023
83	04 June 2016
84	04 June 2016
85	04 June 2016
86	04 June 2016
87	01 June 2024
88	01 June 2024
89	01 December 2018
90	01 December 2018
91	01 December 2018
92	01 December 2018
93	01 December 2018
94	01 December 2018
95	03 December 2016
96	03 December 2016
97	**01 March 2025**
98	**01 March 2025**
99	02 December 2023
100	02 December 2023

Page	Date Last Changed
101	03 December 2016
102	03 December 2016
103	03 December 2016
104	03 December 2016
105	29 February 2020
106	29 February 2020
107	05 June 2021
108	05 June 2021
109	05 June 2021
109A	05 June 2021
109B	05 June 2021
110	05 June 2021
111	28 November 2020
112	28 November 2020
113	04 September 2021

Page	Date Last Changed
114	04 September 2021
115	07 September 2024
116	07 September 2024
117	05 June 2021
118	05 June 2021
118A	05 June 2021
118B	05 June 2021
119	04 June 2022
120	04 June 2022
121	07 September 2024
122	07 September 2024
123	07 September 2024
124	07 September 2024
125	29 August 2020
126	29 August 2020

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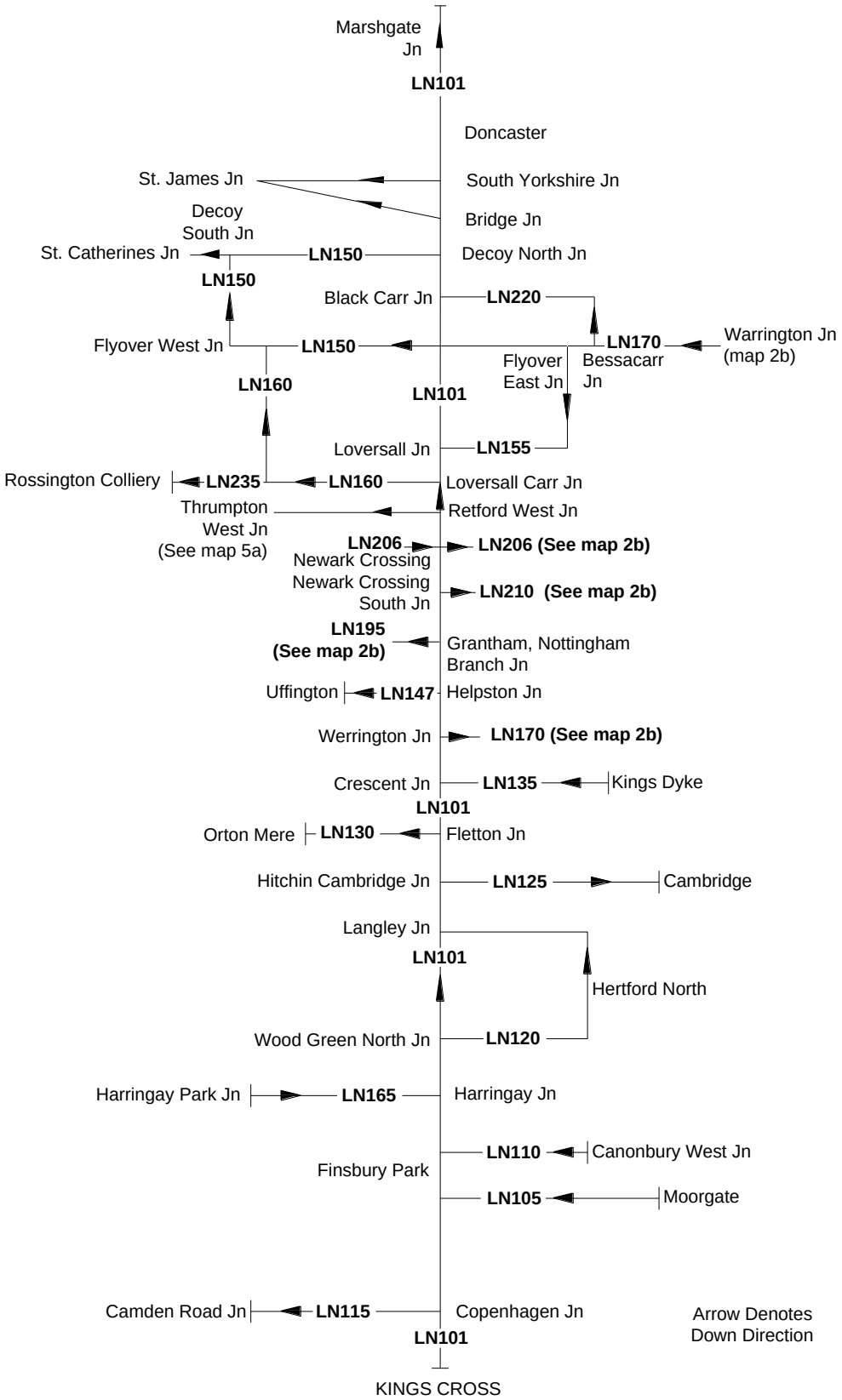
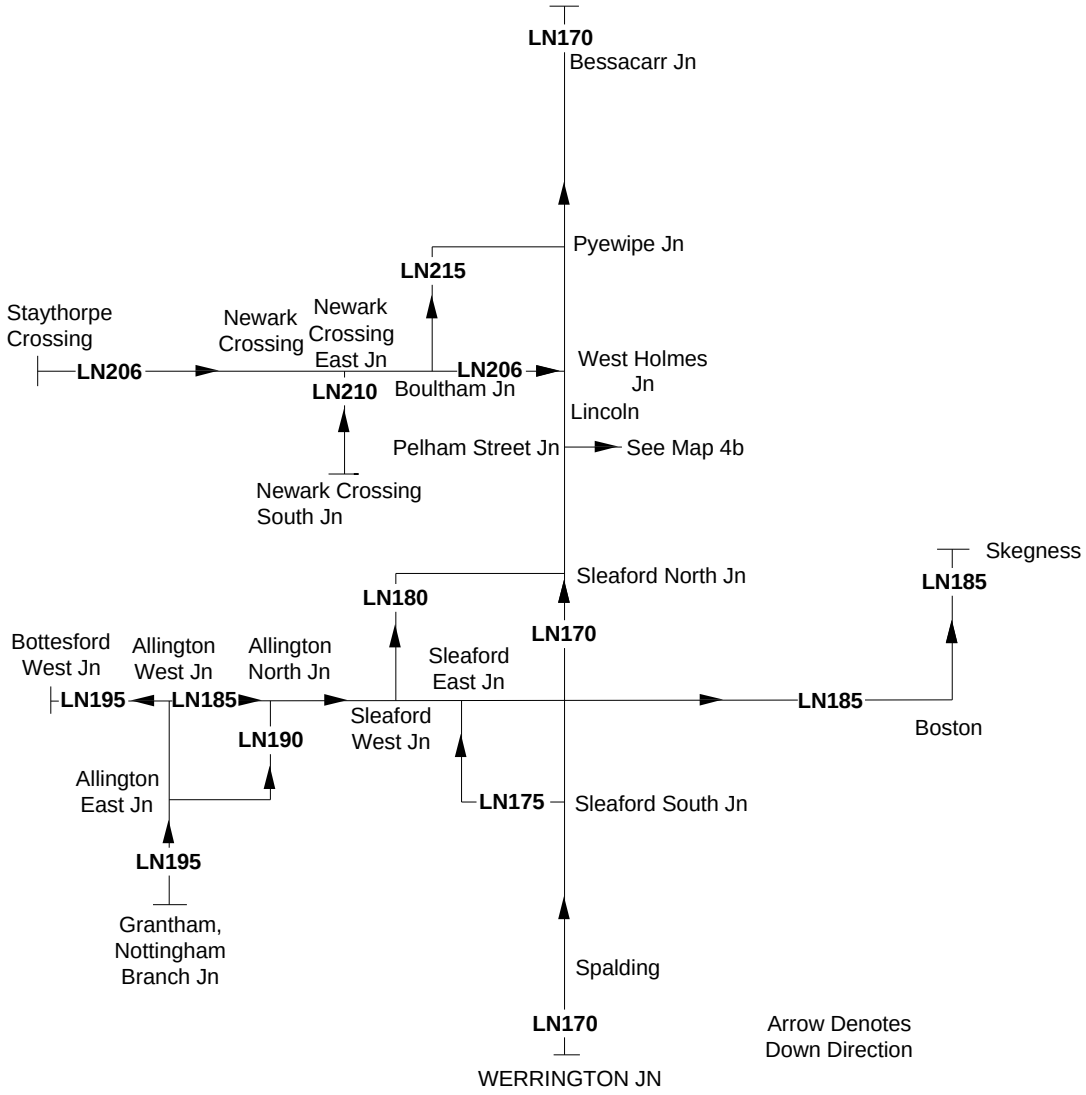
MAPS

MAP 2a: KINGS CROSS TO SHAFTHOLME JN AND BRANCHES



MAP 2b: WERRINGTON JN TO FLYOVER EAST JN VIA LINCOLN AND BRANCHES



EXCEPTIONALLY POOR RAIL ADHESION

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EXCEPTIONALLY POOR RAIL ADHESION

LN170 (WERRINGTON JN TO FLYOVER EAST JN VIA LINCOLN

Location	Line(s) Affected	Mileage (Between)
Branston & Washinborough	Up and Down	78m 60ch to 80m 0ch

Dated: 05/10/19

LN175 (SLEAFORD SOUTH JN TO SLEAFORD EAST JN)

Location	Line(s) Affected	Mileage (Between)
Rauceby Station	Up Main	118m 50ch ***to*** 138m 40ch

Dated: 29/06/24

LN185 (ALLINGTON WEST JN TO SKEGNESS)

Location	Line(s) Affected	Mileage (Between)
Rauceby Station	Down Main	118m 40ch ***to*** 138m 50ch

Dated: 29/06/24

LN206 (STAYTHORPER CROSSING TO WEST HOLMES JN)

Location	Line(s) Affected	Mileage (Between)
West Homes	Down	32m 60ch *to* 32m 70ch
West Homes	Up	32m 70ch *to* 32m 60ch

Dated: 29/06/24

TABLE A DIAGRAMS

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LN135- KINGS DYKE TO CRESCENT JN.	55
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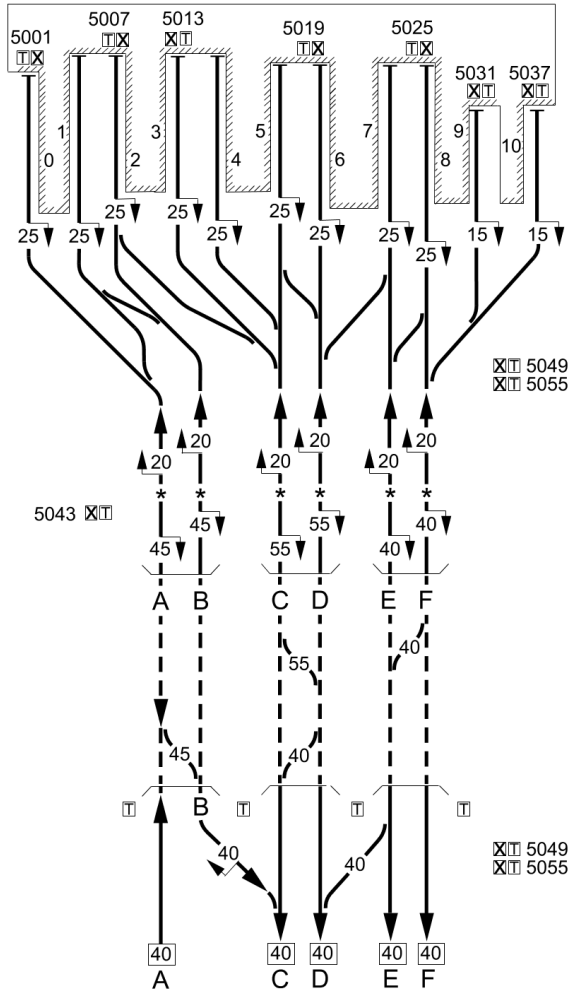
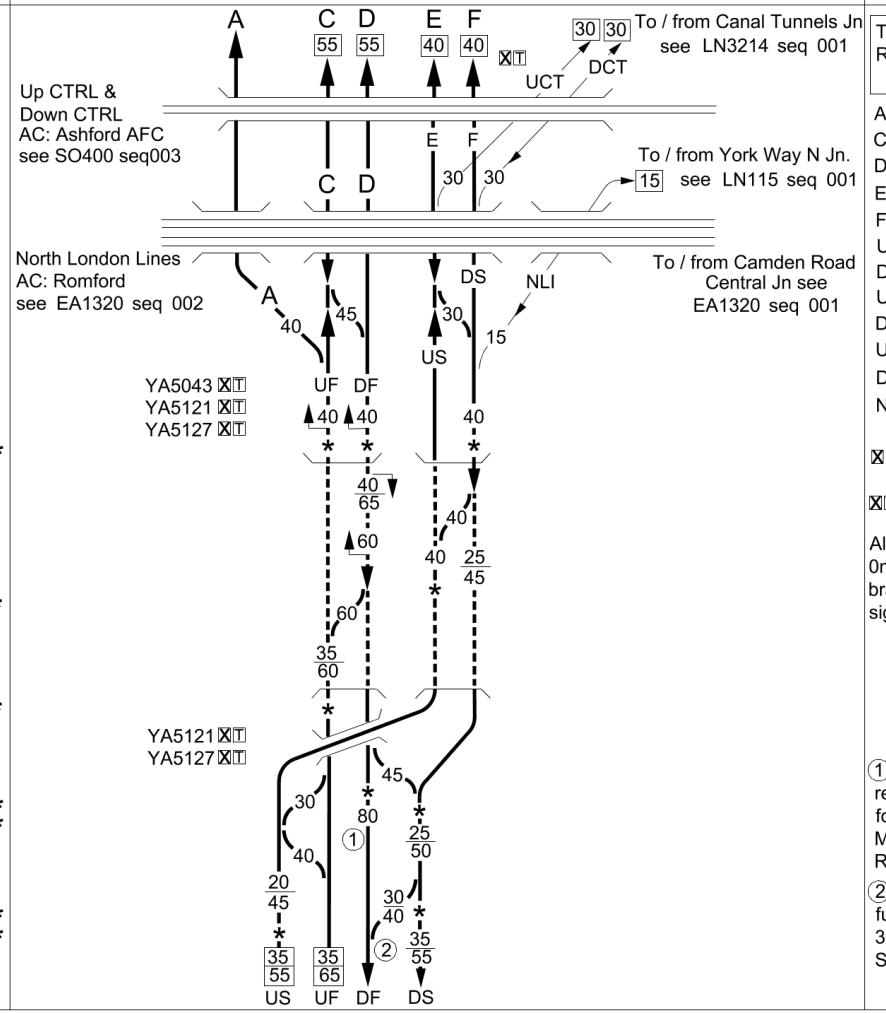
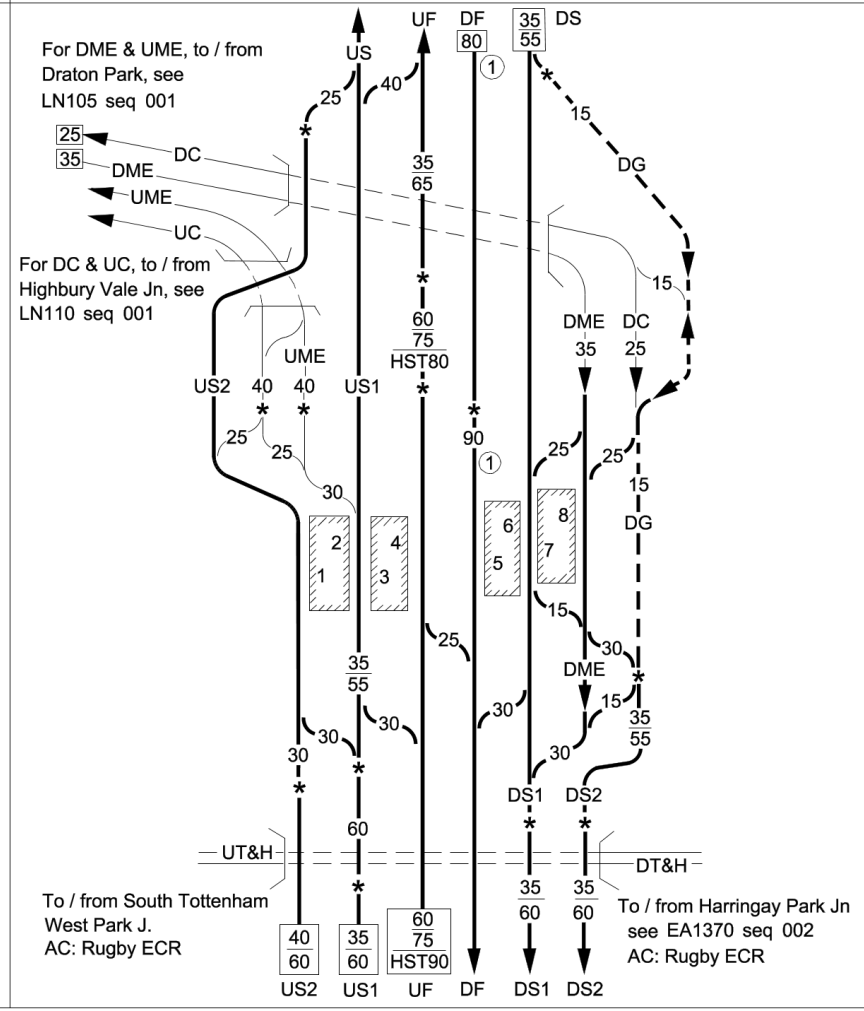
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	001	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	07/06/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
KINGS CROSS	0 00		GSM-R TCB York ROC (YA) RA9 Kings Cross workstation AC:York EC PP = Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in all Kings Cross platforms. 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. X = Lockout protection provided - see General Instructions for detail. (Numbers prefixed YA.)
	0 21 *		
Gasworks Tunnel East Bore (Lines A & B) (483m 528 yards)	0 to 22 0 to 46		A = Line A B = Line B C = Line C D = Line D E = Line E F = Line F
Gasworks Tunnel Centre Bore (Lines C & D) (483m 528 yards)	0 to 22 0 to 46		
Gasworks Tunnel West Bore (Lines E & F) (483m 528 yards)	0 to 22 0 to 46		

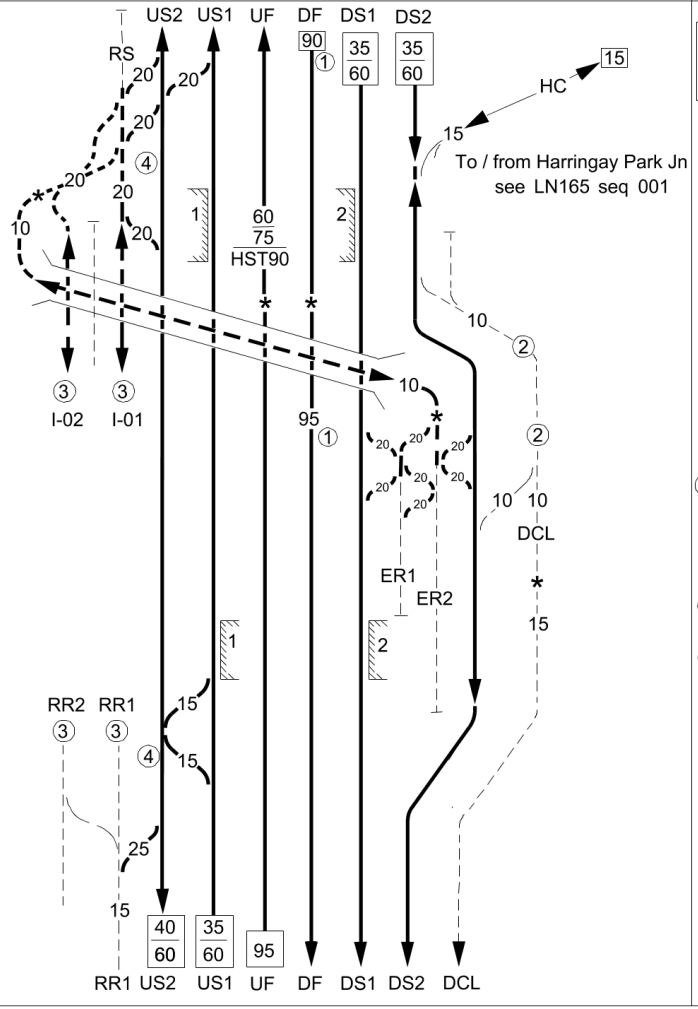
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	002	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	07/06/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Belle Isle Jn	0 57		TCB York ROC (K, YA) RA9 Kings Cross workstation AC:York EC GSM-R 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 X = Lockout protection provided - see General Instructions for detail. XT Located adjacent to Line F = YA5087 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. 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. 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.
Copenhagen Jn	0 64		
	0 65 *		
Copenhagen Tunnel West Bore (Lines US & DS) (543m 594 yards)	0 66 to 1 12		
Copenhagen Tunnel Centre Bore (Lines UF & DF) (543m 594 yards)	0 66 to 1 12		
	0 73 *		
	1 12 *		
	1 34		
	1 40 *		
	1 41 *		
Holloway	1 44		
	1 62 *		
	1 63 *		

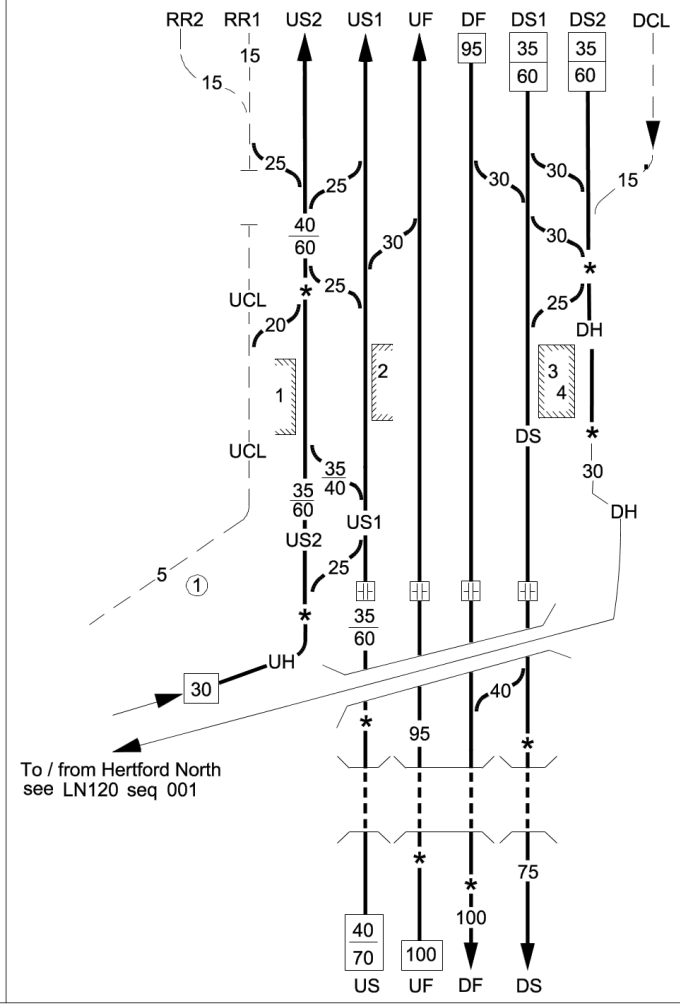
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	003	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	05/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	1 65 *		TCB York ROC (K) RA9 Finsbury Park workstation AC:York EC GSM-R
	1 76 *		
	2 13 *		US2 = Up Slow 2 US1 = Up Slow 1 UC = Up Canonbury UME = Up Moorgate DME = Down Moorgate DC = Down Canonbury DG = Down Goods
	2 26 *		
	2 28 *		(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.
Finsbury Park Jn	2 33		
FINSBURY PARK	2 41		
	2 54 *		
	2 64 *		DS1 = Down Slow 1 DS2 = Down Slow 2 UT&H = Up Tottenham & Hampstead DT&H = Down Tottenham & Hampstead
	2 74 *		
	3 03 *		
	3 18 *		

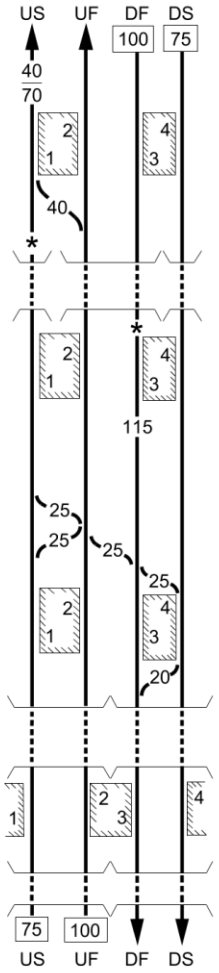
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	004	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	26/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Harringay Jn	3 29		GSM-R
	3 29 *		TCB York ROC (K)
HARRINGAY	3 32		RA9 Finsbury Park workstation
Harringay Viaduct	3 34		AC: York ECR
	to		
	3 40		RS = Reversing siding
	3 37 *		US2 = Up Slow 2
			US1 = Up Slow 1
Ferme Park Sidings (Down Side)			UF = Up Fast
	3 61 *		DF = Down Fast
			DS1 = Down Slow 1
Hornsey Depot (Up Side)			DS2 = Down Slow 2
			HC = Harringay Curve
	3 77 *		DCL = Down Carriage line worked as a Siding
			I-01 = Inlet-Outlet Line 1
HORNSEY	4 04		I-02 = Inlet-Outlet Line 2
			ER1 = Down EMU Reversing Siding 1
			ER2 = Down EMU Reversing Siding 2
			RR1 = Reception Road 1
			RR2 = Reception Road 2
	4 30		
			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.
			② = Ferme Park Sidings (Down Yard). Note there is not a continuous line through the yard.
			③ = To / from Hornsey EMU Depot
			④ = Reverse moves to / from Hornsey depot possible in this area.

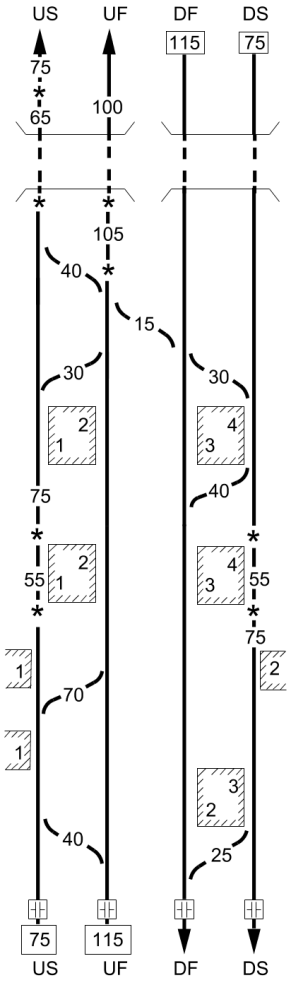
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	005	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	31/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	4 60 to 4 63		GSM-R TCB York ROC (K) RA9 Wood Green workstation AC: York EC RR1 = Reception Road 1 / To / From Hornsey Depot RR2 = Reception Road 2 / To / From Hornsey Depot UCL = Up Carriage line - worked as a siding US2 = Up Slow 2 US1 = Up Slow 1 UF = Up Fast DF = Down Fast DS1 = Down Slow 1 DS2 = Down Slow 2 DCL = Down Carriage Line - worked as a siding
Wood Green South Jn	4 68 4 70 *		
	4 75		
ALEXANDRA PALACE	4 78		
	5 04 *		
Wood Green North Jn	5 07		
Wood Green F.S. OHNS	5 15 5 17 *		① To / from Bounds Green Depot
	5 22		UH = Up Hertford US = Up Slow DS = Down Slow DH = Down Hertford
	5 36 * 5 38 *		
Wood Green Tunnels (644m / 705 yards)	5 41 to 5 73		
	5 73 * 5 76 *		

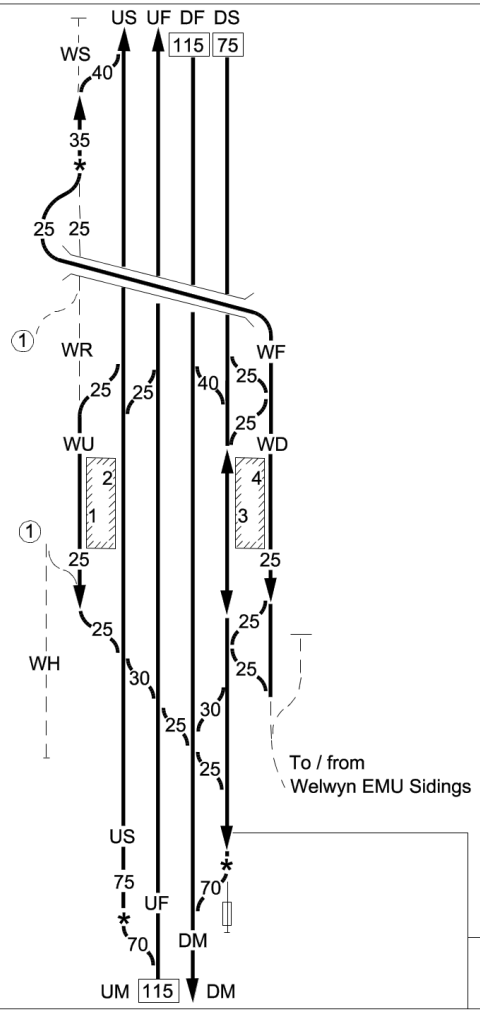
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	006	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	20/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC (K) RA9 Wood Green workstation AC:York ECR
NEW SOUTHGATE	6 35		
	7 40 *		
Barnet Tunnel (553m 605 yards)	7 42 to 7 70		
	7 73 *		
OAKLEIGH PARK	8 30		
Barnet South Crossovers	8 74 to 9 00		
NEW BARNET	9 12		
Barnet North Crossover	9 18		
Hadley Wood South Tunnel (351m 384 yards)	10 21 to 10 39		
HADLEY WOOD	10 46		
Hadley Wood North Tunnel (212m 232 yards)	10 60 to 10 70		TOWS Hadley Wood North Tunnel separate systems for each bore.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	007	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	26/08/2019

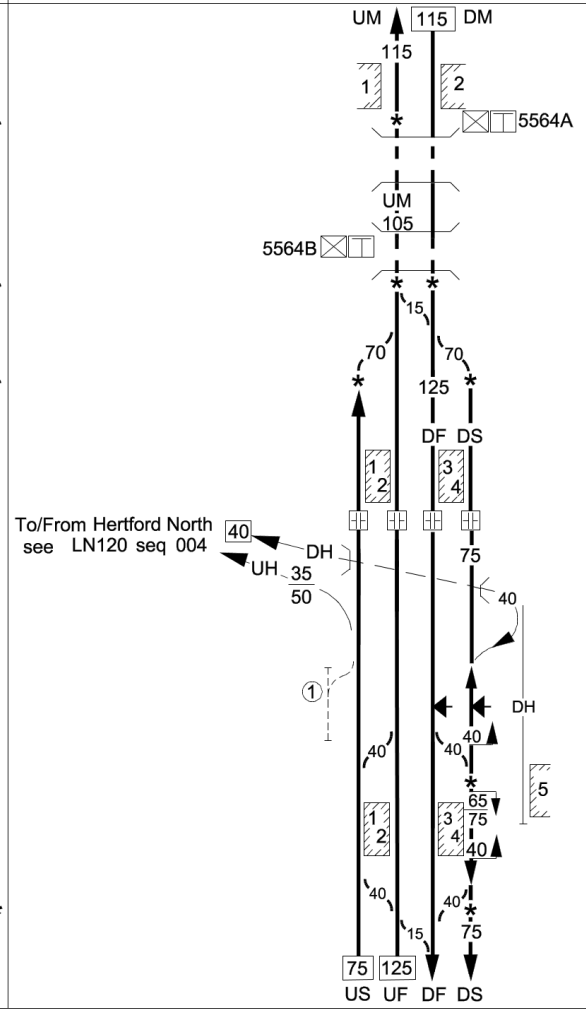
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	11 23 *		GSM-R TCB York ROC (K) RA9 Wood Green workstation AC:York ECR
Potters Bar Tunnel (1110m 1214 yards)	11 25 to 12 00		TOWS Potters Bar Tunnel separate system for each bore
	12 03 *		
	12 36		
	12 40 *		
	12 53		
POTTERS BAR	12 57		
	14 25 *		
BROOKMANS PARK	14 37		
	14 47 *		
WELHAM GREEN	15 50		
Marshmoor	16 06		
HATFIELD	17 54		
Welwyn F.S. OHNS	19 29		York ROC (K) Langley workstation

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	008	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	13/04/2024

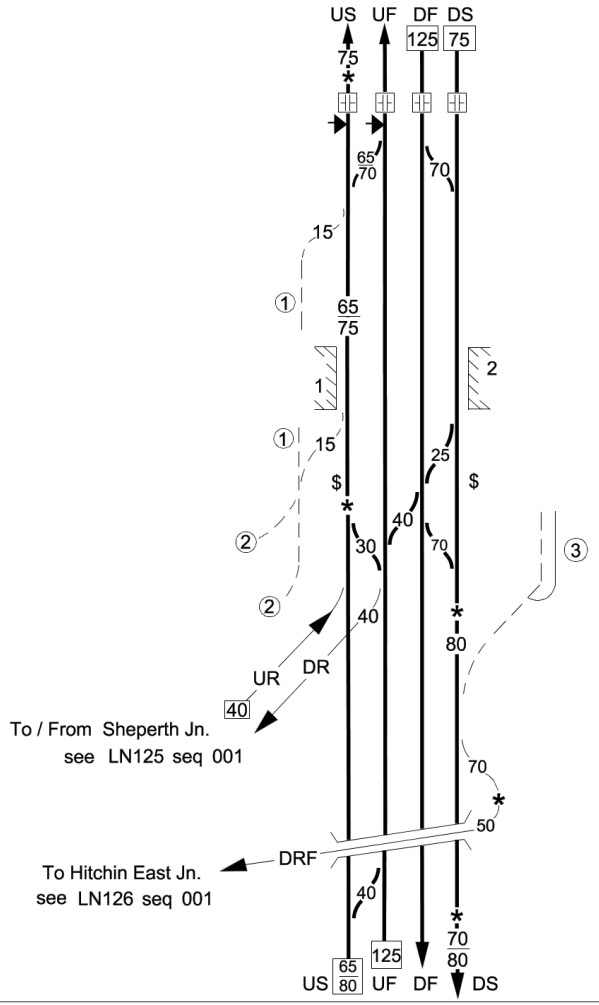
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	19 63		GSM-R TCB: Axle Counters York ROC (K) RA9 Langley Workstation AC:York ECR WS = Welwyn Reversing Siding WR = Welwyn Reversing Line WF = Welwyn Flyover WU = Welwyn Up Back Platform = 160m 175yds WD = WelwynDown Back Platform = 160m 175yds WH = WelwynHertford siding ① To / from Welwyn Up Yard Sidings
	19 70 *		
Welwyn Up Yard Sidings	20 02		
WELWYN GARDEN CITY	20 25		
Welwyn Up Yard Sidings	20 30		
	21 07 *		
Digswell	21 18		
	21 24 *		
	21 36		

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

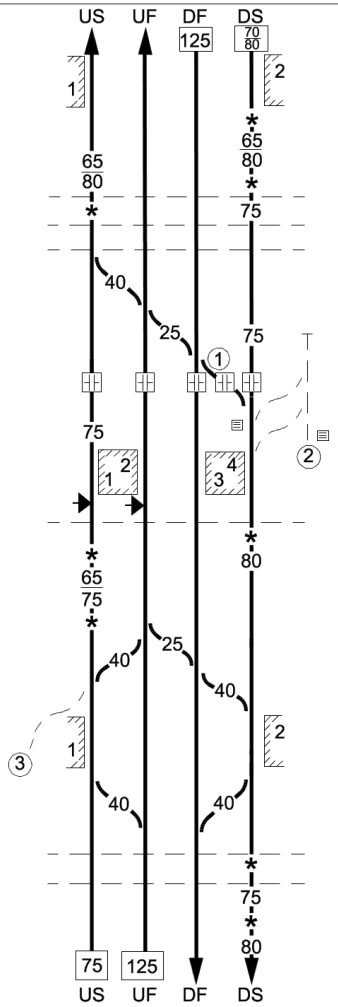
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	009	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	30/08/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB: Axle Counters RA9 — York ROC (K), Langley workstation, AC:York ECR 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 ⊠ = Lockout protection Provided - see General instruction for detail (Numbers prefixed YB.) Note - Between 26m 58ch and 24m 07ch on th Up slow line signal spacing is insufficient for classes of train operating with braking performance in accordance to requiremnts in GKRT0075 Appendix B and GM/RT2045 curves V or A1
WELWYN NORTH	22	00			
	22	08	*		
Welwyn South Tunnel (408m 446yds)	22	11 to 31			
Welwyn North Tunnel (956m 1046yds)	22	44 to 12			
	23	15	*		
Woolmer Green Crossover	23	58			
Woolmer Green	23	68			
	23	72	*		
KNEBWORTH	25	03			
Langley Jn FS OHNS	25	73			UH = Up Hertford DH = Down Hertford CW. Up Slow at 26m 30ch.
Langley Jn Up	26	45			
Langley Jn Down	26	59			① To / from Langley Stone Terminal (Lafarge private siding)
Langley Siding	26	59			
Langley HABD	26	62			Hot Axle Bearing Detectors on the Down Fast and Down Slow lines.
	27	38	*		
STEVENAGE	27	45			PP-C Permissive working is authorised in Stevenage Down Slow Platform 4 for Class 1, 2, 3 ECS, 5, 9 & 0 trains.
	27	56	*		

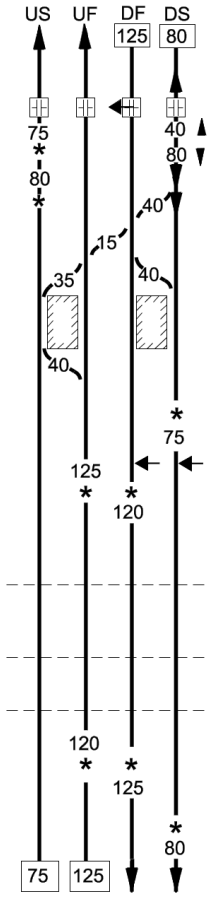
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	010	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	14/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	29 05 *		GSM-R TCB: Axle Counters York ROC (K) RA9 Hitchin workstation AC:York ECR Wymondley Hot Axle Bearing Detectors on the UP Fast and Up Slow lines.
Corey's Mill OHNS (All Lines)	29 77		
Wymondley HABD	30 60		
Wymondley WILD	30 63		
Hitchin South Jn	31 18ch		① = To / From Hitchin Up Sidings ② = To / From Hitchin Up Yard. ③ = To / From Hitchin Down Yard. Note: Operational length for Hitchin Down Yard sidings are 155m and 153m respectively
DS & DF LOS	31 62		
HITCHIN	31 74		
	31 79		
	32 03 $		$ = 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
	32 06 *		
Cambridge Jn	32 11		
	32 18 *		UR = Up Royston. DR = Down Royston. DRF = Down Royston Flyover.
	32 32		
Hitchin North Junction	32 53	To / From Sheperth Jn. see LN125 seq 001	
	32 65 *		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
Cadwell	33 42	To Hitchin East Jn. see LN126 seq 001	
	34 33ch		

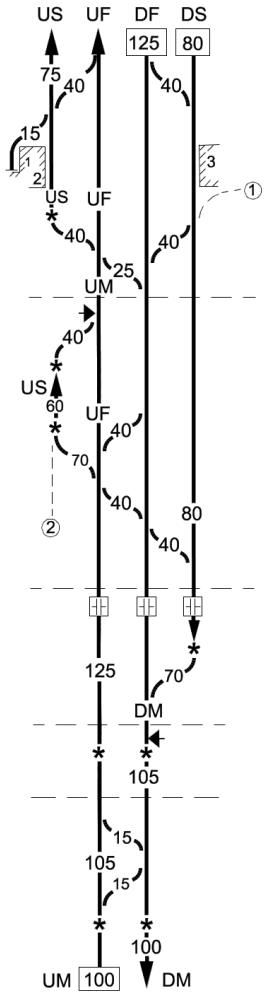
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	011	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	13/04/2024

Location	Mileage M Ch			Running lines & speed restrictions	Signalling & Remarks
ARLESEY	37	03			GSM-R TCB: Axle Counters — York ROC (K) RA9 — Hitchin workstation AC:York ECR 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 ① = Down Fast to Down Slow connection speed is 40mph ② To/From Biggleswade Down Sidings TCB — York ROC (P) RA9 — Huntingdon workstation AC:York ECR ③ To/From Sandy Up Siding = 190m / 208yds
	37	59	*		
	38	41	*		
Jiggs Lane Public Bridleway LC	38	61	T		
	39	33	*		
East Road LC R/G	39	34			
Holme Green LC R/G	40	06			
Biggleswade Crossovers	40	42			
	to				
	40	64			
Biggleswade TSC OHNS	40	58			
Biggleswade A Ground Frame	40	68			
Biggleswade B Ground Frame	41	04			
BIGGLESWADE	41	13			
Biggleswade HABD (UF & US lines)	42	10			
Lindsells Public Bridleway LC R/G	42	10	T		
	42	12	*		
	42	40	*		
	43	19	*		
Sandy South Jn	43	59			
	to				
	43	64			
SANDY	44	10			
Sandy North Jn	44	63			
Everton LC (CCTV)	46	31			
	47	16	*		
Tempsford LC (CCTV)	47	38			
	48	17	*		

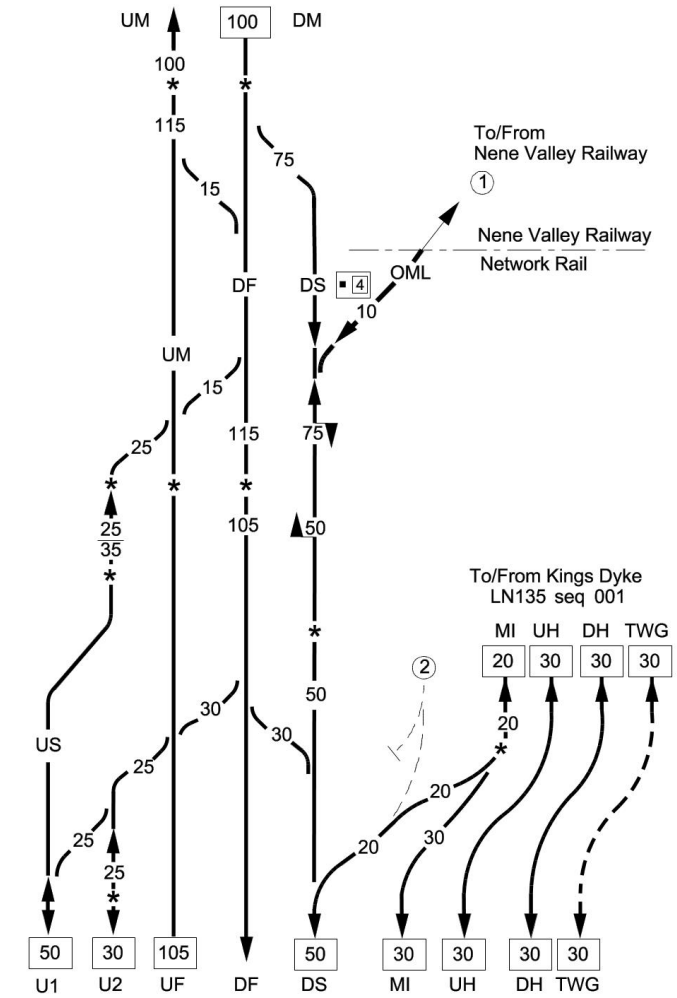
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	012	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	28/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB York ROC Huntingdon WS RA9 AC:York ECR GSM-R
Little Barford F.S. OHNS	49 72		
	50 04 *		
	51 03 *		
	51 23		
St. Neots South Jn	51 40		
ST. NEOTS	51 58		
St. Neots North Jn	52 26		
	53 68 *		Hot Axle Box Detectors on the Down Fast and Down Slow lines at 54 07
	54 20		TOWS all lines between 54 20 and 55 20
	54 46 *		
No 66 LC R/G Footpath	54 70		TOWS all lines between 55 20 and 56 00
No 71 LC R/G Footpath	55 63		
Offord LC (CCTV)	55 76		
	56 17 *		TOWS Huntingdon overbridge 144 Down lines only.
	56 31 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	013	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	06/04/2024

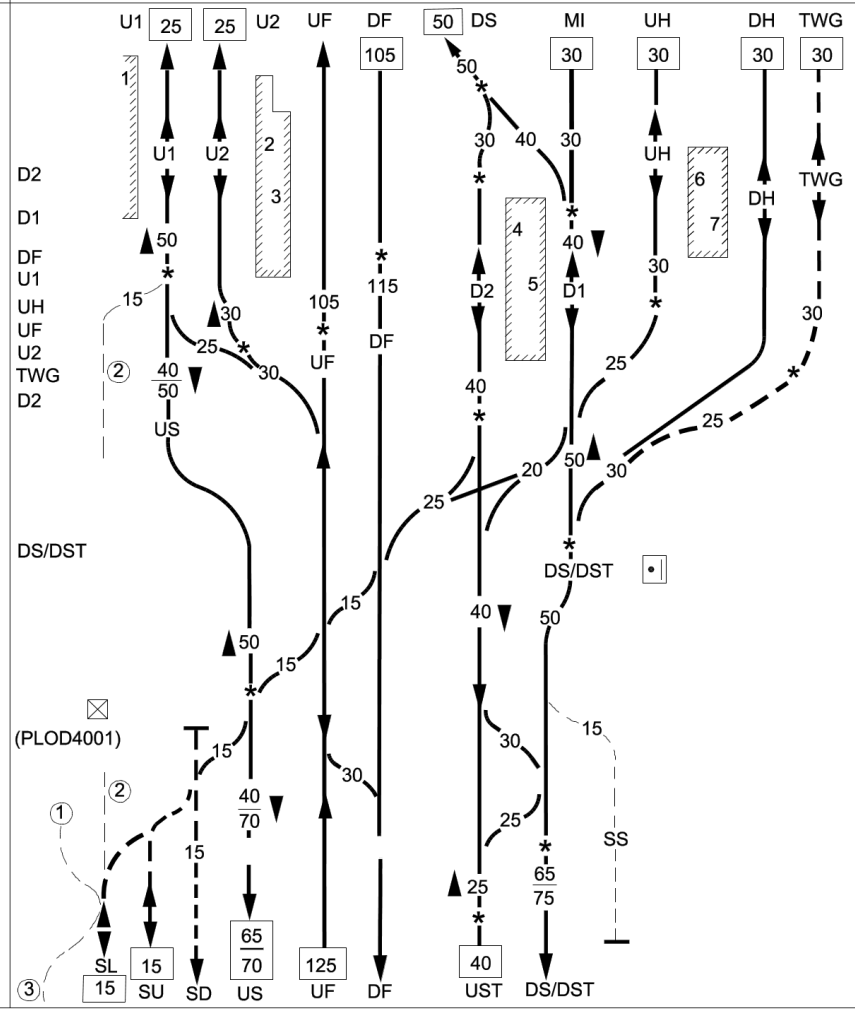
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Huntingdon South Jn	58 35		GSM-R TCB York ROC Huntingdon WS RA9 AC:York ECR
HUNTINGDON	58 70		PP-C Permissive working is authorised in Huntingdon Bay Platform 1 for Class 1, 2, 3 ECS, 5, 9 & 0 trains.
	59 12 *		Class 373/2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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	014	Kings Cross to Shaftholme Jn	ECM1 FOM EMP	London North Eastern	28/08/2023

Location	Alternative Mileage	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		72 00 *		GSM-R TCB York ROC Peterborough WS RA9 AC:York ECR
Fletton Jn		74 69		
Boundary		75 00		① See Special Instructions
Fletton Jn (GF)		75 02		
		75 11		Change of ELR from Fletton Jn to 75m 02ch to 75m 00ch on the Orton Mere Line = FOM
		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 *		② = To/From Nene Carriage Sidings
		76 05		A = Alternative Mileage March Lines ELR = EMP
	A 100 51 *	76 09 *		
		76 16 *		
Crescent Jn		76 25		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	015	Kings Cross to Shaftholme Jn	ECM1 PMJ EMP	London North Eastern	28/08/2023

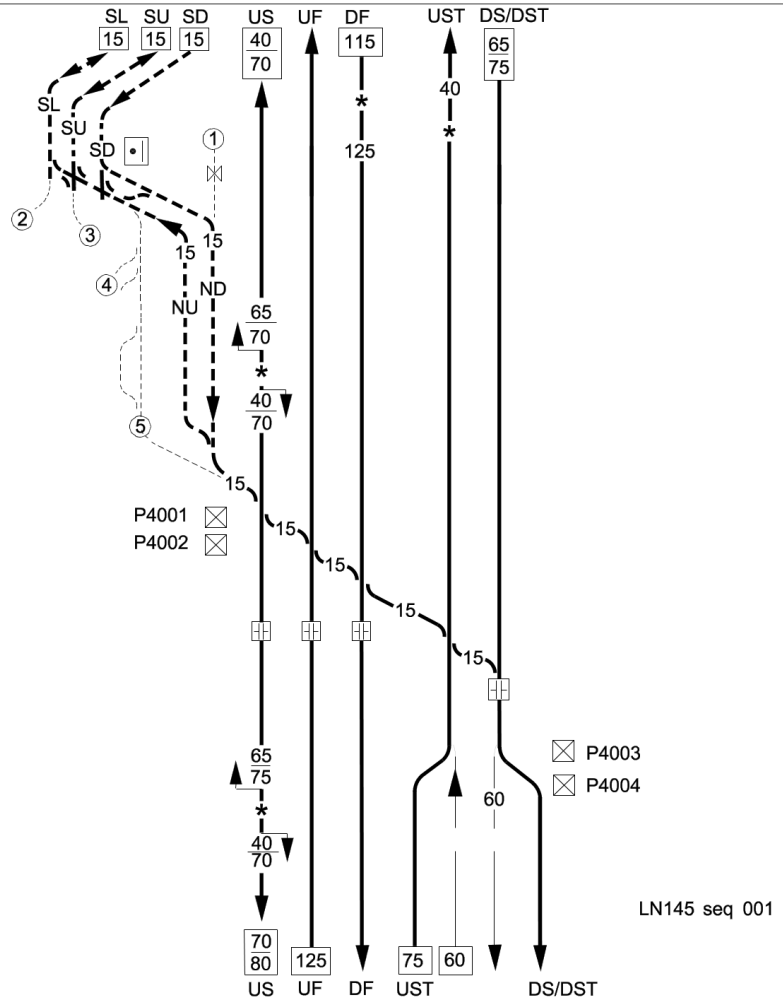
Location	Alternative Mileage	Mileage M Ch	Running lines & speed restrictions
	A 100 66 *	76 24 *	D2
Crescent Jn		76 25	
	A 100 67 *	76 25 *	D1
PETERBOROUGH		76 29	
		76 31 *	DF
		76 34 *	U1
	A 100 79 *	76 37 *	UH
		76 38 *	UF
		76 41 *	U2
	A 101 03 *	76 42 *	TWG
		76 43 *	D2
Spital Jn		76 45	
	B 21 77 *	76 49 *	DS/DST
		76 56 *	
	B 21 66 *	76 60 *	
APCO Zone Commencement (selective)		76 60	
	B 21 65 *	76 61 *	



Signalling & Remarks
TCB York ROC Peterborough WS RA9 AC:York ECR GSM-R
U1 = Up Slow No1 U2 = Up Slow No2 D1 = Down Slow No 1 D2 = Down Slow No 2 MI = March Independent UH = Up March DH = Down March PTWG = Peterborough to Two Way Goods Line
PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in Platform 1, 2, 4, 5, 6 & 7.
A = Alternative Mileage March Lines ELR = EMP B = Alternative Mileage Stamford Lines ELR = PMU
(1) Spital Shunt Spurs (2) To/From Loco Depot (3) To/From Spital Sidings
SL = Eastfield Shunt Line SU = Eastfield South Up Departure SD = Eastfield South Down Arrival UST = Up Stamford DS/DST = Down Slow/Down Stamford SS = Peterborough Shunt Spur
SU & SD No Block Regulations apply on these lines
☒ - Up Slow (Down direction) Patrolman Lockout Protection provided. See Local Instruction

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	016	Kings Cross to Shaftholme Jn	ECM1 PMJ	London North Eastern	23/10/2023

Location	Alternative Mileage	Mileage M Ch
		76 70 *
	B 21m 52ch *	76 71 *
Eastfield SB		77 02
		77 20 *
New England North		78 06
Bretton F.S. OHNS		78 14
Bretton F.S.OHNS	B 20m 30ch	78 17
Marholm Jn.	B 19m 64ch	78 63
		79 12 *



GSM-R

TCB York ROC Peterborough WS
RA9 AC:York EC

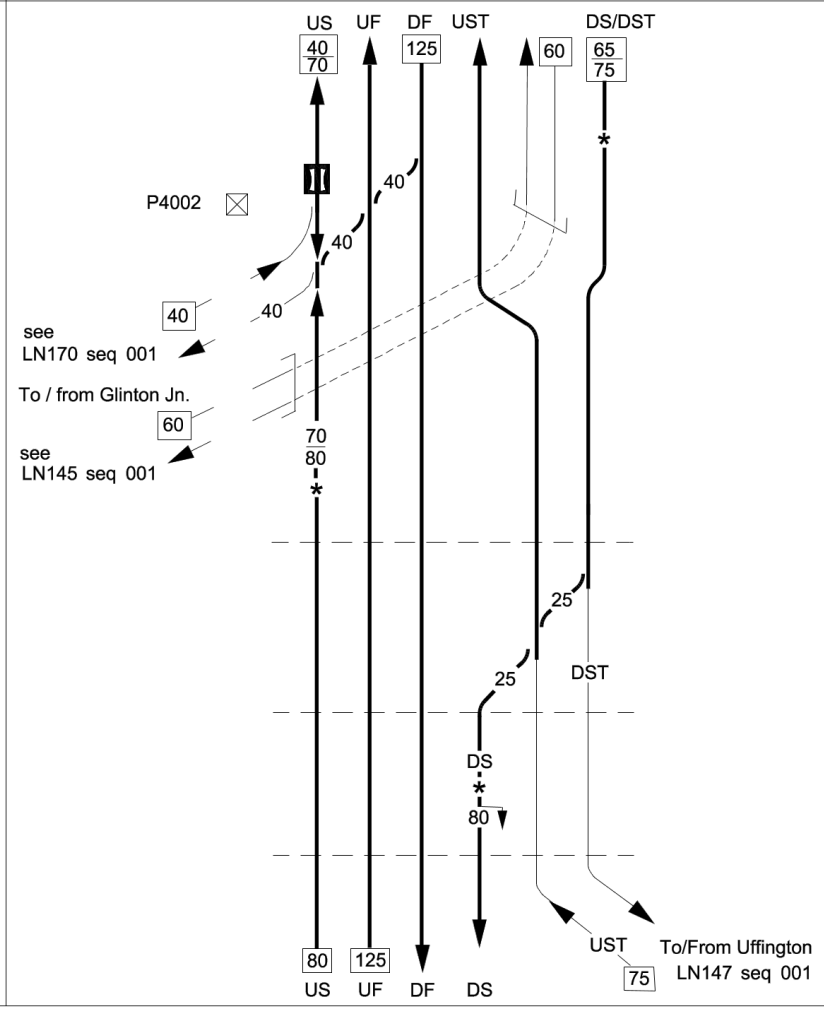
US = Up Slow
UF = Up Fast
DF = Down Fast
UST = Up Stamford
DS/DST = Down Slow / Down Stamford
B = Stamford lines mileage, ELR = PMJ
SU = Eastfield South Up Departure $
SD = Eastfield South Down Arrival $
SL = Eastfield Shunt Line $
NU = Eastfield North Up Arrival $
ND = Eastfield North Down Departure $
$ = Movements controled by Eastfield SB - No Block Regulations apply on these lines.

① To / from Westwood Yard private sidings
② To / from New England (East Yard) sidings
③ To / from New England (West Yard) private sidings
④ To / from Depot & North sidings.
⑤ To / from North sidings.

☒ Lockout Protection provided. See Local Instruction.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	017	Kings Cross to Shaftholme Jn	ECM1 PMJ	London North Eastern	30/09/2023

Location	Alternative Mileage	Mileage M Ch	
	B 19m 27ch	79 21	*
APCO Zone Commencement (selective)		79 27	
Werrington Jn		79 34	
		80 63	*
Woodcroft LC (MCG)	B 17m 24ch	81 23	
Helpston Jn	B 16m 71ch	81 56	
Helpston LC (MCB)	B 16m 56ch	81 71	
		81 74	*
Maxey LC (CCTV)	B 16m 09ch	82 38	



Running lines & speed restrictions

Signalling & Remarks

GSM-R

TCB York ROC Peterborough WS
RA9 AC:York EC

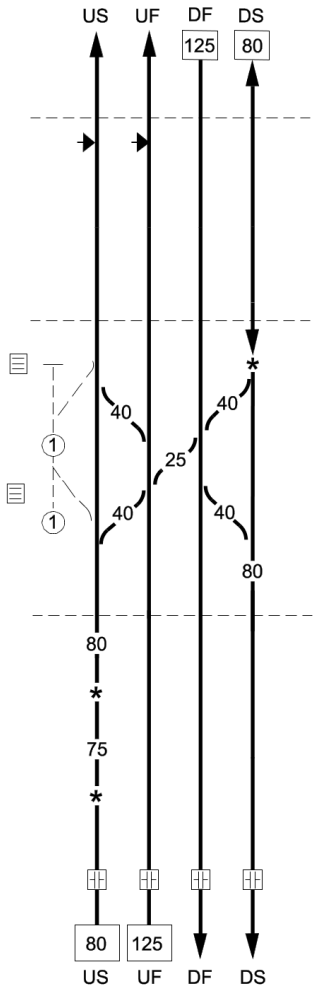
DS/DST = Down Slow / Down Stamford
UST = Up Stamford
B = Stamford lines mileage, ELR = PMJ

⊠ Up Slow (Down direction) Patrolman Lockout Protection provided. See Local Instruction

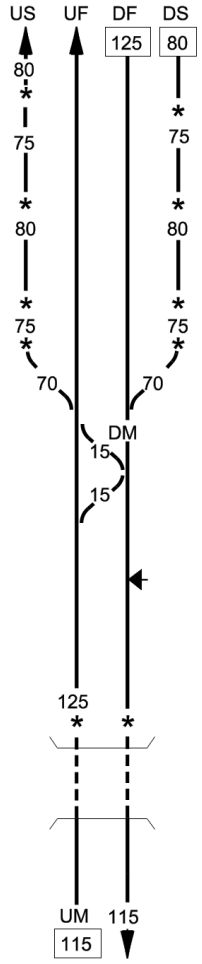
USP = Up Spalding
DSP = Down Spalding

DST = Down Stamford
Limit of OLE on Stamford Lines

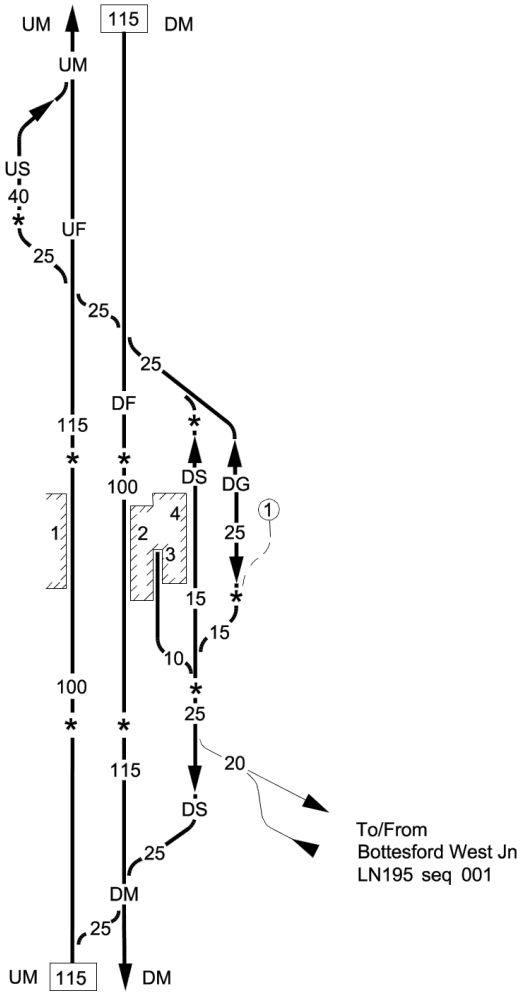
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	018	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	06/04/2024

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

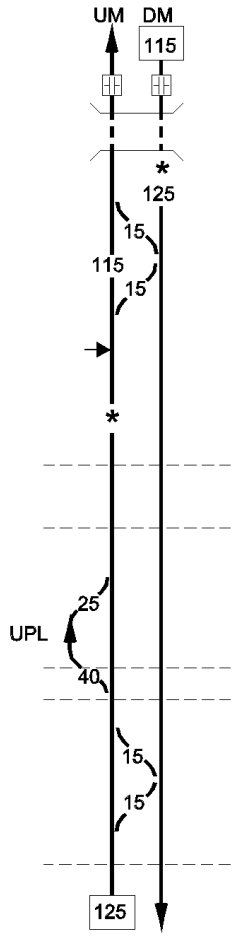
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	019	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC Peterborough WS RA9 AC:York ECR
	96 20 *		
	96 40 *		
	97 00 *		
	99 10 *		
	99 48 *		
Stoke	99 60		
Stoke GSP	99 66		Crossovers worked from Stoke GSP
			Doncaster SB (D)
Stoke HABD	99 78		Hot Axle Box Detector on the Down Main line at 99 78
			See General Instructions for SATWS details at Stoke Jn.
	100 39 *		
Stoke Tunnel (805m 880 yards)	100 39 to 100 79		TOWS Stoke Tunnel

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
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		GSM-R TCB Doncaster SB (D) RA9 AC:York ECR
	104 77 *		TOWS Saltersford DM, UF, 103 40 to 104 40.
Grantham South Jn	105 01		DS = Down / Up Slow DG = Down / Up Goods ① To/From Grantham Down sidings (OOU)
	105 10 *		TOWS D&UM 105 20 and 106 40.
	105 27 *		Full permissive working (PP) is authorised at Grantham platform 3 for class 0, 1, 2, 3, 5 and 9
GRANTHAM	105 38		Contingency permissive working (PP-C) is authorised at Grantham platform 4 for class 1, 2, 3, 5 and 9 duringoperational disruptions only
	105 42 *		
	105 52 *		
	105 77 *		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).
Nottingham Branch Jn	106 08		
Grantham North Jn	106 34		

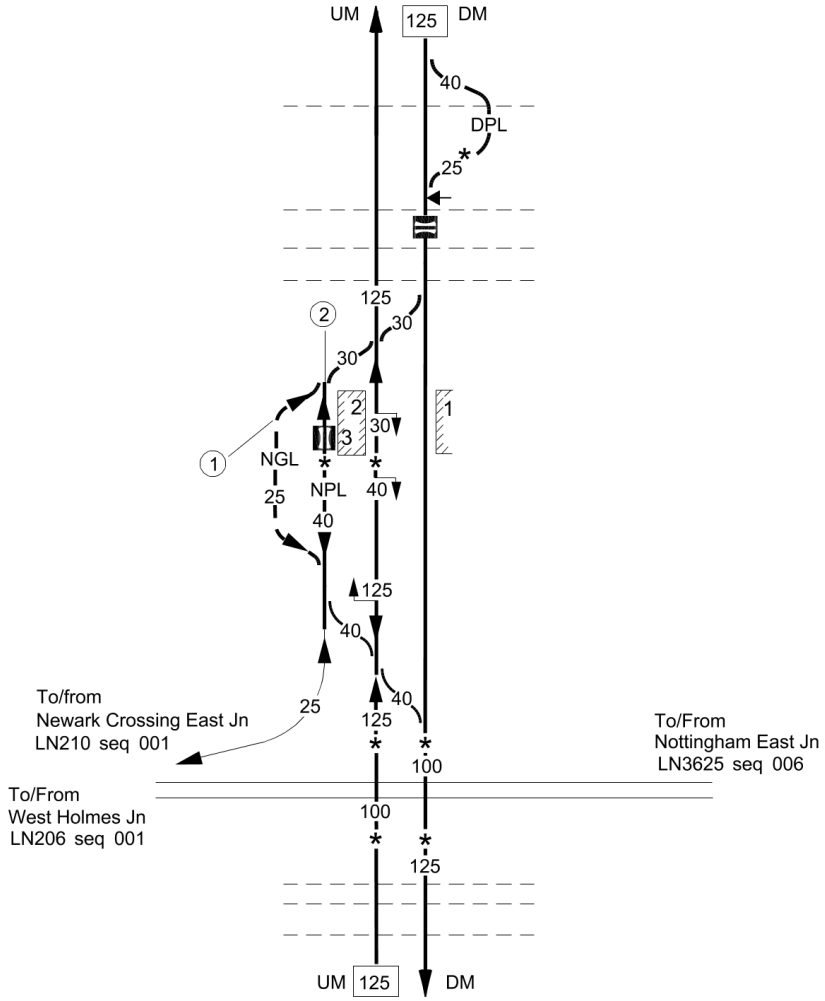
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	021	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	27/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Doncaster SB (D) RA9 AC:York ECR
Grantham North F.S. OHNS	107 55		
Peascliff Tunnel (875m 957 yards)	107 65 to 108 29		
	108 32 *		
Peascliff Crossovers	109 01		
	109 06		
	109 13		
HABD	109 56		
	110 00 *		
Frinkley Lane Public Bridleway LC	110 67	T	
Westborough Public Bridleway LC	113 57	T	
Claypole Up Loop	114 61 to 115 24		
Hough Lane Public Bridleway LC	115 01	T	UPL (589m/1932 feet)
Claypole LC (CCTV)	115 27		
			Crossovers worked from Claypole Gate Box
Osterfen LC (CCTV)	115 45		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	022	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	21/10/2019

Location	Mileage M Ch	
Claypole Down Loop	115 46	
Barnby Lane LC (CCTV)	115 73	
	116 09	*
	116 13	
Balderton HABD	116 70	
Balderton LC (CCTV)	116 70	
APCO zone commencement (selective)	117 17	
Bullpit Lane LC (CCTV)	118 26	
Barnby LC (CCTV)	119 03	
Newark South Jn	119 73	
NEWARK NORTH GATE	120 08	
APCO zone commencement (selective)	120 14	
	120 21	*
Newark Crossing South Jn	120 51	
	120 62	*
Newark Crossing	120 63	
	121 00	*
Church Lane LC (CCTV)	122 07	
Bathley Lane LC (CCTV)	122 78	
Norwell Lane LC (CCTV)	123 38	

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB	Doncaster SB (D)
RA9	AC:York ECR

DPL = Down Passenger Loop (723m / 790yds)

Hot Axle Box Detector on the Down Main Line at 116 70

= Automatic Power Change Over - Pantograph Lower

RA8

PP-C Permissive working is authorised in Newark Passenger Loop Platform 3 for Class 1, 2, 3 ECS, 5, 9 & 0 trains.

NGL = Newark Goods Loop (486m / 531yds)

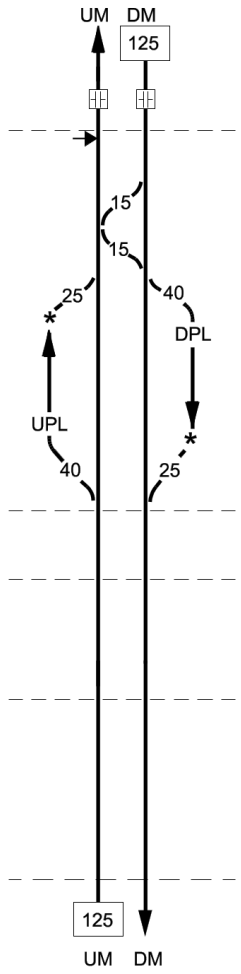
NPL = Newark Passenger Loop

(1) = To/From Newkark Up Sidings

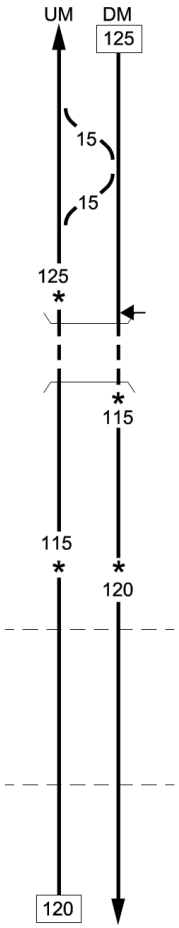
(2) = To/From Standage Siding (250m / 273yds)

= Automatic Power Change Over - Pantograph Raise

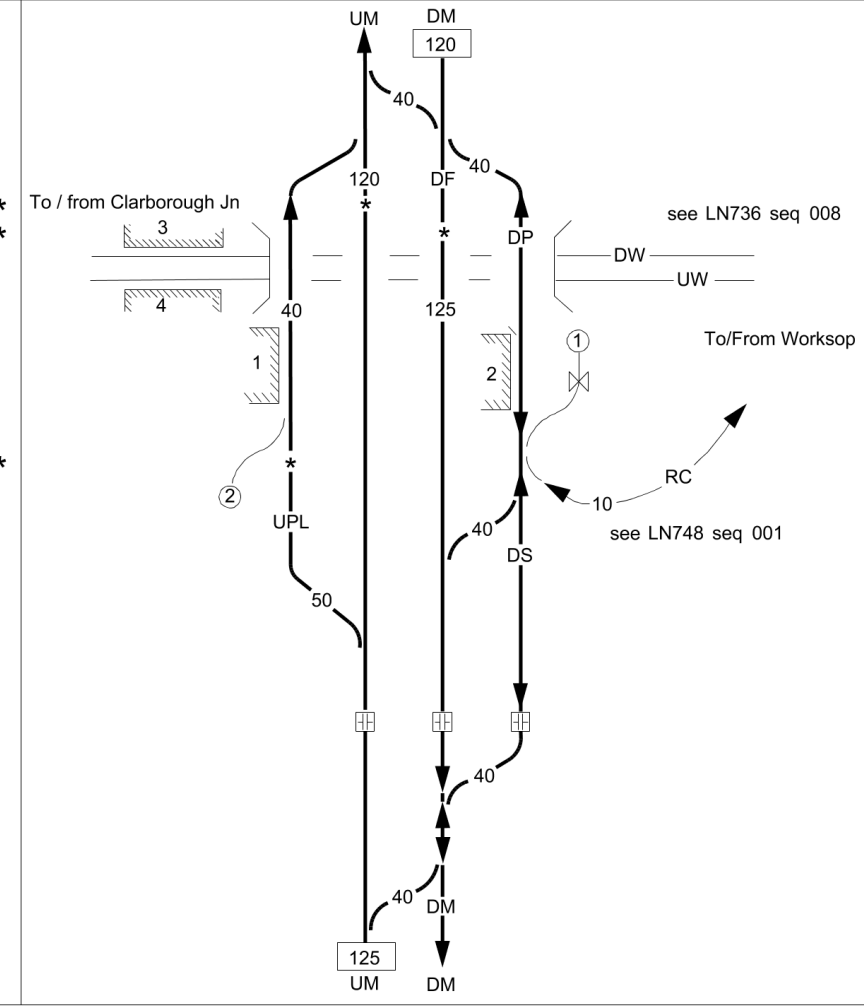
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	023	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	08/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Doncaster SB (D) RA8 AC:York ECR
North Muskham TSC OHNS	123 40		
Cromwell Lane LC (CCTV)	124 55		
HABD	124 55		
	125 42		Crossovers worked from Carlton Gate box
	125 53		
	125 60 *		
Carlton Loops			DPL (755m / 2478 feet) UPL (755m / 2478 feet)
	126 19 *		
	126 26		
Carlton LC (CCTV)	126 27		
Eaves Lane LC R/G Bridleway	127 02		
Egmanton LC (CCTV)	130 29		TOWS Egmanton Curve both lines south of Egmanton LC to Tuxford Emergency Crossover. Must not be used when Emergency Crossover is to be used.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	024	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	10/08/2024

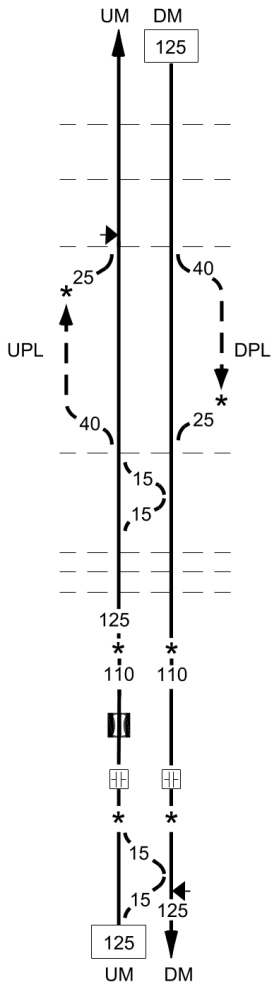
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Doncaster SB (D) RA8 AC:York ECR GSM-R
Tuxford GSP	131 50		
Tuxford HABD	134 48 *		
Askham Tunnel (52m 57 yards)	134 37 134 37		
	134 40 *		TOWS Lincoln Road Curve both lines 132 60 to 133 60
	136 29 *		
Eaton Lane Public Bridleway	136 44	T	
Grove Road LC (CCTV)	137 37		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	025	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	06/04/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Retford South Jn	138 23		GSM-R TCB Doncaster SB (D) RA8 AC:York ECR DP= Down Platform Line UPL = Up Platform Loop (755m / 826yds) UW = Up Worksop DW = Down Worksop RC = Retford Curve RA9 ① To / from Retford Down Siding ② To / from Retford Up Sidings
	138 26 *		
	138 27 *		
RETFORD	138 49		
Retford West Jn	138 56 *		
	138 62		
	139 07		
Retford F. S. OHNS	139 41		
	139 47		
Retford North	139 71		

London North Eastern Route Sectional Appendix Module LN2

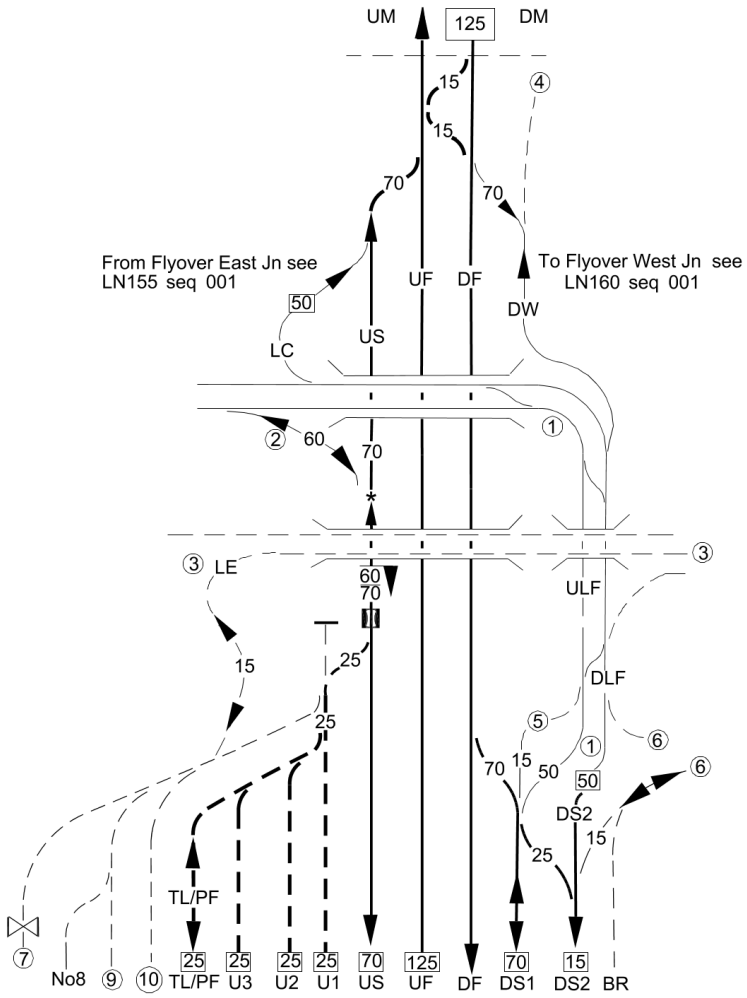
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	026	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	27/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Doncaster SB (D) RA9 AC:York ECR
Botany Bay LC (CCTV)	140 53		
Barnby Moor and Sutton LC (CCTV)	141 56		
	143 17		
	143 18		
	143 25 *		
HABD Torworth LC (CCTV)	143 17		DPL = (755m / 2478 feet) UPL = (755m / 2478 feet)
	143 65 *		
Ranskill Loops	143 72		
	144 09		Crossovers worked from Ranskill Gate Box.
Ranskill LC (MCB)	143 79		
No 238 LC R/G	144 57	T	
School Lane Public Bridleway LC	145 53	T	
Scrooby UWC	145 68		
	146 71 *		MPCo = Manual Power changeover to electric.
MPCo Commencement Zone	147 36		
Bawtry TSC OHNS	147 58		TOWS Bawtry curve both lines between Bawtry Viaduct and Bawtry Emergency Crossover. Must not be used when Emergency Crossover is to be used.
	148 39 *		
Bawtry Crossovers GSP	148 55		
HABD	148 55		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	027	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	07/12/2019

Location	Mileage M Ch
Rossington LC (CCTV)	151 28
Rossington GSP	151 71
Loversall Carr Jn	152 00
Loversall Jn	152 36
Black Carr Jn	153 18
.	153 18 *
APCO Zone commencement (Selective - (reads in the Down direction only)	153 68
Potteric Carr Jn	153 78
Decoy North Jn	154 13

Running lines & speed restrictions



Signalling & Remarks

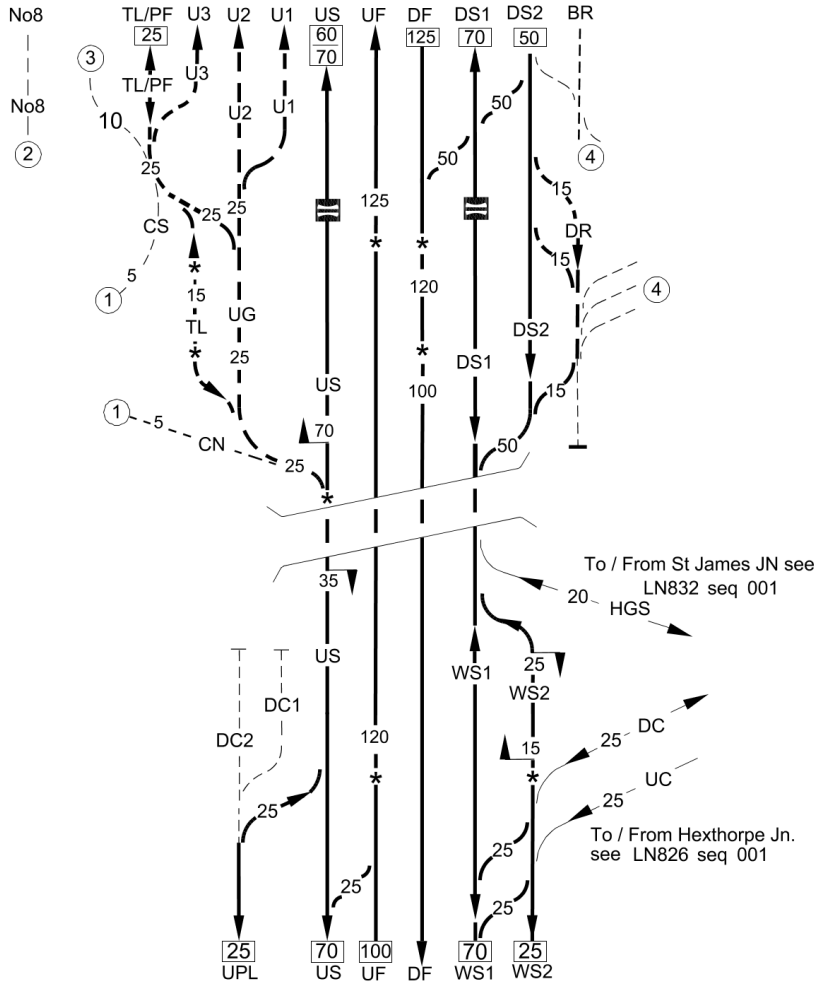
GSM-R

TCB	Doncaster SB (D)
RA9	AC:York ECR

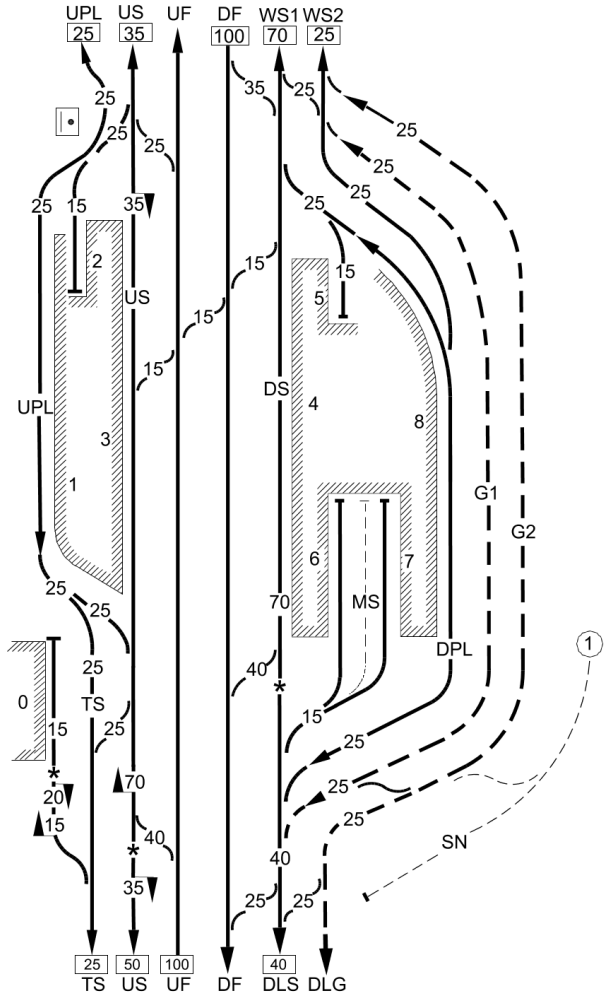
Crossovers worked from Rossington GSP
LC = Loversall Curve
DW = Down Slow / Up West Slow
LE = Lower Ellers Curve
ULF = Up Lincoln Flyover
DLF = Down Lincoln Flyover
No8 = No 8 Through Siding
TL / PF = Transfer Line / Permissive Working is authorised for Class 0 Only
U3 = Up Goods No 3
U2 = Up Goods No 2
U1 = Up Goods No 1
DS1 = Down Slow No 1
DS2 = Down Slow No 2
BR = Back Road (Siding)

① = To/from Bessacarr Jn/Flyover East Jn for details see LN150 seq 001 & LN170 seq 014
② = Up Lincoln, to/from Bessacarr Jn see LN220 seq 001
③ = To/from Lower Ellers Curve Jn/St.Catherines Jn see LN758 seq 002, LN764 seq 001 & LN762 seq 001
④ = To/from Rossington Private Sidings see LN235 seq 001
⑤ = To/from Down Decoy Reception Sidings 1 to 4, details as ①
⑥ = To/from Doncasater Royal Mail Terminal and Down Decoy Reception Siding 5, details as ①
⑦ = Boundary Gates to/from Doncaster Railport private Sidings
⑨ = To/from Up Decoy Yard Arrival/Departure/ Storage Private Sidings & Key Road
⑩ = To/from Up Decoy Reception private Sidings

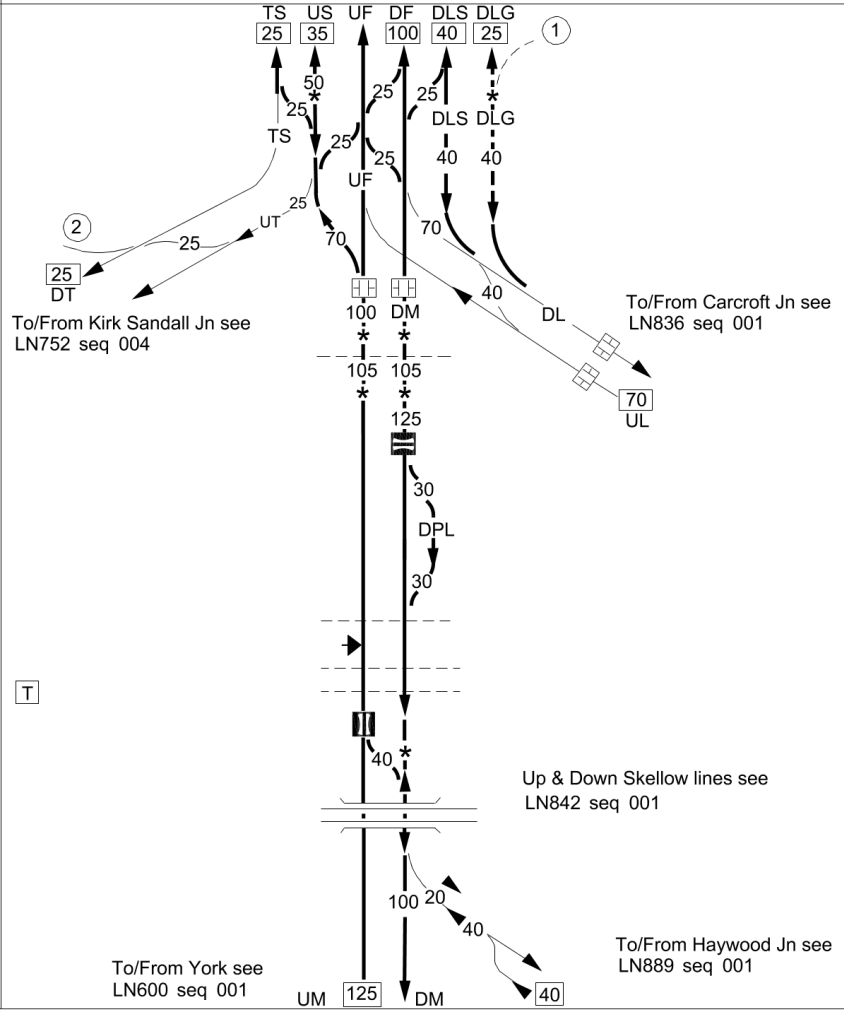
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	028	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	07/12/2019

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Decoy North Jn	154	13			GSM-R TCB Doncaster SB (D) RA9 AC:York ECR No8 = No 8 Through Siding TL / PF = Transfer Line, Permissive Working is authorised for Class 0 only U3 = Up Goods No 3 U2 = Up Goods No 2 U1 = Up Goods No 1 DS1 = Down Slow No 1 DS2 = Down Slow No 2 BR = Back Road (siding) UG = Up Goods CS= Carr Depot South entrance / exit 15MPH CN= Carr Depot North entrance / exit 15MPH (1) = To / From Doncaster Carr Depot (2) = To / From Doncaster New Ballast, New Lead, Wood Yard, Spoils Roads, and Concrete Sleeper Factory sidings (3) = To / From Doncaster Decoy Up Reception 1 to 4 Private sidings (4) = To / From Belmont Yards DR = Down Reception HGS = Hexthorpe Goods Single WS1 = Down / Up West Slow No 1 WS2 = Down / Up West Slow No 2 UPL = Up Platform Loop. UC = Up Conisbrough DC = Down Conisbrough DC1 =Doncaster South Carriage Siding No 1 DC2 =Doncaster South Carriage Siding No 2 Signs not provided for all 25 speeds from Bridge Jn to Marshgate Jn.
APCO Zone commencement (Selective)	154	30			
	154	36	*		
	154	50	*		
	155	21	*		
Sand Bank Jn	155	32	*		
Balby Bridge Tunnel (86m 95 yards)	155	34	to		
	155	38			
Bridge Jn	155	38			
	155	55	*		
South Yorkshire JN (DC)	155	56			
South Yorkshire JN (UC)	155	59			

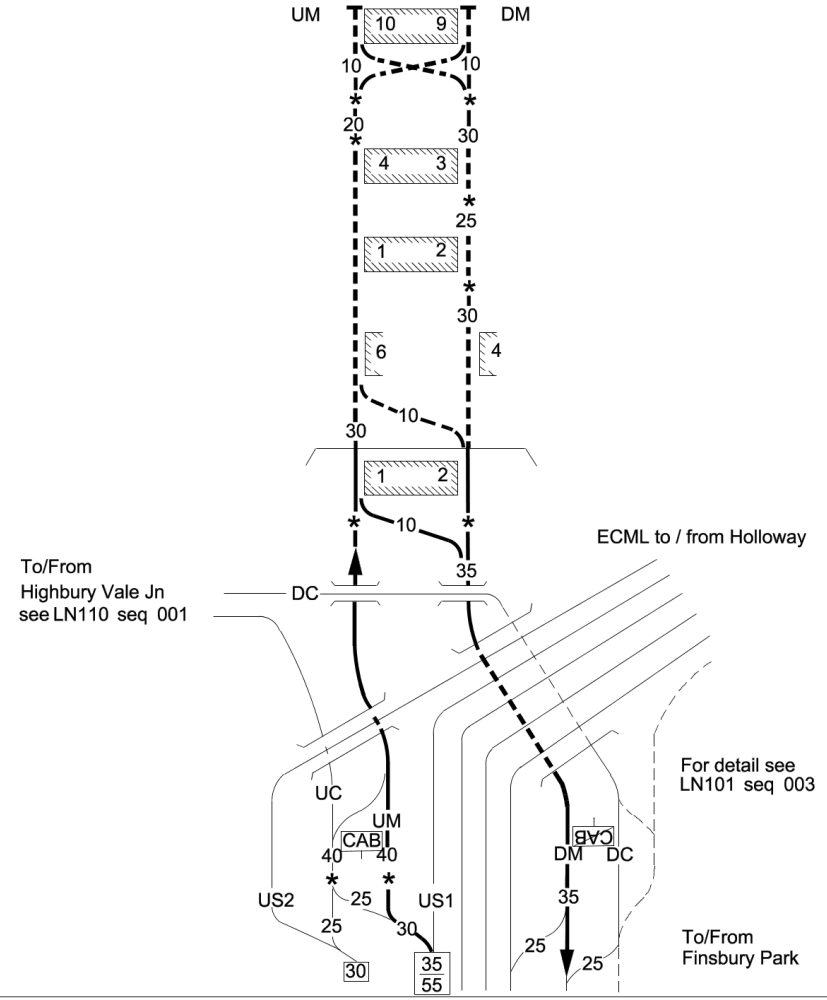
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	029	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	07/12/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Doncaster (D)	155 65		GSM-R TCB Doncaster SB (D) RA9 AC:York ECR WS1 = Down/Up West Slow No1 WS2 = Down/Up West Slow No2 US = Up Slow UPL = Up Platform Loop DPL = Down Platform Loop MS = Middle Siding
DONCASTER	155 77		PP-A,PP-C, & PP-S is authorised over Platform lines No 1 (Up direction only) Nos 3, 4 and 8 for Class 1, 2, 5, 9 and 0 trains. PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in Platforms 2, 5, 6 & 7.
	156 07 *		G1 = 2 Way Goods No1 G2 = 2 Way Goods No2 Signs not provided for all 25 MPH speeds Bridge Jn to Marshgate Jn
Doncaster North Jn	156 09		
	156 13 *		SN = Shunt Neck TS = Thorne Slow DLS = Down Leeds Slow DLG = Down Leeds Goods
	156 15 *		(1) = Doncaster West Yard and to / from Doncaster works

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	030	Kings Cross to Shaftholme Jn.	ECM1	London North Eastern	29/02/2020

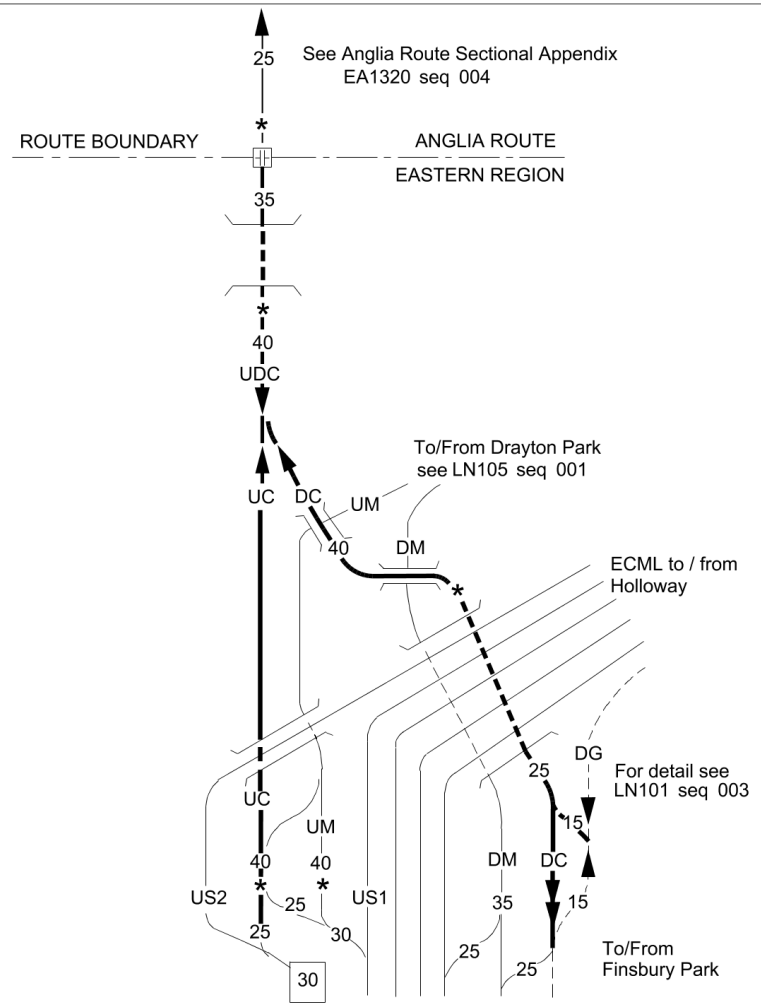
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Doncaster SB (D) RA9 AC: York ECR (1) = To/From Doncaster Works UM = Up Main ECML DM = Down Main ECML TS = Thorne Slow DR = Down Thorne UT = Up Thorne DT = Down Thorne UL = Up Leeds DLS = Down Leeds Slow DLG = Down Leeds Goods (2) = To/From Marshgate Sidings DPL = (544m / 1785 feet) Class 373/2 trains must not exceed 110 mph on the Up Main/Fast line between Shaftholme Jn 160 20 and Grantham 105 77 (No lineside signs are provided for this speed restriction).
	156 20 *		
Marshgate Jn	156 26		
Doncaster F.S. OHNS	156 50		
	156 53 *		
Moat Hills LC (CCTV)	156 66		
	157 00 *		
APCO Zone commencement (Selective)	157 29		
	157 30		
	157 76		
Arksey LC (CCTV)	158 02		
HABD	159 10		
Daw Lane LC (CCTV)	159 15		
Masserellas No4 Public Bridleway LC	159 66	T	
APCO Zone Commencement (Selective)	159 68		
	160 00 *		
Shaftholme Jn	160 16		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN105	001	Moorgate to Finsbury Park Jn	MEB1	London North Eastern	10/08/2024

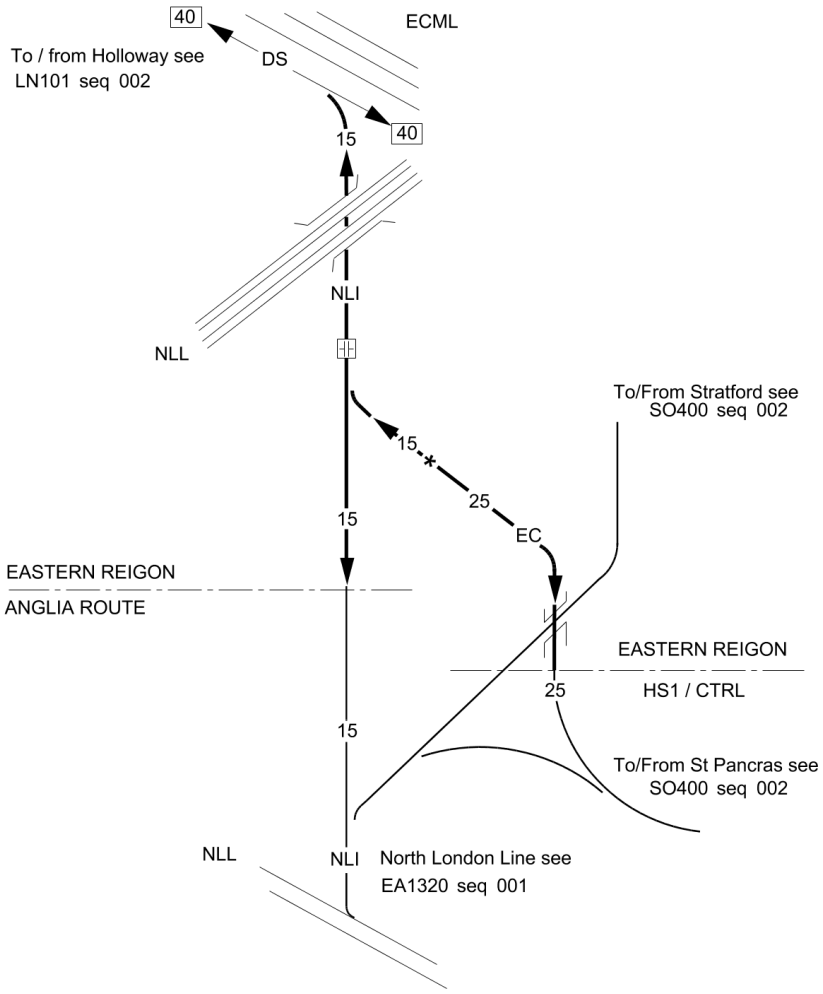
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
MOORGATE	0 00		GSM-R TCB: Axle CountersYork ROC(K+YA) RA9 Finsbury Park workstation DC:York EC ERTMS L2 overlay Signaller must be informed prior to any ESR/TSR being implemented to allow ETCS to be updated Both lines run within Moorgate Tunnels between 0 00 (Moorgate) and 2 52 (Drayton Park)
	0 13 *		
	0 15 *		
OLD STREET	0 45		
Poole Street Electrification TPH	1 22		
	1 49 *		
ESSEX ROAD	1 59		
	1 61 *		
HIGHBURY & ISLINGTON (LN105)	2 21		UM = Up Moorgate DM = Down Moorgate
DRAYTON PARK	2 56		
	2 64 *		AC:York EC
	3 18 *		Commencment of cab signalling UM 3m 1ch Termination of cab signalling DM 3m 8ch UC = Up Canonbury DC = Down Canonbury US1 = Up Slow 1 US2 - Up Slow 2
Finsbury Park Jn	3 25		

London North Eastern Route Sectional Appendix Module LN2

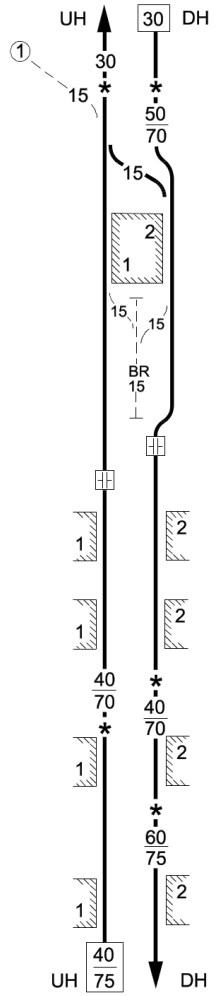
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN110	001	Canonbury West Jn to Finsbury Park Jn	CFP	London North Eastern	29/01/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Canonbury West Jn	3 12		GSM-R
	3 20 *		TCB Upminster SCC (NL) RA9 NLL Eastern Workstation AC:Romford ECR
Canonbury West OHNS Anglia / LNE Route Boundary	3 20		Axle Counter Area UDC = Up/Down Canonbury
Canonbury Tunnel	3 21 to 3 45		AC:York EC
	3 45 *		
(498m 545 yards)			
Highbury Vale Jn	3 61		York ROC (K) Finsbury Park workstation
	4 07 *		
	4 26 *		UM = Up Moorgate DM = Down Moorgate UC = Up Canonbury DC = Down Canonbury DG = Down Goods US1 = Up Slow 1 US2 = Up Slow 2
Finsbury Park Jn	4 33		

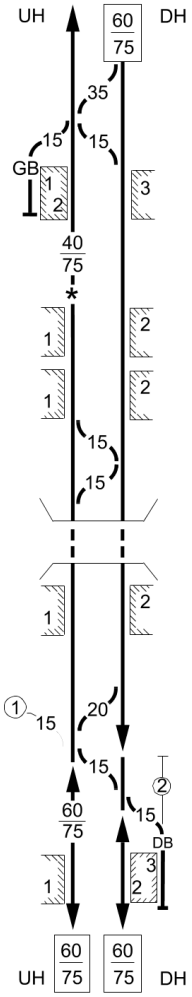
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN115	001	Copenhagen Jn. to Camden Road Central Jn.	CRF1	London North Eastern	26/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Copenhagen Jn	0 00		GSM-R TCB York ROC (K, YA) RA10 Kings Cross workstation AC:York EC
North London Incline OHNS	0 03		DS = Down Slow NLI = North London Incline EC = ECML Connect Line
York Way North Jn	0 13		AC: Romford ECR
	0 18 *		
Route Boundary	0 20		
Route Boundary	0 27		
Cedar Jn (HS1)			
Camden Road Incline Jn	0 44		Upminster SCC (NL) NLL Central Workstation
Camden Road Central Jn	0 51		

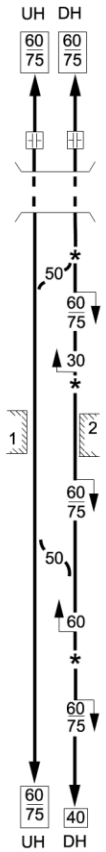
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN120	001	Wood Green South Jn to Langley Jn via Hertford	HDB	London North Eastern	31/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	5 33 *	 see LN101 seq 005	GSM-R TCB York ROC (K, WL) RA9 Wood Green workstation AC:York EC UH - Up Hertford DH - Down Hertford ① - To/From Bounds Green Depot
BOWES PARK	5 55		BR - Bowes Park Reversing Siding 330m, 357yds.
Bowes Park OHNS	5 78		
	6 05		
PALMERS GREEN	6 50		
WINCHMORE HILL	7 63		
	7 68 *		
	7 72 *		
GRANGE PARK	8 35		
	8 41 *		
ENFIELD CHASE	9 09		

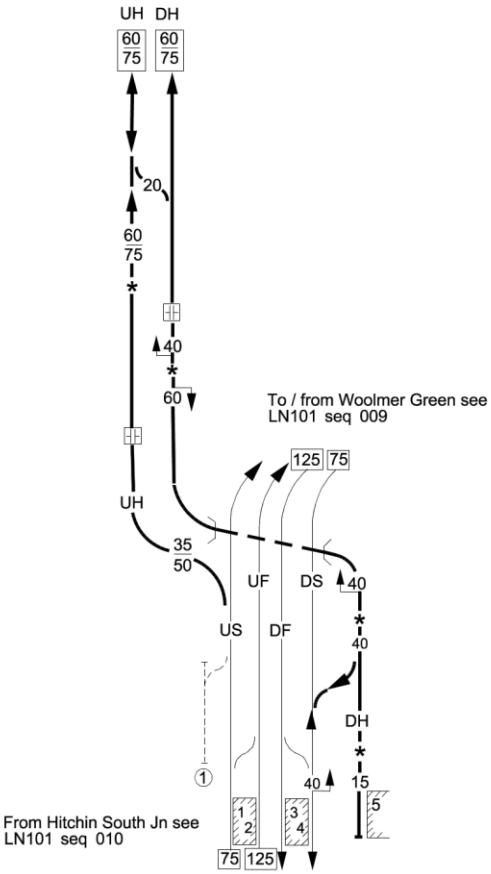
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN120	002	Wood Green North Jn. to Langley Jn via Hertford	HDB	London North Eastern	26/08/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC RA9 Wood Green Workstation (K & WL) AC:York ECR 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.
	9 48		
GORDON HILL	9 69		
	10 12 *		
CREWS HILL	11 40		
CUFFLEY	13 17		
	13 42		
Ponsbourne Tunnel (2km 454m 1m 924 yards)	14 59 to 16 21		Crossovers worked from Cuffley Ground Frame
BAYFORD	16 56		
Hertford Junction	19 30		① To / from Up Hertford Sidings ② To / from Down Hertford Siding. 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.
HERTFORD NORTH	19 48		

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		GSM-R TCB: Axle Counters York ROC RA9 Wood Green Workstation (K & WL) AC:York ECR UH – Up Hertford DH – Down Hertford
Molewood Tunnel (332m 364 yards)	20 14 to 20 31		
Molewood Junction	21 22 * 21 22		York ROC (K & WL) Langley Workstation
	21 60 *		
WATTON-AT-STONE	23 72		
Bragbury Junction	26 20		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
	27 22 *		

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
			TCB: Axle Counters York ROC RA9 Langley Workstation (K & WL) AC:York ECR GSM-R UH – Up Hertford DH – Down Hertford Note: - All mileages quoted as via Hertford line (HDB) Patrolmans Lockout Systems LOD P :- Up Langley South Jn to Bragbury Jn Down Bragbury Jn to Langley South Jn Patrolmans Lockout System LOD T: Langley Sotuh Jn to Stevenage Bay platform 5 Stevenage Bay Platform 5 to Langley South Jn ① To / from Langley Stone Terminal (Lafarge private siding)
Langley South Jn	27 23		
	27 32 *		
Langley Jn OHNS Down Line	27 47		
	27 53 *		
Langley Jn OHNS Up Line	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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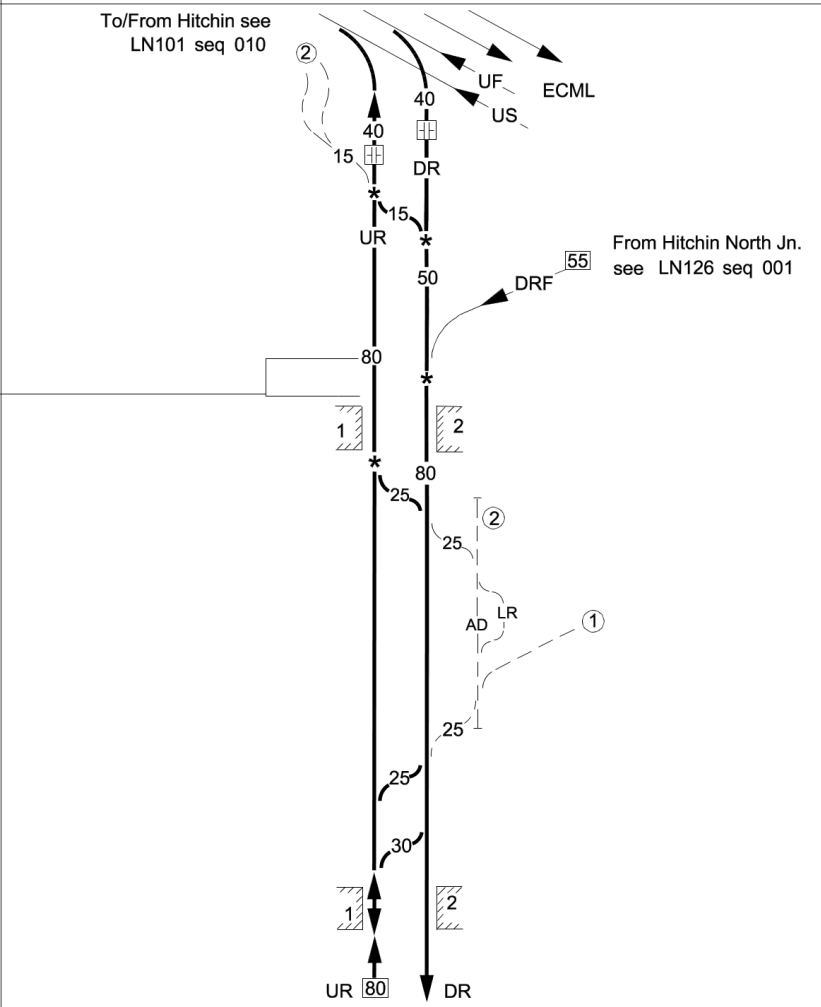
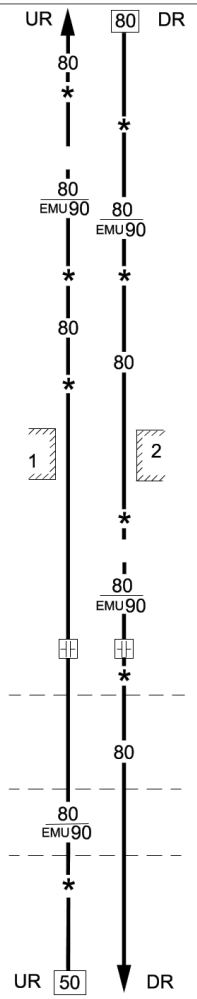
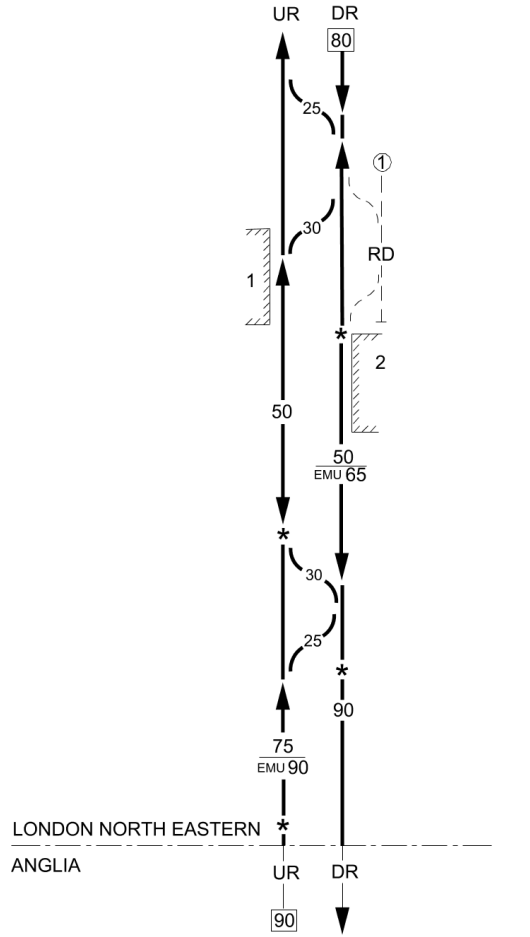
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN125	001	Hitchin, Cambridge Jn to Royston (Route Boundary)	SBR	London North Eastern	21/02/2024

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

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
			GSM-R TCB York ROC (K) RA9 Hitchin Workstation AC:York ECR
	36 60 *		
	36 70 *		
APCO Zone commencement (Selective)	39 59		UR = Up Royston DR = Down Royston
	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 *		CW Up at 44 40 - secured OOU awaiting removal.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN125	003	Hitchin, Cambridge Jn to Royston (Route Boundary)	SBR	London North Eastern	26/08/2019

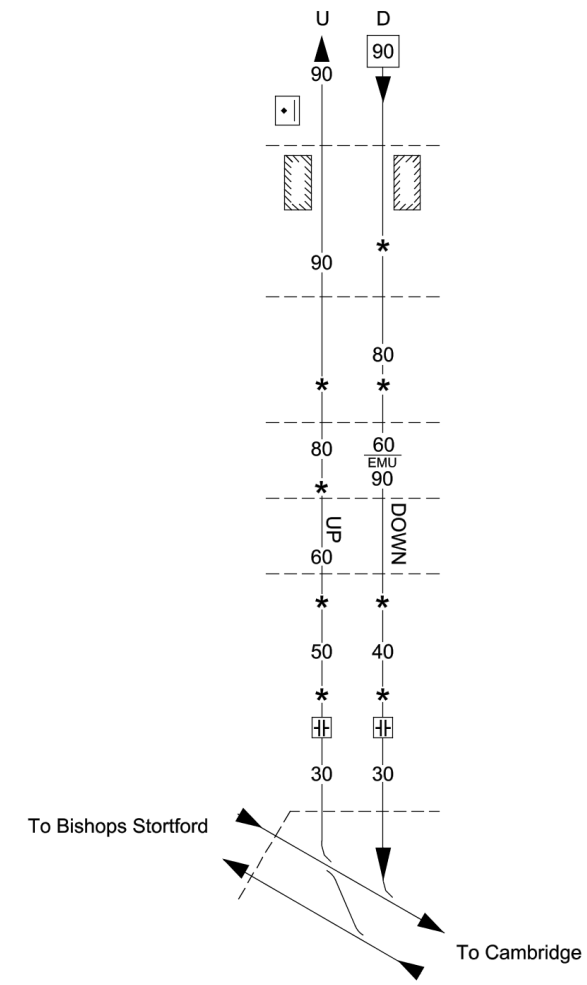
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	44 46		GSM-R TCB York ROC (K) RA9 Hitchin Workstation AC:York ECR UR = Up Royston DR = Down Royston RD = Royston Down Siding ① = To / from Royston Down Siding No2 & Head shunt - OOU PP is authorised for Class 1, 2, 3 ECS and 5 EMU trains booked to call at Royston.
	44 59		
ROYSTON	44 70 *		
	44 72		
	45 27		
	45 20 *		
	45 20		
	45 26 *		
Route Boundary	45 60 *		TCB Cambridge SB (CA) RA9 AC:York ECR
	45 60		

To / From Shepreth Branch Jn / Cambridge
see EA1230 seq 001

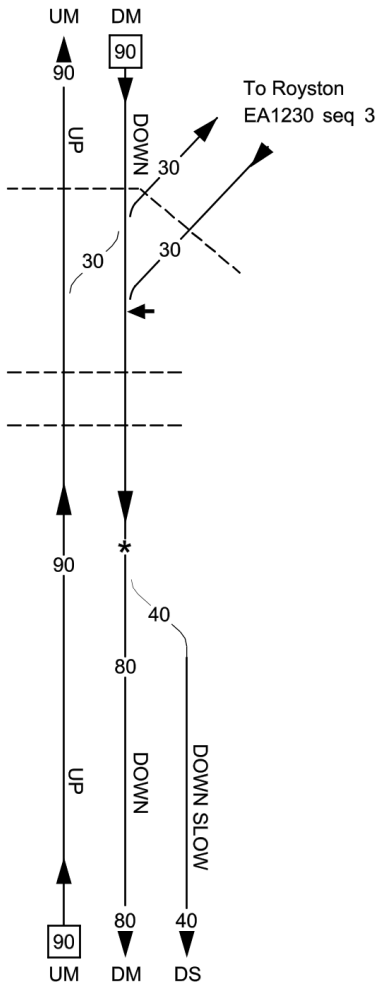
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN125	004	Hitchin, Cambridge Jn to Cambridge	SBR	London North Eastern	16/06/2018

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

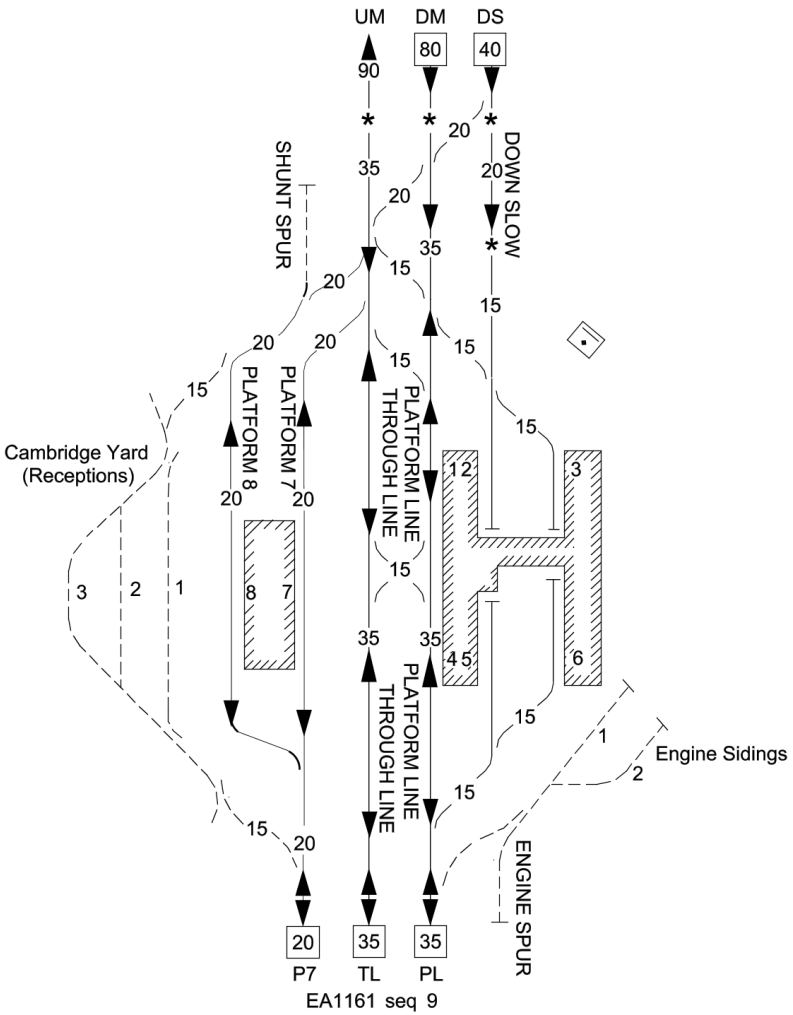
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN125	005	Hitchin, Cambridge Jn to Cambridge	SBR	London North Eastern	12/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Cambridge SB (CA) RA9 AC: York
Foxton Gate Box	50 74		Foxton Gate Box not a Block Post
Foxton LC (MCB)	50 74		
FOXTON	50 77		Up platform - 105m (113yds) Down platform - 84m (91yds)
	51 60 *		
Hayes LC (UWC)	52 02	T	
	52 40 *		**This drawing is part of EA1230 in Anglia Sectional Appendix and is shown here for convenience of users only**
Harston LC (AHBC)	52 46		
	53 78 *		
Hauxton LC (AHBC)	54 01		
Rectory Farm LC (UWC)	54 45	T	
	54 72 *		
	55 18 *		
OHNS	55 20		
Websters LC	55 23	T	
	(53 03)		
Shepreth Branch Jn	55 26		AC: Romford
	53 06		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN125	006	Hitchin, Cambridge Jn to Cambridge	BGK	London North Eastern	12/11/2016

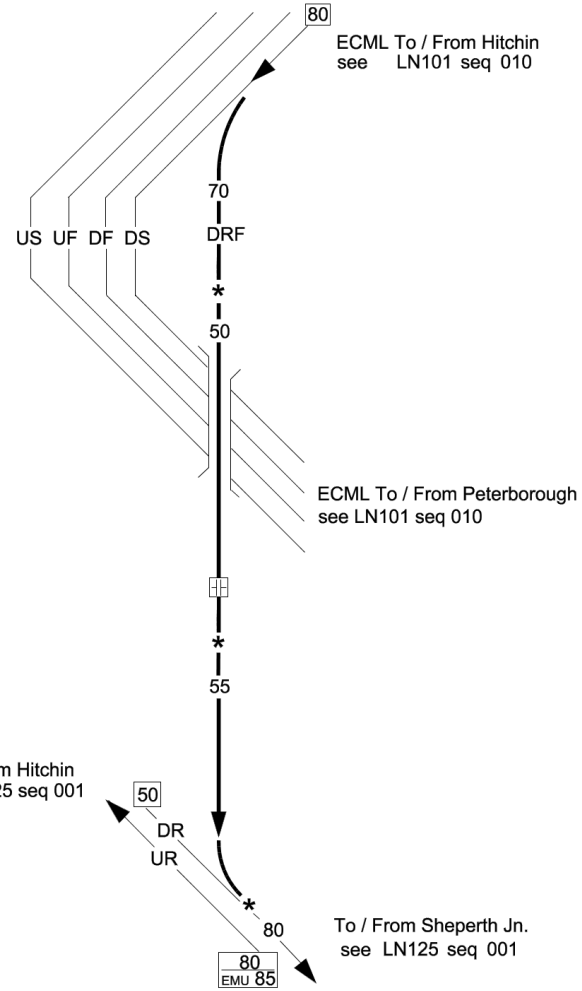
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Cambridge SB (CA) RA8 AC: Romford
Websters LC	53 03	T	
Shepreth Branch Jn	53 06		HABD Down Main line, near signal CA141 at 53m 10ch
No.91 Dukes LC (UWC)	53 34	T	
No.92 Pembertons LC (UWC)	54 04	T	
	54 47 *		**This drawing is part of EA1161 in Anglia Sectional Appendix and is shown here for convenience of users only**
			Down Slow Loop 729m (798yds)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN125	007	Hitchin, Cambridge Jn to Cambridge	BGK	London North Eastern	12/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	55 20 *		GSM-R TCB Cambridge SB (CA) RA8 AC: Romford
	55 30 *		
Cambridge (CA) SB	55 35		**This drawing is part of EA1161 in Anglia Sectional Appendix and is shown here for convenience of users only**
CAMBRIDGE	55 52		Platform 1 - 255m (278 yd) PP-A Platform 2 - 207m (224 yd) Platform 3 - 166m (179 yd) Platform 4 - 220m (237 yd) PP-A Platform 5 - 121m (132 yd) Platform 6 - 145m (157 yd) Platform 7 - 270m (295 yd) PP-A Platform 8 - 270m (295 yd) PP-A
			P7 - Platform 7 line

EA1161 seq 9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN126	001	Hitchin North Jn to Hitchin East Jn	DCF	London North Eastern	29/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hitchin North Jn	32 53		GSM-R TCB: Axle Counters RA9 York ROC (K) Hitchin Workstation AC : York EC
	32 65 *		DRF = Down Royston Flyover
Royston Flyover OHNS	33 37		
	33 50 *		
Hitchin East Jn 33 32 33 33 *	34 05		DR = Down Royston UR = Up Royston

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN130	001	Fletton Jn. to Orton Mere	FOM	London North Eastern	07/02/2015

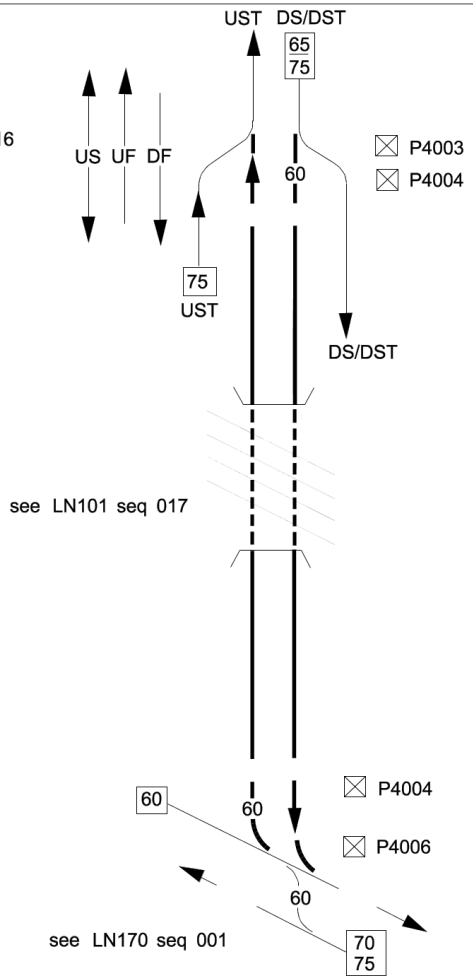
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN135	001	Kings Dyke to Crescent Jn.	EMP	London North Eastern	28/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From March see East Anglia Territory Sectional Appendix EA1560 seq 009	TCB Kings Dyke SB RA9
	96 71		Hot Axle Box Detector on the Down March line at 96 71
Kings Dyke LC (MCB) (1)	96 73		(1) Out of Use
Kings Dyke SB (K)	96 75		
Funthams Lane LC (CCTV)	97 16		U = Up Main D = Down Main
Network Rail Anglia / LNE Route Boundary	98 40	ROUTE BOUNDARY — ANGLIA ROUTE — LONDON NORTH EASTERN	
	99 15 *		
	99 70 *		
	100 01 *		York ROC Peterborough WS
Peterborough East Jn	100 13		
	100 18 *		DH = Down March UH = Up March MI = March Independant Line Peterborough Two Way Goods
	100 36 * 100 37		
Crescent Jn	100 66	To/From Peterborough LN101 seq 014	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN145	001	Marholm Jn to Glinton Jn.	WDU	London North Eastern	28/08/2023

Location	Alternative Mileage	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Marholm Jn.	B 19m 64ch	0 00	see LN101 seq 016	GSM-R TCB York ROC Peterborough WS RA10 US = Up Slow UF = Up Fast DF = Down Fast UST = Up Stamford DS/DST = Down Slow / Down Stamford B = Stamford lines mileage ELR = PMJ
Werrington Diveunder (204m 223 yards)		0 66 to 0 76	see LN101 seq 017	☒ Lockout Protection provided. See Local Instruction.
Glinton Jn		1 64	see LN170 seq 001	USP = Up Spalding DSP = Down Spalding



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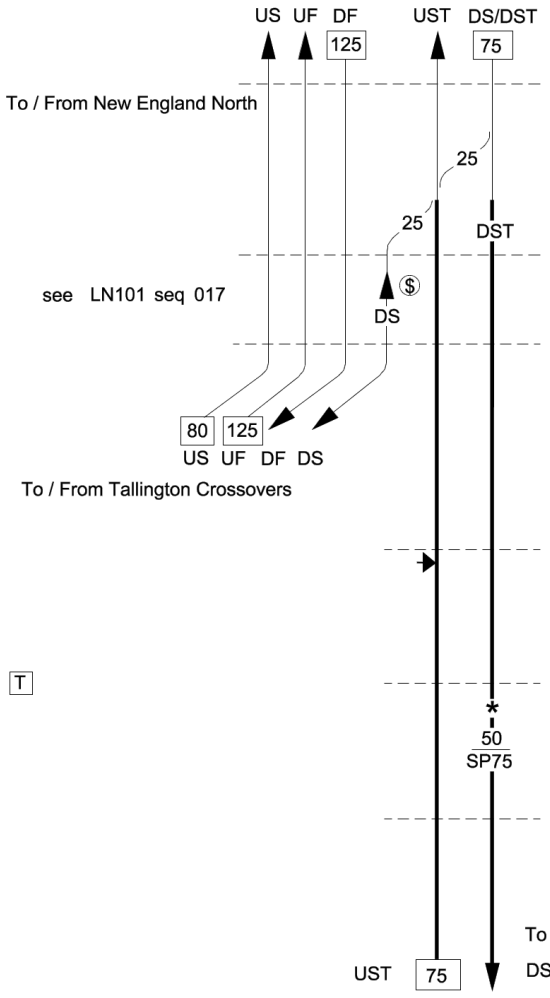
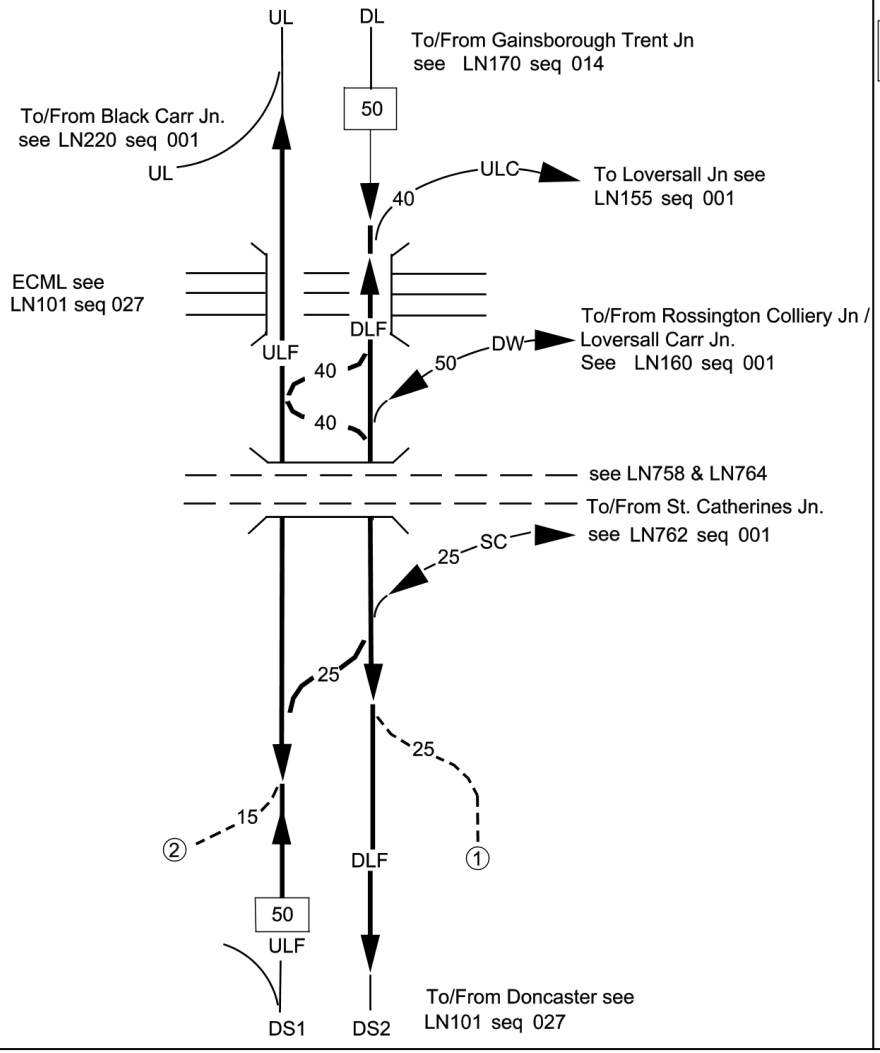
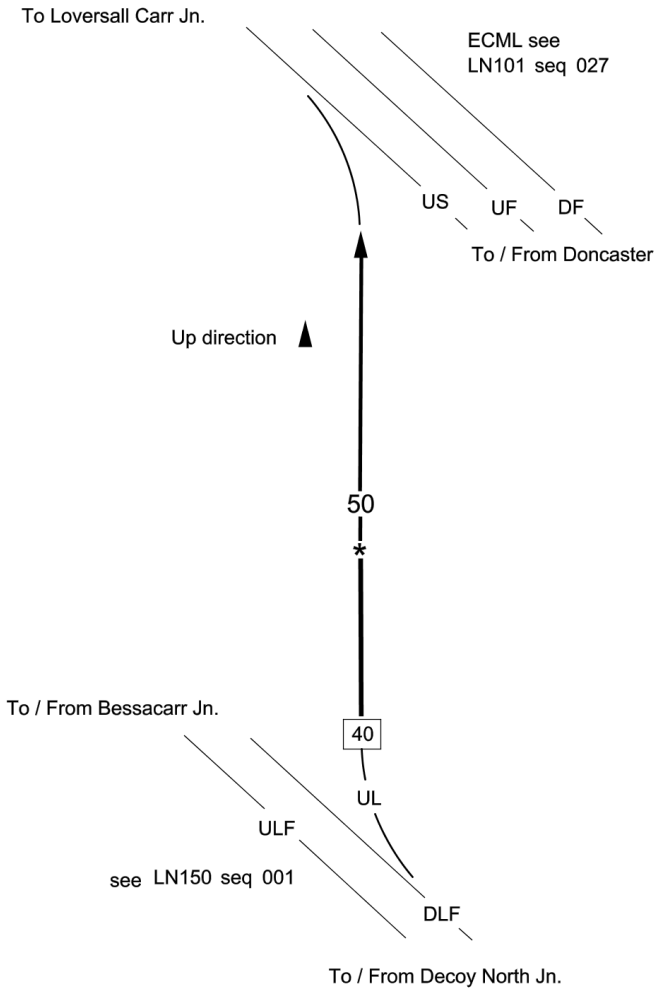
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN147	001	Helpston Jn. to Uffington	PMJ ECM1	London North Eastern	10/08/2024

Location	Alternative Mileage	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Woodcroft LC (MCG)	B 81m 23ch	17 24		GSM-R TCB York ROC Peterborough WS RA9 AC: York ECR UST - Up Stamford DS / DST - Down Slow / Down Stamford DST - Down Stamford Limit of OLE for Stamford Lines B = ECML lines mileage, ELR = ECM1 Ⓢ The Down Slow Up Direction moves from Tallington Crossovers to Helpston Jn. are disabled.
Helpston Jn	B 81m 56ch	16 71		
Helpston LC (MCB)	B 81m 71ch	16 56		
Maxey LC (CCTV)	B 82m 38ch	16 09		
Bainton Green LC (AHBC) Bainton Green Up Stamford HABD		15 33 15 33		
Ballast Pits LC (UWC)		14 55 14 58 *		
Bainton LC (AHBC)		14 20		
Change of LOR		13 60		AB Uffington SB (UN)

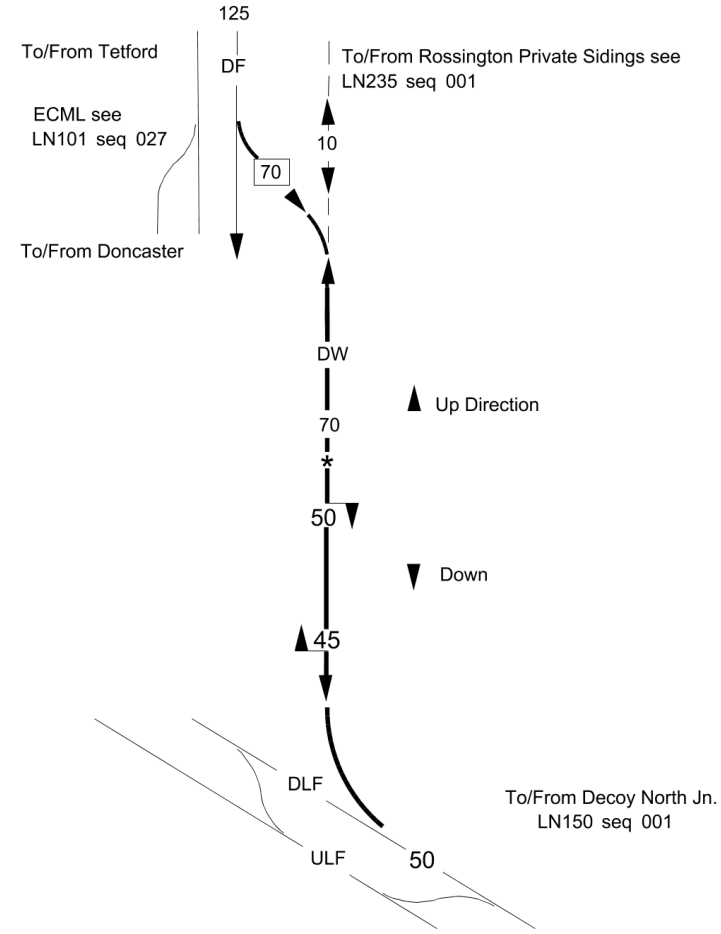
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN150	001	Flyover East Jn to Decoy North Jn	SPD5	London North Eastern	25/02/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bessacarr Jn	115 72		GSM-R TCB Doncaster SB (D) RA8 AC: York ECR Bessacarr Jn, change of LOR DL = Down Lincoln UL = Up Lincoln DLF = Down Lincoln Flyover ULF = Up Lincoln Flyover DS1 = Down Slow 1 DS2 = Down Slow 2 ULC = Up Loversall Curve DW = Down Slow / Up West Slow SC = St Catherines Curve ① To/From Doncaster Royam Mail Terminal and Down Decoy Reception Siding 5 ② To/From Down Decoy Reception Sidings 1 to 4
Flyover East Jn	116 20		
Flyover West Jn	116 46		
Decoy South Jn	116 71		
Decoy North Jn	117 46		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN155	001	Flyover East Jn to Loversall Jn (Up Loversall Curve)	LCJ	London North Eastern	04/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Loversall Jn	152 36		TCB Doncaster SB (D) RA8 AC: York ECR UL = Up Loversall Curve ULF = Up Lincoln Flyover DLF = Down Lincoln Flyover
	152 58 *		
Flyover East Jn	152 79		

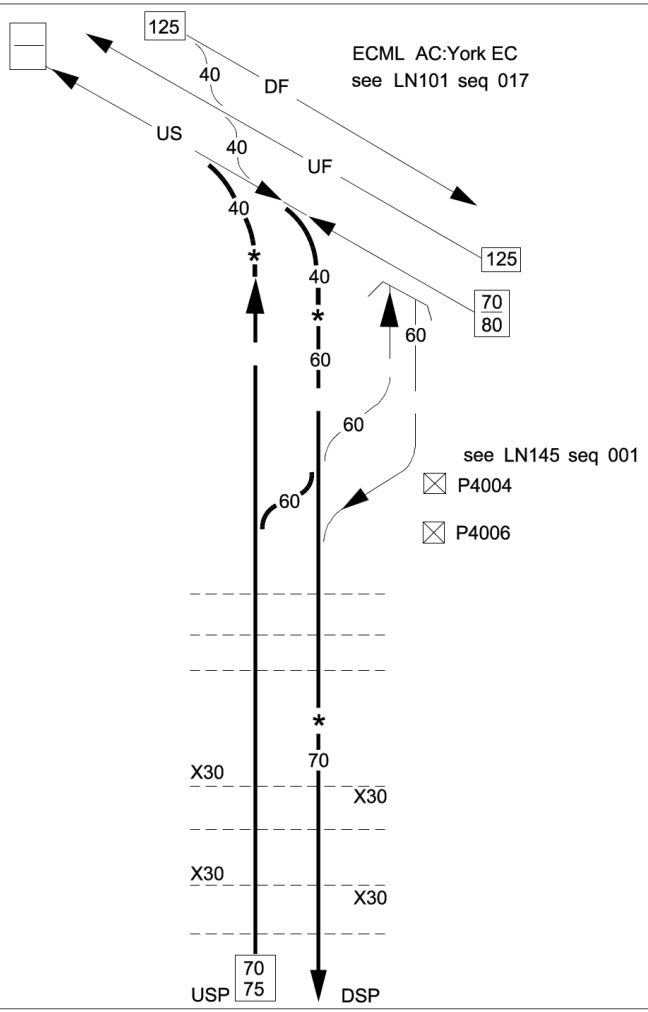
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN160	001	Loversall Carr Jn. to Flyover West Jn.	LCR FWR1	London North Eastern	06/04/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Loversall Carr Jn	152 00		GSM-R TCB Doncaster SB (D) RA8 AC: York ECR DW = Down Slow / Up West Slow DLF = Down Lincoln Flyover DLF = Up Lincoln Flyover CW Down direction at 152 53 (640 m / 700yd on the yards before reaching signal D207).
Rossington Colliery Jn	152 12		
	153 03 *		
Flyover West Jn	153 19		

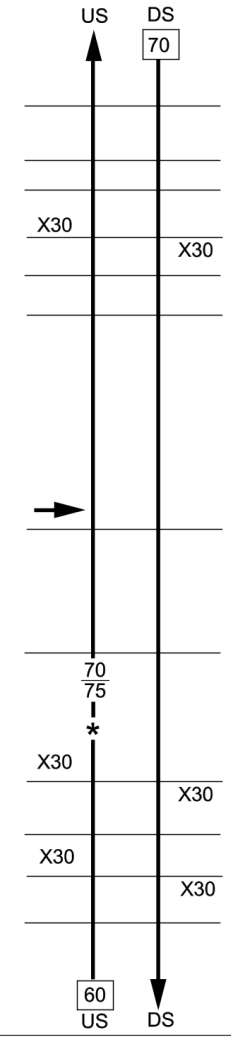
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN165	001	Harringay Park Jn to Harringay Jn	HPW	London North Eastern	26/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Harringay Park Jn	0 25	See Anglia Territory Sectional Appendix EA1370 seq 002	GSM-R TCB South Tottenham Station Jn, SB (S) RA9 AC:Rugby ECR
Network Rail Route Boundary	0 14	ANGLIA ROUTE 15 EASTERN REIGON HC UP Direction DOWN	York ROC (K) Finsbury Park worstation AC: York EC HC = Harringay Curve DS2 = Down Slow 2
Harringay Jn	0 03	To/From Hornsey see LN101 seq 004 15 DS2	

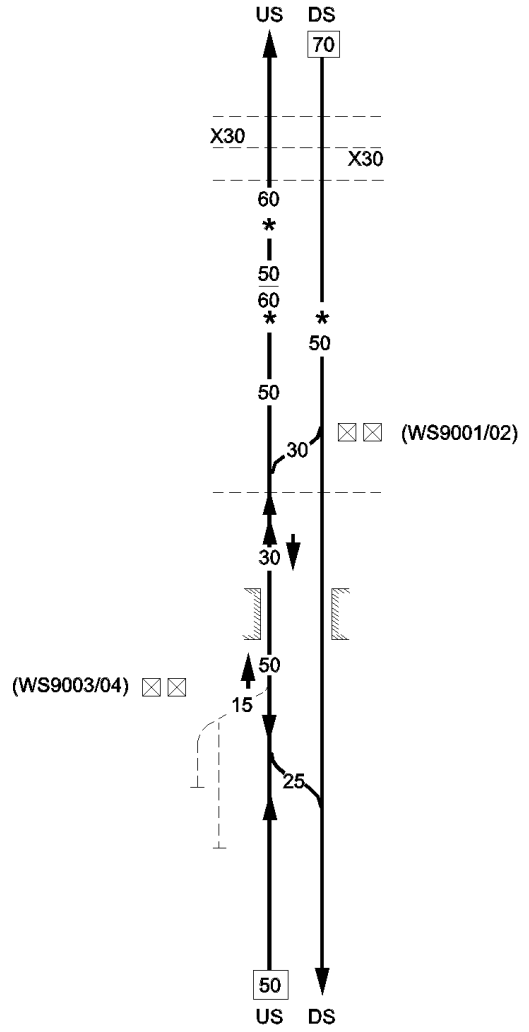
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	001	Werrington Jn. to Flyover East Jn. Via Lincoln	WEB	London North Eastern	28/08/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Werrington Jn	79	34			GSM-R TCB York ROC Peterborough WS RA8
	79	56	*		
	80	12	*		USP = Up Spalding DSP = Down Spalding
Glinton Jn	80	40			☒ Lockout Protection provided. See Local Instruction.
Peakirk LC (UWC)	81	43		T	Lincoln SCC (WS) South workstation
Folly Bank LC (MCB-OD)	82	01			
Milton Estates No. 1 LC (UWC)	82	34		T	
	82	50	*		
Welland Bank LC (MSL-X)	82	53			
St. James Deeping LC (MCB-OD)	83	38			
Stowgate LC (AHBC-X)	84	38			
No. 22 LC (UWC)	84	46		T	

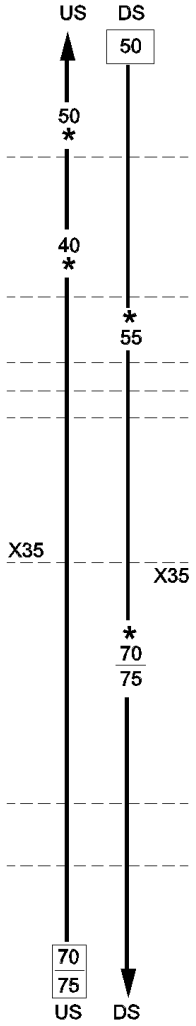
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	002	Werrington Jn. to Flyover East Jn. Via Lincoln	WEB	London North Eastern	05/03/2016

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R RA8Lincoln SCC (South Workstation) TCB - Axle Counters
No. 24 LC (UWC)	84	79	T		US - Up Spalding DS - Down Spalding
Wensor Farm LC (UWC)	86	40	T		
Woodhead LC (UWC)	86	60	T		
Sly Brothers LC (MSL-X)	87	22			
Vine House Farm LC (UWC)	87	49	T		
Littleworth LC (MCB-OD)	87	61			
Tinsley's Up Spalding HABD	88	58			Hot Axle Box Detector on the Up Spalding Line at 88m 58ch
Tinsley's (Campains Lane) LC (MCB-OD)	88	59			
No. 42 LC (UWC)	88	76	T		
	89	60	*		
Lucks Road LC (AHBC-X)	90	02			
No. 50 LC (UWC)	90	50	T		
South Drove LC (AHBC-X)	90	63			
No. 52 LC (UWC)	90	66	T		

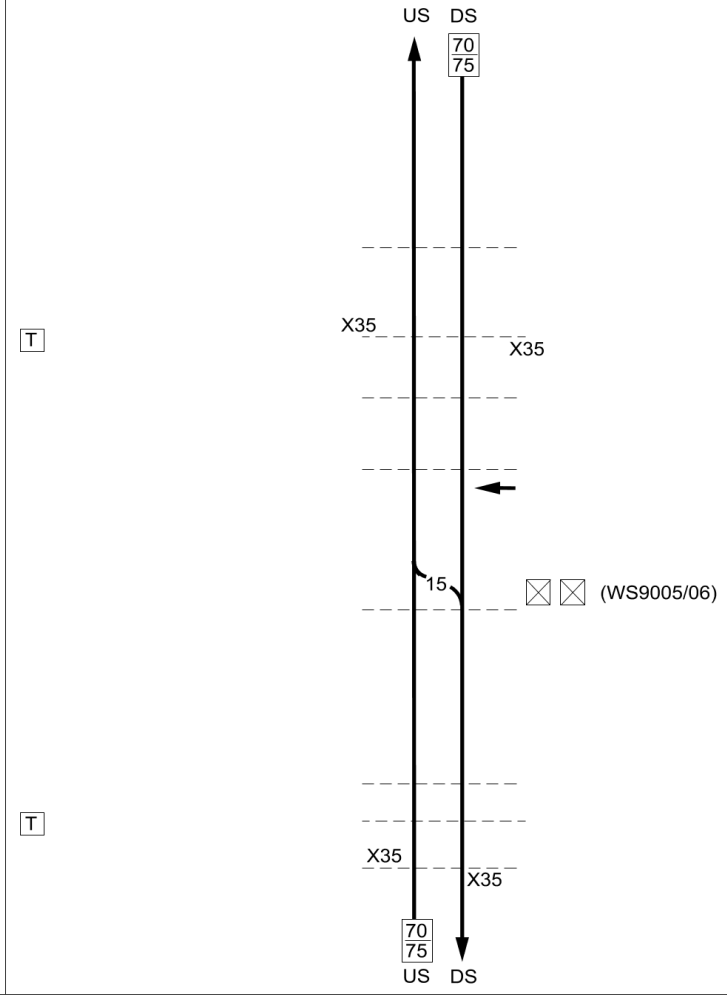
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	003	Werrington Jn. to Flyover East Jn. Via Lincoln	WEB SPD1	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R RA8Lincoln SCC (South Workstation) TCB - Axle Counters
Goodfellow Road LC (UWC)	91 19	T	US - Up Spalding DS - Down Spalding
London Road LC (AHBC-X)	91 61		
Hawthorn Bank LC (MCB-CCTV)	92 08		
	92 14 *		
	92 52 *		
Spalding South Jn (Former)	92 58		Change of EL92m 58ch - WEB to SPD1
	44 07		
Winsover Road LC (MCB-CCTV)	44 13		
SPALDING	44 26		Lockout Systems over the crossovers at each end of Spalding Station and through the station platforms

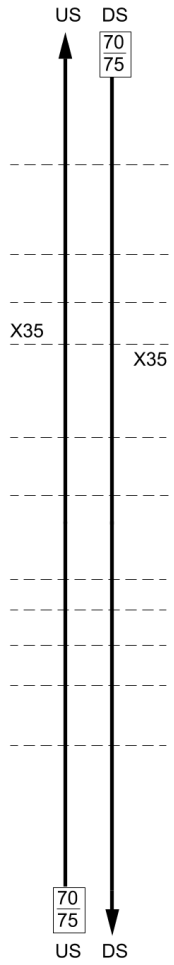
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	004	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD1	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R RA8Lincoln SCC (South Workstation) TCB - Axle Counters US - Up Spalding DS - Down Spalding
	44 65 *		
Park Road LC (MCB-CCTV)	44 65		
	44 74 *		
Mill Green LC (MCB-CCTV)	44 74		
	45 02 *		
No. 75 LC (UWC)	45 20	T	
No. 76 LC (UWC)	45 28	T	
Blue Gowts LC (MCB-OD)	45 42		
Cherry Holt LC (AHBC-X)	46 00		
	46 40 *		
No. 85 LC (UWC)	46 59	T	
Flax Mill LC (MCB-OD)	46 66		

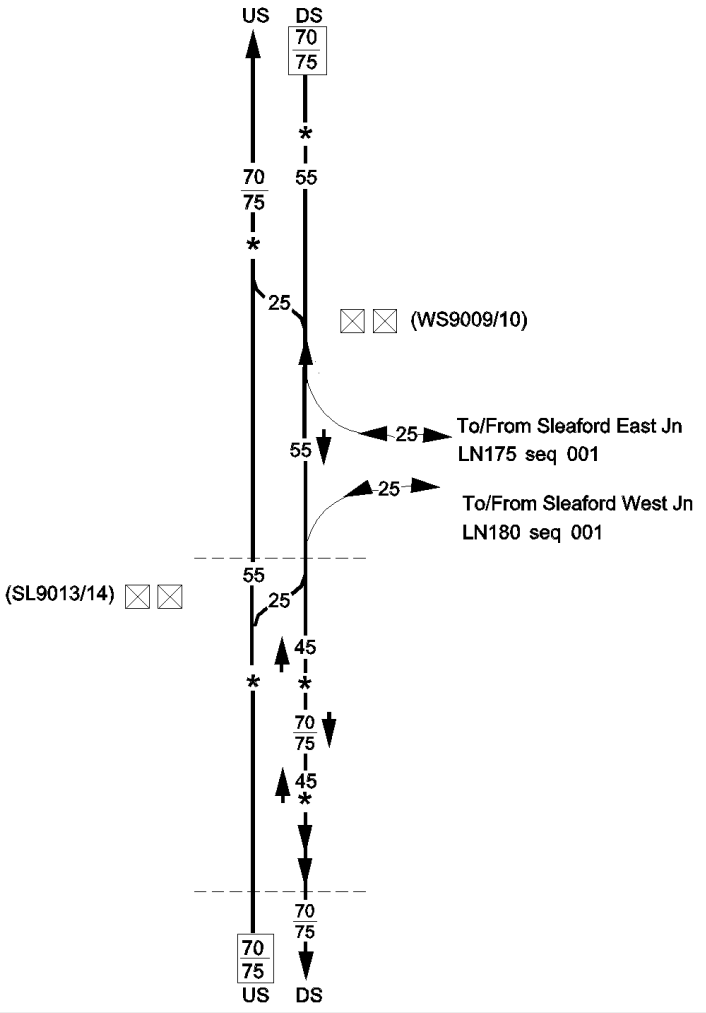
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	005	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD1	London North Eastern	13/08/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R RA8Lincoln SCC (South Workstation) TCB - Axle Counters US - Up Spalding DS - Down Spalding
Burtey Fen LC (MCB-OD)	47	22		
Beech Bank LC (FP) OMSL-X	47	68	T	OMSL - See general instruction
No.94 Water Drove LC (MCB-OD)	48	09		
Cheal Road LC (MCB-OD)	48	31		Hot Axle Box Detector on the Down Spalding line at 48m 32ch
Cheal Road Down spalding HABD	48	32		
Gosberton LC (MCB-OD)	49	26		Lockout Systems through Gosberton Crossover
Brewery Lane LC (MCB-OD)	50	19		
Barholme Farm (No. 1) LC (UWC)	50	66	T	RA8 Lincoln SCC (East Workstation) TCB - Axle Counters
Quadring LC (AHBC-X)	51	10		

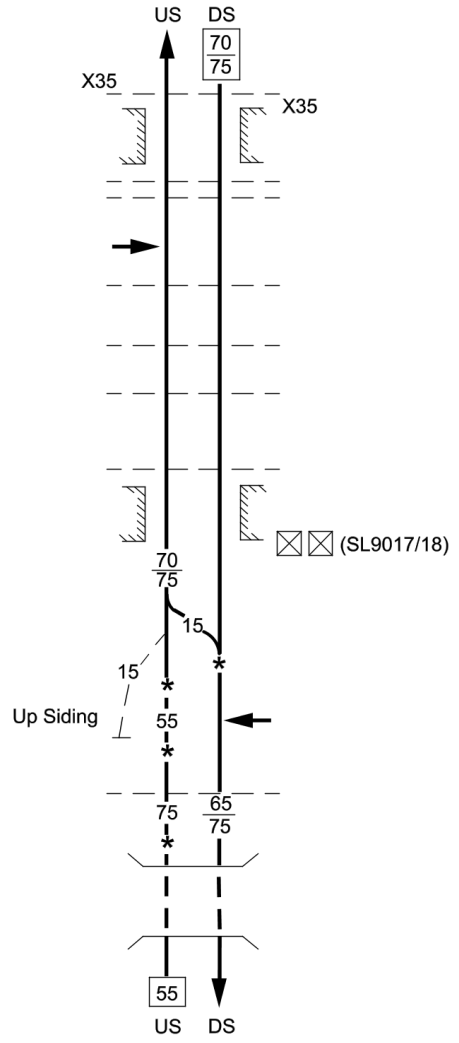
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	006	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD1	London North Eastern	01/08/2020

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R RA8 Lincoln SCC (East Workstation) TCB - Axle Counters US = Up Spalding DS = Down Spalding
Church Lane LC (MCB-OD)	51	47		
Golden High Hedges LC (MCB-OD)	51	58		
South Ings LC (UWC)	52	19	T	
Malting Lane LC AHBC-X	52	29		
Pumphouse LC (UWC)	54	43	T	
Blotoft LC (MCB-OD)	55	25		
No. 132 LC (UWC)	56	14	T	
No. 134 LC (UWC)	56	42	T	
No.135 LC (UWC)	56	56	T	
Barnes LC (UWC)	56	77	T	
Lawsons LC (UWC)	58	04	T	

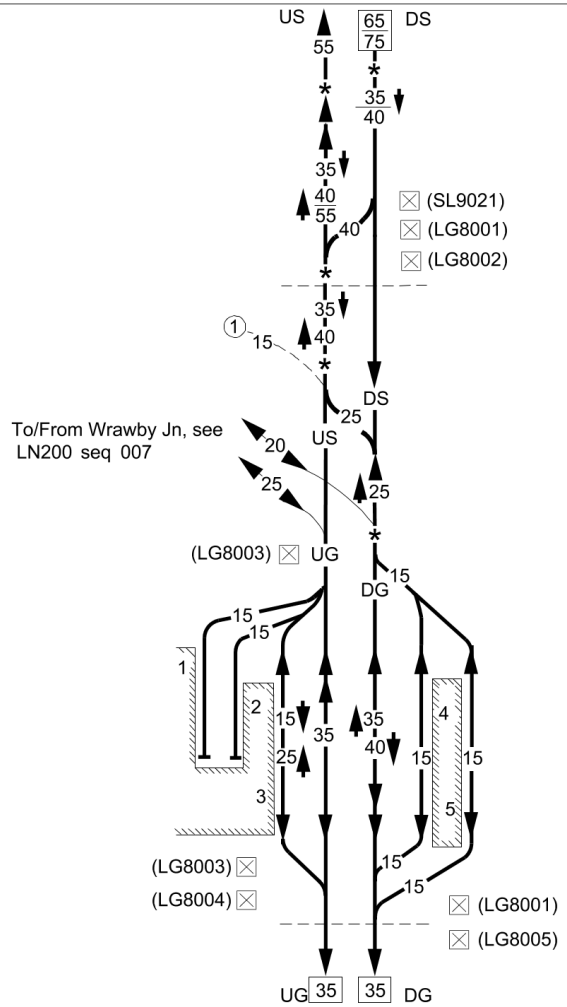
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	007	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD1 SPD2	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R RA8 Lincoln SCC (East Workstation) TCB - Including Axle Counter US = Up Spalding DS = Down Spalding
	61 67 *		
	61 71 *		
			Lockout Systems over the points at Sleaford South Junction
Sleaford South Jn	62 12		Sleaford South Jn, change of ELR SPD1 to SPD2
			To/From Sleaford East Jn LN175 seq 001
Sleaford North Jn	63 48		To/From Sleaford West Jn LN180 seq 001
Sleaford North Jn LC (MCB-OD)	63 49		
	63 60 *		Lockout Systems over the points at Sleaford North Junction
	63 69 *		
Holdingham Lane LC (UWC)	64 20		

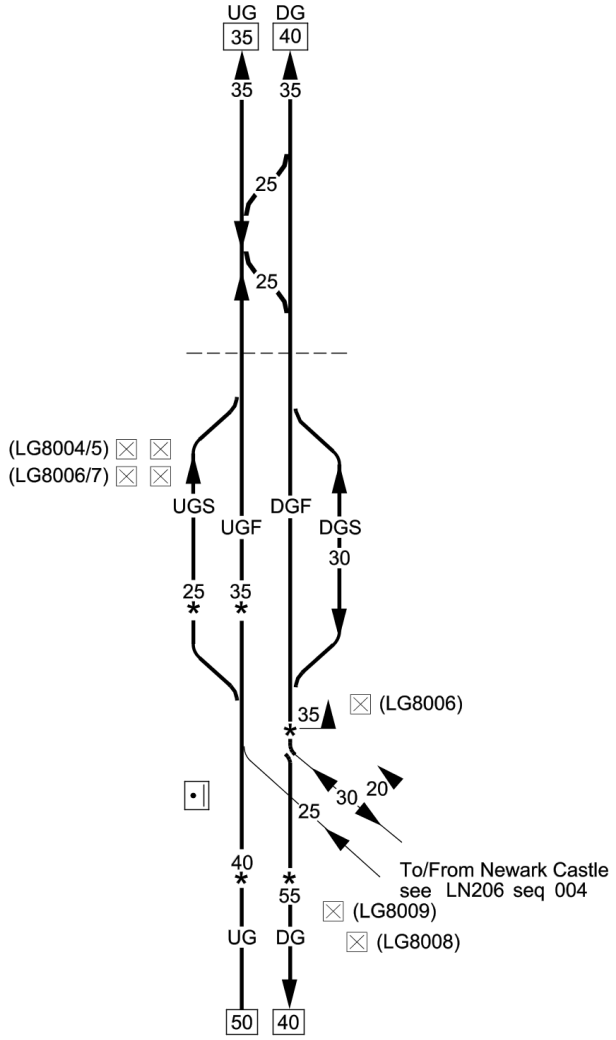
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	008	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD2 SPD3	London North Eastern	24/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R RA8 Lincoln SCC (East Workstation) TCB - Axle Counter
Leasingham Moor LC (MSL-X)	64 68		
RUSKINGTON	65 65		US - Up Spalding DS - Down Spalding
Dorrington Sidings LC (UWC)	67 68	T	
Rowston LC (MCB-OD)	69 33		
Scopwick Up Spalding HABD	70 43		Hot Axle Box Detector on the Up Spalding line at 70m 43ch
Scopwick LC (MCB-OD)	70 48		
Martin Road LC (UWC)	72 09	T	
Blankney Estates LC (UWC)	72 49	T	
Blankney LC (MCB-OD)	72 79		
METHERINGHAM	73 03		Metheringham Crossover and Up Siding Access
	73 07 *		
	73 16 *		
Blankney Down Spalding HABD	73 21		Hot Axle Box Detector on the Down Spalding line at 73m 21ch
	73 31 *		
Ox Pasture Lane Public Bridleway	73 62	T	
	76 60 *		
Branston & Washingborough Cross Roads Tunnel (55m. 60 yards)	79 44 to 79 47		RA8 Lincoln SCC (City Workstation) TCB - Including Axle Counter
Greetwell West Jn (Former)	81 25		Change of ELR 81m 25ch - SPD2 to SPD3

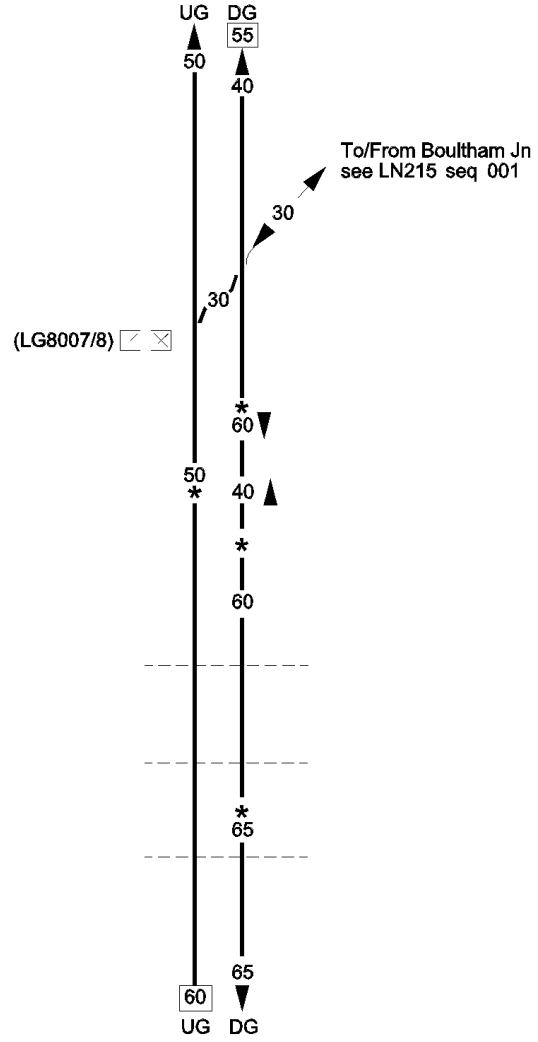
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	009	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD3	London North Eastern	06/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	81 74 *		GSM-R
	82 02 *		TCB Lincoln SCC (City workstation) RA8
			DS - Down Spalding US - Up Spalding
	82 07		☒ - Lockout Protection provided. See General Instruction
	82 16 *		
Sincil Bank LC (CCTV)	82 19		① To/From Terrace Sidings
	82 21 *		
	82 25		
Pelham Street Jn.	82 31		
	82 31 *		
			DG - Down Gainsborough UG - Up Gainsborough
LINCOLN CENTRAL	82 41		PP is authorised on Platforms 3, 4 and 5 for trains booked to call at Lincoln Central PP - full use is authorised in bay platforms 1 and 2 for class 1, 2, 3 (ECS), 5, 9 and 0 trains
Lincoln High Street LC (CCTV)	82 49		

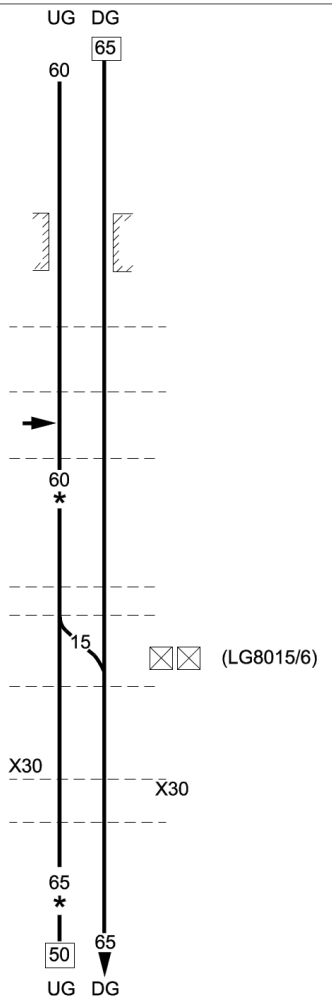
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	010	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD3	London North Eastern	07/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Brayford Jn	82 53		GSM-R TCB Lincoln SCC (City workstation) RA8 DG - Down Gainsborough UG - Up Gainsborough
Brayford LC (CCTV)	82 57		
East Holmes Jn	82 60		☒ - Lockout Protection provided. See General Instruction
	82 79 *		Lincoln SCC (West workstation) DGS - Down Gainsborough Slow DGF - Down Gainsborough Fast UGS - Up Gainsborough Slow UGF - Up Gainsborough Fast
	83 27		
West Holmes Jn	83 29 *		
Lincoln SCC	83 30		
	83 34 *		

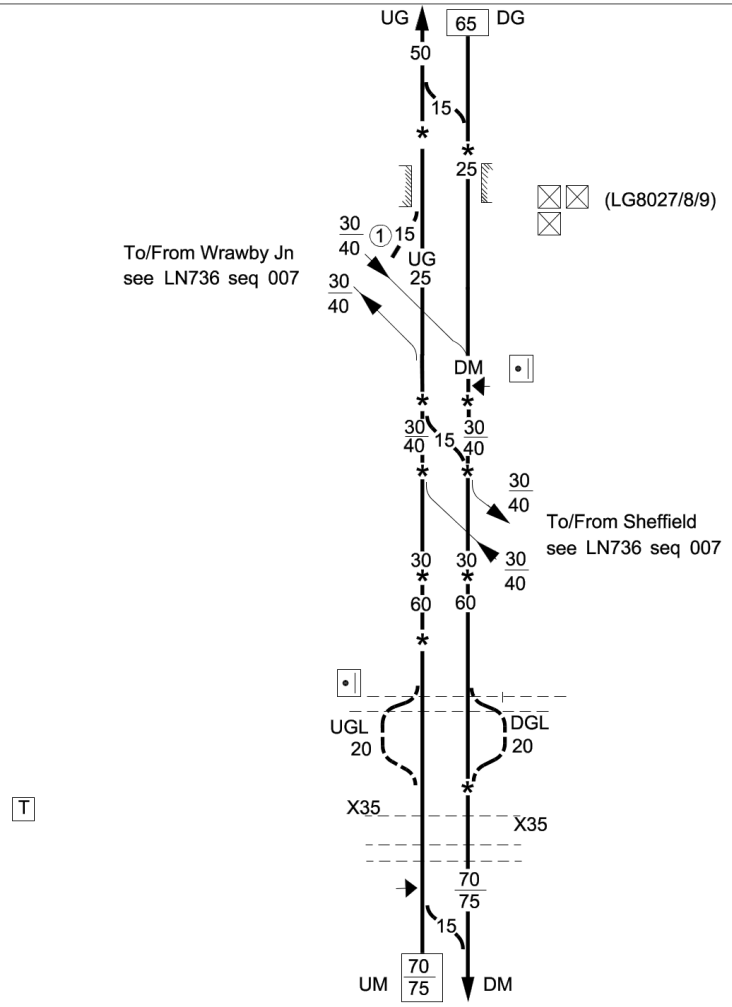
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	011	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD3	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Lincoln SCC (West workstation) RA8 DG - Down Gainsborough UG - Up Gainsborough
Pyewipe Jn	84 13		
			☒ - Lockout Protection provided. See General Instruction
	84 19 *		
	84 24 *		
	84 30 *		
	85 18		Axle Counter Area
River Bank (No. 305) LC (UWC)	87 04		
Kesteven LC (MCB-OD)	87 41		
	87 45 *		
Saxilby LC (MCB-OD)	88 40		

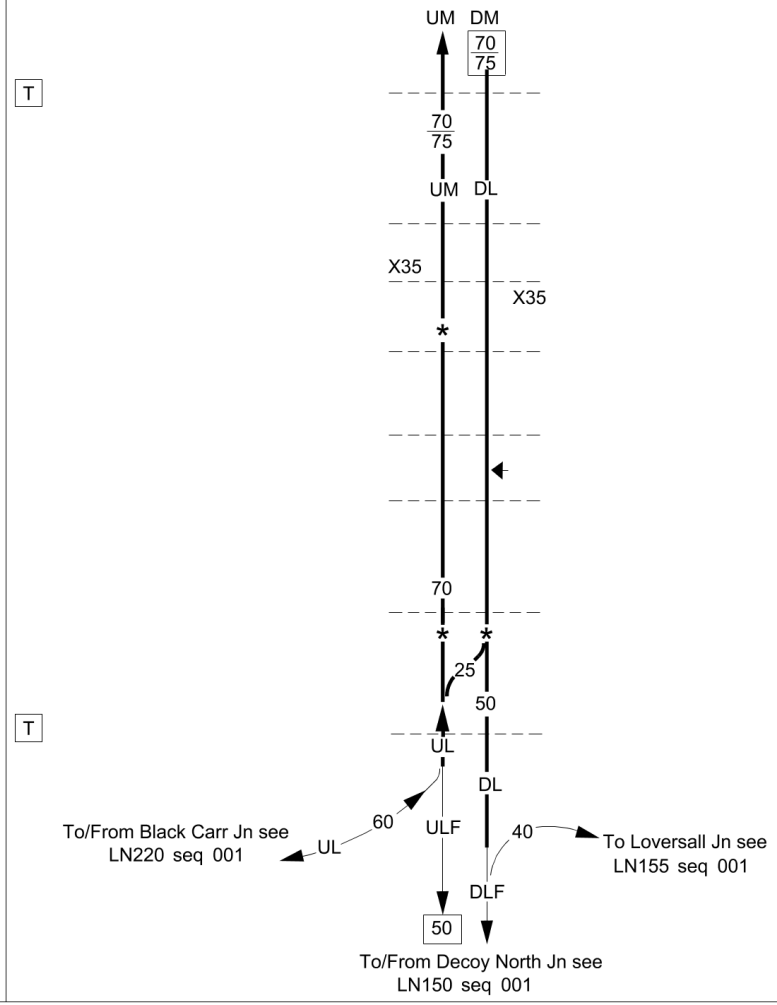
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	012	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD3	London North Eastern	27/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R RA8 Lincoln SCC (West Workstation) TCB including Axle Counters UG = Up Gainsborough DG = Down Gainsborough OMSL SEE GENERAL INSTRUCTION
SAXILBY	88 51		
Hochkings LC (UWC)	88 57	T	
No. 316 LC (UWC)	88 75	T	
Sykes Lane Up Gainsborough HABD	89 17		Hot Axle Box Detector on the Up Gainsborough line at 89m 17ch
Sykes Lane LC (MCB-OD)	89 15		
	89 20 *		
No. 319 LC (UWC)	90 28	T	
Sleights LC (UWC)	92 67	T	Lockout Protection provided for Stow Park crossover
Stow Park LC (MCB-CCTV)	93 13		
Hansons LC (UWC) (OMSL - X)	95 08	T	
Foxes LC (UWC)	95 35	T	
	96 00 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	013	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD3 MAC3 SPD4	London North Eastern	05/09/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					RA8 Lincoln SCC (West Workstation) TCB including Axle Counters
	97	73	*		UG = Up Gainsborough DG = Down Gainsborough
	98	00	*		
GAINSBOROUGH LEA ROAD	98	09			Lockout systems on Up and Down Gainsborough lines through Gainsborough Lea Road Station Axle Counter Area Ends (1) = To/From Sidings
Trent East Jn (LN170) (Gainsborough Trent)	98	56			UM - Up Main DM - Down Main
Gainsborough Trent Jn SB (TJ)	98	56	*		Gainsborough Trent Jn SB (TJ)
Trent West Jn	98	68	*		Hot Axle Box Detector on the Down Main Line at 98 56 Gainsborough Trent East Jn, change of ELR SPD3 to MAC3 Gainsborough Trent West Jn - Change of ELR MAC3 to SPD4
	98	75	*		
	100	23	*		Other crossings in this area. T = Gainsborough Road UWC at 100 06
Beckingham SB	100	78			TCB Beckingham SB (B)
Beckingham LC (MCB)	100	78			
Selby's FP (Mells Private)	101	07			DGL and UGL = (640m/2100 feet)
	101	40	*		
Walkeringham UWC (OMSL-X)	102	52		T	
North Carr LC (MCB-OD)	104	66			OMSL See General Instruction Other crossings in this area. T = Masons UWC at 101 35 T = Tetheringrass Lane UWC at 101 54 T = Tindall Bank Public Bridleway LC at 1O5 32
Haxey LC (CCTV)	105	58			
Haxey Up Main HABD	105	59			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	014	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD4 SPD5	London North Eastern	28/08/2021

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Beckingham SB (B) RA8 Doncaster SB (D) UL = Up Lincoln Dl = Down Lincoln ULF = Up Lincoln Flyover DLF = Down Lincoln Flyover. Hot Axle Bearing Detector on the Down Lincoln line at Auckley 112m 73ch C on the Down Lincoln at 115m 52ch Bessacarr Jn, change of LOR & ELR SPD4 to SPD5
Broomston LC (UWC)	108	13			
Park Drain LC (CCTV)	108	52			
Beech Hill LC (AHBC-X)	109	73			
	111	52	*		
Wroot Road LC (CCTV)	111	53			
Finningley LC (MCB)	112	08			
Auckley HABD	112	73			
Auckley LC (MCB-OD)	112	73			
Bessacarr Halt LC (R/G)	115	48			
	115	57	*		
Carr Lane LC (UWC)	115	72			
Bessacarr Jn	115	72			
Flyover East Jn	116	20			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN175	001	Sleaford South Jn to Sleaford East Jn	SSE	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			RA8 Lincoln SCC (East Workstation) TBC - Including Axle Counters
Sleaford South Jn	0 00	25 To/From Spalding see LN170 seq 007	
	0 06 *	* USSED	USSED = Up Sleaford South East Down
		40	
	0 41 *	*	
Sleaford East Jn	0 43	25 To/From Sleaford Station see LN185 seq 005	Sleaford East SB (SE)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN180	001	Sleaford West Jn to Sleaford North Jn	SNW	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Sleaford Station see LN185 seq 004	GSM-R RA8 Sleaford West SB (SW) TCB - Including Axle Counters
		25	USNWD = Up Sleaford North West Down
Sleaford West Jn	1 34	USNWD	
	1 38 *	*	
		40	
Fen Crossing LC (UWC)	1 52	T	
	2 23 *		
	2 32 *	*	
		50	
	3 08 *	*	
		40	
	3 36 *		
	3 38 *	*	
		25	
		To/From Lincoln Central see LN170 seq 007	Lincoln SCC (East Workstation)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	001	Allington West Jn to Skegness	ABE GRS1	London North Eastern	05/03/2016

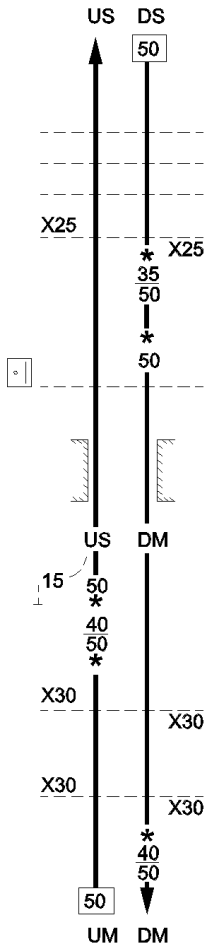
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Allington SB (AL) RA8
		To/From Bottesford West Jn see LN195 seq 002	
	108 69 ①	US DS	① Nottingham lines mileage
Allington West Jn	0 00	15	
	0 18 *	15 * To/From Allington East Jn. see LN190 seq 001	
	0 24 *	* 50	DS - Down Sleaford US - Up Sleaford
		30	
		30	
Allington North Jn	0 34	(LT.N) ☒	☒ - Lockout Protection provided. See General Instruction
Barkston East Jn (Former)	4 08		Change of ELR ABE to GRS1 at 4 08 / 110 12
	110 12	50	
		US DS	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	002	Allington West Jn to Skegness	GRS1 GRS2	London North Eastern	28/03/2024

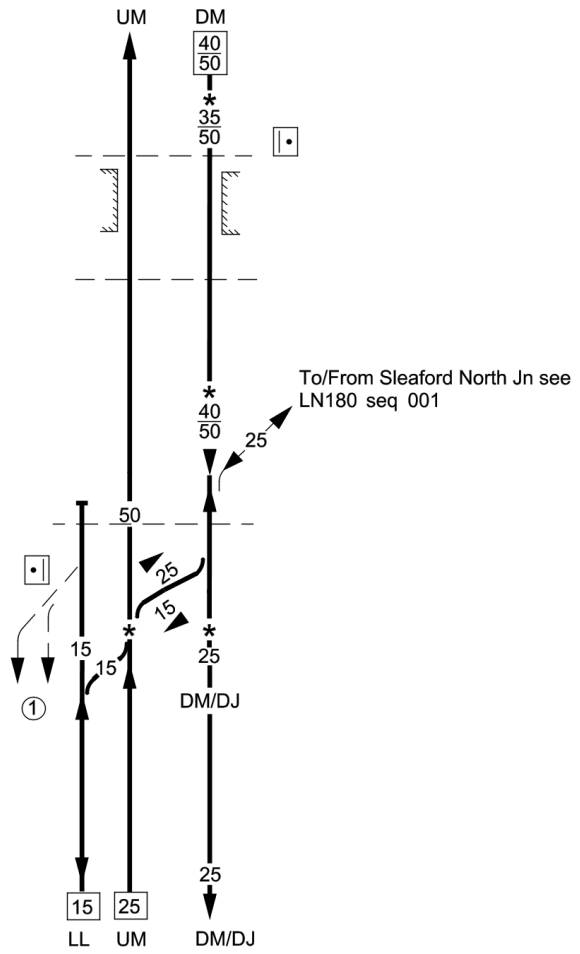
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Ancaster SB (AR) RA8 GSM-R
Mill (FPG) (OMSL - X)	110 32	T	OMSL SEE GENERAL INSTRUCTION DS - Down Sleaford US - Up Sleaford
Lodge Farm LC (UWC)	110 65	T	
Hough Lane LC (AHBC-X)	111 08		
Frinkley Lane LC (AHBC-X)	111 53		
Honington LC (AHBC-X)	111 72		
Honington Jn (Former)	112 00		Change of ELR 112m 00ch - GRS1 to GRS2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	003	Allington West Jn to Skegness	GRS2	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Ancaster SB (AR) RA8
Applewhites No.3 LC (UWC)	112 65	T	
Cradburns No.4 LC (UWC)	113 09	T	
No.6 LC (UWC)	113 25	T	
Sudbrook LC (AHBC-X)	113 72		
	114 00 *		DS - Down Sleaford US - Up Sleaford
	114 37 *		
Ancaster SB (AR) Ancaster LC (MCG)	114 48 114 48		AB Ancaster to Rauceby
ANCASTER	114 53		
	114 64 *		
	115 28 *		AB Rauceby SB (RY) RA8
Wilsford LC (AHBC-X)	116 59		UM = Up Main DM = Down Main
Kelby Lane LC (AHBC-X)	117 47		
	117 59 *		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	004	Allington West Jn to Skegness	GRS2	London North Eastern	24/02/2018

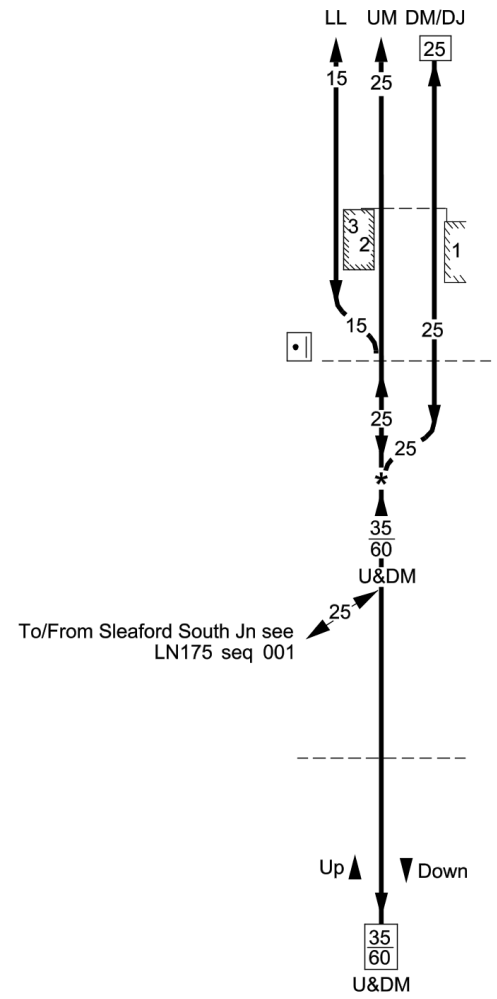
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Rauceby SB (RY) RA8
Rauceby SB (RY) Rauceby LC (MCG)	118 31 * 118 39 118 39		
RAUCEBY	118 42		
Quarrington LC (CCTV)	118 79		
	120 16 *		
Sleaford West Jn	120 29		
Sleaford West LC (MCG) Sleaford West SB (SW)	120 33 120 33		TCB Sleaford West SB (SW)
	120 35 *		

① To/From Sidings (2)

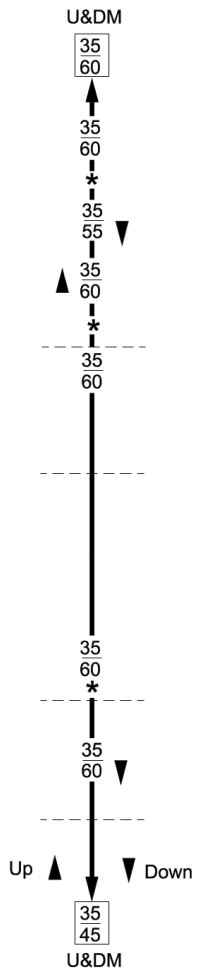
UM = Up Main
DM/DJ - Down Main/Down Joint
LL - Local Line

PP-A authorised on the Local Line and DM/DJ in the Down direction only and on the Up Main

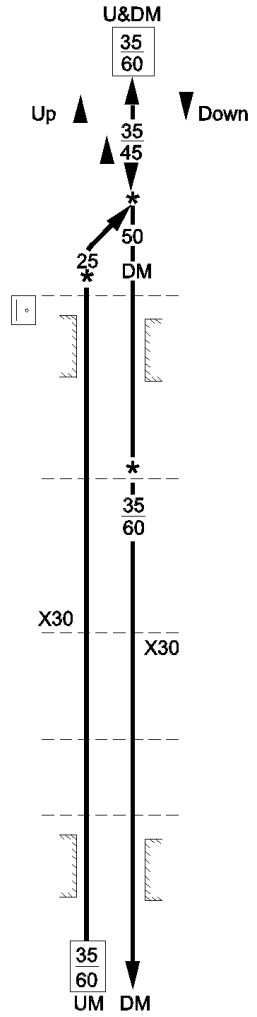
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	005	Allington West Jn to Skegness	GRS2	London North Eastern	30/11/2016

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB RA8 Sleaford West SB (SW) UM = Up Main U&DM = Up and Down Main DM/DJ= Down Main/Down Joint LL= Local Line PP-A authorised on the Local Line and DM/DJ in the Down direction only and on the Up Main Sleaford East SB (SE)
Sleaford Station Barrow Crossing	120	49	T		
SLEAFORD	120	53			
Sleaford East SB (SE)	120	60			
Sleaford East LC (MCB)	120	60			
	120	67	*		
Sleaford East Jn	121	21			
No.36 LC (UWC)	121	72	T		

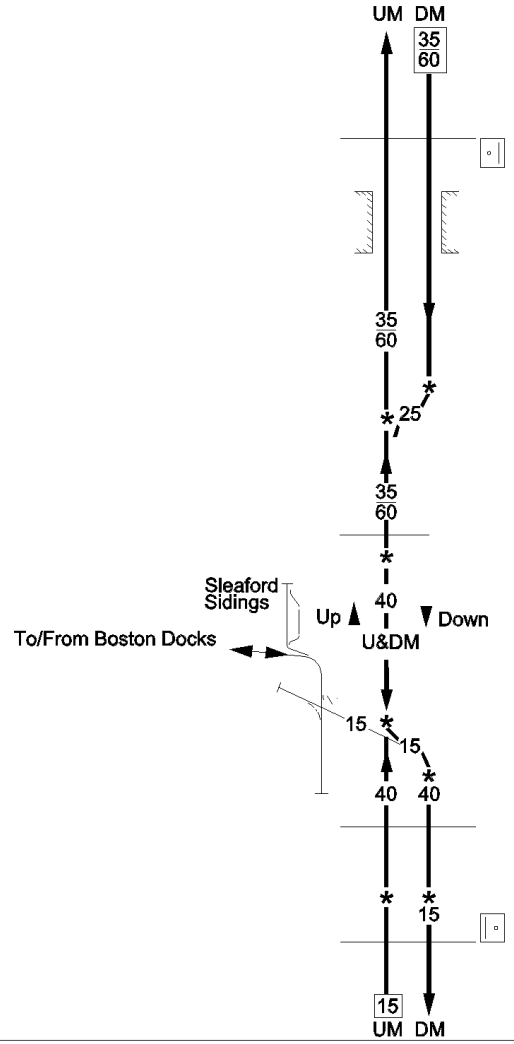
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	006	Allington West Jn to Skegness	GRS2	London North Eastern	28/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Sleaford East SB (SE) RA8 U&DM = Up & Down Main
	122 07 *		
	122 51 *		
Kirkby Laythorpe LC (AHBC)	122 52		
Burton Lane No.1 LC (AHBC)	123 55		
	125 05 *		
Burton Lane No.2 LC (AHBC)	125 05		
Simpsons LC (UWC)	125 24	T	

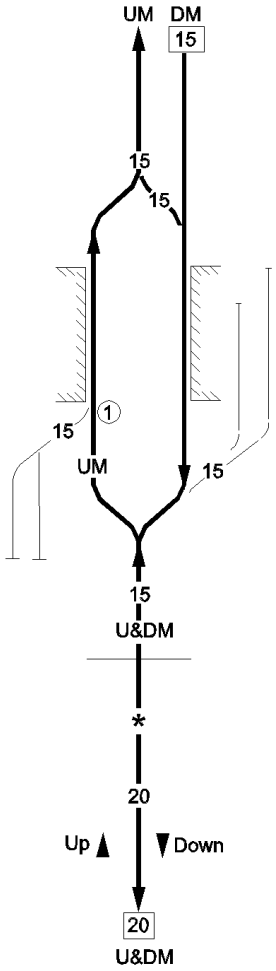
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	007	Allington West Jn to Skegness	GRS2	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Heckington SB (HN) RA8 UM = Up main DM = Down main U&DM = Up and Down Main
	125 51 *		
	125 53 *		
Heckington LC (MCG)	125 54		AB
Heckington SB (HN)	125 54		
HECKINGTON	125 57		
Great Hale Drove No.1 LC (AHBC)	126 27 *		
Great Hale Drove No.2 LC (AHBC-X)	127 24		
Stones Sidings LC (UWC)	128 30	T	
Swineshead LC (AHBC)	130 21		
SWINESHEAD	130 25		

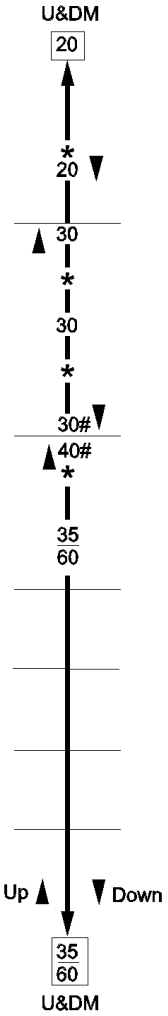
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	008	Allington West Jn to Skegness	GRS2 GRS3	London North Eastern	05/03/2016

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R AB Heckington SB (HN) RA8
Hubberts Bridge LC (MCG) Hubberts Bridge SB	133 133	46 46			TCB Hubberts Bridge SB (HB)
HUBBERTS BRIDGE	133	48			UM = Up Main DM = Down Main U&DM = Up and Down Main
	133 133	52 53	* *		
Wyberton LC (CCTV)	135	58			West Street Jn SB (WS)
	136	40	*		
Boston Sleaford Line Jn (Former)	137	06			Change of ELR137m 06ch - GRS2 to GRS3
	106	70			
	106	73	*		
Sleaford Sidings Ground Frame	106	75	*		
Broadfield Lane LC (CCTV)	107	00			
	107	12	*		
Boston West Street Jn SB (WS) Boston West Street Jn LC (MCB)	107 107	13 13			

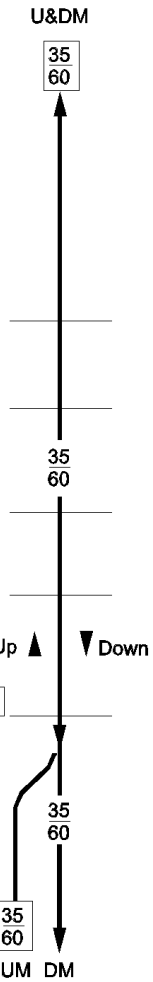
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	009	Allington West Jn to Skegness	GRS	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Street Jn SB (WS) RA8 UM = Up Main UM = Up Main U&DM = Up and Down Main
BOSTON	107 24		RA7
	107 35		① = Ground Frame controlled
Grand Sluice LC (CCTV)	107 41		
	107 56 *		

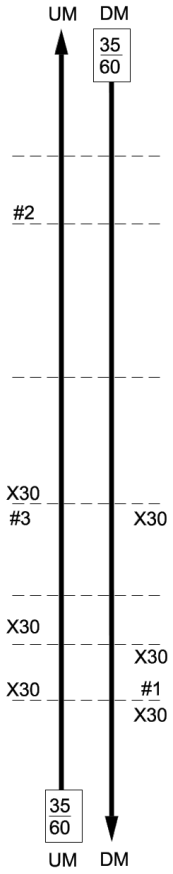
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	010	Allington West Jn to Skegness	GRS	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Street Jn SB (WS) RA7 U&DM= Up & Down Main
	107 66 *		
Tattershall Road LC (AHBC)	107 69		
	107 70 *		
	108 13 *		
Red Cap Lane LC (ABCL)	108 27		
	108 27 *		# Class 4, 6, 7 and 8 trains approaching Red Cap Lane LC must not exceed 15mph in the Down direction or 20mph in the Up direction between the LC speed restriction signs and the LC
Maud Foster LC (AHBC)	108 66		
Willoughby Road LC (AHBC)	108 69		
Pilleys Lane LC (AHBC)	108 76		
Willow Lane LC (AHBC)	110 15		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	011	Allington West Jn to Skegness	GRS3	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Street Jn SB (WS) RA7 UM = Up Main DM = Down Main U&DM = Up and Down Main
Hurn Lane LC (UWC)	110 53	T	
High Ferry Lane LC (AHBC)	111 04		
High Ferry LC (AHBC)	111 23		
No.18 LC (UWC)	111 45	T	
Sibsey SB (S) Sibsey LC (MCG)	112 07 112 07		AB Sibsey SB (S)
	112 12		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	012	Allington West Jn. to Skegness	GRS3	London North Eastern	29/03/2024

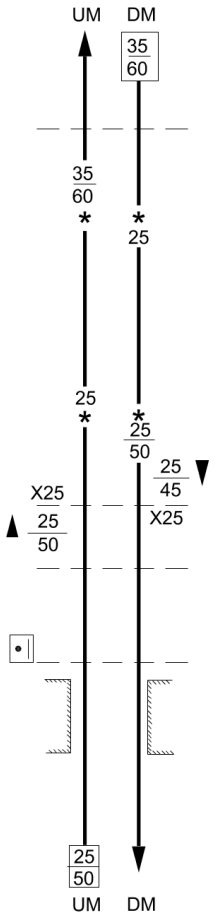
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R AB Sibsey SB (S) RA7 UM = Up Main DM = Down Main OMSL SEE GENERAL INSTRUCTION DM line UP direction of travel : Single common X30 special speed restriction board for Smiths (UWC) and Old Leake LC (AHBC-X) SSRB physically located at #1 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 UM line DN direction of travel : X30 special speed restriction board for Simmon House LC (AHBC-X) physically located at #3
Wards Dyke LC (UWC)	112	25	T	
Hobhole Bank LC (UWC)	113	54	T	
Hobhole Bank Bridleway	113	57	T	
Old Leake LC (AHBC-X)	113	59		
No.30 LC (UWC)	113	64	T	
Smiths (UWC) (OMSL-X)	113	68	T	
Simmon House LC (AHBC-X)	114	11		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	013	Allington West Jn. to Skegness	GRS3	London North Eastern	05/03/2016

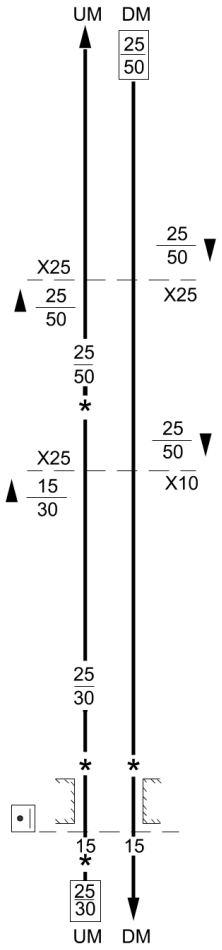
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				AB Sibsey SB (S) RA7
			UM DM 35/60	UM = Up Main DM = Down Main
Boston and Spilsby Road LC (AHBC-X)	116	24	X30 X30	
Eastville LC (AHBC-X)	116	78	X30 X30	
Grants LC (UWC)	117	00	T	
Bellwater Jn SB (BJ)	118	56	15	Bellwater Jn SB (BJ)
Bellwater Jn LC (MCG)	118	56		
Little Steeping LC (AHBC-X)	120	20	35/60 UM DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	014	Allington West Jn. to Skegness	GRS3 GRS4	London North Eastern	27/10/2018

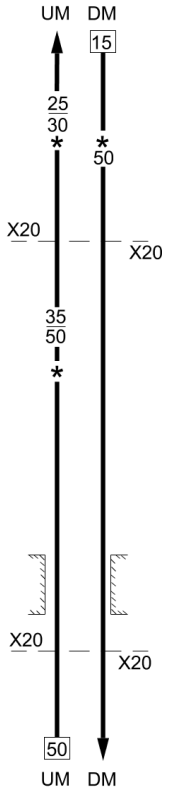
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R AB Bellwater Jn SB (BJ) RA7
				UM = Up Main DM = Down Main
Wainfleet (Low Road/Spilsby Road) LC (UWC)	121	72	T	
Firsby South Jn (Former)	122	02 *		
				122m 22ch Change of ELR GRS3 to GRS4
Firsby East Jn (Former)	122	22		
	0	26		Thorpe Culvert SB (TC)
	0	30 *		
Lymn Bank LC (AOCL+BX)	1	46	T	
Couplands LC (UWC)	2	03	T	
Thorpe Culvert SB (TC)	2	21		
Thorpe Culvert LC (MCB)	2	21		
THORPE CULVERT	2	24		



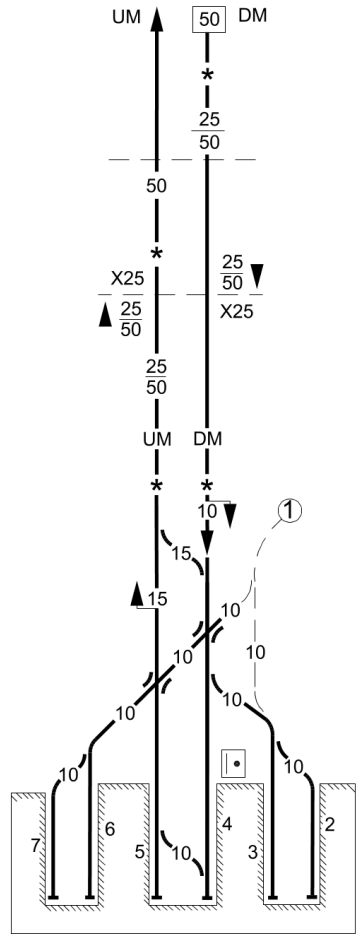
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	015	Allington West Jn. to Skegness	GRS4	London North Eastern	27/10/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB RA7 Thorpe Culvert SB (TC) UM = Up Main DM = Down Main
Brewster Lane LC (AOCL+B-X)	3 06	T	
	3 60 *		Wainfleet SB (W)
Matt Pitts Lane LC (AOCL+B-X)	3 62	T	
	4 12 *		
WAINFLEET	4 15		
Wainfleet SB	4 18		
Wainfleet LC (MCB)	4 18		
	4 20 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	016	Allington West Jn. to Skegness	GRS4	London North Eastern	27/10/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Wainfleet SB RA7 (W) UM = Up Main DM = Down Main
	4 34 *		
Wainfleet Bypass LC (AHBC-X)	4 56		
	5 00 *		
HAVENHOUSE	5 78		
Havenhouse LC (AHBC-X)	6 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	017	Allington West Jn. to Skegness	GRS4	London North Eastern	27/10/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	7 00 *		GSM-R AB Skegness SB (S) RA7
Eptons LC (UWC)	7 23	T	UM = Up Main DM = Down Main
	8 00 *		
Seacroft LC (AOCL+B-X)	8 02	T	
	8 75 *		① To / from Northern Group sidings / Run Round.
Skegness SB	9 05		PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains.
SKEGNESS	9 17		Platforms 6 & 7 OOU Platforms 2 & 5 restricted use. Loco release crossover P4 to P5 OOU.

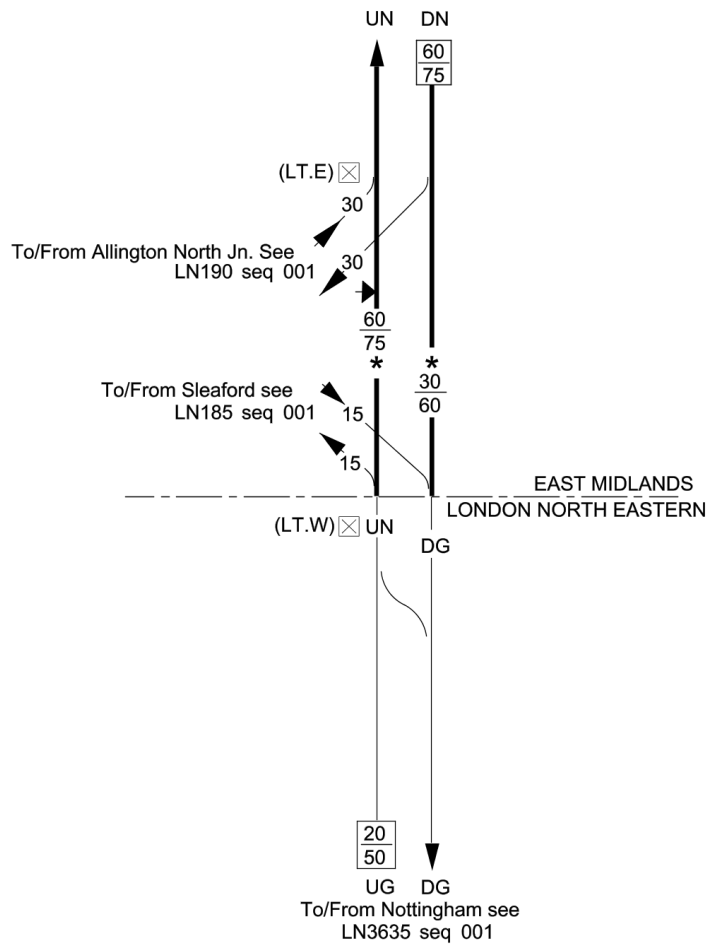
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN190	001	Allington East Jn. to Allington North Jn.	ACD	London North Eastern	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Allington SB (AL) RA8 GSM-R
		To/From Nottingham Branch Jn. LN195 seq 2	
Allington East Jn	108 34 0 00	(LT.E) ⊠ 30	⊠ - Lockout Protection provided. See General Instruction
		UP ALLINGTON CHORD DOWN ALLINGTON CHORD	
Allington North Jn	0 25 0 34	(LT.N) ⊠ 30	
		To/From Sleaford LN185 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN195	001	Grantham, Nottingham Branch Jn to Allington West Jn (Inclusive)	NOG1	London North Eastern	06/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Grantham see LN101 seq 20	GSM-R TCB Doncaster SB (D) RA8
Nottingham Branch Jn	106 08	20	
	106 13	20	
	106 16 *	* UN 50/60 * 55 DN	DN - Down Nottingham UN - Up Nottingham
	106 60 *	* 30/50	
	107 26 *	* *	Allington SB (AL)
Gonerby Tunnel (502m 550 yards)	107 26 to 107 52		
		60/75 60/75	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN195	002	Grantham, Nottingham Branch Jn to Allington West Jn (Inclusive)	NOG1	London North Eastern	06/11/2016

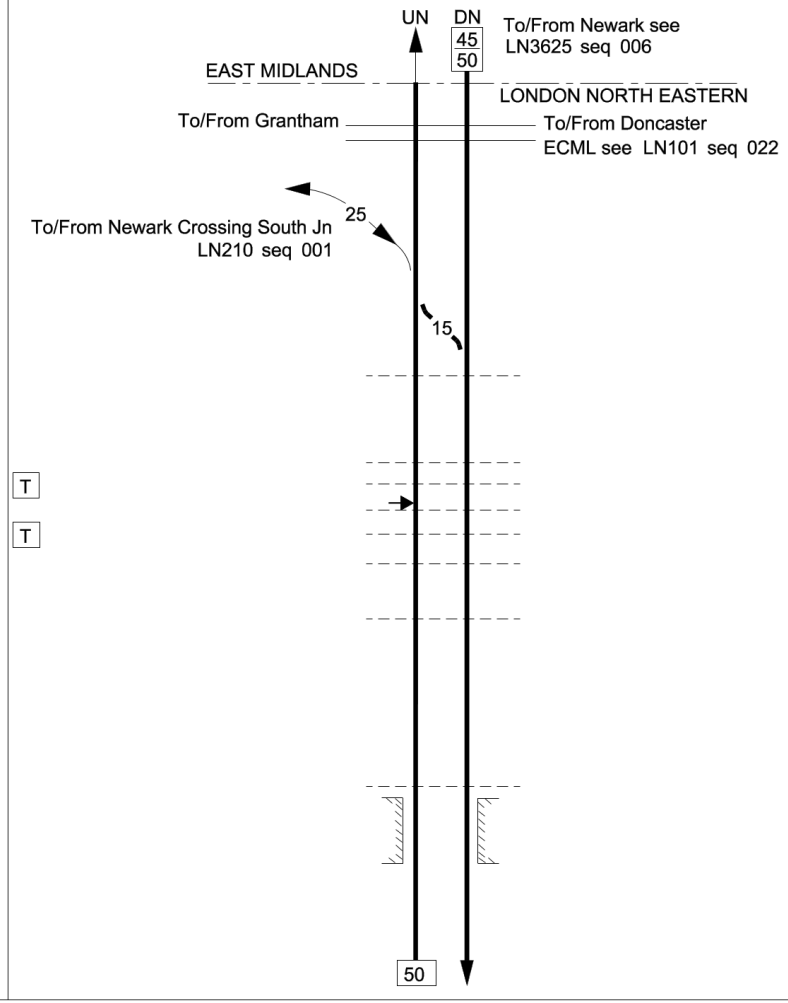
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Allington SB (AL) RA8 DN - Down Nottingham UN - Up Nottingham
Allington East Jn	108 34		
	108 64		Hot Axle Box Detector on the Up Nottingham Line at 108 64
	108 65 *		
Route Boundary	108 69		☒ - Lockout Protection provided. See General Instruction
Allington West Jn	108 69		
Change of Line Name			

UG = Up Grantham
DG - Down Grantham

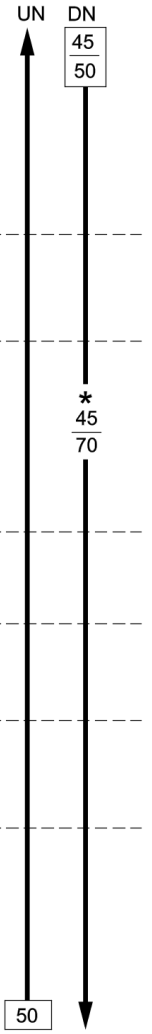
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN195	003	Grantham, Nottingham Branch Jn to Allington West Jn (Inclusive)	NOG1	London North Eastern	04/03/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

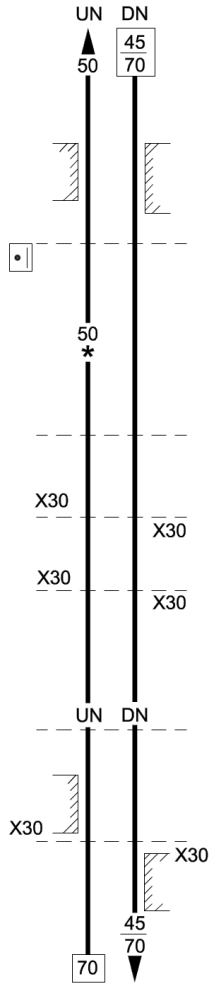
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	001	Newark Flat Crossing (Incl) to West Holmes Jn	NOB1	London North Eastern	17/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Doncaster SB (D) RA8
Route Boundary	17 67		DN - Down Newark UN - Up Newark
Newark Flat Crossing	17 67		Newark Flat Crossing and Newark Crossing East Jn controlled by Doncaster (D) Signal box. TCB
Newark Crossing East Jn	17 74		
Crankley Point LC (R/G)	17 76		
Winthorpe LC (AHBC)	19 01		
Green Lane UWC	19 56	T	
Langford LC (AHBC)	20 24		Hot Axle Box Detector on the Up Main Line at 20 24
Church Lane No.1 UWC	20 33	T	
Cottage Lane LC (AHBC)	21 16		
Westbrook Lane LC (R/G)	21 44		
Collingham LC (AHBC)	22 13		Swinderby SB (S)
COLLINGHAM	22 17		
Winthorpe LC (AHBC)	19 01		

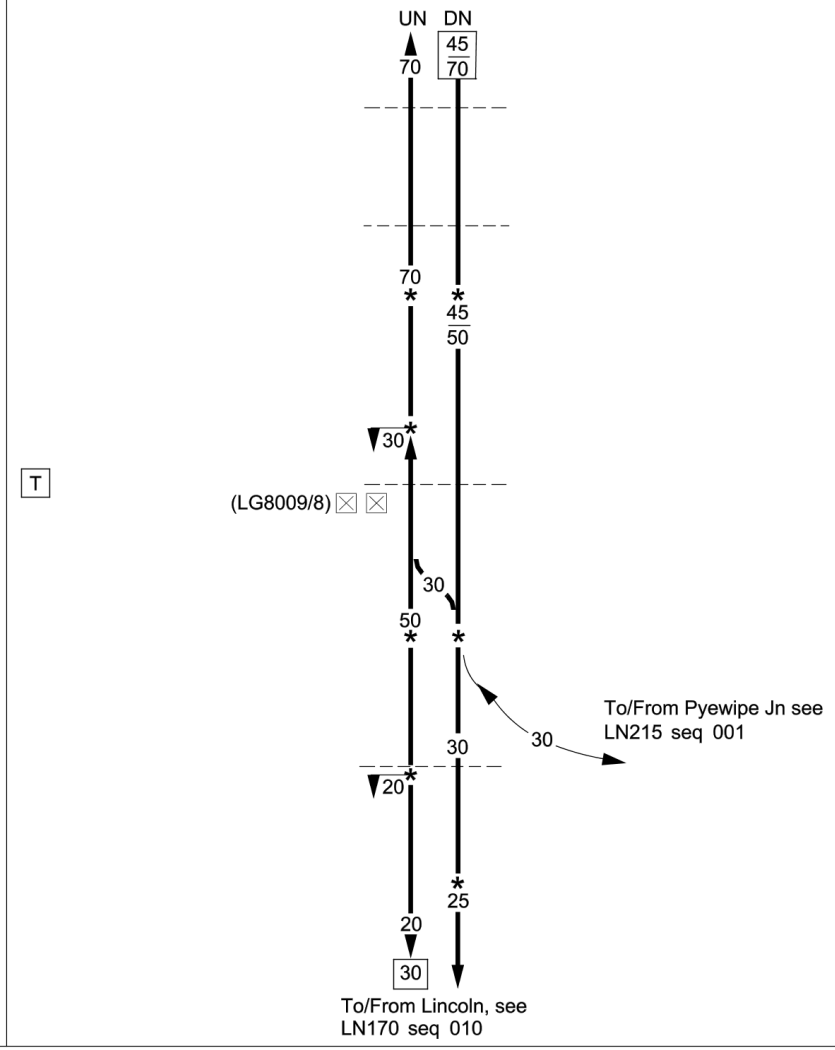
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	002	Newark Flat Crossing (Incl) to West Holmes Jn	NOB1	London North Eastern	07/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Swinderby SB (S) RA8 DN - Down Newark UN - Up Newark
Cross Lane LC (AHBC)	22 34		
Swinderby Road LC (AHBC)	22 46		
	22 63 *		
Tomlinsons LC (UWC)	23 37	T	
Clements No.1 LC (UWC)	23 49	T	
South Scarle LC (AHBC)	24 31		
Meardsall Lane LC (UWC)	24 54	T	

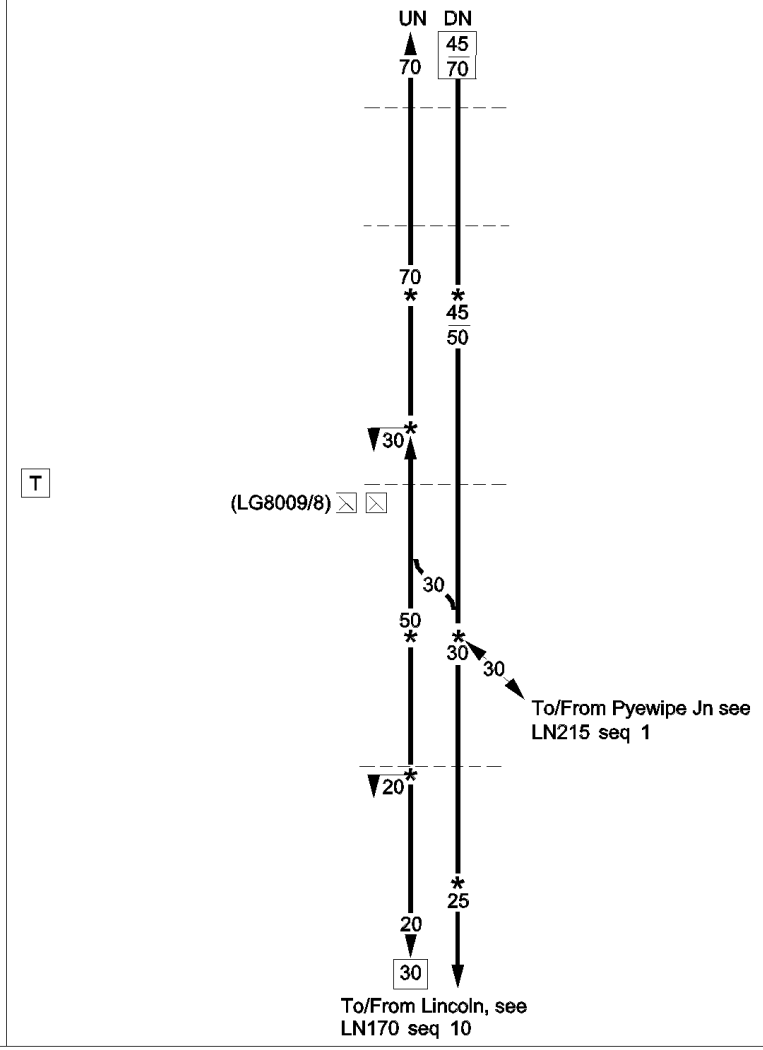
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	003	Newark Flat Crossing (Incl) to West Holmes Jn	NOB1	London North Eastern	03/09/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Swinderby SB (S) RA8 DN - Down Newark UN - Up Newark
SWINDERBY	24	64			
Swinderby LC (MCG) Swinderby SB (S)	24 24	68 68			
	24	74	*		
Eagle Barnsdale LC (AHBC)	25	64			
Eagle and Thorpe LC (AHBC-X)	26	53			
Thorpe-on-the-Hill LC (AHBC-X)	27	29			
Walkers (No.63) LC (UWC)	28	50		T	Lincoln SCC (West workstation)
HYKEHAM Hykeham LC (AHBC-X)	29 29	44 44			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	004	Newark Flat Crossing (Incl) to West Holmes Jn	NOB1 NOB2	London North Eastern	07/11/2016

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Lincoln SCC (West workstation) RA8
Doddington Road LC (CCTV)	30	18		DN - Down Newark UN - Up Newark
Boultham LC (CCTV)	31	17		
	31	20 *		
Change of ELR	32	00		Change of ELR 32m 00ch - NOB1 to NOB2
	32	08 *		
Skewbridge Tip LC (UWC)	32	15	T	☒ - Lockout Protection provided. See General Instruction
	32	40 *		
Boultham Jn	32	40		
Rustons Tip LC (R/G)	32	52 *		
	32	69 *		
West Holmes Jn	32	70		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	005	Staythorpe Crossing to West Holmes Jn.	NOB1 NOB2	London North Eastern	05/03/2016

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Lincoln SCC (West workstation) RA8
Doddington Road LC (CCTV)	30	18		DN - Down Newark UN - Up Newark
Boultham LC (CCTV)	31	17		
	31	20 *		
Change of ELR	32	00		Change of ELR 32m 00ch - NOB1 to NOB2
	32	08 *		
Skewbridge Tip LC (UWC)	32	15	T	☒ - Lockout Protection provided. See General Instruction
Boultham Jn	32	40 *		
Rustons Tip LC (R/G)	32	52 *		
	32	69 *		
West Holmes Jn	32	70		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN210	001	Newark Crossing Curve	NSE	London North Eastern	07/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Newark North Gate see LN101 seq 022 NC	GSM-R TCB Doncaster SB (D) RA8
Newark Crossing South Jn	0 00		NC = Newark Curve
		25	TOWS 0 00 to 0 19
		Down ▼ ▲ Up	
Newark Crossing East Jn	0 21	NC To/From West Holmes Jn see LN206 seq 001	

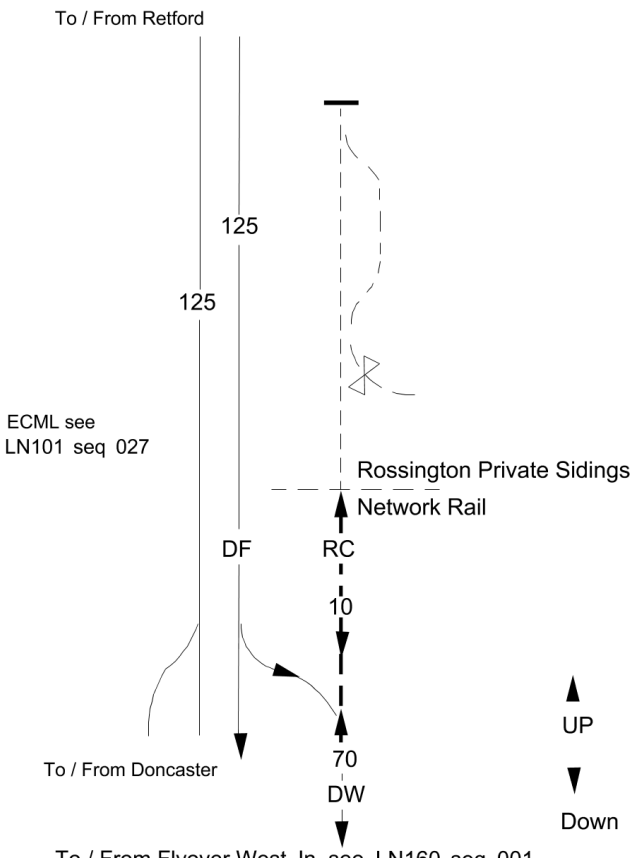
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN215	001	Boultham Jn. to Pyewipe Jn.	BHP	London North Eastern	07/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Boultham Jn	0 00	To/From Newark Castle see LN206 seq 004 PD 30 30 Down ▼ ▲ Up 30	TCB Lincoln SCC (West workstation) RA8 GSM-R PD = Up/Down Pywipe
Pyewipe Jn	0 65	PD To/From Gainsborough Trent Jn. see LN170 seq 011	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN220	001	Bessacarr Jn. to Black Carr Jn	BCB	London North Eastern	27/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bessacarr Jn	115 72	To/From Gainsborough Trent Jn see LN170 seq 014 60 Up UL Down 60 see LN101 seq 027	GSM-R TCB Doncaster SB (D) RA8 AC: York ECR UL = Up Lincoln
Black Carr Jn	116 44		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN235	001	Rossington Colliery Branch	FWR1	London North Eastern	06/04/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
NR Boundary	151 78		GSM-R OTNS Doncaster SB (D) RA9 AC: York ECR AWS not provided TPWS not provided RC = Rossington Colliery Branch DW = Down Slow / Up West Slow
Rossington Colliery Jn	152 12		
Rossington Colliery End of Line	153 31		

SPECIAL WORKING ARRANGEMENT

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LN101 (KINGS CROSS TO SHAFTHOLME JN)

From	To	Type of Train	Line(s)	Remarks
Peterborough	Eastfield	Freight vehicles with or without brakevan and Empty EMU	South Up Departure	Working in the Wrong Direction is authorised
Retford (rear of position light signal 1341 - Up ECML)	Thrumpton West Jn (rear of position light signal 31)	Freight train, maximum length of 20 SLU. With a brakevan as the leading vehicle (in which the Guard or Shunter must ride).	Down Slow/Down	Trains or vehicles may be propelled in accordance with the Rule Book.
Doncaster Down Decoy	Wabtec Wagon Works, Marshgate Jn	Freight and ECS Vehicles for repair	Direct	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
Doncaster Up Decoy	Doncaster Carr Loco	Non passenger trains or vehicles with maximum length of 64 metres, 70 yards	via No.4 Siding or Transfer Line	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Doncaster Carr Loco	Doncaster Up Decoy	Non passenger trains or vehicles with maximum length of 64 metres, 70 yards	via No.4 Siding or Transfer Line	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Decoy Up Sidings	Bessacarr Jn	Freight trains or vehicles with maximum length of 298 metres/315 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride)	Up East Slow - Down Locomotive / Up Lincoln - Down Locomotive	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.

LN101 (KINGS CROSS TO SHAFTHOLME JN) - Continued

From	To	Type of Train	Line(s)	Remarks
St. Catherine's Jn	Decoy Up Sidings	Freight train with a maximum length of 10 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.
Marshgate Jn Down Thorne Signal D308	Carriage Sidings	Freight trains or vehicles with a maximum length of 64 metres / 70 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride), or empty coaching stock, max length of 12 cars	via Platform 1	Trains or vehicles may be propelled in accordance with the Rule Book..
Marshgate Jn Down Thorne Signal D308	Doncaster	Freight trains or vehicles with a maximum length of 64 metres / 70 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride), or empty coaching stock, max length of 12 cars	Platform 3A	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 26/04/2021

LN150 (FLYOVER EAST JN TO DECOY NORTH JN)

From	To	Type of Train	Line(s)	Remarks
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

Dated: 02/12/06

LN170 (WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN)

From	To	Type of Train	Line(s)	Remarks
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
Decoy Up Sidings	Bessacarr Jn	Freight trains or vehicles with maximum length of 298 metres/315 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride)	Up East Slow - Down Locomotive / Up Lincoln - Down Locomotive	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.

Dated: 02/12/06

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LN220 (BESSACARR JN. TO BLACK CARR JN)

From	To	Type of Train	Line(s)	Remarks
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
Decoy Up Sidings	Bessacarr Jn	Freight trains or vehicles with maximum length of 298 metres/315 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride)	Up East Slow - Down Locomotive / Up Lincoln - Down Locomotive	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.

Dated: 02/12/06

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LN101 - KINGS CROSS TO SHAFTHOLME JN

KINGS CROSS To HITCHIN

Rule Book Module S4 - Detention of Trains on Running Lines

Drivers of trains stopped at signals on the London side of Hitchin and between Wood Green North Jn and Langley Jn via Hertford must :-

1. **At Automatic and Semi Automatic Stop Signals**- After waiting one minute, communicate with the Signaller. If the Signaller instructs the Driver to wait at the signal and the signal does not show a proceed aspect within three minutes, the Driver must again communicate with the Signaller to obtain further instruction. The Rule Book Module S4 is modified accordingly.
2. **At Controlled Stop Signals**- After communicating with the Signaller in accordance with the Rule Book Module S4, communicate with the Signaller at intervals of not more than three minutes until the signal clears or, if the signal is defective or cannot be cleared, until the Signaller instructs the Driver to pass the signal at Danger.

Dated: 02/12/06

LN101 - KINGS CROSS TO SHAFTHOLME JN

KINGS CROSS STATION PLATFORM 0

Probibition of Diesel & Steam Services Entering Platform 0

Diesel and steam services are prohibited from entering platform 0 due to the low roof except in the following circumstances:

- Under an emergency to upload passengers
- Train rescue diesel locomotive – engine to be kept running for maximum of 5 minutes while in the exclusion zone.
- Authorised move by the signal box

“DIESEL TRAINS NO ACCESS INTO PLATFORM 0” Boards are provided on Line A and Line B on the approach to Gasworks Tunnel.

Dated: 26/04/2021

LN101 - KINGS CROSS TO SHAFTHOLME JN

KINGS CROSS

Kings Cross Station - To enable stock to be positioned correctly for watering purposes, Drivers of Class 253, 254 trains and trains of Mark 4 coaches must bring their train to a stand with the front of the leading vehicle in line with the relevant black/yellow marker board located at the buffer stop end of platforms 1 to 8.

Dated: 07/06/2021

LN101 - KINGS CROSS TO SHAFTHOLME JN

HARRINGAY

Shunting towards EMU Depot. All EMU's shunting towards the stop boards on the Depot inwards and Outwards Roads from the Up Slow 2, Up Slow 1 and Up Reversing Siding must be driven from the leading end.

Dated: 27/08/13

LN101 - KINGS CROSS TO SHAFTHOLME JN

Ferme Park Sidings To Wood Green South Jn

Down carriage line between ferme park reception sidings and wood green : train servicing

1. Wrong direction movements must not be made along the Down Carriage line from Wood Green to Ferme Park Reception Sidings without the authority of the person in charge at Ferme Park Reception Sidings.
2. Before a train departs along the Carriage line from Ferme Park Reception Sidings, traincrew must ensure all windows and doors are fully closed. Inwards opening doors must be locked.
3. Should the “WAIT/PROCEED” indicator fail to display an indication, the train must not proceed until authorised by the person in charge.
4. Automatic Washing Plant
   Drivers of all trains except EMU's must stop and press the plunger provided, before proceeding to the washing plant.
5. When trains are worked through the washing plant, speed must not exceed 3 m.p.h. until the last vehicle is clear of the equipment.
6. Toilet Discharge Plant
   When train toilet retention tanks are to be discharged, only one other vehicle may be formed between the locomotive and the leading vehicle for discharge.
7. When receiving a train for discharge, the person in charge must, after authorising it to approach the discharge area, hand signal the train into position as required.
8. No train must be moved without the authority of the person in charge.
9. The protection arrangements as shown in the Rule Book Module T10 do not apply to staff operating the extraction pump, but should a failure occur preventing protection by the interlocking provided, protection by red lamp/flag as prescribed must be provided.
10. Before discharge operations commence, the person in charge must ensure the appropriate hoses are properly connected.
11. When discharge operations are completed, the person in charge must ensure all hoses, after disconnection, are stowed clear of the line and then sound the staff warning siren in readiness for the train to depart.
12. Toilet Flushing Apron
    When a train is being serviced over the flushing apron, the person in charge must, after authorising the train to approach, hand signal it into the position required.
13. Departures
    The person in charge must, when a train is ready to depart from the Carriage line, advise the Signaller of the train details.

Dated: 02/12/06

LN101 - KINGS CROSS TO SHAFTHOLME JN

Hornsey EMU Depot

A Depot Protection System for the protection of staff exists comprising position light signals with associated derailers at the approaches to Depot Roads 15 (Wheel Lathe) and 18 to 24, together with additional red lights located as follows:-

15 Road and 24 Road:	mounted on a pole at cab window level at the south end of each line;
18 to 23 Roads:	2 at each buffer stop and 2 on the lefthand side of the shed door for each line, at cab height level.

The aspects displayed by the position light signals comply with the Handbook RS/521, Section 2.6.
Provided the appropriate position light signal is displaying a proceed aspect movements may be made at normal Depot speed. It is the responsibility of the traincrew to ensure where applicable that the shed doors are open. Once a movement has come to a stand and has been secured it will be the responsibility of the Senior Operating Supervisor or Senior Maintenance Supervisor to activate the Depot Protection System.
When the appropriate position light signal is at Danger the Depot Protection System is activated on that line and no movement may be made past the signal until a proceed aspect is displayed.
Failure To Obey The Position Light Signal(s) Will Result In Derailment
During the time that the additional red light are illuminated the system is activated and no movements may be made.
Vehicles may be moved when instructed by the Shunter in Charge once the red lights for that line have been extinguished.
In the event of any failure of the Depot Protection System movements to and/or from Roads 15 to 24 must only be made under direct instructions from the Operating Supervisor.

Dated: 07/12/13

LN101 - KINGS CROSS TO SHAFTHOLME JN

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In the event of any failure of the Depot Protection System movements to and/or from Roads 15 to 24 must only be made under direct instructions from the Operating Supervisor.

Dated: 07/12/13

LN101 - KINGS CROSS TO SHAFTHOLME JN

HORNSEY

Carriage Sidings. All movements must not exceed a speed of 5 m.p.h.

Trains setting back from Down Slow No.2 line to Ferme Park Carriage Sidings.

When signal K440 clears, the Driver is authorised to commence the setting back movement and the provisions of the Rule Book Module SS2, Sections 3, 4.1 and 4.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

Dated: 02/12/06

LN101 – KINGS CROSS TO SHAFTHOLME JN

Potters Bar To Biggleswade

Between ELR ECM1 From 12m 20ch To 41m 13ch

European Train Control System (ETCS) Level 2 testing

Between Welwyn Garden City South and Biggleswade exclusive on the ECML, Hitchin to Letchworth exclusive on the SBR, inclusive of the Down Royston Flyover and Bragbury Junction to Langley Junction on the HDB, ETCS level 2 test train operations will take place.

Between 2nd quarter 2024 until further notice trains will be testing ETCS on the above-mentioned routes utilising all lines, at different times, operating in an exclusion zone, these exclusion zones will be published in the Weekly Operating Notice and provide guidance on what route / line is being used for testing. Within an exclusion zone only an ETCS fitted test train will operate of which there could be more than one at any time, these trains are capable at running at line speed and will NOT adhere to conventional signalling principles, this will include but not limited to, passing a signal at danger and proceeding in the wrong direction.

Anyone planning to undertake work in the area, should attend the relevant planning meetings and complete any deconfliction works prior to work commencing.

NO ONE IS AUTHORISED TO UNDERTAKE ANY WORK WITHIN AN EXLCUSION ZONE AREA.

Dated: 29/06/2024

LN101 - KINGS CROSS TO SHAFTHOLME JN

Wood Green South Jn

Trains setting back from Up Goods line to Bounds Green Sidings.

When signal K111 clears, the Driver is authorised to commence the setting back movement and the provisions of the Rule Book Module SS2, Sections 3, 4.1 and 4.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

Dated: 02/12/06

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

LN101 - KINGS CROSS TO SHAFTHOLME JN

New England North To Stoke Tunnel

Flashing green signal aspects for special test runs

In connection with special test runs the following arrangements will apply :-

1. Use of Flashing Green Main Signal Aspects

1.1 Flashing Green aspects (in addition to steady green aspects) have been provided on the:-

a) Down Fast line between Signal P487 (north of New England North) and P6l5 (approaching Stoke).

b) Up Fast line between Signal P610 (South of Stoke) and Signal P494 (south of Werrington Jn).

The meaning of a flashing green aspect is next signal exhibiting a steady or flashing green aspect.
The AWS will give a bell for both flashing and steady green aspects.

1.2 Drivers of all trains except test trains which are authorised to exceed 125 m.p.h., must treat flashing green aspects the same as steady green aspects.

1.3 Drivers of test trains authorised to exceed 125 m.p.h., must treat:-

a) a flashing green aspect as authority to exceed 125 m.p.h.

b) a steady green aspect as authority to proceed at or a requirement to reduce speed to 125 m.p.h.

2. Staff Safety

A special notice to staff will be issued when trains are authorised to exceed 125 m.p.h.

Dated: 02/12/06

LN101 - KINGS CROSS TO SHAFTHOLME JN

NEWARK NORTH GATE To Newark Crossing South Jn

Signal Passed at Danger (SPaD) Indicator

A SPaD Indicator, as described in Handbook RS/521 Section 4.5, is provided in advance of the following signal:-

Signal Number	Location
D81	Down Main Line

The SPaD indicator will be activated either if a train passes this signal without authority or if a train passes signal D85 on the Down Lincoln line without authority. An override plunger is provided adjacent to signal D81 telephone, which must only be used if the signal is to be passed at Danger in accordance with the rules, and only when instructed by the Signaller.

Dated: 07/12/13

LN101 - KINGS CROSS TO SHAFTHOLME JN

Belmont Yards

Belmont down sidings

A notice board worded “STOP AND TELEPHONE” is situated at the exit from Belmont Down Sidings. In the event of the telephone failing, or otherwise being unable to communicate with the Person in Charge, Drivers may proceed cautiously along the Engine line to ground position light signal D1434.

Notice boards worded “STOP AND TELEPHONE” are situated at the Belmont end of No's 1,2 and 3 Reception lines. In the event of the telephones failing, on no account must any of these boards be passed until authority is obtained by other means. Where a light locomotive is proceeding to the hump to pick up a train, the Guard should request a train list to be sent to whichever of the manned yard locations is most appropriate to the route being taken by the engine, so that he may collect it there.

Belmont Up Reception Lines

Notice boards capable of displaying dual instructions are provided at the South end of the Up West Reception Line and the Up Reception Loop.

The boards will normally display the words “**STOP. PROCEED IF CLEAR**”.

Whenever shunting is taking place the Shunter will change the instruction to read “**STOP. AWAIT INSTRUCTIONS**”.

Dated: 02/12/06

LN101 - KINGS CROSS TO SHAFTHOLME JN

DONCASTER

Turning of HST power cars

A single HST power car is authorised to run light between Doncaster West Yard, South Yorkshire Junction. St. James Junction, Bridge Junction and Doncaster Station for the purpose of turning the power car.

The power car may run with the blunt end leading subject to the observance by National Express staff of their company instructions.

Dated: 08/11/08

LN101 - KINGS CROSS TO SHAFTHOLME JN

Doncaster West Yard

The crews of arriving / departing are required to set and examine the hand points to / from the siding required.

There is no assistance available for D.O.O trains.

The Sidings are numbered 1 to 6. Number 6 siding is nearest to Doncaster Station and is the only siding wired for electric trains. Number 1 sidings the furthest from Doncaster Station and gives access to the A.B.B. works.

Access to Number 1 siding is restricted and the hand points between sidings No’s. 1 and 2 are secured by padlock towards No. 2 siding. The padlock keys are held by both A.B.B and Doncaster Signal box.

Arriving trains should, where possible, be routed to an empty siding but avoiding using No. 6 siding unless it is an electric train.

Before proceeding beyond the fouling point of the siding which they are to leave, Drivers of departing trains must telephone the Signaller and request permission to proceed towards 1475 position light signal.

The Signaller will not give permission if any conflicting movement has been authorised.

Dated: 02/12/06

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LN120 - WOOD GREEN NORTH JN. TO LANGLEY JN VIA HERTFORD

BOWES PARK

Trains entering Bounds Green from Bowes Park

1. All movements between Bowes Park and Bounds Green Depot must be made with a manned locomotive or driving cab at the leading end.
2. When a train arrives at Bowes Park and it is necessary to attach a locomotive at the Bounds Green end, authority is given for the locomotive at the North end to remain attached.
3. All trains must stop at the stop board outside the North end of the shed and then proceed into the shed under the Shunter's instructions.
4. When a locomotive is detached from a train at the North end of the shed, the Driver must not proceed towards the ground frame without the authority of the Shunter.
5. The use of warning horns must be kept to the minimum necessary for the safety of staff in the area.

Dated: 02/12/06

LN120 - WOOD GREEN NORTH JN. TO LANGLEY JN VIA HERTFORD

Entire Line Of Route

No more than 18 electric trains per line may be operated over the Hertford Loop in any one hour period.

Dated: 02/12/06

LN120 - WOOD GREEN NORTH JN. TO LANGLEY JN VIA HERTFORD

HERTFORD NORTH To Langley Junction (ENIF Test Track)

The European Train Control System (ETCS) is the name used to describe a new signalling, control and train protection system. It is a component of the European Rail Traffic Management System (ERTMS). In order to de-risk the national implementation of ERTMS a test facility has been provided to test signalling suppliers' equipment. This will be known as the ETCS National Integration Facility (ENIF) and consists of:

- A testing laboratory situated at Hitchin.
- A test site between Molewood Junction and Bragbury Junction on the Down Hertford loop line.
- A test train which is a converted 313 EMU specially fitted with ETCS equipment.

These instructions apply to operations on and around the ENIF test track. Except where stated below, there is no change to method of operation outlined in the national rules and procedures.

Overview of ENIF Test Track

The operations for the ENIF Test Track are built upon the signalling changes which are set out in the 'Supplementary Notice of Signalling and Permanent Way Alterations' (yellow signalling notice) NR/LNE No. 29.

The route between Molewood Junction and Bragbury Junction is signalled for the 'Down direction' on the Down Line. The Up Line is signalled for bi-directional working. During the time the ENIF Test Track is in use all service traffic will travel on the Up Line in both directions.The ENIF Test Train is a class 313 EMU painted in the Network Rail yellow departmental train livery. When the test site is in place this train will travel in either direction between the 'Test Train Stop Boards' on the Down Hertford Line. The train headlights and red tail lights will be displayed according to the direction that the Test Train is travelling.

Until further notice staff should treat the Down Hertford Line between Molewood Junction and Bragbury Junction as bi-directional **at all times**.

Red zone working is banned on the Down Hertford Line between WL1950 signal (near Molewood Junction) and the 'Test Train Limit Board' WL2201 (near Bragbury Junction) **at all times**.

Service trains passing over the Hertford Loop Lines

Service trains travelling on the Down Hertford Line should ignore the 'Test Train Limit Boards'. They are used as part of the ETCS test train operations and indicate the limits of the test site to the ENIF Test Train. They are not part of normal train operations.

There are two ‘Test Train Limits Boards’.

- WL2201 (25.1230 / 25m 55ch) on the approach to WL1965 signal near Bragbury Junction.
- WL2290 (21.1431 / 21m 65ch) ahead of Molewood Junction on the Down Hertford Line but would only be encountered by a train travelling on a wrong-direction move.

The ‘Test Train Limit Boards’ are a blue background with the words ‘Test Train’ in white letters with a white square containing a red St Andrews cross.

During the time when the Test Track is in use the control of the portion of track between Molewood Junction and Bragbury Junction will be transferred from Kings Cross PSB to ENIF Control at Hitchin, who will signal the Test Train in both direction using ERTMS movement authorities on the Down Line. Drivers of service trains in either direction on the Up Hertford line should expect at times to see the ENIF train travelling in either direction on the Down Hertford Line. They may also witness unusual sequence of signal aspects on the Down Hertford Line.

Reporting of trespassers, unusual occurrences and emergencies

There is no change to the procedures for reporting of trespassers, unusual occurrences and emergencies on the Down Hertford Line. All calls should go through the signaller at Kings Cross PSB.

When a line blockage is required within the ENIF test site area

If a line blockage is required at the time when the ENIF test site is in use the Test Train must be moved to a position where it will not affect the work or the signals used for protection. The test site must be given back to the signaller at Kings Cross PSB before the arrangements for setting up the line blockage are implemented.

Dated: 15/07/13

LN120 – WOOD GREEN NORTH JN TO LANGLEY JN VIA HERTFORD

Watton At Stone To Langley Junction

Between ELR HDB From 24M 00CH To 28m 01ch

European Train Control System (ETCS) Level 2 testing

Between Welwyn Garden City South and Biggleswade exclusive on the ECML, Hitchin to Letchworth exclusive on the SBR, inclusive of the Down Royston Flyover and Bragbury Junction to Langley Junction on the HDB, ETCS level 2 test train operations will take place.

Between 2nd quarter 2024 until further notice trains will be testing ETCS on the above-mentioned routes utilising all lines, at different times, operating in an exclusion zone, these exclusion zones will be published in the Weekly Operating Notice and provide guidance on what route / line is being used for testing. Within an exclusion zone only an ETCS fitted test train will operate of which there could be more than one at any time, these trains are capable at running at line speed and will NOT adhere to conventional signalling principles, this will include but not limited to, passing a signal at danger and proceeding in the wrong direction.

Anyone planning to undertake work in the area, should attend the relevant planning meetings and complete any deconfliction works prior to work commencing.

NO ONE IS AUTHORISED TO UNDERTAKE ANY WORK WITHIN AN EXLCUSION ZONE AREA.

Dated: 29/06/2024

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)
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 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

LN125 – HITCHIN CAMBRIDGE JN TO ROYSTON (ROUTE BOUNDARY)

Cambridge Junction To Baldock

Between ELR SBR From 32m 11ch To 36m 47ch

European Train Control System (ETCS) Level 2 testing

Between Welwyn Garden City South and Biggleswade exclusive on the ECML, Hitchin to Letchworth exclusive on the SBR, inclusive of the Down Royston Flyover and Bragbury Junction to Langley Junction on the HDB, ETCS level 2 test train operations will take place.

Between 2nd quarter 2024 until further notice trains will be testing ETCS on the above-mentioned routes utilising all lines, at different times, operating in an exclusion zone, these exclusion zones will be published in the Weekly Operating Notice and provide guidance on what route / line is being used for testing. Within an exclusion zone only an ETCS fitted test train will operate of which there could be more than one at any time, these trains are capable at running at line speed and will NOT adhere to conventional signalling principles, this will include but not limited to, passing a signal at danger and proceeding in the wrong direction.

Anyone planning to undertake work in the area, should attend the relevant planning meetings and complete any deconfliction works prior to work commencing.

NO ONE IS AUTHORISED TO UNDERTAKE ANY WORK WITHIN AN EXLCUSION ZONE AREA.

Dated: 29/06/2024

LN126 – HITCHIN NORTH JN TO HITCHIN EAST JN

Hitchin North Junction To Hitchin East Junction

Between ELR DCF From 32m 53ch To 34m 05ch

European Train Control System (ETCS) Level 2 testing

Between Welwyn Garden City South and Biggleswade exclusive on the ECML, Hitchin to Letchworth exclusive on the SBR, inclusive of the Down Royston Flyover and Bragbury Junction to Langley Junction on the HDB, ETCS level 2 test train operations will take place.

Between 2nd quarter 2024 until further notice trains will be testing ETCS on the above-mentioned routes utilising all lines, at different times, operating in an exclusion zone, these exclusion zones will be published in the Weekly Operating Notice and provide guidance on what route / line is being used for testing. Within an exclusion zone only an ETCS fitted test train will operate of which there could be more than one at any time, these trains are capable at running at line speed and will NOT adhere to conventional signalling principles, this will include but not limited to, passing a signal at danger and proceeding in the wrong direction.

Anyone planning to undertake work in the area, should attend the relevant planning meetings and complete any deconfliction works prior to work commencing.

NO ONE IS AUTHORISED TO UNDERTAKE ANY WORK WITHIN AN EXLCUSION ZONE AREA.

Dated: 29/06/2024

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.

When the last remaining Unit/s are to cease being stabled, the Person in Charge at Lincoln Central Station must:-

- Advise the signaller at Lincoln Signalling Centre that stabling on the platform line has ceased, and that normal working may be resumed.

In exceptional circumstances, or when the Lincoln Central Station is unstaffed, drivers can carry out the duties of the Person in Charge in this instruction.

Dated: 08/11/10

LN185 - ALLINGTON WEST JN TO SKEGNESS

ANCASTER

Up Siding. When attaching or detaching vehicles to or from a train at this location, the rear portion of the train must be left on the main line outside the Up Home signal. The locomotive must not be uncoupled until the hand brakes on at least one-third of the vehicles have been applied and in addition, at least two scotches applied to the wheels.

Vehicles detached into the siding must be placed on the approach side of the gantry.

Dated: 02/12/06

LN185 - ALLINGTON WEST JN TO SKEGNESS

Sleaford East SB (SE)

Failure of track circuits. During a failure of a track circuit on the Single line between Sleaford East Signal box and Sleaford East Jn, working by Pilotman need not be introduced, provided the Signaller at Sleaford East Signal box is able to satisfy himself that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass a signal controlling the entrance to the affected portion of the line at Danger. If the train subsequently stops on the affected portion of line owing to accident or failure, detonator protection must be carried out.

Dated: 02/12/06

LN185 - ALLINGTON WEST JN TO SKEGNESS

Heckington To Sibsey SB (S)

AWS SPAD magnets

The AWS magnet provided immediately in advance of the following signals will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the Driver must stop immediately, unless authority has been given for the signal to be passed at Danger:-

Controlling Signal Box	Line	Signal	m ch
Heckington	Up Main	Semaphore "Section" HN3	125 54
Hubberts Bridge	Down Main	Semaphore "Section" HB11	133 49
West Street Jn	Down Main	3-aspect colour light WS28	107 32
West Street Jn	Down Main – Up direction	2-aspect colour light WS24 with position light	107 03
West Street Jn	Up Main	Semaphore "Section" WS22	107 04
Sibsey	Up Main	2-aspect colour light S102	112 32

Dated: 07/03/11

LN185 - ALLINGTON WEST JN TO SKEGNESS

Swineshead LC (AHBC)

Except when the level crossing is under local control, when a Driver is authorised to pass the Up Main signal U130 at Danger, he must, before passing the signal, operate the special plunger in the telephone box or, if a Handsignaller is in attendance, ensure that this has been done. Before proceeding over the level crossing, he must satisfy himself that the barriers are in the fully lowered position.

Dated: 02/12/06

LN185 - ALLINGTON WEST JN TO SKEGNESS

BOSTON

Sleaford Sidings. Drivers of trains with work to do at the sidings must bring their trains to a stand at Boston West Street Junction Signal No.30. After establishing radio communication with the Person in Charge of the movement the Driver must advise the Signaller when the train is ready to draw forward to the rear of Boston West Street Junction Signal No.24/25.

Modified working arrangements between Boston West Street Junction box and Sibsey box. Prior to the introduction of Pilot Working, ticket working may be introduced by issue of “Modified Working” tickets, when specially authorised by the Designated Operations Officer.

Drivers must follow the instructions of the issuing Signaller, and surrender the ticket at Boston West Junction box or Sibsey box as appropriate.

Two minutes before a train is ready to depart from the Up or Down Platform, the Conductor must operate the ‘Train Ready To Start’ plunger on the platform.

If it is necessary to cancel the ‘Train Ready To Start’ the plunger must be pressed, pause then pressed again.

Dated: 02/12/06

LN185 - ALLINGTON WEST JN TO SKEGNESS

Red Cap Lane LC (ABCL)

The instructions for Automatic Barrier Crossings, Locally Monitored (ABCL) contained in Rule Book Module TW8, Section 4.7. In addition, the conditions of Rule Book Module TS9 Instructions 1.10, 1.11 and 1.12 apply at this crossing.

In the event of a failure, or partial failure of the equipment at this level crossing, the barriers will remain in the lowered position.

Should a Driver observe a failure, or partial failure, before an Attendant is present, he must advise the Signaller by means of the telephone provided.

Dated: 07/06/08

LN185 - ALLINGTON WEST JN TO SKEGNESS

Lymn Bank LC (AOCL-X) To Seacroft LC (AOCL-X)

Lymn Bank LC, Brewster Lane LC, Matt Pitts Lane LC and Seacroft LC

The instructions for ABCL/AOCL level crossings in the Rule Book Module TW8, Section 4 apply at these crossings with the following modifications:-

This crossing is operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train, the Driver must operate the plunger provided in a locked cabinet (Driver's No.1 key) on the white/red light post to activate the crossing.

Dated: 24/07/10

LN185 - ALLINGTON WEST JN TO SKEGNESS

HAVENHOUSE

Down platform

Multiple Unit trains consisting of through corridor stock stopping in the down platform at Havenhouse may stop for passenger use providing that the leading Local Door only is opened at the front of the train. Suitable on train announcements must be made.

Dated: 29/11/14

LN195 - GRANTHAM, NOTTINGHAM BRANCH JN TO ALLINGTON WEST JN. (INCLUSIVE)

Allington West Jn to Rectory Jn

Single Line Working Rectory Jn to Allington West

Rule Book Module P1

When Single Line Working is in operation over the Down Grantham, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal AL3428.

Rule Book Module P1 Sections 3.5 a) and 6.2 a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman.

The above arrangements are applicable in all weather conditions.

This instruction is Replicated in LN3635

Dated: 07/11/16

LN206 – NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JN.

NEWARK CASTLE To Newark Crossing

Signal Passed at Danger (SPaD) Indicator

A SPaD Indicator, as described in Handbook RS/521,Section 4.5, is provided in advance of the following signal:-

Signal Number	Location
D85	Down Lincoln line

The SPaD indicator will be activated either if a train passes this signal without authority or if a train passes signal D81 on the Down Main line without authority. An override plunger is provided adjacent to signal D85 telephone, which must only be used if the signal is to be passed at Danger in accordance with the rules, and only when instructed by the Signaller.

Dated: 07/12/13

LN206 – NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JN.

Newark Flat Crossing East Jn To SWINDERBY

When a Driver is authorised to pass signals S22, D90 or D94 at Danger he must before passing the signal, operate the special plunger in the telephone box, or if a handsignaller is in attendance ensure that this has been done. Before proceeding over Cross Lane level crossing after passing signal S22, Langford level crossing after passing signal D90 or Collingham level crossing after passing signal D94 the Driver must satisfy himself that the barriers are in the fully lowered position.

Dated: 07/11/16

LIST OF MODULE PAGES AND DATES

Page	Date Last Changed
1	**01 March 2025**
2	**01 March 2025**
3	06 December 2006
4	06 December 2006
5	06 December 2006
6	06 December 2006
7	**01 March 2025**
8	**01 March 2025**
9	**01 March 2025**
10	**01 March 2025**
11	**01 March 2025**
12	**01 March 2025**
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37A	**01 March 2025**
37B	29 February 2020
38	29 February 2020
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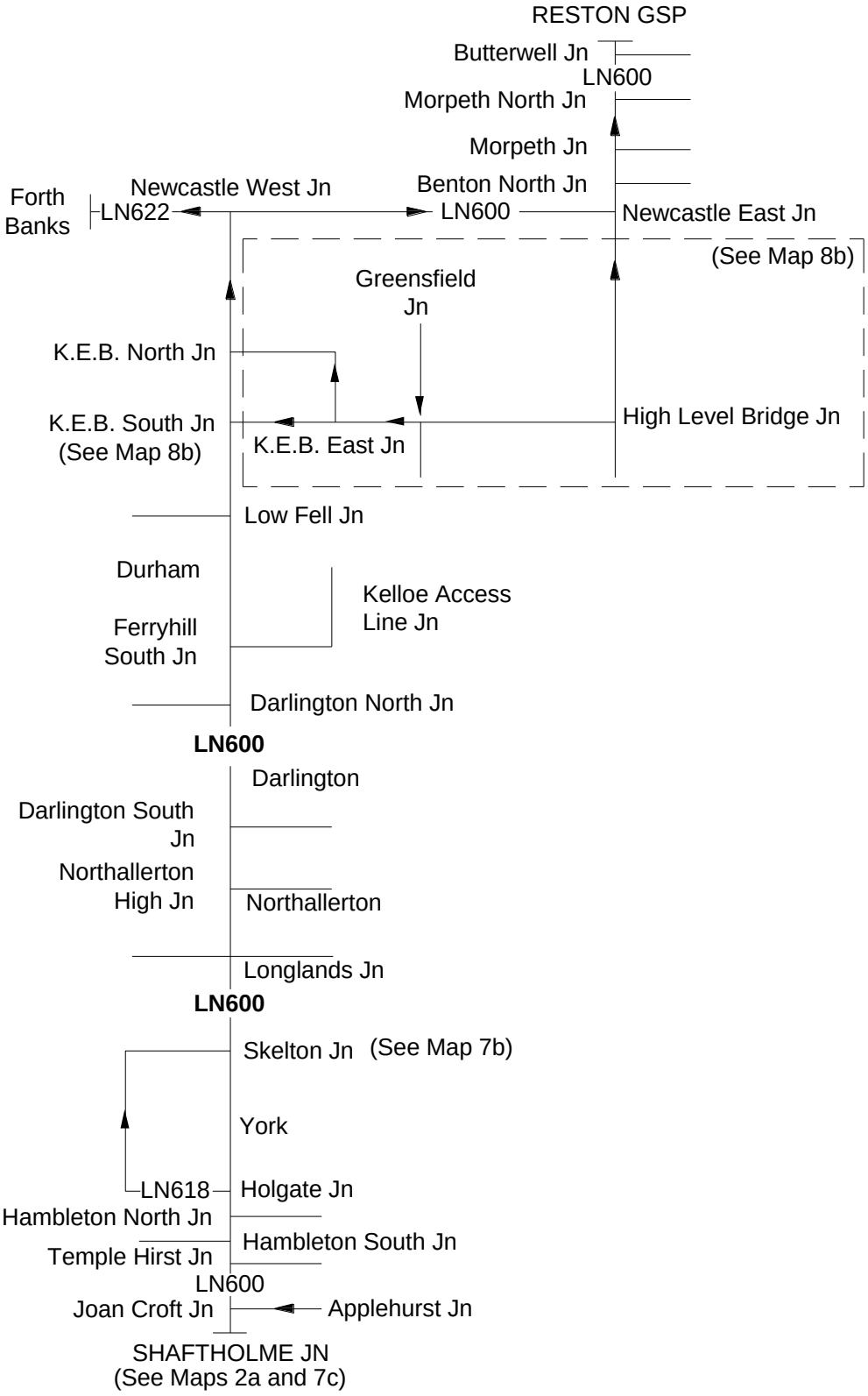
MAPS

MAP3: SHAFTHOLME JN TO RESTON GSP AND BRANCHES



Arrow Denotes Down Direction

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TABLE A DIAGRAM
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LN618- HOLGATE JN TO SKELTON JN.	37
LN622- FORTH BRANCH	38

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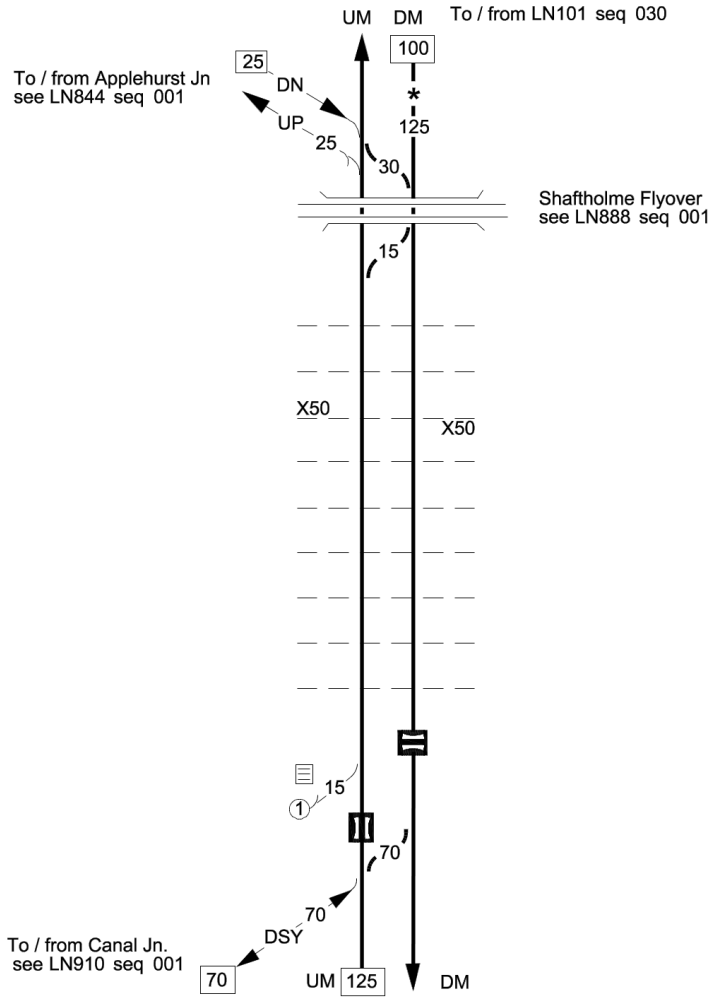
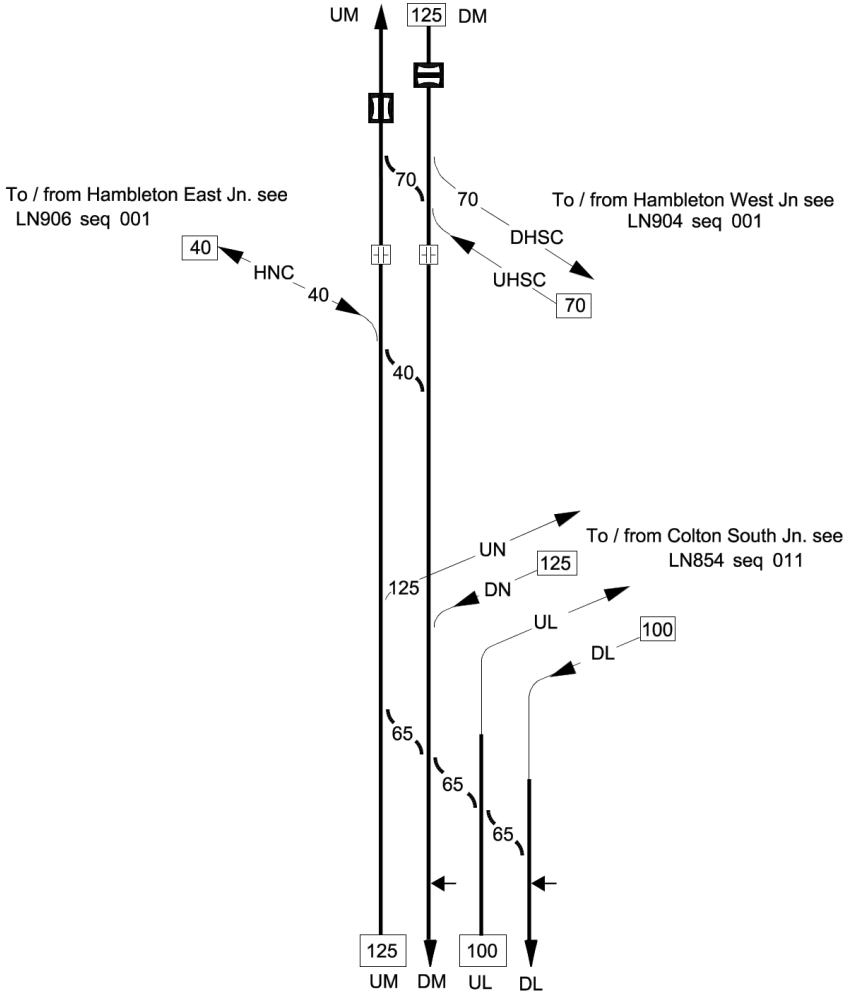
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	001	Shaftholme Jn. to Reston GSP	ECM2	London North Eastern	08/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shaftholme Jn	160 16		GSM-R
	160 30 *		TCB Doncaster SB (D) RA9 AC:York ECR
Joan Croft Jn	160 48		UM = Up Main DM = Down Main
Dormer Green LC (MCG)	161 23		
Noblethorpe LC (MCG)	161 35		OMSL - See General Instruction
Barcroft LC (OD)	162 14		
Heyworth LC (OD)	162 55		
Moss LC (OD)	163 02		
Fenwick LC (OD)	164 14		
Balne Low Gate LC (OD)	165 22		
Balne LC (OD)	165 74		
APCO zone commencement (selective)	166 50		
Heck G. F.	167 19		York ROC York South workstation (Y) AC: York ECR
APCO zone commencement (selective)	168 78		① - To/From Plasmor Sidings
Temple Hirst Jn	169 16		RA10
			DSY = Down Selby

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	002	Shaftholme Jn. to Reston GSP	ECM3 ECM4	London North Eastern	27/12/2024

Location	Mileage M Ch
APCO zone commencement (selective)	171 30
APCO zone commencement (selective)	173 50
Hambleton South Jn	174 15
Hambleton Jn FS OHNS	174 58
Hambleton North Jn	174 75
Colton Jn	182 79
	183 50
Colton North Jn	183 65
	183 77
HABDs	184 04

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB York ROC
RA10 Hambleton Workstation (Y)
AC:York ECR

UHSC = Up Hambleton South Curve
UHSC = Up Hambleton South Curve
HNC = Up Hambleton North Curve Down.

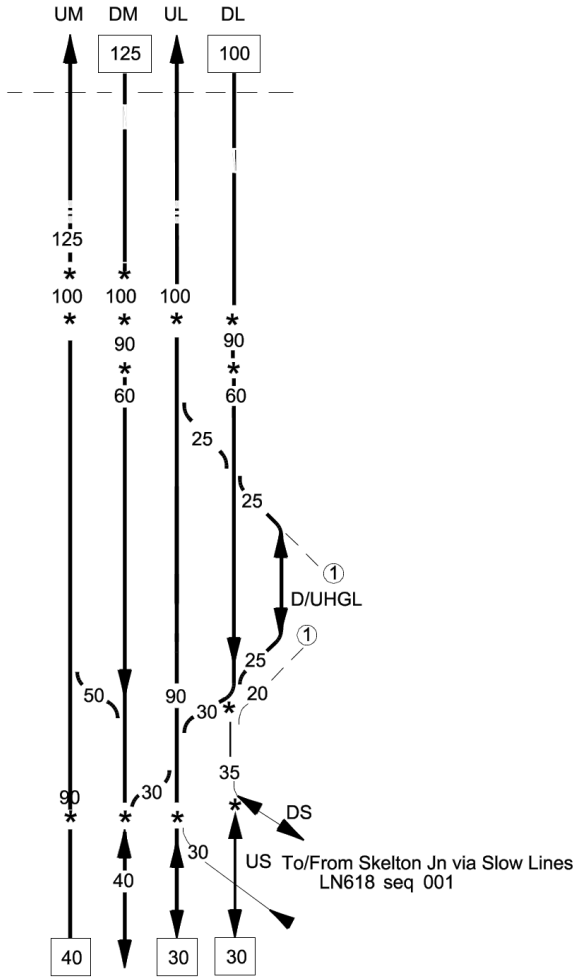
TCB York ROC
RA10 York Station Workstation (Y)
AC:York ECR

[Class 373/2 trains must not exceed 110 mph on the Down Main line between Colton Jn & York - no lineside signs provided.]

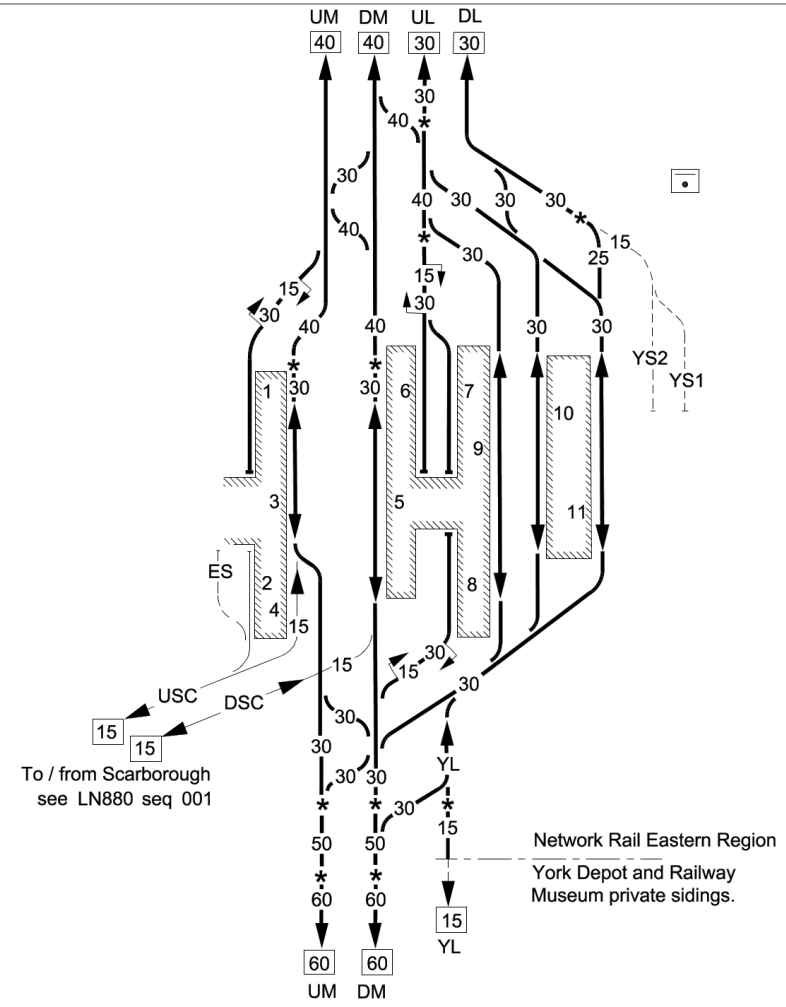
RA9

UN = Up Normanton
DN = Down Normanton
UL = Up Leeds
DL = Down Leeds

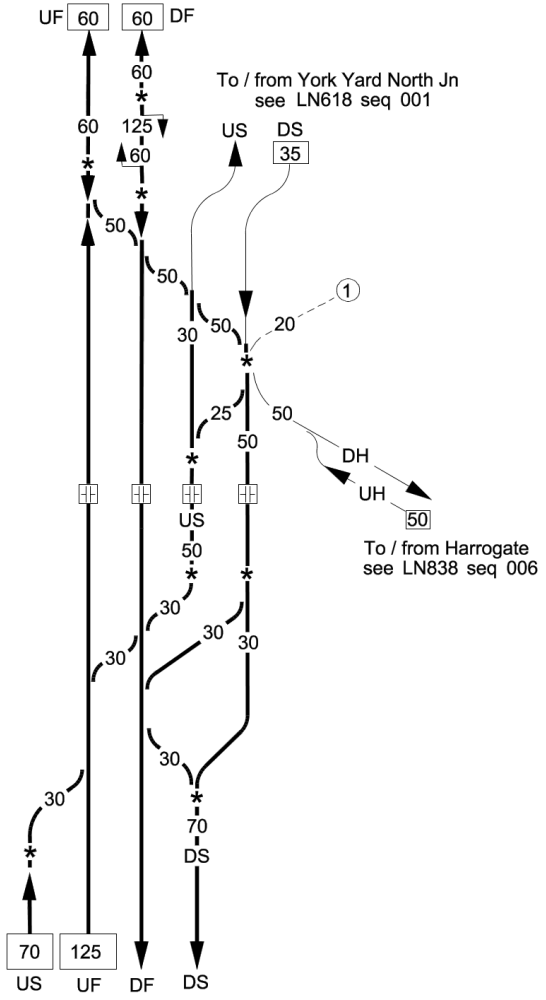
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	003	Shaftholme Jn. to Reston GSP	ECM4	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Copmanthorpe No. 2 LC (R/G)	185 19		GSM-R TCB York ROC RA9 York Station Workstation (Y) AC:York ECR UL = Up Leeds DL = Down Leeds Class 373 / 2 trains must not exceed 110 mph on the Up Main line between York 186 20 and Colton Jn 182 75 (No lineside signs are provided for this speed) ① - To/From Holgate Reception Sidings D/UHGL = Down and Up Holgate Goods Loop 505m / 1659 feet
APCO Zone commencement (Selective)	185 57		
APCO Zone commencement (Selective)	185 61		
APCO Zone commencement (Selective)	186 00		
	186 20 *		
	186 43 *		
	187 25 *		
	187 43		
	187 78 *		
Holgate Jn	188 07 *		

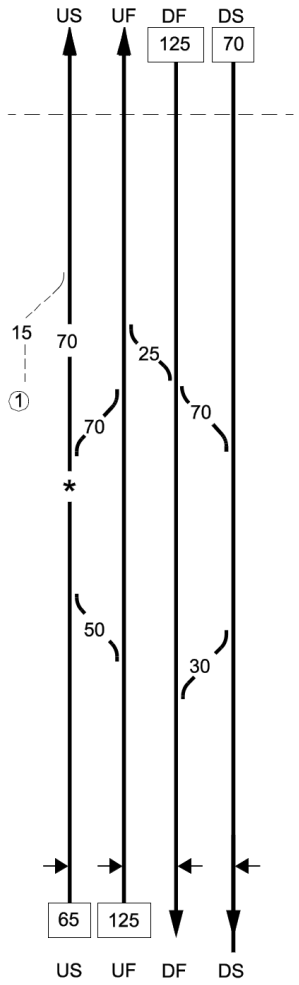
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	004	Shaftholme Jn. to Reston GSP	ECM4 ECM5	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	188 10 *		TCB York ROC (Y) RA9 York Station Workstation AC:York ECR GSM-R UL = Up Leeds DL = Down Leeds YS1 = York Loco No1 siding YS2 = York Loco No2 siding RA9 York Platform 2 and maintenance sidings: RA3 York Platform 4 and connecting line to LN880: RA8 York Platform 5 and connecting line to LN880: RA8 PP-S for train class 1, 2, 3 (ECS), 5, 9 and 0 is authorised in platforms 1, 2, 6, 7 and 8. PP-A for train class 1, 2, 3 (ECS), 5, 9 and 0 is authorised in all platforms. PP-C for train class 1,2,3 (ECS), 5 and 9 is authorised in platforms 3, 4, 5, 9 ,10 and 11. Platform Stabling for train class 1, 2, 3 (ECS) 5 and 0 is authorised in platforms 1, 2, 6, 7 and 8. Platform Stabling for train class 1,2,3 (ECS) and 5 is authorised in platforms 9, 10 and 11. Platform Stabling for train class 1, 2,3 (ECS) and 5 is authorised in platforms 3,4 and 5 for the purposes of supporting cyclical maintenance strategy at York Station.
York ROC	188 15		
	188 19 *		
	188 21 *		
	188 28 *		
YORK	188 40		
Change of milage / change of ELR	00 00		ES = Exam Sidings DSC = Down Scarborough USC = Up Scarborough
York North Jn	0 22 *		RA9 YL = York Loco Line
	0 26 *		
York Loco Line boundary	0 36		
	0 42 *		York ROC York North Workstation (Y)

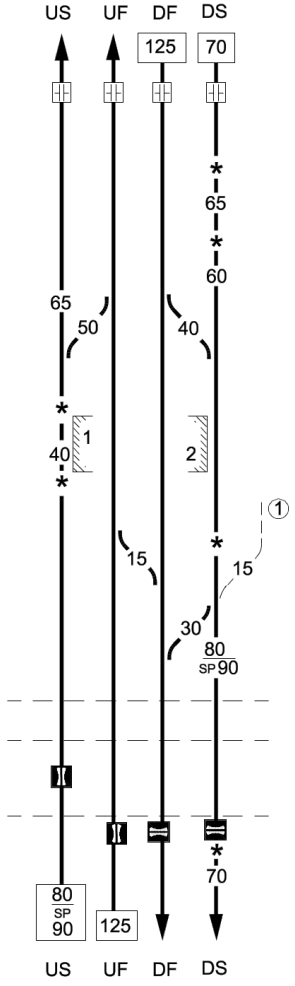
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	005	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC RA9 York North Workstation (Y) AC:York ECR
	1 09 *		
	1 23 *		
	1 25 *		
Skelton Jn (York)	1 50 *		① = to / from York Yard North Sidings
	1 60 *		
York FS OHNS	2 04		
	3 02 *		
Skelton Bridge Jn	3 11		TAWS between 3 15 and 5 08
	3 17		
	3 23		
	3 25 *		
	3 28 *		

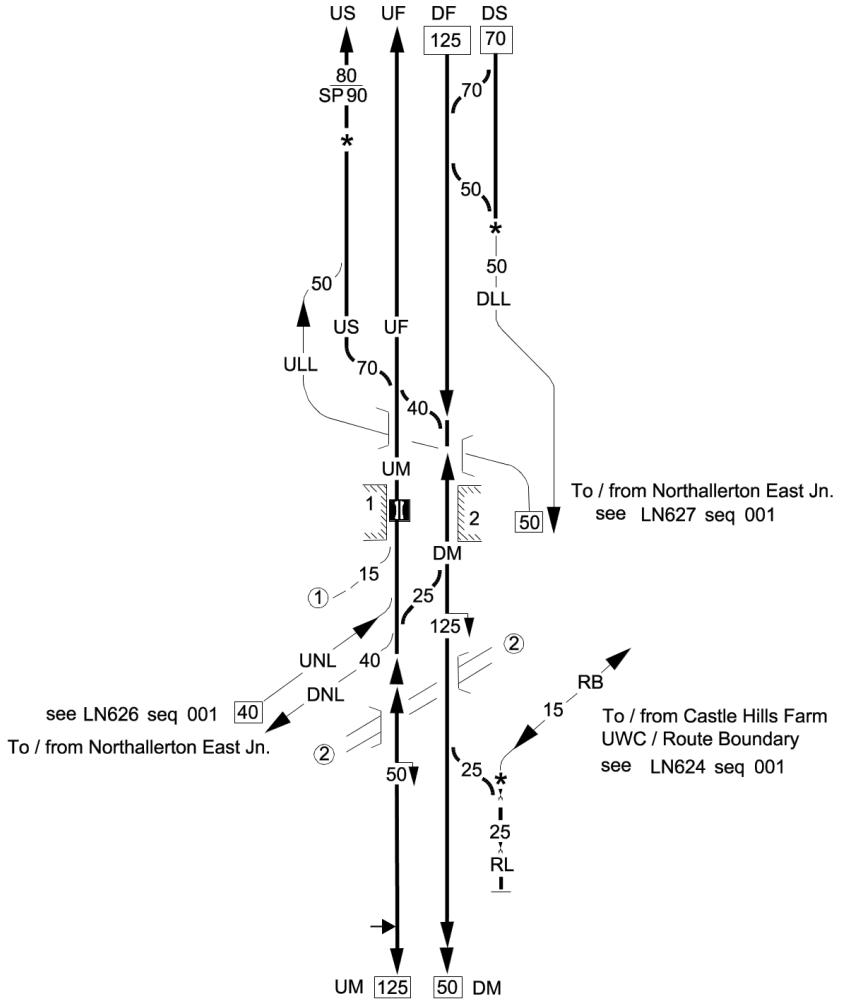
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	006	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Beningbrough Footpath LC (R/G)	7 01		GSM-R TCB York ROC RA9 York North Workstation (Y) AC:York ECR
Tollerton	9 39		
	9 48		① - To/From Tollerton Sidings
	9 55		
	9 60 *		
	10 18		
Sessay WILD	16 65		

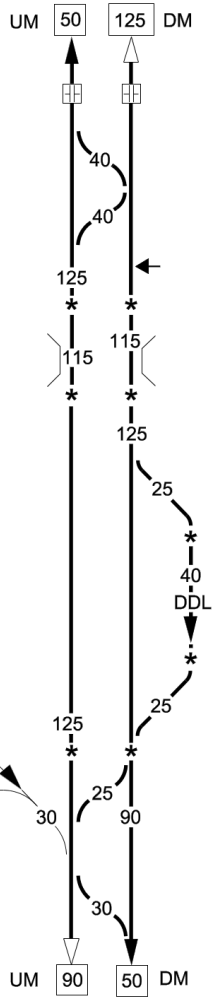
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	007	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC RA9 York North Workstation (Y) AC:York ECR
Dalton TSC OHNS	19 09		
	20 40 *		
	21 03 *		
	21 72		
	21 79		
	22 03 *		
	22 18 *		
	22 30 *		① - To/From Thirsk Sidings
	22 35		
	22 60		
	22 65		
No 81 LC (R/G)	22 73		
No 82 LC (R/G)	23 33		TOWS between 23 60 and 24 60
No 89 LC (R/G)	27 58		APCO Zone commencement (selective) 27 28
	28 50 *		APCO Zone commencement (selective) 27 29

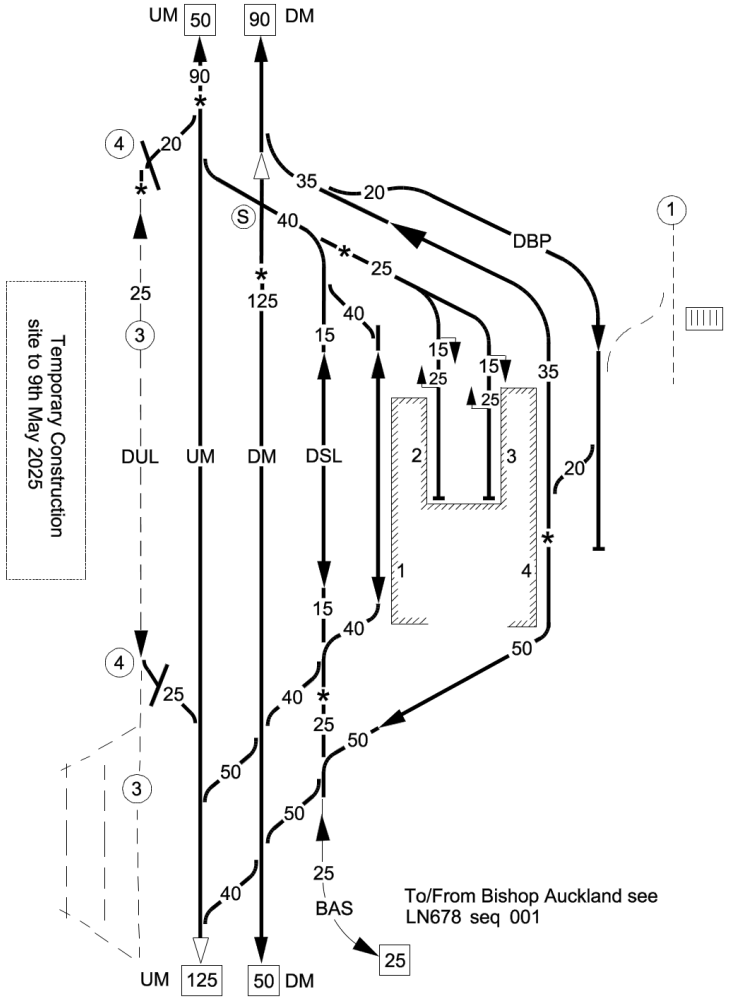
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	008	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC RA9 York North Workstation (Y) AC:York ECR
Longlands Jn (Down)	28 58 28 68 28 71 *		
	28 76 28 77 *		
Longlands Jn (Up)	29 01		
	29 56		ULL = Up Longlands Loop DLL = Down Longlands Loop APCO Zone commencement (selective) 29 75
NORTHALLERTON	29 76 29 78		
Northallerton High Jn	30 09		① - To/From Northallerton Up Sidings ② = Continuation of ULL / DLL under UM / DM
Castle Hills Jn	30 59 30 63 *		Bi Directional Signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions UNL = Up Northallerton Loop DNL = Down Northallerton Loop RL = Castle Hills Reversing Line
End of Castle Hills Reversing Line	31 09		
Danby Wiske HABD	33 50		

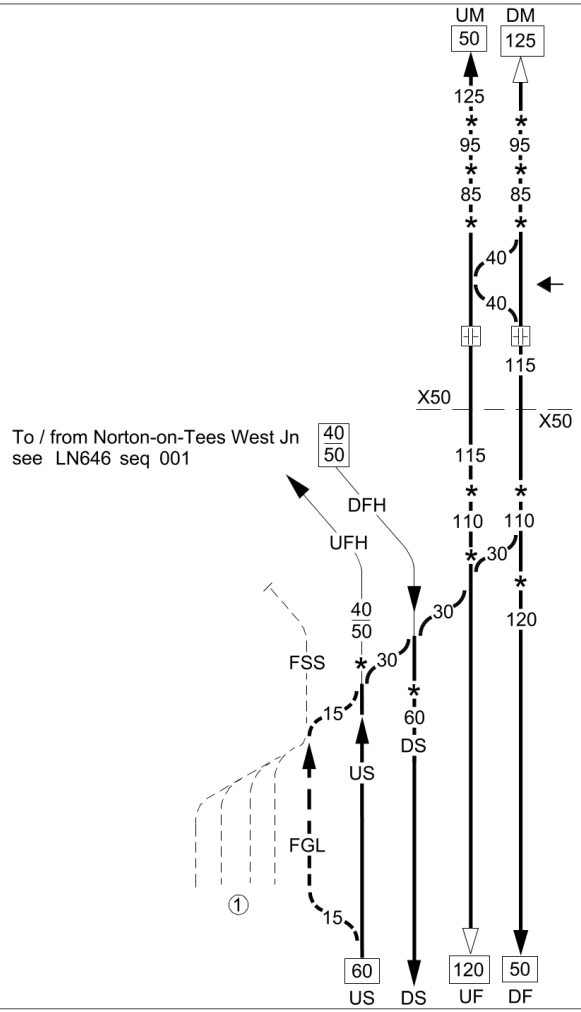
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	009	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	04/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC (T) RA9 Darlington workstation AC:York EC Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.
Hutton Bonville FS OHNS	35 05		
East Cowton Crossovers	37 50		
Eryholme HABD	38 72		See General Instructions for SATWS details at East Cowton Crossovers
	40 05 *		
Croft Viaduct	41 08		
	41 50 *		TOWS between 39 75 and 41 50. Three independent systems covering:- (1) Bridges 88 and 89. (2) Bridge 87. (3) Bridges 85 and 86.
	42 72		
	43 00 *		DDL = Darlington Down Loop 672m / 735 yds
	43 42 *	To / from Eaglescliffe South Jn. see LN631 seq 001	
	43 50		UD = Up Dinsdale DD = Down Dinsdale
	43 52 *		
Darlington South Jn	43 61		

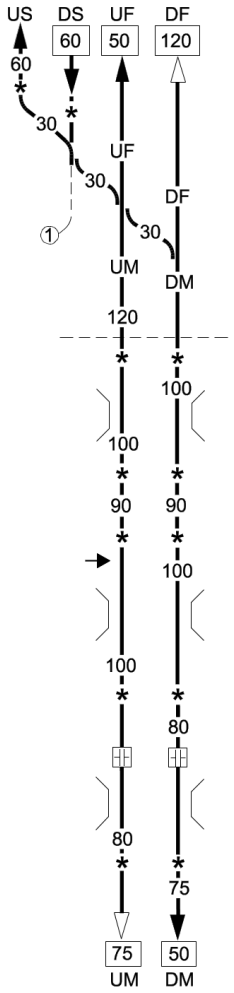
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	010	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	20/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Darlington Sourth Jn	43 61		TCB Tyneside ROC (T) RA9 Darlington workstation AC:York EC GSM-R Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions. (S) = Switched Diamonds DBP = Darlington Down Bypass = 128m / 131yds. DSL = Darlington Station Loop (1) To / from Darlington Down (Park Lane) sidings PP is authorised on Platforms 1 & 4 for Class 1, 2 & 5 for contingency arrangements and booked attaching only. PP is authorised for full use on dead end Platforms 2 & 3 for Class 1, 2, 3 (ECS), 5, 9 & 0. (3) Darlington Up Goods Loop and Up sidings temporary construction site. (4) Chained Sleeper BAS = Bishop Auckland Single.
	43 66 *		
	43 72 *		
	43 74 *		
Darlington Down sidings Ground Frame (Park Lane)	44 02		
DARLINGTON	44 10		
	44 14 *		
	44 24 *		
Darlington North Jn	44 36		

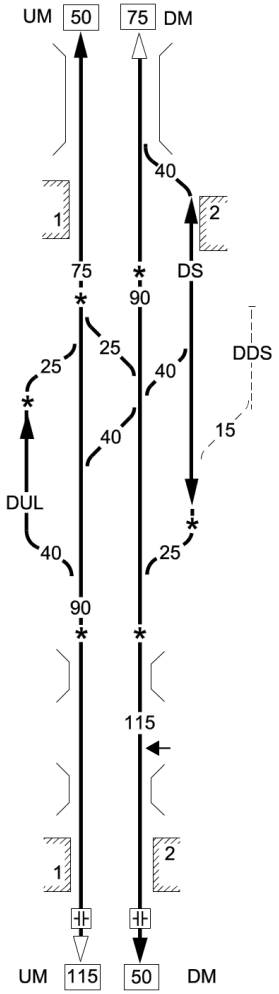
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	011	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	11/01/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Tyneside ROC (T) RA9 Darlington Workstation AC:York EC GSM-R Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.
	48 00 *		TOWS between 48 30 and 49 11 (Bridges 122, 125, 126 and 127)
	48 50 *		
	49 30 *		
Aycliffe	49 36		TOWS between 49 29 and 49 51
Aycliffe HABD	49 36		
Aycliffe TSC OHNS	49 60		
Jenkins FPS (OMSL-X)	53 14		OSML - See General Instruction
			TOWS between 50 00 and 52 00 (Bridges 137, 129 & 131)
	55 20 *		TOWS between 54 20 and 55 60 (Bridges 148 & 149)
	56 15 *		
Ferryhill South Jn	56 17		
	56 20 *		UFH = Up Ferryhill DFH = Down Ferryhill FSS = Ferryhill Shunt Spur
	55 51 *		
	56 66 *		
			FGL = Ferryhill Up Goods Loop 448m / 490yds
Ferryhill Up Goods Loop	56 73		① = To / from Thrislington Quarry / Ferryhill Up private Sidings (part electrified),& Kelloe Bank Foot Siding (via private sidings).

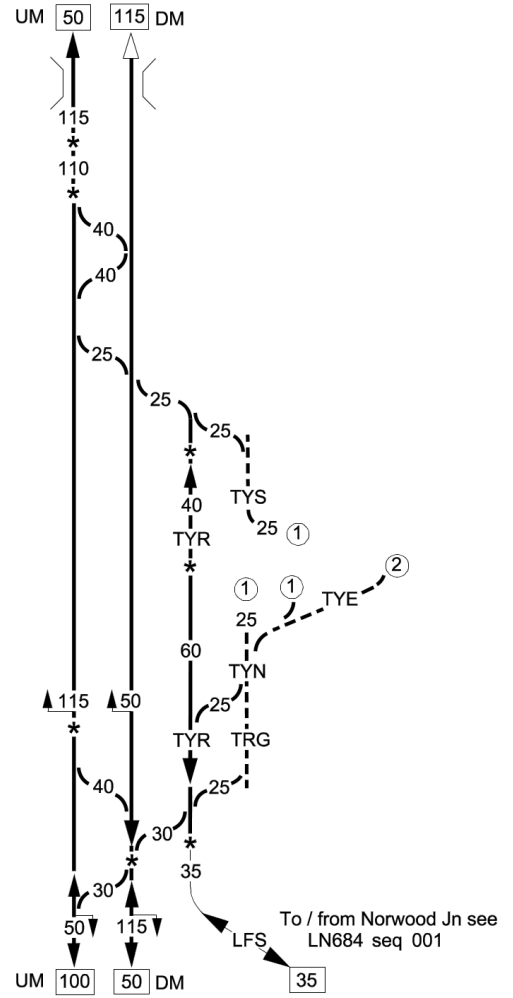
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	012	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	01/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC (T) RA9 Darlington workstation AC:York EC
	58 68 *		
Tursdale Jn	58 71 *		Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.
	58 76		TOWS between 58 60 and 59 20 ① = Tursdale Siding
Hett Mill LC (CCTV)	60 21		
	60 44 *		TOWS between 61 00 and 62 00
Croxdale Viaduct	62 13		
	62 20 *		TOWS between 62 20 and 62 60 (Bridge 178).
	63 03 *		
Littleburn HABD	63 59		
Langley Moor Viaduct	64 36		
	64 49 *		
Durham FS OHNS	64 73		
Relly Mill Viaduct	65 20		
	65 62 *		TOWS between 65 60 and 66 20

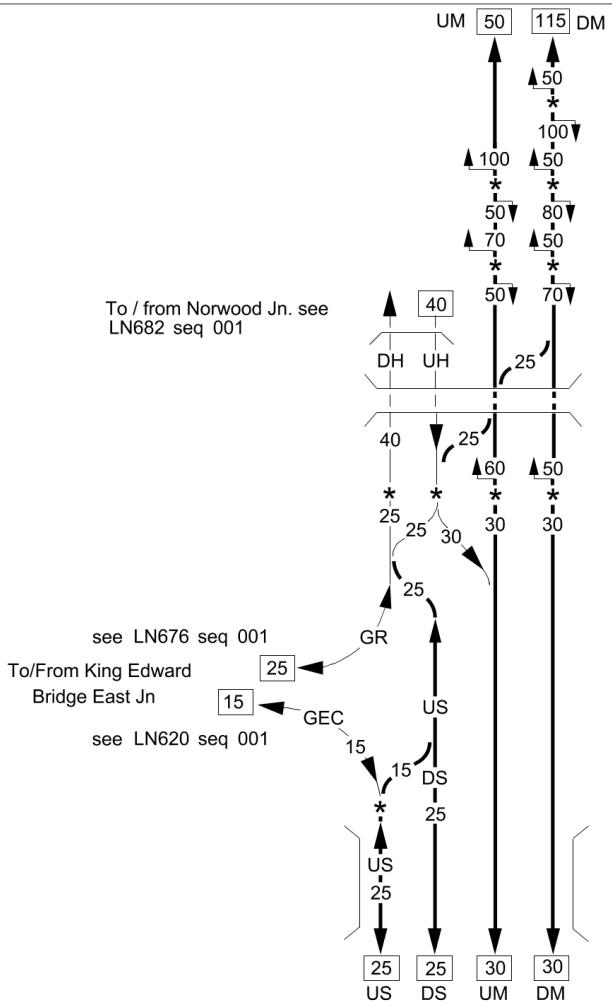
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	013	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	06/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Durham Viaduct from	65 74		GSM-R TCB Tyneside SB (T) RA9 Darlington workstation AC:York EC Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions. TOWS between 65 60 and 66 20
to	66 06		
DURHAM	66 13		
	66 14 *		
	66 21 *		
	66 35 *		DDS = Durham Down Sidings
Crook Hall GSP	66 38		
	66 74 *		DUL = Durham Up Loop = 563m / 612yds
	68 40 *		
Plawsworth Viaduct	69 57		TOWS between 69 20 and 70 20
Plawsworth HABD	70 20		
Chester Dean Viaduct	71 01		Gateshead workstation
CHESTER-LE-STREET	71 72		
Chester-le-street TSC OHNS	72 04		

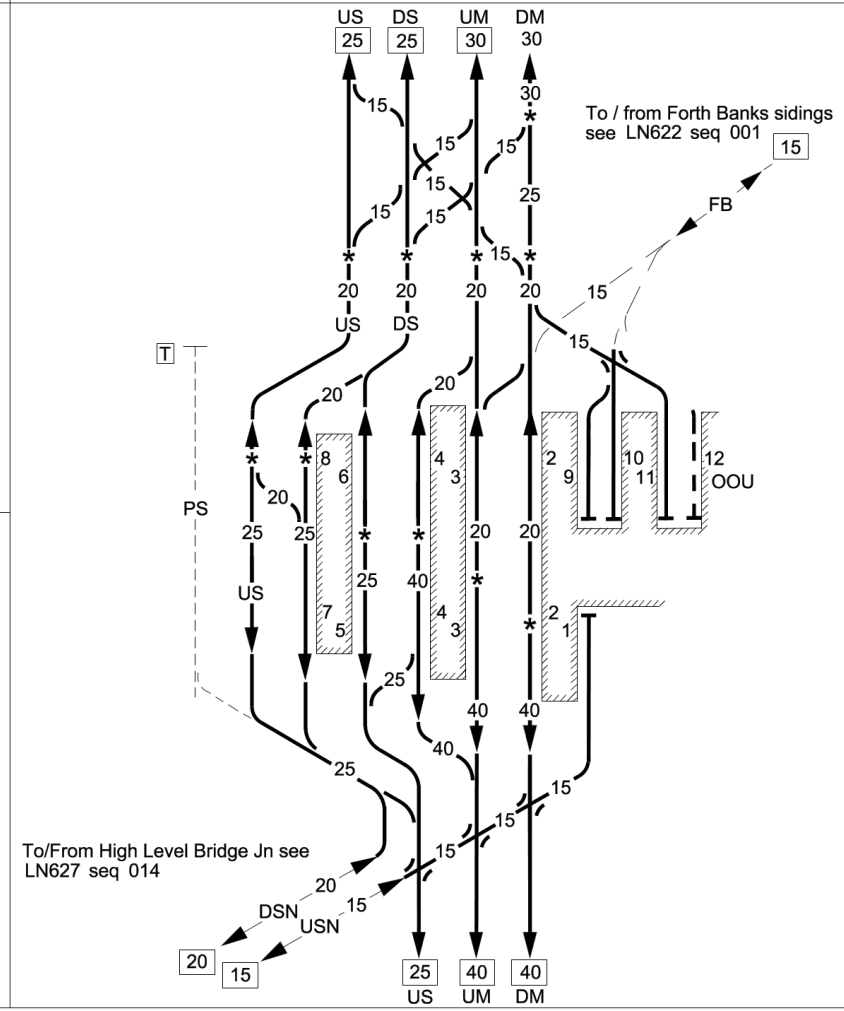
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	014	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	06/01/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Chester-Le-Street Viaduct	72 19		TCB Tyneside ROC (T) RA9 Gateshead workstation AC:York EC GSM-R Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. (Low Fell Jn to Benton, and Tyne Yard Reversible / Tyne Yard Reversible Goods lines have full Bi-Di signalling all speeds shown). See Local Instructions.
	72 23 *		
	73 23 *		
Ouston Crossovers	73 32		See General Instruction for SATWS details at Ouston Crossovers
Birtley Jn	75 29		See General Instruction for SATWS details at Birtley Junction
	75 66 *		TYS = Tyne Yard South Arrival / Departure TYR = Tyne Yard Reversable (1) = To / from Tyne Yard sidings (2) = To / from Tyne Yard Depot TYE = Tyne Yard Engine Line TYN = Tyne Yard North Arrival / Departure TRG = Tyne Yard Reversible Goods = 224m / 245 yds
Lamesley Crossover	76 66		
	77 00 *		
Low Fell Jn	77 37		See General Instruction for SATWS details at Low Fell Jn
	77 39 *		
	77 40 *		LFS = Low Fell single

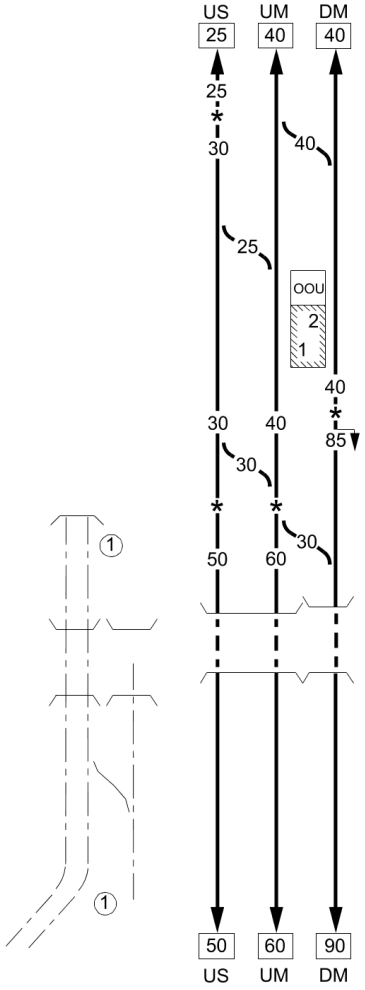
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	015	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	78 08 *		GSM-R TCB Tyneside ROC (T) RA9 Gateshead workstation AC:York EC
	78 62 *		Bi Directional signalling Low Fell Jn - Benton with all speeds shown. See Local Instructions
	79 01 *		
Askew Road Tunnel (48m / 53 yds)	79 26 to 79 29		DH = Down Hexham UH = Up Hexham
	79 35 *		
King Edward Bridge South Jn	79 42		GR = Gateshead Reversible GEC = Gateshead East Curve
King Edward Bridge North Jn	79 57		
	79 57 *		
King Edward Bridge	79 57 to 79 70		Newcastle workstation

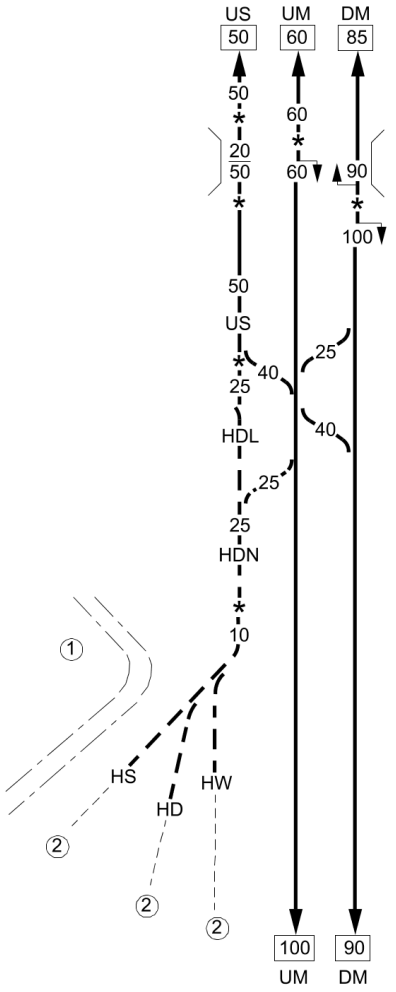
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	016	Shaftholme Jn. to Reston GSP	ECM5 ECM6 ECM7	London North Eastern	04/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC (T) RA9 Newcastle workstation AC:York EC
	79 70 *		
Newcastle South Jn	79 75		FB = Forth Branch
	79 76 *		
Newcastle West Jn	80 05		
	80 12 *		PP- Permissive Working - platform 1 & platforms 9 to 11 - full use for class 1, 2, 3(ECS), 5, 9 & 0 trains. PP is authorised on Platforms 2 to 8 only for Class 1, 2, 5 and 0 trains during service disruption and for booked attaching.
NEWCASTLE	80 16		
	0 00		
	0 00 *		
	0 03 *		PS = Provincial Siding
	0 06 *		
Newcastle East Jn	0 14		DSN = Down Sunderland USN = Up Sunderland

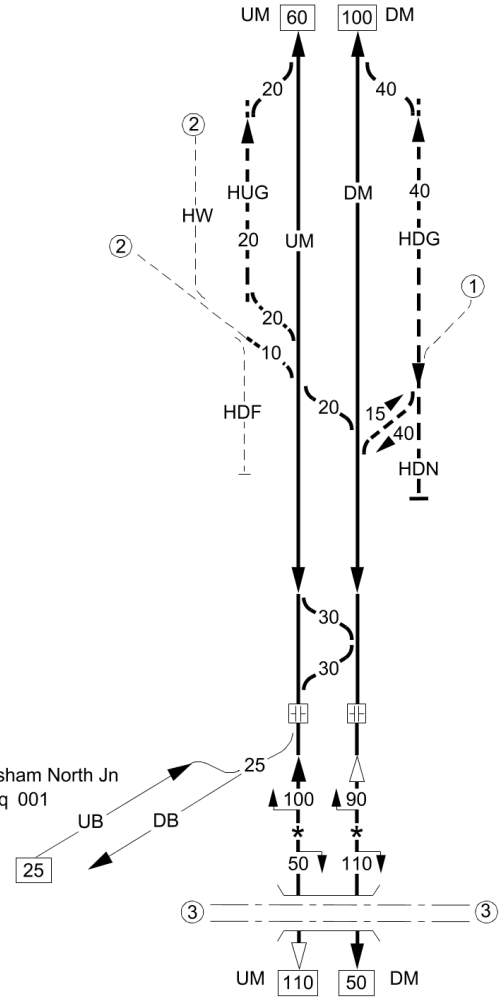
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	017	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	0 24 *		GSM-R TCB Tyneside ROC (T) RA9 Newcastle workstation AC:York EC
Dean Street Crossover	0 28		
Pilgrim Street Crossover	0 36		
MANORS	0 46		
	0 51 *		
Argyle Street Jn	0 58		
	0 58 *		① = Adjacent lines and sidings, Nexus / Tyne & Wear Metro OLE = 1500V DC (ECR phone 0191 213 1003)
Red Barns Tunnel (90m/98 yards)	0 65 to 0 70		

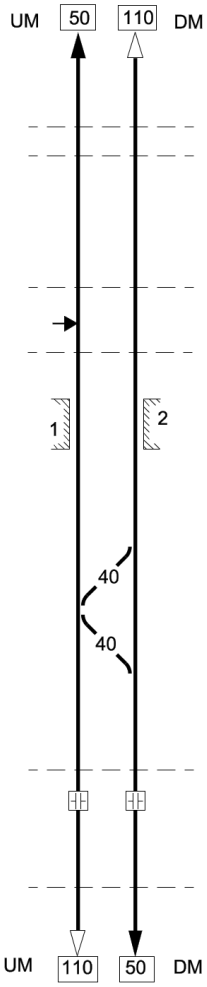
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	018	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ouseburn Viaduct	1 03 * 1 07 * 1 04 to 1 18 1 18 *		GSM-R TCB Tyneside ROC (T) RA9 Newcastle workstation AC:York EC
Heaton South Jn	1 59 * 1 65		CW Depot Line at 1 64
	1 79		HDL = Heaton Depot Line HDN = Heaton Depot Neck HS = Heaton Sidings HD = Heaton Depot Departure HW = Heaton Depot Washer / Arrivals (1) = Adjacent lines and station, Nexus / Tyne & Wear Metro OLE = 1500V DC (ECR phone 0191 213 1003) (2) = To / from Heaton Depot private sidings 5 mph in Depot worked as a Siding.

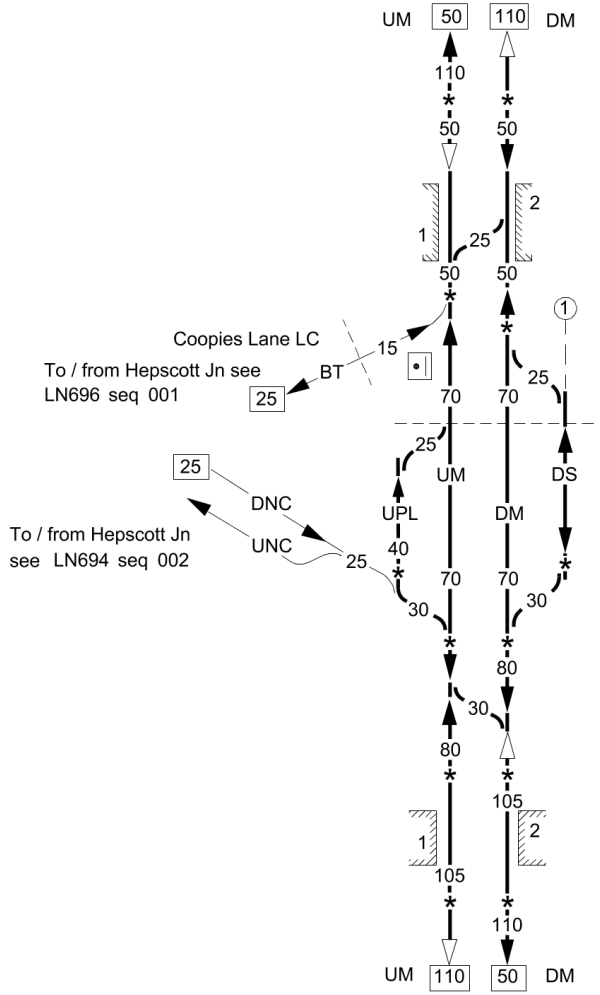
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	019	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Chillingham Road	2 18		GSM-R TCB Tyneside ROC (T) RA9 Newcastle workstation AC:York EC
Heaton Depot	2 58		HUG = Heaton Up Goods Loop = 685m / 749 yds HDG = Heaton Down Goods Loop = 749m / 819yds HDN = Heaton Down Sidings Shunt Neck = 30m/33yd HDF = Heaton Depot Flushing Apron HW = Heaton Depot Washer / Arrivals (1) = To / form Heaton Down Sidings, Heaton Pile Sidings, Heaton Depot sidings, (all OOU).
Heaton North Jn	2 70		(2) = To / from Heaton Depot private sidings 5 mph in Depot worked as a Siding.
Benton Crossovers	4 10		
Benton FS OHNS	4 23		Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.
Benton North Jn	4 24	To / from Newsham North Jn see LN694 seq 001	
	4 30 *		UB = Up Blyth & Tyne DB = Down Blyth & Tyne
	4 41		(3) = Adjacent lines over bridge, Nexus / Tyne & Wear Metro OLE = 1500V DC (ECR phone 0191 213 1003)

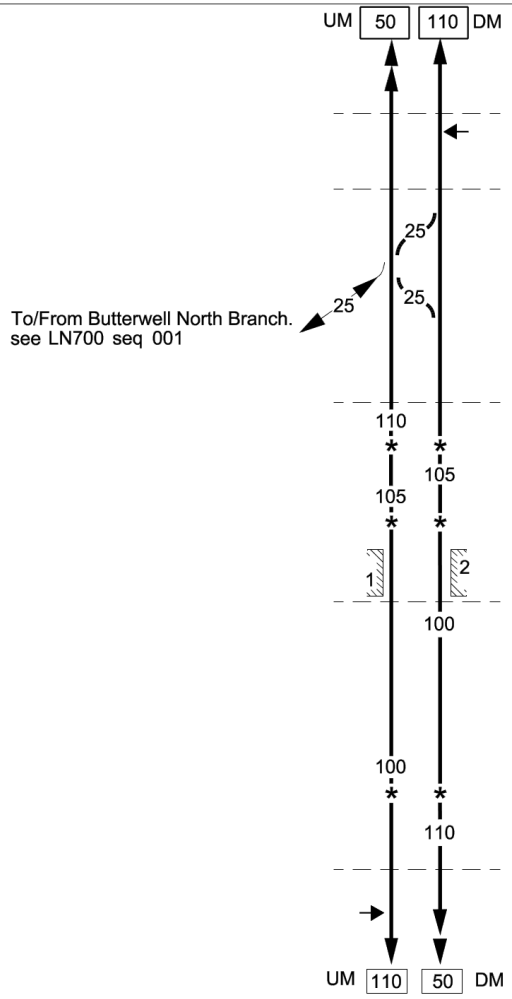
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	020	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	11/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC(T) RA9 Newcastle workstation AC:York EC
Killingworth LC (CCTV)	5 76		Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.
Killingworth Public Bridleway LC	6 28	T	
		T	
Dam Dykes HABD	8 45		
Dam Dykes LC (CCTV)	8 46		
CRAMLINGTON	9 74		
Plessey Crossovers	11 51		
			Morpeth SB (M)
Stannington LC (CCTV)	13 74		
Stannington TSC OHNS	14 00		
Clifton LC (CCTV)	14 56		

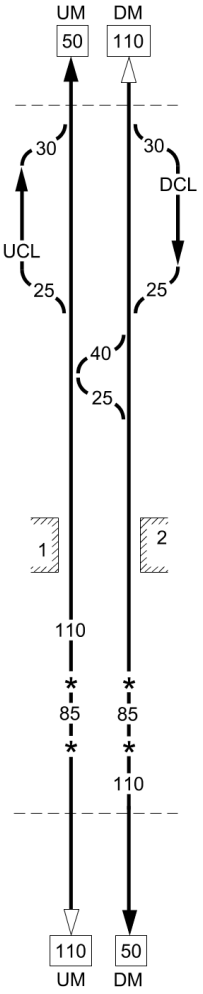
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	021	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	16 14 *		GSM-R TCB Morpeth SB (M) RA9 AC:York EC Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.
MORPETH	16 50		
	16 56 *		① - To / from Sidings
Morpeth Jn	16 56		
	16 59 *		
Morpeth SB (M)	16 63		BT = Down / Up Blyth & Tyne
Morpeth North LC (CCTV)	16 78		DNC = Down NE Curve UNC = Up NE Curve UPL = 429m / 469yds
	17 26 *		
Morpeth North Jn	17 30		
	17 32 *		Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.
	17 61 *		
PEGSWOOD	18 44		
	18 71 *		

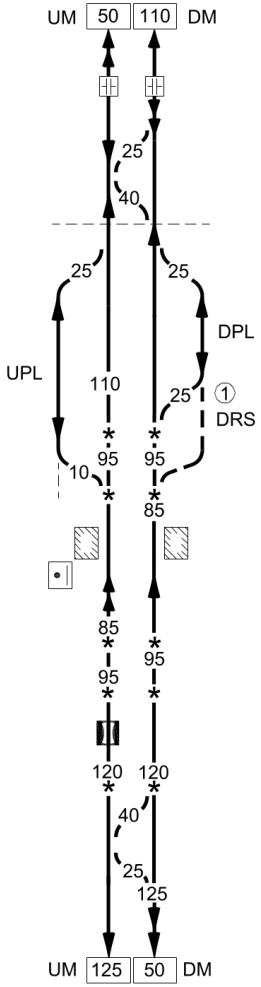
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	022	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	16/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Morpeth SB (M) RA9 AC:York ECR GSM-R
Longhirst LC (CCTV)	20 17		
Longhirst HABD	20 20		
Ulgham Lane LC (CCTV)	20 52		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
Butterwell Jn	20 63		Explination of change Removal of Redundant S&C work
		To/From Butterwell North Branch. see LN700 seq 001	Widdrington crossovers and access into Sidings recovered under network change REF NC/G1/2016/LNE/018/V
Ulgham Grange LC (CCTV)	22 24		
	22 38 *		
	23 15 *		
WIDDRINGTON	23 20		
Widdrington LC (CCTV)	23 23		
	24 63		
	24 75 *		① - To/From Widdrington Sidings (OUT OF USE)
Felton Lane LC (CCTV)	25 16		
Chevington HABD	25 48		

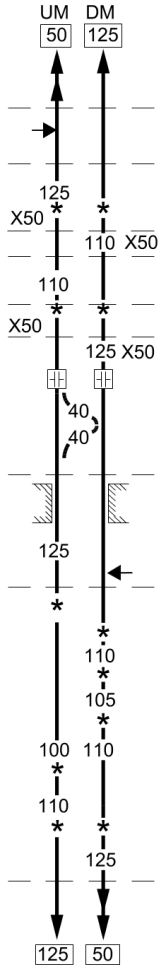
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	023	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	05/02/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Chevington LC (CCTV)	25 49		GSM-R TCB Morpeth SB (M) RA9 AC:York EC Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions. UCL = Up Chevington Loop = 864m / 945 yds. DPL = Down Chevington Loop = 838m / 916yds.
	25 55		
	26 37		
Chevington North Crossovers	26 55		
ACKLINGTON	28 43		
	30 00 *		Alnmouth SB (A)
	30 40 *		
Warkworth LC (CCTV)	31 67		

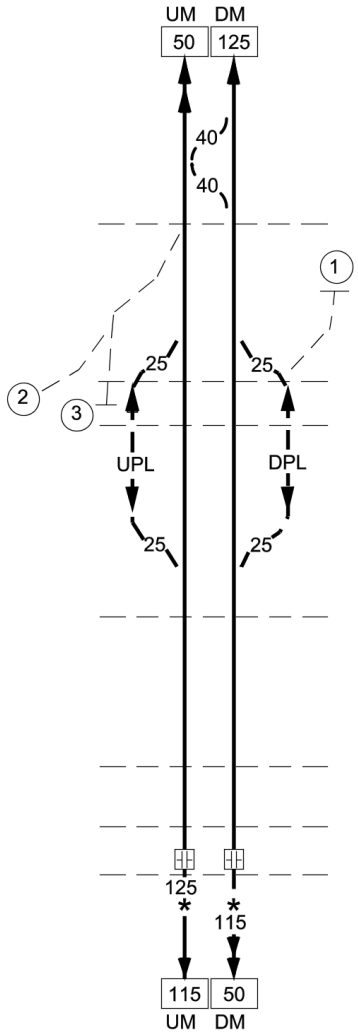
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	024	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	14/03/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Alnmouth SB (A) RA9 AC:York ECR
OHNS (Shilbottle TSC)	33 37		
Wooden Gate Crossovers	33 65		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
Wooden Gate LC (CCTV)	33 71		
	33 72		
	34 28 *		DPL 486m/1596 feet (Bi-directional). UPL 877m/2877 feet (Bi-directional). DRS 390m/1281 feet ① - Worked as a Siding.
	34 54		
	34 62 *		
ALNMOUTH ②	34 69		
Almouth SB (A)	34 76		② - FOR ALNWICK
	35 40 *		
	35 70 *		
MPCO zone commencement (Selective)	37 31		MPCO - See General Instructions
	38 34 *		
Little Mill Crossovers	39 30		

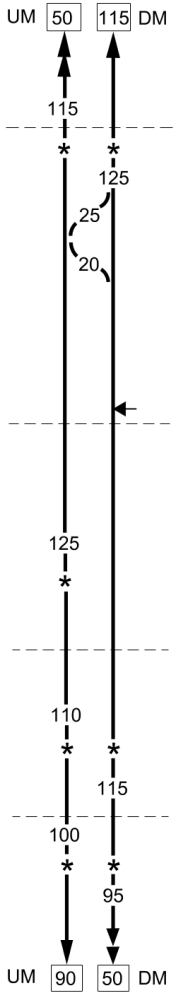
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	025	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	24/10/2019

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Alnmouth SB (A) RA9 AC:York ECR
Little Mill LC (CCTV)	39	34			Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
Stamford HABD	40	38			
Stamford LC (CCTV)	40	39			
	42	35	*		
Christon Bank Farm FPS OMSL	42	46		T	See OMSL Instructions
Christon Bank LC (CCTV)	43	00			
Fallodon LC (CCTV)	43	45	*		
Brunton FPG OMSL	43	65		T	See OMSL Instructions
Chathill TSC OHNS	45	56			
Chathill Crossovers	45	67			AC:Cathcart ECR
Chathill LC (CCTV)	45	78			
CHATHILL	46	01			
Newham HABD	47	08			Newham HABD reports to Tweedmouth SB
Newham LC (CCTV)	47	09			
	47	35	*		
	47	40	*		
	47	50	*		
	47	52	*		
	47	60	*		
	48	20	*		
Lucker LC (CCTV)	49	17			Tweedmouth SB (TW)

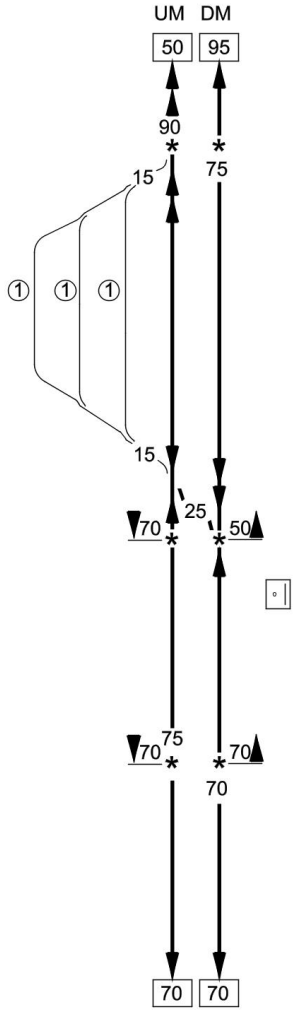
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	026	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	11/11/2017

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Tweedmouth SB (TW) RA9 AC:Cathcart ECR Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
Belford Crossovers	51	39			
Belford LC (CCTV)	51	45			
Belford Quarry GF	51	52			
	51	54			
	51	55			
Belford Burn Public Footpath LC	51	64	T		DPL = Down Passenger Loop - 1024m/1120yds UPL = Up Passenger Loop - 1088m/1190ydst
Easington Public Footpath LC	51	72	T		
	52	41			(1) Belford Tamper Siding
	52	43			(2) To/From Belford Quarry Private Sidings (Temporarily OOU)
Cragmill LC (CCTV)	52	48			(3) Belford Cripple Siding
Smeafield LC (CCTV)	54	79			
Fenham Low Moor LC (CCTV)	55	31			
Fenham TSC OHNS	57	17			
Fenham Hill Public Footpath LC	57	37	T		
	57	76	*		

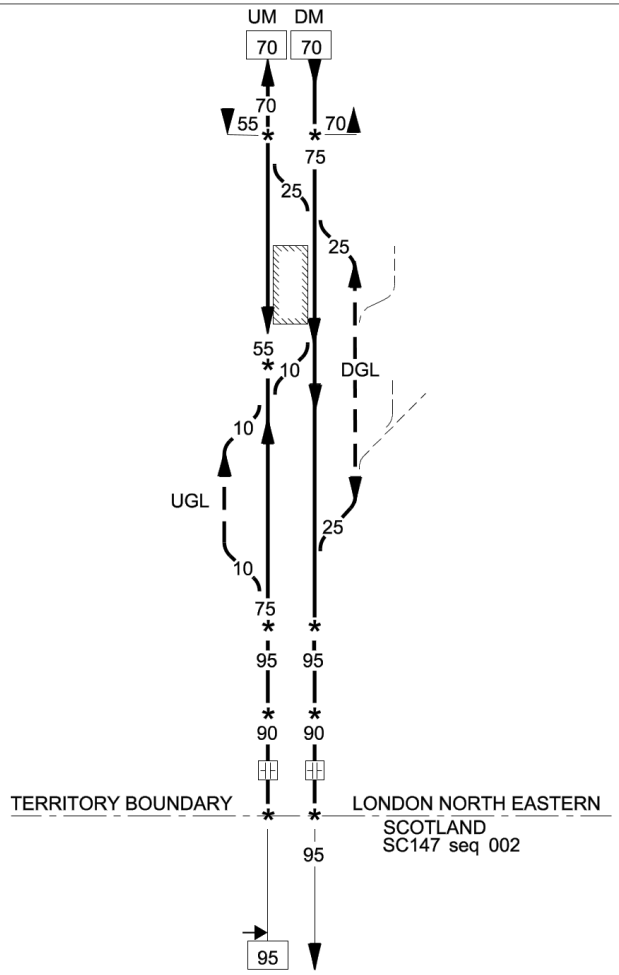
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	027	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	06/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Beal LC (CCTV)	58 52		GSM-R TCB Tweedmouth SB (TW) RA9 AC:Cathcart ECR Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
	58 73 *		
Beal Crossovers	59 32		
Goswick HABD	60 66		
Goswick LC (CCTV)	60 67		
	63 10 *		
Scremerston LC (CCTV)	63 46		
	64 53 *		
Spittal LC (R/G) Pedestrians only	65 01		
Spittal LC (MCG)	65 01		
	65 14 *		

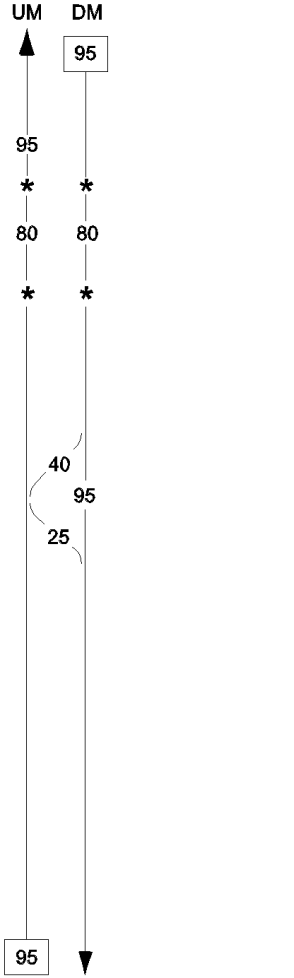
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	028	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	12/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tweedmouth SB (TW) RA9 AC:Cathcart ECR Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions ① - Sidings not worked under TCB Regulations
Tweedmouth Crossover	65 71 *		
Tweedmouth SB (TW)	65 78		Bi Directional signalling Tweedmouth to Berwick speeds as follows:- Down direction over Up line: 70 mph 65 71 to 66 70 Up direction over Down line 70 mph 67 08 to 65 71.
	66 36 *		

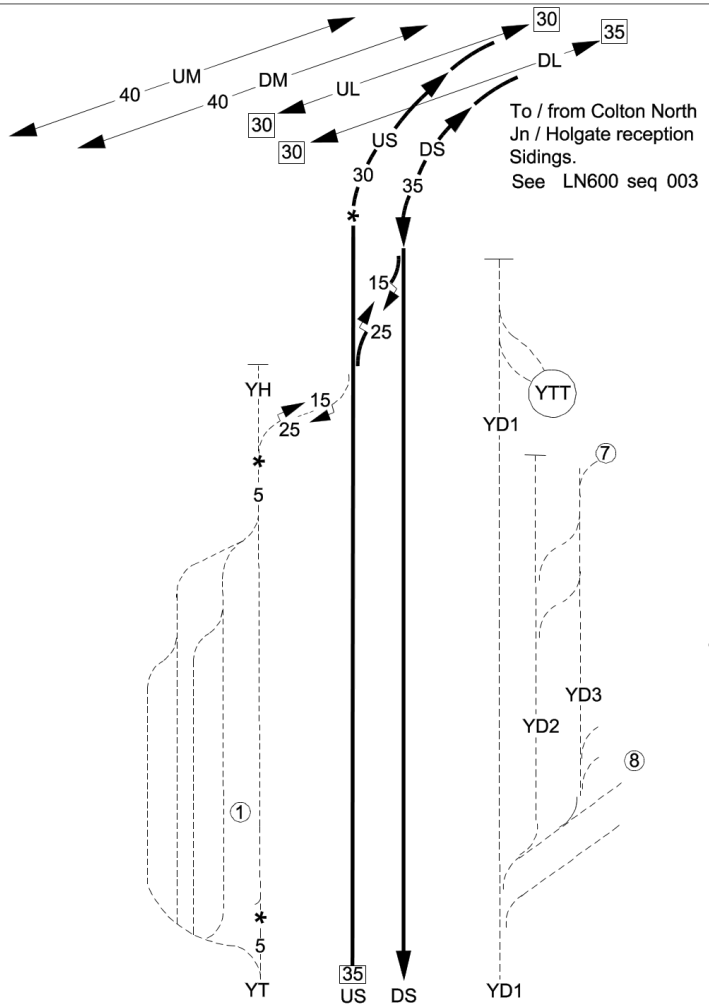
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	029	Shaftholme Jn. to Reston GSP	ECM7 ECM8	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tweedmouth SB (TW) RA9 AC:Cathcart ECR
	66 70 *		Bi Directional signalling Tweedmouth to Berwick speeds as follows:- Down direction over Up line 70 mph 65 71 to 66 70 Up direction over Down line 70 mph 67 08 to 65 71.
	66 72		
BERWICK-UPON-TWEED	67 00		
	67 06 *		DGL 736m/2415 feet Bi-directional
Berwick North Crossover	67 08		
	67 11		
	67 36		UGL 384m/1260 feet
	67 38		
	67 69 *		
	69 00 *		
Marshall Meadows FS OHNS	69 17		
Network Rail LNE/Scotland	69 67 *		
Territory Boundary (Mileage from Edinburgh)	54 50		
EG402 signal (Up)	54 26		
EG403 signal (Down)	54 12		
Tweedmouth HABD	54 06		Edinburgh SB (EG)

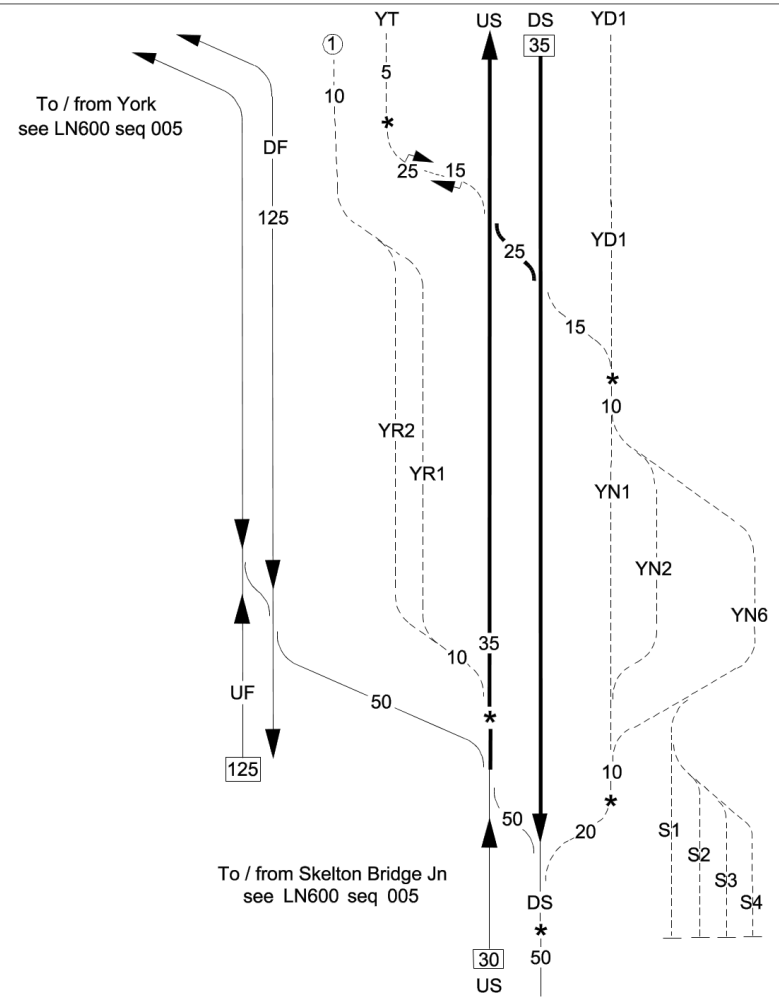
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	030	Shaftholme Jn. to Reston GSP	ECM8	London North Eastern	12/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Edinburgh SB (EG) AC:Cathcart ECR
	50 08 *		
	49 10 *		
Reston GSP	47 14		
		To/From Edinburgh see Network Rail Scotland Sectional Appendix SC147 seq 002	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN618	001	Holgate Jn to Skelton Jn.	HOS	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Holgate Jn	0 00		GSM-R TCB York ROC RA9 York Station Workstation (Y) AC:York ECR DL = Down Leeds UL = Up Leeds
	0 05 *		
York Yard South Jn	0 21		York ROC York North Workstation (Y) York Up Sidings Complex - see local Instructions: - YH = York Yard South Headshunt YT = York Yard South Transfer (part electrified) ① = York Yard South Sidings York Down Sidings Complex - see local Instructions: - YD1 = York No1 Independent YD2 = York No2 Independent YD3 = York No3 Independent YTT = York Turn Table ⑦ = To / from Holgate Engineering Works (Private) ⑧ = To / from Klondyke Private Sidings

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN618	002	Holgate Jn to Skelton Jn.	HOS	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
York Yard North Jn	0 79		GSM-R TCB York ROC RA9 York North Workstation (Y) AC York ECR York Up Sidings Complex - see local Instructions: - YR1 = York Yard South No1 Up Arrival = 644m YR2 = York Yard South No2 Up Arrival =521m YT = York Yard South Transfer ① = To / from York Yard South Sidings York Down Sidings Complex - see local Instructions: - YD1 = York No1 Independent YN1 = York Yard North No1 Siding (electrified) YN2 = York Yard North No2 Siding YN6 = York Yard North No6 Siding S1 = Skelton OTM1 siding S2 = Skelton OTM2 siding S3 = Skelton OTM3 siding S4 = Skelton OTM4 siding
	1 07 *		
	1 13 *		
	1 35 *		
	1 54 *		
Skelton Jn	1 54		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN622	001	Forth Branch	NEN1	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		15 To/From West End Bays see LN600 seq 016	GSM-R TCB Tyneside SB (T) RA8 AC:York ECR
Newcastle West Jn	0 11	15 To/From Down Main see LN600 seq 016	
		15	GSM-R Up: Start of GSM-R area: 0m 32ch ▲ Down: End of GSM-R area: 0m 32ch
Stop Board	0 40		OTS
		15	
Forth Banks	0 73		

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LN618 – HOLGATE JN TO SKELTON JN 38B

LN600 (SHAFTHOLME JN. TO RESTON GSP)

From	To	Type of Train	Line(s)	Remarks
York Siemens Depot	Holgate Reception Sidings	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
York Turn Table	Holgate Reception Sidings	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Reception Sidings	York Siemens Depot	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Reception Sidings	York Turn Table	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Loop/Reception	York Yard North Y248	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
York Yard North	Holgate Loop/Reception	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Skelton Jn Y666	York Yard North Y248	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Skelton Jn Y666	York Yard South Y245	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book

Dated: 03/02/18

LN618 (HOLGATE JN TO SKELTON JN.)

From	To	Type of Train	Line(s)	Remarks
York Siemens Depot	Holgate Reception Sidings	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
York Turn Table	Holgate Reception Sidings	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Reception Sidings	York Siemens Depot	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Reception Sidings	York Turn Table	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Loop/Reception	York Yard North Y248	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
York Yard North	Holgate Loop/Reception	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Skelton Jn Y666	York Yard North Y248	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Skelton Jn Y666	York Yard South Y245	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book

Dated: 03/02/18

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LN600 - SHAFTHOLME JN. TO RESTON GSP

Siemens Depot

Drivers of inbound trains to the Depot must stop at the stop and telephone board on the York Loco line and contact the Siemens Depot controller for permission to proceed.

The person in charge of train despatch at York station must advise the signaller at York ROC SDC York Station when a train composed of more than 3 vehicles requires access to the Depot. The signaller at York must obtain an assurance from the Siemens Depot controller that the train can be dealt with before clearing the platform signal.

Drivers of outbound trains must stop at the exit stop and telephone board and contact the Siemens Depot controller for permission to proceed. The controller must obtain permission from the signaller at York ROC SDC York Station before authorising the train to proceed towards Y300 signal.

Drivers of trains from the National Railway Museum must stop at the stop and telephone board on the NRM line and contact the Siemens Depot controller for permission to proceed into the Depot. Once inside the Depot drivers must proceed beyond the outgoing stop board on the Depot line, clearing Depot point 2, and must then follow the procedure for outbound trains.

Dated: 27/12/24

LN600 - SHAFTHOLME JN. TO RESTON GSP

YORK To NEWCASTLE

Movement of empty Class 14X/15X units between York and Newcastle

When it is necessary to move units between York and Newcastle or vice versa for operating purposes by attaching to passenger services which call at either Chester-le-Street or Thirsk such units must be locked out of public use.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

NORTHALLERTON To Tweedmouth Crossover

Working of trains in the “Wrong Direction” through simplified bi-directionally signalled sections of line.

Trains must only be signalled in the “Wrong Direction” over the simplified bi-directional sections during:-

a) planned engineering work on the adjoining line or

b) in an emergency when a line is blocked due to a failed train, broken rail etc.

c) to allow other trains to pass the Loram C21 Rail Grinding train when grinding. In these circumstances the train must be treated as a train stopping in section.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

NORTHALLERTON

Set-back movements Reversing line to Down Main

The illumination of the "Off" indicator associated with Signal Y496 will be the Driver's authority to proceed and it will not be necessary for the Driver to comply with the ‘Rule Book Module SS2, Section 4.2)’, but the Driver must proceed cautiously, keeping a lookout and being prepared to act on handsignals.

Movements in connection with detaching vehicles with hot axle boxes to Up Sidings

If it is necessary for a vehicle with hot axle box to be detached from a train on the Up Main line at Northallerton, the Driver will be instructed to proceed from signal 498 and stop his train immediately on the Darlington side of signal 695 (by observing the back light).

After the vehicle has been stabled and signal 693 has been cleared for the front portion of the train to set back to the rear portion, the Driver is authorised, without further authority, to proceed to signal 474 at Northallerton Station.

Dated: 27/12/18

LN600 - SHAFTHOLME JN. TO RESTON GSP

DARLINGTON

Train crew requiring access to/from the Darlington Station Loop at Darlington station

Train crew requiring access to/from the Darlington Station Loop at Darlington station must adopt the following procedure:

Access to the Up/Down Station Loop
Access from platform 1 to the Up/Down Station Loop will require the Signaller (at Tyneside IECC Darlington Workstation) to be contacted from T900 signal and a request made for train movements to be stopped on both platform No1 line and the Darlington Station Loop. 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 both lines he/she must contact the Signaller from T898 signal and confirm that he/she is now clear and that normal running of trains may resume.

Access from Darlington Station Loop
Access from the Darlington Station Loop to platform 1 will require the Signaller to be contacted from T898 signal and a request made for train movements to be stopped on both the Darlington Station Loop and platform No1 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 both lines he/she must contact the Signaller from T900 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

Darlington Up Siding

A train to be run round must be routed into Siding 2 and the locomotive returned through Siding 1.

Siding 3 must be used for stabling purposes only.

Siding 4 is out of use until further notice

When a train for the Down direction is ready to depart, the Person in charge of the movement must request permission from the Signaller for it to be propelled to the approach side of Signal 911.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

Birtley Jn

Sanding Signs

A Marker Board is provided before reaching signal T178 and Drivers of south departing trains from Tyne Yard must bring their trains to a halt at this board when signal T178 is at danger and wait at this location for the signal to clear.

Boards instructing Drivers when not to deposit sand and when to, have been provided in the vicinity of Birtley Junction.

These arrangements have been implemented to overcome the problems with locomotives depositing sand in the point mechanisms.

Dated: 02/12/06

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 derailers 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 via T609 must be accompanied by a shunter as far as Signals CT3, CT5, CT7 and CT9.

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

3.6 Movements on the Depot

No movement may exceed the following speeds:-

a) 5mph

b) 3mph through the washing plant

The shunter in charge of any movement on the Depot must ensure that the train or vehicles are safe to move. The Driver must not pass any "STOP AWAIT INSTRUCTIONS" board without the authority of the Designated Shunter responsible for protection.

3.7 Turning of Vehicles on the Turntable

Turning of vehicles on the turntable shall be performed by no less than two shunters. The yard chargeman or Team Leader Production also must be present when possible. Extreme care must be taken due to close proximity of overhead line stanchions.

3.8 Secondary Departure Roads No's 5 and 6

Due to the curvature in No's. 5 and 6 secondary departure sidings Class 158, MK.3 and MK.4 coaches must not be placed in these roads.

3.9 Stabling of MK.3 and MK.4 vehicles and Power Cars

HST power cars, MK.3 and MK.4 vehicles may only be stabled provided that a gap of at least 5 yards (5 metres) is left between the buffer stops and/or adjacent vehicles.

4. Emergency Depot Protection
If the Depot Protection System fails and Emergency Depot Protection is initiated, all Drivers must be informed personally by the Team Leader Production, that the Emergency Depot Protection Arrangements are in use and they will receive instructions from the shunter. Extra care and vigilance must be exercised by all concerned.

5. Local Isolations and Blocking of Roads on the Depot to Electric Traction During a Local Isolation
The production co-ordinator will personally inform all Driver's when any roads are isolated/blocked to electric traction and, similarly, will inform all Driver's when any such restrictions are lifted.

Dated: 27/07/24

LN600 - SHAFTHOLME JN. TO RESTON GSP

MORPETH

Trains calling at Morpeth which cannot be fully platformed when bi-directional working is in operation

Should a Down train be stopped at Signal 113 or an Up train at Signal 128/126 and the Signaller advises the Driver the train is to be routed through the facing crossover and proceed from Morpeth on the opposite line under bi-directional working, resulting in the train not being completely platformed, the Driver must immediately advise the Guard who must make an appropriate announcement to passengers.

If the train consists of Mark 4 stock, the Guard must only permit passengers to alight and join at one locally-controlled door. If a Down train consists of HST stock, the Guard must announce that passengers to alight must only do so from the coaches they nominate.

Drivers of Up trains routed through the facing crossover must bring their trains to a stand with the leading end at the special marker board located beyond the platform end.

An ‘S’ car marker board is provided on the down platform for all Northern Trains terminating at Morpeth; terminating services should not pass this board until station duties have been completed and the correct signal to ‘draw forward’ has been received from the train conductor.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

MORPETH

DMU Reversing Siding

When ready to depart, drivers of reversing trains must contact the signaller via GSMR before departing from either M120, M122 or M124 and then wait for the signaller's authority to proceed.

This instruction is replicated on LN696

Dated: 18/01/2025

LN600 - SHAFTHOLME JN. TO RESTON GSP

MORPETH

Electrification Depot

If a train has entered the electrification depot, no other train must be allowed to enter No.2 siding from either end until the Signaller has received an assurance that the train in the electrification depot is clear of the connection and no further movements will be made.

No movement must be made from the electrification depot which will foul No.2 siding without the authority of the Signaller which may be given, provided the Signaller has not authorised a conflicting movement into No.2 siding.

This instruction is replicated on LN696

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

BERWICK-UPON-TWEED To Reston GSP

Single Line Working Between Berwick and Reston

When Single Line Working is introduced between Berwick and Reston, it must apply between No.535 Crossover at the north end of Berwick Station and Reston Crossovers.

When Single Line Working is in operation over the Down line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signals TW180R, TW180 and TW176. Rule Book Module P1, Section 3.5 a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Rule Book Module P1, Section 7.2 is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

BERWICK-UPON-TWEED

Royal Border Bridge: Staff Safety Facility

Separate indication panels for each line and a telephone communicating with Tweedmouth Signal box, are provided at the North end of Bridge 195 and the South end of Bridge 194.

Any person requiring to enter onto or pass over the Royal Border Bridge must:-

a) request permission from the Signaller, identifying himself by giving his name. grade and home station/depot.

b) say why he requires to enter onto or pass over the bridge, on which line he needs protection and for how long permission is required.

If the Signaller is unable to give permission immediately, the person calling will be instructed to wait and telephone again, later.

When the Signaller is able to give permission, he will instruct the person to operate the appropriate “on” plunger, which will illuminate the “proceed when lit” indication. If the “proceed when lit” indication is already illuminated owing to the system being in use, the Signaller will, if a sufficient time margin allows, give verbal permission and the person may then pass over the bridge.

When the person is clear of the bridge, he must telephone the Signaller again, identify himself by name, grade and home station/depot and advise him that he is clear of the bridge.

The Signaller will instruct the person when to operate the appropriate “off” plunger to extinguish the “proceed when lit” indication. If the system is still in use, the Signaller will note the advice.

When more than one person requires to pass over the bridge, the person in charge is responsible for observing the foregoing instructions.

Royal Border Bridge Trains Stopped By Accident, Failure, Obstruction Or Other Exceptional Cause.

Whenever possible trains must not be stopped on the Royal Border Bridge. If a train is stopped on the bridge, the Driver must be aware of the low bridge parapets and not alight on the cess side of the train unless absolutely necessary.

If the nature of the failure / stoppage requires the immediate protection of the opposite line in accordance with Rule Book Module M1 the Driver must switch on the trains Red lights, alight carefully and carry out the necessary protection.

If it evident that protection of the opposite line is NOT required immediately, the Driver should remain on the train, contact the Signaller at Tweedmouth by GSMR or other convenient means as quickly as possible. If it is not possible to contact the Signaller at Tweedmouth by GSMR or telephone the Driver must remain in the cab until contacted as described for a Limited Clearance situation in Rule Book Module SS2, Section 5.9.3.

Dated: 07/05/16

LN600 - SHAFTHOLME JN. TO RESTON GSP

BERWICK-UPON-TWEED

Working of passenger trains over the Up Goods Loop.

Passenger trains may be run over the Up Goods Loop at Berwick upon Tweed provided the Signaller has observed the requirements of Rule Book Module TS1 General signalling regulations 11, Working of passenger trains over Goods Lines or Goods Loops.

Drivers must report on telephone immediately train at a stand at signal TW170

Dated: 01/12/07

LN600 - SHAFTHOLME JN. TO RESTON GSP

Darlington Up Sidings

The Railway Undertaking Person In Charge (PIC) is in charge of all movements at this location.
The PIC must request clearance of T881 GPL to gain access to the sidings.
Siding No 4 is to be used for train arrivals.
The preferred route to run round is to return through Siding No 1.
Stabled trains must only use No 2 Siding.
The PIC will contact the signaller to obtain authority for any movements towards T876 signal.

Dated: 13/07/19

LN600 - SHAFTHOLME JN. TO RESTON GSP

Darlington Down Sidings

There are still incidents occurring where trains booked for Down Sidings are stopping in Platform 4B in advance of T888 signal and then authorised forward into the Sidings by the Ground Frame Operator once 1080 points have been set in Reverse position.

This is unacceptable and could be categorised as a SPAD. To prevent this from happening, the process below must be followed:

- Passing T888 towards Down sidings can only be authorised by the signaller.

- Any driver requiring to enter the Down Sidings must stop their train in rear of T888 signal and contact the signaller before making any further movements.

- Once the signaller has been contacted and 1080 points have been set in reverse position, the signaller can then authorise the driver to pass T888 signal at Danger and go forward to the Down Sidings.

Dated: 04/05/2022

LN600 - SHAFTHOLME JN. TO RESTON GSP

Power Restrictions Chathill TSC To Reston TSC

[Copy repeated in SC147 BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)]

Clarification of existing power supply restrictions - Chathill TSC to Reston TSC

No more than 4 long distance cross-border trains in Electric Mode may be operated over the section covered by Marshall Meadows Feeder Station in any one-hour period (normally 2 per line). These are the lines between Chathill TSC 45m 56ch and Reston TSC 46m 22ch (note change of mileage between these locations) and includes Belford, Tweedmouth and Berwick Loops, and Berwick Station areas.

Dated: 25/01/2021

LN600 - SHAFTHOLME JN. TO RESTON GSP

Power Restrictions Edinburgh Waverley To Longniddry TSC

[Copy repeated in SC147 BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)]

Clarification of existing power supply restrictions - Edinburgh Waverley to Longniddry TSC

No more than 4 long distance cross-border trains in Electric Mode may be operated over the section covered by Portobello Feeder Station in any one-hour period (normally 2 per line). These are the lines between Edinburgh Waverley Station 0m 00ch and Longniddry TSC 13m 32ch and includes Prestonpans Loop

Dated: 25/01/2021

LN600 - SHAFTHOLME JN. TO RESTON GSP

Power Restrictions Longniddry TSC To Reston TSC

[Copy repeated in SC147 BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)]

Clarification of existing power supply restrictions - Longniddry TSC to Reston TSC

No more than 4 long distance cross-border trains in Electric Mode may be operated over the section covered by Innerwick Feeder Station in any one-hour period (normally 2 per line). These are the lines between Longniddry TSC 13m 32ch and Reston TSC 46m 22ch and includes Granthouse Loops, and Dunbar Station area

Dated: 25/01/2021

LN600 - SHAFTHOLME JN. TO RESTON GSP

Edinburgh Waverley Station To Chathill TSC

Railway Undertaking (TOC specific) Instructions regarding Power supply restrictions.

Edinburgh Waverley Station – Longniddry TSC – Reston TSC – Chathill TSC.

[Copy repeated in SC147 BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)]

Details of the 3 existing power restrictions are detailed in separate Sectional Appendix Local Instructions.

London North Eastern Railway (LNER) & TransPennine Express (TPE) only have the following instructions applicable to the Portobello, Innerwick, & Marshall Meadows OHL feeder stations between the following locations: -

Chathill TSC (45m 56ch) and Edinburgh Waverley Station 0m 00ch.

Down Direction (LNER - Sundays only)

Where identified planned trains services will be designated to transition to DIESEL mode dynamically at the APCo site (see Sectional Appendix General Instruction for APCo) on the approach to Chathill (see Table A for details) and these designated trains should continue to Edinburgh in Diesel mode.

Down Direction (TPE - All days)

All services must transition to diesel mode statically at the designated station (Morpeth) before approaching the restricted zone, continuing to Edinburgh Waverley station in Diesel mode.

Up Direction (LNER - Sundays only)

Where identified planned trains services will be designated to depart Edinburgh Waverley station in DIESEL mode and remain so throughout the restricted zone. Pantographs must not be raised until the MPCo site at Alnmouth 37m 31ch where ELECTRIC mode should be selected (see Sectional Appendix General Instruction for MPCo).

Up Direction TPE (All days)

All services to commence in diesel mode from Edinburgh Waverley station and remain in Diesel through the restricted zone. Pantographs must not be raised until the MPCo site at Alnmouth 37m 31ch where ELECTRIC mode should be selected (see Sectional Appendix General Instruction for MPCo).

Dated: 16/01/21

LN618 - HOLGATE JN TO SKELTON JN.

York Yard North Sidings / Klondyke Yard / Turntable

Before proceeding towards No1 Independent siding / Turntable, the traincrew must have the necessary competence to operate the equipment. York ROC, York North Workstation signaller may signal a train into the area providing they have assurance that no conflicting moves have been authorised.

The person in charge of train movements in the siding is responsible for authorising train movements within the siding and up to the “Stop Await Instructions” departure board. A movement may only be authorised to pass a stop board providing no conflicting movement has been authorised or signalled.

No vehicles must be left stabled on No.1 Independent siding or the turntable area.

Dated: 20/07/19

LN618 - HOLGATE JN TO SKELTON JN.

YORK YARD NORTH & SOUTH SIDINGS COMPLEX

LOCAL INSTRUCTION - CONTROL OF MOVEMENTS

Authorisation for trains to enter or leave these locations is conducted under one of the following methods of working:

Driver Only Working

When there is no PIC – the train driver is responsible for train movements.

PIC Working

PIC Working is when a Competent Person in Charge (PIC) is on duty and is responsible for all movements within the York Yard sidings complex.

This person must be registered with the York ROC, SDC York Service Delivery Supervisor (SDS) giving their name, company and mobile telephone number.

The name and company of the PIC and the time they take and leave duty must be recorded by the SDS.

If the PIC is not competent to authorise a particular movement, the PIC must complete work and hand back control of the yard so that the necessary movement can be made under Driver Only Working (if applicable) or another PIC appointed.

During PIC Working the Person in Charge (PIC) of train movements is a nominated employee of previously authorised railway undertakings.

York Yard Sidings Complex

The York Yard **Up Sidings** comprises:

York Yard Up Sidings Arrivals No.1 and 2 and shunt neck

York Yard South Sidings (non-electrified)

York Yard South Reception Sidings (Two through sidings electrified)

The York Yard South sidings complex also provides access to the following facilities:

Leeman Road Store Yard

York Yard South Wagon Repair Depot

Warehouse line / The National Railway Museum South Hall

The York Yard **Down Sidings** comprises:

York Yard North Sidings (No1 siding ONLY is electrified)

Klondyke Private Sidings

Holgate Engineering Works

Turntable

Skelton OTM Sidings

Details are outlined in Table A – See LN618

Detail of York Yard North Sidings with Skelton OTM Sidings

pid=9530; href=f_Img_9530.gif;

Notes:

YYN1. YYN2, YYN21, YYN22 & YYN30 are Stop Boards displaying instruction:

''Stop – obtain permission to proceed''

YYN31 is a Stop Board displaying instruction:

''Stop – proceed with caution''

YYN 1 siding – the only electrified siding - when necessary, a train may be refuged for a short period

YNN 2 siding is to be used for run round/shunting/reversing moves

YNN 6 siding is to be used for access/egress ONLY to Skelton OTM sidings

Skelton OTM Sidings

Steam Locomotives requiring coal or water must be located within the Skelton OTM sidings on siding line OTM 4. This may be completed on the approach side of Stop Board YYN30, Skelton OTM shunt neck, but only if room is not available on line OTM 4.

Access to the Turntable

Traincrew must have the necessary competence to operate the Turntable equipment.

CONTROL OF MOVEMENTS – DRIVER ONLY WORKING – YORK YARD DOWN SIDINGS

Driver Only Working must not commence until a clear understanding has been reached that any previously authorised movements have been completed.

The Driver is responsible to check that any hand points are set correctly for the safety of the move.

During Driver Only Working the Train Driver is responsible for obtaining the Signallers permission to proceed beyond any stop board.

Hand points MUST always be returned for safety of movements to/from YYN 1 siding following any completed moves made during Driver Only Working.

Drivers proceeding into Skelton OTM sidings must advise the Signaller on arrival within the OTM sidings that they have arrived complete and hand points have been returned for the safety of movements to/from YYN1 siding.

Movements WITHIN the Skelton OTM sidings will be under the control of the driver

Any shunting movement requiring a train to be split or propelled must be completed under PIC Working arrangements.

CONTROL OF MOVEMENTS – PIC WORKING – YORK YARD DOWN SIDINGS

When PIC Working is in operation a PIC must be in charge (as per General Instruction above)

PIC Working must not commence until a clear understanding has been reached that any previously authorised movement has been completed.

During PIC Working the Signaller must obtain authority from the PIC before authorising any movement into York Yard down sidings

Under PIC Working conditions the PIC is responsible for authorising all movements within York Yard down sidings.

Hand points MUST always be returned for safety of movements to/from YYN 1 siding prior to completion of PIC Working arrangements.

The Driver's authority is only to proceed as far as any Stop Board.

Drivers proceeding to Skelton OTM sidings must advise the PIC on arrival within the OTM sidings that they have arrived complete.

When the PIC is to leave duty or there is a change of PIC, they will contact the Service Delivery Supervisor and confirm any previously authorised movements have been completed and inform them of the status of YYN 1 siding and if necessary, points have been returned for the safety of moves to/from YYN1 siding.

The PIC must advise the relevant Signaller of any movement requiring to leave York Yard down sidings.

When all movements have been completed. Unless they have received prior permission from the relevant company, vehicles must not be left in a position where they can block access for other companies' trains or vehicles.

If an electric train is required to be stabled in any of the electrified sidings or remain there after the PIC has left duty, the PIC must confirm to the SDS that the pantograph has been lowered and will remain so until otherwise authorised before leaving duty.

CONTROL OF MOVEMENTS – DRIVER ONLY WORKING – YORK YARD UP SIDINGS

York Yard Up Sidings - Driver only working

Driver Only Working must not commence until a clear understanding has been reached that any previously authorised movements have been completed.

The Driver is responsible to check that any hand points are set correctly for the safety of the move.

During Driver Only Working the train driver is responsible for obtaining the Signallers permission to proceed past the stop board at the exit of Leeman Road Store Yard sidings or the York Yard South Wagon Repair Depot towards signal Y245.

Any shunting movement requiring a train to be split or propelled must be completed under PIC Working arrangements

CONTROL OF MOVEMENTS – PIC WORKING – YORK YARD UP SIDINGS

When PIC Working is in operation a PIC must be in charge (as per General Instruction above)

PIC Working must not commence until a clear understanding has been reached that any previously authorised movement has been completed.

During PIC Working the Signaller must obtain authority from the PIC before authorising any movement into York Yard Up sidings

Under PIC Working conditions the PIC is responsible for authorising all movements within York Yard Up sidings.

Trains Departing York Yard Up Sidings - PIC Working

The PIC must obtain authority from the relevant Signaller before authorising any movement towards the exit signal.

When all movements have been completed. Unless they have received prior permission from the relevant company, vehicles must not be left in a position where they can block access for other companies' trains or vehicles.

The PIC will ask the signaller for permission before authorising any movement past the Stop Board at the exit from Leeman Road Store Yard towards signal Y245.

The PIC must tell the SDS that work is complete, and that Driver Only Working may be resumed. The SDS must also be advised of the status of York Yard Up Arrivals No1 & No2.

ELECTRIC TRAIN

If electric train is to be stabled in any of the electrified sidings, or to remain there after the PIC has left duty, the PIC must confirm to the SDS that the pantograph has been lowered and will remain so until otherwise authorised before leaving duty.

If the signaller requests a Blockage to Electric Traction whilst the PIC is on duty the PIC must arrange for pantographs to be lowered and advise the SDS when this has been completed and confirm they will remain lowered until otherwise authorised.

ENGINEERING WORK

If engineering work affecting the signalling of trains is to take place within York Yard Up or Down sidings and PIC Working is in place the PIC must be consulted before any work commences.

Dated: 27/12/2024

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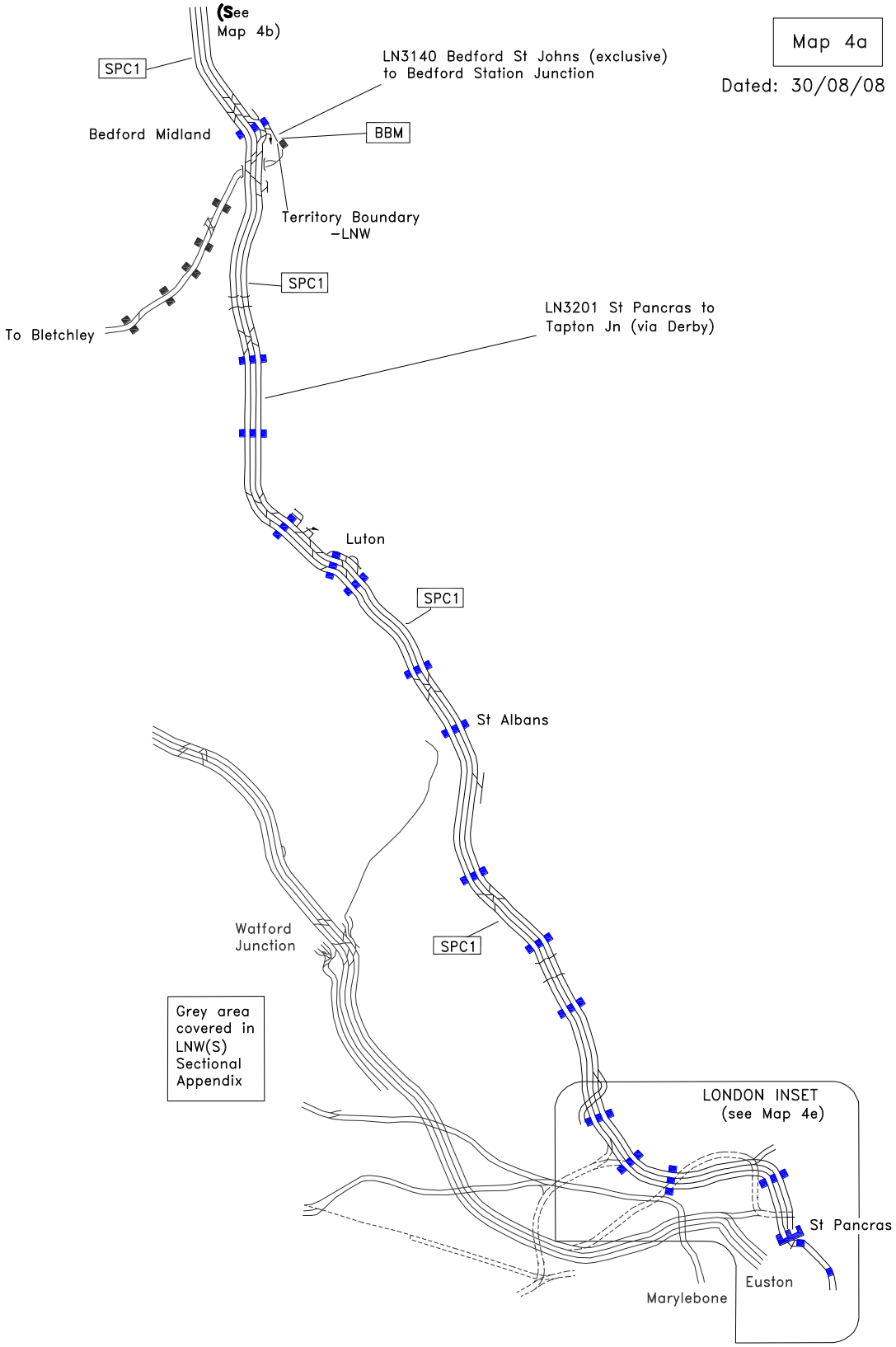
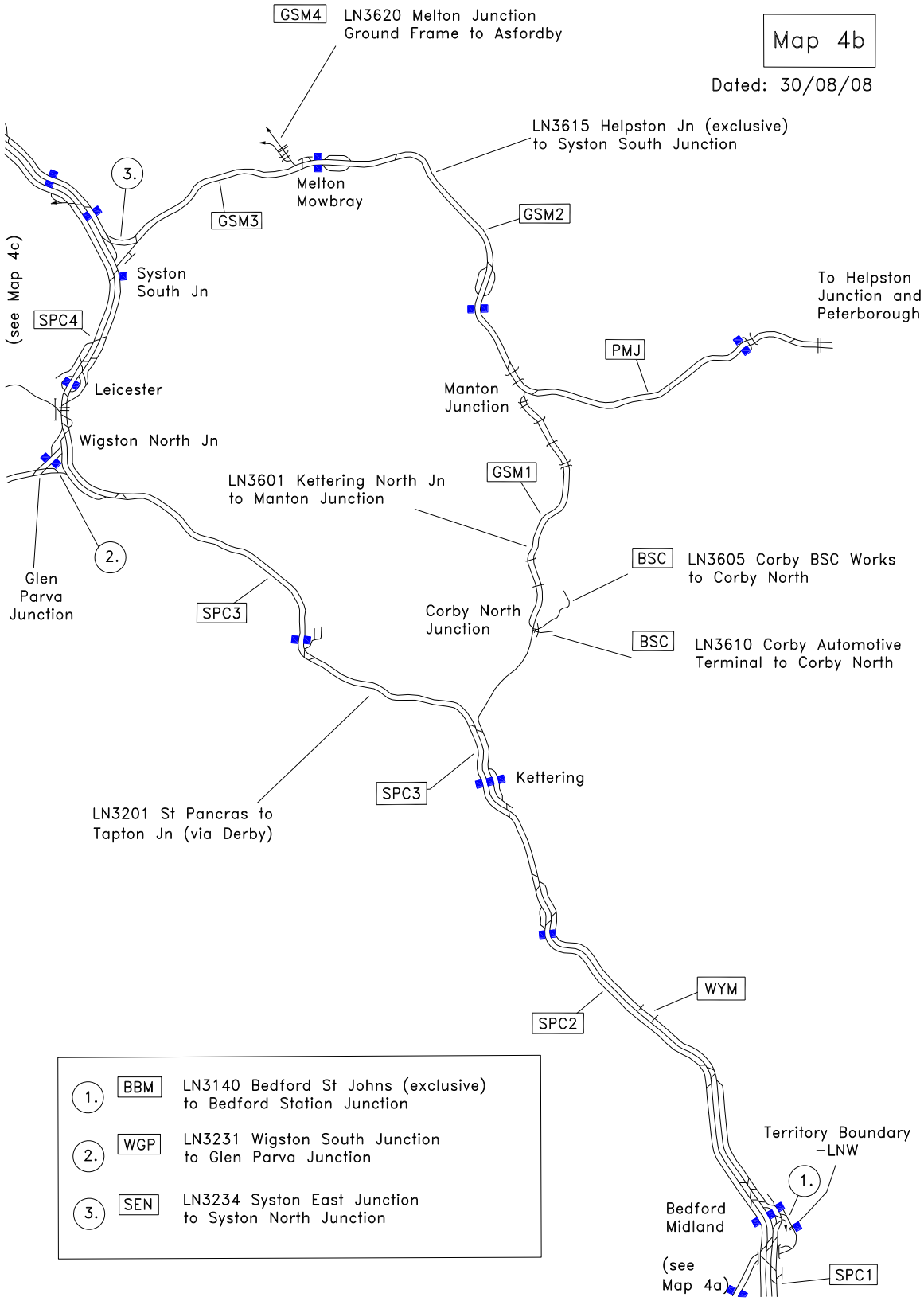
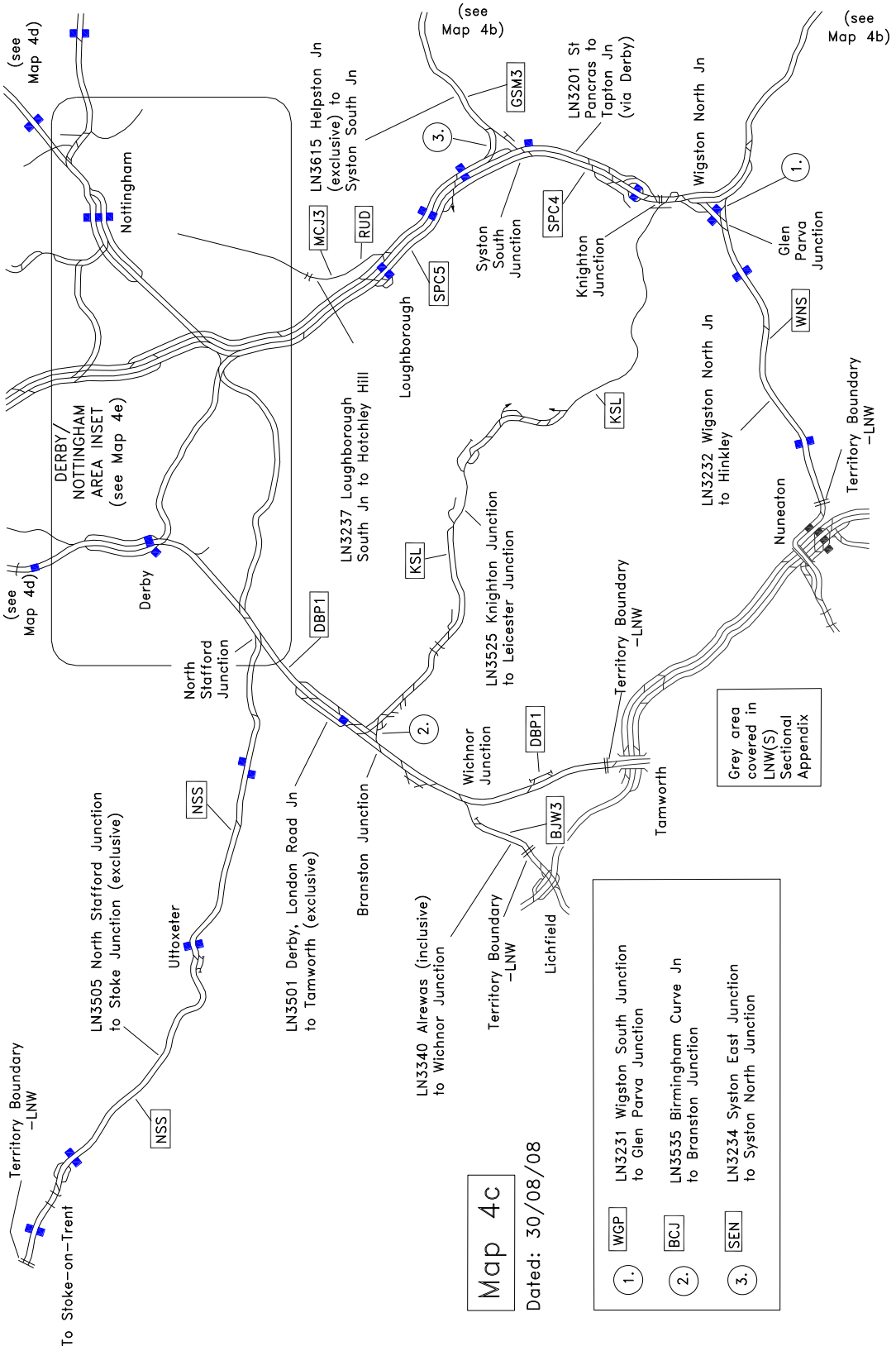
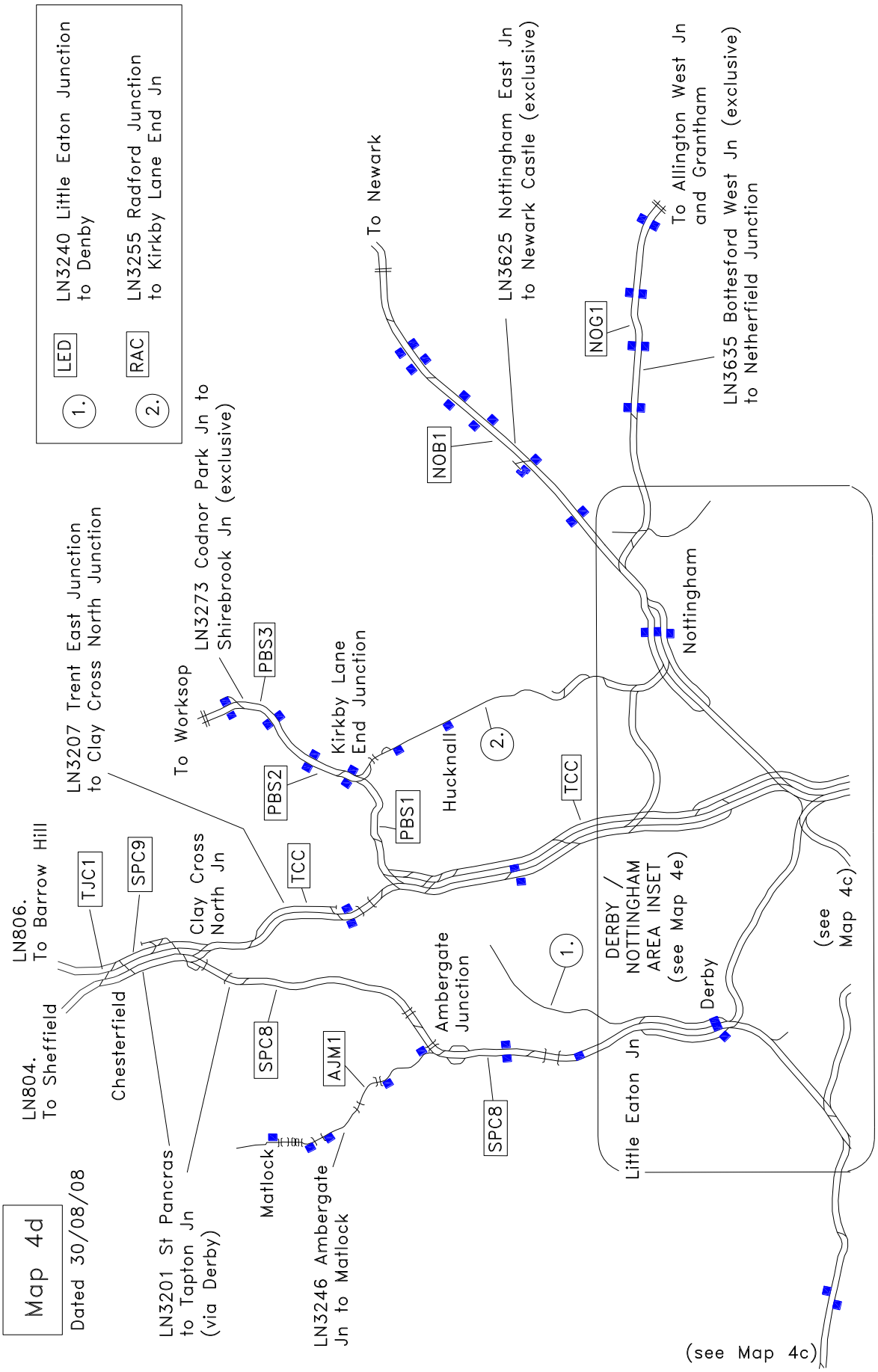
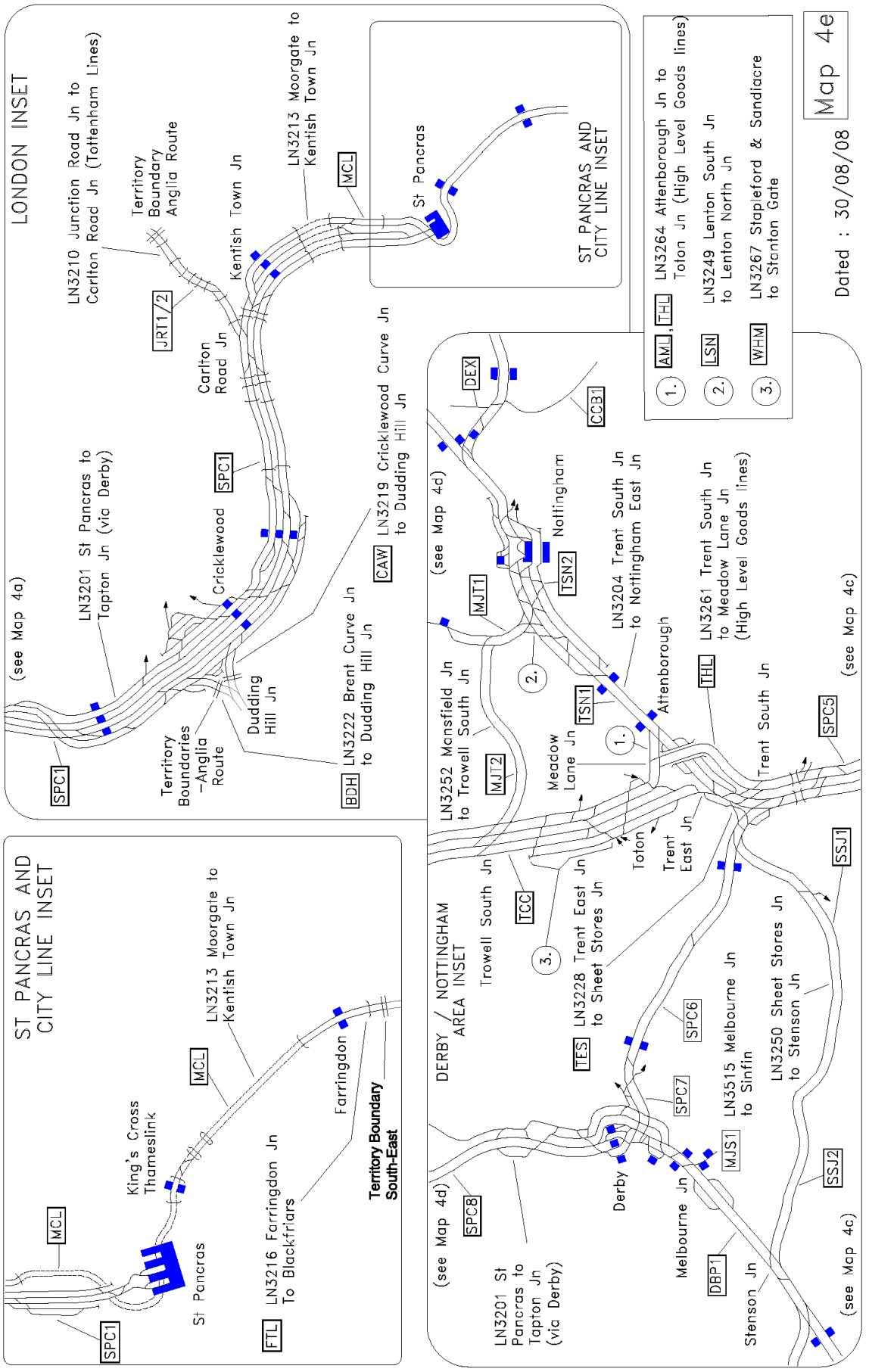
MAPS


(See Map 4b)
SPC1
LN3140 Bedford St Johns (exclusive) to Bedford Station Junction
Map 4a
Dated: 30/08/08
Bedford Midland
BBM
Territory Boundary –LNW
SPC1
To Bletchley
LN3201 St Pancras to Tapton Jn (via Derby)
Luton
SPC1
St Albans
Watford Junction
SPC1
Grey area covered in LNW(S) Sectional Appendix
LONDON INSET (see Map 4e)
St Pancras
Euston
Marylebone


GSM4
LN3620 Melton Junction
Ground Frame to Asfordby
Map 4b
Dated: 30/08/08
LN3615 Helpston Jn (exclusive)
to Syston South Junction
3.
Melton
Mowbray
GSM3
GSM2
(see Map 4c)
Syston
South Jn
To Helpston
Junction and
Peterborough
SPC4
PMJ
Leicester
Manton
Junction
Wigston North Jn
LN3601 Kettering North Jn
to Manton Junction
GSM1
BSC
LN3605 Corby BSC Works
to Corby North
2.
Glen
Parva
Junction
SPC3
Corby North
Junction
BSC
LN3610 Corby Automotive
Terminal to Corby North
LN3201 St Pancras to
Tapton Jn (via Derby)
SPC3
Kettering
WYM
SPC2
1.
BBM
LN3140 Bedford St Johns (exclusive)
to Bedford Station Junction
2.
WGP
LN3231 Wigston South Junction
to Glen Parva Junction
3.
SEN
LN3234 Syston East Junction
to Syston North Junction
Territory Boundary
–LNW
1.
Bedford
Midland
(see
Map 4a)
SPC1


(see Map 4d)
Nottingham
LN3615 Helpston Jn (exclusive) to Syston South Jn
(see Map 4b)
GSM3
LN3201 St Pancras to Tapton Jn (via Derby)
Wigston North Jn
(see Map 4b)
MCJ3
RUD
SPC5
Syston South Junction
SPC4
Knighton Junction
Glen Parva Junction
1.
3.
DERBY/ NOTTINGHAM AREA INSET (see Map 4e)
Loughborough
WNS
(see Map 4d)
Derby
LN3237 Loughborough South Jn to Hotchley Hill
KSL
LN3232 Wigston North Jn to Hinkley
Territory Boundary -LNW
DBP1
LN3525 Knighton Junction to Leicester Junction
Nuneaton
North Stafford Junction
Territory Boundary -LNW
2.
Wichnor Junction
DBP1
Grey area covered in LNW(S) Sectional Appendix
NSS
LN3505 North Stafford Junction to Stoke Junction (exclusive)
LN3501 Derby, London Road Jn to Tamworth (exclusive)
Branston Junction
BJW3
Tamworth
Uttoxeter
LN3340 Alrewas (inclusive) to Wichnor Junction
Territory Boundary -LNW
Lichfield
NSS
Territory Boundary -LNW
To Stoke-on-Trent
Map 4c
Dated: 30/08/08
1. WGP LN3231 Wigston South Junction to Glen Parva Junction
2. BCJ LN3535 Birmingham Curve Jn to Branston Junction
3. SEN LN3234 Syston East Junction to Syston North Junction


LED
1.
LN3240 Little Eaton Junction to Denby
RAC
2.
LN3255 Radford Junction to Kirkby Lane End Jn
LN806. To Barrow Hill
LN804. To Sheffield
LN3207 Trent East Junction to Clay Cross North Junction
LN3273 Codnor Park Jn to Shirebrook Jn (exclusive)
To Worksop
To Newark
LN3625 Nottingham East Jn to Newark Castle (exclusive)
To Allington West Jn and Grantham
LN3635 Bottesford West Jn (exclusive) to Netherfield Junction
TJC1
SPC9
PBS3
PBS2
PBS1
TCC
NOB1
NOG1
Chesterfield
Clay Cross North Jn
Kirkby Lane End Junction
Hucknall
Nottingham
Ambergate Junction
SPC8
AJM1
Matlock
LN3201 St Pancras to Tapton Jn (via Derby)
LN3246 Ambergate Jn to Matlock
Little Eaton Jn
DERBY / NOTTINGHAM AREA INSET (see Map 4e)
Derby
(see Map 4c)
(see Map 4c)
Map 4d
Dated 30/08/08


LONDON INSET
(see Map 4a)
LN3210 Junction Road Jn to Carlton Road Jn (Tottenham Lines)
Territory Boundary Anglia Route
LN3213 Moorgate to Kentish Town Jn
LN3201 St Pancras to Tapton Jn (via Derby)
Carlton Road Jn
Kentish Town Jn
JRT1/2
MCL
SPC1
Cricklewood
LN3219 Cricklewood Curve Jn to Dudding Hill Jn
CAW
Territory Boundaries –Anglia Route
Dudding Hill Jn
LN3222 Brent Curve Jn to Dudding Hill Jn
BDH
St Pancras
ST PANCRAS AND CITY LINE INSET
ST PANCRAS AND CITY LINE INSET
MCL
King's Cross Thameslink
LN3213 Moorgate to Kentish Town Jn
St Pancras
LN3216 Farringdon Jn To Blackfriars
FTL
Farringdon
Territory Boundary South-East
SPC1
DERBY / NOTTINGHAM AREA INSET
(see Map 4d)
(see Map 4c)
DEX
CCB1
Nottingham
TSN2
MJT1
LN3204 Trent South Jn to Nottingham East Jn
LN3252 Mansfield Jn to Trowell South Jn
MJT2
Meadow Lane Jn
TSN1
Attenborough
LN3261 Trent South Jn to Meadow Lane Jn (High Level Goods lines)
THL
Trent South Jn
SPC5
Trowell South Jn
TCC
LN3228 Trent East Jn to Sheet Stores Jn
TES
Toton
Trent East Jn
SSJ1
SPC6
SPC7
LN3515 Melbourne Jn to Sinfin
LN3250 Sheet Stores Jn to Stenson Jn
SPC8
MJS1
SSJ2
Derby
Melbourne Jn
DBP1
Stenson Jn
LN3201 St Pancras to Tapton Jn (via Derby)
1. AM, THL LN3264 Attenborough Jn to Toton Jn (High Level Goods lines)
2. LSN LN3249 Lenton South Jn to Lenton North Jn
3. WHM LN3267 Stapleford & Sandiacre to Stanton Gate
Dated : 30/08/08
Map 4e

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EXCEPTIONALLY POOR RAIL ADHESION

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LN3273- CODNOR PARK JN TO SHIREBROOK JN	14

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LN3201 (ST. PANCRAS TO TAPTON JN (VIA DERBY)

Location	Line(s) Affected	Mileage (Between)								
Mountsorrel – Barrow on Soar	Down Slow	108	m	40	ch	to	109	m	40	ch
Mountsorrel – Barrow on Soar	Up	109	m	40	ch	to	108	m	40	ch
Wingfield Tunnel to Duffield	Up	136	m	60	ch	to	135	m	40	ch
Wingfield Tunnel to Duffield	Up	133	M	67	Ch	to	133	m	00	ch

Dated: 29/08/2020

LN3255 (RADFORD JN TO KIRKBY LANE END JN)

Location	Line(s) Affected	Mileage (Between)
Bulwell	Down Mansfield	128 m 20 ch to 128 m 30 ch
Bulwell	Up Mansfield	128 m 30 ch to 128 m 20 ch

Dated: 29/06/2024

LN3273 (CODNOR PARK JN TO SHIREBROOK JN)

Location	Line(s) Affected	Mileage (Between)
Sutton Parkway	Down	137m 20ch ***to*** 138m 00ch
Mansfield – Mansfield Woodhouse	Down	140m 00ch ***to*** 142m 20ch
Sutton Parkway	Up	138m 20ch ***to*** 137m 40ch
Mansfield – Mansfield Woodhouse	Up	142m 60ch ***to*** 140m 40ch

Dated: 24/07/10

LN3273 (CODNOR PARK JN TO SHIREBROOK JN)

Location	Line(s) Affected	Mileage (Between)
Kirkby in Ashfield	Down Mansfield	138m 40ch to 138m 50ch
Kirkby in Ashfield	Up Mansfield	138m 50ch to 138m 40ch

Dated: 29/06/2024

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TABLE A DIAGRAM
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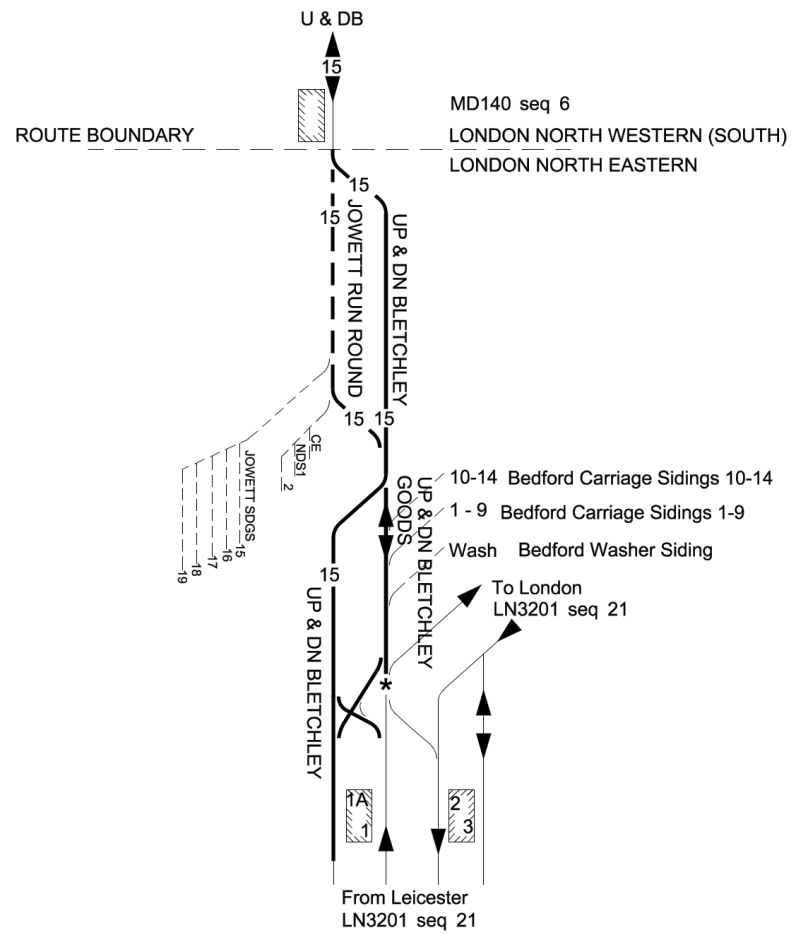
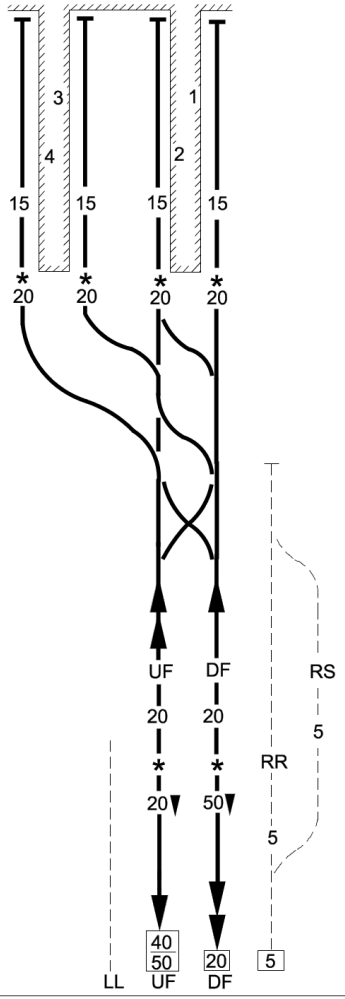
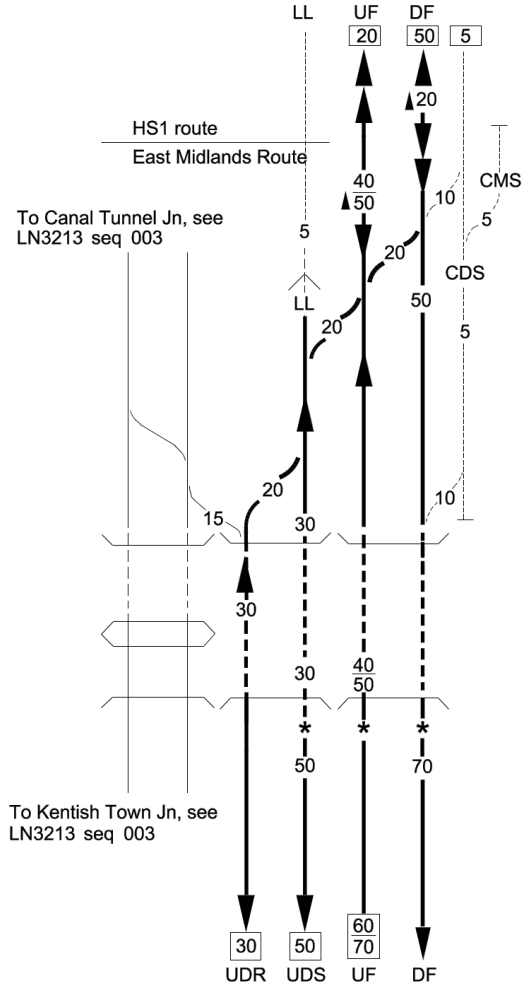
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3140	001	Bedford St. Johns (Exclusive) to Bedford Station	BBM SPC1	London North Eastern	01/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Continued on LNW(S) Territory Sectional Appendix			TCB Bedford Workstation RA8 AC: DERBY ECR GSM-R
BEDFORD ST. JOHNS	16 05		Platform Length: Bedford St. Johns - 41 metres
Route Boundary	16 07		
			Siding Length Bedford CE - 35 metres (5 SLU) Bedford NDS1 - 50 metres (7SLU) Bedford NDS2 - 81.5 metres (12 SLU) JOWETT run round siding 400m (62 SLU)
	16 40		
Bedford Carriage Sidings Crossing (OC)	16 45		
Bedford Station Jn	16 50 *		
change of mileage	49 60		
BEDFORD	49 65		Platform Length: Bedford 1A - 81 metres

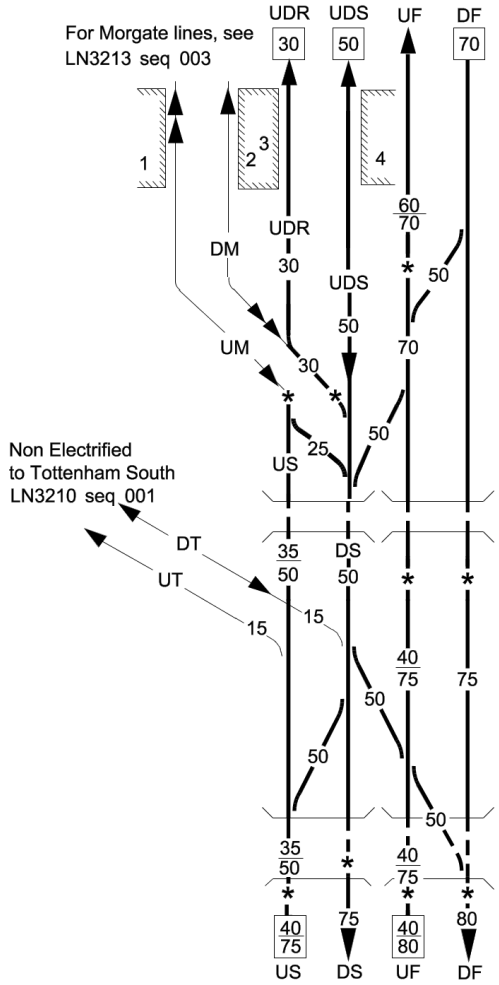
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	001	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	03/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ST. PANCRAS	0 12 0 24 * 0 38 *		GSM-R TCB Kentish Town Workstation RA8 AC: Derby ECR # # AC: P4 has shared headspans with International P5 - Ashford ECR 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 20mph over all lines & points between 0m 24ch & 0m 38ch. RS = Churchyard Reception Siding RR = Churchyard Run Round LL = Dock Junction Link Line

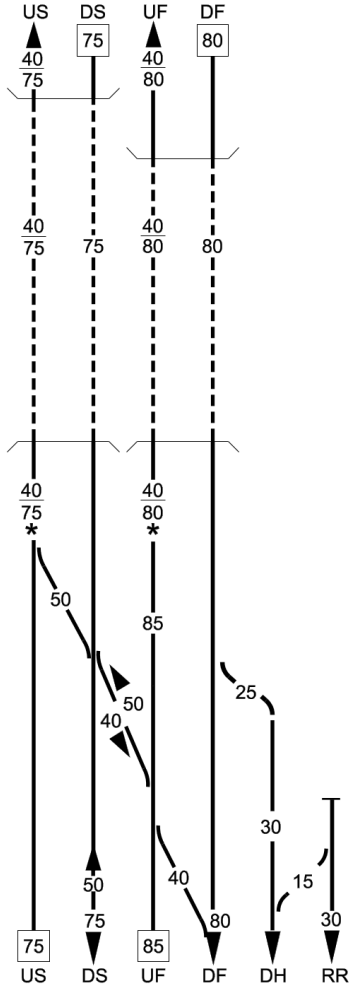
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	002	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WH385 HS1/EM Route Boundary	0 56		TCB Kentish Town Workstation RA8 AC: Derby ECR GSM-R LL = Dock Junction Link Line CDS = Churchyard Discharge Siding CMS = Churchyard Maintenance Siding UDR = Up & Down Relief UDS = Up & Down Slow Dock Junction Link Line High speed One (HS1) area of control EZP Engineering Zone of Portection rules apply
Dock Jn South	0 59		
Dock Jn North	0 76		
Camden Road Tunnels (281 metres / 308 yards)	0 79 to 1 13		
	1 14 *		

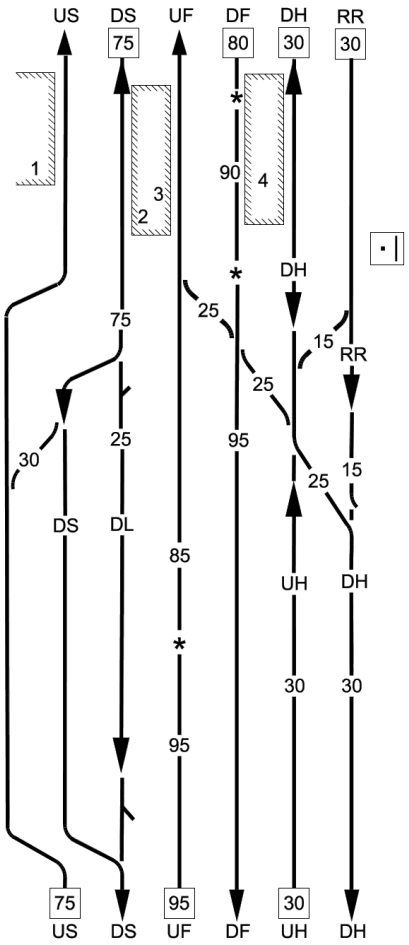
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	003	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
KENTISH TOWN	1 42		GSM-R TCB Kentish Town Workstation RA8 AC: Derby ECR Platform lengths: Platform 3 - 201 metres Platform 4 - 174 metres UDR = Up & Down Relief UDS = Up & Down Slow UM = Up Moorgate DM = Down Moorgate DT = Down Tottenham UT = Up Tottenham
	1 48 *		
Kentish Town Jn	1 65 *		
Hampstead Tunnel (40m / 44 yds)	1 74 to 1 76		
	2 00 *		
Carlton Road Jn	2 13		
Lismore Circus Tunnel (101m / 110 Yds)	2 17 to 2 22		
	2 20 *		
	2 23 *		

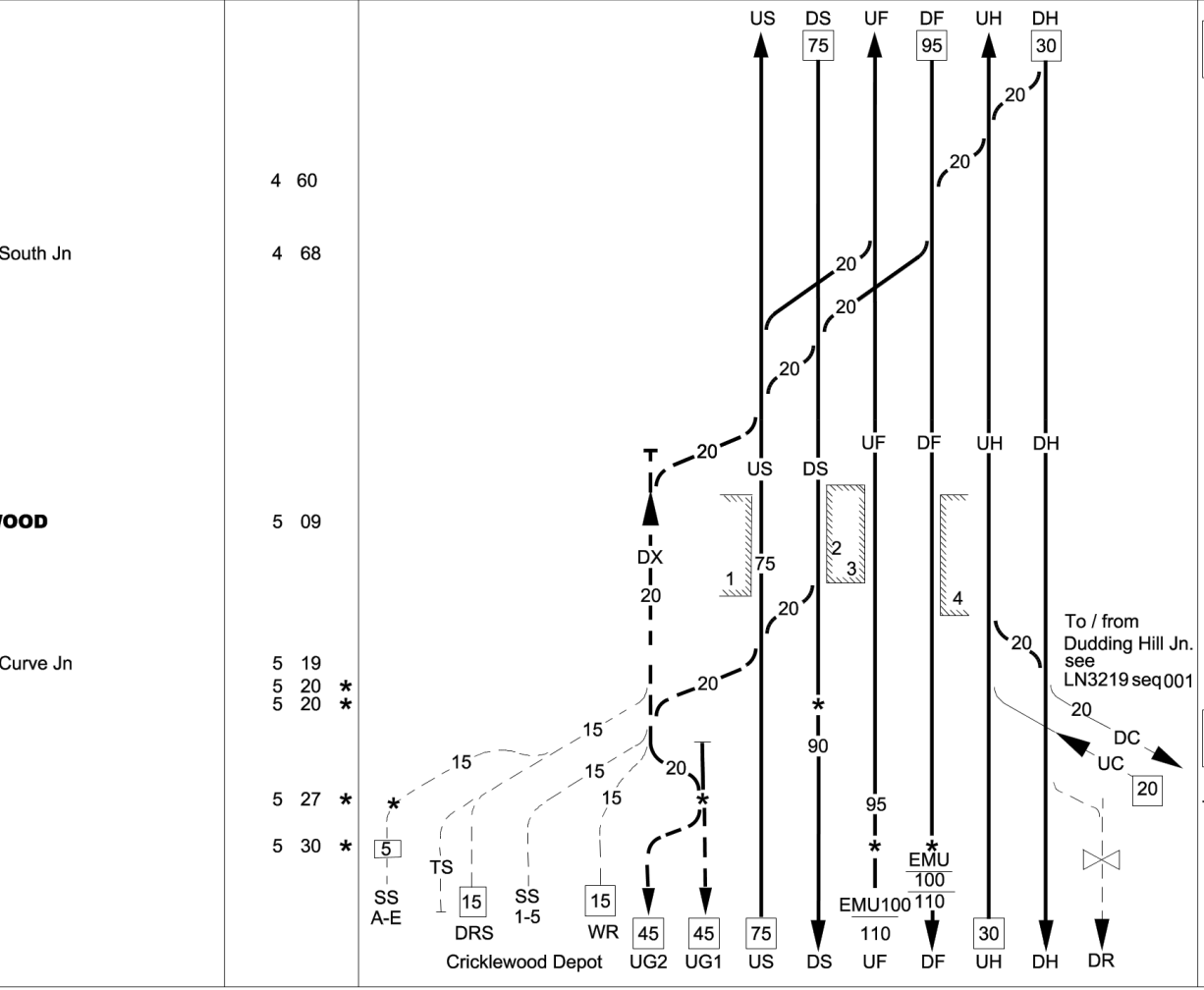
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	004	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

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
	3 35 *		
West Hampstead South Jn	3 53		
	3 66		DH - Down Hendon RR - West Hampstead Run Round

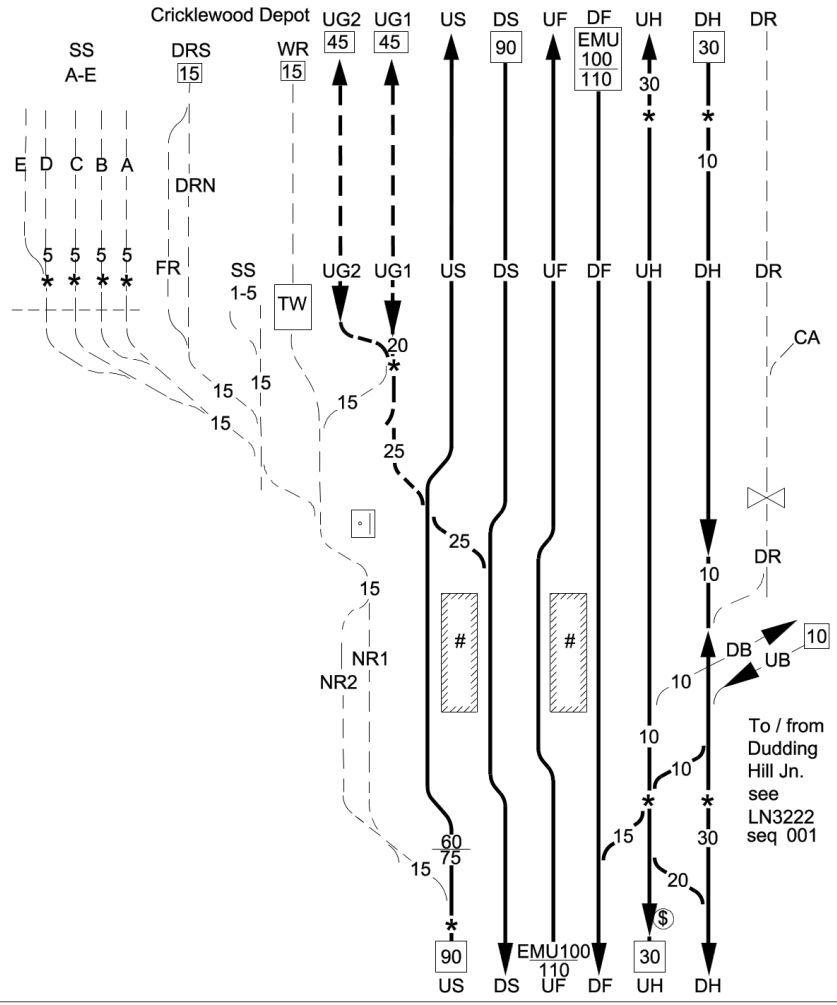
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	005	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	3 70 *		GSM-R TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres
WEST HAMPSTEAD THAMESLINK	3 73		
West Hampstead P.S. Box (WH)	4 00		DH = Down Hendon (PF) authorised from signal WH31, 3m 38ch to WH449 5m 68ch.
	4 04 *		
West Hampstead North Jn	4 09		RR = West Hampstead Run Round UH = Up Hendon
	4 39 *		DL = West Hampstead Down Loop

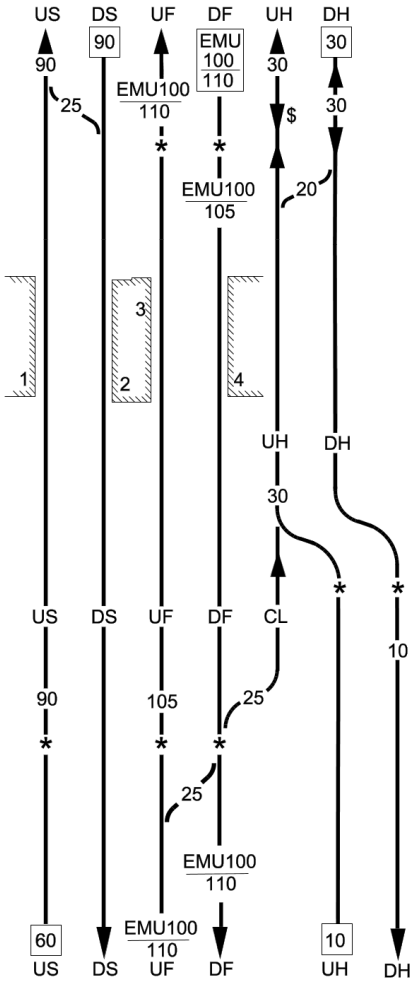
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	006	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR GSM-R UH = Up Hendon (PF throughout) Not Electrified DH = Down Hendon (PF from WH31 signal 3m 38ch to WH449 signal 5m 68ch) Not Electrified.
	4 60		
Cricklewood South Jn	4 68		
CRICKLEWOOD	5 09		Platform lengths: Platform 1 - 171 metres Platform 2 - 171 metres Platform 3 - 171 metres Platform 4 - 183 metres AWS not provided on goods lines UG1 = Up Goods No1 (PF) UG2 = Up Goods No2 (PF)
Cricklewood Curve Jn	5 19 5 20 * 5 20 *		DC = Down Cricklewood Curve UC = Up Cricklewood Curve DR = Down Reception Siding. To / from Dudding Hill Jn. see LN3219 seq 001
	5 27 *		*Cricklewood Depot: -* Cricklewood Depot SB (CD) AC: Derby ECR 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.
	5 30 *		

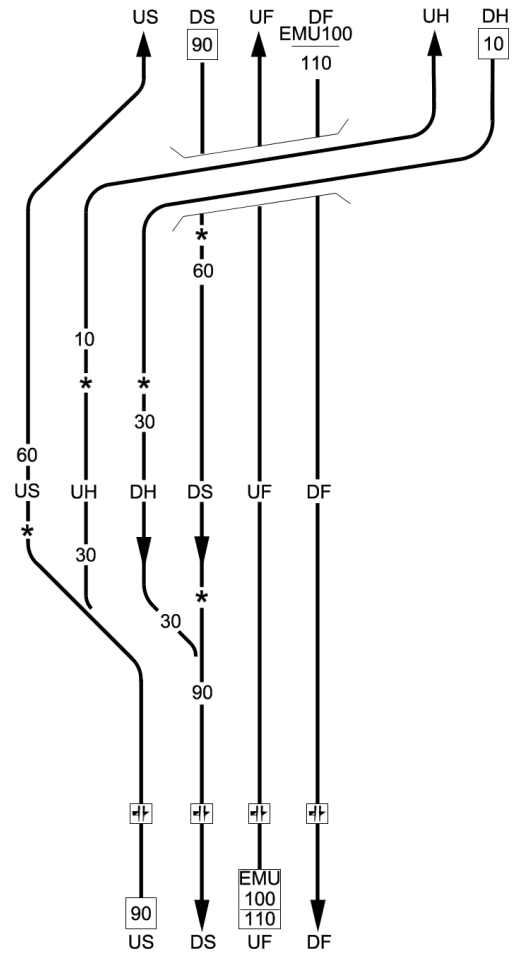
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	007	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR GSM-R UH = Up Hendon (PF throughout) Not Electrified. DH = Down Hendon (PF from WH31 signal 3m 38ch to WH449 signal 5m 68ch) Not Electrified. 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) *Cricklewood Depot: -* Cricklewood Depot SB (CD) AC: Derby ECR UG1 = Up Goods No1 (PF) UG2 = Up Goods No2 (PF) 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) $ = Down Direction from Brent Curve Jn. available for Shunt Moves only.
Cricklewood Depot LC (AHBC)	5 55 *		
	5 56		
	5 57 *		
Cricklewood Depot Jn	5 63		
Cricklewood Depot SB	5 63		
BRENT CROSS WEST	5 75		
Brent Curve Jn	6 04		
	6 10 *		
	6 21 *		

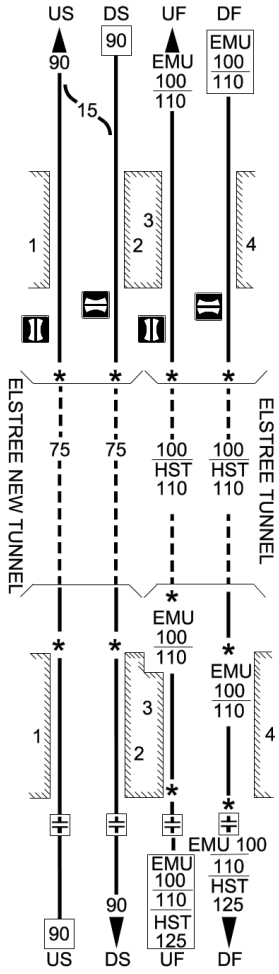
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	008	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
HENDON	6 20 6 40 * 6 79 7 06 * 7 33 *		GSM-R TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR UH = Up Hendon (PF throughout) Not Electrified. DH = Down Hendon. Not electrified $ = Down direction from Brent Curve Jn. available for Shunt moves only. Platform lengths: Platform 1 - 166 metres Platform 2 - 170 metres Platform 3 - 172 metres Platform 4 - 166 metres CL = Hendon Chord Line.

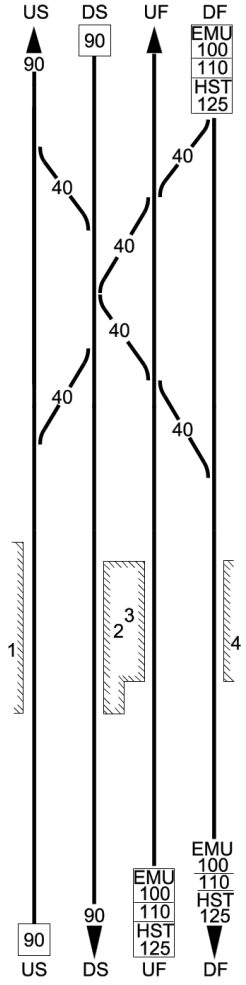
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	009	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR UH = Up Hendon (PF throughout) Not Electrified. DH = Down Hendon. Not Electrified.
	7 50 *		
	7 60 *		
	7 68 *		
Silkstream Jn	7 72		
	7 75 *		
Grahame Park OHNS	8 29		

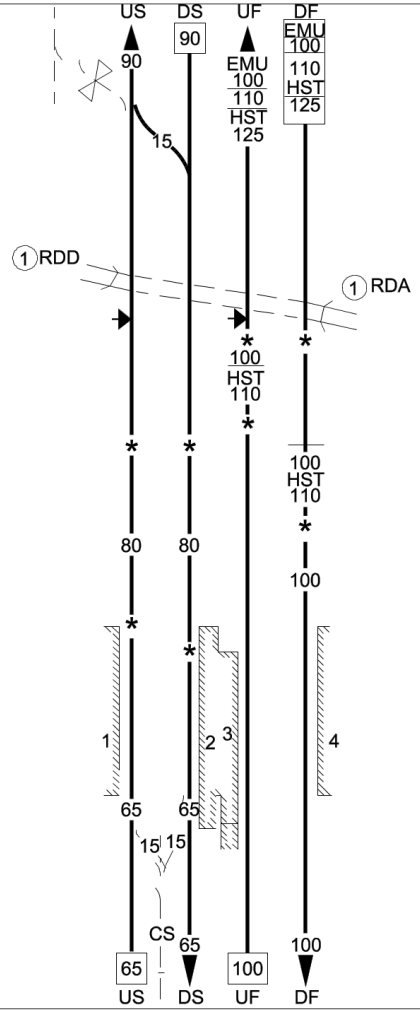
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	010	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR
MILL HILL BROADWAY	9 28 9 70 10 79		Platform lengths: Mill Hill Broadway Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres
Elstree Tunnels (967 metres / 1058 yards)	11 38 * to 12 06		Class 810 BMU Traction System Changeover Location Down direction - lower pantograph Up direction - raise pantograph Trolleys must only be placed on the line in these tunnels when the line is under Possesion
	12 06 * 12 19 *		
ELSTREE AND BOREHAMWOOD	12 35		Platform lengths: Elstree and Borehamwood Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 176 metres Platform 4 - 177 metres
Borehamwood OHNS	12 70 * 12 71 * 13 32		

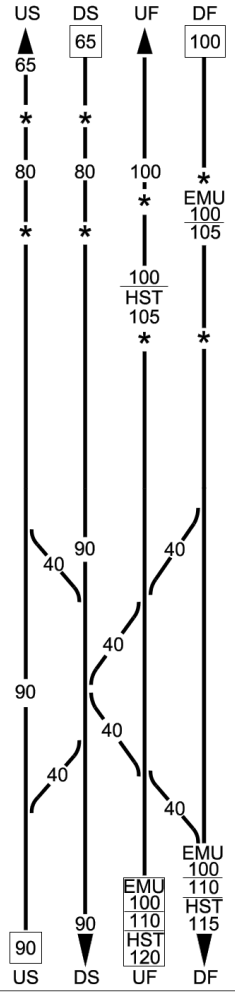
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	011	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Luton Workstation as far as 31.20 RA8 AC: Derby ECR GSM-R
Radlett Jn	14	33		
RADLETT	15	17		Platform lengths: Radlett Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 170 metres Platform 4 - 170 metres

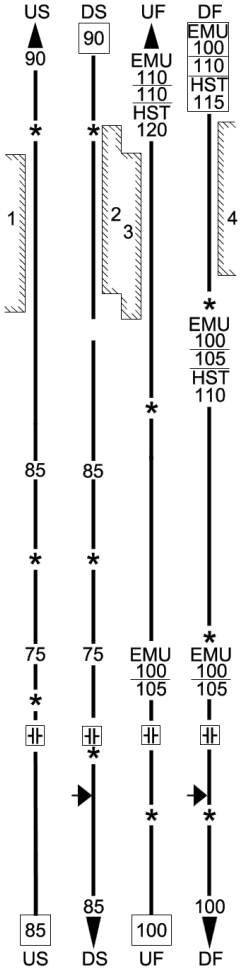
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	012	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	30/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Luton Workstation as far as 12m.20ch RA8 AC: Derby ECR Radlett private sidings & crossover DS/US not electrified US = Up Slow DS = Down Slow UF = Up Fast DF = Down Fast CS = St Albans Centre Siding (1) Future RDA=Radlett DEPOT Arrival & RDD= Radlett Depot Departure lines Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres
Radlett Private Sidings	16 27		
	17 60		
Napsbury HABD	18 00		
	18 38 *		
	19 21 *		
	19 23 *		
	19 24 *		
	19 57		
	19 62 *		
	19 65 *		
ST. ALBANS	19 71		

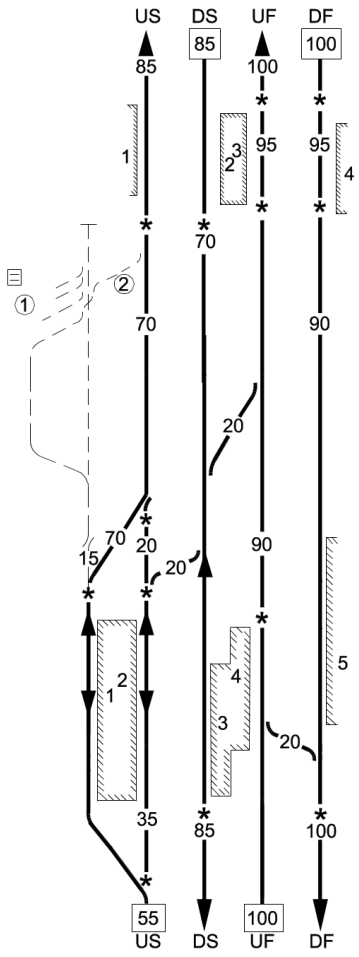
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	013	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Luton Workstation as far as 12m.20ch RA8 AC: Derby ECR GSM-R
	20	14 *		
	20	28 *		
	20	30 *		
	20	71 *		
	20	77 *		
Harpenden Jn	24	25		

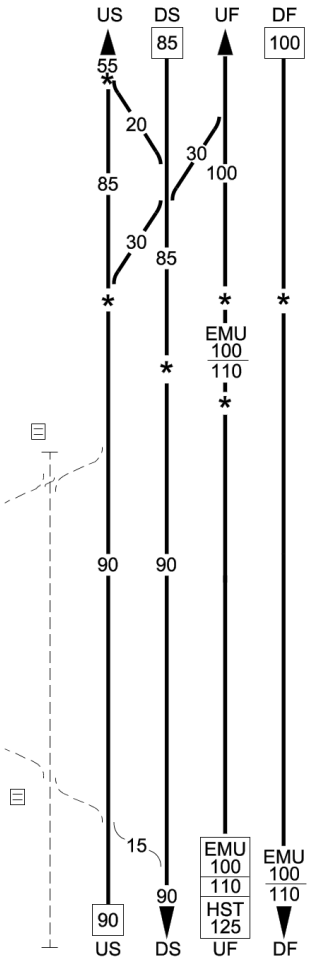
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	014	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			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
HARPENDEN	24 51		
East Hyde OHNS	26 24		
Chiltern Green HABD	27 69 *		

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

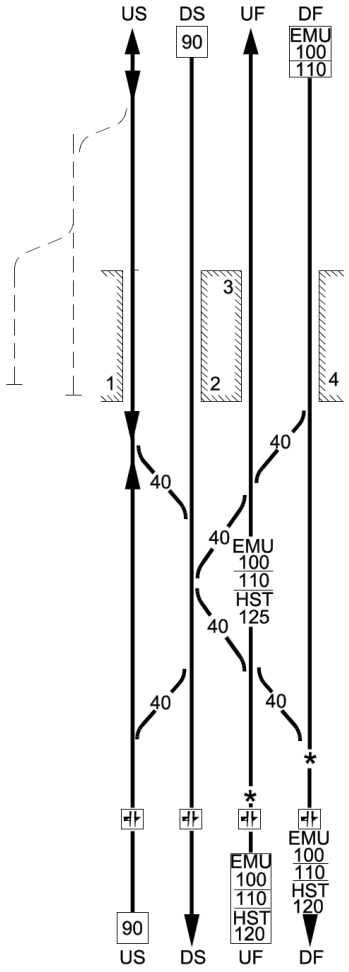
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB West Hampstead PSB (WH) RA8 AC: Derby ECR
	28	26	*		
LUTON AIRPORT PARKWAY	29	19			Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres
	29	57	*		
	29	59	*		
Luton Up Sidings GF	29	69			① = To/from Crescent Yard ② = Crossover Temporarily OOU
	30	09	*		
Luton South Jn	30	12			
	30	15	*		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
	30	17	*		
LUTON	30	19			
Crossover moved 36m north to be outside platform limits. Centre of crossover now at 30m 621y	30	28	*		* PP-C applies in Platform 3 in the Up Direction PP applies in Platform 3 in the Down Direction
	30	30	*		
	30	39	*		

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

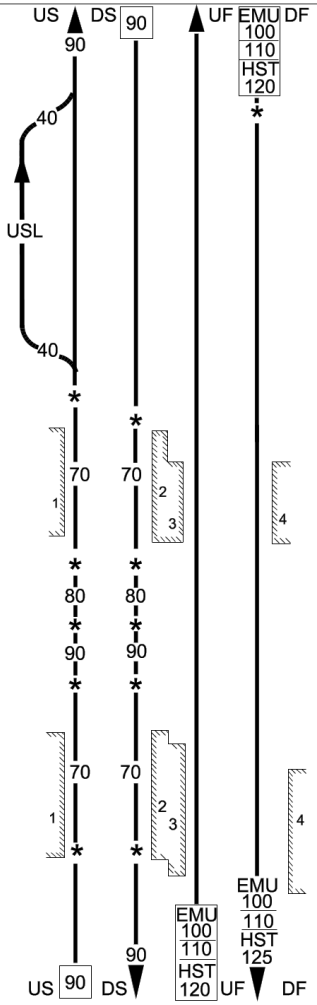
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	30	43 *		TCB Luton workstation as far as 31.20 RA8 AC: Derby ECR
Luton North Jn	30	52		
	30	75 *		
	30	79 *		
	31	16 *		
Limbury Rd Up Line GF (No. 1)	31	45		
Limbury Rd Dn. Line GF (No. 2)	31	69		

GSM-R

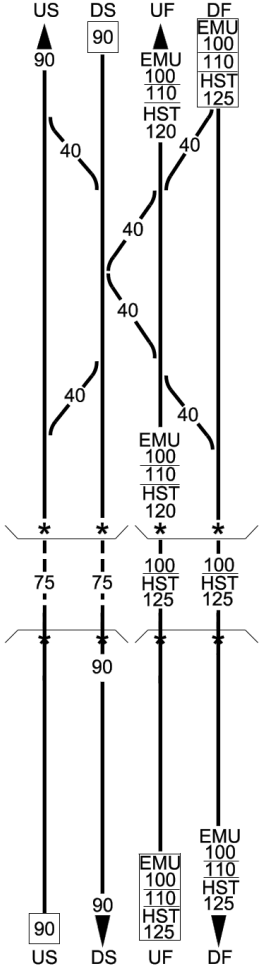
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	017	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Bedford Workstation RA8 AC: Derby ECR
Leagrave Sidings	32	48		Siding Length 1 - 191metre (29 SLU) 2 - 78metre (12SLU)
LEAGRAVE	32	60		Platform lengths: Leagrave Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 177 metres Platform 4 - 245 metres
Leagrave Jn	33	18		
	33	40 *		
	34	23 *		
Long Meadow Farm OHNS	35	35		

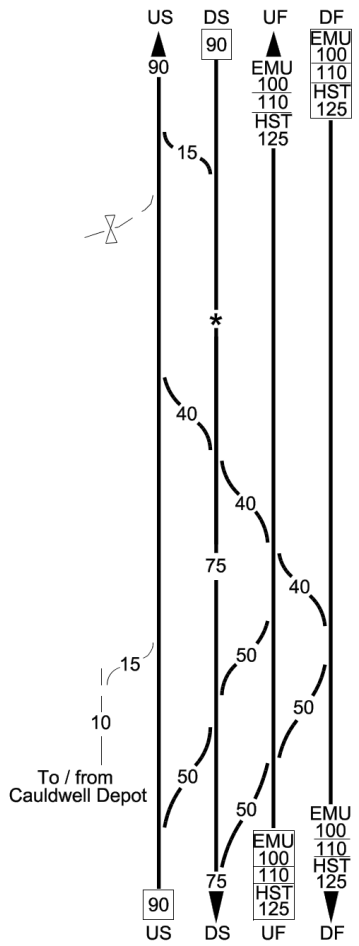
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	018	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Bedford Workstation RA8 AC: Derby ECR GSM-R
Sundon Jn	35 43 * 35 49		
			USL - Up Sundon Loop (Not Electrified)
Harlington Jn	37 00		
	37 07 *		
	37 09 *		
HARLINGTON	37 22		Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 168 metres Platform 4 - 178 metres
	37 25 *		
	37 32 *		
	40 09 *		
FLITWICK	40 18		Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres
	40 20 *		

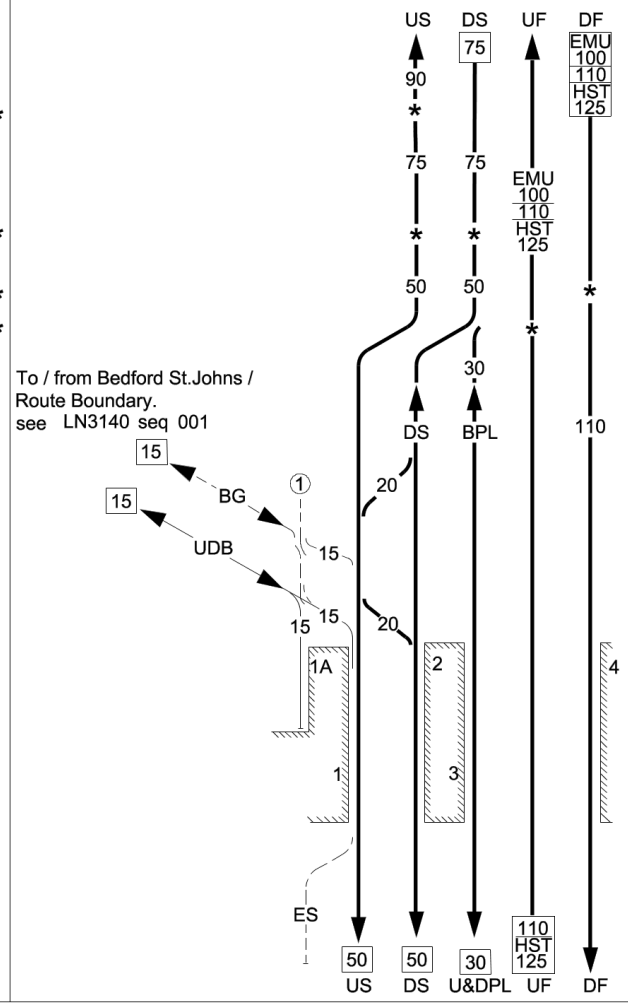
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	019	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Flitwick Jn	40 47		TCB Bedford Workstation RA8 AC: Derby ECR GSM-R
Ampthill Tunnels (443m / 715yds)	42 18 * to 42 52 42 55 *		

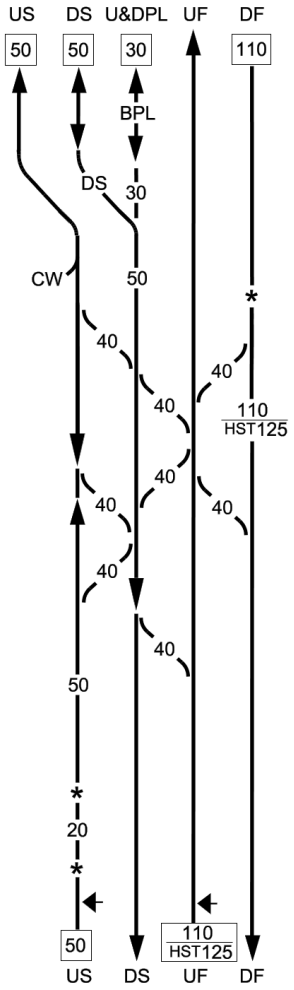
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	020	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Elstow Private Sidings	47 18		GSM-R TCB Bedford Workstation RA8 AC: Derby ECR
	48 30 *		
Bedford South Jn	48 60		

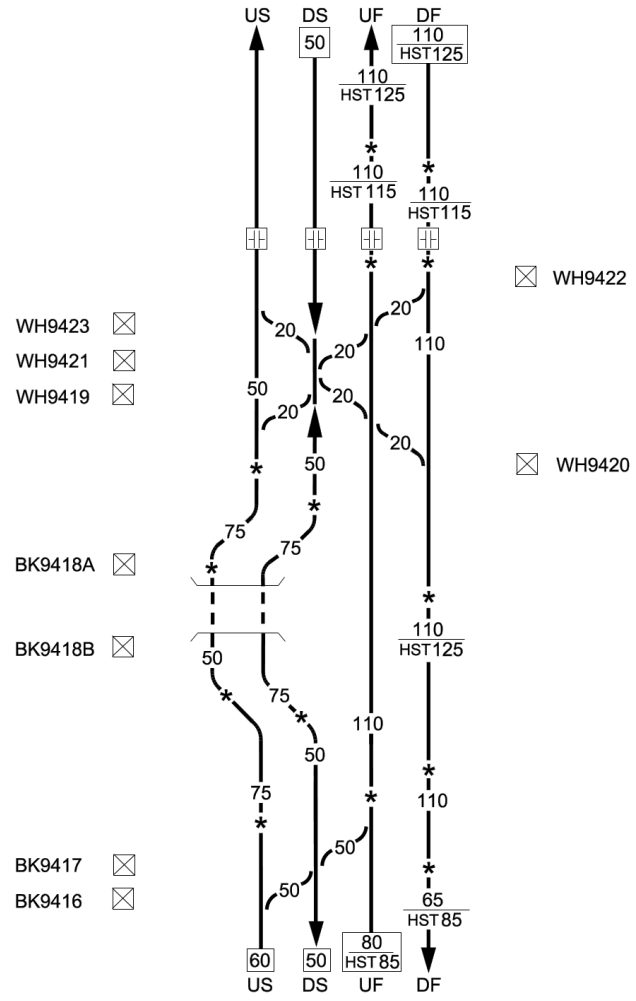
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	021	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	49 00 *		GSM-R TCB Bedford Station RA8 AC: Derby ECR
	49 40 *		
	49 46 *		BG = Up & Down Bletchley Goods
	49 59 *		UDB = Up & Down Bletchley
		To / from Bedford St.Johns / Route Boundary. see LN3140 seq 001	BPL = Bedford Platform Loop
Bedford Station Jn	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

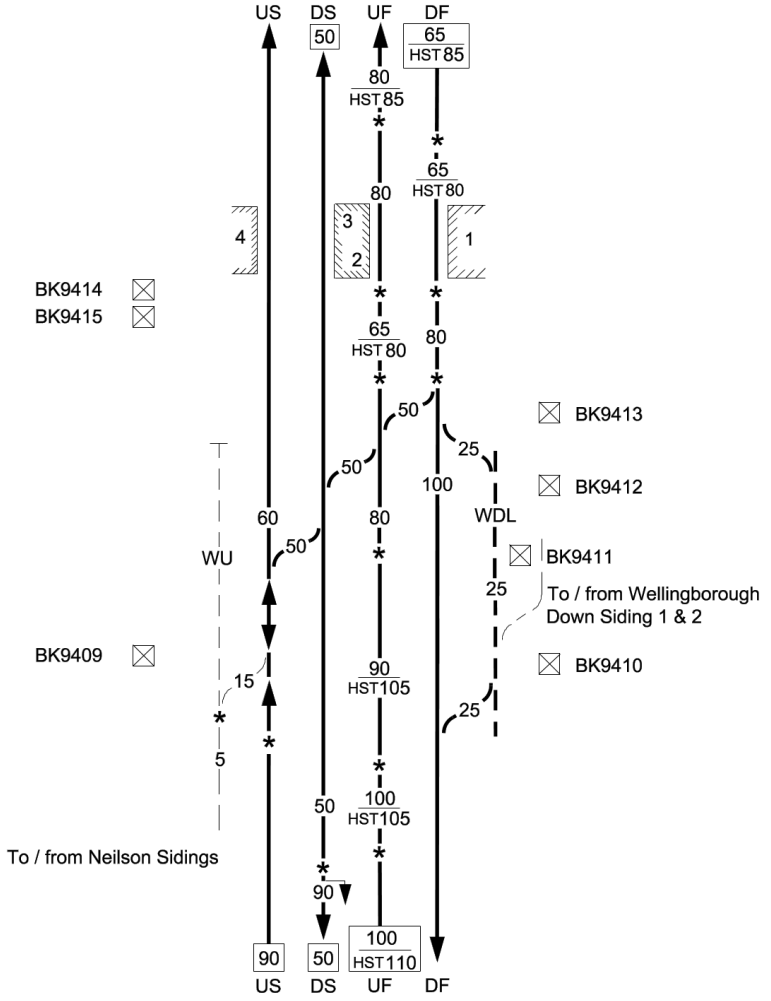
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	022	St. Pancras to Tapton Jn (via Derby)	SPC2	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Bedford Workstation RA8 AC: Derby ECR BPL = Bedford Platform Loop
	50 11 *		CW Up Slow at 50m 8ch
Bedford North Jn	50 35		
	53 00 *		
	53 21 *		
Oakley HABD	53 60		Derby EMCC (WH) Kettering workstation AC: Derby ECR

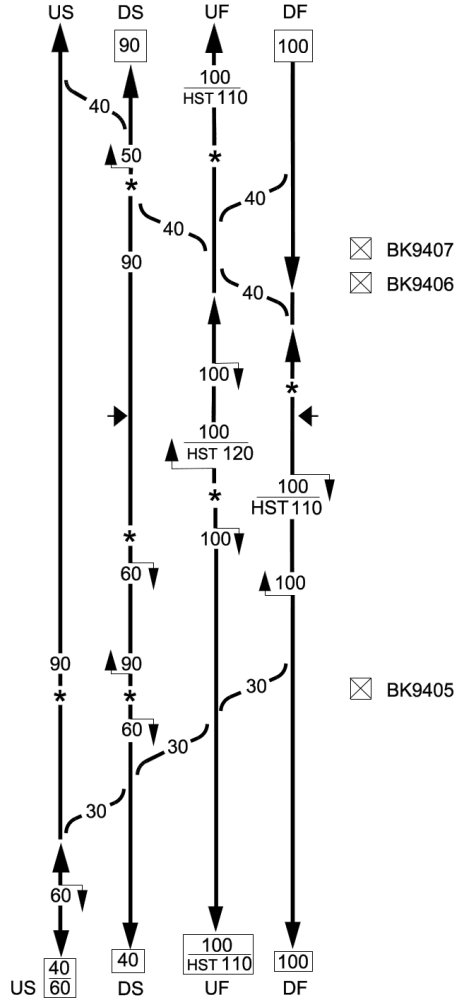
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	023	St. Pancras to Tapton Jn (via Derby)	SPC2 WYM	London North Eastern	27/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (WH, BK, LR) RA8 Kettering workstation AC: Derby ECR
	56 00 *		
	56 01 *		
Sharmbrook OHNS	56 03		
	56 16 *		
Sharnbrook Jn	56 55		
	56 71 *		
	58 23 *		
Change of ELR Slow Lines ONLY $	58 60		
	58 65 *		
	59 40 *		$ From 58m 60ch to 62m 00ch the Slow Lines are separated from the Fast Lines with the Slow Line ELR = WYM for this section only, (Slow Line mileage = 62m 05ch).
Sharnbrook Tunnel (Slow Lines only) 1709 m / 1 mile 100 yds	59 00 to 60 04		
	61 71 *		
Change of ELR Slow Lines ONLY $	62 00		
	62 03 *		
	63 17 *		
	64 14 *		
	64 23 *		
Wellingborough South Jn	64 25		
	64 27 *		

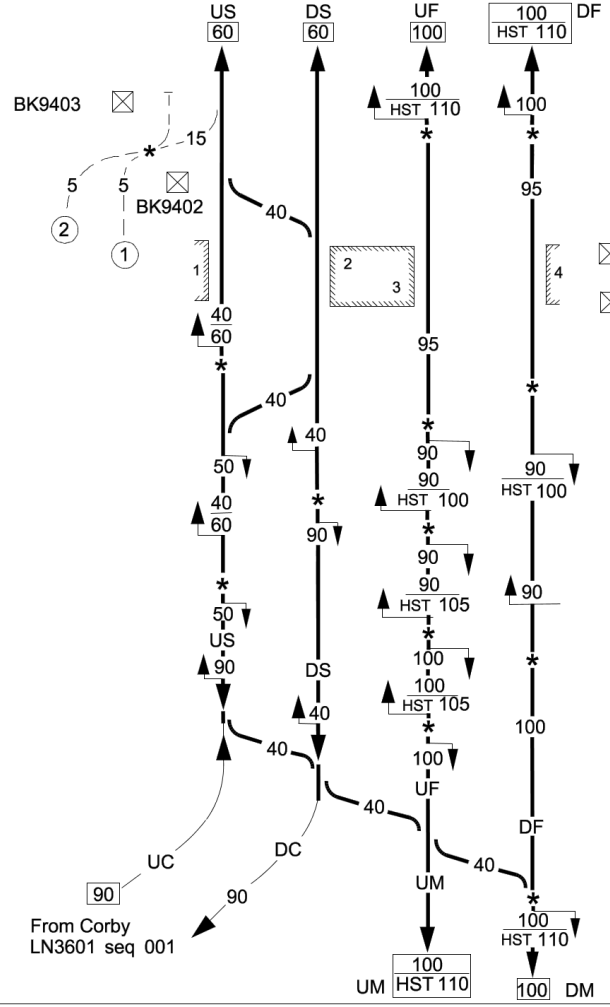
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	024	St. Pancras to Tapton Jn (via Derby)	SPC2 SPC3	London North Eastern	27/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	64 75 *		GSM-R TCB Derby EMCC (BK, LR) RA8 Kettering workstation AC: Derby ECR
	64 76 *		
Change of ELR	64 78		
WELLINGBOROUGH	65 09		Platform Lengths Wellingborough: Down Fast P1 - 245 m Up Fast P2 - 245 m Down Slow P3 - 245 m Up Slow P4 - 245m
	65 11 *	BK9414 BK9415	
	65 27 *		
Wellingborough North Jn	65 47	BK9413 BK9412 BK9411 To / from Wellingborough Down Siding 1 & 2 BK9410	WDL = Wellingbrorough Down Goods Loop = 574m / 627yds WU = Wellingborough Up Siding.
	65 47 *	BK9409	
	65 68 *	To / from Neilson Sidings	
	65 70 *		
	65 71 *		
	66 16 *		
	66 24 *		

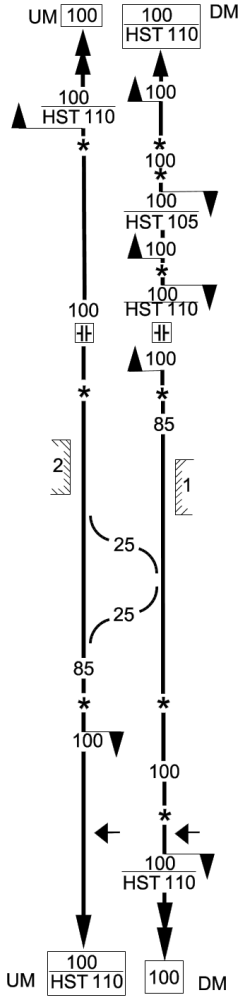
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	025	St. Pancras to Tapton Jn (via Derby)	SPC3	London North Eastern	27/05/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Derby EMCC (BK, LR) RA8 Kettering workstation AC: Derby ECR
	66	65 *		
	66	69 *		
Harrowden Jn	66	69		
	67	40 *		
Harrowden Jn HABD	67	49		
	69	69 *		
	70	18 *		
	70	56 *		
Kettering South Jn	70	58		

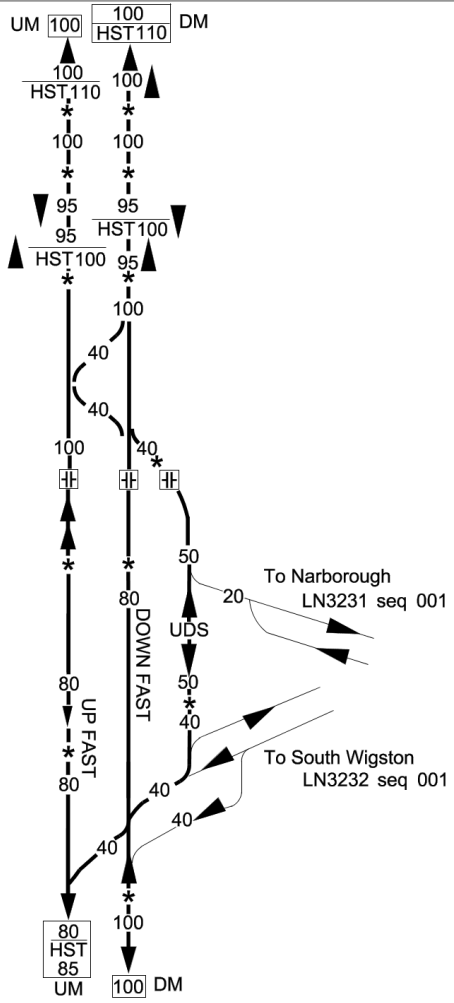
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	026	St. Pancras to Tapton Jn (via Derby)	SPC3	London North Eastern	27/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
KETTERING	71 03 *		GSM-R
	71 44 *		TCB EMCC (BK LR) RA8 Kettering workstation AC: Derby ECR
	71 60		(1) To/From Kettering Engineering Sidings (Not Electrified)
	72 01		(2) To/From Kettering Depot Sidings
	72 12 *		Platform lengths:
Kettering Station Jn	72 18 *		Platform 1 - 247 metres (PP)
	72 18		Platform 2 - 247 metres (PP)
	72 19 *		Platform 3 - 247 metres
	72 23 *		Platform 4 - 247 metres
	72 34 *		
	72 44 *		UC = Up Corby
	72 79 *		DC = Down Corby
	73 00 *		
	73 15 *		
	73 60		
Kettering North Jn	74 00		
	74 20 *		

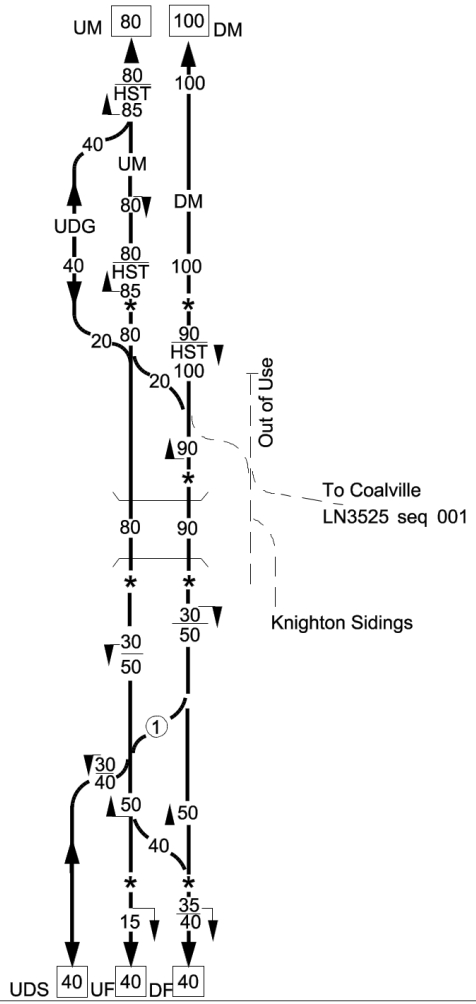
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	027	St. Pancras to Tapton Jn (via Derby)	SPC3	London North Eastern	09/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB EMCC (LR) RA8 Wigston workstation AC: Derby ECR
	77	70 *		
	78	74 *		
	79	35 *		
Braybrooke OHNS	81	36		
	82	00 *		
MARKET HARBOROUGH	82	74		Market Harborough Platform lengths: Platform 1 - 245 metres Platform 2 - 265 metres
Market Harborough Jn	83	11		
	84	24 *		
	86	24 *		
East Langton HABD	86	26		

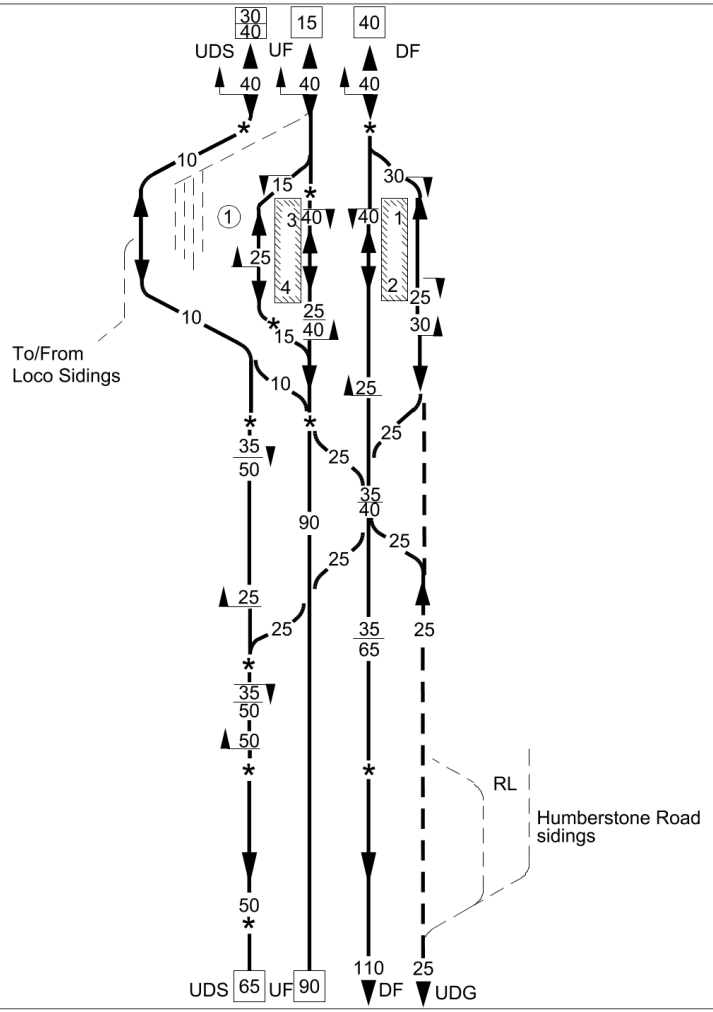
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	028	St. Pancras to Tapton Jn (via Derby)	SPC3 SPC4	London North Eastern	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	91 67 *		TCB Derby EMCC (LR) RA8 Wigston Workstation AC: Derby ECR GSM-R
	92 36 *		
	92 50 *		
Kilby Bridge Jn	93 40		
Wigston OHNS	93 50 * 95 04		
Wigston South Jn	95 37		
Change of ELR	95 38		
	95 47 *		UDS = Up and Down Slow
	95 65 *		
	95 74 *		
Wigston North Jn	95 76		
	96 04 *		See General Instruction for SATWAS details at Wigston North Junction

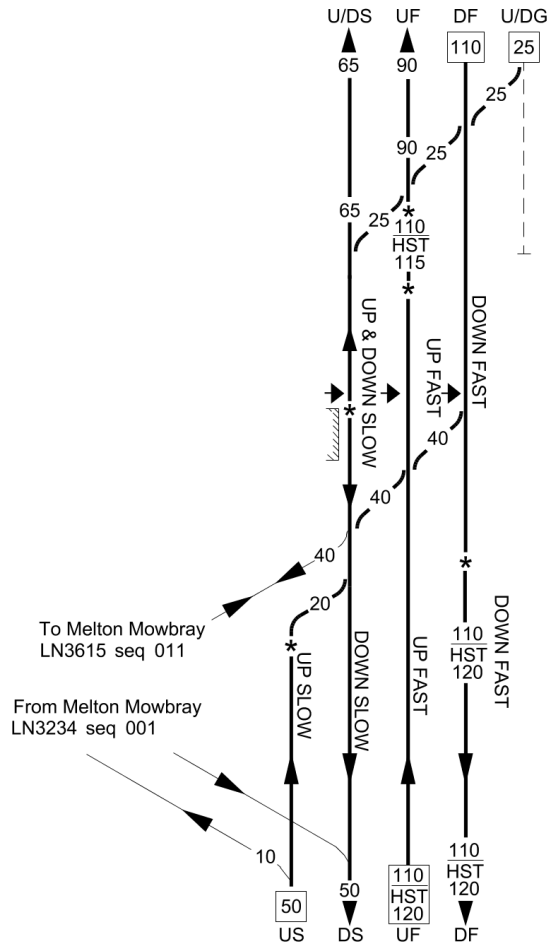
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	029	St. Pancras to Tapton Jn (via Derby)	SPC4	London North Eastern	23/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB EMCC (LR) RA8 Leicester Workstation UM – Up Main DM – Down Main UDG – Up & Down Goods PF – Permissive Working authorised in either direction on the UDG line
	97 13 *		
Knighton Jn	97 45		
	97 77 *		
Knighton Tunnel (95m / 104 yards)	98 02 to 98 07		
	98 26 *		
Leicester South Jn	98 46		① 40 in the Up direction 30/40 in the Down direction
	98 69 *		DF – Down Fast UF – Up Fast UDS – Up & Down Slow

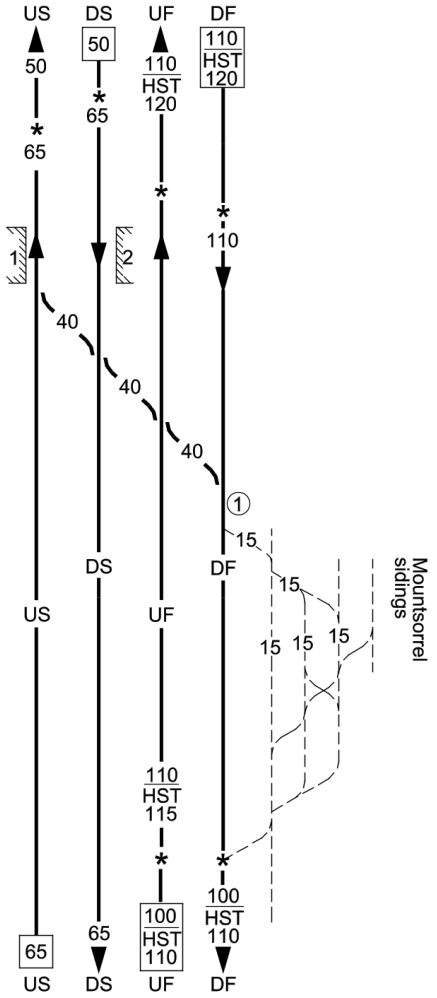
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	030	St. Pancras to Tapton Jn (via Derby)	SPC4 SPC5	London North Eastern	08/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
LEICESTER Leicester North Jn	98 73 * 98 74 99 00 * 99 07 99 14 * 99 18 99 19 * 99 22 * 99 37 * 99 50 * 99 74 *		GSM-R TCB Derby EMCC (LR) RA8 Leicester Workstation (1) Carriage Sidings Platform lengths: Platform 1 - 272 metres Platform 2 - 279 metres Platform 3 - 275 metres Platform 4 - 287 metres All Platforms PP AWS not provided on goods line RL - Reception Line UDG - Up & Down Goods (PF) DF - Down Fast UF - Up Fast UDS - Up & Down Slow

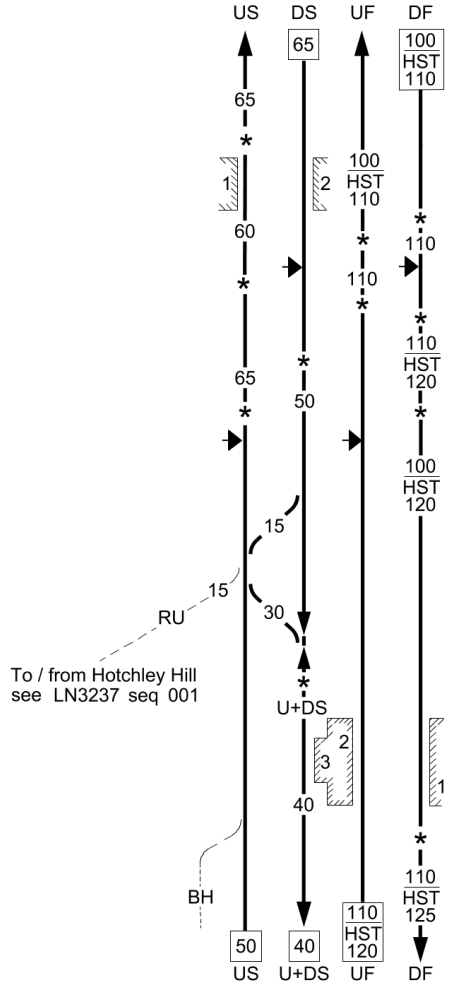
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	031	St. Pancras to Tapton Jn (via Derby)	SPC5	London North Eastern	06/01/2020

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Humberstone Road Jn	100	20			GSM-R TCB EMCC (LR) RA8 Leicester Workstation
	100	59	*		
	101	14	*		
Thurmaston WILD	101	78			
	103	58	*		
SYSTON	103	63			Platform length: Syston Single Platform-58 metres
Syston South Jn	103	72			
	104	00	*		
	104	04	*		
Syston North Jn	104	25			

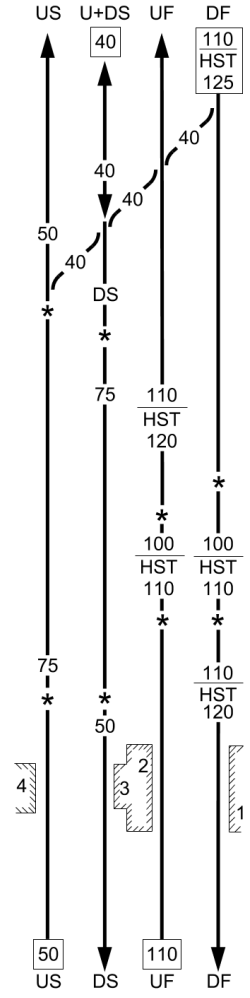
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	032	St. Pancras to Tapton Jn (via Derby)	SPC5	London North Eastern	12/03/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	104 40 *		GSM-R TCB EMCC (LR) RA8 Leicester Workstation
	105 03 *		
	106 22 *		
	106 23 *		Platform lengths: Platform 1 - 58 metres Platform 2 - 58 metres
SILEBY	106 50		
Sileby Jn	107 00		① Down Fast line is bi-directional between Sileby Jn. and connection to Mountsorrel
Mountsorrel	108 00		
	108 28 *		

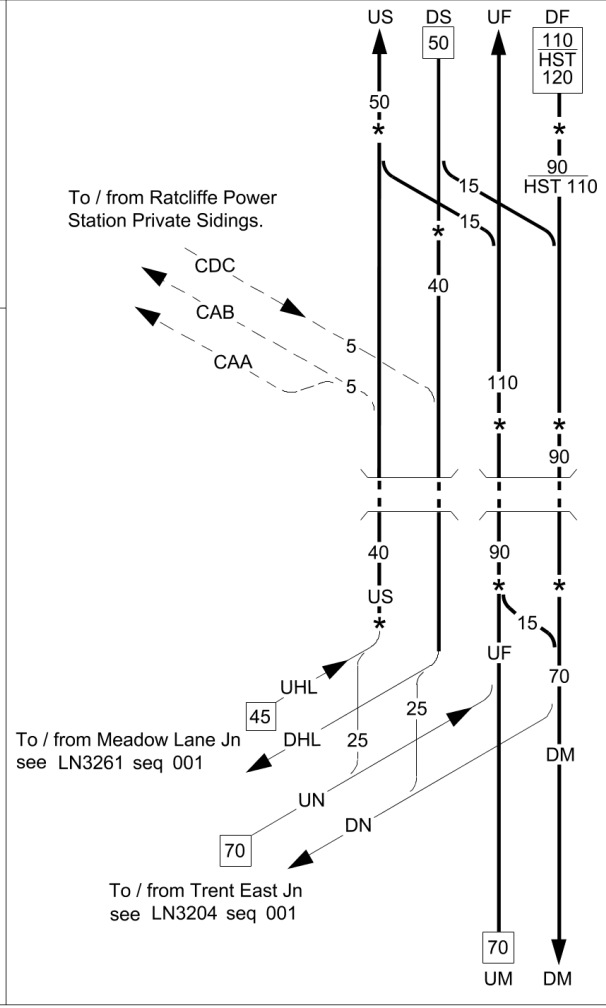
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	033	St. Pancras to Tapton Jn (via Derby)	SPC5	London North Eastern	16/05/2020

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB EMCC (LR) RA8 Leicester Workstation
	108	40	*		
BARROW-UPON-SOAR	108	52			Platform lengths: Platform 1 - 58 metres Platform 2 - 58 metres
	108	62	*		
	108	74	*		
Barrow-upon-Soar HABD	108	72			
	109	10	*		
	109	40	*		
	109	42	*		
	110	55	*		
	111	00	*		
Loughborough HABD	111	05			
Loughborough South Jn	111	22			RU = Up & Down Ruddington U+DS = Up & Down Slow
	111	40	*		
LOUGHBOROUGH	111	51			Platform lengths: Platform 1 - 242 metres (265 yards) Platform 2 - 242 metres (265 yards) Platform 3 - 149 metres (162 yards)
Loughborough South Jn	111	64			
	111	65	*		BH = Brush private sidings

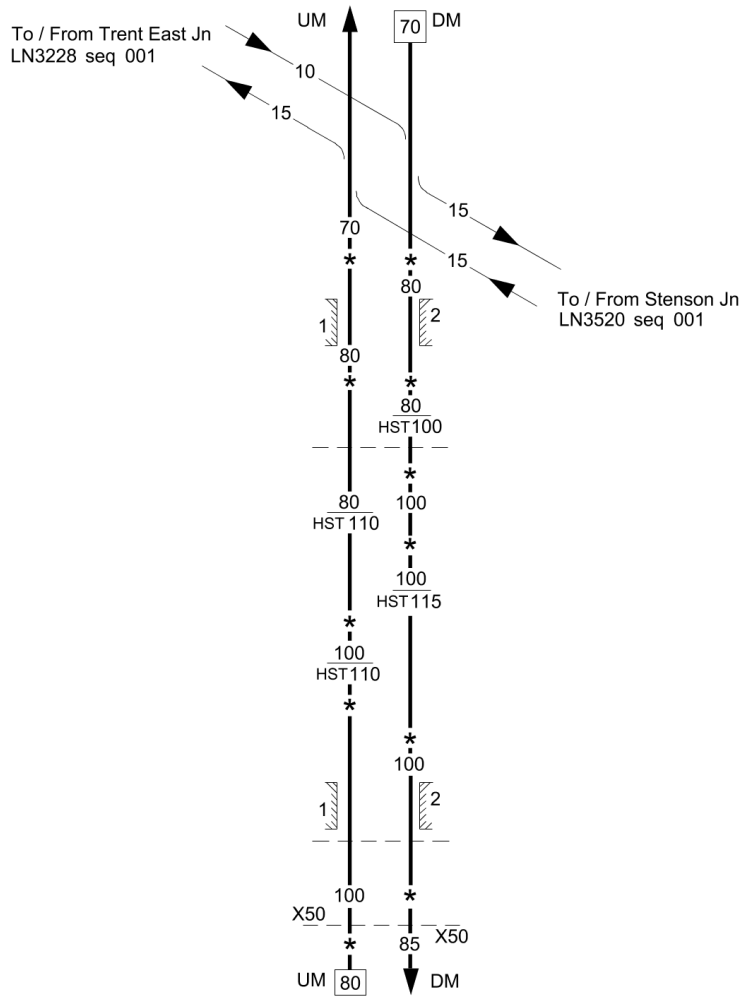
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	034	St. Pancras to Tapton Jn (via Derby)	SPC5	London North Eastern	16/05/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Loughborough North Jn	112 06		GSM-R TCB EMCC (LR) RA8 Leicester Workstation U+DS = Up & Down Slow
	112 33 *		
	112 40 *		EMCC (ST) Trent Workstation
	115 00 *		
	115 07 *		
	115 31 *		
	118 05 *		
EAST MIDLANDS PARKWAY	118 20		Platform lengths Platform 1 - 243 metres Platform 2 - 243 metres Platform 3 - 123 metres Platform 4 - 123 metres

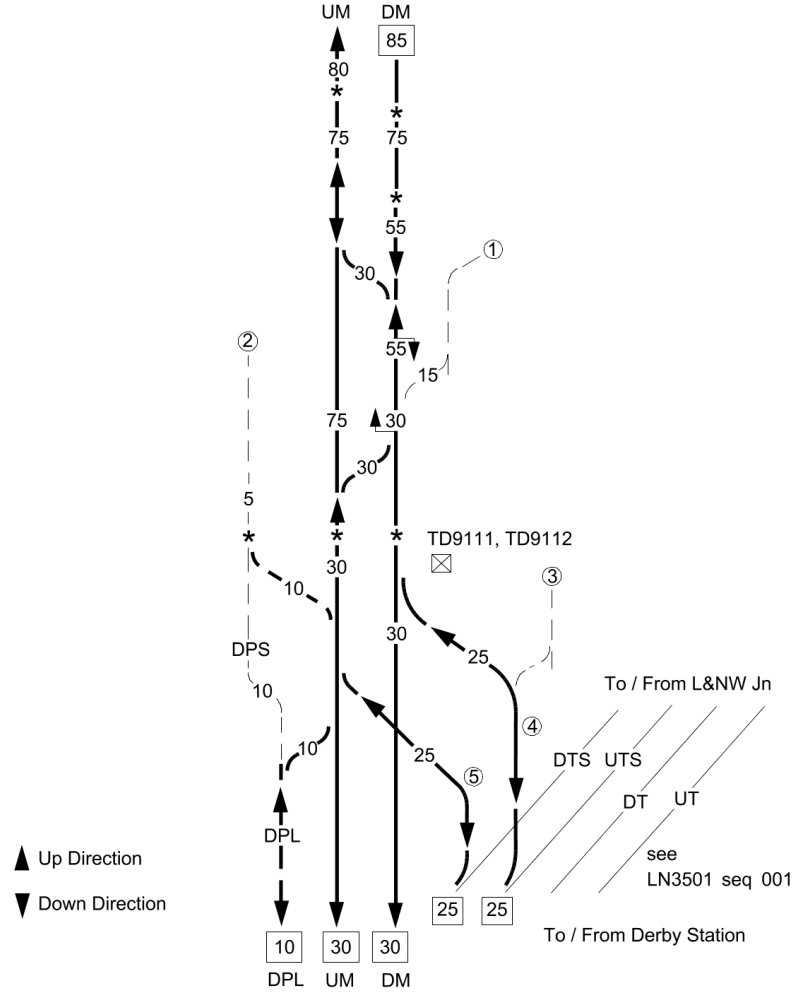
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	035	St. Prancras to Tapton Jn (via Derby)	SPC5 SPC6	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (ST) RA8 Trent Workstation
	118 31 *		
Ratcliffe Jn	118 34		
	118 36 *		
Change of ELR	118 60		
			CDC - Coal Departure Line C CAB - Coal Arrival Line B CAA - Coal Arrival Line A
Ratcliffe North Jn	118 65		
	118 65 *		
Red Hill Tunnels (141 metres / 154 yards Fast lines 155 metres / 170 yards Slow lines)	118 66 to 118 74		
	119 16 *		
	119 17 *		
Trent South Jn	119 17		DN - Down Nottingham UN - Up Nottingham DHL - Down High Level UHL - Up High Level

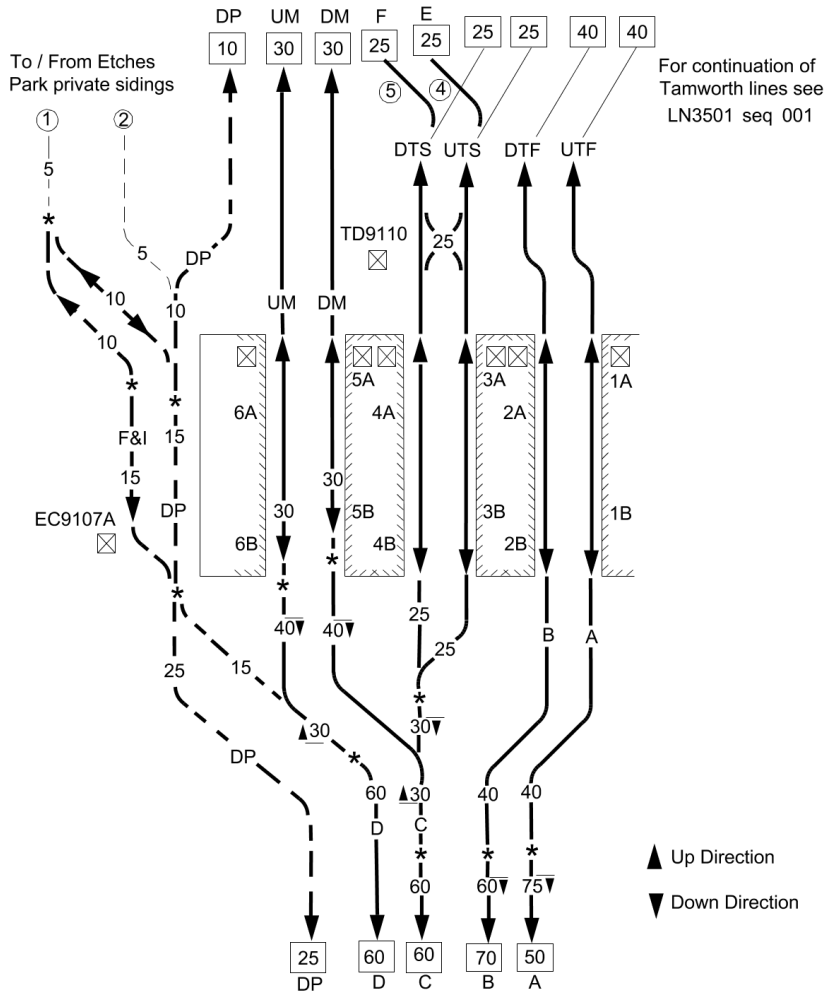
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	036	St. Pancras to Tapton Jn (via Derby)	SPC6 SPC7	London North Eastern	09/11/2019

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Derby EMCC (TD) RA8 Trent Workstation
Sheet Stores Jn	119	58			
	119	65	*		
LONG EATON	120	28			Platform lengths: Long Eaton Up Platform = 114 metres Down Platform = 111 metres
	120	35	*		
Sawley LC (CCTV)	121	39			
	121	40	*		
	122	43	*		
	122	62	*		
	124	40	*		Derby EMCC (TD) Derby Workstation
	125	60	*		
SPONDON	125	67			Platform lengths: Spondon Up Platform = 78 metres Down Platform = 99 metres
Spondon LC (OD)	125	73			
	125	79	*		
Megaloughton Lane (FP OMSL-X)	126	21			
	126	24	*	T	OMSL - See General Instruction
Change of ELR	126	28			

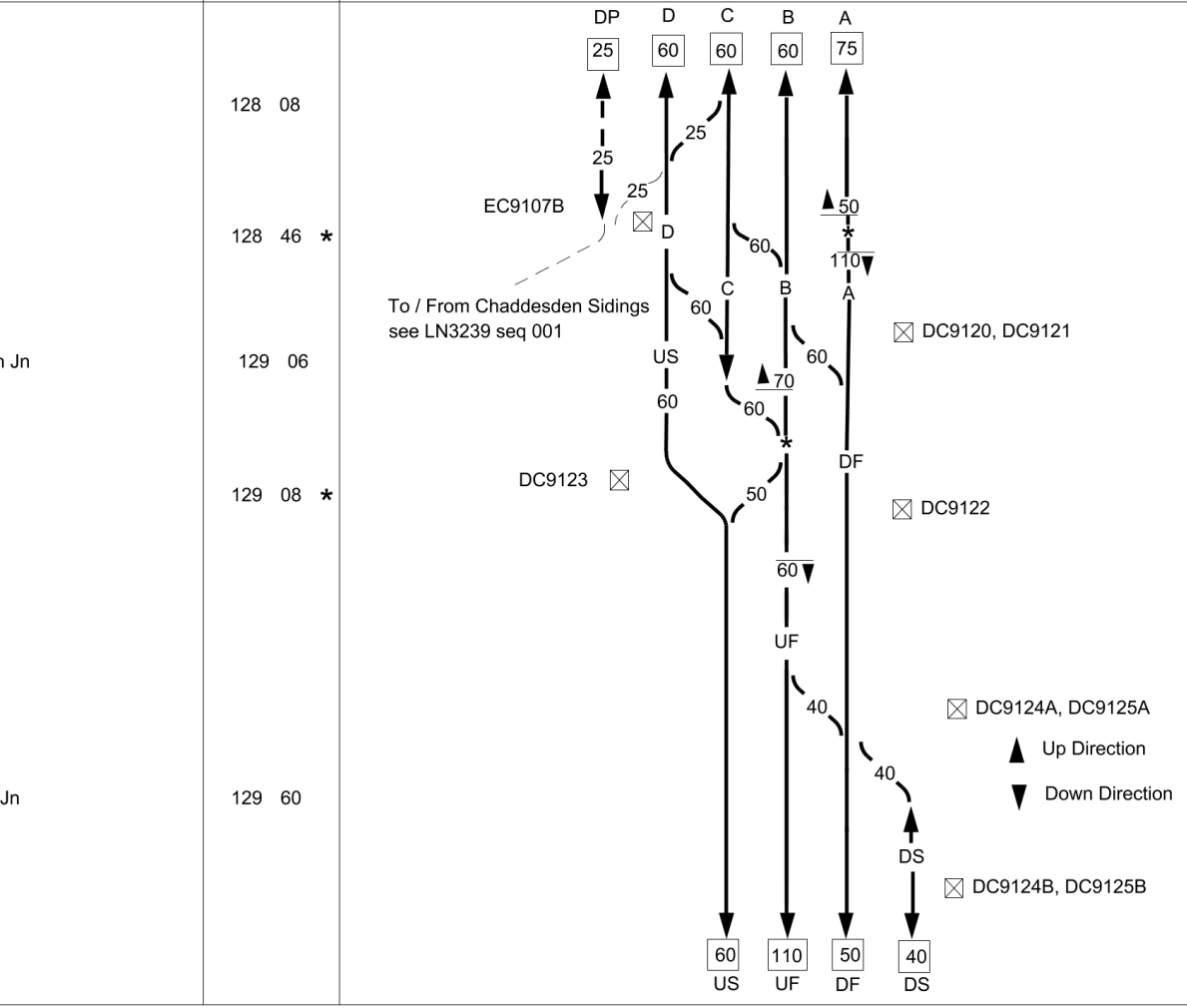
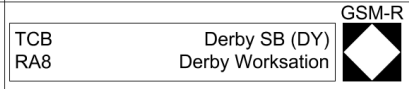
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	037	St. Pancras to Tapton Jn (via Derby)	SPC7	London North Eastern	26/07/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	126 77 *		GSM-R TCB Derby EMCC (EC, TD) RA8 Derby Worksation
	127 25 *		
	127 72 *		① = To / From Rail Technical Center South ⊠ = Lockout Protection Provided - See General Instructions for Detail
Way & Works Jn	128 09 * 128 09		② = To / From Etches Park private Sidings DPS = Derby Pilot Sidings DPL = Derby Pilot Line ③ = To / From Rail Technical Center North
London Road Jn Change of milage and ELR	128 23 127 54		DTS = Down Tamworth Slow UTS = Up Tamworth Slow DT = Down Tamworth UT = Up Tamworth ④ = E Line ⑤ = F Line

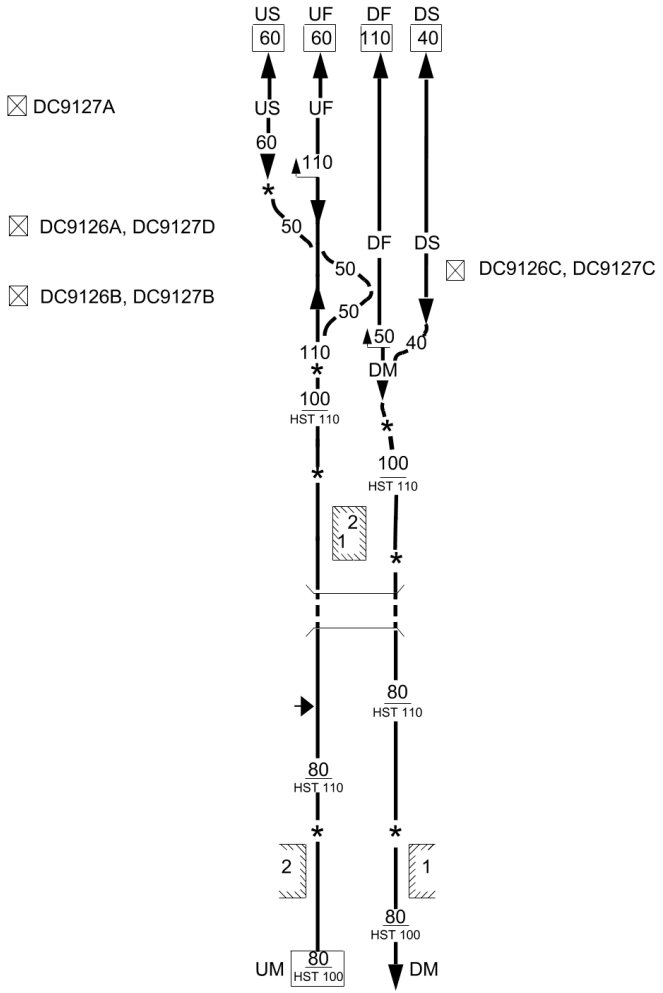
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	038	St. Pancras to Tapton Jn (via Derby)	SPC7 SPC8	London North Eastern	02/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
London Road Jn (Tamworth lines only)	128 23 0 00		GSM-R TCB Derby EMCC (EC, DC, DW, TD) RA8 Derby Worksation UTS = Up Tamworth Slow DTS = Down Tamworth Slow UTF = Up Tamworth Fast DTS = Down Tamworth Fast Note change of mileage and line direction designation for Tamworth lines. DP = Derby Pilot Line (PF) F&I = Fuel & Inspection Line (PF) ① = To / From Loco Sidings 1 & 2 ② = To / From Bypass / Stabling Sidings 1 & 2 Platform lengths: Platform 1 - 331 metres ☒ = DW9101 Platform 2 - 335 metres ☒ = DW9102 Platform 3 - 336 metres ☒ = TD9103 Platform 4 - 309 metres ☒ = TD9104 Platform 5 - 311 metres ☒ = TD9105 Platform 6 - 341 metres ☒ = TD9106 DP Platform face restricted use (243m) PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in Platforms 1 - 6 inclusive ☒ = Lockout Protection Provided - See General Instructions for Detail A = A Line B = B Line C = C Line D = D Line E = E Line F = F Line
London Road Jn	127 54		
	127 55 *		
	127 61 *		
	127 62 *		
DERBY	127 68		
	127 72 *		
	127 75 *		
	127 77 *		
	128 00 *		
	128 02 *		
Derby North Jn	128 04		
	128 04 *		

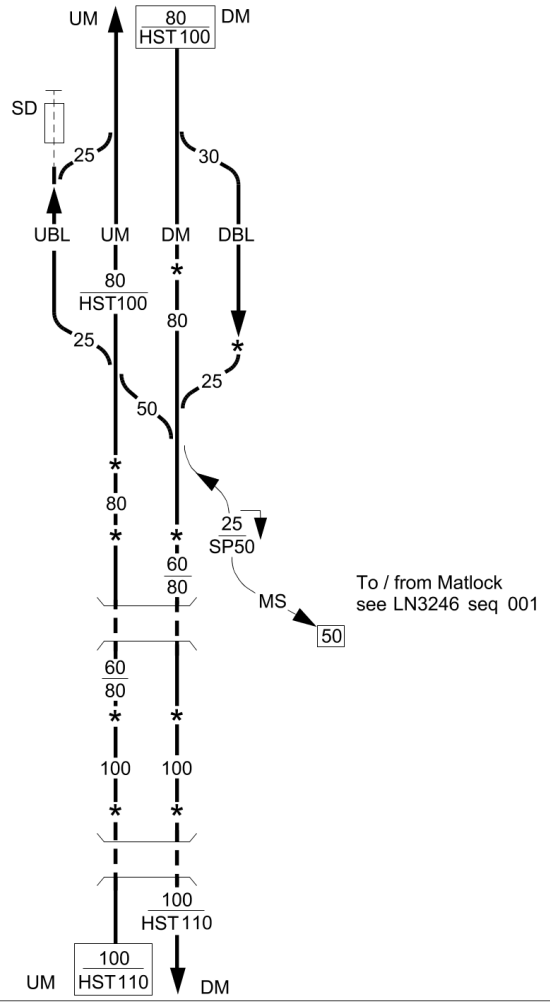
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	039	St. Pancras to Tapton Jn (via Derby)	SPC8	London North Eastern	26/07/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			
	128 08		A = A line B = B line C = C line D = D line DP = Derby Pilot Line (PF)
	128 46 *		☒ = Lockout Protection Provided - See General Instructions for Detail
St Mary's South Jn	129 06		
	129 08 *		
St Mary's North Jn	129 60		

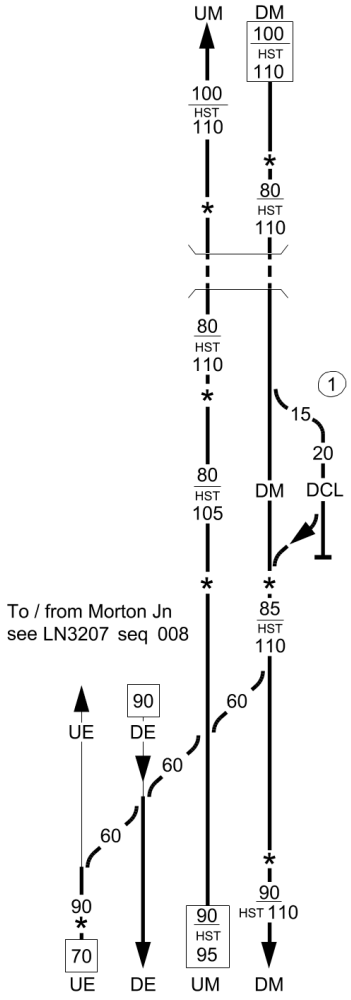
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	040	St. Pancras to Tapton Jn (via Derby)	SPC8	London North Eastern	26/10/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (DC,DY) RA8 Derby Workstation ☒ = Lockout Protection Provided - See General Instructions for Detail
Breadsall Jn	130 34 *		
	130 50		
	130 75 *		
	131 04 *		
	132 78 *		Platform lengths: Duffield
DUFFIELD	133 08	T	Up Platform = 128 metres Down Platform = 128 metres Telephone at North end of platform Adjacent Platform = Ecclestone Valley Heritage Railway
	133 60 *		
Milford Tunnel 855yds / 782 metres	133 67 to 134 25		
Belper HABD	134 68		
	135 40 *		Platform lengths: Belper Up Platform -116 metres Down Platform -114 metres
BELPER	135 55		

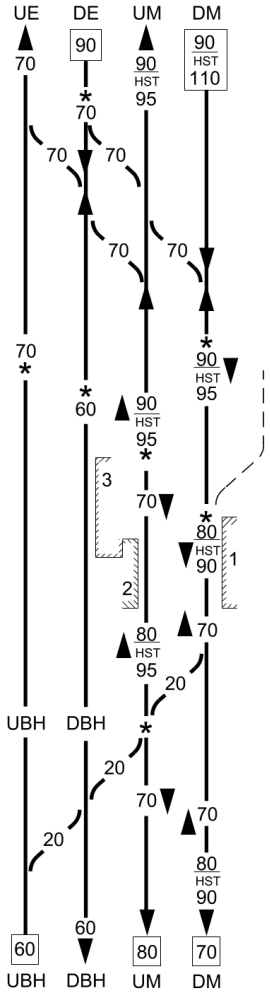
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	041	St. Pancras to Tapton Jn (via Derby)	SPC8	London North Eastern	17/02/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (DY) RA8 Derby Workstation
Broadholme	136 48		UBL = Up Broadholme Loop = 1010m / 1104 yds DBL = Down Broadholme Loop = 1023m / 1110 yds
	137 08 *		
	137 32 *		
Ambergate Jn	137 41		
	137 50 *		
	138 00 *		MS = Matlock Single
Toadmoor Tunnel (129 yards / 118 metres)	138 07 to 138 13		
	138 20 *		
	139 31 *		
Wingfield Tunnel (261 yards / 239 metres)	139 47 to 139 59		

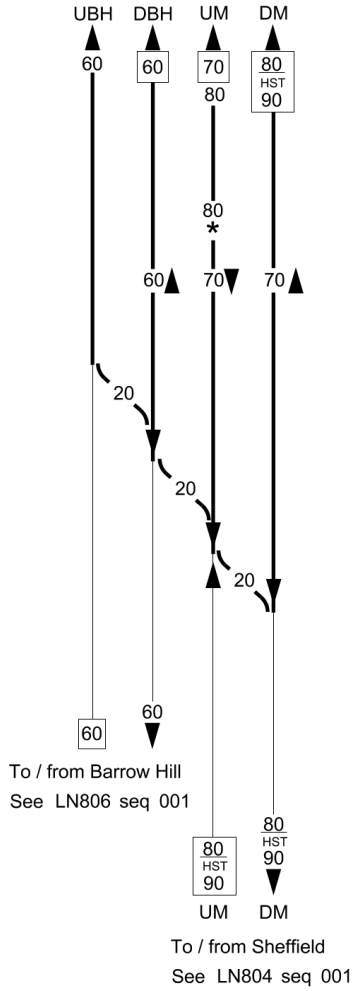
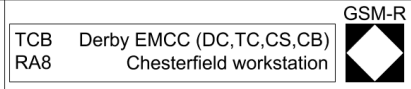
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	042	St. Pancras to Tapton Jn (via Derby)	SPC8 SPC9	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Derby EMCC (DC,TC,CS,CB) RA8 Chesterfield Workstation GSM-R
	145 63 *		
	145 65 *		
Clay Cross Tunnel (1 mile, 24 yards / 1,631 Metres)	146 21 to 147 22		
	147 43 *		(1) Temporarily OOU / disconnected
Mileage Change	147 69 142 10		DCL = Down Clay Cross Loop 600 m, 648yds
	142 30 *		
Clay Cross North Jn	142 77		
	143 23 *		UE - Up Erewash DE - Down Erewash
	144 66 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	043	St. Pancras to Tapton Jn (via Derby)	SPC9	London North Eastern	23/11/2019

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Derby EMCC (DC,TC,CS,CB) RA8 Chesterfield workstation
	145	07	*		
Chesterfield South Jn	145	21			UE - Up Erewash DE - Down Erewash
	145	29	*		
	145	31	*		
	145	35	*		
Chesterfield Down sidings					
	146	11	*		
	146	14	*		
CHESTERFIELD	146	20			See Operational Platform Lengths In Metres LNE General Instruction
	146	34	*		UBH - Up Barrow Hill DBH - Down Barrow Hill
Chesterfield North Jn	146	36			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	044	St. Pancras to Tapton Jn (via Derby)	SPC9 TJC1	London North Eastern	08/02/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			
	146 59 *		
Change of ELR	146 59		
			UBH - Up Barrow Hill
			DBH - Down Barrow Hill
Tapton Jn	146 64		

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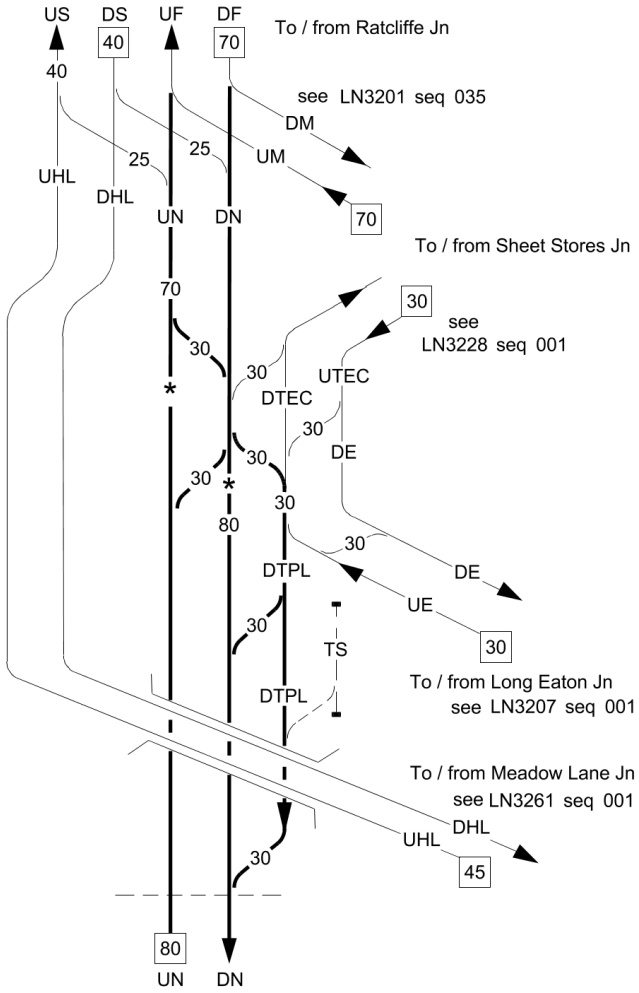
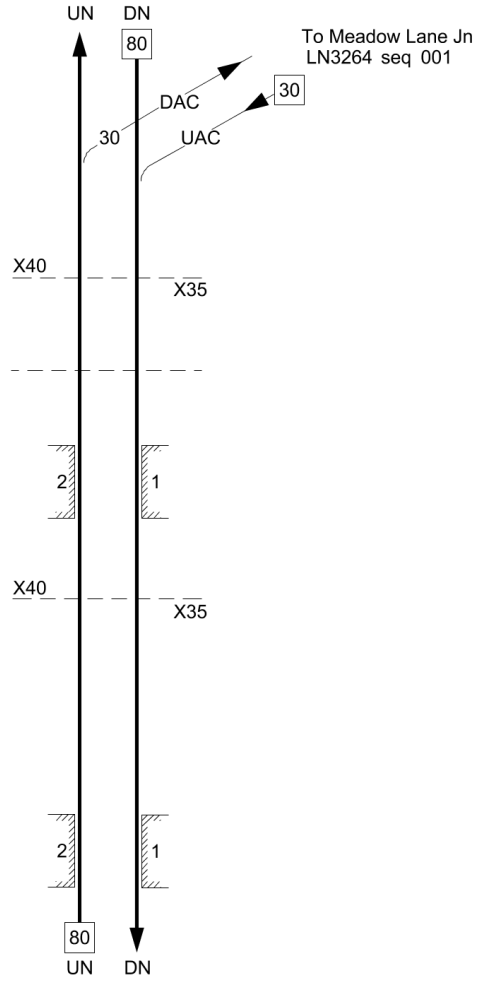
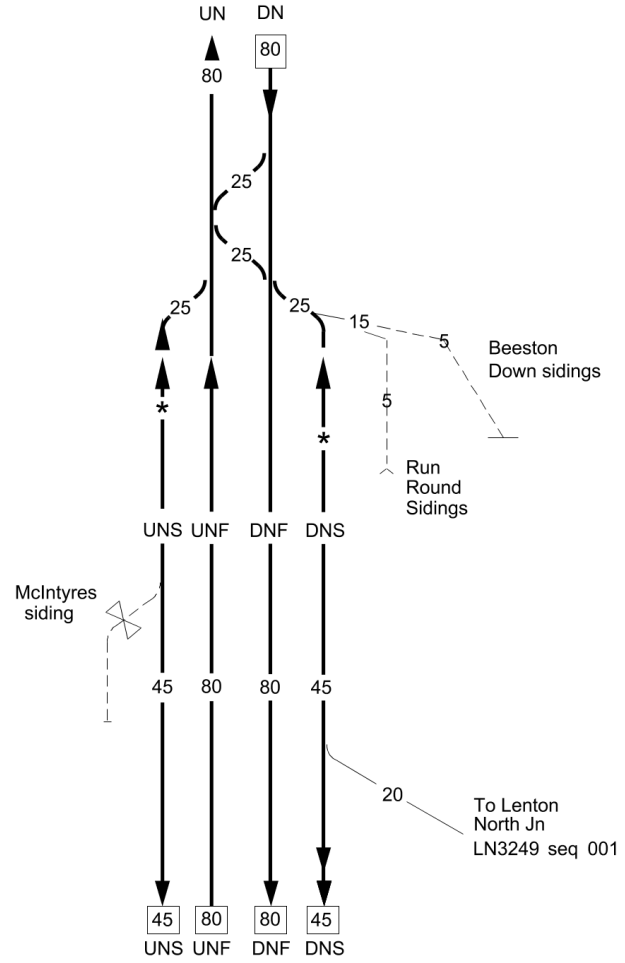
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3204	001	Trent South Junction to Nottingham East Junction	TSN1	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Trent South Jn	119 17		GSM-R TCB Derby EMCC (ST) TN) RA8 Trent Workstsion
Trent East Jn	119 69 * 119 70		DN - Down Nottingham UN - Up Nottingham DHL - Down High Level UHL - Up High Level DTEC - Down Trent East Curve UTEC - Up Trent East Curve DTPL - Down Trent Passenger Loop
	119 74 *		DE - Down Erewash UE - Up Erewash TS - Trent Sidings
Meadow Lane LC (CCTV)	120 31		

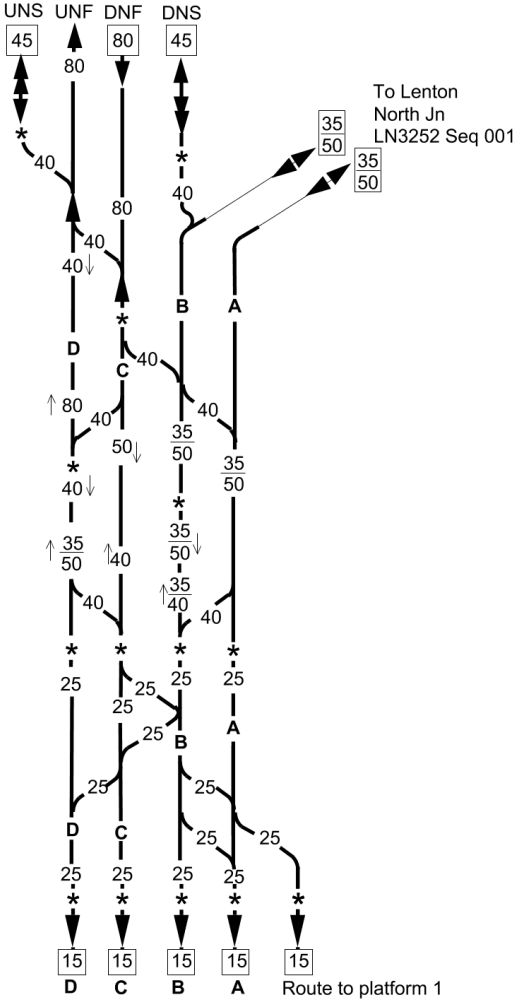
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3204	002	Trent South Jn to Nottingham East Junction	TSN1	London North Eastern	26/10/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Derby EMCC (TN) RA8 Trent Workstation
Attenborough Jn	121	02		DN - Down Nottingham UN - Up Nottingham DAC - Down Attenborough Curve UAC -Up Attenborough Curve
Barton Lane LC (AHBC-X)	121	36	T	
Attenborough LC (CCTV)	121	70		
ATTENBOROUGH	121	76		Platform Lengths Attenborough P1 Down – 100 metres P2 Up – 106 metres
Nature Reserve LC (BW) OMSL-X	122	46	T	Derby EMCC (TN) Nottingham Workstation OMSL - See General Instruction
BEESTON	123	22		Platform Lengths Beeston P1 Down – 140 metres P2 Up – 139 metres

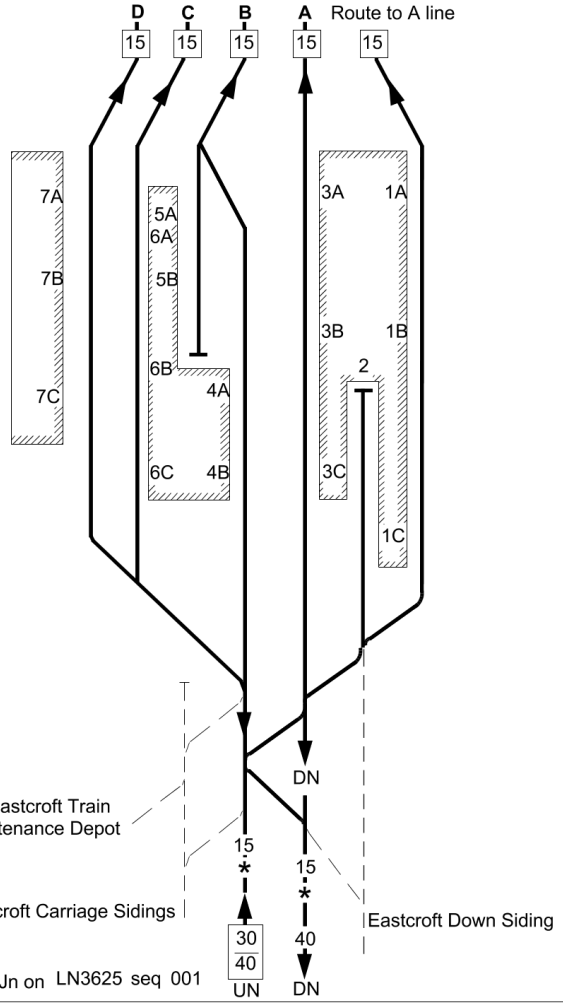
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3204	003	Trent South Junction to Nottingham East Junction	TSN1	London North Eastern	08/02/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Beeston South Jn	123 60		GSM-R TCB Derby EMCC (TN) RA8 Nottingham Workstation UN – Up Nottingham DN – Down Nottingham UNS – Up Nottingham Slow UNF – Up Nottingham Fast DNF – Down Nottingham Fast DNS – Down Nottingham Slow Lockout Systems LOD T on Down Nottingham Slow & Up Nottingham Slow between Beeston South Jn (excl) and Mansfield Jn (excl)
	123 65 *		
	123 68 *		
Lenton South Jn	125 27		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3204	004	Trent South Junction to Nottingham East Junction	TSN2	London North Eastern	08/02/2020

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Derby EMCC (TN) RA8 Nottingham Workstation
	125	47 *		UNS – Up Nottingham Slow UNF – Up Nottingham Fast DNF – Down Nottingham Fast DNS – Down Nottingham Slow
	125	56 *		
Mansfield Jn	125	63 *		**A** – A Line **B** – B Line **C** – C Line **D** – D Line
	125	64		
	124	22		
	124	09 *		Lockout Systems LOD T on Up Mansfield/ Line A between Lenton North Jn and Nottingham West Jn. Line B. 2 Down Mansfield between Mansfield Jn and Lenton North Jn. Line B. 1 between Mansfield Jn and Nottingham West end Platform 5. Line C between Mansfield Jn and Nottingham West Jn. Line D between Mansfield Jn and Nottingham West Jn.
	123	74 *		
	123	69 *		
Nottingham West Jn	123	60		
	123	50 *		**A** – A Line **B** – B Line **C** – C Line **D** – D Line

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3204	005	Trent South Junction to Nottingham East Junction	TSN2 NOB1	London North Eastern	08/02/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
NOTTINGHAM	123 39		GSM-R TCB EMCC (TN) RA8 Nottingham Workstation **A** – A Line **B** – B Line **C** – C Line **D** – D Line Nottingham Station Permissive Working – full use for classes 1, 2, 3 (ecs), 5, 9, 0 trains in All Platforms AWS Inductors are not provided at platform starting signals Speed limited to 15MPH for all lines in station area and all lines are bi directional Lockout Systems LOD K on Platforms 1, 2 & 4/5 Platform lengths : Platform 1 306 metres Platform 2 91 metres Platform 3 300 metres Platform 4 110 metres Platform 5 155 metres Platform 6 272 metres Platform 7 261 metres DN – Down Newark UN – Up Newark Change of ELR = change of mileage at 123m 23ch / 0m 00ch
Nottingham East Jn	123 27 123 23		
Change of mileage & ELR	0 00		
	0 10 *		
	0 13 *		

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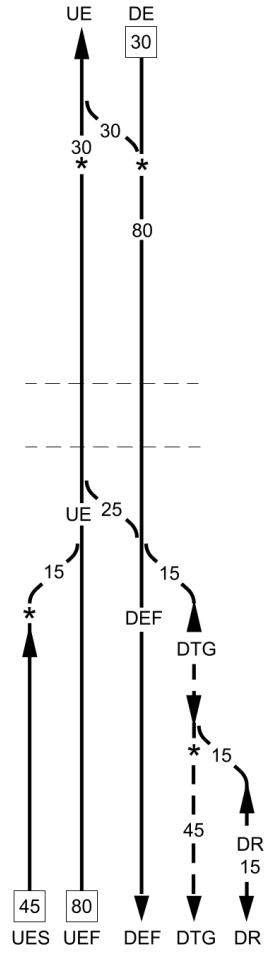
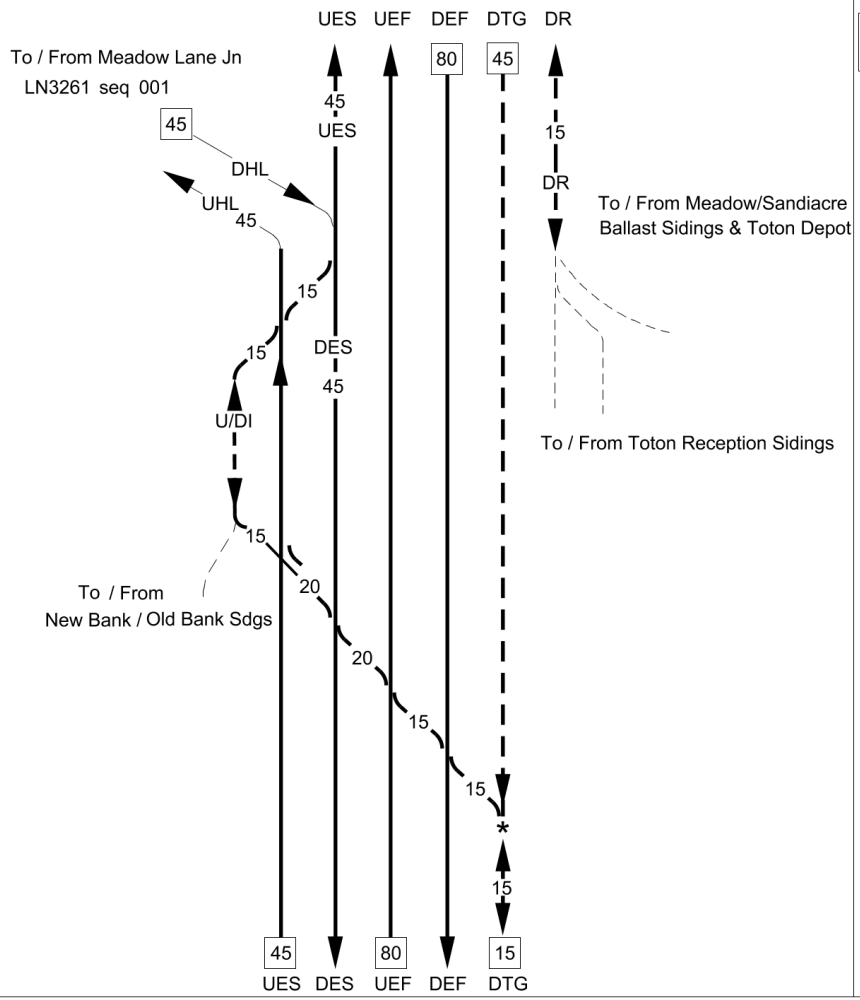
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3207	001	Trent East Jn to Clay Cross North Jn	TCC	London North Eastern	26/01/2019

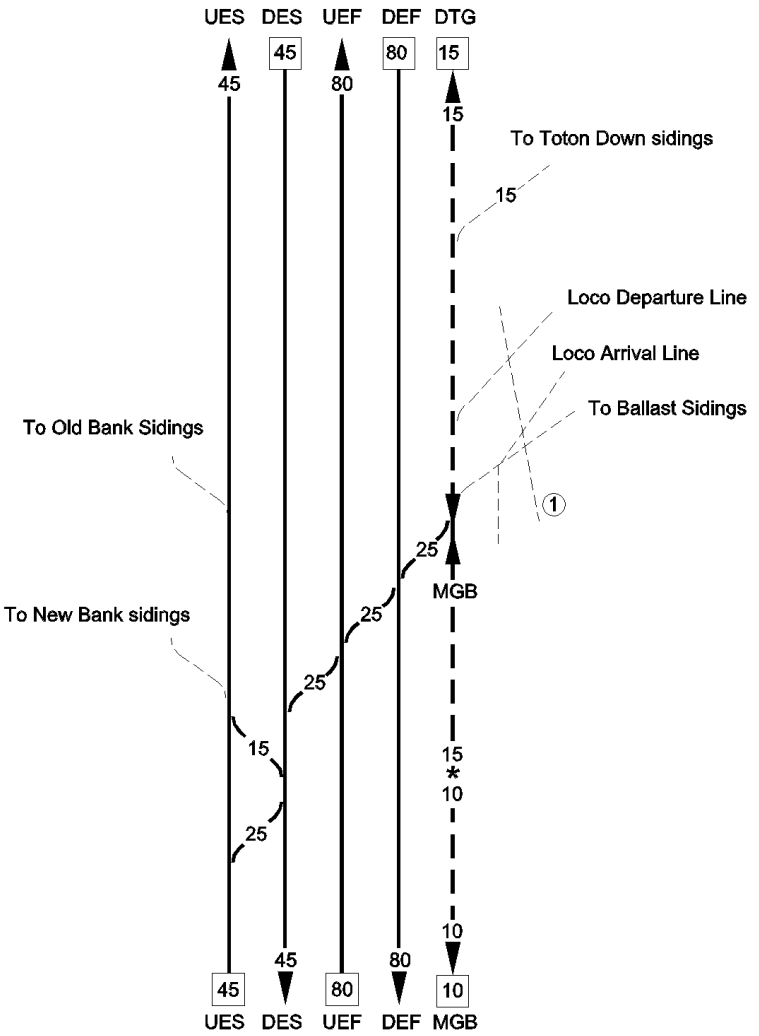
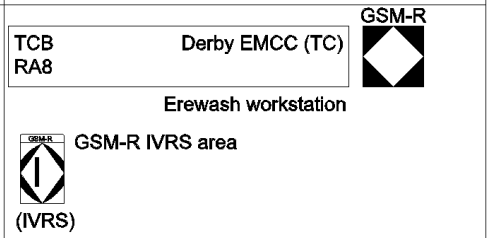
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			To/From Trent South Jn / Sheet stores Jn	GSM-R
Trent East Jn	119	70	See LN3204 seq 001	TCB Derby EMCC (TC) RA8 Trent Workstation
	120	03 *		
				Derby EMCC (TC) Erewash Workstation
				UE - Up Erewash DE - Down Erewash
North Erewash LC (CCTV)	120	36		
Long Eaton Town LC (CCTV)	120	53		
Long Eaton Jn	120	64		
	120	69 *		UES - Up Erewash Slow UEF - Up Erewash Fast DEF - Down Erewash Fast DTG - Down Toton Goods DR - Down Reception
	121	10 *		



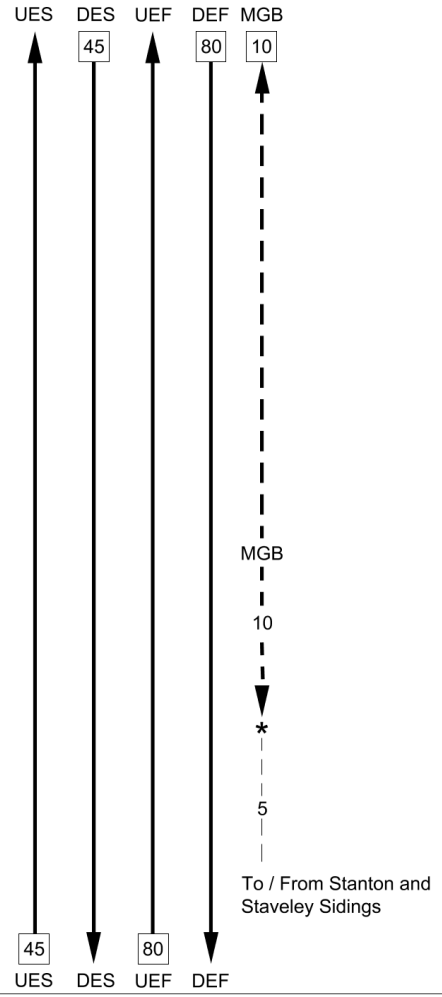
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3207	002	Trent East Jn to Clay Cross North Jn	TCC	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Toton South Jn	121 26 121 27		GSM-R TCB Derby EMCC (TC) RA8 Erewash Workstation U/DI - Up and Down Independant UES - Up Erewash Slow UEF - Up Erewash Fast DEF - Down Erewash Fast DTG - Down Toton Goods DR - Down Reception DES - Down Erewash Slow DHL - Down High Level UHL - Up High Level
Toton Centre Jn	121 64 *		
	121 72 *		

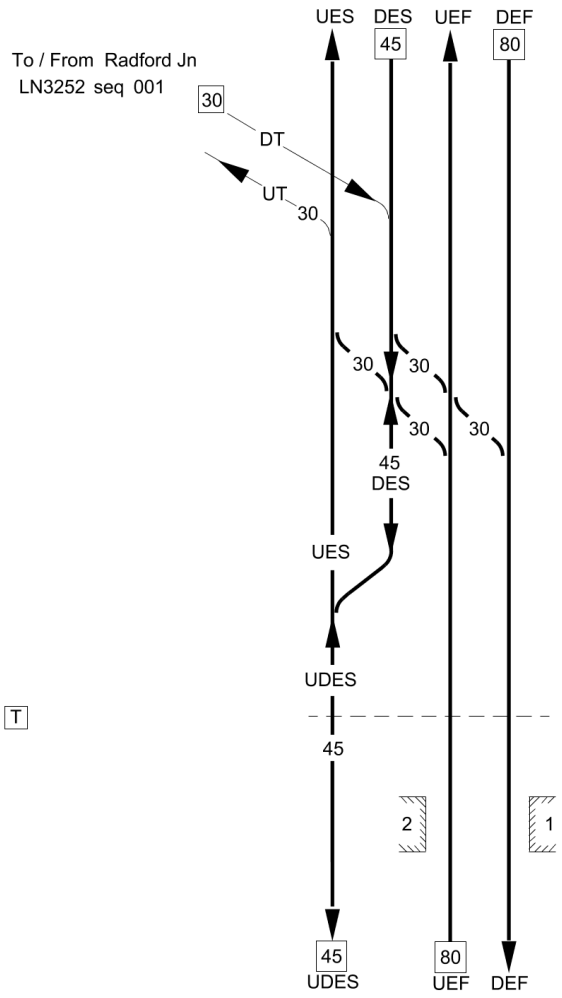
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3207	003	Trent East Jn to Clay Cross North Jn	TCC WHM	London North Eastern	20/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Toton No. 4 LC (MOCL) ①	122 23		
Start / end of Mapperley Goods Branch with ELR - WHM	122 31 ②		UES - Up Erewash Slow UEF - Up Erewash Fast DES - Down Erewash Slow DEF - Down Erewash Fast DTG - Down Toton Goods MGB - Mapperley Goods Branch
Toton North Jn	122 42		① - Toton No. 4 LC (MOCL) - Manually Operated Open Level Crossing with road traffic signals. See Local Instructions
	122 49 *		② - Mapperley Goods Branch between 122m 31ch (Toton North Jn) and Stanton and Staveley sidings. ELR is WHM, and uses same mileages as ELR TCC.

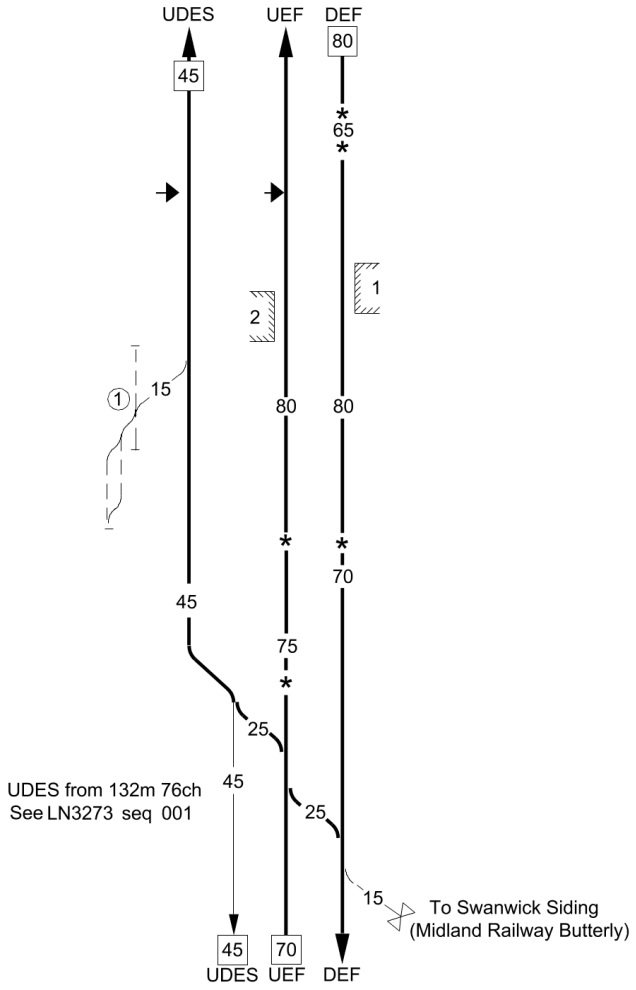
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3207	004	Trent East Jn to Clay Cross North Jn	TCC WHM	London North Eastern	26/01/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Commencement / end of Staff Section on Mapperley Goods Branch	122	70		TCB Derby EMCC (TC) RA8 Erewash Workstation GSM-R OTS (Mapperley Goods Branch only) UES - Up Erewash Slow UEF - Up Erewash Fast DES - Down Erewash Slow DEF -Down Erewash Fast MGB - Mapperley Goods Branch Note - Mapperley Goods Branch between Toton North Jn and Stanton and Staveley sidings. The ELR is WHM, and mileages are the same as for main lines under ELR TCC.
End / commencement of Staff Section on Mapperley Goods Branch	123 123	70 70 *		

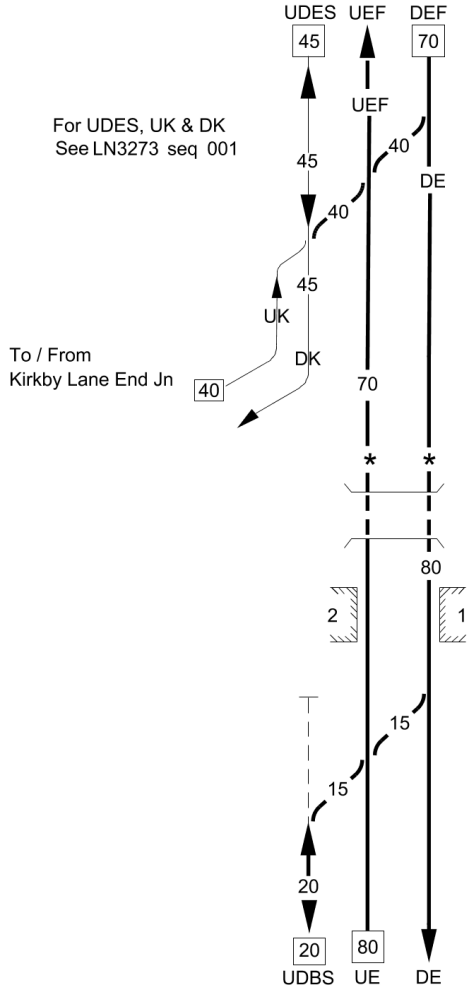
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3207	005	Trent East Jn to Clay Cross North Jn	TCC	London North Eastern	09/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (TC) RA8 Erewash Workstation
Trowell South Jn	125 04		
Trowell North Jn	125 20		UES - Up Erewash Slow DES - Down Erewash Slow UEF - Up Erewash Fast DEF - Down Erewash Fast UDES - Up and Down Erewash Slow DT - Down Trowell UT - Up Trowell
Ilkeston Jn	125 63		
Potters Lock No 1 LC (UWC)	125 78		
ILKESTON	126 51		Platform Lengths - Ilkeston Down Erewash Fast = 99 metres UP Erewash Fast = 99 metres

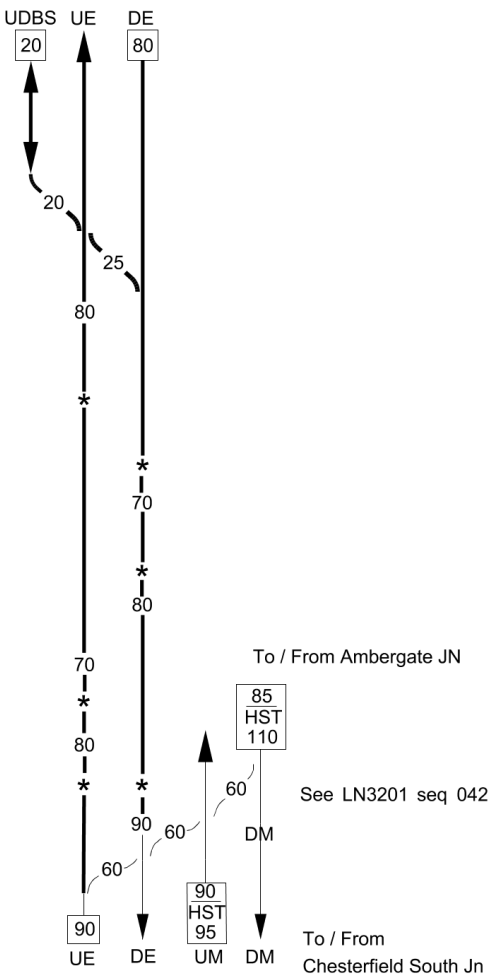
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3207	006	Trent East Jn to Clay Cross North Jn	TCC	London North Eastern	09/11/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Derby EMCC (TC) RA8 Erewash Workstation GSM-R Platform lengths: Langley Mill Up Erewash Fast - 96 metres Down Erewash Fast - 96 metres UDES - Up and Down Erewash Slow UEF - Up Erewash Fast DEF - Down Erewash Fast ① Sidings out of use
	127	66 *		
	128	18 *		
Langley Mill HABD	129	27		
LANGLEY MILL	129	68		
Stoneyford sidings	131	53		
	132	38 *		
	132	68 *		
Codnor Park Jn	132	76		

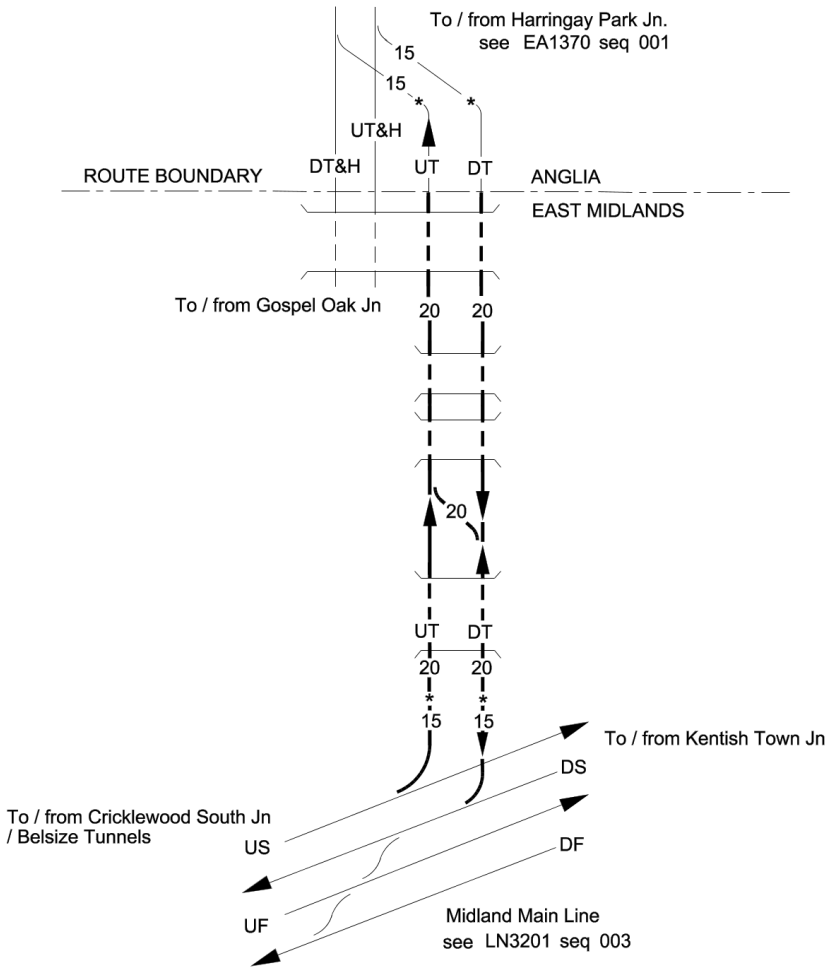
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3207	007	Trent East Jn to Clay Cross North Jn	TCC	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ironville Jn	133 18		TCB Derby EMCC (TC) RA8 Erewash Workstation GSM-R UDES - Up and Down Erewash Slow UEF - Up Erewash Fast DEF - Down Erewash Fast UE - Up Erewash DE - Down Erewash UK - Up Kirkby DK - Down Kirkby
	133 72		
	134 22 *		
Alfreton Tunnel (768m / 840 yds)	135 11 to 135 50		
ALFRETON	136 07		Platform lengths: Alfreton Down Erewash - 191 metres Up Erewash-190 metres
Blackwell South Jn	136 67		UDBS - Up and Down Blackwell Slow

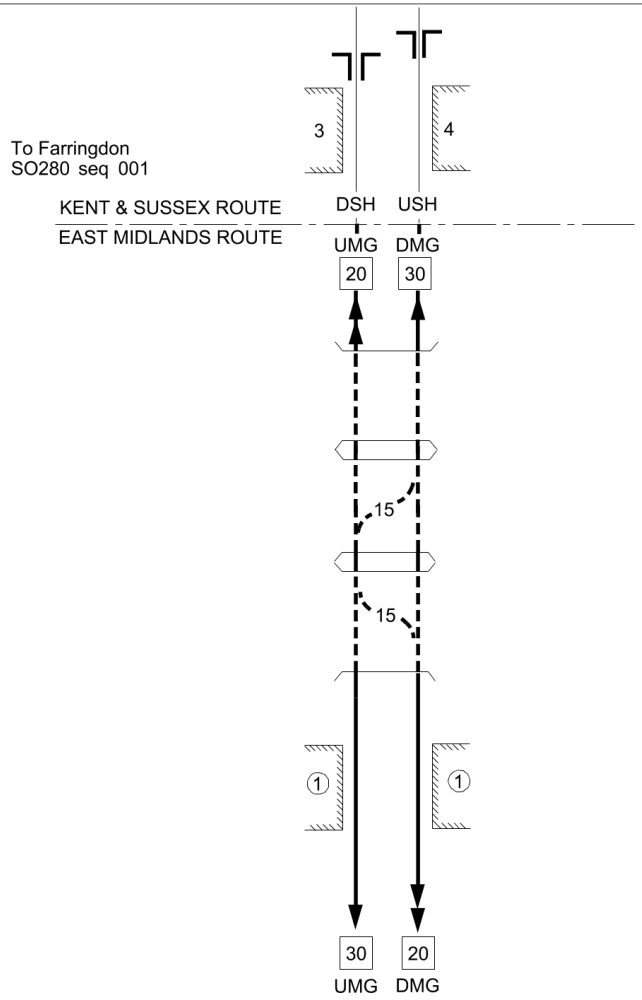
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3207	008	Trent East Jn to Clay Cross North Jn	TCC SPC9	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Morton Jn	139 09		TCB Derby EMCC (TC) RA8 Erewash Workstation GSM-R UDBS - Up and Down Blackwell Slow UE - Up Erewash DE - Down Erewash Derby EMCC (TC) Chesterfield Workstation
	141 45 *		
	141 53 *		
	142 06 *		
	142 10		
Change of ELR	142 10		
	142 12 *		
	142 24 *		
Clay Cross North Jn	143 12		

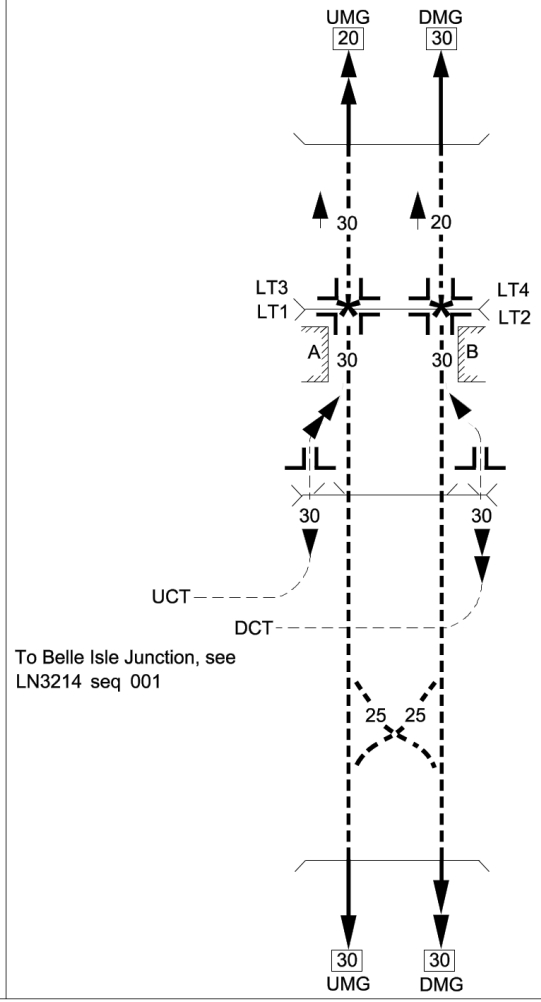
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3210	001	Junction Road Jn to Carlton Road Jn (Tottenham Lines)	JRT	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Junction Road Jn	2 42		GSM-R TCB Kentish Town Workstation (WH) RA8
	2 39 *		DT&H = Down Tottenham & Hampstead UT&H = Up Tottenham & Hampstead
Route Boundary	2 38		UT = Up Tottenham DT = Down Tottenham
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		
	0 18		
Tottenham North Curve Tunnel No 1 (146m / 160 yards)	0 16 to 0 08		
	0 05 *		
Carlton Road Jn	0 03		
	2 06		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3213	001	Farringdon to Kentish Town Jn	MCL	London North Eastern	30/10/2021

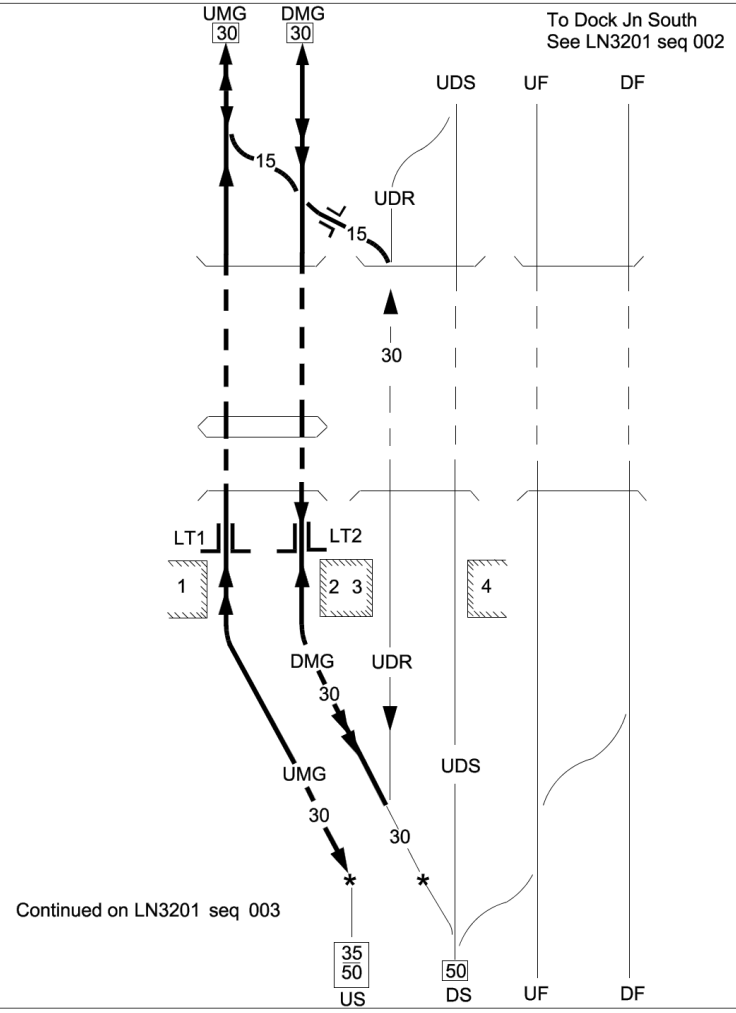
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
FARRINGDON			TCB Three Bridges ROC (TVS) PoSA Core South Workstation ERTMS L2 Overlay AC: York ECR RA4 DC: Lewisham ECR Signaller must be informed prior to any TSR/ESR's being implemented to allow ETCS to be updated GSM-R DSH = Down Snow Hill USH = Up Snow Hill Limit DC Third Rail Electrification TCB Three Bridges ROC (TWH) PoSA Core Central Workstation ERTMS L2 Overlay RA4 AC: York ECR Signaller must be informed prior to any TSR/ESR's being implemented to allow ETCS to be updated GSM-R Dual Track circuit and Axle counter area from 0m 66ch to 2m 22ch (Axle counter Overlay) LCV not required Lockouts LT3 = TWH9510 (Up Moorgate Line) LT4 = TWH9511 (Down Moorgate Line) UMG = Up Moorgate DMG = Down Moorgate ① Closed Both Platform Lengths 167 metres
Route Boundary	0 66		
Clerkenwell No 1 Tunnel (668 metres / 731 yards)	0 79 to 1 32		
Clerkenwell No 2 Tunnel (142 metres / 155 yards)	1 32 to 1 39		
Clerkenwell No 3 Tunnel (199 metres / 218 yards)	1 39 to 1 50		
Former **KINGS CROSS THAMESLINK**	1 55		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3213	002	Farringdon to Kentish Town Jn	MCL	London North Eastern	27/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kings Cross Tunnel South (487 metres / 533 yards)	1 59 to 2 03		TCB Three Bridges ROC (TWH) 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 Dual Track circuit and Axle counter area from 0m 66ch to 2m 22ch (Axle counter Overlay) LCV not required
	2 03 *		
St Pancras Station Box (tunnel) (382 metres / 418 yards)	2 03 to 2 22		Limits of staff lockouts: LT1 - TWH9500 (Up Moorgate Line towards Kentish Town) LT2 - TWH9501 (Down Moorgate Line towards Kentish Town) LT3 - TWH9510 (Up Moorgate Line towards Farringdon) LT4 - TWH9511 Down Moorgate Line towards Farringdon)
ST PANCRAS INTERNATIONAL Canal Tunnels Junction	2 11 2 16		
Kings Cross Tunnel North (682 metres / 746 yards)	2 22 to 2 56		LOD (T) machine at 2m 03ch Platform A Length = 274m / 300yd Platform B Length = 274m / 300yd
Canal Tunnels see LN3214 for details		To Belle Isle Junction, see LN3214 seq 001	
Midland Road Junction	2 40		UMG: Up Moorgate DMG: Down Moorgate UCT: Up Canal Tunnel DCT: Down Canal Tunnel
	2 56		

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
Dock Junction North	2 72
Camden Square Tunnel (196 metres /217 yards)	2 75 to 3 05
Camden Road Tunnel (60 metres / 66 yards)	3 06 to 3 09
KENTISH TOWN	3 40
Kentish Town Jn	3 58
	3 61 *



Running lines & speed restrictions

Signalling & Remarks

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

TCB Three Bridges ROC (TWH) GSM-R
Core Central Workstation
RA4 AC: Derby ECR

UMG = Up Moorgate
DMG = Down Moorgate
UDR = Up Down Relief
UDS = Up Down Slow

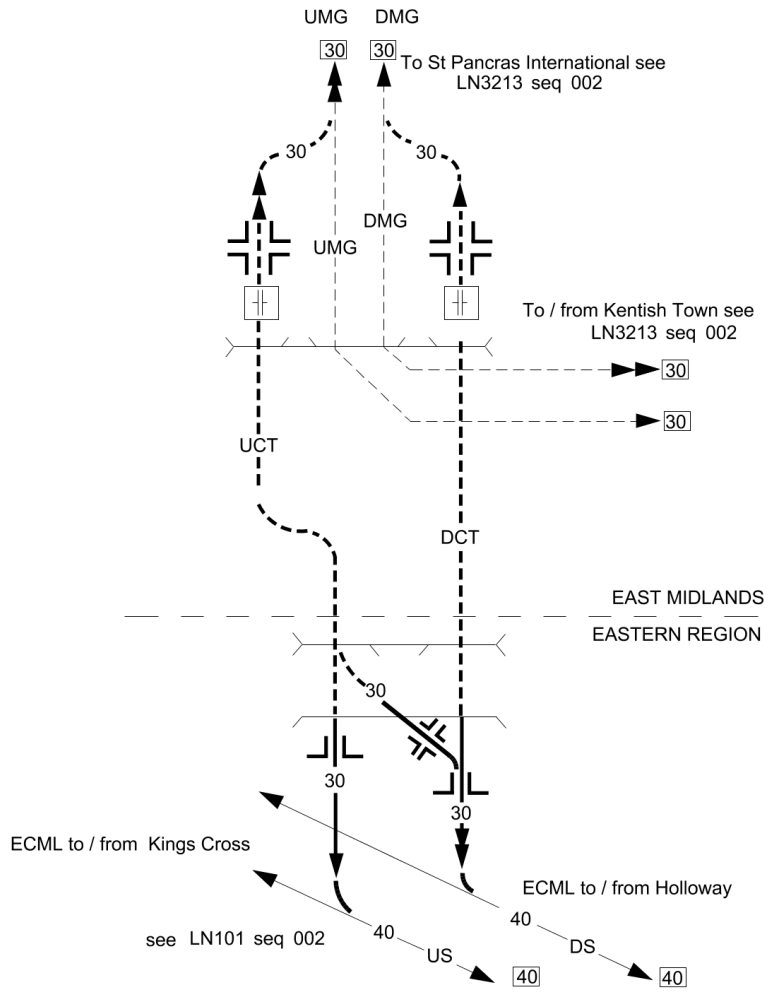
Limit of staff lockouts
LT1 - WH9500 (Up Moorgate Line)
LT2 - WH9501 (Down Moorgate Line)
LOD (T) machine at 3m 35ch

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
LN3214	001	Canal Tunnels Junction to Belle Isle Junction	CBI	East Midlands	30/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Canal Tunnels Junction (1) Moorgate Lines mileage	0 00 2 16		GSM-R TCB Three Bridges ROC (TWH) PoSA Core Central Workstation ERTMS L2 Overlay RA3 AC: York ECR Signaller must be informed prior to any TSR/ESR's implemented to allow ETCS to be updated
St Pancras Station Box (Tunnel) (382m / 418yds) Morgate line mileage 2m 03ch to 2m 22ch	0 00 to 0 05		UMG=Up Moorgate DMG=Down Moorgate UCT=Up Canal Tunnel DCT=Down Canal Tunnel
OHNS	0 03		Limits of staff lockouts : LT - DC01 TWH9601 (Down Canal Tunnel Line) LT - UC01 TWH9602 (Up Canal Tunnel Line) LOD (T) machine at MCL 2m 16ch LT1 - TWH9500 (Up Moorgate Line towards Kentish Town) LT2 - TWH9501 (Down Moorgate Line towards Kentish Town)
Canal Tunnels Junction Up Tunnel bore section 628m / 688yds Down Tunnel bore section 681m / 723yds	0 05 to 0 37		
Route Boundary	0 37		GSM-R TCB York ROC (YA) RA3 Kings Cross workstation AC:York EC
Canal Tunnels Junction Up / Down Tunnel Portal Section 82m / 89yds	0 37 to 0 41		US=Up Slow DS=Down Slow
Belle Isle Jn (1) ECML mileage	0 53 0 57		

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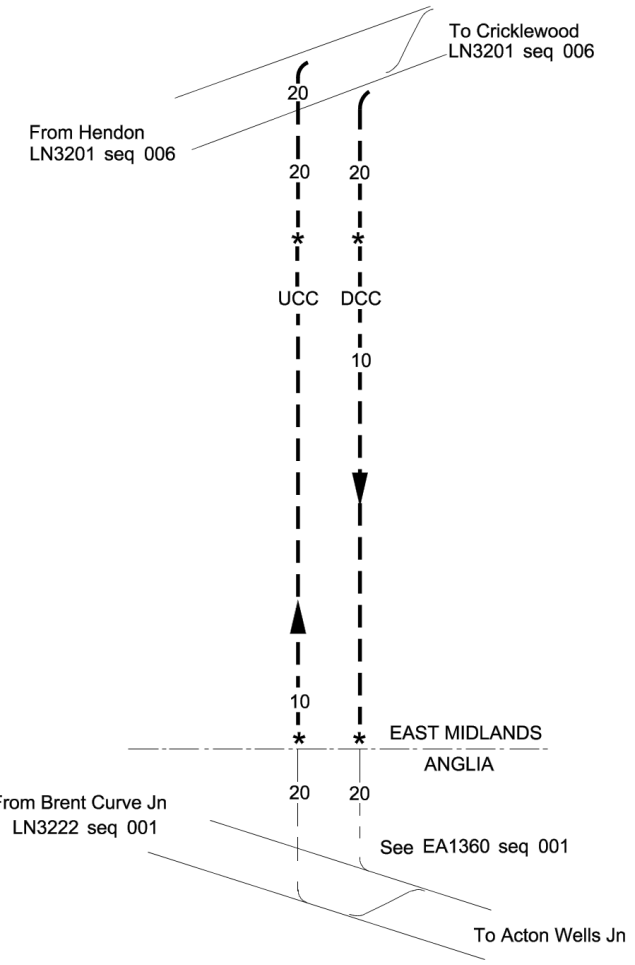
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3216	001	Farringdon Junction to Blackfriars	FTL	London North Eastern	06/04/10

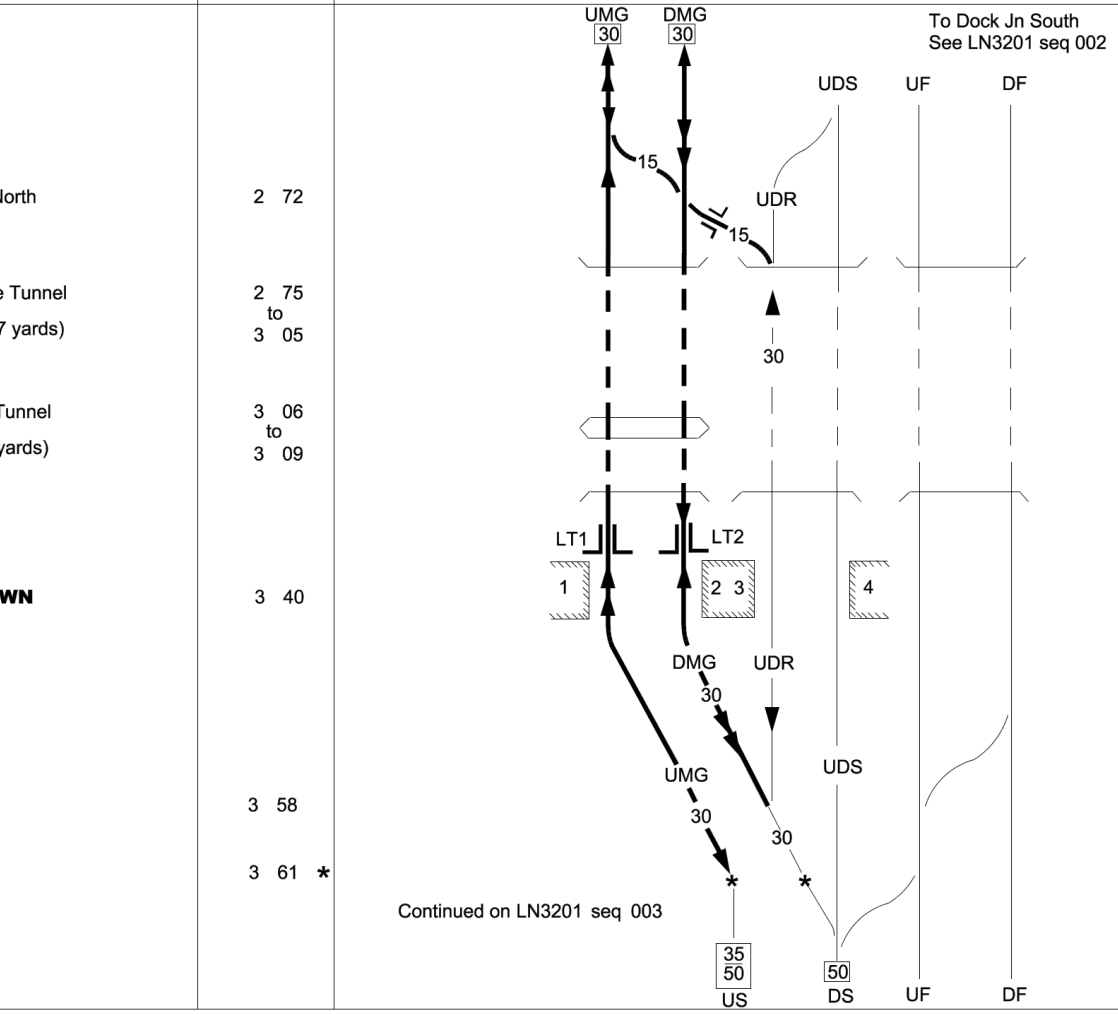
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS DIAGRAM HAS BEEN WITHDRAWN	

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		GSM-R TCB West Hampstead Workstation (WH) RA8 UCC = Up Cricklewood Curve DCC = Down Cricklewood Curve AWS not provided on goods lines
	5 35 *		
Route Boundary	5 72 * 5 72		
Continued in Network Rail Anglia Route Sectional Appendix			

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
Dock Junction North	2 72
Camden Square Tunnel (196 metres /217 yards)	2 75 to 3 05
Camden Road Tunnel (60 metres / 66 yards)	3 06 to 3 09
KENTISH TOWN	3 40
Kentish Town Jn	3 58
	3 61 *



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

TCB Three Bridges ROC (TWH) GSM-R
Core Central Workstation
RA4 AC: Derby ECR

UMG = Up Moorgate
DMG = Down Moorgate
UDR = Up Down Relief
UDS = Up Down Slow

Limit of staff lockouts
LT1 - WH9500 (Up Moorgate Line)
LT2 - WH9501 (Down Moorgate Line)
LOD (T) machine at 3m 35ch

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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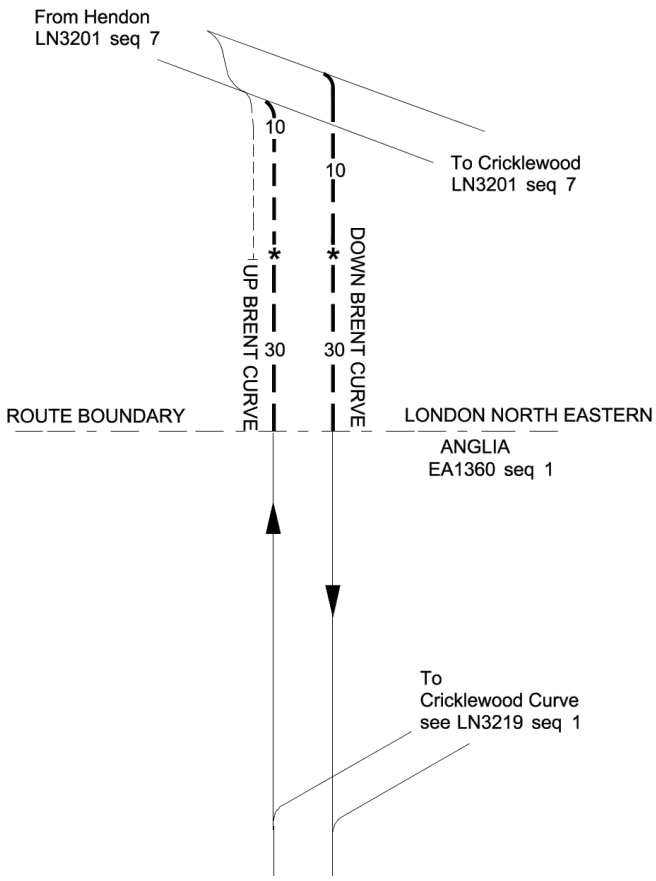
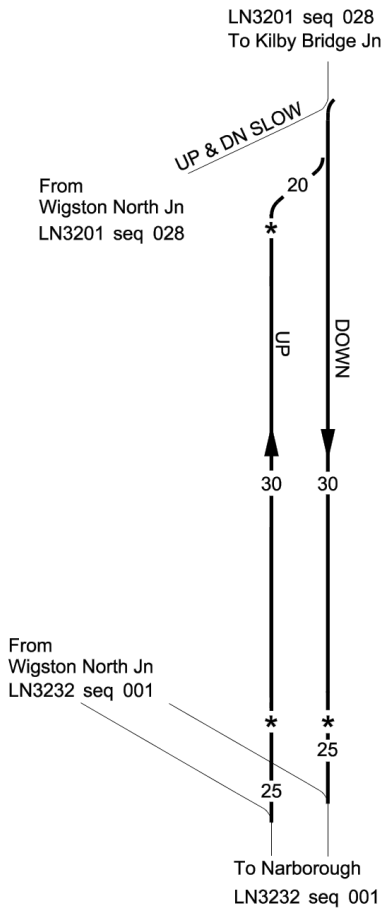
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3222	001	Brent Curve Jn to Dudding Hill Jn	BDH	London North Eastern	02/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	6 04		GSM-R TCB West Hampstead Workstation (WH) RA8
Brent Curve Jn	0 00		
	0 08 *		AWS not provided on goods lines Line direction indication up/down is different to adjacent mainline on Brent Curve
Route Boundary	0 54		
Continued in Network Rail Anglia Route Sectional Appendix			
Dudding Hill Jn	1 03		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3228	001	Trent East Jn to Sheet Stores Jn	TES	London North Eastern	26/01/2019

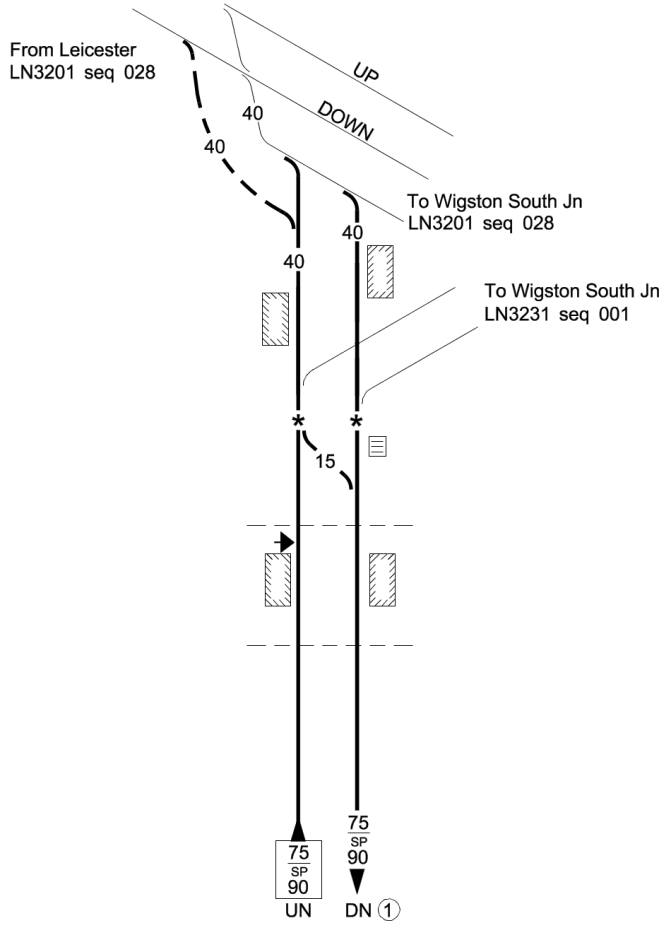
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To Nottingham LN3204 seq 001	GSM-R TCB Derby EMCC (TD) RA8 Trent Workstation
Trent East Jn	119 70	UTEC DTEC 30	
			DTEC - Down Trent East Curve UTEC - Up Trent East Curve
Change of mileage	119 56 0 00		
		30	
	0 26 *	* *	
		10	
Sheet Stores Jn	0 30 119 58	15	
		From Derby LN3201 seq 036	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3231	001	Wigston South Jn to Glen Parva Jn	WGP	London North Eastern	09/11/2024

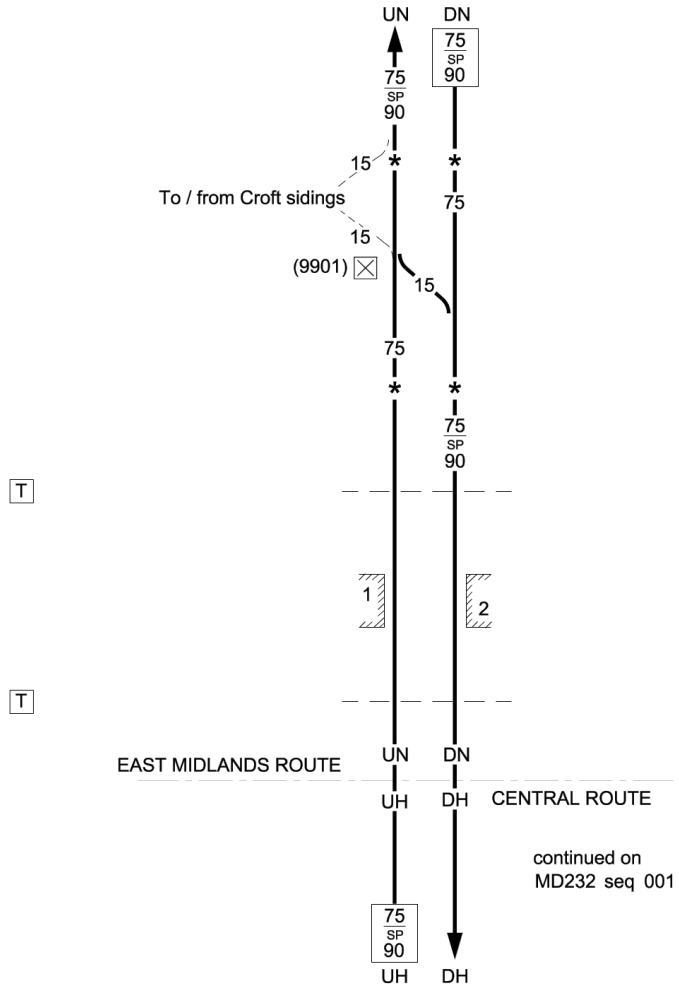
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wigston South Jn	95 37		TCB Derby EMCC (LR) RA8 Wigston workstation GSM-R
	95 46 *		
	96 03 *		
Glen Parva Jn	96 07		
	14 57		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3232	001	Wigston North Jn to Hinckley	WNS	London North Eastern	09/11/2024

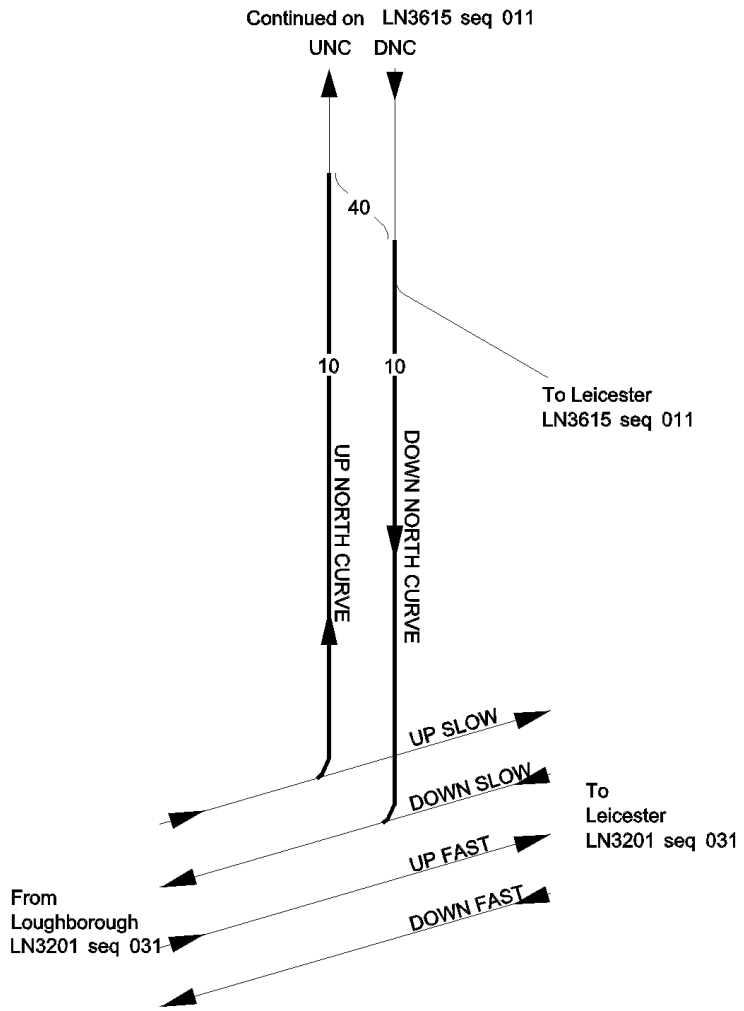
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	95 76		GSM-R TCB Derby EMCC (LR) (CT) RA8 Wigston workstation
Wigston North Jn	15 31		See General Instructions for SATWAS details at Wigston North Junction
SOUTH WIGSTON	14 67		Platform lengths: South Wigston Down Platform-95 metres Up Platform-96 metres
Glen Parva Jn	14 57		
	14 54 *		
Glen Parva GF	14 53		
Hinds LC (BW)	12 55	T	
Narborough HABD	12 17		
NARBOROUGH	11 67		Platform lengths: Narborough Down Platform-101 metres Up Platform-101 metres
Narborough LC (MCB)(CCTV)	11 64		
			① UN - Up Nuneaton DN - Down Nuneaton



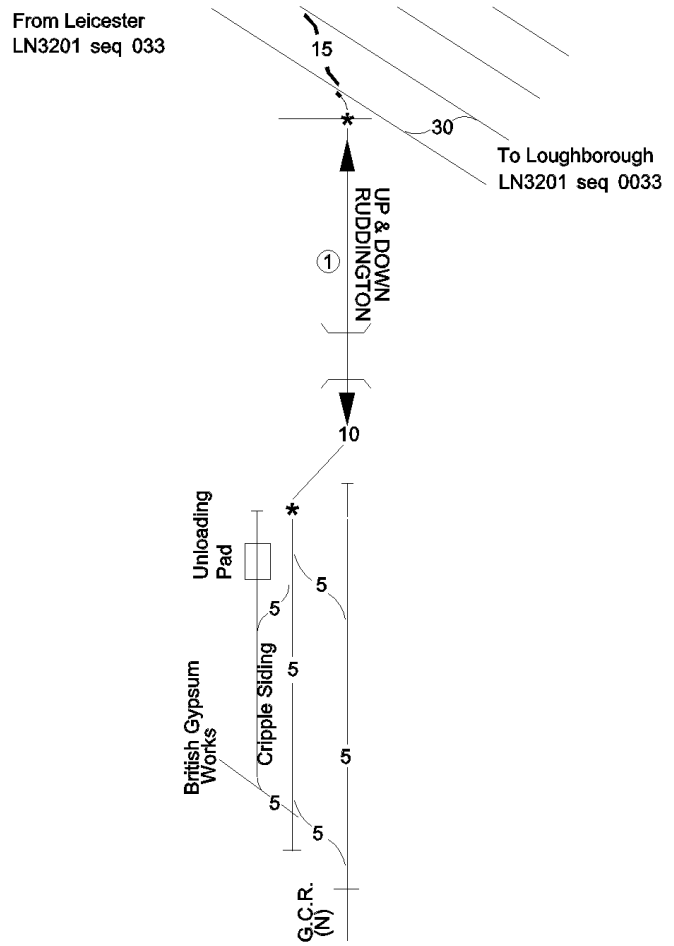
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3232	002	Wigston North Jn to Hinckley	WNS	London North Eastern	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (CT) RA8 Wigston Workstation DN = Down Nuneaton UN = Up Nuneaton
Croft	10 20 *		
	10 04		☒ = Lockout Protection provided on Up Nuneaton line - See General Instruction
	9 56 *		
Holts LC (UWC)	8 76	T	
HINCKLEY	4 00		Platform Lengths: Down P2 = 104 metres Up P1 = 105 metres
Jericho LC (UWC)	3 31	T	
Route Boundary	2 62		Rugby SCC (WN) Nuneaton Workstation GSM-R (IVRS) area
			UH = Up Hinckley DH = Down Hinckley

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3234	001	Syston East Jn to Syston North Jn	SEN	London North Eastern	20/02/2016

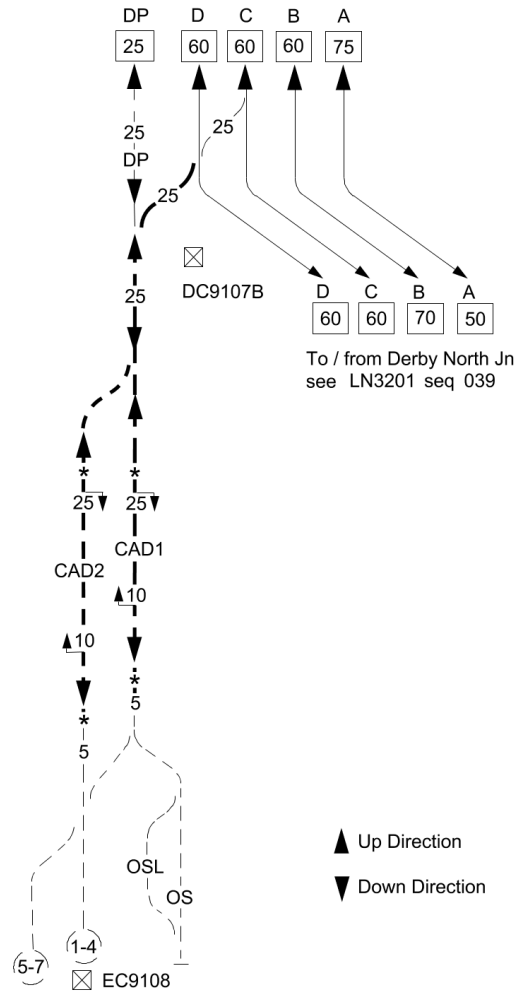
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Syston East Jn	104 22		TCB Derby EMCC (LR) RA8 GSM-R Leicester Workstation
	0 17		
Syston North Jn	0 00		
	104 23		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3237	001	Loughborough South Jn to Hotchley Hill	RUD MCJ	London North Eastern	20/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Loughborough South Jn	111 22		OTN(S) Derby EMCC (LR) GSM-R Leicester Workstation Down: End of GSM-R area at 92m 45ch GSM-R Up: Start of GSM-R area at 92m 45ch (1) See Location Specific Instructions in Sectional Appendix
	92 49		
Network Rail Boundary	92 45 *		
Barnstone Tunnel (98 yards)	89 49 to 89 45		
	87 44 *		
Hotchley Hill	87 38		
(Wheel Stop)	87 06		Line owned by G.C.R.(N)

London North Eastern Route Sectional Appendix Module LN4

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3239	001	Derby North Jn to Chaddesden Sidings	SPC6	London North Eastern	26/07/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Derby North Jn	128 04		GSM-R TCB Derby EMCC (EC) RA8 Derby Worksation A = A line B = B line C = C line D = D line DP = Derby Pilot Line (PF) CAD 1 = Chaddesden Arrival / Departure 1 CAD 2 = Chaddesden Arrival / Departure 2 ☒ = Lockout Protection Provided - See General Instructions for Detail OS = Outside Siding (standage for run-round loop = 92 metres). OSL = Outside Loop. (1-4) = To / from Chaddesden Carridge Sidings 1 to 4 (5-7) = To / from Chaddesden Storage Sidings 5 to 7 (all 3 leading to 26m Loco run-round head shunt)
Change of milage	128 08		
Start of LOR	128 30		
	128 17 *		
	128 02 *		
	127 77 *		

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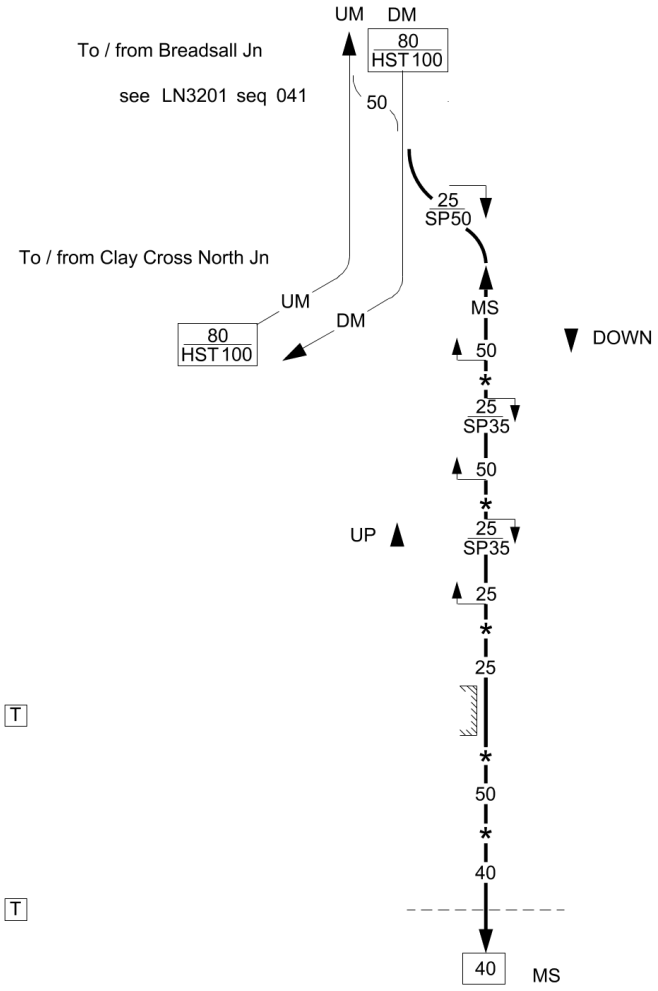
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3240	001	Little Eaton Jn to Denby	LED	London North Eastern	02/05/15

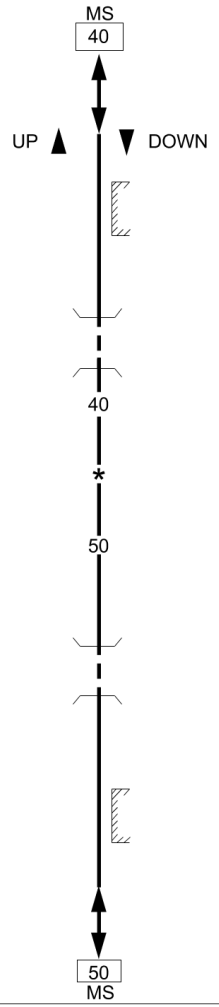
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

London North Eastern Route Sectional Appendix Module LN4

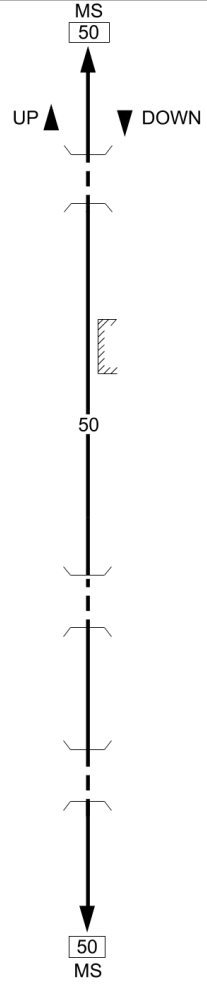
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3246	001	Ambergate Jn to Matlock	AJM1	London North Eastern	26/10/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TBC Derby EMCC (DY) RA8 Derby Workstation
Ambergate Jn	137 41		
	137 68 *		MS = Matlock Single
	137 70 *		
	137 78 *		Platform length Ambergate : 86 metres
AMBERGATE	138 18	T	GSM-R NST Derby EMCC (DY) Derby Workstation
	138 40 *		
	140 00 *		
Whatstandwell LC (UWC)	140 06	T	

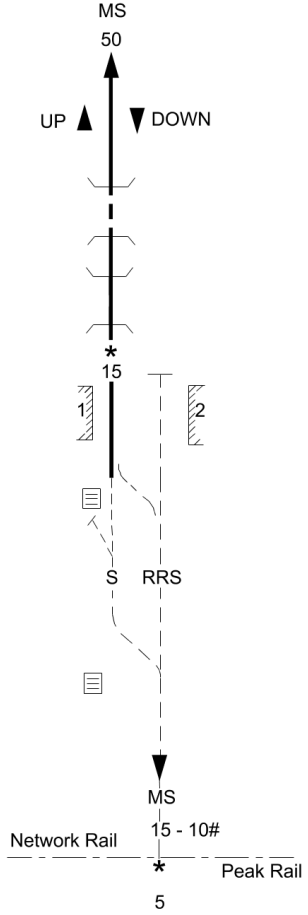
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3246	002	Ambergate Jn to Matlock	AJM1	London North Eastern	02/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NST Derby EMCC (DY) RA8 Derby Workstation MS = Matlock Single
WHATSTANDSWELL	140 13	T	Platform Length: 92 metres
			GSM-R Up: Start of GSM-R area at 140m 19ch Down: End of GSM-R area at 140m 19ch Note: Temporary marginal coverage at Whatstandwell Tunnel
Whatstandswell Tunnel (136m / 149 yards)	140 19 to 140 26		
			Down: Start of GSM-R area at 140m 26ch Up: End of GSM-R area at 140m 26ch Note: Temporary marginal coverage at Whatstandwell Tunnel GSM-R
	140 40 *		
Lea Wood Tunnel (288m / 315 yards)	141 42 to 141 56		
CROMFORD	143 10	T	Platform Length: 115 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3246	003	Ambergate Jn to Matlock	AJM1	London North Eastern	06/01/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Willersley Tunnel (700m / 764 yards)	143 13 to 143 48		NST Derby EMCC (DY) RA8 Derby Workstation GSM-R MS = Matlock Single
MATLOCK BATH	143 73		Platform Length: 106 metres
High Tor No 1 Tunnel (294m / 321 yards)	144 06 to 144 20		
High Tor No 1A Tunnel (52m / 57 yards)	144 21 to 144 24		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3246	004	Ambergate Jn to Matlock	AJM1	London North Eastern	23/04/2020

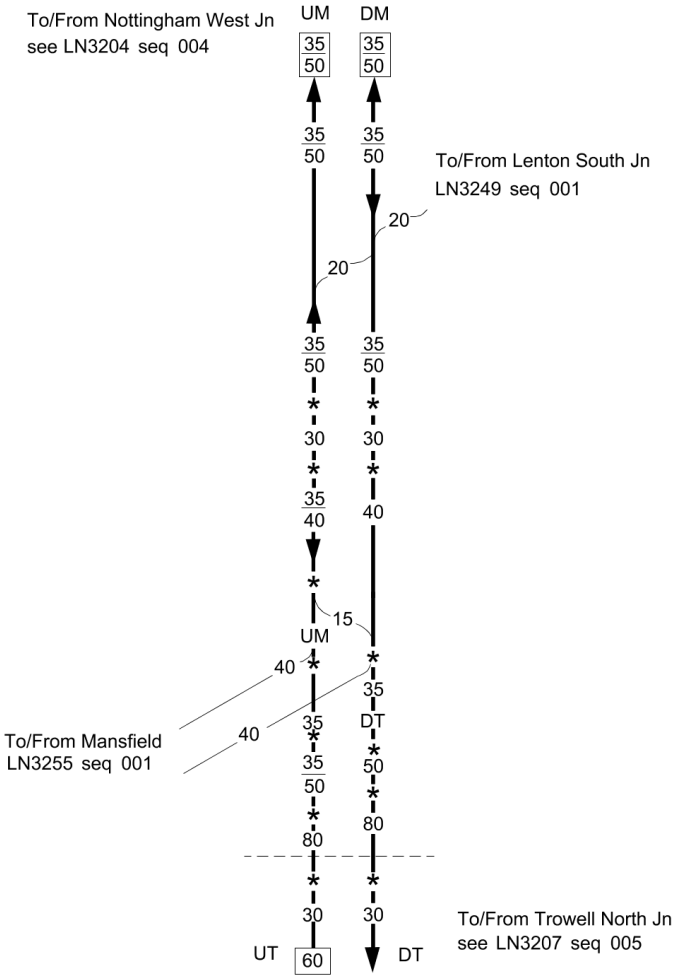
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NST RA8 — Derby SB GSM-R MS = Matlock Single
High Tor No 2 Tunnel (345m / 378 yards)	144 24 to 144 41		
Holt Lane Tunnel (113m / 124 yards)	144 65 to 144 70		Platform 1 = 126 metres Platform 2 (Peak Rail) = 144 metres
	144 76 *		
MATLOCK	145 00	T	RA8 — Derby EMCC (DY), Derby Workstation GSM-R
Matlock GF	145 03		For Method of Working - see Local Instructions S - Siding RRS - Run Round Siding
	145 25		
Matlock North GF	145 25		
Boundary	145 27		10# Peak Rail trains maximum speed 10mph Peak Rail
	145 27 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3249	001	Lenton South Jn to Lenton North Jn	LSN	London North Eastern	08/02/2020

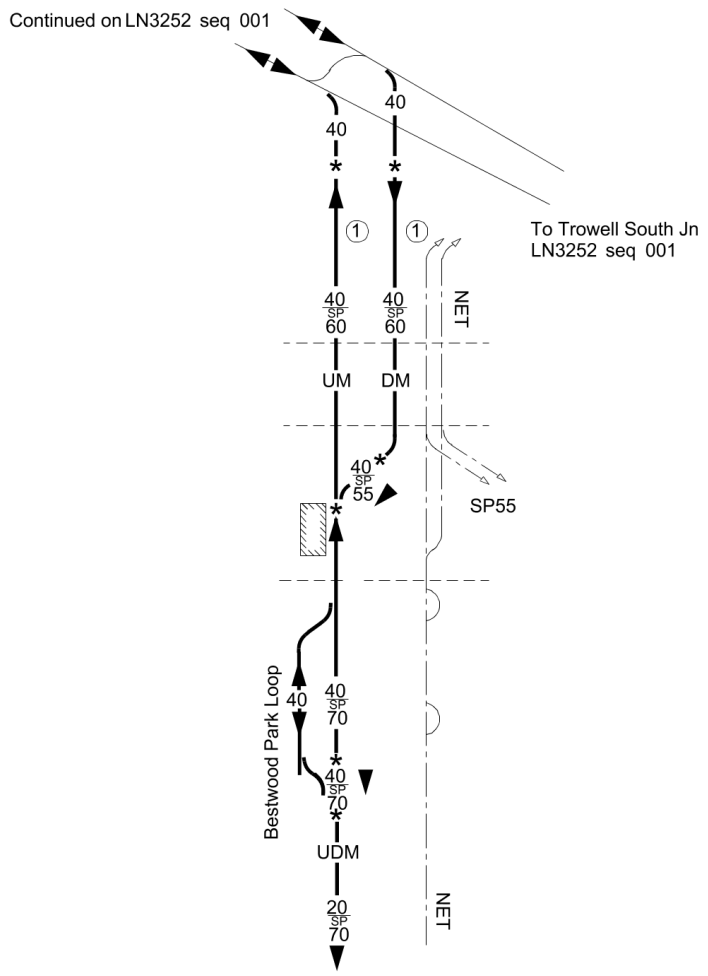
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Lenton South Jn	125 27	From Nottingham LN3204 seq 003	TCB Derby EMCC (TN)(MS) RA8 Nottingham Workstation GSM-R
	0 00	To Attenborough LN3204 seq 003	LC – Lenton Curve
		LC	
		20	
Lenton North Jn	0 27	To Radford Jn LN3252 seq 001	
	124 56	From Nottingham LN3252 seq 001	

London North Eastern Route Sectional Appendix Module LN4

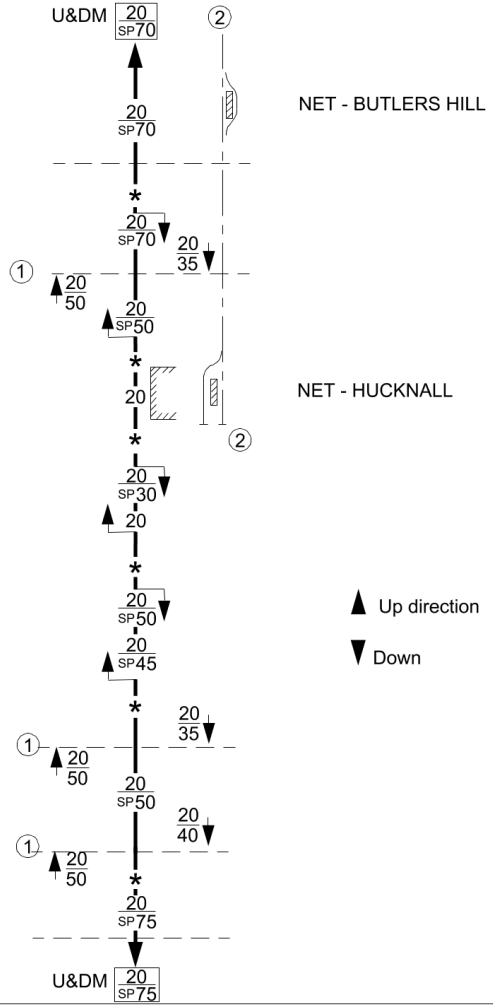
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3252	001	Mansfield Jn to Trowell South Jn	MJT1 MJT2	London North Eastern	08/02/2020

Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Mansfield Jn	Up	124 10		GSM-R
	Down	124 21		TCB Derby EMCC (MS) (RT) RA8 Nottingham Workstation
				UM - Up Mansfield DM - Down Mansfield
Lenton North Jn		124 56		Lockout Systems LOD T on Line B2 / Down Mansfield between Mansfield Jn and Lenton North Jn Up Mansfield / Line A between Lenton North Jn and Nottingham West Jn
		125 25 *		
		125 27 *		Lockout Systems LOD P (to lockout down direction) on Up Mansfield line between Lenton North Jn and Radford Jn
		125 50 *		
Radford Jn		125 55		
		125 55 *		
		125 64 *		
		125 66 *		DT - Down Trowell UT - Up Trowell
		126 03 *		
		126 09 *		
Moor Farm LC (UWC)		128 72	T	Derby EMCC (RT) Erewash Workstation
		130 37 *		
Trowell South Jn		130 51		

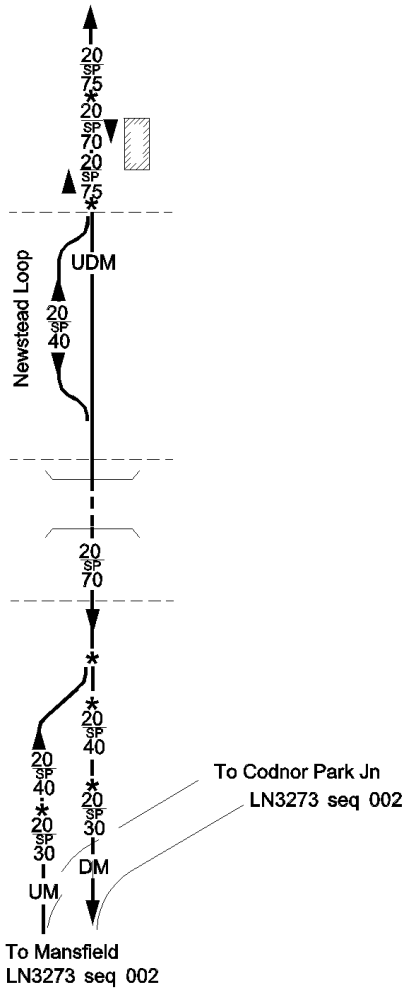
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3255	001	Radford Jn to Kirkby Lane End Jn	RAC	London North Eastern	05/11/2019

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Derby EMCC (MS) RA8 Nottingham Workstation
Radford Jn	125	55			
	125	60	*		
	127	07			① 10mph over bridge No.10 127m 07ch (Applies to Class 60 Locomotives only) Not Signed
Lincoln Street LC (CCTV)	127	60			Derby EMCC (MS) Mansfield Workstation
Basford Chemicals LC (UWC)	128	14		T	NET - Nottingham Express Transit UM - Up Mansfield DN - Down Mansfield UDM - Up Down Mansfield
	128	55	*		
Bullwell South Jn	128	65	*		Platform Length:
BULWELL	128	76			
Bulwell Forest LC (CCTV)	129	35			Bullwell-80 metres
	130	15	*		
Bestwood Park Jn	130	21	*		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3255	002	Radford Jn to Kirkby Lane End Jn	RAC	London North Eastern	02/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (MS) RA8 Mansfield Workstation U&DM - Up and Down Mansfield ① Non Sprinter Trains must not exceed 20mph in the down or up direction, between the level crossing Speed Restriction Board and the Level Crossing ② Adjacent Tram Lines and Tram Stops Nottingham Express Transit - NET OLE = 750v DC (ECR via 0115 942 7770). Platform Length: Hucknall - 79 metres
Hucknall No 3 LC (UWC)	131 11	T	
	131 20 *		
Brickyard Lane LC (ABCL)	131 21	T	
	131 60 *		
HUCKNALL	131 65		
	131 69 *		
	132 00 *		
	132 16 *		
Linby Colliery LC (ABCL)	132 24	T	
Linby Station LC (ABCL)	132 70	T	
	132 75 *		
Hardstaffs LC (UWC)	133 09	T	

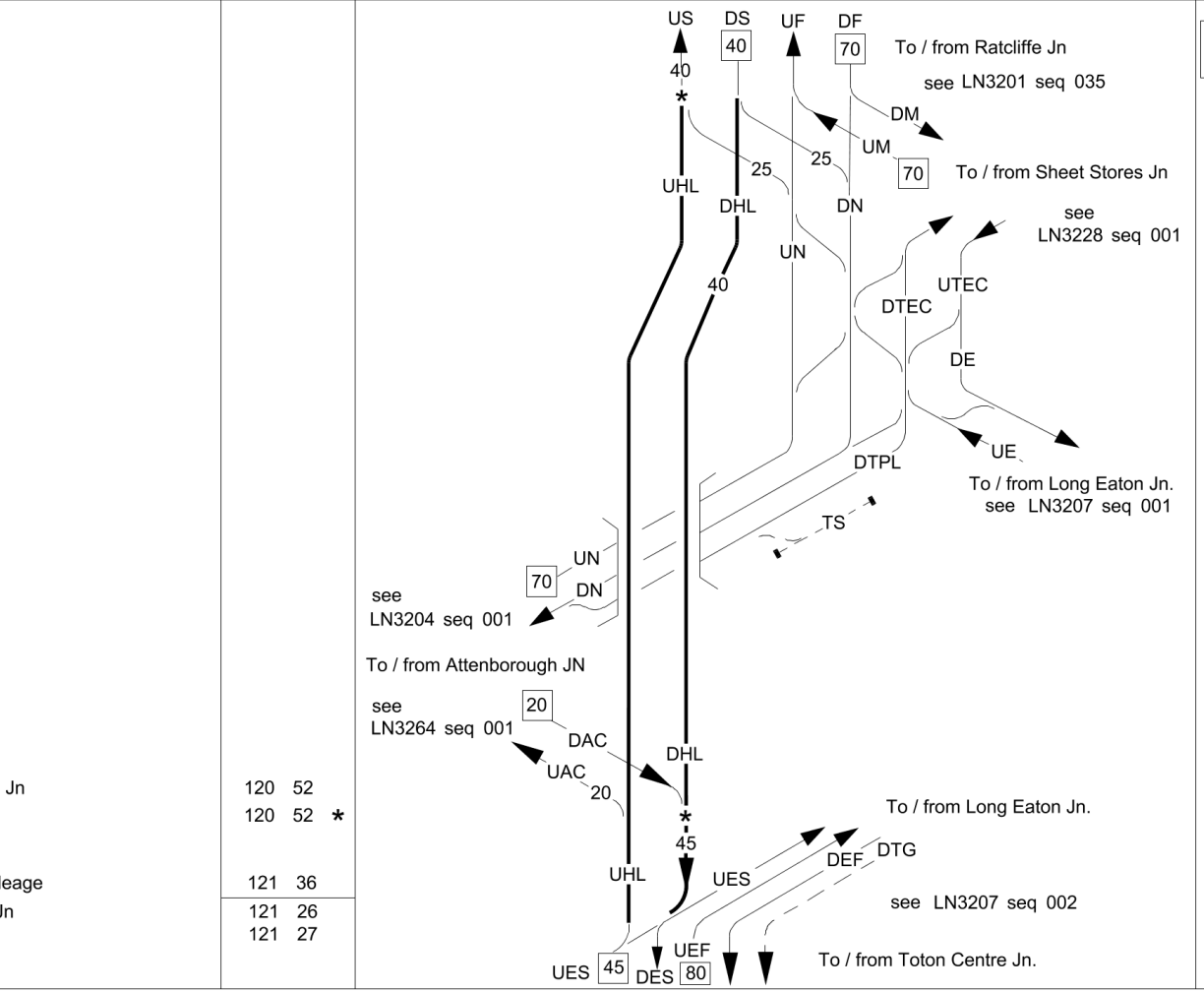
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3255	003	Radford Jn to Kirkby Lane End Jn	RAC	London North Eastern	20/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	134 18 *		GSM-R TCB Derby EMCC (MS) (KS) RA8 Mansfield Workstation
NEWSTEAD	134 20 T		TCB Derby EMCC (MS) (KS) RA7 Platform Length: 94 metres
	134 26 *		
Newstead LC (AHBC)	134 30 T		UDM - Up Down Mansfield
Warren House LC (MWL)	135 31 T		
Kirkby Tunnel (181m / 198 yards)	135 49 to 135 57		
Grives Lane LC (AHBC)	135 75 T		
Kirkby South Jn	136 04 *		
	136 14 *		
	136 60 *		
Kirkby Lane End Jn	136 66		UM - Up Mansfield DM - Down Mansfield
	138 31		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3258	001	Bestwood Park Jn to Calverton Colliery		London North Eastern	30/06/07

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		This Diagram has been withdrawn	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3261	001	Trent South Jn to Toton South Jn (High Level Lines)	THL	London North Eastern	26/01/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Meadow Lane Jn	120	52		TCB Derby EMCC (ST) RA8 Trent Workstation GSM-R UHL - Up High Level DHL - Down High Level UN - Up Nottingham DN - Down Nottingham DTEC - Down Trent East Curve UTEC - Up Trent East Curve DE - Down Erewash UE - Up Erewash DTPL Down Trent Passenger Loop TS - Trent Sidings Derby EMCC (TC) Erewash Workstation DAC - Down Attenborough Curve UAC - Up Attenborough Curve UES - Up Erewash Slow DES - Down Erewash Slow UEF - Up Erewash Fast DEF - Down Erewash Fast DTG - Down Toton Goods
	120	52 *		
Change of mileage	121	36		
Toton South Jn	121	26		
	121	27		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3264	001	Attenborough Jn to Meadow Lane Jn (Attenborough Curve)	AML	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		From Attenborough LN3204 seq 002	GSM-R
		UAC DAC	TCB Derby EMCC (TN) RA8 Trent Workstation
	121 02	30	
Attenborough Jn	0 62		
			UAC - Up Attenborough Curve DAC - Down Attenborough Curve
			Derby EMCC (TC) Erewash Workstation
		30	
	0 02 *	* *	
		20	
Meadow Lane Jn	0 00		
	120 52	20	
		UAC DAC	
		To Toton South Jn LN3261 seq 001	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3267	001	Stapleford & Sandiacre to Stanton Gate (Stanton & Staveley Works)		London North Eastern	17/10/09

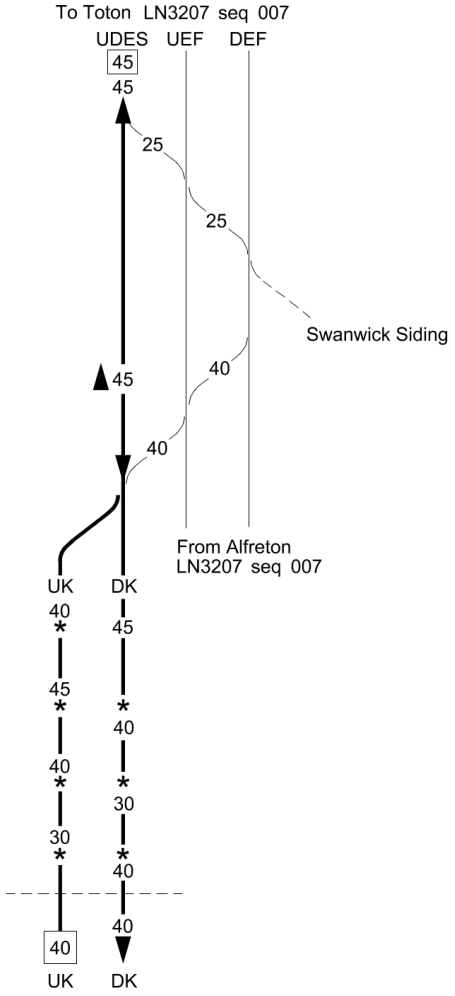
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		This Table A drawing and Line of Route LN2367 is now withdrawn For Mapperley Goods Branch see Table A LN3207 sequence 003 and 004	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3270	001	Codnor Park Jn to Ironville Jn GF	CPC	London North Eastern	04/08/07

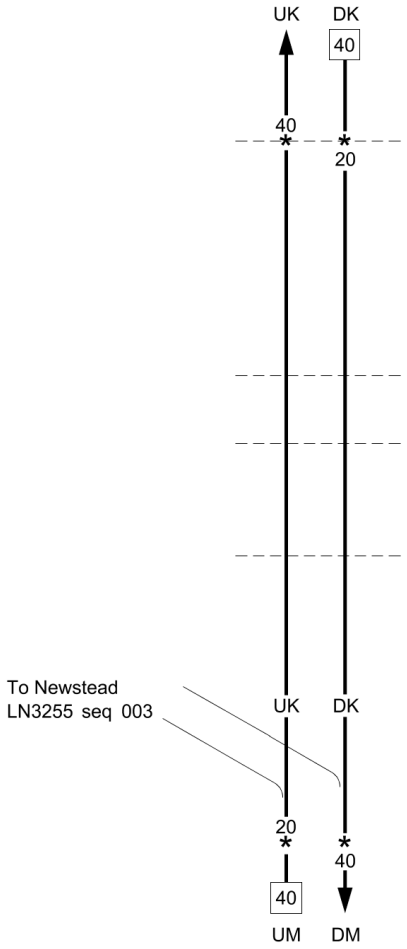
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS DIAGRAM HAS BEEN WITHDRAWN	

London North Eastern Route Sectional Appendix Module LN4

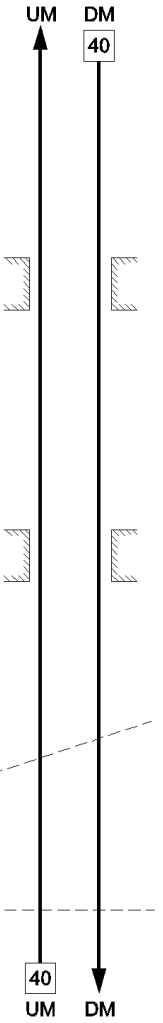
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3273	001	Codnor Park Jn to Shirebrook Jn	PBS1		08/02/2020

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					TCB RA8 Derby EMCC (PK) GSM-R Erewash Workstation UDES - Up and Down Erewash Slow UEF - Up Erewash Fast DEF - Down Erewash Fast UK - Up Kirkby DK - Down Kirkby
Codnor Park Jn	132	76			
Ironville Jn	133	18			
	133	32	*		
	133	67	*		
	134	18	*		
	134	20	*		
Sleights LC (CCTV)	134	76			

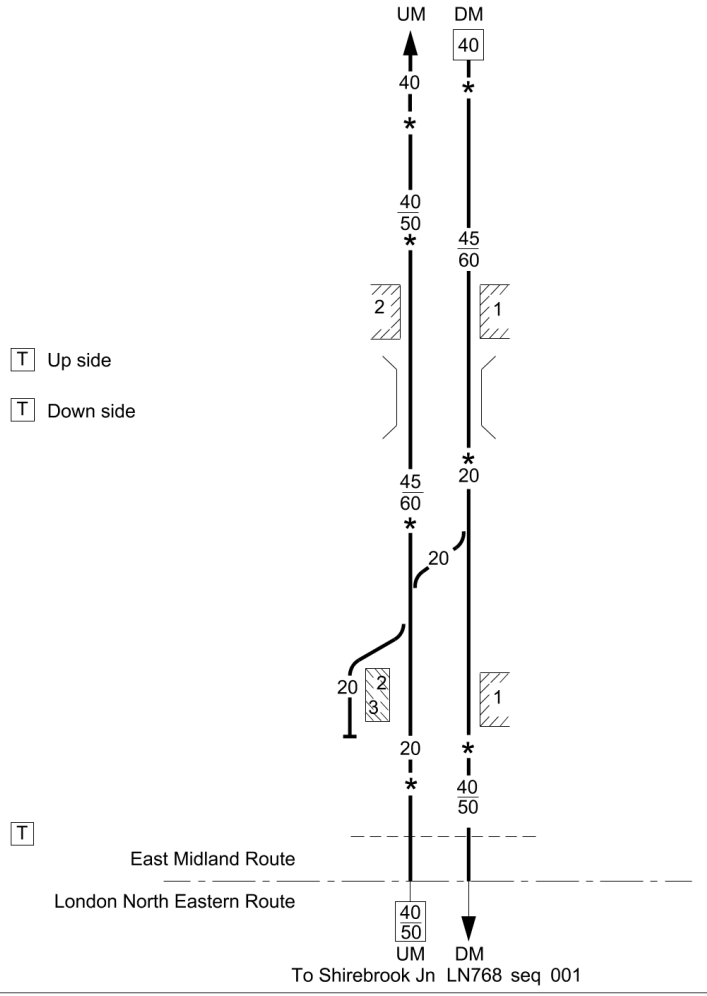
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3273	002	Codnor Park Jn to Shirebrook Jn	PBS1	London North Eastern	08/02/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB RA8 — Derby EMCC (PK) — Erewash Workstation GSM-R UK - Up Kirkby DK - Down Kirkby GSM-R area Entry: Up Kirkby 137m 65ch Exit: Down Kirkby 138m 09ch Derby EMCC (KS) — Mansfield Workstation
Pinxton LC (CCTV)	135 46 *		
Lower Portland Farm LC (UWC)	136 29	T	
Upper Portland LC (AHBC)	136 71	T	
Sowters LC (UWC)	137 67	T	
Kirkby Lane End Jn	138 31		
	138 32 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3273	003	Codnor Park Jn to Shirebrook Jn	PBS1 PBS2	London North Eastern	02/12/2015

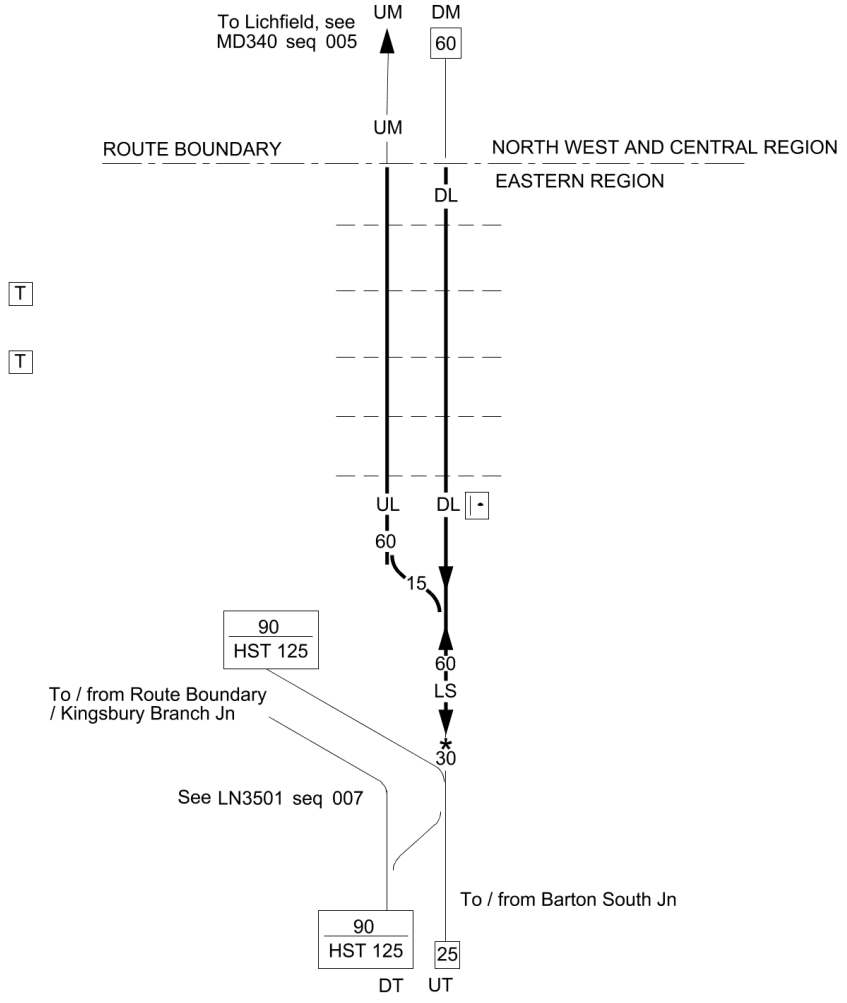
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (KS) RA8 Mansfield Workstation
KIRKBY IN ASHFIELD	138 38		Platform Lengths: Kirkby in Ashfield Down - 80 metres Up - 80 metres DM - Down Mansfield UM - Up Mansfield
	138 79		
Change of mileage	137 11		
SUTTON PARKWAY	137 60		Platform Lengths: Sutton Parkway Down - 80 metres Up - 80 metres
Sutton Jn LC (CCTV)	138 23		
Sutton Forest LC (AHBC)	138 50	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3273	004	Codnor Park Jn to Shirebrook Jn	PBS2 PBS3	London North Eastern	07/04/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC RA8 (KS) Mansfield Workstation
MANSFIELD	139 69 *		Platform Lengths: Mansfield 1 - 144 metres 2 - 102 metres
	140 44		
	140 55	T Up side	
Mansfield Viaduct (217 yards/198 meters)	140 65	T Down side	DM - Down Mansfield UM - Up Mansfield
	141 76 *		
	142 00 *		
Mansfield Woodhouse Jn	142 13		Platform Lengths: Mansfield Woodhouse 1 - 79 metres 2 - 76 metres 3 - 76 metres
MANSFIELD WOODHOUSE	142 17		
	142 30 *		
	142 40 *		
McKenzies (UWC)	142 79	T	
	143 00	East Midland Route London North Eastern Route	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3340	001	Alrewas (Inclusive) to Wichnor Jn	BJW3	London North Eastern	08/02/2020

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Route Boundary	19	00		
Brookhay LC (AHBC)	19	74		
Waterworks LC (UWC)	20	13	T	
Fine Lane LC (MCG)	20	52	T	
Roddige LC (MCG)	21	16		
Alrewas LC (MCB)	22	09		
Alrewas SB (AS)	22	09		
Junction	22	12		
	23	30 *		
Wichnor Jn	23	33		
Change of mileage	16	22		



GSM-R

AB Lichfield TV SB
RA8

TCB Alrewas SB

Telephones at Brookhay LC and Waterworks LC are connected to Lichfield Trent Valley SB

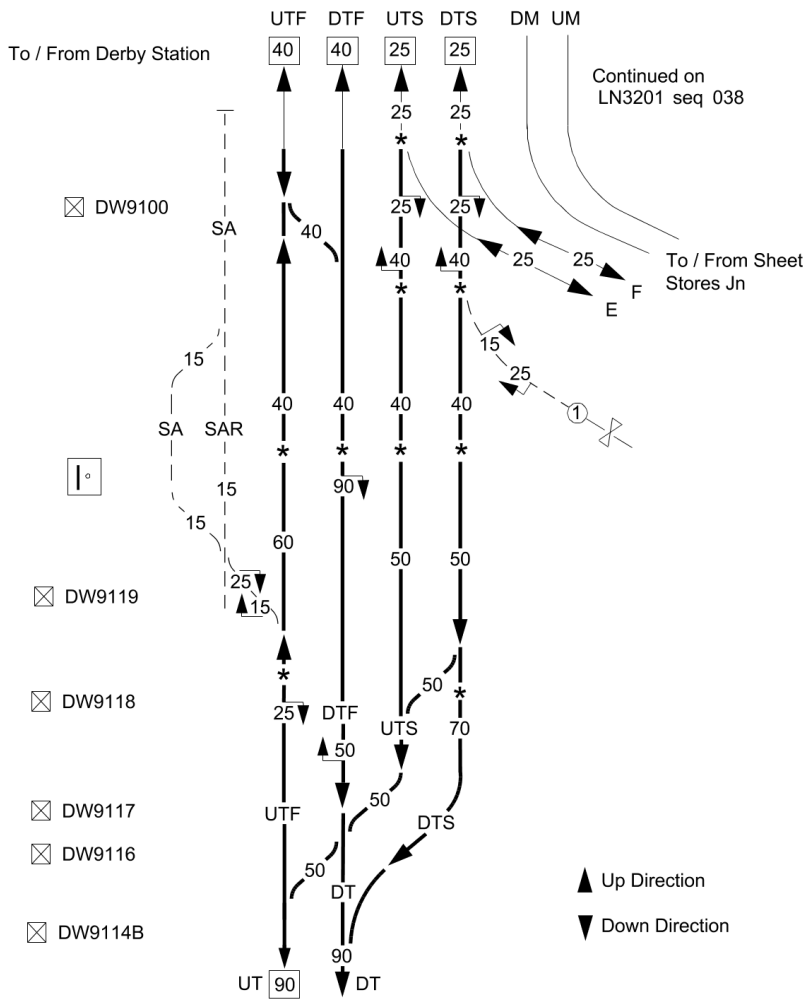
DL = Down Lichfield
UL = Up Lichfield

LS = Lichfield Single

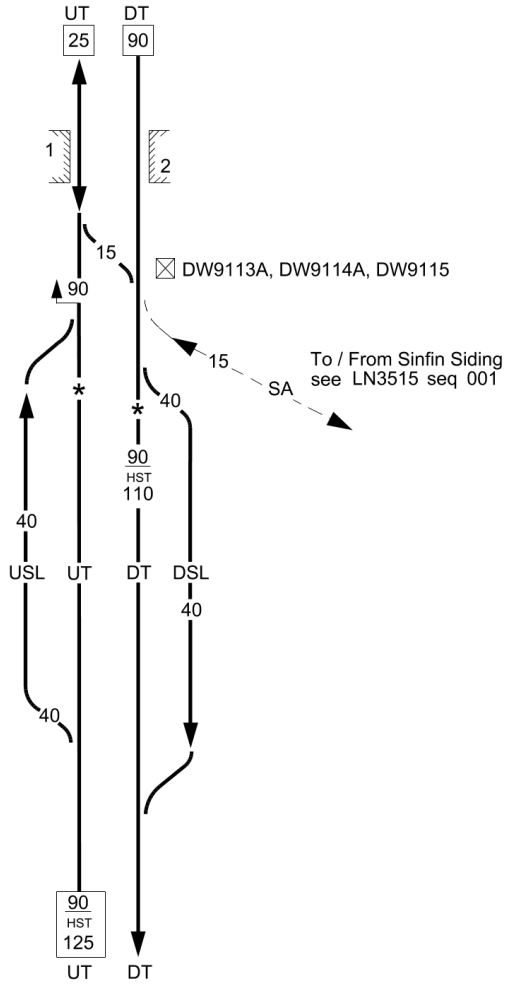
Derby EMCC (DY)
Burton Workstation

DT = Down Tamworth
UT = Up Tamworth

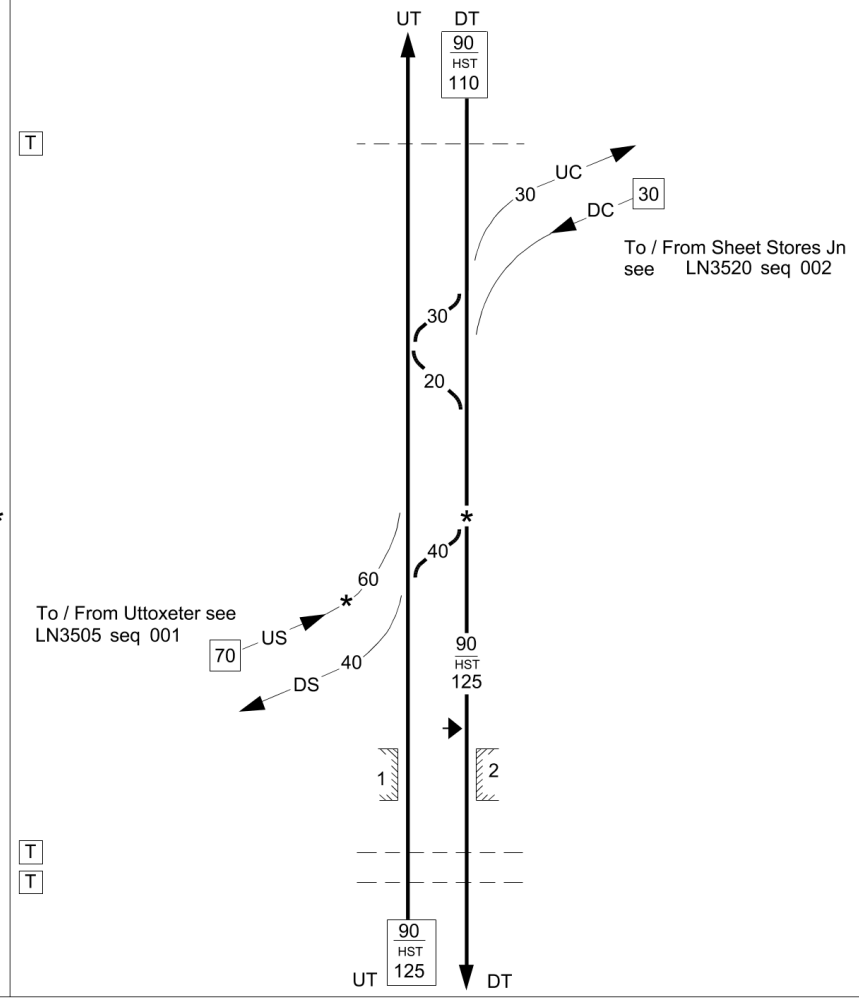
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3501	001	Derby London Road Jn to Tamworth (Exclusive)	DBP1	London North Eastern	20/10/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
London Road Jn Start of LOR / ELR Change of mileage / Line Names East Midlands Control Centre L&NW Jn	127 54 * 127 54 0 00 0 04 * 0 13 * 0 14 0 31 0 38 * 0 39 * 0 60		GSM-R TCB Derby EMCC (DW) RA8 Derby Workstation UTS = Up Tamworth Slow DTS = Down Tamworth Slow UTF = Up Tamworth Fast DTS = Down Tamworth Fast Note Change of mileage & Line direction for Main Lines E = E Line F = F line SA = St Andrews Siding SAR = St Andrews Run Round ① To / From Litchurch Lane C&W Works private sidings, 0m 11ch ☒ = Lockout Protection Provided - See General Instructions for Detail UT = Up Tamworth DT = Down Tamworth

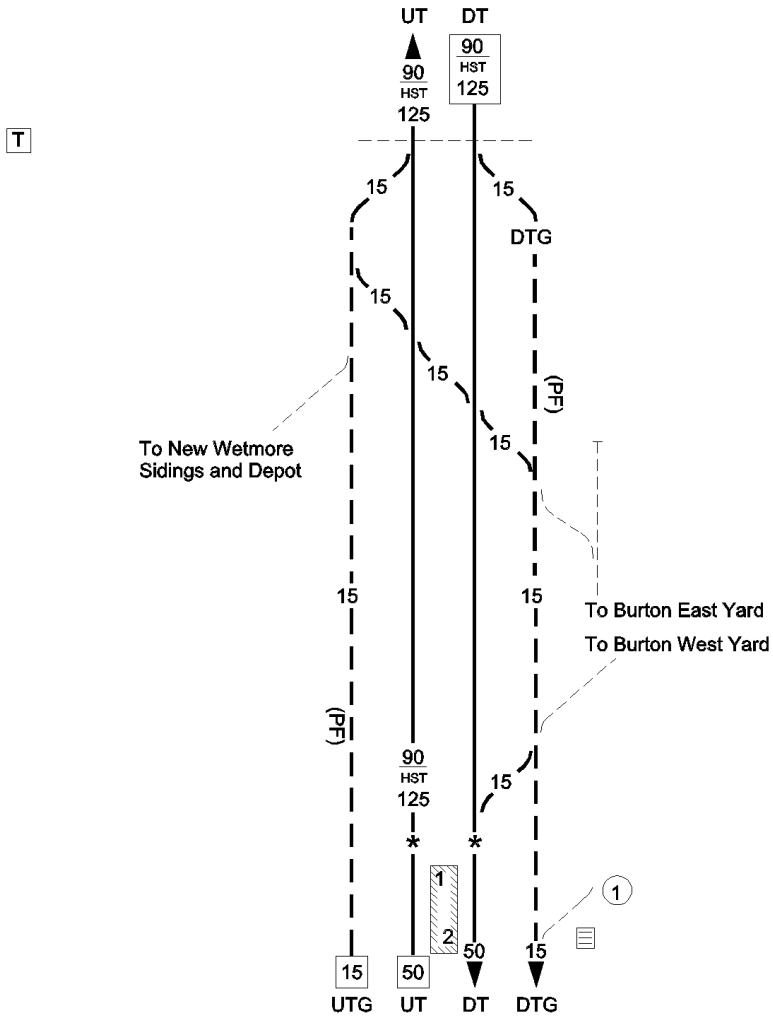
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3501	002	Derby London Road Jn to Tamworth (Exclusive)	DBP1	London North Eastern	09/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
PEARTREE	1 16		GSM-R TCB Derby EMCC (DW) RA8 Derby Workstation UT - Up Tamworth DT - Down Tamworth Platform lengths: Peartree Up Platform = 61 metres Down Platform = 60 metres
Melbourne Jn	1 27		
USL	1 31		
DSL	1 44		
	1 45 *		
	1 49 *		SA = Sinfin Arrival / Departaure USL = Up Sunny Hill Loop = 798m / 872yds DSL = Down Sunny Hill Loop = 1004m / 1098yds
USL	2 08		☒ = Lockout Protection Provided - See General Instructions for Detail
DSL	2 36		

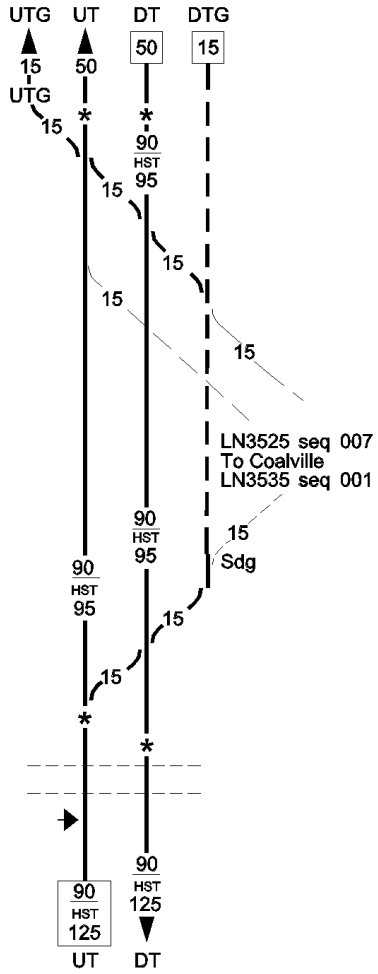
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3501	003	Derby London Road Jn to Tamworth (Exclusive)	DBP1	London North Eastern	13/05/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stenson Raynors LC (UWC)	4 16		GSM-R TCB Derby EMCC (DY) RA8 Burton Workstation UT = Up Tamworth DT = Down Tamworth UC = Up Chellaston DC = Down Chellaston US = Up Stoke DS = Down Stoke Platform lengths: Willington Up Platform = 81 metres Down Platform = 81 metres
Stenson Jn (UC)	4 50		
Stenson Jn (DC)	4 56		
	5 14 *		
North Stafford Jn	5 14		
Willington HABD	6 01		
WILLINGTON	6 03		
Bromleys LC (UWC)	8 13		
Wiltshires LC (UWC)	8 17		

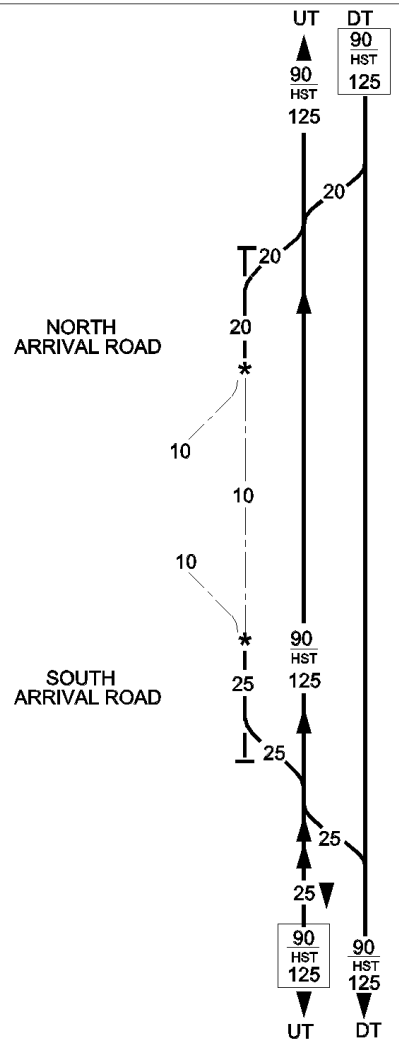
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3501	004	Derby London Road Jn to Tamworth (Exclusive)	DBP1	London North Eastern	27/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Clay Mills LC (CCTV) Clay Mills Jn	8 54		GSM-R TCB Derby EMCC (DY) RA8 Burton Workstation AWS not provided on goods lines
Wetmore Jn	9 46		UT - Up Tamworth DT - Down Tamworth UTG - Up Tamworth Goods (PF) DTG - Down Tamworth Goods (PF)
Horninglow Bridge Jn	10 33		(1) To Mosley St Tamper Sidings
	10 48 *		Platforms lengths: Up Tamworth Platform 1 = 217 metres Down Tamworth Platform 2 = 217 metres
BURTON-ON-TRENT Mosley St GF	10 67 11 00		

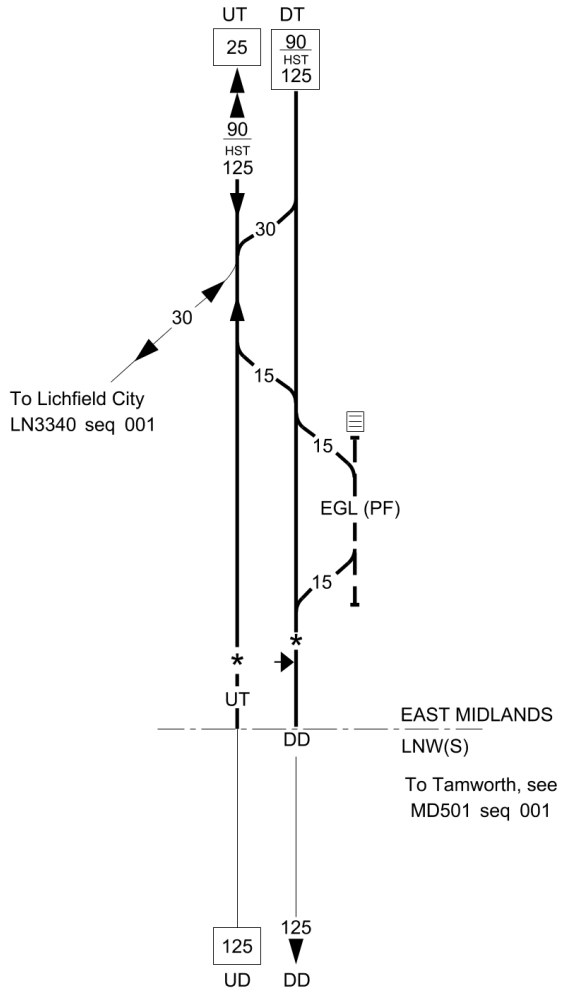
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3501	005	Derby London Road Jn to Tamworth (Exclusive)	DBP1	London North Eastern	27/02/2016

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				TCB Derby EMCC (DY) RA8 Burton Workstation GSM-R AWS not provided on goods lines UT - Up Tamworth DT - Down Tamworth UTG - Up Tamworth Goods DTG - Down Tamworth Goods
	11 02	*		
	11 02			
Leicester Jn	11 17			
Branston Jn	12 15			
	12 40	*		
	12 60	*		
Boultons LC (UWC)	12 74		T	
Dunstalls LC (UWC)	13 31		T	
Branston HABD	13 44			

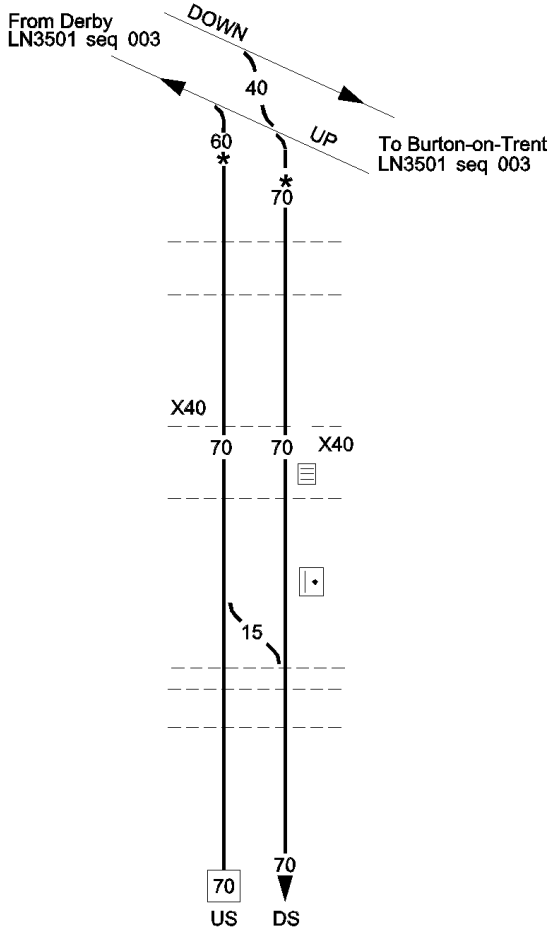
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3501	006	Derby London Road Jn to Tamworth (Exclusive)	DBP1	London North Eastern	27/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Barton North Jn	14 55		GSM-R TCB Derby EMCC (DY) RA8 Burton Workstation UT - Up Tamworth DT - Down Tamworth
	14 78 *		
Central Rivers Depot	15 20		
	15 47 *		
Barton South Jn	15 65		

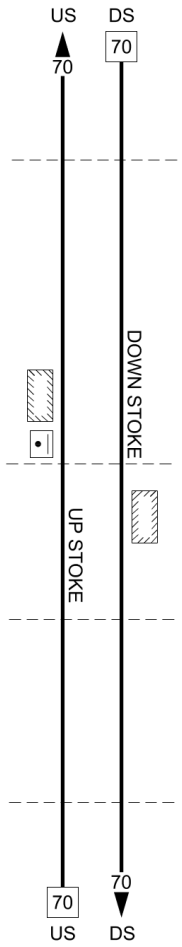
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3501	007	Derby London Road Jn to Tamworth (Exclusive)	DBP1	London North Eastern	27/02/2016

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Derby EMCC (DY) RA8 Burton Workstation GSM-R UT - Up Tamworth DT - Down Tamworth EGL - Elford Goods Loop
Wichnor Jn	16	22		
Elford GF	19	40		EGL (PF) 852 metres / 2793 feet S.Down at 20m 17ch (connection from Tamworth end of EGL).
	20	17		
	20	60 *		West Midlands SC (WW) Water Orton workstation
Tamworth HABD	22	30 *		
Route Boundary / Appendix Boundary	23	30		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3505	001	North Stafford Jn to Stoke Jn (Exclusive)	NSS	London North Eastern	27/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
North Stafford Jn	5 14		GSM-R TCB Derby EMCC (DY) RA8 Burton Workstation
	30 10 * 30 09 *		
Findern LC (AHBC)	29 49	T	
Willington LC (AHBC)	29 19	T	
Egginton LC (AHBC - X)	27 50	T	AB Egginton Jn SB
Hilton LC GF Hilton LC (MCG)	27 08	T	
Egginton Jn SB (EN)	26 69		
Spurriers No.2 (UWC)	26 06	T	
Hayside LC (UWC)	25 45	T	
Marston on Dove LC (AHBC)	25 28	T	US - Up Stoke DS - Down Stoke

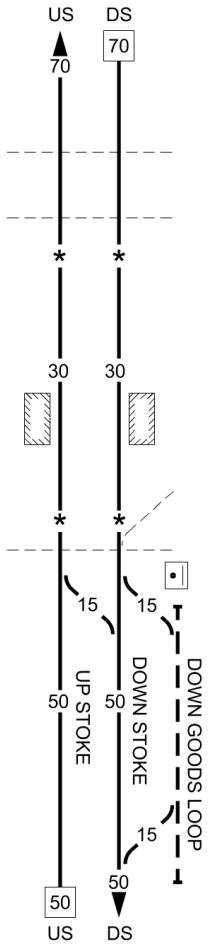
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3505	002	North Stafford Jn to Stoke Jn (Exclusive)	NSS	London North Eastern	09/11/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R AB Egginton Jn SB RA8
Rowes LC (UWC)	24	57	T	
TUTBURY AND HATTON	24	13		Platform lengths: Down-96 metres Up-96 metres
Tutbury Crossing SB	24	13		
Tutbury LC (MCB)	24	13		Tutbury SB
Weer Lane LC (UWC)	23	43	T	
Brandons LC (UWC)	23	23	T	

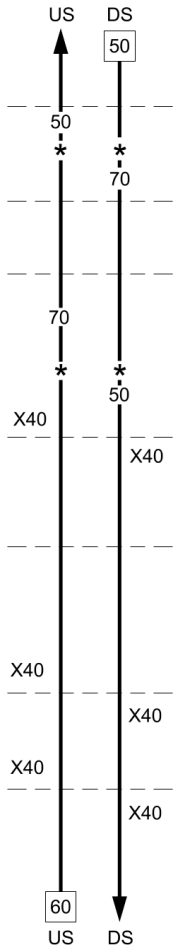
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3505	003	North Stafford Jn to Stoke Jn (Exclusive)	NSS	London North Eastern	27/02/2016

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			US DS 70 70	GSM-R AB RA8 Tutbury SB
Scropton Mill Lane LC (UWC)	22	75	T	
Scropton LC (MCG)	22	53	DOWN STOKE 15	
Scropton SB	22	53		Scropton SB
Archers No 1 LC (UWC)	22	41	T	
Leathersley Farm No 2 LC (UWC)	21	47	T	
Nash's LC (UWC)	21	20	T	
Sudbury SB	20	67	UP STOKE	Sudbury SB
Sudbury LC (MCB)	20	67		
Dovefields LC (R/G)	19	62	T	
Marchington Old Station LC (UWC)	19	01	T	
			70 70 US DS	

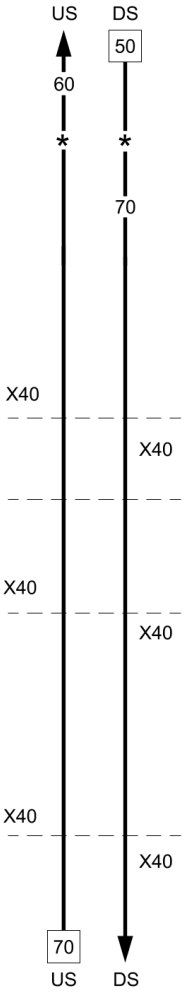
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3505	004	North Stafford Jn to Stoke Jn (Exclusive)	NSS	London North Eastern	19/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Sudbury SB RA8
Langridge No 2 LC (UWC)	17 75	T	
Tunicliffs No 1 LC (UWC)	17 20	T	
	16 51 *		
UTTOXETER	16 29		Platform lengths: Down-145 metres Up-146 metres
	16 01 *		
Pinfold LC (MCG)	16 00		
Uttoxeter SB	16 00		Uttoxeter SB
			DGL 276 metres / 903 feet

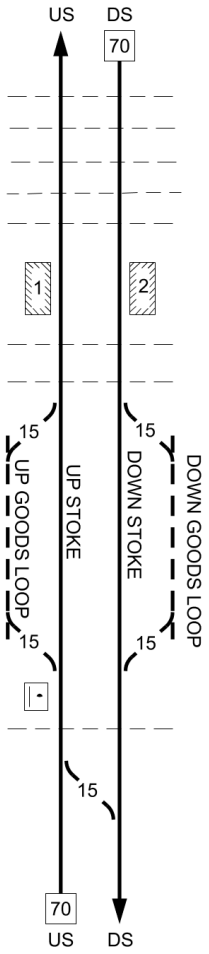
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3505	005	North Stafford Jn to Stoke Jn (Exclusive)	NSS	London North Eastern	04/05/2019

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R AB Uttoxeter SB (UR) RA8
Hockley LC (CCTV)	15	61			US = Up Stoke DS = Down Stoke
	15	51	*		
Barkers LC (UWC)	15	27		T	
Stathams LC (OMSL)	14	50		T	
	14	20	*		
Loxley Lane LC (AHBC-X)	14	11		T	
Westons LC (UWC)	13	71		T	
Sergeants LC (OMSL-X)	13	52		T	OMSL - See General Instruction
Bramshall LC (AHBC-X)	13	32		T	

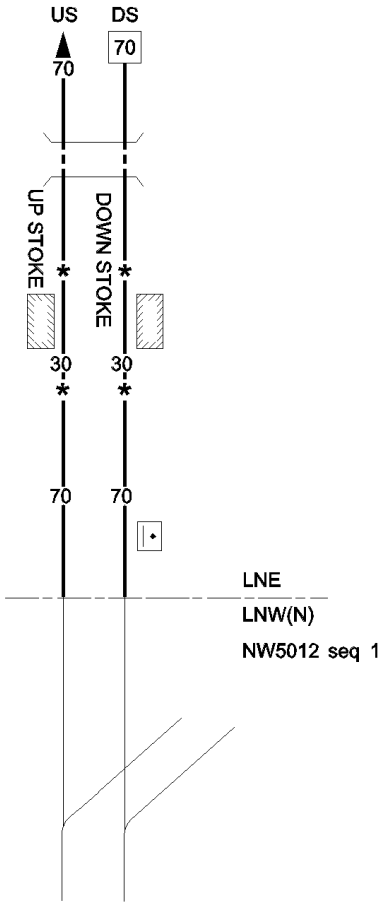
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3505	006	North Stafford Jn to Stoke Jn (Exclusive)	NSS	London North Eastern	11/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Uttoxeter SB (UR) RA8 US = Up Stoke DS = Down Stoke Caverswall SB (CL)
	13 20 *		
Leigh LC (AHBC-X)	10 24	T	
Baileys LC (UWC)	10 06	T	
Upper Leigh LC (AHBC-X)	9 57	T	
Colliers LC (UWC)	9 39	T	
Newton LC (UWC) OMSL	7 61	T	OMSL - See General Instruction

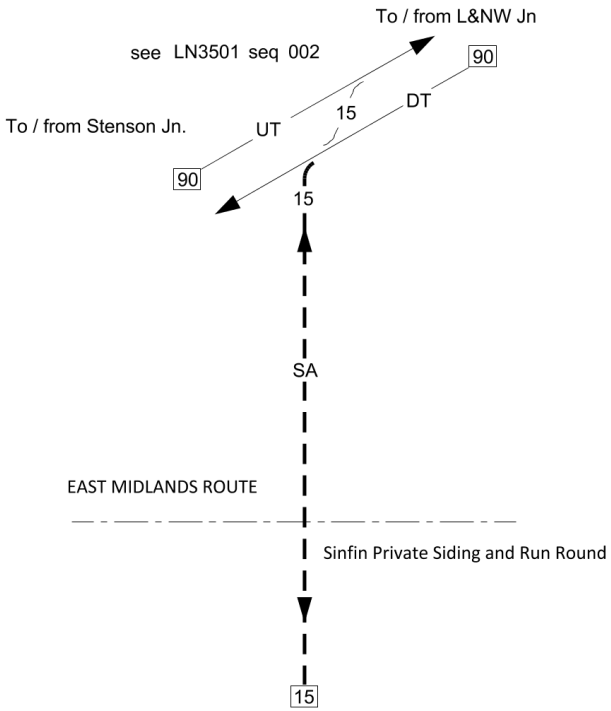
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3505	007	North Stafford Jn to Stoke Jn (Exclusive)	NSS	London North Eastern	26/10/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Caverswall SB (CL) RA8
Cresswell LC (AHBC)	6 76		
Critchlows LC (UWC)	6 45	T	
Bennetts LC (UWC)	6 07	T	
Jacksons LC (UWC)	5 74	T	
Stallington LC (CCTV)	5 42		
BLYTHE BRIDGE	5 23		Platform lengths: Blythe Bridge Down-73 metres Up-66 metres
Blythe Bridge LC (CCTV)	5 19		
Calverleigh Farm LC (UWC)	4 59	T	
			S. Up at 4m 54ch (90 yards after passing starting signal) (normal lie for main line) DGL (PF) 384 metres / 1260 feet UGL (PF) 416 metres / 1365 feet
Caverswall SB	4 20		
Caverswall LC (MCB)	4 20		

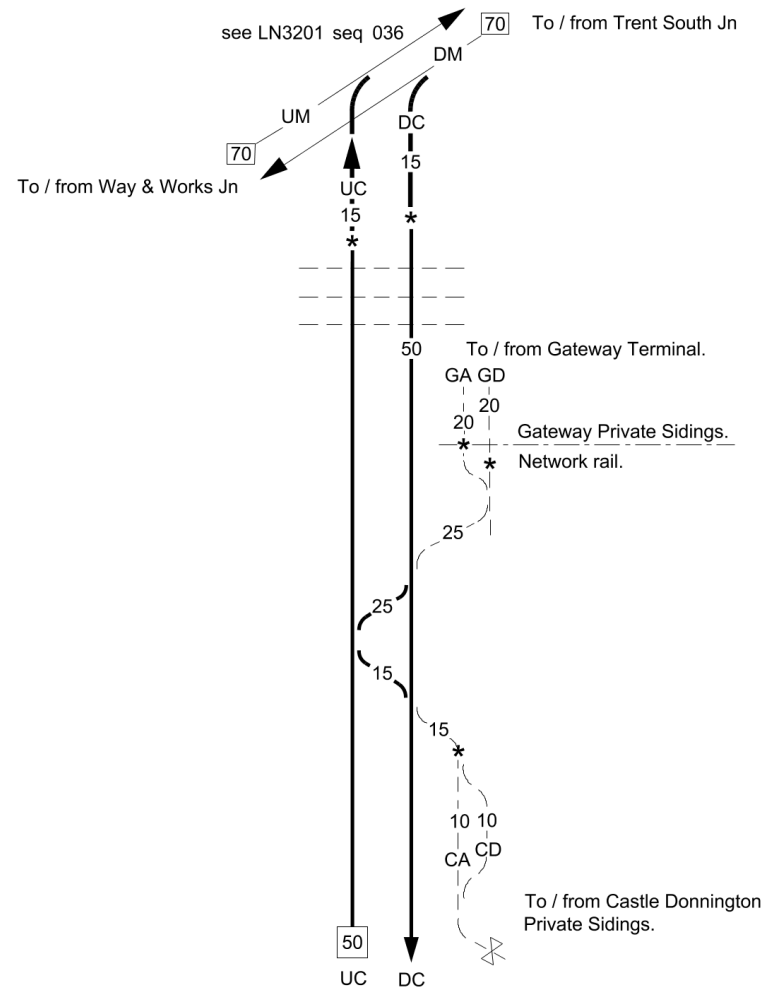
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3505	008	North Stafford Jn to Stoke Jn (Exclusive)	NSS	London North Eastern	27/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Meir Tunnel (744 metres / 814 yards)	3 49 to 3 12		GSM-R AB Caverswall SB RA8
	2 15 *		
LONGTON	1 71		Platform lengths: Down-88 metres Up-85 metres
	1 65 *		
Foley Crossing SB	1 56		Foley Crossing SB
Route Boundary	1 40		GSM-R area Entry: 1m 40ch Down Line Exit: 1m 30ch Up Line
Stoke Jn	0 00		
	20 36		

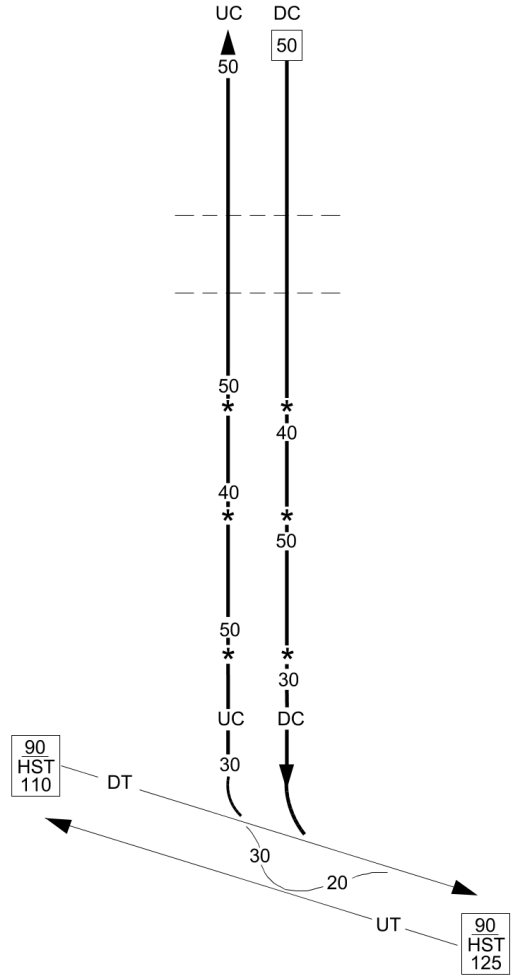
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3515	001	Melbourne Jn to Sinfin	MJS1	London North Eastern	01/03/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Melbourne Jn	1 27		GSM-R TCB Derby EMCC (DW) RA8 Derby Workstation UT - Up Tamworth DT - Down Tamworth SA - Sinfin Arrival / Departure
Change of mileage	131 15		
Route Boundary	130 72		

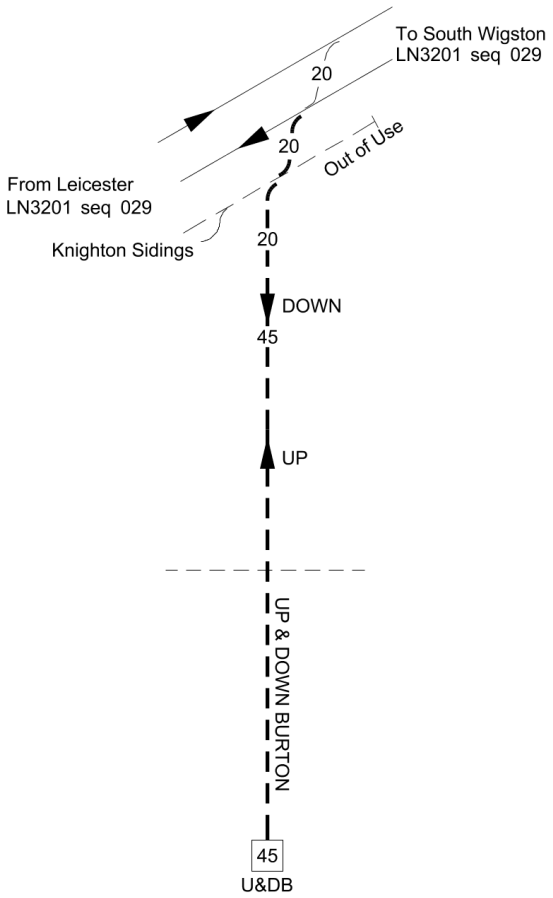
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3520	001	Sheet Stores Jn. to Stenson Jn.	SSJ1	London North Eastern	29/06/2019

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Derby EMCC (SS) RA8 Trent Workstation DC - Down Chellaston UC - Up Chellaston GA - Gateway Arrival (Private) GD - Gateway Departure (Private) CA - Castle Donnington Arrival (Private) CD - Castle Donnington Departure (Private)
Sheet Stores Jn	119	62			
	119	64	*		
	119	65	*		
Lock Lane LC (CCTV)	120	29		T	
Grammers LC (UWC)	120	44			
Whites LC (UWC)	121	35		T	
Boundary for Gateway Private Sidings	122	53			
	122	53	*		
	122	57	*		
Gateway West Jn	122	73			
Castle Donington Jn	123	33			
	123	36	*		
	124	44			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3520	002	Sheet Stores Jn to Stenson Jn	SSJ1 MJS1 SSJ2	London North Eastern	13/05/2019

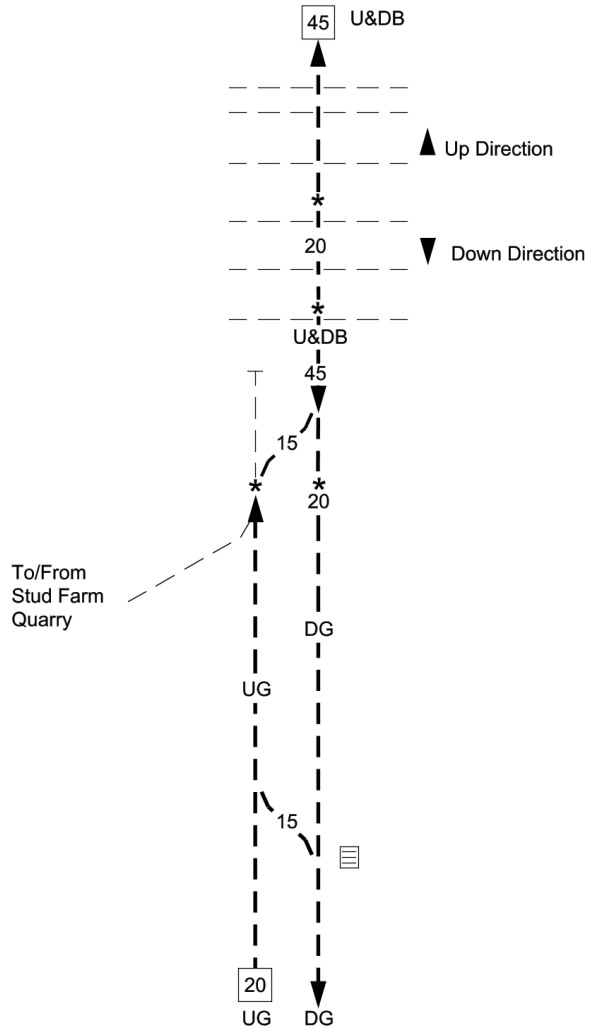
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB RA8 — Derby EMCC (SS) Trent Workstation
Elliots LC (UWC)	124	44	T	TCB — Derby EMCC (DY) Burton Workstation
Cottons LC (UWC)	125	28	T	DC - Down Chellaston UC - Up Chellaston
	127	20 *		Change of line reference from SSJ1 to MJS1 at 127m 27ch
	128	00 *		Change of line reference from MJS1 to SSJ2 at 127m 77ch
	132	00 *		
Stenson Jn (UC)	132	12		
Stenson Jn (DC)	132	19		DT - Down Tamworth UT - Up Tamworth

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3525	001	Knighton Jn to Leicester Jn	KSL	London North Eastern	23/09/2019

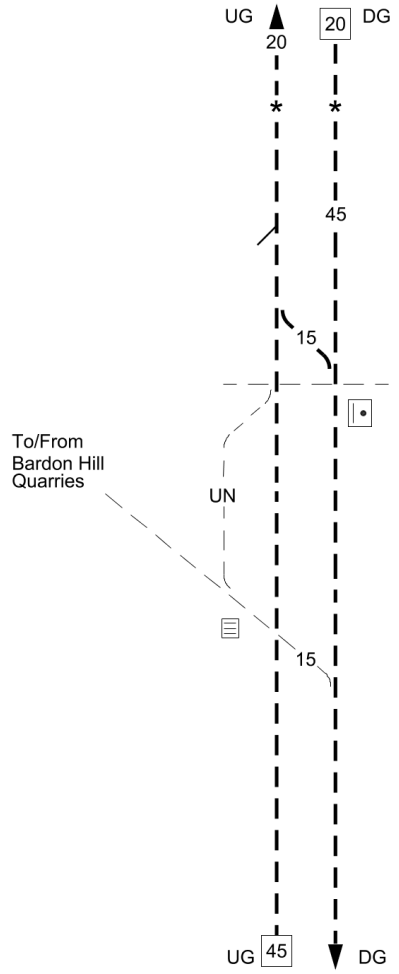
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (LR) RA8 Leicester Workstation
Knighton Jn	97 45		AWS not provided on goods line
Brailsford Road (OMSL)	100 36		See OMSL General Instruction

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3525	002	Knighton Jn to Leicester Jn	KSL	London North Eastern	28/10/2017

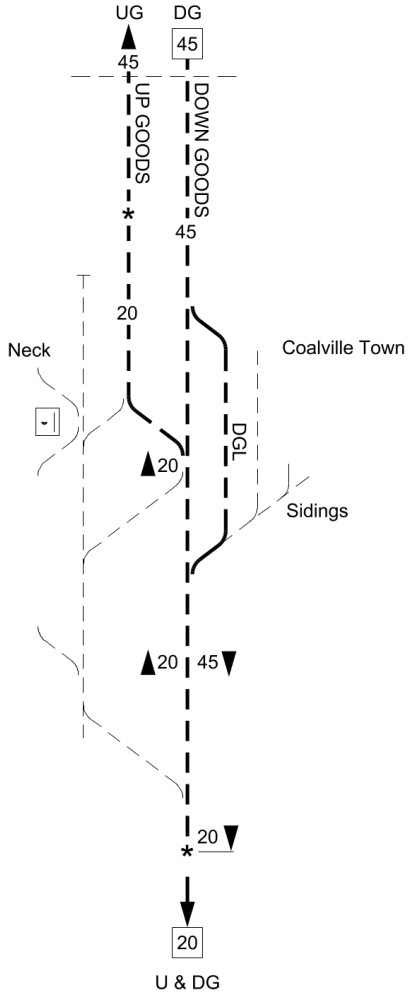
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Kirby Muxloe LC (MIN R/G)	102	36		T	GSM-R TCB Derby EMCC (LR) RA8 Leicester Workstation
Desford LC (AHBC)	104	65		T	
Watsons LC (UWC)	105	31		T	UG = Up Goods DG = Down Goods U&DB = Up & Down Burton
	105	38	*		
Lindridge Farm LC (UWC)	105	64		T	
Merry Lees No 1 & 2 (UWC)	106	06		T	
	106	11	*		
Merry Lees No 3 (UWC)	106	16		T	Bardon Hill SB (BH)
Bagworth Jn	109	74	*		AWS not provided on goods lines TPWS not provided
Cliff Hill No 2 GF	110	42			



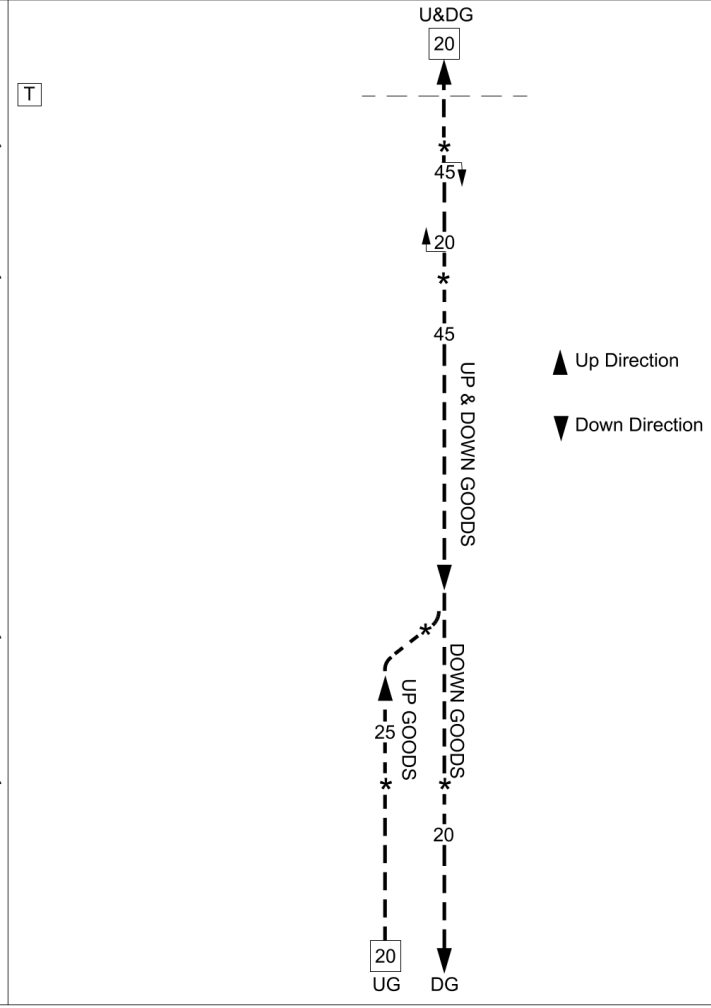
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3525	003	Knighton Jn to Leicester Jn	KSL	London North Eastern	05/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	110 60 *		GSM-R TCB Bardon Hill SB (BH) RA8 UG = Up Goods DG = Down Goods UN = Up Siding C.Up at 111 m.p. (176m/191yds beyond BH.4 Signal) AWS not provided on goods lines TPWS not provided
	111 00		
Bardon Hill LC (MCB)	111 23		
Bardon Hill SB (BH)	111 23		
Bardon Hill GF	111 40		
Coalville Jn	112 13		

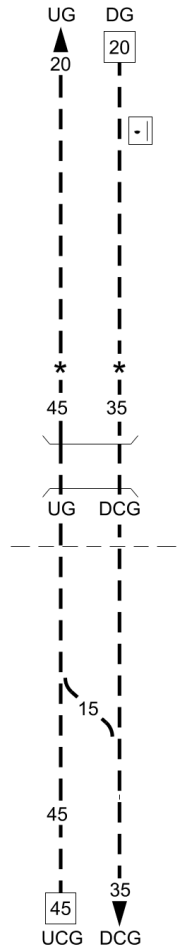
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3525	004	Knighton Jn to Leicester Jn	KSL	London North Eastern	08/05/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Coalville LC (CCTV)	112 62		GSM-R TCB Mantle Lane SB (ML) RA8
	113 03 *		AWS not provided on goods line TPWS not provided
Mantle Lane SB (ML)	113 05 *		DGL 404 metres / 1323 feet
	113 40 *		

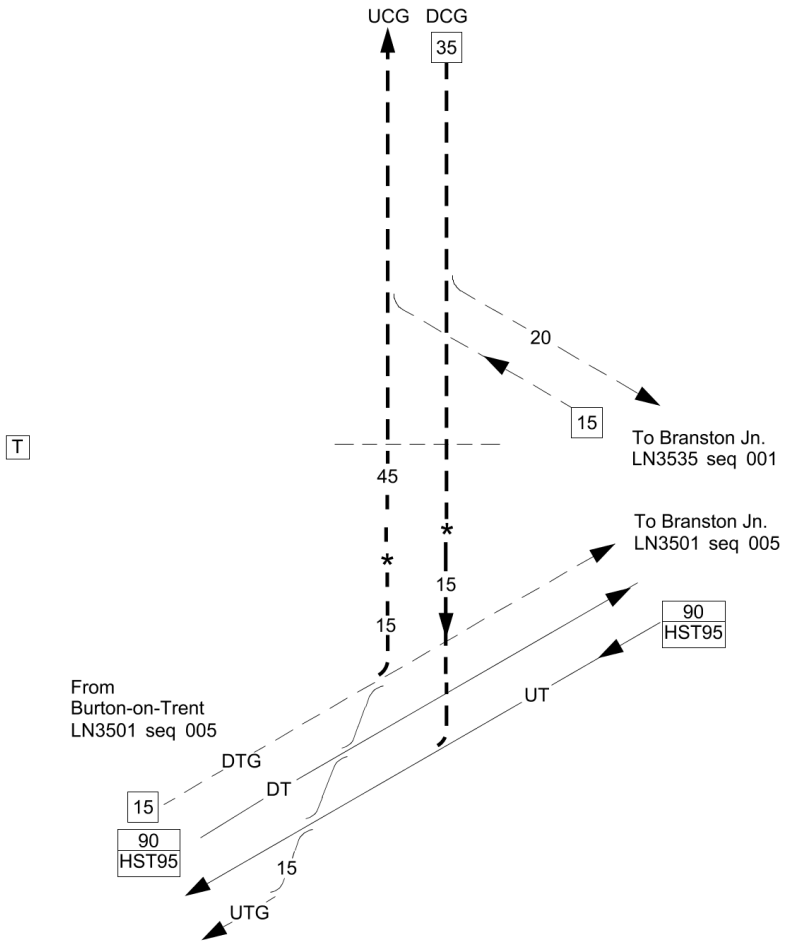
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3525	005	Knighton Jn to Leicester Jn	KSL	London North Eastern	09/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Mantle Lane SB (ML) RA8 GSM-R U&DG = Up and Down Goods AWS not provided on goods lines TPWS not provided Moira West Jn SB (MW)
Swannington LC (AHBC)	114 01		
	114 20 *		
	114 40 *		
Lounge Jn	116 67		
	116 67 *		
	119 20 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3525	006	Knighton Jn to Leicester Jn	KSL	London North Eastern	01/10/2021

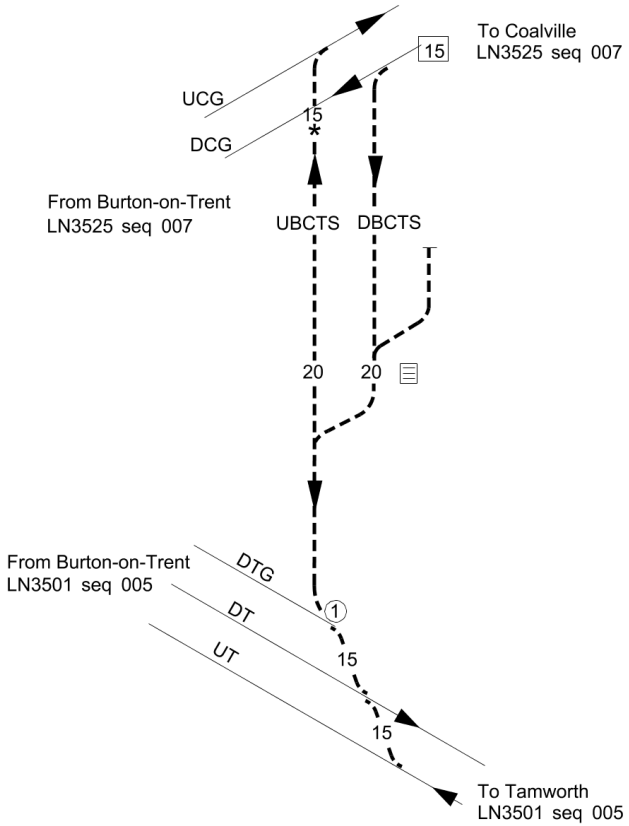
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Moira West Jn SB (MW) RA8 UG- Up Goods DG- Down. Goods AWS not provided on goods lines TPWS not provided
Moira West Jn SB (MW)	120	67		
	121	20 *		TCB Derby EMCC (DY) Burton Workstation
Gresley Tunnel (623 yards) (570 metres)	121 to 122	62 10		
Breach Farm LC (UWC)	123	77	T	UCG- Up Coalville Goods DCG- Down Coalville Goods
Drakelow East Curve Jn	125	17		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3525	007	Knighton Jn to Leicester Jn	KSL	London North Eastern	29/05/2022

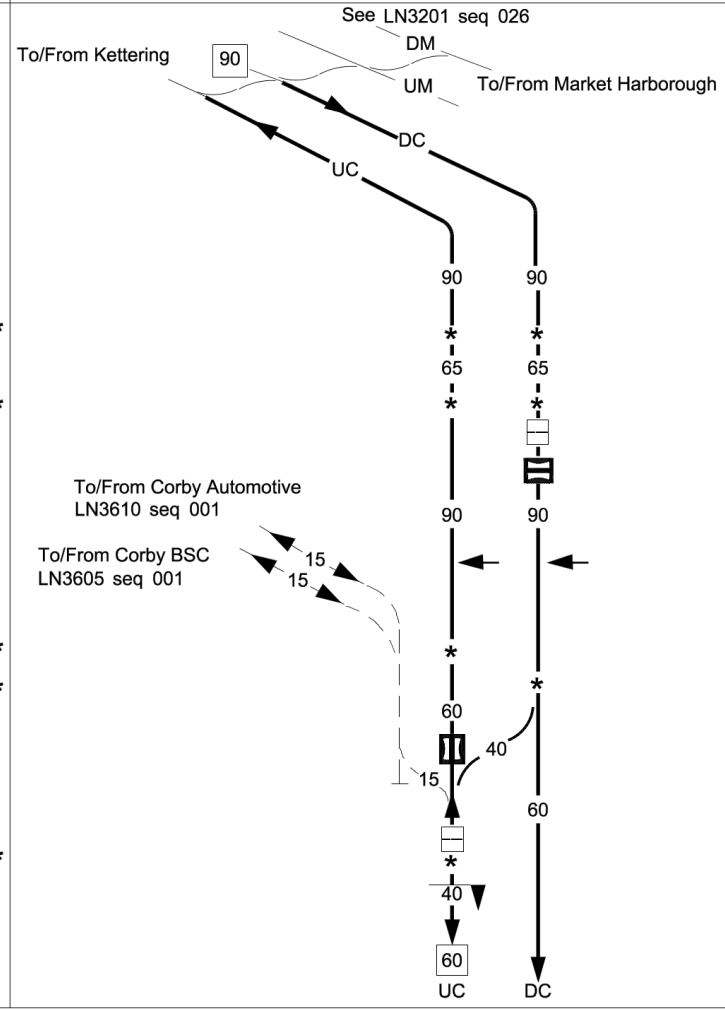
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Birmingham Curve Jn	126 40		GSM-R TCB Derby EMCC (DY) RA8 Burton Workstation AWS not provided on goods lines UCG - Up Coalville Goods. DCG - Down Coalville Goods. UT - Up Tamworth DT - Down Tamworth UTG - Up Tamworth Goods DTG - Down Tamworth Goods
Cambridge St LC (UWC)	126 60	T	
	126 70 *		
	126 47 *		
Leicester Jn	127 00		
Change of mileage	11 17		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3535	001	Birmingham Curve Jn to Branston Jn	BCJ	London North Eastern	29/05/2022

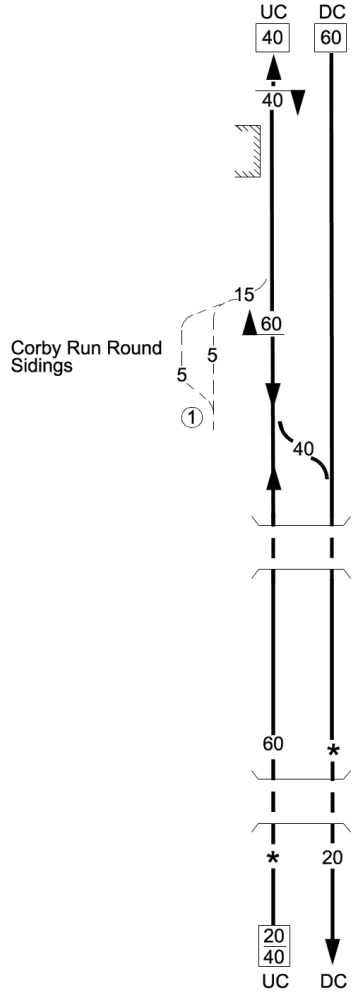
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				NRN 061 GSM-R TCB Derby EMCC (DY) RA8 Burton Workstation
Birmingham Curve Jn	126	40		UTG - Up Coalville Goods DTG - Down Coalville Goods
	126	42 *		See location specific instructions in Sectional Appendix
				UBCTS = Up Birmingham Curve Through Siding DBCTS = Down Birmingham Curve Through Siding
				UT - Up Tamworth DT - Down Tamworth DTG - Down Tamworth Goods
Branston GF (O.O.U.)	127	13		
Branston Jn	127	19		① 15 mph through connection
Change of mileage	12	15		



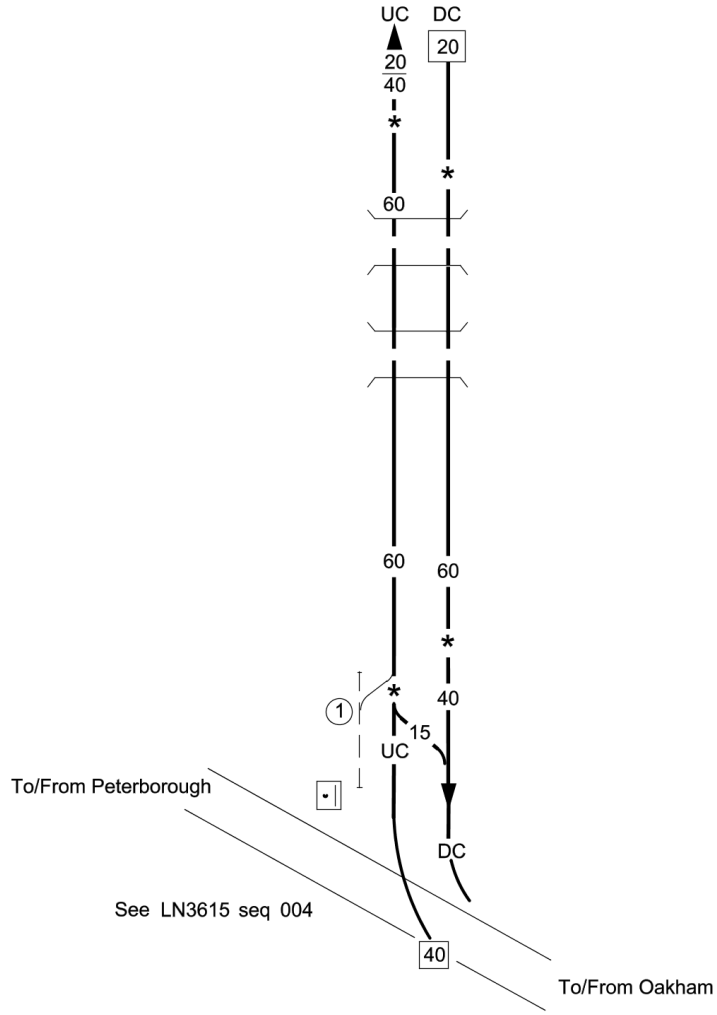
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3601	001	Kettering North Jn to Manton Jn	GSM1	London North Eastern	22/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kettering North Jn	74 00		GSM-R TCB Derby EMCC (KM) RA8 Kettering Workstation AC: Derby ECR UC = Up Corby DC = Down Corby = Advance Traction Changeover = Manual Power Change Over - Pantograph Lower Electrification Limits: Down Corby 79m 30ch = Manual Power Change Over - Pantograph Raise = Advance Traction Changeover
	74 41 *		
	74 72 *		
Warning of traction changeover	75 57		
Lower pantograph sign	75 77		
Geddington HABD	77 08		
	78 25 *		
	78 60 *		
Raise pantograph sign	79 06		
Corby Station South Jn	79 25		
Warning of traction Changeover	79 27		
	79 35 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3601	002	Kettering North Jn to Manton Jn	GSM1	London North Eastern	27/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (KM) RA8 Kettering Workstation AC: Derby ECR
CORBY	79 40		Platform Length: Corby - 247 metres UC = Up Corby DC = Down Corby None Electrified Electrification Limits: UC - 79 miles 60ch Corby Run Round Sidings - 79 miles 68ch
Corby Station North Junction	79 65		① Standage in both sidings is 743m / 812 yards
Corby Tunnel (1755m / 1 mile, 160 yards)	80 74 to 82 01	T T	Tel. on tunnel face Up side Tel. on tunnel face Up side
Harringworth Viaduct (1164m / 1272 yards)	85 00 85 76 *	T	Tel. on Up side
Seaton Tunnel (188m / 206 yards)	86 24 to 86 33 86 43 *		

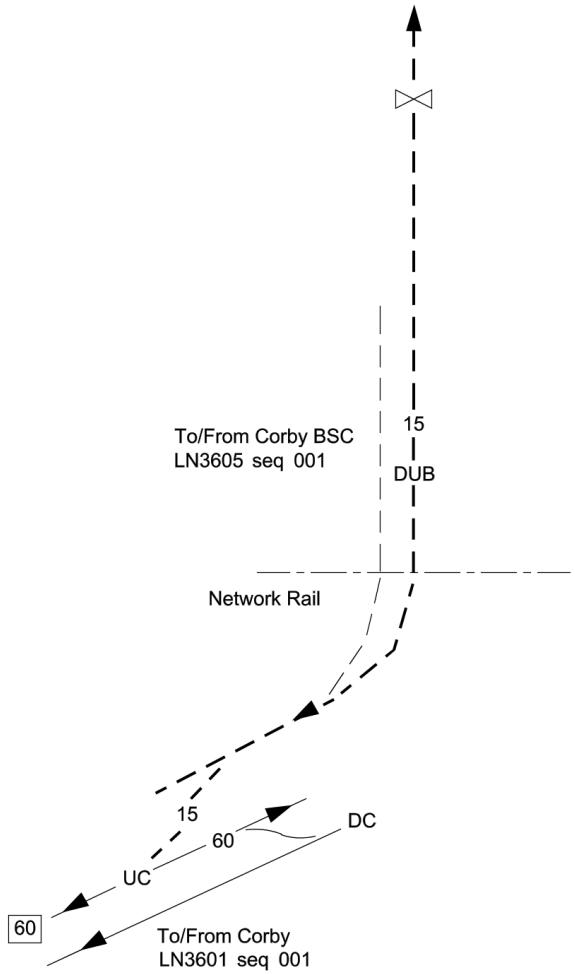
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3601	003	Kettering North Jn to Manton Jn	GSM1	London North Eastern	26/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (KM) RA8 Kettering Workstation UC = Up Corby DC = Down Corby (1) = ACE Sidings TCB Manton Jn SB RA8 Fixed Warning System between the Junction and Connection between the Up and Down Corby
Glaston Tunnel (1 mile, 82 yards) (1692 metres)	87 30 to 88 33		
Wing Tunnel (323 metres / 353 yards)	89 22 to 89 39		
Manton Jn SB (MJ)	90 18		
Manton Jn	90 25		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3605	001	Corby BSC Works to Corby North	BSC	London North Eastern	26/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Corby BSC Works	2 05	To/From Corby Works (British Steel) 15 D/UBSC	TCB Derby EMCC (KM) RA8 Kettering Workstation GSM-R D/UBSC = Down & Up Corby BSC Branch
	1 47 *	* 15/10 10/15 *	
Water Works LC	1 40		
	1 35 *	To/From Corby Automotive LN3610 seq 001 15	Speed approaching Water Works L.C. 10 mph in each direction
Network Rail Boundary	0 16	Network Rail	
		15 60 UC DC 60 To/From Corby LN3601 seq 001	UC = Up Corby DC = Down Corby
Corby South Station Jn	0 00		

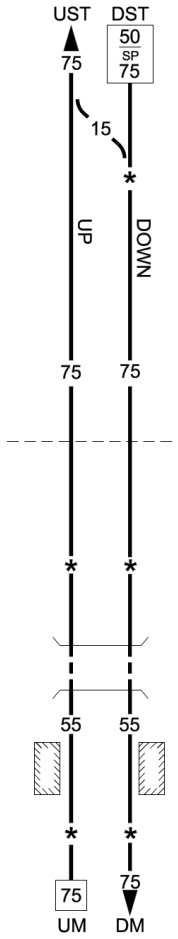
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3610	001	Corby Automotive Terminal to Corby North	BSC	London North Eastern	26/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Corby Automotive Terminal	1 10		GSM-R OTN(S) Derby EMCC (KM) RA8 Kettering Workstation DUB = Corby Down & Up Automotive Branch TCB UC = Up Corby DC = Down Corby
Network Rail Boundary	0 17		
Corby South Station Jn	0 00		

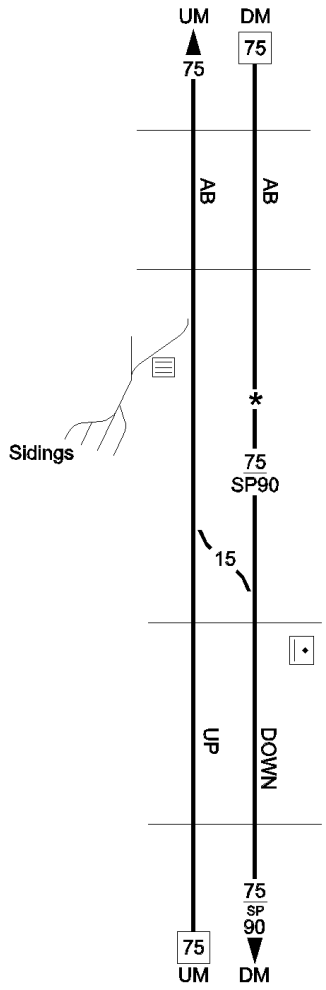
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	001	Helpston Jn to Syston South Jn	PMJ	London North Eastern	21/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To / From Helpston Jn LN147 seq 001	GSM-R TCB York ROC RA9 Peterborough Workstation
Change of LOR	13 60	50 SP 75	
Aldwinkles LC (UWC) OMSL	13 57	T X30 X30	AB Uffington SB (UN) OMSL - See General Instruction
Brassey LC (UWC)	13 09	T	
Uffington & Barnack LC (MCG) Uffington SB (UN)	12 75 12 75	T 75 UST DST	UST - Up Stamford DST - Down Stamford

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
			GSM-R TCB — York ROC RA9 — Peterborough Workstation AB — Uffington SB (UN) RA8
	12 68 *		UST - Up Stamford DST - Down Stamford
Hoods Mill LC (UWC)	11 08	T	
	10 55 *		
Stamford Tunnel (341 yards)	10 36 to 10 20		
STAMFORD	10 11	T	Telephone - Up platform
	10 00 *		Platform lengths: Down Main - 99 metres Up Main - 88 metres

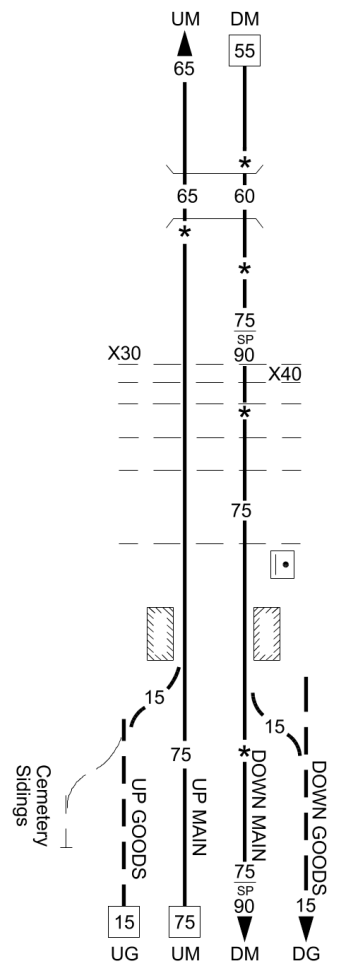
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	003	Helpston Jn to Syston South Jn	PMJ	London North Eastern	20/09/2014

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Uffington SB RA8
Tinwell LC (UWC)	8 36	T	
Wards LC (UWC)	7 66	T	
Wards Sidings GF	7 60 7 40 *	T	
Ketton LC (MCB) Ketton SB	6 60 6 60		Ketton SB
Naylors LC (UWC)	5 46	T	

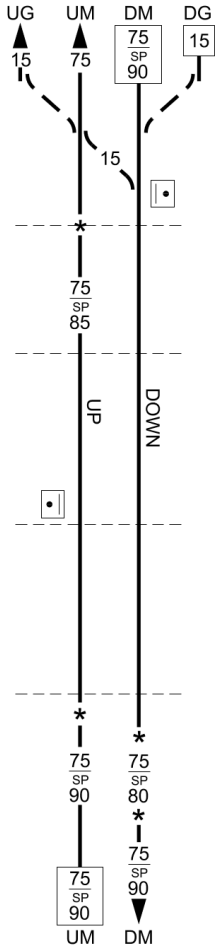
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	004	Helpston Jn to Syston South Jn	PMJ	London North Eastern	22/05/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UM DM 75 SP 90 * * 75 SP 85	GSM-R AB Ketton SB RA8
	5 31 *		
	5 11 *	75	
	5 10 *	* *	
		75 SP 90 75 SP 90	
Luffenham LC (CCTV)	4 11		
	3 20 *	*	
Pilton Siding LC (UWC)	2 28	T	
Wing LC (UWC)	1 03	T	
		75	
	0 20 *	* *	
		• To Corby LN3601 seq 003	Fixed Warning System Between former Manton Jn GF, 0m 14ch and former Manton North Jn 91m 05ch
Manton Jn SB (MJ)	0 07	55	Manton Jn SB (MJ)
		40 40	
Manton Jn	0 00		
	90 25	65 UM DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	005	Helpston Jn to Syston South Jn	GSM2	London North Eastern	06/01/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Manton Jn SB RA8
Manton Tunnel (749 yards)	90 26 to 90 61 90 61 * 90 61 T 90 65 *		
Gunthorpe (BW - OMSL-X)	91 23 T		
Goodridges LC (UWC)	91 61 T		OMSL - See General Instruction
Pattersons LC (UWC)	92 00 T		
	92 20 *		
Egleton LC (UWC)	92 27 T		
Brooke Road LC (CCTV)	93 22 T		
Oakham Station LC (MCB) Oakham Crossing SB	93 56 93 56		Oakham Crossing SB
OAKHAM	93 61		Platform lengths: Down Main-101 metres Up Main-113 metres
	94 13 *		

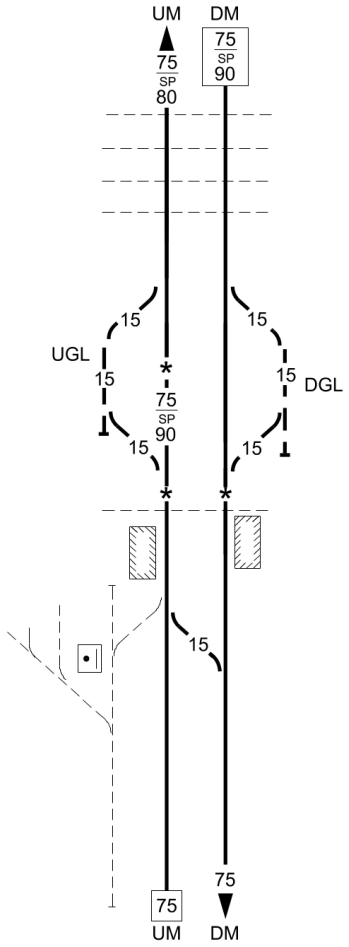
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	006	Helpston Jn to Syston South Jn	GSM2	London North Eastern	08/05/2021

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R AB RA8 Oakham Crossing SB
Langham Jn SB	95	06			Langham Jn SB
Langham Jn LC (MCB)	95	06	*		
Ashwell Gate House LC (MCBR)	96	47			
Ashwell SB	96	67			Ashwell SB
Ashwell LC (MCB)	96	67			Up 1L 1S for Corby direction
Harveys (FPW)	97	61		T	
Teigh LC (FPG)	98	00		T	
	98	03	*		
	98	10	*		
	98	30	*		

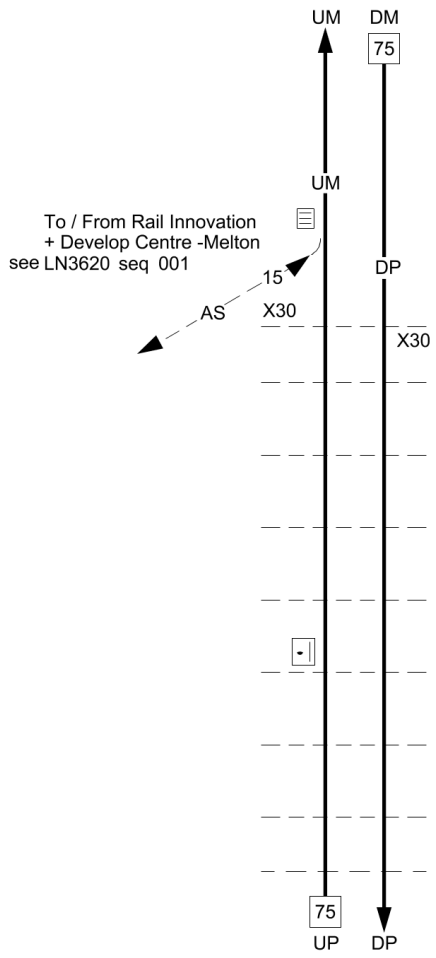
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	007	Helpston Jn to Syston South Jn	GSM2	London North Eastern	27/02/2016

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
				UM 75 SP 90 / DM 75 SP 90	GSM-R; AB RA8 Whissendine SB
Whissendine SB	99	15			
Whissendine LC (MCB)	99	15	T		
Wymondham LC (MCG)	99	67	T		
	100	02	*	* 75 * / 75 SP 90	
	100	21	*		
Bretts LC (UWC)	102	02	T		
Freeby LC (UWC)	102	15	T		
Wyfordby LC (MCG)	102	38	T	75 SP 80 UM / 75 SP 90 DM	

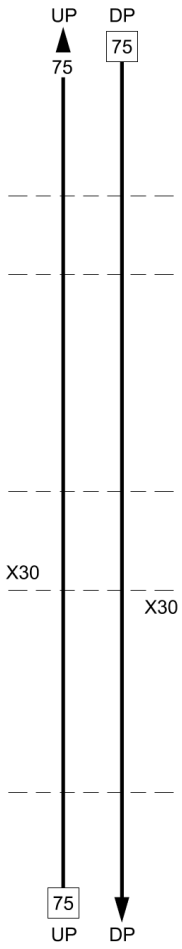
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	008	Helpston Jn to Syston South Jn	GSM2	London North Eastern	09/11/2019

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R AB Whissendine SB RA8
Rippings LC (UWC)	102	73	T		
Specklies LC (UWC)	103	05	T		
Brentingby LC (UWC)	103	22	T		
Hubbards LC (UWC)	103	41	T		
	104	19	*		UGL - 215 SLU DGL - 215 SLU
	105	17	*		
Melton Mowbray Barrow Crossing	105	18	T		
MELTON MOWBRAY	105	22			Platform lengths: Down Main - 84 metres Up Main - 88 metres
Melton Station SB	105	27			Melton Station SB

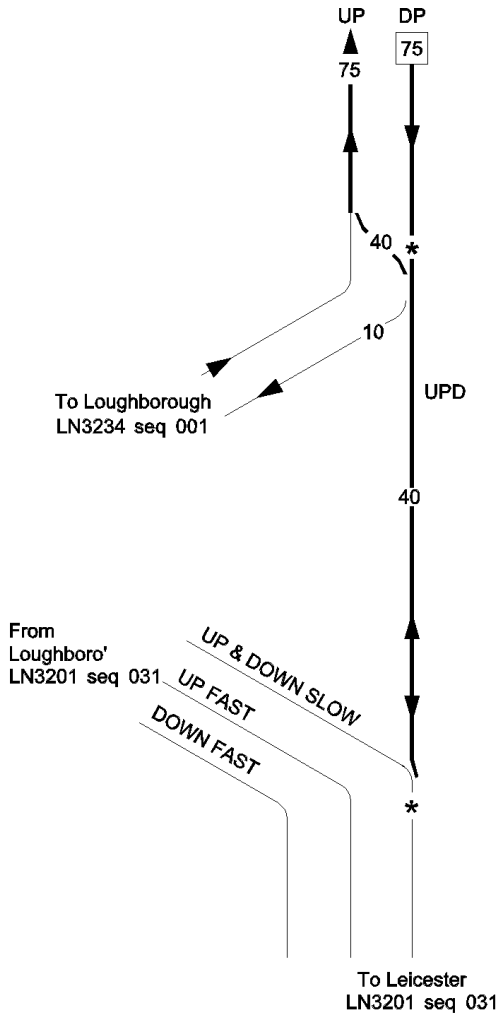
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	009	Helpston Jn to Syston South Jn	GSM3	London North Eastern	25/09/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R AB Melton Station SB RA8
Melton Jn	105	70		
Melton Jn GF	105	70		
Change of mileage & Line name	113	36		
Sysonby Grange LC (FPW OMSL)	113	01	T	AS = Asfordby Single OMSL - See General Instruction
Greens LC (UWC)	112	19	T	TCB Frisby SB
Asfordby (Kirby Bellas) (AHBC)	111	40	T	
Woods LC (UWC)	110	47	T	
Mill Deeping LC (UWC)	110	41	T	
Frisby SB (FY)	110	17		
Frisby LC (MCB)	110	17		
Washstones LC (R/G) (UWC)	109	51	T	Derby EMCC (LR) Leicester Workstation
Rippins Main LC (UWC)	109	00	T	DP - Down Peterborough UP - Up Peterborough
Brooksby LC (AHBC)	108	31	T	

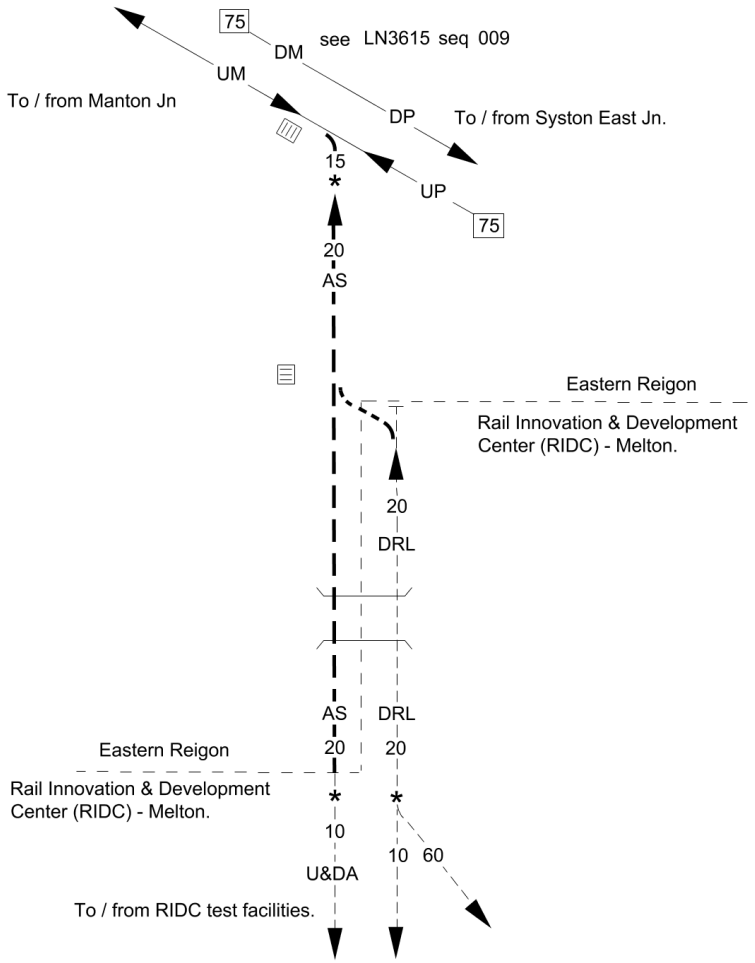
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	010	Helpston Jn to Syston South Jn	GSM3	London North Eastern	04/05/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Derby EMCC (LR) RA8 Leicester Workstation
Hives Farm LC (UWC)	107	55	T	
Poachins LC (UWC)	107	25	T	DP - Down Peterborough UP - Up Peterborough
Rearsby LC (AHBC)	107	05	T	
Mucky Lane LC (OMSL-X)	106	47	T	OMSL - See General Instruction
Broome Lane LC (AHBC)	106	00	T	

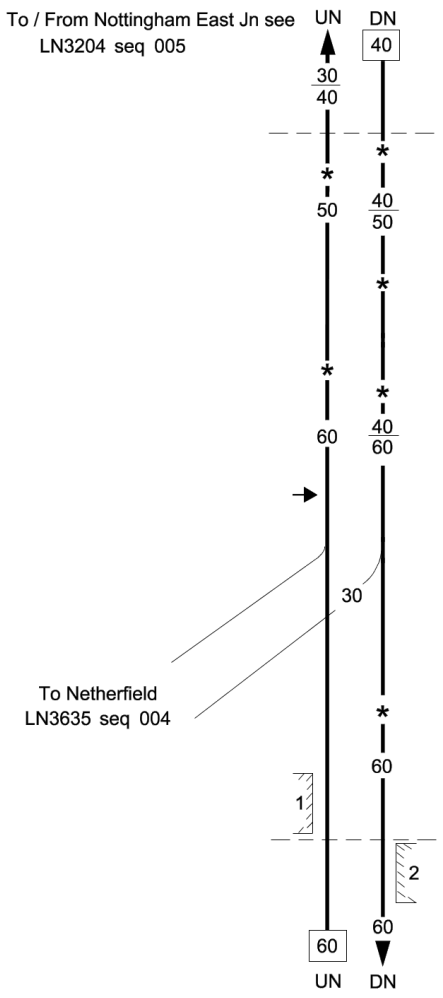
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3615	011	Helpston Jn to Syston South Jn	GSM3	London North Eastern	27/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (LR) RA8 Leicester Workstation
	104 35 *		
Syston East Jn	104 22		
			DP - Down Peterborough UP - Up Peterborough UPD - Up & Down Peterborough
Syston South Jn	103 77 *		

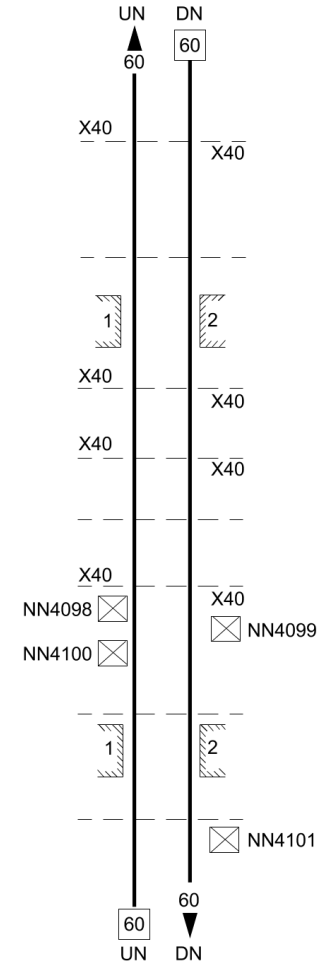
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3620	001	Melton Jn GF to Asfordby	GSM4	London North Eastern	10/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Melton Jn Melton Jn GF	105 70 105 70		GSM-R AB Melton Station SB RA8 DP = Down Peterborough UP = Up Peterborough OTS RIDC Line Controler Melton Jn GF to Asfordby Jn GF OTS - Before movements or line blockages are agreed the token must be obtained from the RIDC Line controller. AS = Asfordby Single (Up & Down Asfordby) AWS not provided. TPWS not provided.
Asfordby Jn GF Route Boundary (DRL line)	106 58 106 58		RIDC Line Controler Asfordby Jn GF to / from RIDC infrastucture DRL = Down Reversible [RIDC infrastructure - ***Train movements are possible at any time]***
Asfordby Tunnel (383m / 417yds) (Limited Passing Clearances)	106 75 to 107 15		U&DA = Up & Down Asforby (Asfordby Single) [RIDC infrastructure]
Route Boundary (AS / U&DA line)	107 20 107 20 *		AC (RIDC infrastructure) $ $ = OLE (and remote 4th rail DC) isolation via RIDC Line Controller on 01664814932, 07:00-19:00 Mon to Fri, 08:00-17:00 Sat, or for Out of Hours On Call Manger 07966303977.

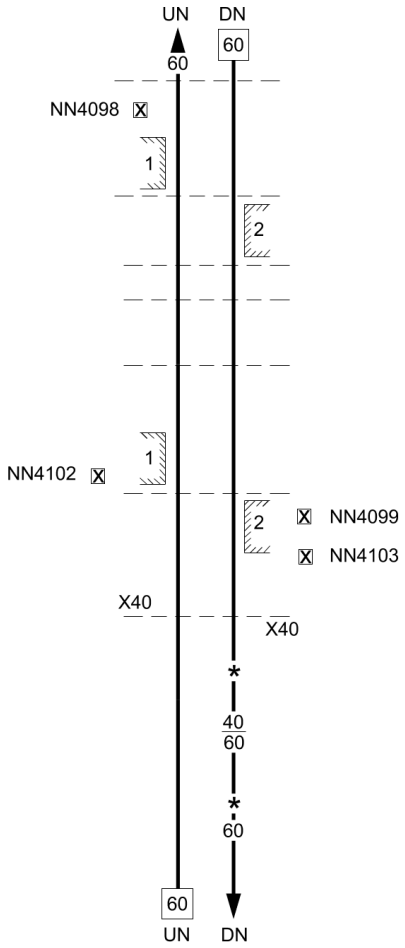
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3625	001	Nottingham East Jn to Newark Flat Crossing (Excl)	NOB1	London North Eastern	15/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB EMCC (NN) RA8 Netherfield Workstation
Colwick LC (CCTV)	1 04		
	1 20 *		DN - Down Newark UN - Up Newark
	1 23 *		
	1 58 *		
	1 59 *		
Netherfield Jn HABD	2 26		
Netherfield Jn	2 35		
	2 42 *		Platform Lengths: Carlton P2 - Down Newark 106 metres P1 - Up Newark 77 metres
CARLTON	2 78		
Carlton LC (CCTV)	2 79		

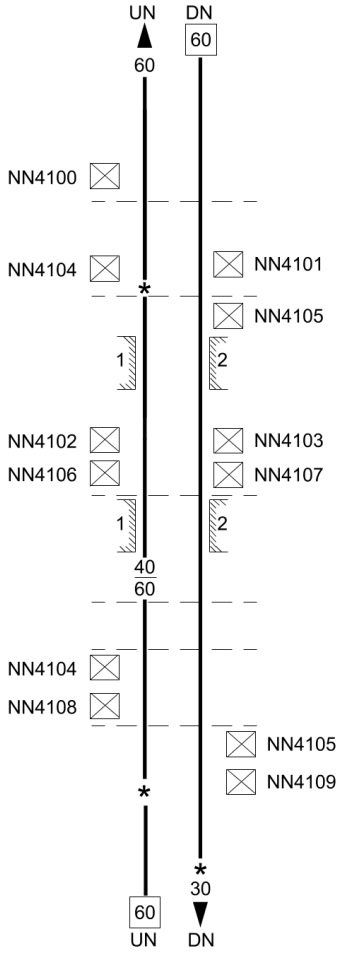
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3625	002	Nottingham East Jn to Newark Flat Crossing (Excl)	NOB1	London North Eastern	26/10/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB EMCC (NN) RA8 Netherfield Workstation GSM-R DN – Down Newark UN – Up Newark Lockout Protection Provided - see General Instruction Lockout
Stoke Lane LC (AHBC-X)	3 54		
Zulus LC (UWC)	4 16		
BURTON JOYCE	4 77		Platform lengths: Burton Joyce P1 Up Newark 94 metres P2 Down Newark 104 metres
Burton Joyce LC (AHBC-X)	4 77		
Trent Gardens LC (BW - OMSL-X)	5 38		OMSL - See General Instruction
Criftin Farm LC (UWC)	5 53		
Bulcote LC (AHBC-X)	6 10		
Lowdham LC (OD)	7 27		Platform lengths: Lowdham P1 Up Newark 72 metres P2 Down Newark 68 metres
LOWDHAM	7 31		
Club Gardens LB (BW)	7 54		

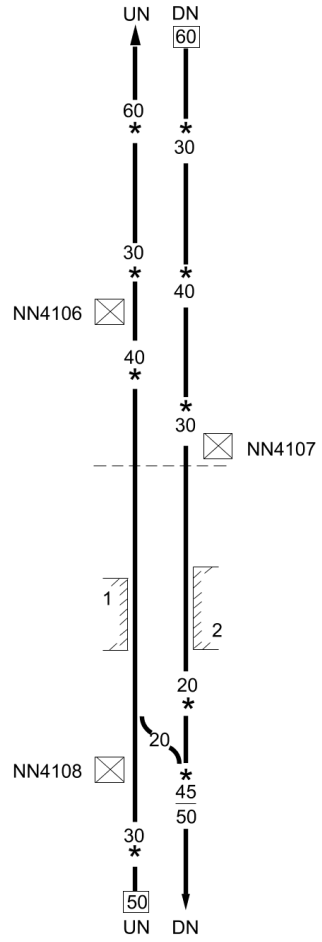
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3625	003	Nottingham East Jn to Newark Flat Crossing (Excl)	NOB1	London North Eastern	04/03/2021

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					TCB RA8 — EMCC (NN) Netherfield WS; GSM-R
Gonalston LC (AHBC)	8	31	T		X = Lockout Protection Provided - see General Instruction
THURGARTON	9	43			Platform lengths: Thurgarton
Thurgarton LC (AHBC)	9	46	T		Down = 67 metres
					Up = 70 metres
Willow Lane LC (UWC)	9	64	T		
Plot LC (UWC)	10	00	T		
Marriots LC (UWC)	10	47	T		
					Platform lengths: Bleasby
					Down = 75 metres
BLEASBY	10	55			Up = 66 metres
Bleasby LC (OD)	10	56	T		
Gorsey Lane UWC (OMSL - X)	11	36	T		OMSL - See General Instuctions
	11	42	*		
	12	00	*		DN = Down Newark
					UN = Up Newark

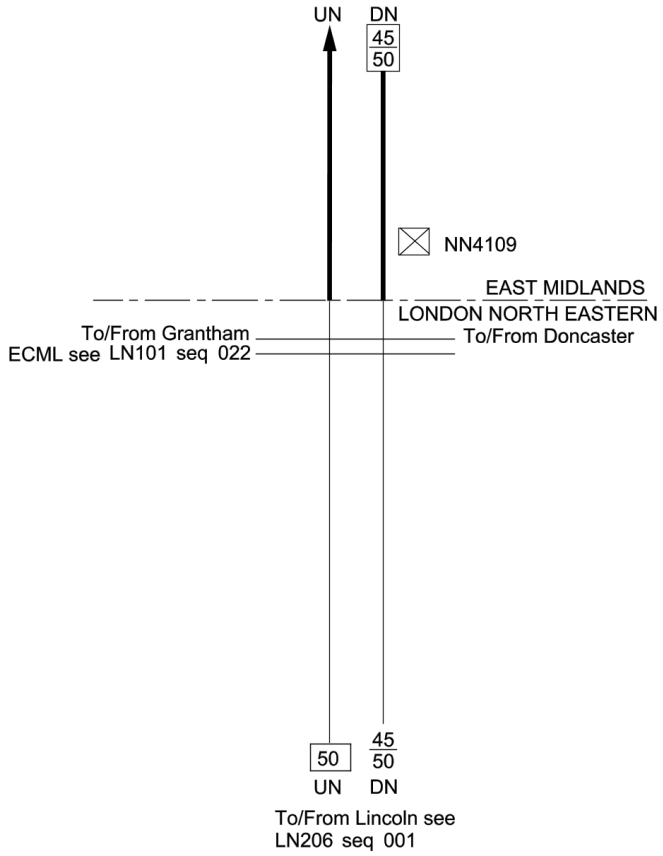
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3625	004	Nottingham East Jn to Newark Flat Crossing (Excl)	NOB1	London North Eastern	02/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Morton LC (OD)	12 03		GSM-R TCB EMCC (NN) RA8 Netherfield WS DN = Down Newark UN = Up Newark Lockout Protection Provided - see General Instruction Platform lengths: Fiskerton P1 Up Newark 78 metres P2 Down Newark 82 metres Platform lengths: Rolleston P1 Up Newark 119 metres P2 Down Newark 114 metres
	12 42 *		
Fiskerton Station LC (OD)	12 42		
FISKERTON	12 46		
Rolleston LC (OD)	13 06		
ROLLESTON	13 13		
Rolleston Mill LC (UWC)	13 24	T	
Brettles LC (UWC)	13 67	T	
Staythorpe LC (OD)	14 20		
	14 72 *		
	16 33 *		

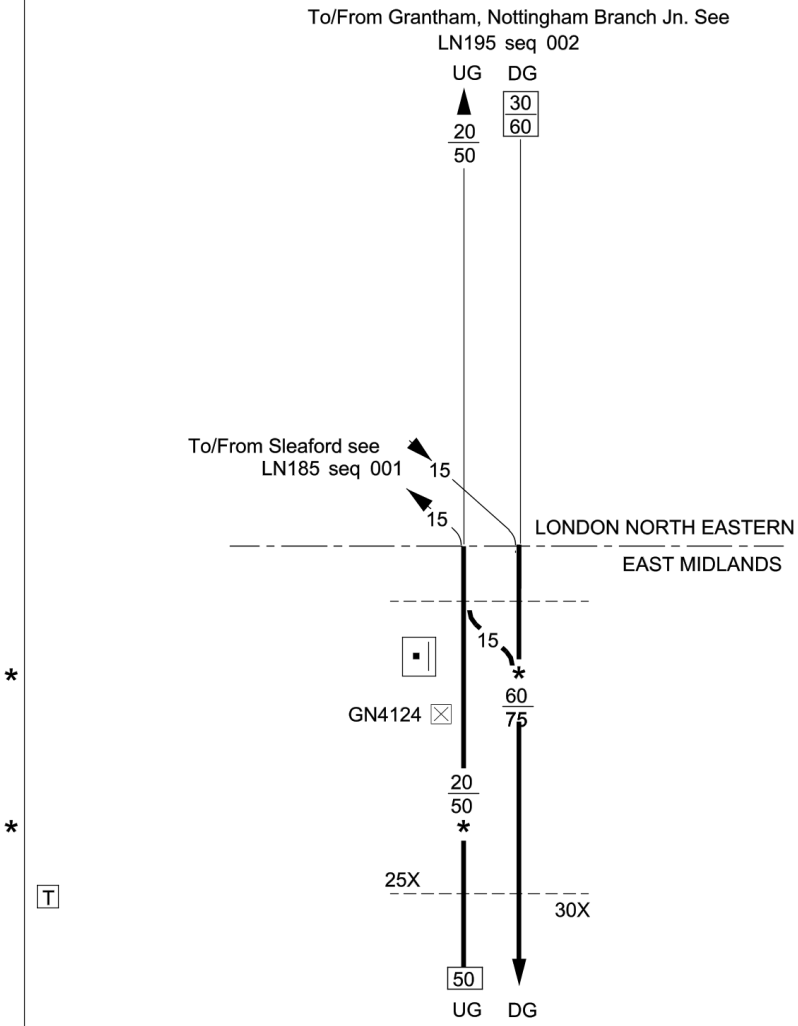
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3625	005	Nottingham East Jn to Newark Flat Crossing (Excl)	NOB1	London North Eastern	09/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB EMCC (NN) RA8 Netherfield WS Lockout Protection Provided - see General Instruction DN = Down Newark UN = Up Newark
	16 33 *		
	16 43 *		
	16 71 *		
	16 74 *		
Newark Castle LC (CCTV)	16 79		
NEWARK CASTLE	17 02		Platform length: Up = 65 metres Down = 89 metres
	17 05 *		
	17 15		
	17 21 *		
	17 35 *		

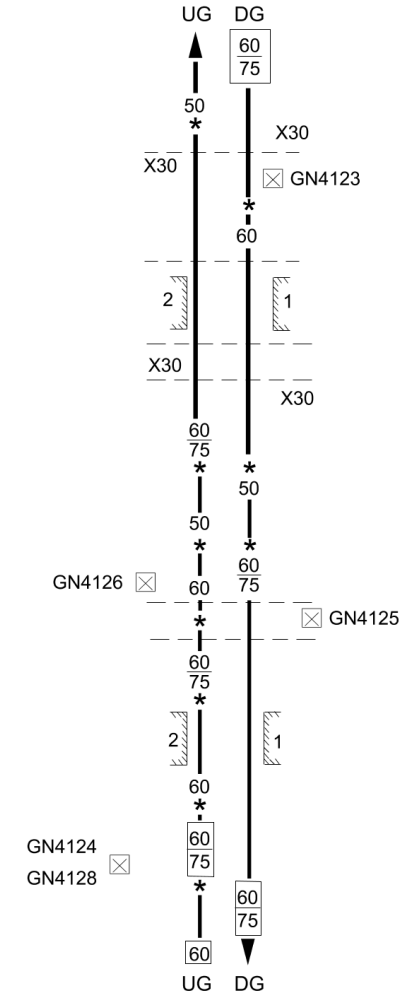
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3625	006	Nottingham East Jn to Newark Flat Crossing (Excl)	NOB1	London North Eastern	07/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Route Boundary	17 67		TCB Doncaster SB (D) RA8 GSM-R Lockout Protection Provided - see General Instruction DN = Down Newark UN = Up Newark
Newark Flat Crossing	17 67		Newark Flat Crossing and Newark Crossing East Jn controlled by Doncaster (D) Signal box. TCB

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3635	001	Allington West Jn (Exclusive) to Netherfield Jn	NOG1	London North Eastern	06/11/2016

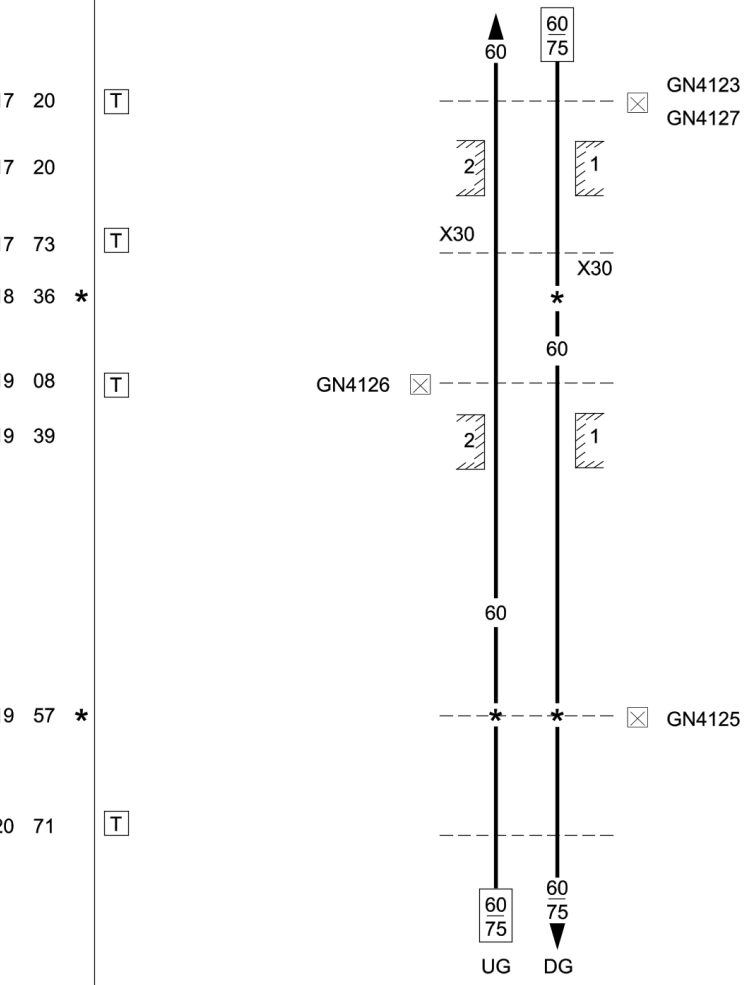
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Route Boundary	108 69		UG - Up Grantham DG - Down Grantham
Allington West Jn	108 69		
Allington LC (MCB)	108 71		
Allington SB (AL)	108 72		GSM-R TCB Allington SB (AL) RA8
	108 74 *		☒ - Lockout Protection provided. See General Instruction
	109 70 *		
Sewstern Lane LC (R/G)	110 69	T	UG = Up Grantham DG - Down Grantham

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3635	002	Allington West Jn (Exclusive) to Netherfield Jn	NOG1	London North Eastern	08/05/2021

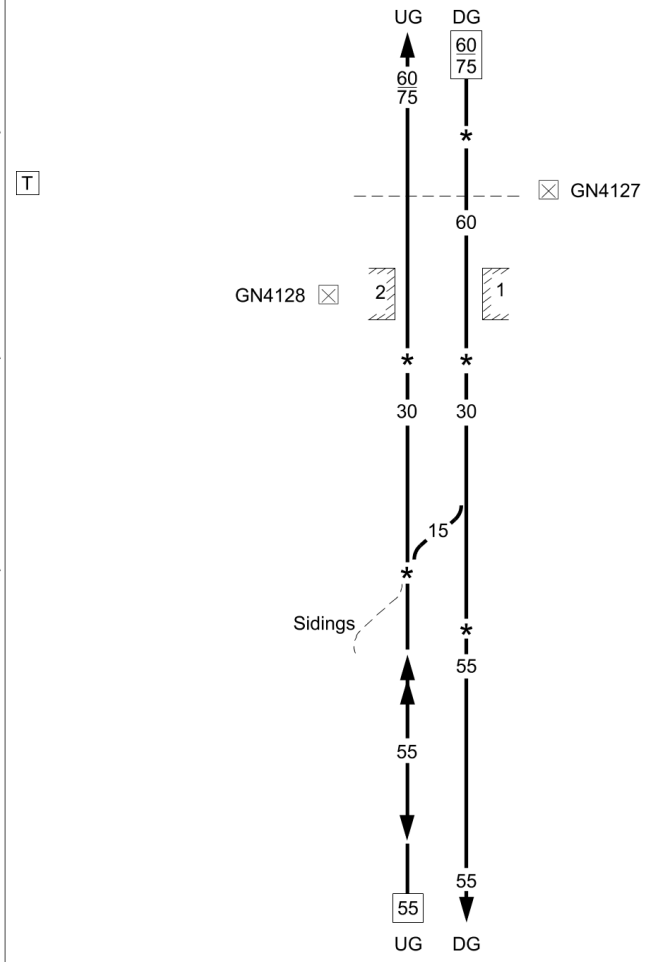
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB EMCC (GN) RA7 Netherfield WS UG – Up Grantham DG – Down Grantham OMSL - See General Instruction ☒ Lockout Protection Provided - see General Instruction Platform lengths: Platform 1 - 120 metres Platform 2 - 116 metres Platform lengths: Platform 1 - 75 metres Platform 2 - 104 metres
	111 01 *		
Cox's Walk LC (UWC) OMSL-X	111 10 T		
	111 60 *		
Taylors LC (UWC)	111 72 T		
BOTTESFORD	112 68		
Bottesford LC (UWC)	112 75 T		
Normanton LC (AHBC-X)	113 10		
	113 75 *		
	114 05 *		
Orston Lane LC (OD)	114 16		
	114 18 * T		
	115 31 *		
ELTON AND ORSTON	115 34		
	115 41 *		
	117 19 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3635	003	Allington West Jn (Exclusive) to Netherfield Jn	NOG1	London North Eastern	06/11/2016

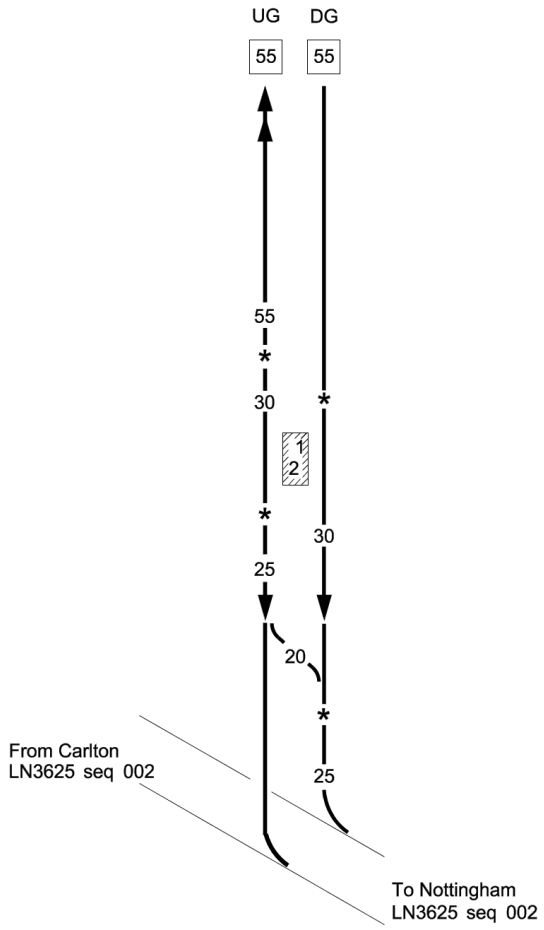
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aslockton LC (OD)	117 20	T	GSM-R TCB Derby EMCC (GN) RA8 Netherfield WS Platform lengths: Platform 1 = 77 metres Platform 2 = 63 metres
ASLOCKTON	117 20		
Scarrington Lane LC (AHBC-X)	117 73	T	
	118 36 *		☒ Lockout Protection Provided - see General Instruction
Cogley Lane UWC	119 08	T	
BINGHAM	119 39		Platform length: Platform 1 = 84 metres Platform 2 = 84 metres
Bingham LC (OD)	119 57 *		
Saxondale LC (UWC)	120 71	T	UG – Up Grantham DG – Down Grantham



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3635	004	Allington West Jn (Exclusive) to Netherfield Jn	NOG1 NOG2	London North Eastern	06/01/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (GN) RA8 Netherfield Workstation
	121 60 *		
Bingham Road LC (UWC)	122 57	T	
RADCLIFFE	123 08		Platform lengths: Platform 1 = 120 metres Platform 2 = 98 metres
	123 52 *		
Rectory Jn	123 72 123 72 *		⨯ Lockout Protection Provided - see General Instruction
	123 74 *		
			UG – Up Grantham DG – Down Grantham

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3635	005	Allington West Jn (Exclusive) to Netherfield Jn	NOG1 NOG2	London North Eastern	25/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC (GN) RA8 Netherfield Workstation UG – Up Grantham DG – Down Grantham
	125 04 *		
	125 08 *		
NETHERFIELD	125 13		Platform lengths: P1 Down Grantham 109 metres P2 Up Grantham 111 metres
	125 17 *		
	125 25 *		20 = New Linespeed
Change of mileage	125 25		
	2 54		
Netherfield Jn	2 35		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3645	001	Netherfield Jn to Gedling Colliery		London North Eastern	30/06/07

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			This Diagram has been withdrawn	

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LN3201 (ST. PANCRAS TO TAPTON JN (VIA DERBY))

From	To	Type of Train	Line(s)	Remarks
Cricklewood South Jn. (rear of signal WH.533)	Cricklewood	Any	Down Slow, Up Goods No.1 or 2 Depot exit road	Trains or vehicles may be propelled in accordance with the Rule Book.
Cricklewood Depot	Cricklewood South Jn. (rear of signal WH.441) or (rear of Signal WH533)	Any	Up Goods No. 1 or 2 Depot exit road	Trains or vehicles may be propelled in accordance with the Rule Book.
Cricklewood Aggregate Terminal (CAT)	Brent Curve Jn. (rear of signal WH.466)	70 SLU	CAT Private Siding	Trains or vehicles may be propelled in accordance with the Rule Book
Brent Curve Jn. (signal WH.466 or WH.586)	Cricklewood Aggregate Terminal (CAT)	70 SLU	CAT Private Siding	Trains or vehicles may be propelled in accordance with the Rule Book.
Rear of WH592 signal	Radlett private aggregate siding	Max 69SLU. CARKIND HAE, HIA, HHA, HOA, HHAE only	Down Slow, Radlett Private Siding	Trains or vehicles may be propelled in accordance with the Rule Book.
Radlett private aggregate siding (rear of WH479 signal)	Up slow (rear of WH258 signal)	Max 69SLU. CARKIND HAE, HIA, HHA, HOA, HHAE only	Radlett Private Siding, Up slow	Trains or vehicles may be propelled in accordance with the Rule Book.
Derby Station, Station Carriage Sidings, Down Goods line in rear of signal DY.448	Etches Park	Maximum 2 empty coaching stock vehicles	Down Goods/Up Goods. Up and Down Connecting line. Up Main/Down Main	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.

Dated: 27/12/2023

LN3525 (KNIGHTON JN TO LEICESTER JN)

From	To	Type of Train	Line(s)	Remarks
Knighton Jn. (rear of signal LR.325)	Braunstone Gate	Freight vehicles and empty coaching stock with a brakevan as the leading vehicle(in which a Guard or Shunter must ride).	Single/Chord Line	Trains or vehicles may be propelled in accordance with the Rule Book. Trains conveying 100 tonne tanks must not be propelled.

Dated: 02/12/06

LN3535 (BIRMINGHAM CURVE JN TO BRANSTON JN)

From	To	Type of Train	Line(s)	Remarks
Branston Jn. signal DY.97.	Birmingham Curve Jn. (rear of signal DY.136).	Empty coaching stock or freight vehicles equal to 10 SLU.	Down Through Siding	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06

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LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

Entire Line of Route

Drivers of assisting locomotives called to rescue 12 car formation EMU stock must make no attempt to couple to the failed train until the gradient profile, permitted load for the locomotive and brake force required has been assessed to be adequate to control the combined formation.

Special care must be taken when using emergency adaptor couplers to move stock unbraked at 5mph to clear the line.

If in doubt NO attempt to couple to 12 car EMU stock formation should be made until these details have been provided.

Further restrictions on type of locomotive able to access MCL & CBI line of route are published in Table D4A (East Midlands) – Route clearance of locomotives.

In certain circumstances more than one locomotive may be required to achieve rescue.

Dated: 04/03/17

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

ST. PANCRAS To BEDFORD

The Class 3 trains operating between Bedford and St. Pancras/Moorgate as published in the Working Timetable are especially authorised to operate as Class 3 trains. This authorisation especially amends Rule Book, Module TW1, Section 6.

Dated: 07/12/13

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

ST. PANCRAS

Starting of trains

Rule Book, Module SS1, Section 3.4

The Ready to Start signal must not be given by means of the bell/buzzer communication, it must be given for all trains by means of the Right Away indicator.

Noise of Locomotives and HST power cars. To minimise noise in the station the following instructions apply:-

Locomotives. Unless required for shunting purposes, locomotives working trains into the station must be detached as soon as practicable after the train has stopped after which the engine must be shut down. Locomotives stabled at the buffer stop end of the station must not be restarted until required to leave the station.

HST power cars. The power car at the buffer stop end of HST sets must be shut down as soon as the train has stopped. The buffer stop end power car must not be restarted until 10 minutes before the train is due to depart.

Dated: 07/09/19

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

ST. PANCRAS

Maintenance Siding

The CTRL maintenance siding is normally blocked by CTRL using the CTRL rules. However when it is blocked by Network Rail the Modular Rule Book T3 is authorised as supplemented by Network Rail local procedures.

Dated: 11/04/11

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

Cricklewood Depot Jn (South Siding group)

For the purposes of siding possessions South siding road One to Five and Carriage wash Road are within a TOC leased area, the shunter is responsible for arranging any siding possession, IWA or COSS staff should contact the shunter.

Drivers Call-by Plungers at Cricklewood Depot Level Crossing

Due to the close proximity of signals CD61, CD63 and CD65 to the level crossing, Drivers Call-By plungers have been provided adjacent to the respective SPT in a locked (BR1 Key) cabinet. If during a failure of the level crossing, and before an attendant arrives the Signaller may request the driver operates the call-buy plunger. Once the call-by plunger has been operated the Signaller shall further instruct the driver, the Driver must satisfy themselves that the barriers are in the lowered position, and the crossing is clear before proceeding.
Note: This instruction does not apply if the crossing is being locally operated.

Dated: 22/03/21

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

Cricklewood Aggregate Terminal

Departures

Propelling is authorised from WH491 towards Down Hendon line to reverse behind WH466

Due to limited clearance over Welsh Harp Viaduct the propelled move beyond WH491 may be performed by Unaccompanied Driver

Dated: 28/02/2022

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LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

Elstow Sidings

Arrivals

Setting back movements from Up Slow Line. When signal WH.597 is cleared for a movement to set back from the Up Slow Line to the sidings, the ‘OFF’ indicator in the Shunter's plunger cabinet will be illuminated. Provided the line is clear for the movement to be made, the Shunter must then depress the ‘OFF’ plunger to illuminate the white light set back signals which will be the Driver's authority to make the setback movement without receiving a handsignal from the Shunter. The Driver must remain at the Luton end of the locomotive during the set back movement.

This movement may also be controlled by radio

The Shunter must immediately extinguish the white lights by means of the 'Stop' plunger in case of emergency if movement is not controlled by radio

Departures

Propelling is authorised from WH 486 to up slow line in order to reach position light WH 597 for onward move in down direction.

The connections to the private siding and up slow to down slow cross over are not electrified.

Dated: 01/03/22

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

BEDFORD To ST. PANCRAS

AC EMUs 12 Car Formations. Because of the possible effect on the Overhead Line Equipment, all AC EMUs running in 12 car formations will be subject to a maximum speed restriction of 75mph until further notice.

This restriction will not apply if **ALL** the EMUs in the 12 car formation are fitted with Brecknell Willis MK2 High Speed Pantograph (or similar).

Dated: 18/04/15

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

WELLINGBOROUGH

Neilson Sidings

Neilson Sidings are comprise of 6 sidings, numbered 1 to 6. To enable a locomotive to run round a train within the yard, Siding No.1 (70 SLU) and Siding No.2 (64 SLU) are designated as run round lines and vehicles must not be stabled thereon.

Dated: 08/05/21

LN3201 ST PANCRAS TO TAPTON JN

NEILSONS SIDINGS

ARRIVAL

The siding shunter will confirm that hand points HP05 are in the required lie, changing as required. The train will draw up to BK6069 signal, on the Up Slow, reading in the Down direction. The signaller will set a route into Neilsons Sidings. The driver will proceed under authority of the PLS.

When the siding shunter is not on duty the driver will assume the responsibilities of the shunter.

DEPARTURE

The siding shunter will confirm that hand points HP05 are in the required lie, changing as required. The train will draw up to the siding departure signal, BK6070, occupying a ‘Train Waiting Track’ which informs the signaller that a train is ready to depart. The signaller will set a route for the train to depart. The driver will proceed under authority of the PLS.

When the siding shunter is not on duty the driver will assume the responsibilities of the shunter

Dated: 01/01/20

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

Harrowden Jn To Kilby Bridge Jn

Bi-Directional working is in place between Harrowden Junction and Kilby Bridge Junction. All COSS/IWA/SWL setting up a safe system of work in this area must do so in accordance with Handbook 6 General Duties of an individual working alone, or Handbook 7 General Duties of a controller of site safety, and Handbook 21 Safe Work Leader Blocking a Line Rulebook Module TS1 Regulation 13.2 and the RIMINI process. Before patrolling in a Red Zone may take place, the Patrolman must contact the Signaller at Derby EMCC, Kettering or Wigston Workstation and request the suspension of Bi-Directional working. The Signaller and the Patrolman must come to a clear understanding as to the location of the patrolling and complete the documentation provided. If the Signaller is not in a position to suspend Bi-Directional working, then track patrolling must not take place.

Dated: 09/11/2024

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

KETTERING

In Route TPWS

There are In Route (IR)TWPS loops installed approx. 540 metres (590yds) beyond LR72 and LR70 signals, and approx. 213 metres (232yds) on the approach to the platform edge. They have a set speed of Passenger 25.5mph, and Freight 20.0mph. These IR-TPWS loops are only energised when the movement is under the authority of the Calling On signal.

Dated: 08/05/2021

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

KETTERING

Permissive Working from LR70 and LR72

The Driver of an East Midlands Train shall control the speed of the train so that it does not exceed 20mph, after receiving the calling on signal associated with LR70 or LR72.

Dated: 08/05/2021

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

Wigston North Jn To Knighton Jn

Working of the Up and Down Goods line. When a train has been admitted to the Up and Down Goods line, the Driver must advise the Signaller at Wigston Workstation for signal LR320 or Leicester Workstation for signal LR32 immediately the first train has stopped at the appropriate exit signal.

When a second train has been admitted to the Up and Down Goods line, the Driver must, immediately the first train has departed, move their train forward and stop at the exit signal and advise the appropriate Signaller accordingly.

When a train has been admitted to the Up and Down Goods line to enable the locomotive to run round its train, the Driver must advise the appropriate Signaller immediately the locomotive has stopped at the exit signal. When the run round movement has been completed and the train is stopped at the appropriate exit signal, the Driver must advise the appropriate Signaller accordingly.

Dated: 09/11/24

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

LEICESTER

Up Carriage Sidings. Before a movement is made from the Up Carriage Sidings towards the exit signal, the Shunter must obtain the permission of the Signaller at Derby EMCC, Leicester Workstation. In the case of shunting movements the Signaller at Leicester Workstation must be advised when the shunting movements have been completed.

Dated: 02/01/12

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

LEICESTER To Syston South Jn

Wheel Impact Load Detector (Wheelchex). This equipment analyses the dynamic wheel loads produced by each passing train. The data obtained may result in an alarm being received in Network Rail, Operations Control. A Wheelchex system is installed on the Down Fast, Up Fast and Up & Down Slow lines at Thurmaston 101m 78ch. If an alarm is received from the detector, the train will be stopped by signals and the Driver may be instructed by the Signaller to proceed at a reduced speed to a location where the train can be taken out of service.

Dated: 30/08/08

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

Humberstone Road Jn

Down Sidings. When a train requires to enter the sidings, the Shunter must, after satisfying himself that the hand points have been correctly set and that the siding is sufficiently clear to accommodate the train and after carrying out the provisions of Rule Book, Module SS2, Section 3 and advise the Signaller at the EMCC, Leicester Workstation that he has done so.

The Shunter must inform the Signaller at the EMCC, Leicester Workstation when a train is ready to leave the sidings giving its description and destination

Down Fast line 'OFF' indicators. The illumination of an 'OFF' indicator, working in conjunction with the signal applying to movements from the Down Fast line to the 'Up and Down Goods line, Reception line or Down Sidings, will be the Driver's authority to commence the setting back movement and the provisions of Rule Book, Module SS2, Sections 3 and 4.1 and Module TW1, Section 26.3 are exempt except that the movement must not pass any signal at Danger. The setting back movements must be made at walking pace and the Driver must be prepared to act on a handsignal from the Shunter when he comes into view.

Dated: 07/12/13

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

DERBY

Derby R.T.C. Yard

Acceptance of trains to Derby RTC Yard, The signaller controlling movements to Derby RTC Yard must gain the permission of the duty shunter before allowing a movement to be made towards Derby RTC Yard from the protecting signals. If there is no shunter on duty and there has been no prior agreement for the train to enter the yard (see section below), the signaller must contact NDS Infrastructure Group Control (IGC) on 01908 723500 (choose option 3 followed by option 2) for instructions.

When shunting staff are not available. Two unattended departures and arrivals can be authorised by the duty shunter. The duty shunter must advise the signaller controlling movements to/from Derby RTC Yard of the arrangements prior to leaving duty. These details must include train headcodes and route into/from the yard to be used. The duty shunter will also advise the driver of the unattended movement and SRO control as to the details, including stabling and disposal arrangements.

Control of shunting movements. The control of shunting operations is prohibited between the Down Main line and the Reception Road.

Propelling movements. Propelling movements to or from the above sidings are prohibited.

Dated: 03/12/17

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

DERBY

Working Of Diverted Services

When there is a requirement to divert services between Derby/Nottingham/Leicester via Sheet Stores Junction and Stenson Junction, then the services concerned will be routed accordingly at Derby or Sheet Stores Junction.

Down direction services will be routed from Sheet Stores Junction via the Down Chellaston line to the Down Main line at Stenson Junction where the Driver must bring the train to a stand clear and in rear of ground position light signal DY.300 for a reversal movement. The Driver must then change ends through the unit or by using the Down Main line cess. When a diverted Down direction service is ready to depart to the Up Main line the Person in Charge of the train must advise the Signaller in Derby box accordingly.

Up direction services will be routed from Derby via the Down Main line to Stenson Junction where the Driver must bring the train to a stand clear and in rear of ground position light signal DY.300 for a reversal movement. The Driver must then change ends through the unit or by using the Down Main line cess. When a diverted Up direction service is ready to depart to the Up Chellaston line the Person in Charge of the train must advise the Signaller in Derby box accordingly.

Dated: 30/08/08

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

DERBY North Jnc

Shunt movements reversing at DC5078.

The driver must be able to walk through a train which reverses at this signal. If this is not possible the person arranging the movement must advise the signaller and the movement will then be signalled to reverse at signal DC5076 Line D

Only Signal DC5076 must be used for reversing trains unless the Signaller has received confirmation that the Driver can walk through the train

Permissive movements towards platform 6 Derby from DC5076 signal.

Before DC5076 is cleared for a permissive move towards platform 6, the train shall be brought to a stand at DC5076, the driver shall be advised, that the movement is to proceed into an occupied platform

Dated: 17/07/2021

LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

Chaddesden Sidings

Working of Chaddesden Sidings

Person in Charge (PIC)
When there is Ground staff on duty they will assume the duties of a Person in Charge (PIC) and give their name and contact details to the signaller. The signaller must obtain the permission of the PIC prior to authorising any movement entering or leaving the yard.

ARRIVALS
Trains that can be driven from the leading end are permitted to enter Chaddesden sidings without a PIC being present provided no other movement has been authorised to approach DY496 or DY494.
The Driver of any train arriving into the sidings when there is no PIC on duty, must advise the Signaller when the train is at a stand.

DEPARTURES
Trains will not approach DY496 or DY494 unless the driver received the authority of the signaller or PIC if on duty. If a movement has been signalled into the sidings then no train will be permitted to approach DY496 or DY494 until the arriving train has come to a stand in the sidings.

Dated: 01/10/16

LN3204 - TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION

BEESTON SOUTH JN

Movements to run round siding 1.
The clearance of the position light aspect of signal TN4917 or TN4919 to this siding requires that the spring hand points (at the entrance to the siding) are correctly set and detected. The driver does not need to examine the points before proceeding over them. If the detection fails the signaller must authorise the driver to pass the signal at danger and make sure that the spring points are set in the correct position to run round siding 1.

Run round sidings 1 and 2.

These sidings must normally be left clear and only used for running round or reversing a train. If in emergency it is necessary to detach a vehicle and leave it in the siding the signaller at Nottingham workstation must be advised and arrangements made for it to be removed as soon as possible.

NOTTINGHAM WEST JN

Shunt movements reversing at signal TN4969.

The driver must be able to walk through a train which reverses at this signal. If this is not possible the person arranging the movement must advise the signaller and the movement will then be signalled to reverse at signal TN4961 (A Line) or TN4967 (D line)

NOTTINGHAM STATION

Trains arriving in platforms 1, 3, 6 and 7.

Drivers of short trains (five coaches or less) into platform 1, 3, 6 or 7 that have received a main aspect signal to enter an unoccupied platform, must stop the train at the furthest B marker board within section B of the platform unless otherwise indicated by station staff.

Driver Relief of freight trains and light locomotives.

On arrival at Nottingham station a driver who is to relieve a freight train or light locomotive must advise the Nottingham workstation signaller at EMCC (01332-442399) and check which platform starting signal the train will arrive at for relief.

If a west bound train arrives at Nottingham before the relief driver, the train driver may be instructed by the signaller to proceed to Beeston South Jn. to await relief at Beeston station up platform.

Platform 2

A four car DMU must not be uncoupled in Platform 2 unless signal NN4002 has been cleared. When the uncoupling has been completed and the DMU is on the approach side of the signal the signaller must be advised unless the train is to immediately depart.

Stabling of trains in Nottingham station.

Diesel multiple units with parking brakes and Class 252/3 HST trains may be stabled in the platforms. Any other type of stock must only be stabled after a risk assessment has demonstrated it is safe to do so.

NOTTINGHAM EAST JN

Cleaning of Diesel Multiple Units in Platforms 6 and 7.

Drivers of trains working into platform 6 or 7, must be prepared to bring their trains to a stand at the red lamp provided 15 yards from the end of diesel multiple units during carriage cleaning operations. No movement in any direction must be made by the Driver of a train on Platform Lines 6 and 7 until they have received the permission of the Person in Charge of the platforms and all Train Not To Be Moved Boards have been removed from the exterior of the diesel multiple units.

EASTCROFT TRAIN MAINTENANCE DEPOT

General. All movements to, within and from Eastcroft Train Maintenance Depot are under control of the Shunter.

Movements entering Eastcroft Train Maintenance Depot from Nottingham Station.

Drivers of trains requiring to proceed to the Eastcroft Train Maintenance Depot must contact the Person in Charge at Nottingham Station. The Person in Charge must advise the Shunter at Eastcroft Train Mainenance Depot of the movement required. The Shunter must then request the Nottingham Workstation Signaller to set the route for the movement, the train may proceed to the 'Stop and Await Instructions' board. The Shunter will check that all handpoints are correctly set for the movement and when this has been done, authorise the Driver to proceed.

Movements requiring to be made from one siding to another.

Any movement requiring to be made from one siding to another must pass clear of all hand points so that the whole train is on the Nottingham station side of the 'Stop and Await Instructions' board. The Shunter will contact the Signaller at the EMCC Nottingham Workstation and request the clearance of signal NN.4012 for such movements. Movements exceeding three vehicles will be routed towards Nottingham station. Movements of three vehicles or less will be routed towards the neck.

All trains requiring to be fuelled.

Movements beyond the 'Stop and Await Instructions' board at each end of Fuelling Point are controlled by the 'Designated Person'. The 'Designated Person' is identified by an orange arm band with the letters D.P. in black. Drivers of trains onto and off the fuelling bay must only proceed when authorised to do so by the 'Designated Person'. The movement must then stop clear of all lines and await the Shunter's instructions.

Departing movements. The Shunter will advise the Signaller at the EMCC Nottingham Workstation and give permission for movements departing the sidings to proceed only as far as signal NN.4012 or NN.4014.

Dated: 11/02/2023

LN3204 - TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION

NOTTINGHAM

THIS INSTRUCTION IS TO BE READ IN CONJUNCTION WITH SECTION B OF THE RELEVANT WEEKLY OPERATING NOTICE.

USE OF POSSESSION LIMIT VEHICLES

Nottingham Station is permitted to use ECS vehicles in any platform during a possession of a running line for engineering work.

These vehicles will act as the "Possession Limit" in place of the usual PLB and detonators.
At the other extreme of the possession the standard protection of a PLB and 3 detonators will be used.

Before the possession is granted:

When a platform line is to be blocked under Rule Book Module T3 and Handbook 11 and ECS is stabled on that line, the PICOP must supply, and ensure that the following protection is placed on the ECS before completing section 1 of the RT3198 form.

- During daylight - a NOT TO BE MOVED board or a red flag.
- During darkness or poor visibility – a NOT TO BE MOVED board and a red light (steady or flashing). – These may be the tail lights of the stabled ECS.
- PICOP must add his/her own “tag” to the NOT TO BE MOVED board **

The PICOP must make sure this protection is displayed on the platform side of the ECS:

- At both ends of the ECS, if it can be driven from either end, or:
- On the outer most ends of a raft of ECS.
- In addition – That a chock is placed against the wheels of the vehicle closest to the worksite.

Once the work has been completed:

The PICOP in charge must ensure that all ECS protection as described above has been removed, before the possession is given up, UNLESS, the TOC staff are using the ECS protection for their own protection.

It will be the responsibility of the PICOP to ensure that any chocks placed on the ECS (as instructed above) are removed prior to possession being given up.

The above instruction has been agreed with the relevant train operators and with East Midlands Trains who are the recognised TOC who control Nottingham Station.

** A “tag” is a personal identification that is recognised at Nottingham station. These are key tags that have an individual’s name or job title on a key fob that is attached to the Train Not to Be Moved Board.

Dated: 16/01/16

LN3207 - TRENT EAST JN TO CLAY CROSS NORTH JN

Toton

EWS Traction Maintenance Depot

Level Crossings at North and South Ends of Depot. Before a locomotive is moved over either of the above level crossings it must be brought to a stand clear of the crossing. Train Crew must then ensure that no conflicting road or rail movement is taking place, or about to take place, over the crossing before allowing the locomotive to proceed

Dated: 30/08/08

LN3207 - TRENT EAST JN TO CLAY CROSS NORTH JN

Toton Centre Jn To Toton North Jn

Locomotive running round train on Down Erewash Fast line

The train will be stopped at signal TC4573 and the locomotive will run round via the Down Toton Goods line.

On arrival at signal TC4573, the driver must obtain an assurance from the signaller that the Down Toton Goods line is stopped to trains (except for your locomotive).

All coupling/uncoupling and changing ends must be done on the Down Toton Goods side of the train.

When the train is ready to depart from signal TC4588, the driver must advise the signaller and confirm that protection is no longer required.

Locomotive running round train on Down Erewash Slow line

The train will be stopped at signal TC4571 and the locomotive will run round via the Up Erewash Slow line.

On arrival at signal TC4571, the driver must obtain an assurance from the signaller that the Up Erewash Slow line is stopped to trains (except for your locomotive).

All coupling/uncoupling and changing ends must be done on the Up Erewash Slow side of the train.

When the train is ready to depart from signal TC4586, the driver must advise the signaller and confirm that protection is no longer required.

Dated: 17/10/09

LN3207 - TRENT EAST JN TO CLAY CROSS NORTH JN

Toton No. 4 LC (MOCL)

This is an open level crossing with road traffic signals which are activated when a signalled route is set and a train approaches.

The person in charge of a train movement should not ask the signaller to clear the signal unless the movement can be made immediately the signal clears.

The protecting signal will clear when the road traffic signals have operated for the required time. Failure of the road traffic signals will prevent the protecting signals clearing.

Before a train proceeds over the crossing, the driver (or shunter controlling a propelling movement) must make sure the crossing is clear.

If a protecting signal has to be passed at danger, the signaller will activate the road traffic signals before authorising the driver to pass the signal at danger.

Failure of the road traffic signals will prevent the protecting signals clearing, and a crossing attendant must be appointed to take local control. When the attendant has switched on the road traffic signals, the signaller will authorise the driver to pass the protecting signal at danger. No rail movements over the crossing are permitted until a crossing attendant is appointed.

Dated: 17/10/09

LN3207 - TRENT EAST JN TO CLAY CROSS NORTH JN

Toton North Jn

Propelling movements to the Loco Arrival or Loco Departure and to/from the Ballast Sidings must only be made to/from the Down Toton Goods / Mapperley Goods Branch signals TC4604/4616. The shunter in control of the movement (by radio) must be located at Toton No.4 level crossing until the leading end of the train has passed over the crossing. The shunter must confirm to the signaller at EMCC that he/she is located at the crossing when requesting the signal to be cleared for the movement.

When the signal has cleared, the signaller must advise the shunter that authority can be given for the movement to start.

Dated: 17/10/09

LN3207 - TRENT EAST JN TO CLAY CROSS NORTH JN

ALFRETON

Trains booked to call. Trains conveying more than 10 coaches booked to call at the station must be brought to a stand with the rear 10 coaches of the train in the platform.

Dated: 30/08/08

LN3207 - TRENT EAST JN TO CLAY CROSS NORTH JN

Entire Line Of Route

Trowell North Jn and Ilkeston Jn

Reversal of Trains

Trains towards Radford Jn may reverse at Signal TC4636 (Down Erewash Slow) if the Driver can walk through the train, or at Signal TC4644 (Up and Down Erewash Slow) if the Driver cannot walk through the train.

Trains towards Toton may reverse at Signal TC4640 (Down Erewash Fast) or Signal TC4636 (Down Erewash Slow) if the Driver can walk through the train, or Signal TC4644 if the Driver cannot walk through the train.

Only Signals TC4640 and TC4644 must be used for reversing trains unless the Signaller has received confirmation that the Driver can walk through the train.

Dated: 30/08/08

LN3213 - FARRINGDON TO KENTISH TOWN JN

FARRINGDON To Carlton Road Jn

The Class 3 trains operating between Bedford and St Pancras/Farringdon as published in the Working Timetable are especially authorised to operate as Class 3 trains. This authorisation especially amends Rule Book, Module TW1, Section 6.

Dated: 25/02/17

LN3213 - FARRINGDON TO KENTISH TOWN JN

BETWEEN FARRINGDON AND DOCK JUNCTION NORTH

There are no refuges in the following tunnels

Clerkenwell Tunnel no 1
Clerkenwell Tunnel no 2
Clerkenwell Tunnel no 3
Kings Cross Tunnel

Dated: 05/04/13

LN3213 - FARRINGDON TO KENTISH TOWN JN

BETWEEN DOCK JUNCTION NORTH to FARRINGDON

Normally switched off during traffic hours

Tunnel lighting is controlled remotely by the Shift Signalling Manager at Three Bridges ROC (01293 621368) and may be requested to be turned on to assist with incident management during traffic hours.

Traincrew may request via signaller Three Bridges ROC through GSM-R on 74 33 25 01 (TWH) or 74 33 26 01 (TVS).

Dated: 25/02/17

LN3213 - FARRINGDON TO KENTISH TOWN JN

FARRINGDON To Kentish Town Jn

ELR - MCL

Due to restricted clearances traincrew must not put their heads out of the train while passing over this route.

Owing to restricted 'window box' clearances along the route, passenger trains composed of stock with opening windows (other than those of the "ventilator" type) are prohibited from traversing this section of track, except where special authority is granted. When authority is granted for passenger trains the following conditions apply:

1. The train running must be published in Special Traffic Notice.
2. To mitigate the risk of limited clearances to passengers while passing through the tunnels along this route:
   a) All passengers must be advised by public address and in writing not to lean out of windows;
   b) The train must be staffed by a Train Manager and Stewards, who will be briefed by the Train Manager;
   c) Prior to passing through the tunnels on this route, an announcement must be made using the public address system to instruct all passengers not to lean out of the windows during the passage of the train through the tunnels. Stewards must pass through all vehicles and repeat the instruction to all passengers.

Dated: 25/06/11

LN3213 - FARRINGDON TO KENTISH TOWN JN

KENTISH TOWN To FARRINGDON

Due to reduced clearance the driving cab windows on all units must be kept closed when passing through the tunnels situated between Kentish Town and Farringdon stations.

Dated: 25/02/17

LN3213 - FARRINGDON TO KENTISH TOWN JN

KINGS CROSS THAMESLINK To FARRINGDON

Drivers of units with any traction motors isolated, or hauling dead units must not proceed beyond signal TWH1043 in Clerkenwell No.1 Tunnel unless the signal is displaying a double yellow or green aspect. In the event of the signal not displaying a green or double yellow aspect after a reasonable time, the Driver must contact the Signaller at Three Bridges core central workstation.

Dated: 25/02/17

LN3213 - FARRINGDON TO KENTISH TOWN JN

Entire Line Of Route – Traction changeover failure arrangements

The normal traction changeover point from AC to DC in the down direction (ie from St. Pancras) will be Farringdon.

If the traction changeover fails, the driver must inform the Signaller at Three Bridges Core South workstation before leaving Farringdon. The train will be signalled into City Thameslink station using the AC traction power so the driver can change ends and be signalled back towards Farringdon.

The normal traction changeover point from DC to AC in the up direction (ie from Blackfriars) will be City Thamelink.

If the traction changeover fails, the driver must inform the Signaller at Three Bridges Core South workstation before leaving City Thameslink. The train will be signalled towards Farringdon station or Smithfield Sidings using the DC traction power, so the driver can change ends and be signalled back towards City Thameslink.

Dated: 01/02/2017

LN3213 - FARRINGDON TO KENTISH TOWN JN

Entire Line of Route

Drivers of assisting locomotives called to rescue 12 car formation EMU stock must make no attempt to couple to the failed train until the gradient profile, permitted load for the locomotive and brake force required has been assessed to be adequate to control the combined formation.

Special care must be taken when using emergency adaptor couplers to move stock unbraked at 5mph to clear the line.

If in doubt NO attempt to couple to 12 car EMU stock formation should be made until these details have been provided.

Further restrictions on type of locomotive able to access MCL & CBI line of route are published in Table D4A (East Midlands) – Route clearance of locomotives.

In certain circumstances more than one locomotive may be required to achieve rescue.

Dated: 04/03/17

LN3214 - CANAL TUNNEL JUNCTION TO BELLE ISLE JUNCTION

Entire Line of Route

Drivers of assisting locomotives called to rescue 12 car formation EMU stock must make no attempt to couple to the failed train until the gradient profile, permitted load for the locomotive and brake force required has been assessed to be adequate to control the combined formation.

Special care must be taken when using emergency adaptor couplers to move stock unbraked at 5mph to clear the line.

If in doubt NO attempt to couple to 12 car EMU stock formation should be made until these details have been provided.

Further restrictions on type of locomotive able to access MCL & CBI line of route are published in Table D4A (East Midlands) – Route clearance of locomotives.

In certain circumstances more than one locomotive may be required to achieve rescue.

Dated: 04/03/17

LN3237 - LOUGHBOROUGH SOUTH JN TO HOTCHLEY HILL

Loughborough South Jn To Hotchley Hill

Working between Loughborough South Junction and the Network Rail Boundary at 92m 45ch. The Single line connection between Loughborough South Junction and the Network Rail Boundary is worked by the track circuit block system indicated by sequential track circuiting. A movement that has proceeded beyond the Network Rail Boundary towards Hotchley Hill, will occupy the track circuit at Loughborough South Junction until such time that the movement returns from Hotchley Hill to Loughborough South Junction and activates the track circuit. When the return movement has cleared Loughborough South Junction the Single line will be available for another movement.

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

A footpath level crossing is situated between Loughborough South Junction and Barnstone Tunnel at 91m 16ch. Drivers must pay particular attention on the approach to this level crossing and must not pass over it until it is safe to do so.

Except in an emergency a manned or unmanned locomotive must not be left on this branch.

When a train, which is not formed of a Great Central Railway (Nottingham) movement, arrives at signal LR.506 the Driver must immediately advise the Signaller at Derby EMCC, Leicester Workstation whether or not the train is complete with tail lamp.

Following assistance of a disabled train. When the assisting and disabled train arrives at signal LR.506 the Driver must give an assurance to the Signaller at Derby EMCC, Leicester Workstation that the line is clear throughout.

Dated: 02/01/12

LN3246 - AMBERGATE JN TO MATLOCK

MATLOCK

Method of working in connection with Peak Rail running trains into Matlock Station Platform Two.

Peak Rail will be operating passenger services into the renewed Platform Two at Matlock Station

Peak Rail Trains will operate from Darley Dale to the Buffer Stops at Matlock Station Platform Two, under the one train working with staff arrangements. This method of working will not interfere with the normal operation of Platform One at Matlock.

The maximum speed of Peak Rail Trains travelling over Network Rail Infrastructure is 10mph.

Actions in an emergency.

If an emergency arises with a Peak Rail train in platform two, the driver of this train must as far as practical, protect his train from approaching trains in the opposite direction. This is to be done by a Peak Rail employee, exhibiting a hand danger signal to approaching trains, this should be supplemented by the use of a whistle. The person protecting the train, must position themselves at the 15mph board at the south end of the tunnel.

If an emergency arises with a train in platform one, the driver of this train must as far as practical, protect his train from approaching trains in the opposite direction. This is to be done by the driver proceeding towards the Matlock sidings, and placing 3 detonators 20yds apart on the Peak Rail side of the Network Rail boundary, and by displaying a red flag or red light at night.the Signaller at the EMCC Derby Workstation must also be informed.

If a Peak Rail train explodes 3 detonators at the Network Rail Boundary, the driver must bring their train to an immediate stand, and contact the EMCC Derby Workstation before proceeding.

This instruction modifies the requirements of Rule Book Module M1

Operation of Matlock Ground Frame.

Matlock Ground Frame must not be operated unless you are in possession of the Peak Rail Train Staff.

Points being secured

During Peak Rail's operating period the points at the North end of the siding and run round loop, and the facing points to Peak Rail movements of Matlock GF will be jointly secured with a RKB222 padlock and a unique Peak Rail padlock, the key to the unique padlock will be attached to the Train Staff.

If work is required to be carried out on either set of points, or the points are required to be moved the person who requires to work on, or move the points must have in their possession Peak Rails train staff.

Line blockage or possession of Matlock Sidings

If a line blockage or possession of the siding at Matlock is required, arrangements must be made with Peak Rail's Duty Officer for the Train Staff to be collected by the appropriate person. A line blockage or possession will not be granted without the IWA/COSS/PC or PICOP being in possession of the Peak Rail Train Staff.

Dated: 08/10/18

LN3246 - AMBERGATE JN TO MATLOCK

Entire Line Of Route

Method of Working. If it is not necessary for a Diesel Multiple Unit train to be shunted clear of the Single line at Matlock, the Driver must return from Matlock without passing the token through the instrument at Matlock.

Guards of passenger trains starting from Matlock must advise the Signaller at the EMCC Derby Workstation by telephone when the train is ready to depart. Guards must also telephone the Train Delay Attributor on 085 35033 to report information relative to arrival and departure times. If, however, the telephone has failed, the train must not be detained in order to carry out this instruction but the Signaller at the EMCC Derby Workstation must be advised of the circumstances at the first opportunity.

Dated: 08/10/18

LN3255 - RADFORD JN TO KIRKBY LANE END JN

Kirkby South Jn To Kirkby Lane End Jn

When Single Line Working is in operation over the Down Mansfield line it should be noted that trains working in the wrong direction will operate Grives Lane A.H.B. Level Crossing normally.

Dated: 12/09/11

LN3255 - RADFORD JN TO KIRKBY LANE END JN

Entire Line Of Route

Trains working between Radford Junction and Kirkby Lane End Junction must be restricted to a total train length of 500 metres. This is to avoid interference to 'Insulated Joints' which act as buffers to the adjacent electrified Nottingham Express Transit (NET) system.

Dated: 02/12/06

LN3239 - DERBY NORTH TO CHADDESDEN SIDINGS

Chaddesden Sidings

When ground staff are on duty, they are only responsible storage sidings 5-7.

Trains can be signalled up to EC5491 or EC5493 without the authority of the PIC, unless the PIC has already requested a move towards the relevant signal.

A train must not be allowed to proceed from the stop board EC5492 and EC5494, towards EC5490 to await acceptance if a movement has already been signalled or authorised from any siding 1-7 towards the Chaddesden Arr/Dept 1.

Trains may be signalled from Carriage siding 1-4, without the authority of the PIC, unless the PIC has already requested a move towards EC5496

A train must not proceed from stop boards EC5505, EC5506, or EC5507 to await acceptance at EC5496 GPL

When there is Ground staff on duty they will assume the duties of a PIC and give their name and contact details to the signaller. The signaller must obtain the permission of the PIC prior to authorising any movement requiring to enter the storage sidings 5-7

ARRIVALS
Trains that can be driven from the leading end are permitted to enter Chaddesden sidings **without** a PIC being present provided no other movement has been authorised to approach EC5491 or EC5493

The Driver of any train arriving into the sidings when there is no PIC on duty, must advise the Signaller when the train is at a stand.

DEPARTURES
Trains will not approach EC5490 or EC5496 unless the driver received the authority of the signaller or PIC if on duty. If a movement has been signalled into the sidings then no train will be permitted to approach EC5490 or EC5496 until the arriving train has come to a stand in the sidings.

Dated: 08/10/18

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LN3273 - CODNOR PARK JN TO SHIREBROOK JN

SUTTON PARKWAY

Kirkby Hardwick footpath crossing at 137m 65ch (Kirkby Summit to Shireoaks East Junction mileage). Drivers of Down stopping trains at Sutton Parkway need only sound the horn at the second whistle board, which is situated at the Mansfield (departure) side of the station. N.B. Drivers of non stopping Down trains must observe both whistle boards before and after the station.

Dated: 12/09/11

LN3273 - CODNOR PARK JN TO SHIREBROOK JN

Kings Mill No 1 (BW)

PBS2 139m 21ch – From 0001 Hours Saturday 31 March 2018

Drivers of all trains signalled over this crossing have been instructed to apply the dual-tone on the train horn when passing the whistle boards situated at 380 metres on the Up Mansfield line and 415 metres on the Down Mansfield line respectively before the crossing.

Dated: 07/04/2018

LN3273 – CODNOR PARK JN TO SHIREBROOK JN

MANSFIELD WOODHOUSE

Instructions to Train Crew departing from the Bay line platform - train ready to start plunger.

When a train is ready to depart from Mansfield Woodhouse bay platform the Guard must press the “Train Ready To Start” plunger.

When signal KS.118 is cleared and the associated OFF indicator has illuminated the Guard must give the train ready to start signal in accordance with the Rule Book.

Dated: 04/08/07

LN3501 DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)

St Andrews Siding

Movements to St Andrews Siding.

The clearance of the position light aspect of signal DW5316 to this siding requires that the spring points (at the entrance to the siding) correctly set and detected. The driver does not need to examine the points before proceeding over them. If the detection fails the signaller must authorise the driver to pass the signal at danger and make sure that the spring points are set in the correct position to St Andrews Siding.

St Andrews Run Round.

This sidings must normally be left clear and only used for running a train. If in emergency it is necessary to detach a vehicle and leave it on the siding the signaller at Derby Workstation must be advised and arrangements made for it to be removed as soon as possible.

St Andrews Siding Headshunt

If a train or vehicle is to be stabled on St Andrews Headshunt, this must be beyond the Notice Board, the Signaller at Derby WS must be advised prior to stabling.

Dated: 03/09/2018

LN3501 DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)

London Road Jn to L&WN Jn

Shunt movements reversing at DW5306.

The driver must be able to walk through a train which reverses at this signal. If this is not possible the person arranging the movement must advise the signaller and the movement will then be signalled to reverse at signal DW5308 (Down Tamworth Slow)

Only Signal DW5308 must be used for reversing trains unless the Signaller has received confirmation that the Driver can walk through the train

Shunt movements reversing at DW5304

The driver must be able to walk through a train which reverses at this signal. If this is not possible the person arranging the movement must advise the signaller, who will arrange for the Up Tamworth Fast to be blocked

Dated: 03/09/2018

LN3501 - DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)

BURTON-ON-TRENT

Trains booked to call. Up trains conveying more than 10 coaches, booked to call at the station, must be brought to a stand with the rear 10 coaches of the train in the platform.

Dated: 02/12/06

LN3501 - DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)

Central Rivers Depot

Movements within the depot must not exceed 10 mph, except Class 220, 221 & 222 trains which must not exceed 3 mph and shall have the “slow speed control” button operated.

The Person in Charge of the Depot will authorise all movements within the depot and will also give permission for movements to pass the Stop & Await Instructions board on the North Arrival Road. Drivers may be required to ensure routes are set for their movement within the depot.

Dated: 02/12/06

LN3505 - NORTH STAFFORD JN TO STOKE JN (EXCLUSIVE)

Findern LC (AHBC)

When it is necessary for signal DY.298 to be passed at Danger, the Signaller will instruct the Driver to operate the emergency plunger provided at the signal to lower the barriers. The train must not proceed over the crossing until the Driver is satisfied that the barriers are down and the crossing is clear. The Driver must approach Willington Level Crossing cautiously and not proceed over the crossing until he is satisfied it is safe to do so.

Dated: 02/12/06

LN3515 - MELBOURNE JN TO SINFIN

Entire Line Of Route

Special Instructions are required to operate passenger trains over this line.

Engineers On Track Machines must not operate between Melbourne Junction and Sinfin Central unless specially authorised.

Sinfin Nos.1, 2 and 3 Ground Frames. Trains must not be shunted into the intermediate sidings at Sinfin Nos.1, 2 and 3 ground frames for other trains to pass.

Dated: 02/12/06

LN3520 - SHEET STORES JN. TO STENSON JN.

CASTLE DONNINGTON

Trains requiring use of the run round facility only

A train may be signalled into the Castle Donnington Private Siding arrival road without a PIC being present. The points (001A/B) controlling the entrance to the arrival and departure lines are spring loaded towards the arrival line, therefore the train driver must not proceed beyond the points indicator located on the approach to 001A/B points if it is not showing a steady yellow aspect.

All train movements following the arrival of the train must be undertaken with a Freight Operating Company (FOC) Person in Charge (PIC) having notified EMCC Trent Workstation that they are on site.

In the event of a FOC PIC being already on site for movements within the terminal, their contact number must be relayed by the EMCC Trent Panel signaller to the incoming FOC PIC to authorise further train movements.

Upon the completion of the run round and departure of the train, the FOC PIC must advise the signaller on Trent Panel that: -

The arrivals road is empty

The points are correctly set for the arrival road

The points indicator is displaying a stead yellow aspect

The FOC PIC must then give up control of the run round loop with the signaller on the EMCC Trent panel.

Trains requiring access to the Castle Donnington Private Siding Terminal

All trains requiring access to the terminal must have a PIC on site to accept the train who must notify EMCC Trent Workstation upon arrival.

Upon the completion of terminal duties, the PIC must advise the signaller on Trent Panel that: -

The arrivals road is empty

The points are correctly set for the arrival road

The points indicator is displaying a stead yellow aspect

The FOC PIC must then give up control of the run round loop with the signaller on the EMCC Trent panel.

Infrastructure Maintenance Activities preventing rail access

In the event of any maintenance activities being undertaken within the run round facilities which would preclude train access, the maintainer must advise EMCC Trent Workstation at the commencement of works and when the possession of the sidings is given up. The signaller must apply a reminder appliance during any such works.

Dated: 08/02/2020

LN3525 - KNIGHTON JN TO LEICESTER JN

Bagworth Jn

A loaded train must not enter the Refuge Siding with the locomotive at the stop block end.

Dated: 02/12/06

LN3525 - KNIGHTON JN TO LEICESTER JN

Bardon Hill GF

Shunting at Bardon Hill Ground Frame. A loud sounding bell, situated at the exit from the sidings is provided to assist with the running of through trains. This bell will be operated by the Signaller at Bardon Hill box when it is necessary to clear the Main lines for through trains and the Person in Charge of the shunting movement must arrange for shunting on the main lines to cease immediately.

Wrong direction movements may be made on the Down Goods line from Bardon Hill Ground Frame (rear of signal BH.10) to position light shunting signal BH.14 at Bardon Hill box.

When there is a failure of the rail clamp locks, the points operator must report the failure to the Signaller at Bardon Hill box and act in accordance with the Signaller's instructions.

Dated: 02/12/06

LN3525 - KNIGHTON JN TO LEICESTER JN

Mantle Lane SB (ML)

When the 'OFF' Indicator on the Up Goods line, working in conjunction with the shunting signal applying to setting back movements from the Up Goods line to the Up Sidings, is illuminated, the Driver may commence the set back movement without receiving a handsignal from the Shunter but he must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Shunter when the latter comes into view.

Dated: 02/12/06

LN3535 - BIRMINGHAM CURVE JN TO BRANSTON JN

Entire Line Of Route

A passenger train is not permitted to approach signal DY.102 on the Down Birmingham Curve Through Siding between Birmingham Curve Junction and Branston Junction or signal DY.137 on the Up Birmingham Curve Through Siding between Branston Junction and Birmingham Curve Junction until a Responsible Person on site has given an assurance to the Signaller on the Burton Workstation that the Down or Up Birmingham Curve Through Siding as the case may be, is clear throughout and that any vehicles in adjoining sidings have been specially secured.

The permission of the Signaller on the Burton Workstation must be obtained by using the telephone situated at Branston Sidings Ground Frame before a movement is made past the 'Stop and Telephone' board towards Birmingham Curve Junction on the Down Birmingham Curve Through Sidings.

When detained at the position light signal on the Down Birmingham Curve Through Siding at Branston Sidings, the Driver must make use of the telephone situated at Branston Sidings Ground Frame.

Dated: 09/05/15

LN3610 - CORBY AUTOMOTIVE TERMINAL TO CORBY NORTH

Corby North

Except in an emergency a manned or unmanned locomotive must not be left on the Automotive Branch.

Dated: 02/12/06

LN3615 - HELPSTON JN TO SYSTON SOUTH JN

Ketton SB

Trains may be shunted into **Wards Sidings** at Ketton for other trains to pass. This is situated on the Up Main Line between Ketton and Stamford, and controlled by the Ground Frame released from Ketton.

Dated: 02/12/06

LN3615 - HELPSTON JN TO SYSTON SOUTH JN

OAKHAM

Cemetery Sidings. The normal position of the scotch block in the Cemetery sidings is across the siding and it must be secured in this position when shunting operations are complete.

Train detained at Up Main Home signal. Immediately a train is brought to a stand at the Up Main home signal the Driver must contact the Signaller using the telephone provided.

Dated: 02/12/06

LN3615 - HELPSTON JN TO SYSTON SOUTH JN

Melton Jn GF

Working of Melton Junction Ground Frame. All trains requiring to proceed from the Up Main line to the Asfordby Single line must be positioned on the Melton Mowbray station side of the ‘Stop’ board worded “Trains for Asfordby Branch proceed when indicator is illuminated” whilst the ground frame is being operated. All trains leaving the Asfordby Single line must be positioned on the Melton station signal box side of the ‘Stop’ board applicable to Down direction movements whilst the ground frame is being operated.

Working of the Down and Up Asfordby line. The token for the Melton Junction to Asfordby Mine section must be carried by the Driver of the leading locomotive at all times.

Before a train departs from either Melton Junction or the former Asfordby Mine site, the Driver of the leading locomotive must confirm to the Driver of the rear locomotive that he is in possession of the token for the Melton Junction to Asfordby Mine section.

Working of the Down and Up Edwalton line. Trains for the Down and Up Edwalton line must obtain a token for the Melton Junction Ground Frame to Asfordby Mine section at Melton Junction Ground Frame. When the train has arrived at Asfordby Junction Ground Frame (formerly Melton Ground Frame) and is clear of the Melton Junction Ground Frame to Asfordby Mine Single line, the token must be replaced in the token instrument at Asfordby Junction Ground Frame.

Dated: 02/12/06

LN3615 - HELPSTON JN TO SYSTON SOUTH JN

LANGHAM To OAKHAM

The Down and Up Goods lines between Langham and Oakham boxes are worked in accordance with the Regulations for working trains over goods lines not worked on any block system (No Block).

Stop signals will normally be maintained at Danger but when cleared, the Driver must understand that the line ahead may be occupied, even if the signal is cleared without the train being stopped or nearly stopped at the signal.

Dated: 02/12/06

LN3625 - NOTTINGHAM EAST JN TO NEWARK FLAT CROSSING (EXCLUSIVE)

Burton Joyce LC (AHBC-X)

When authorised to pass signal NN4043 at Danger, Drivers must ensure that the plunger provided on the signal post has been operated. Before proceeding over the level crossing, the Driver must satisfy himself that the barriers are in the lowered position. **Note**: This instruction does not apply if the crossing is being locally operated.

Dated: 07/11/16

LN3635 – ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN

Allington West Jn to Rectory Jn

Single Line Working Rectory Jn to Allington West Jn

Rule Book Module P1

When Single Line Working is in operation over the Down Grantham, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal AL3428.

Rule Book Module P1 Sections 3.5 a) and 6.2 a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman.

The above arrangements are applicable in all weather conditions.

This instruction is Replicated in LN195

Dated: 07/11/16

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11	05 March 2016
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13	05 March 2016
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15	03 December 2022
16	03 December 2022
17	05 March 2016
18	05 March 2016
19	30 May 2020
20	30 May 2020
21	29 August 2020
22	29 August 2020
23	07 December 2024
24	07 December 2024
25	01 June 2024
26	01 June 2024
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26B	01 June 2024
27	04 June 2022
28	04 June 2022
29	04 June 2022
30	04 June 2022
31	03 December 2022
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34	02 September 2023
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49	07 September 2024
50	07 September 2024
51	04 June 2016
52	04 June 2016
53	07 December 2024
54	07 December 2024
55	02 March 2019
56	02 March 2019
57	03 June 2017
58	03 June 2017
59	03 June 2017
60	03 June 2017
61	03 June 2017
62	03 June 2017
63	05 June 2010
64	05 June 2010
65	05 March 2016
66	05 March 2016
67	05 June 2010
68	05 June 2010
69	02 December 2017
70	02 December 2017
71	05 March 2016
72	05 March 2016
73	07 December 2013
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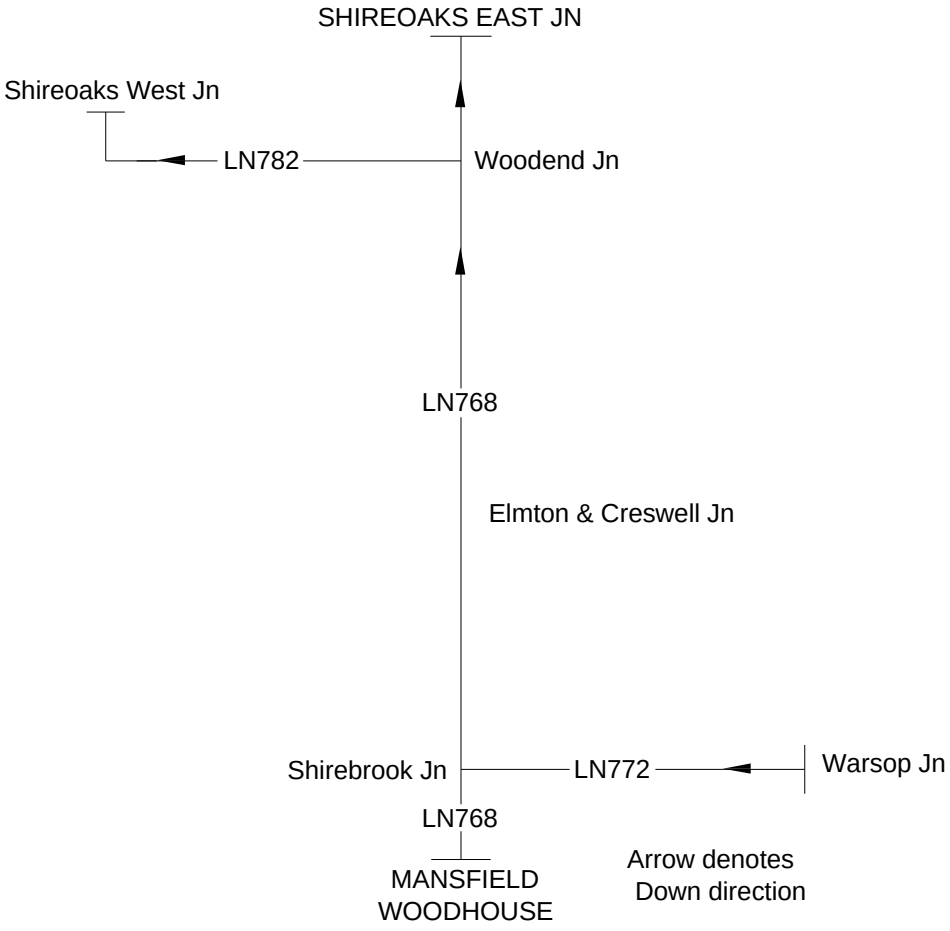
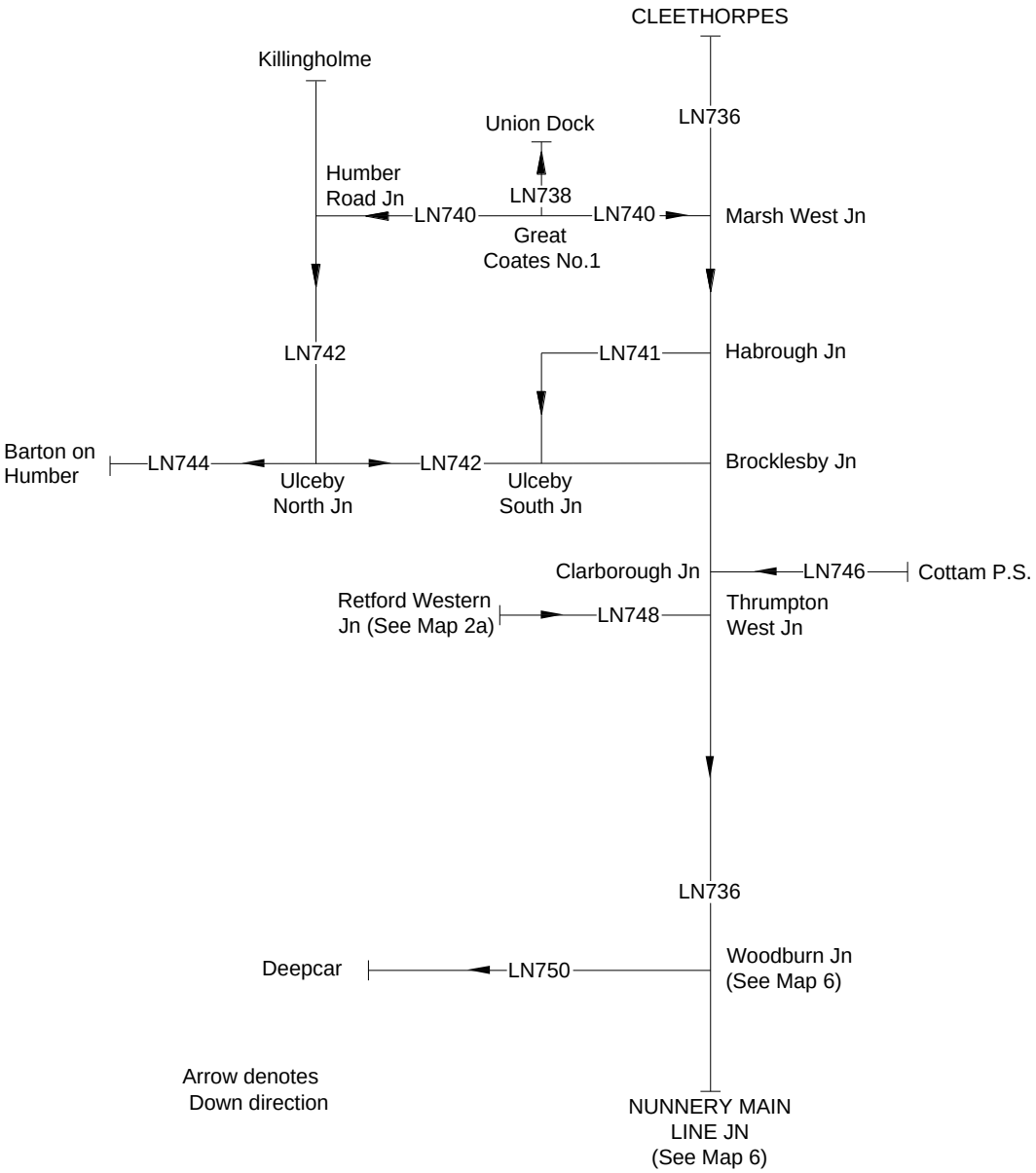
MAPS

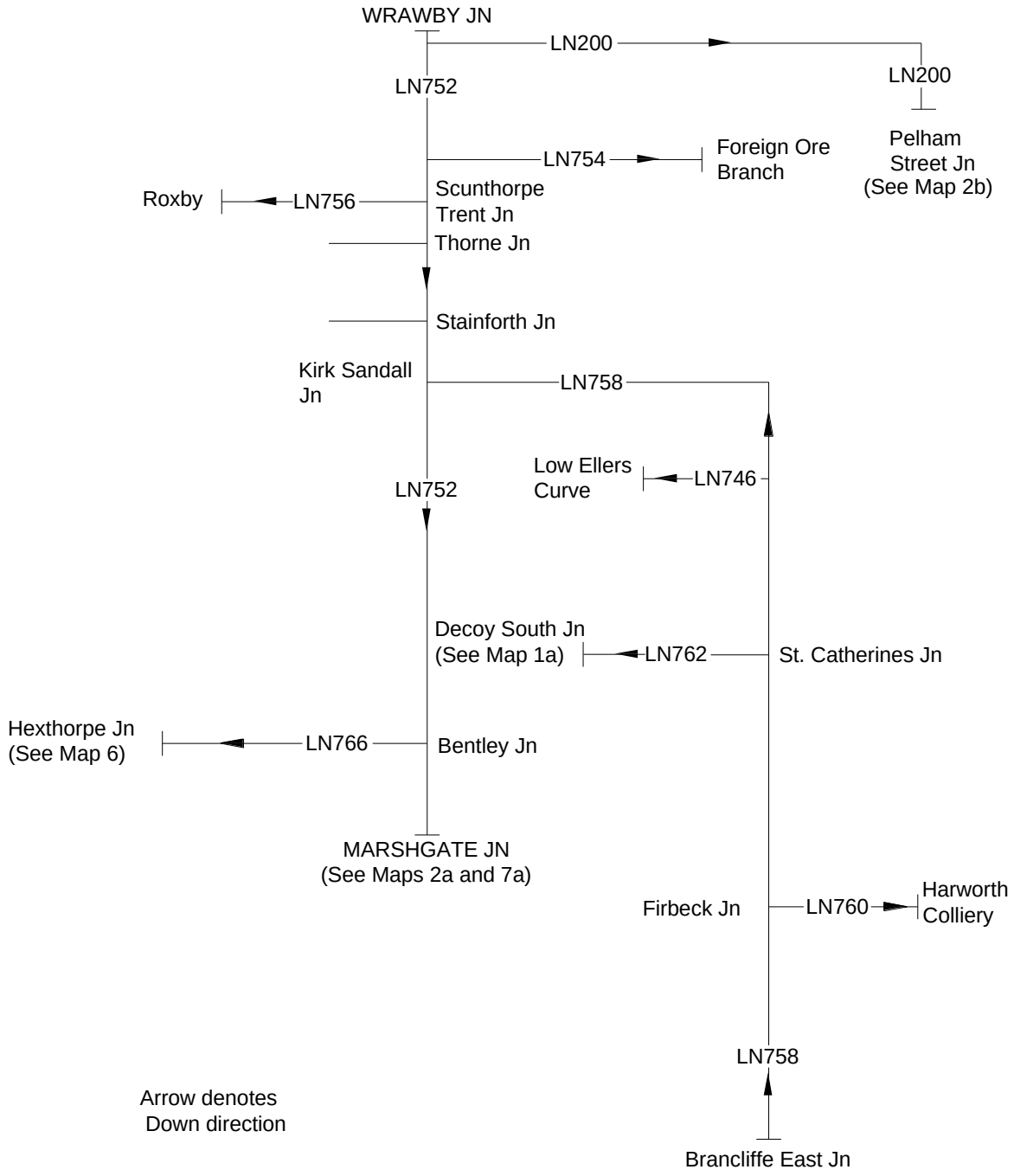
MAP 5c: MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN AND BRANCHES



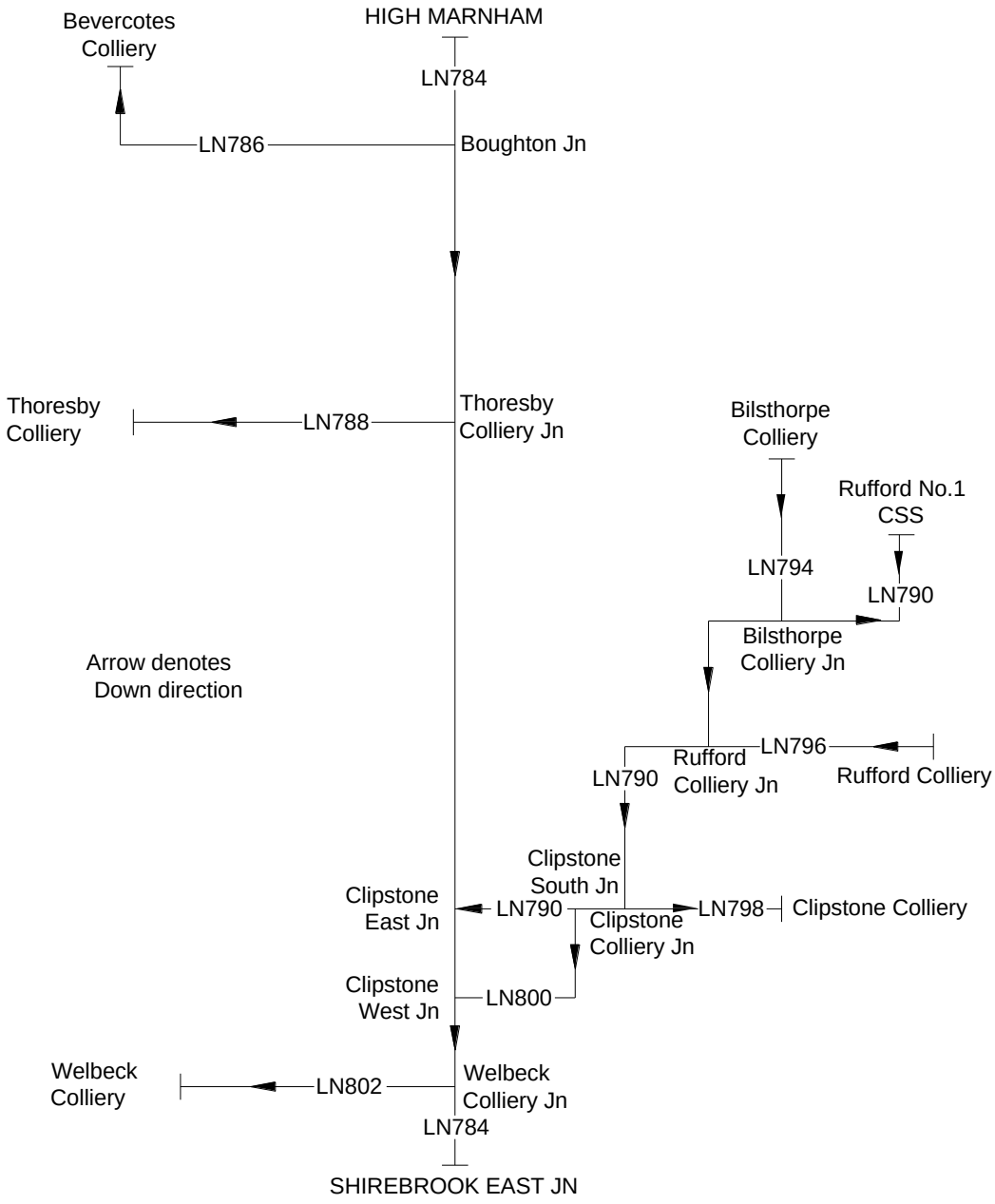
MAP 5a: CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD AND BRANCHES



MAP 5b: WRAWBY JN TO MARSHGATE JN AND BRANCHES



MAP 5d: HIGH MARNHAM TO SHIREBROOK EAST JN AND BRANCHES



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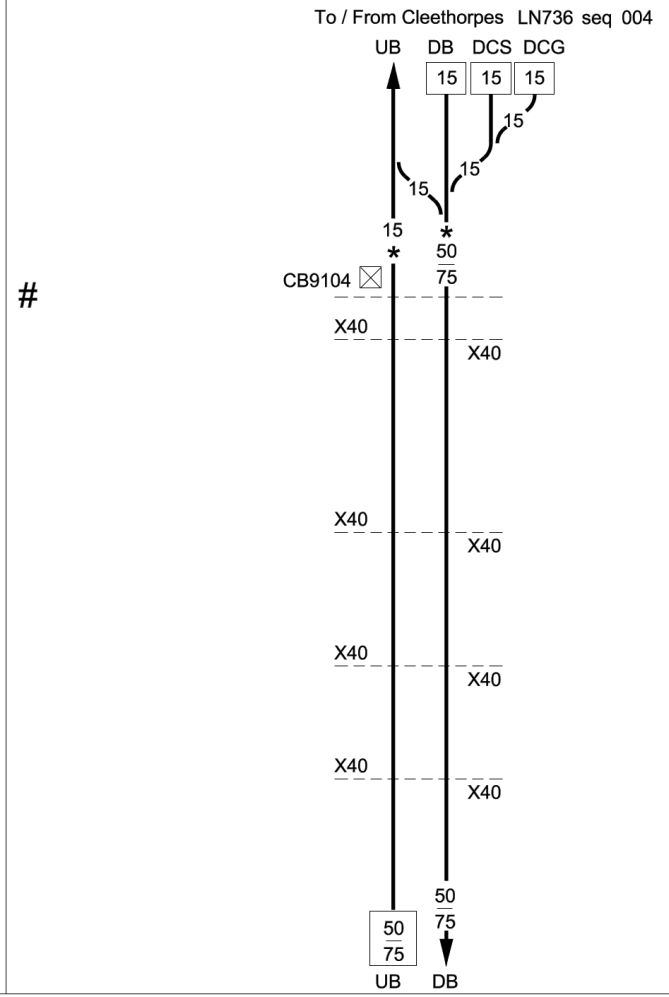
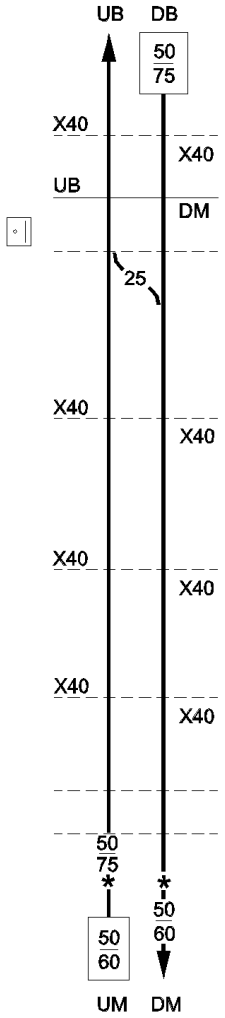
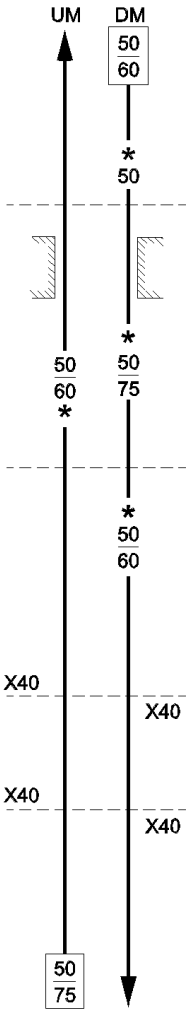
LN200	001	Wrawby Jn to Pelham Street Jn	NOB3	London North Eastern	04/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wrawby Jn	12 55		GSM-R TCB York ROC (BL) RA8 North Lincolnshire Workstation ☒ Lockout protection Provided - see General Instructions
	12 66 *		
	12 67 *		
Howsham Grange LC (UWC)	14 66	#	# Telephone not fitted. User to contact Signaller by mobile phone
Howsham LC (AHBC-X)	16 17		
North Kelsey LC (AHBC-X)	18 03		
Smithfield Road LC (AHBC-X)	18 25		
Moortown LC (AHBC-X)	19 34		UB = Up Barnetby DB = Down Barnetby DCS = Down Cleethorpes Slow DCG = Down Cleethorpes Goods

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	002	Wrawby Jn to Pelham Street Jn	NOB3	London North Eastern	30/12/2015

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB York ROC (BL) RA8 North Lincolnshire Workstation
Holton Gatehouse LC (AHBC-X)	20	43		
Line Name Change	21	10		
Holton-le-Moor SB (H)	21	11		Holton-le-Moor SB (H)
Holton-le-Moor LC (MCB)	21	11		
Claxby Gatehouse (No 24) LC (AHBC-X)	22	07		
Claxby & Usselby LC (AHBC-X)	23	69		
Walesby LC (AHBC-X)	24	46		
Hamiltons LC (UWC)	25	34	T	UM = Up Main DM = Down Main UB = Up Barnetby DB = Down Barnetby
Maypole Rasen LC (UWC)	25	58	T	
	26	25 *		

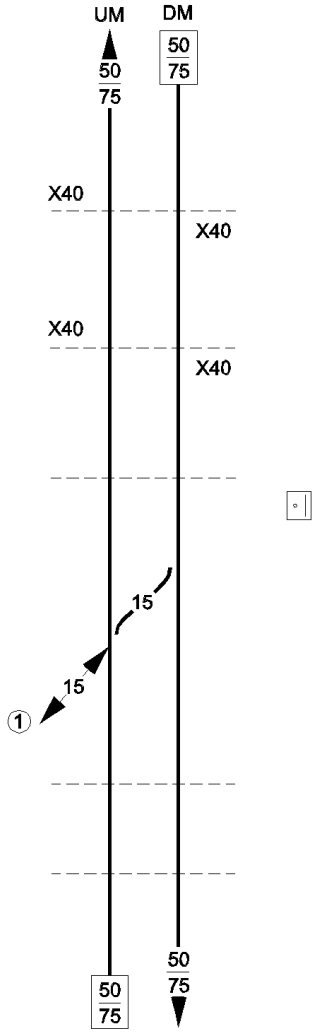
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	003	Wrawby Jn. to Pelham Street Jn.	NOB3	London North Eastern	30/12/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AB Holton-le-Moor SB RA8 GSM-R
	26 40 *		
Market Rasen Footpath LC (R/G)	26 52		
MARKET RASEN	26 54		
	26 60 *		
	27 05 *		
Number 35 LC (UWC)	27 19	T	
	27 40 *		
Buslingthorpe LC (AHBC-X)	29 00		
Lissingley LC (AHBC-X)	29 20		

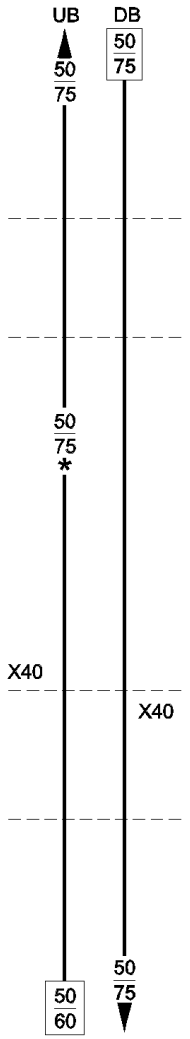
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	004	Wrawby Jn. to Pelham Street Jn.	NOB3	London North Eastern	30/12/2015

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			UM DM 50/60	AB Holton-le-Moor SB RA8 GSM-R
			15 15	
	30	50 *	* 50/75	
Wickenby LC (MCG)	30	53		
Wickenby SB (W)	30	53		Wickenby SB (W)
Thornally (No. 48) LC (UWC)	31	63	T	
Snelland LC (AHBC-X)	32	15	X40 X40	
Reasby Manor LC (UWC)	32	79	T	
			50/75	

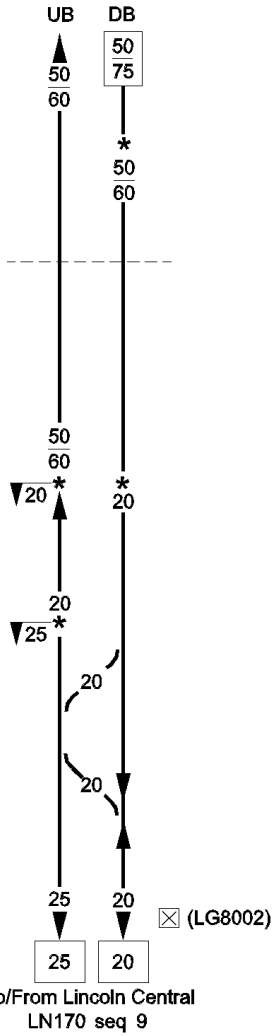
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	005	Wrawby Jn. to Pelham Street Jn.	NOB3	London North Eastern	30/012/2015

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				AB Wickenby SB (W) RA8 GSM-R
Stainton LC (AHBC-X)	33	60		
Scothern LC (AHBC-X)	34	51		
Langworth LC (MCB)	35	25		
Langworth SB (L)	35	25		TCB Langworth SB (L)
Welton Crossover	35	74		
Welton Oil Sidings				① To/From Welton Oil Sidings
Manor Farm LC (UWC)	36	25	T	
Reepham LC (CCTV)	36	61		

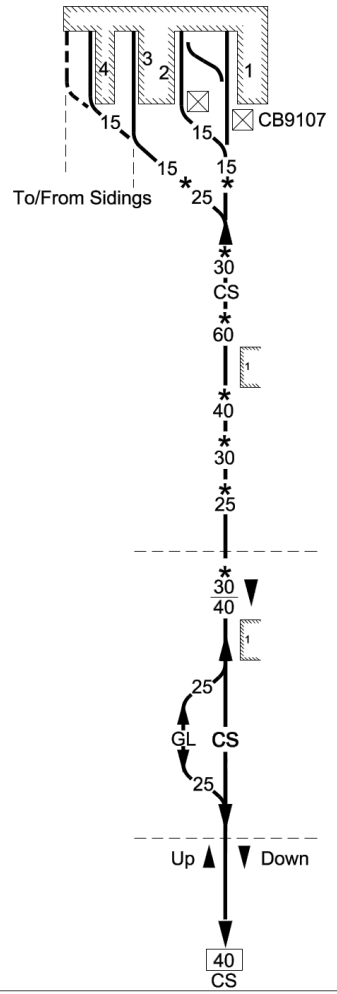
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	006	Wrawby Jn. to Pelham Street Jn.	NOB3	London North Eastern	30/12/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Langworth SB (L) RA8 GSM-R DB - Down Barnetby UB - Up Barnetby
Stonefield Farm (No. 65) LC (UWC)	37 04	T	
Stonefield Farm (No. 66) LC (UWC)	37 16	T	
	37 22 *		
Cherry Willingham LC (AHBC-X)	37 55		Lincoln SCC (City workstation)
No. 68 LC (UWC)	38 18	T	

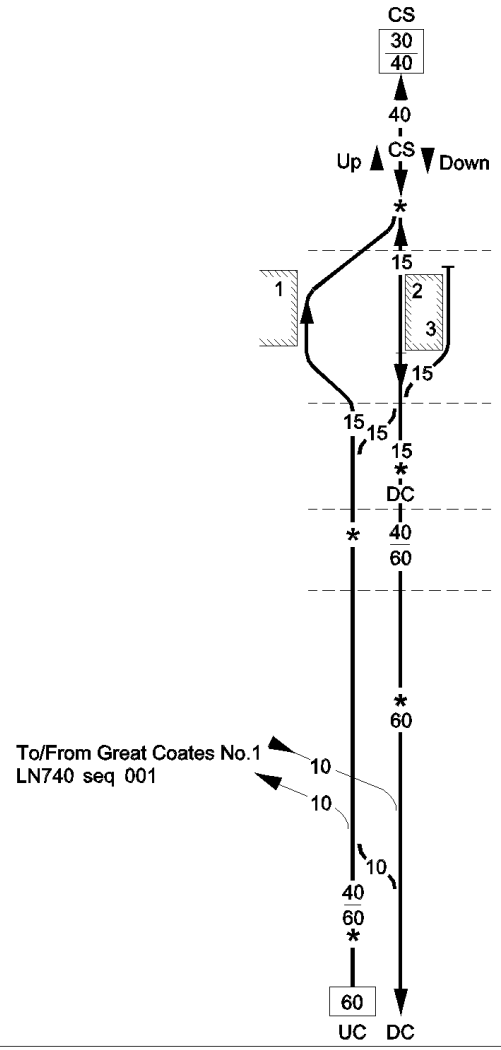
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	007	Wrawby Jn. to Pelham Street Jn.	NOB3	London North Eastern	30/12/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Lincoln SCC (City workstation) RA8 GSM-R DB - Down Barnetby UB - Up Barnetby
	38 79 *		
Spa Street LC (UWC)	40 42	T	
	41 03 *		
	41 07 *		
	41 14		
Pelham Street Jn	41 26	(LG8002)	- Lockout Protection provided. See General Instruction

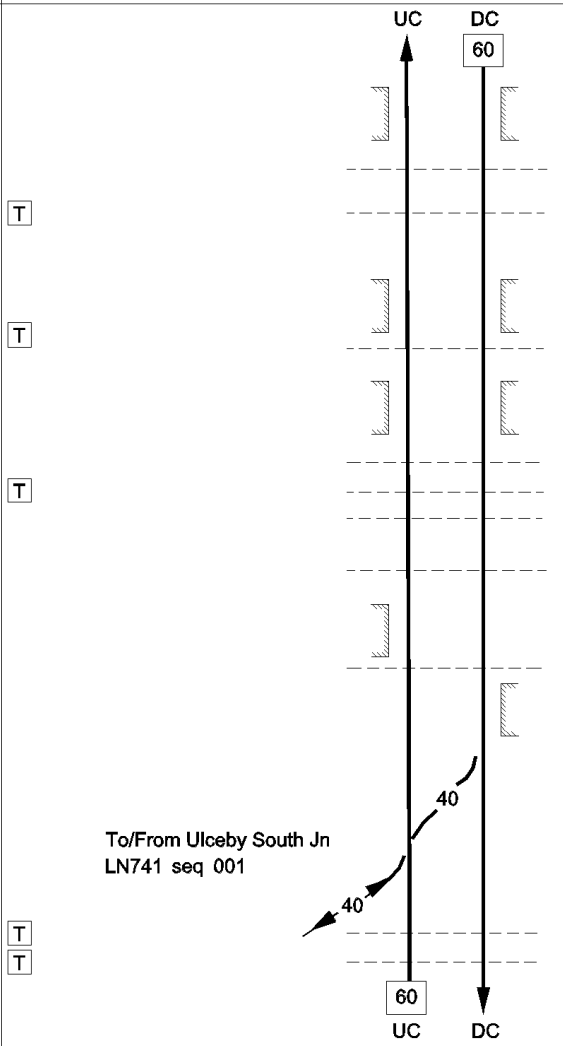
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	001	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	14/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
CLEETHORPES	112 40		GSM-R TCB York ROC (P) RA8 North Lincolnshire Workstation PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in all Cleethorpes platforms. ☒ Lockout protection Provided - see General Instructions GSMR Codes Platform 1 = 441 Platform 2 = 442 Platform 3 = 443 Platform 4 = 444
	112 20 *		
	112 15 *		
	112 00 *		
NEW CLEE	110 78		TOWS between 111 14 and 110 00
	110 75 *		
	110 44 *		
	110 33 *		
Fish Dock Road LC (OD)	110 31		
	110 26 *		
GRIMSBY DOCKS	110 11		
	110 02		GL = 252 metres/276 yards (both directions)
	109 59		
Pasture Street LC (OD)	109 48		CS = Cleethorpes Single GL = Grimsby Loop

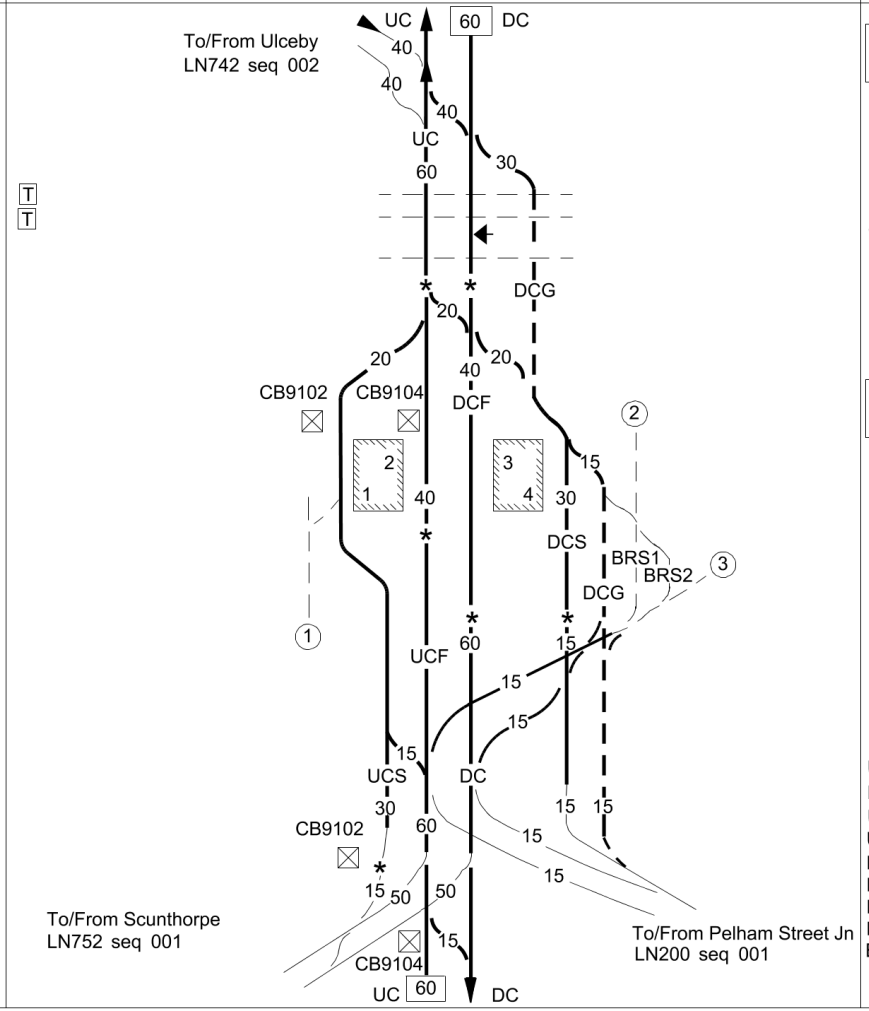
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	002	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/01/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC (P) RA8 North Lincolnshire Workstation
	109 29 *		
Garden Street LC (OD)	109 26		Grimsby Station PP-C Permissive working for 1, 2, 3 (ECS), 5, 9 and 0 in all platforms
GRIMSBY TOWN	109 20		
Wellowgate LC (OD)	109 14		
	109 10 *		
Friargate LC (OD)	109 03		
	109 03 *		
Littlefield Lane LC (OD)	108 73		TCB York ROC (CB) North Lincolnshire Workstation
	107 77 *		
Marsh West Jn	107 69		CS = Cleethorpes Single UC= Up Cleethorpes DC= Down Cleethorpes
	107 56 *		

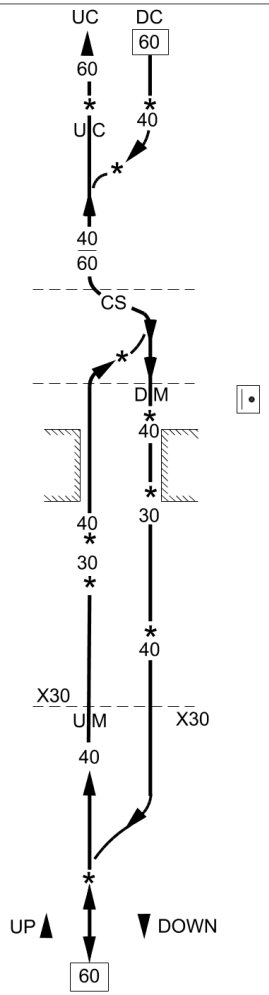
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	003	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/01/2016

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB York ROC (CB) RA8 North Lincolnshire Workstation GSM-R
GREAT COATES	107	19		
Great Coates LC (OD)	107	19		
No. 29 LC (UWC)	106	69	T	
HEALING	105	75		
Healing LC (MIN R/G)	105	74	T	
STALLINGBOROUGH	104	72		
Stallingborough LC (OD)	104	72		
Church Lane LC (UWC)	104	20	T	TCB York ROC (ST) North Lincolnshire Workstation
Little London LC (OD)	103	56		
Roxton Sidings LC (OD)	102	55		
HABROUGH	101	13		
Habrough LC (OD)	101	13		
Habrough Jn	100	55	To/From Ulceby South Jn LN741 seq 001	UC = Up Cleethorpes DC = Down Cleethorpes
Old Junction LC (UWC)	100	38	T	
Gorwood's (No. 9) LC (UWC)	99	60	T	TCB York ROC (B) North Lincolnshire Workstation

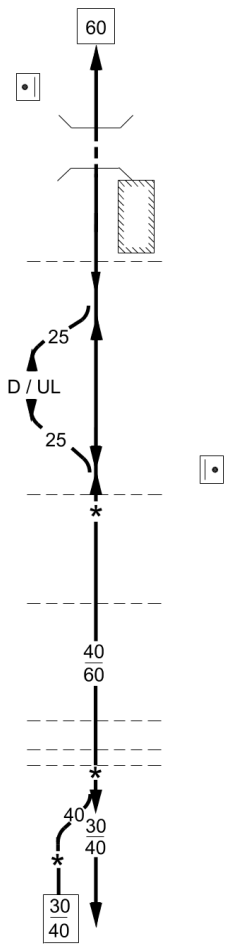
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	004	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	26/01/2019

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Brocklesby East Jn	99	39			GSM-R TCB York ROC (B) RA8 North Lincolnshire Workstation
Brocklesby West Jn	99	21			☒ Lockout protection Provided - see General Instructions
Pushpole (UWC)	98	64	T		
Ulceby Chase Farm (UWC)	98	40	T		
Croxton W I L D	97	54			W I L D - Wheel Check Equipment
New Barnetby LC (CCTV)	95	79			
	94	73	*		
Barnetby East Jn	94	64			
					TCB York ROC (CB) North Lincolnshire Workstation
BARNETBY	94	56			DCG Standage - (Barnetby) - 554 metres BRS1 Standage - 492 metres BRS2 Standage - 492 metres
	94	50	*		
	94	22	*		① To/From Up Siding (OOU) ② To/From Engineers Sidings ③ To/From Down Yard
					☒ Lockout protection Provided - see General Instructions
Wrawby Jn	94	12			UC = Up Cleethorpes DC = Down Cleethorpes UCF = Up Cleethorpes Fast UCS = Up Cleethorpes Slow DCF = Down Cleethorpes Fast DCS = Down Cleethorpes Slow DCG = Down Cleethorpes Goods BRS1 = Barnetby Reception Siding No 1 BRS2 = Barnetby Reception Siding No 2
	94	05	*		

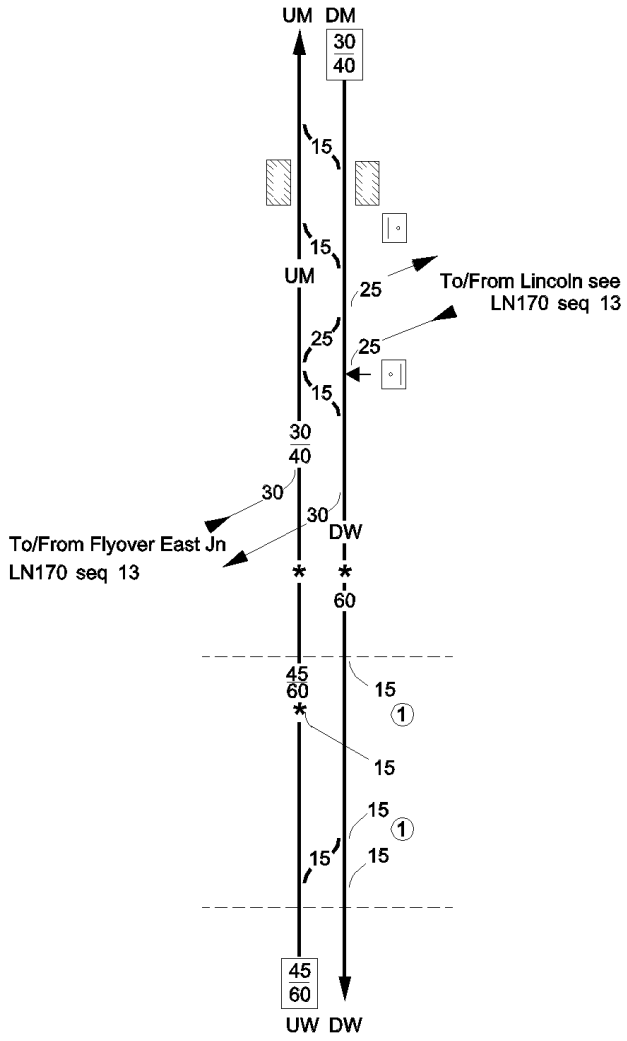
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	005	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	29/03/2020

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB York ROC (BG) RA8 North Lincolnshire Workstation
	93	35	*		
	93	29	*		
Kettleby LC (AHBC)	92	58			
	91	30	*		
Brigg LC (MCB)	91	23			AB Brigg SB (B)
Brigg SB (B)	91	23			
	91	10	*		
BRIGG	91	01			
	90	60	*		
	90	47	*		
	90	35	*		
	90	17	*		
Hibaldstow LC (AHBC-X)	89	03			UC = Up Cleethorpes DC = Down Cleethorpes CS = Cleethorpes Single
	86	35	*		TCB Kirton Lime Sidings SB (KL)

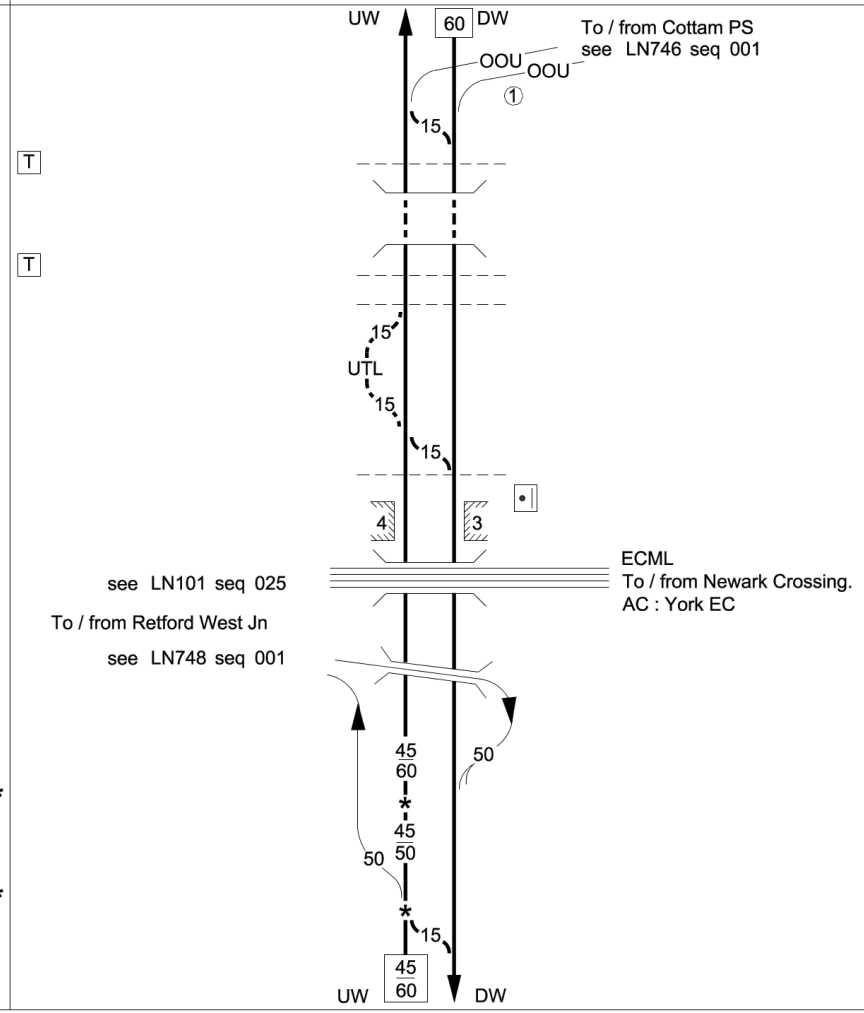
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	006	Cleethropes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	26/07/2020

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				NRN GSM-R TCB Kirton Lime Sidings SB (KL) 031 RA8
Kirton Lime Sidings SB (KL)	86 20			
Kirton Tunnel (1334 yards)	85 72 to 85 10			
KIRTON LINDSEY	84 65			
White Hoe Farm (UWC)	82 78	T		
	82 67			D/UL = Down/Up Loop
	82 17			Northorpe SB (N)
Northorpe SB (N)	82 14			
Northorpe LC (MCB)	82 14			
	82 10	*		
Swinedyke LC (R/G)	81 38			
Bonsall Lane LC (MCG)	80 23			
Bates (UWC)	78 58	T		
Screener (UWC)	76 78	T		
	76 40	*		
Thonock Lane Farm LC (UWC)	76 39	T		Gainsborough Central SB (GC)
	76 06			
	76 00	*		

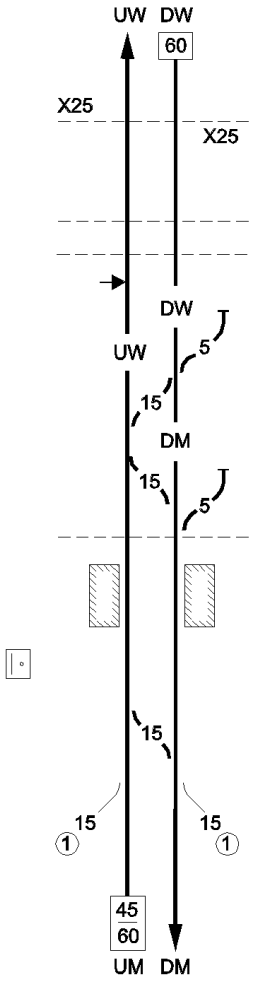
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	007	Cleethorpes tto Nunnery Main Line Jn via Retford	MAC3	London North Eastern	29/05/2014

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				TCB Northorpe SB (N) RA8 NRN 031 GSM-R UM = Up (Grimsby) Main DM = Down (Grimsby) Main
GAINSBOROUGH CENTRAL	74 42			
Gainsborough Central SB (GC)	74 36 74 33			AB Gainsborough Central SB (GC)
Gainsborough Trent Jn SB (TJ) Trent East Jn	73 24 73 24			Hot Axle Box Detector on the Down Main line at 73 24 TCB Gainsborough Trent Jn SB
Trent West Jn	73 12			
	73 08	*		TCB Thrumpton (T) RA8
Bole Lane LC (UWC) West Burton East Jn	72 18 72 18	T		Bole Lane LC (UWC) Telephone to Thrumpton SB
	72 09	*		① = To/From West Burton Power Station GSM-R coverage extended to West Burton C.E.G.B Sidings from 78m 18ch to 70m 66ch
West Burton West Jn	70 66			UW = Up Worksop DW = Down Worksop
Freemans Lane LC (UWC)	69 60	T		

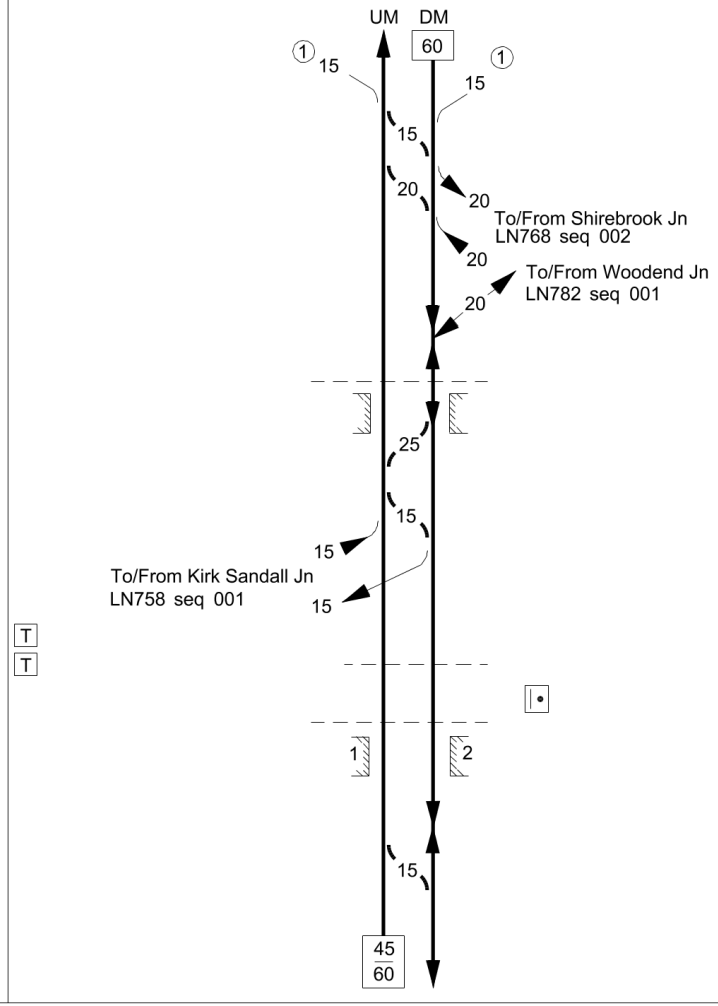
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	008	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Clarborough Jn	68 32		GSM-R TCB Thrumpton SB (T) RA8 UW = Up Worksop DW = Down Worksop ① = The line beyond Clarborough Jn towards Cottam PS is tempoarly OOU. TOWS both lines in Clarborough Tunnel
Rat Hole Lane No. 80 LC (UWC)	68 19		
Clarborough Tunnel (602m, 658yds)	67 79 to 67 49		
Cherryholt LC (UWC)	67 33		
Gringley Road LC (CCTV)	65 15		UTL = Up Thrumpton Loop UTL = 422m, 461yds.
Thrumpton LC (CCTV)	64 47		
Thrumpton SB (T)	64 47		
RETFORD (Low Level)	64 32		
Thrumpton West Jn (Down)	63 46 63 33 *		
Thrumpton West Jn (Up)	63 25 63 25 *		

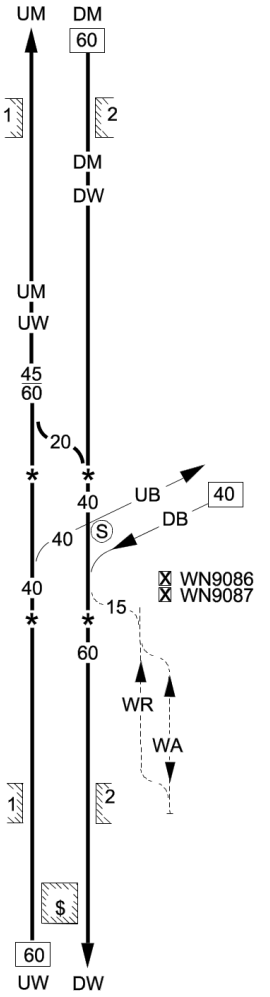
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	009	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	20/02/2014

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN 031 GSM-R TCB Thrumpton SB (T) RA8 UW = Up Worksop DW = Down Worksop UM = Up Main DM = Down Main
Rushey Sidings LC (AHBC-X)	62 45		
Mansfield Road LC (CCTV)	62 25		Worksop (WP)
Howards NO 1 (UWC)	61 10	T	Hot Axle Box Detector on the Up Worksop line at 60 60
	60 41		
Manton Wood	58 54		
Worksop East Crossover	56 72		
Worksop Station LC (CCTV)	56 65		
WORKSOP	56 61		PP is authorised in the Down Platform and Up Platform for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at Down Main signal WP537 or Up Main signal WP 530
Worksop SB (WP)	56 58		
Worksop West Jn	56 40		① To/From Worksop Reception/Departure Sidings

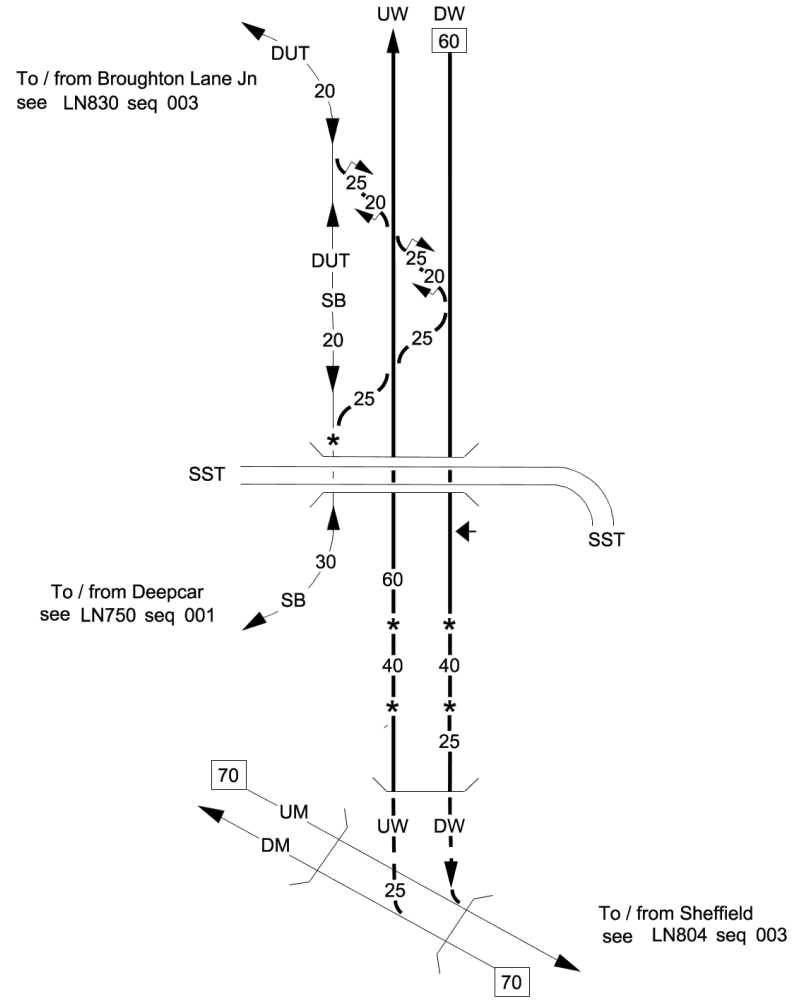
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	010	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	15/06/2022

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Worksop SB (WP) RA8 ① To/From Worksop Reception/Departure Sidings
Shireoaks East Jn	55	62		CW Down at 55 55 (456 yards before reaching signal WP.531)
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	AB Kiveton Park SB (KS)
Kiveton Park SB (KS)	51	53		
Kiveton Park LC (MCB)	51	53		
KIVETON PARK	51	50		
L.O.S.	51	18		
	50	70		

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
				AB Kiveton Park SB (KS) RA8 GSM-R UW = Up Worksop DW = Down Worksop TCB York ROC (W, WN) Sheffield Outer Workstation To 48m 51ch UW, from 50m 11ch DW
KIVETON BRIDGE	50	34		
Change of line name	50	11		
Change of line name	48	51		
	46	62 *	To / from Beighton Jn see LN816 seq 001	UB = Up Beighton DB = Down Beighton Ⓢ Switched Diamonds
Woodhouse Jn	46	56		☒ = Lockout protection provided - see General Instructions for detail.
	46	53 *		WR = Woodhouse Run-Round = 500m / 547yds. WA = Woodhouse Arrival / Departure = 500m / 547yd
WOODHOUSE	46	18		$ = Platform numbers at DARNALL station are currently under review.
DARNALL	43	23		Sheffield Workstation To 42m 43ch UW, From 43m 57ch DW

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	42 29		TCB York ROC (W,S) RA8 Sheffield Outer Workstation GSM-R UW = Up Worksop DW = Down Worksop DUT = Down / Up Tinsley (ELR = WME) ELR, MAC3 to NUJ2 SB = Down Stocksbridge Up (ELR = MAC3) SST = Adjacent Sheffield Supertram electrified Lines OHL (DC) via Nunnery Power Control Tel :0114 279 8126 or 0114 279 2550 ELR, NUJ2 to NUJ1 TCB York ROC (W,S) RA8 Sheffield Workstation To and from 159m 20ch
Change of ELR	42 29		
Woodburn HABD	42 29		
Nunnery Jn (Former)	41 68		
Change of Milage, change of ELR	159 33		
	159 30 *		
	159 16 *		
Broad Street Tunnel (100m / 109 yards)	159 02 to 158 77		
Nunnery Main Line Jn	158 77		

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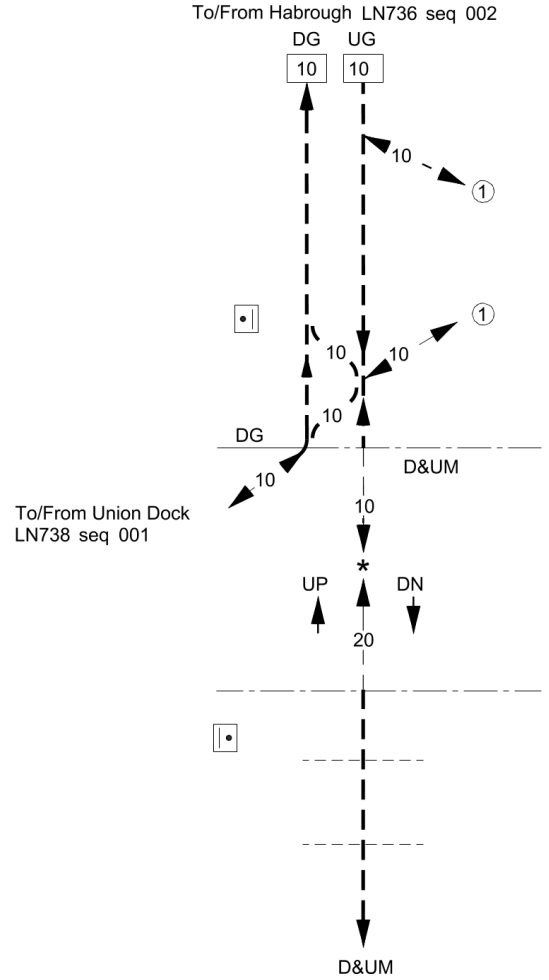
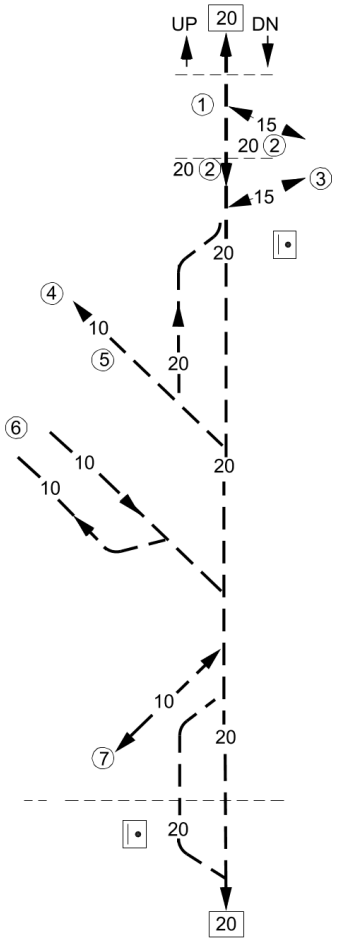
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN738	001	Great Coates No. 1 to Union Dock	MWN	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Great Coates No. 1 SB	108 34	To/From Marsh West Jn LN740 seq 1 10	GSM-R OT(S) Great Coates No. 1 SB RA8 AWS not provided. TPWS not provided.
Network Rail / ABP Boundary	108 44		
Moody Lane LC (AOCL)	108 69	10 (1) 10 (1)	(1) Approaching level crossing
ABP LC (AOCL)	108 74	10 (1) STOP	
Union Dock			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN740	001	Grimsby, Marsh West Jn to Humber Road Jn	MWN PYE3 PYE2	London North Eastern	28/02/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Marsh West Jn	107 69		GSM-R TCB York ROC (MB) RA8 North Lincolnshire Workstation AWS not provided TPWS not provided AWS and TPWS will be provided at MB8605 and MB8615 signals ① To/From Reception Sidings
Great Coates No. 1 SB	108 34		TCB Great Coates No. 1 SB
Line name Change	108 44		
Network Rail / ABP boundary	108 44		
	108 73*		
	4 79		
ABP / Network Rail boundary	4 33		
Pyewipe Road SB (P)	4 20		ET Pyewipe Road SB (P)
Pyewipe Road LC (MCG)	4 19		
Woad Lane LC (AHBC)	3 36		UG = Up Grimsby DG = Down Grimsby D&UM = Down & Up Main

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN740	002	Grimsby, Marsh West Jn to Humber Road Jn	PYE2 PYE1 BRI2	London North Eastern	25/02/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Marsh Lane LC (AHBC)	1 25		GSM-R ET Pyewipe Road SB (P) RA8
	0 75		AWS not provided except as shown below Signals prefixed MB are fitted with AWS
Kiln Lane LC (AOCL)	0 51		① = Ground Frame controlled connection To/From E.I.C Transport Siding.
Immingham East Token exchange point	0 18		② approaching level crossing. ③ To/From Freight Terminal Siding
Queens Road Jn (Former)	0 00		
	106 50		
Immingham East Jn	106 31		④ To/From Eastern Jetty Sidings 10 mph during fog or falling snow when approaching Texaco Ltd Occupation Crossing from commencement of the Texaco Ltd installation to the Occupation crossing.
	106 21		5 mph all lines on Eastern Jetty 107 32 to 107 00 10 mph Eastern Jetty to Immingham East Jn 107 00 to 106 34. 10 mph To/From No 3 Transit shed 106 34 to 107 30
			⑤ ABP boundary on Jetty sidings at 106 43
			⑥ To Grain Store Sidings (Ridley)
			⑦ To/From Locomotive Depot
Ambulance LC (UWC)	104 39	T	TCB Immingham Reception Sidings SB (IR)
Immingham Reception Sidings SB (IR)	104 30		
			Change of ELR 0m 00ch - PYE2 to PYE1
Humber Road Jn	104 05		Change of ELR 104m 05ch - PYE1 to BRI2

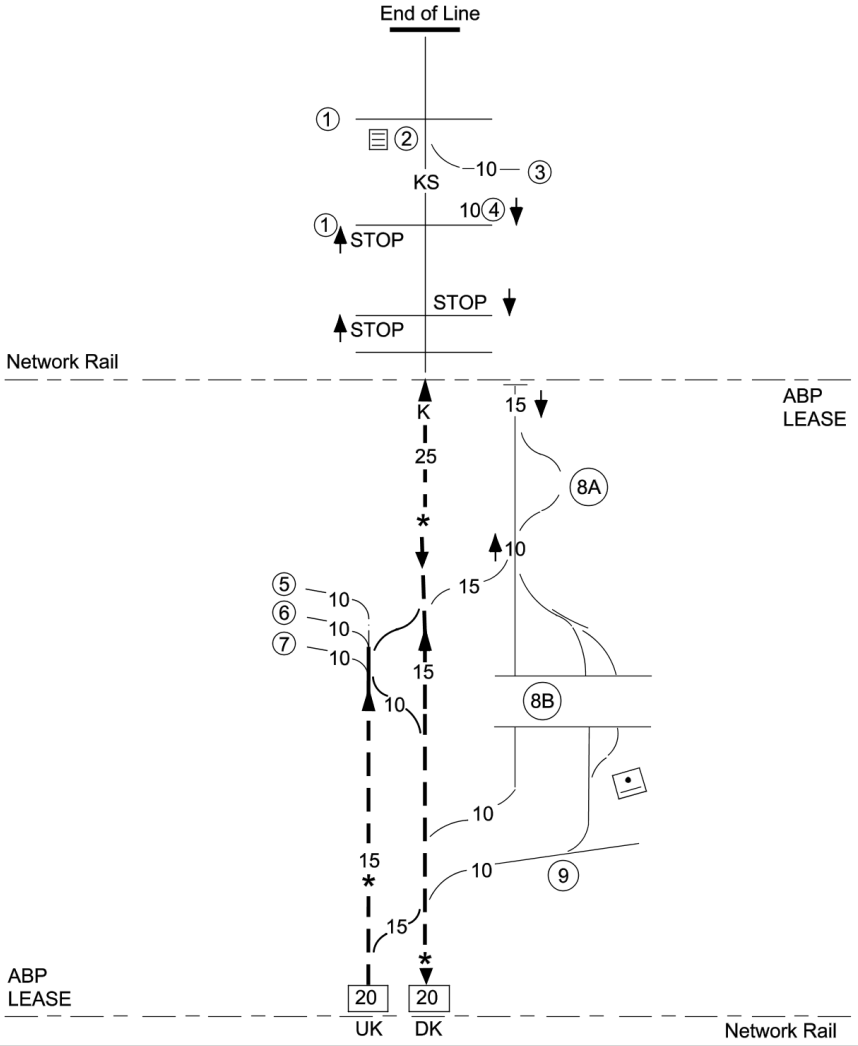
To/From Brocklesby Jn LN742 seq 001

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN741	001	Habrough Jn to Ulceby South Jn	HAU	London North Eastern	30/12/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Cleethorpes LN736 seq 003 D&UH	GSM-R TCB York ROC (CB) RA8 North Lincolnshire Workstation
		40	
Habrough Jn	0 32	Up ▲ ▼ Down	
		40	
	0 38 *	*	
Old Junction LC (UWC)	0 45 T	----------	
		35	
		50	
Rye Hill Farm LC (UWC)	1 12 T	----------	
	1 41 *	*	
		40	
Ulceby South Jn	1 45	Up ▲ ▼ Down	
		40	
		D&UH To/From Ulceby North Jn LN742 seq 002	D&UH = Down & Up Habrough Chord

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
LN742	001	Killingholme to Brocklesby Jn	KIL2	KIL1	BRI2	London North Eastern	01/11/2017

Location	Mileage M Ch	
Killingholme (End of line)	2 70	
Yorkshire Tar LC (TMO)	2 44	
Admiralty Sidings GF	2 42	
	2 39	
Shell Mex LC (Open)	2 34	
New Inn LC (Open)	2 19	
Regent Oil LC (TMO)	1 04	
End of Staff Section	1 03	
	0 49	*
	0 48	
	0 11	*
	0 04	
Change of Mileage	0 00	
	105 10	
Immingham West Jn SB (IW)	105 06	
Immingham West Jn	104 72	
	104 71	*
	104 67	
	104 63	*



Signalling & Remarks

RA8 Worked as a siding — GSM-R

AWS not provided between Killingholme and Ulceby North Jn

① See Local Instruction
② Ground Frame controlled connections
③ To/From Admiralty Sidings
④ Approaching level crossing
⑤ To/From Coal Pad 2 line
⑥ To/From Coal Pad 1 line
⑦ To/From Ore Terminal line

GSM-R

TCB Immingham West Jn SB (W)

DK = Down Killingholme
UK = Up Killingholme
K = Up Killingholme Down
KS = Killingholme Siding

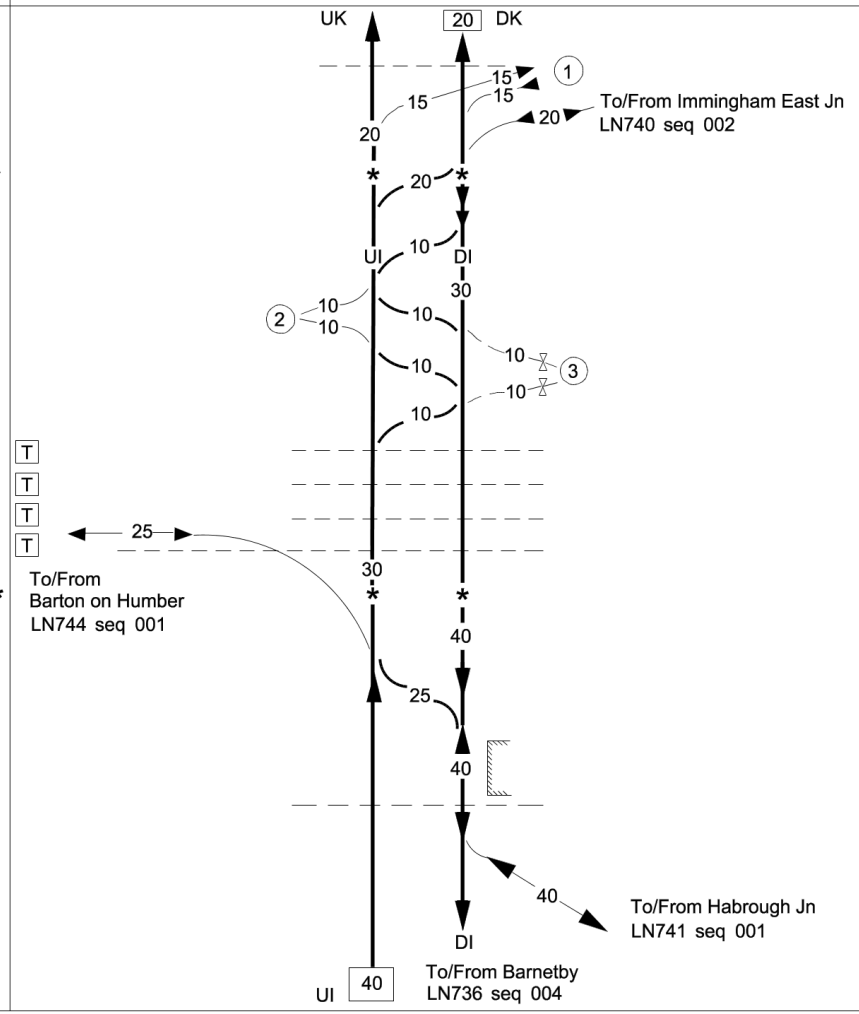
8A From Humber International Terminal Departure / Run Round Sidings

Down: Start of GSM-R area: 0m 06ch
Up: End of GSM-R area: 0m 06ch

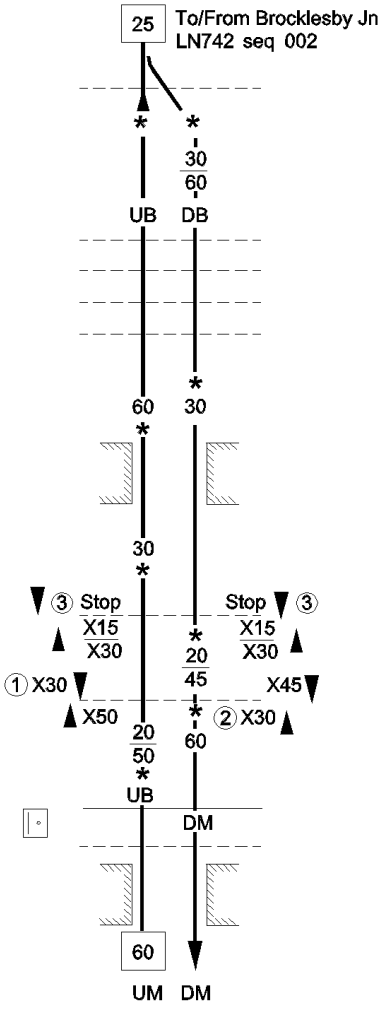
8B Humber International Terminal Arrival

9 To/From Humber International Terminal Arrival/ Departure line No. 2, Western Jetty Arrival/ Departure lines/Henderson No. 8 Quay and Mineral Quay Sidings

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN742	002	Killingholme to Brocklesby Jn	BRI2 BRI1	London North Eastern	22/08/2022

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
Western Entrance LC (CCTV)	104 55			TCB Immingham Reception Sidings SB (IR) GSM-R
Humber Road Jn	104 05			DK = Down Killingholme UK = Up Killingholme (1) To/From NCB Terminal (2) To/From Lindsey Refinery (3) To/From Humber Refinery
	104 05	*		
	103 54			
	103 45			
	103 19			UI = Up Immingham DI = Down Immingham
	102 75			
Robinsons (UWC)	101 36	T		TCB York ROC (MB) RA8 North Lincolnshire Workstation GSM-R
Wartons (UWC)	101 14	T		
Yarbrough LC (UWC)	100 76	T		
Dannys (UWC)	100 49	T		
	100 47	*		
Ulceby North Jn	100 44			
	100 41			
	100 38			
ULCEBY	100 36			See general instructions for details on SATWS at Ulceby
Ulceby Jn LC (OD)	100 32			
Ulceby South Jn	100 31			
Brocklesby East Jn	99 39			
Brocklesby West Jn	99 20			

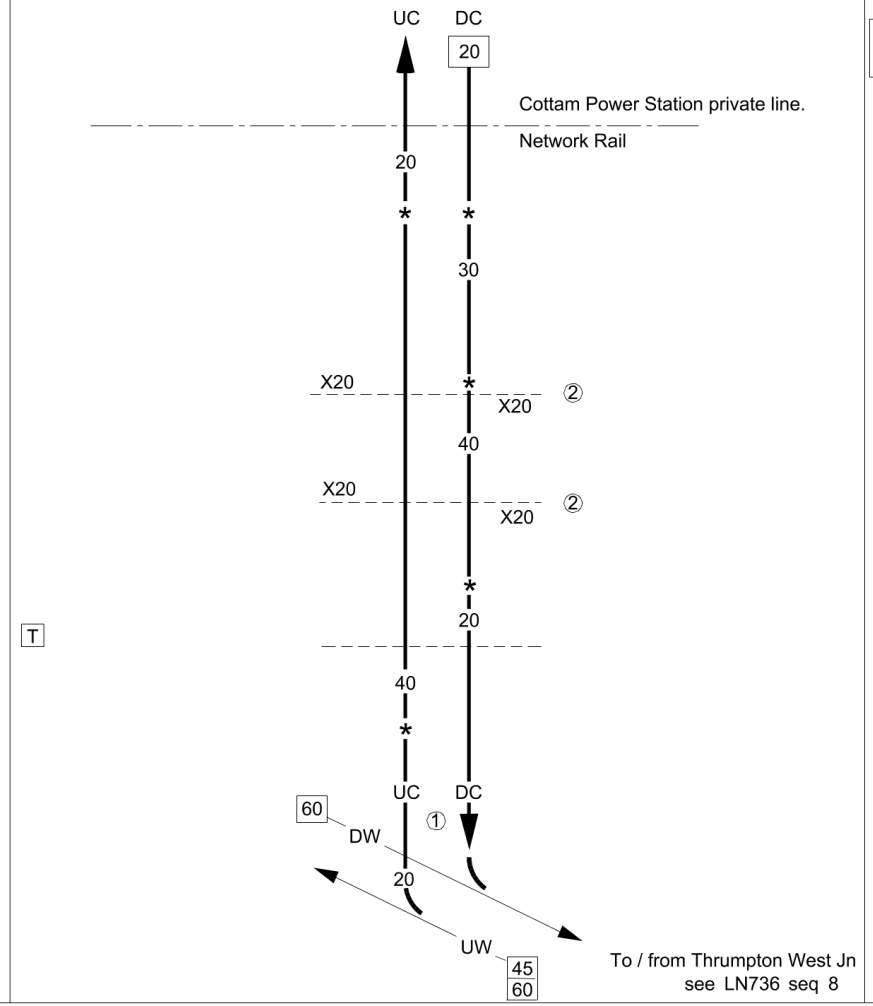
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN744	001	Ulceby North Jn to Barton On Humber	BAR	London North Eastern	30/12/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ulceby North Jn	100 44		GSM-R TCB York ROC (MB) RA8 North Lincolnshire Workstation
	100 48		
Dannys (UWC)	100 49 T		
	100 51 *		
Garola House LC (UWC)	101 39 T		AB Goxhill SB (G)
Meadow Croft Farm LC (UWC)	101 40 T		
Hillcrest LC (UWC)	101 65 T		
Bystable Lane LC (MCG)	102 10		
	102 72 *		
	103 01 *		
THORNTON ABBEY	103 04		③ All Train approaching Barton Road in the Down direction must stop and wait for white lights before proceeding over the crossing
	103 10 *		
Barton Road LC (ABCL-X)	103 12		Classes 4,6,7 and 8 trains must not exceed 20mph in the Down or Up direction between the level crossing speed restriction sign and Butterswood level crossing. ① - Speed approaching level crossing in wrong direction from 103 22 to 103 48 ② - Speed approaching level crossing in wrong direction from 103 75 to 103 48
	103 12 *		
Butterswood LC (ABCL-X)	103 48		
	103 48 *		
	104 16 *		
Line Name Change	104 51		
Goxhill SB	104 51		
Goxhill LC (MCG)	104 51		
GOXHILL	104 55		UB = Up Barton DB = Down Barton DM = Down Main UM = Up Main

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN744	002	Ulceby North Jn to Barton On Humber	BAR	London North Eastern	05/09/2024

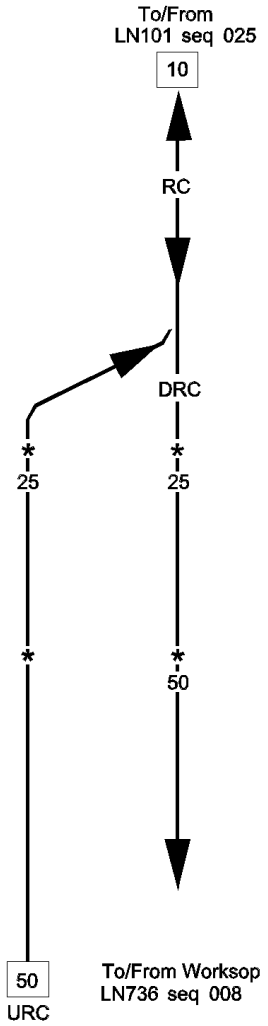
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			UP DN 60	GSM-R AB Goxhill SB RA8
Chaple Farm (UWC)	105	16	T	
Leys Farm UWC	105	54		AWS not provided
Peploe Lane UWC	105	10		
	106	34 *	60 *	
	106	35	15 *	
	106	37 *		
Oxmarsh Crossing LC (MCG)	106	38	15 •	OT(S) Oxmarsh SB (OM)
Oxmarsh SB (OM)	106	38		
NEW HOLLAND	106	52	25	Maximum speed of Class 4,6,7 and 8 trains between Oxmarsh Crossing and Barton on Humber is 20 mph.
Barrow Road LC (OOU)	106	57		
	106	69 *	*	
Fairfield Pit UWC	107	18	①	① - Siding. To / From New Holland Bulk Terminal
Rodgers UWC (OMSL-X)	107	14		OMSL - SEE GENERAL NSTRUCTION
Oxford Grange Farm UWC (OMSL-X)	107	37		T - Telephone fitted at crossing
BARROW HAVEN	108	05	STOP②	② - Stop before proceeding over level crossing
Barrow Haven LC (OPEN)	108	07		
SK1 Club (UWCT) (OMSL - X)	108	30	T	③ - Approaching level crossing
	108	62 *	③10 40 *	
Pasture Road LC (ABCL-X)	109	63	30	
BARTON ON HUMBER	110	18		
			T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN746	001	Cottam Power Station Branch	TYB1	London North Eastern	30/05/2021

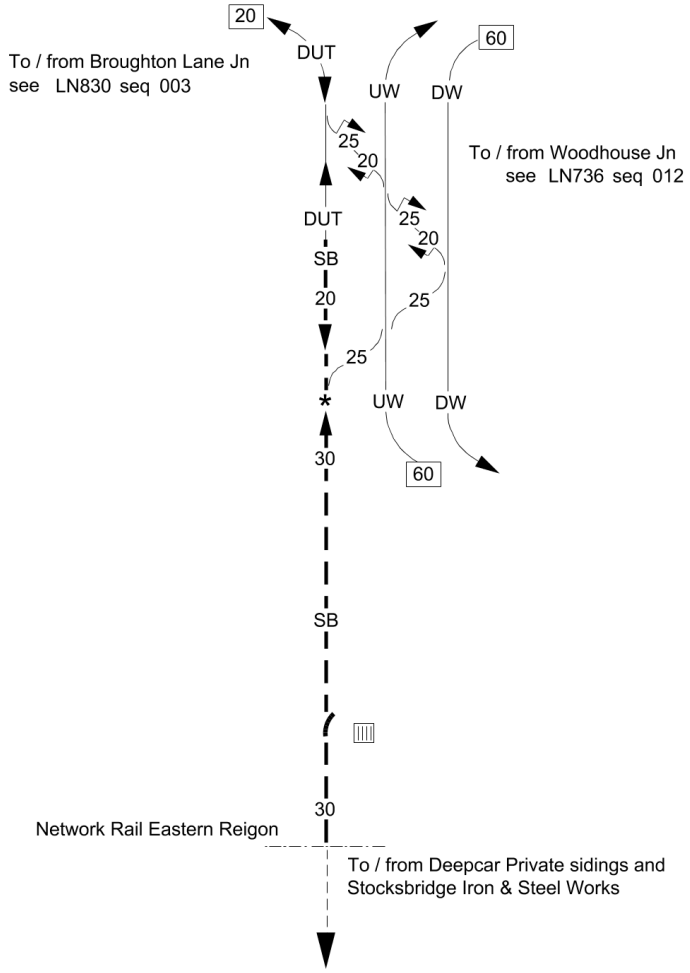
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Cottam Power Station	72 00 *		TCB Thrumpton SB (T) RA8
NR Boundary	72 00		Down: Start of GSM-R area: 72m 00ch Up: End of GSM-R area: 72m 00ch
	71 70 *		AWS not provided
	71 22 *		UC = Up Cottam ① DC = Down Cottam ①
Westbrecks LC (AHBC-X)	71 22		① = The lines & signalling beyond Clarborough Jn towards Cottam Power Station are temporally OOU.
Leverton LC (AHBC-X)	70 16		② = These crossings are temporally closed to the railway, with Road Traffic Lights disconnected and the Level Crossing Barriers removed.
	70 14 *		
Browns (UWC)	70 00	T	
	68 50 *		
Clarborough Jn	68 32		UW = Up Worksop DW = Down Worksop

GSM-R

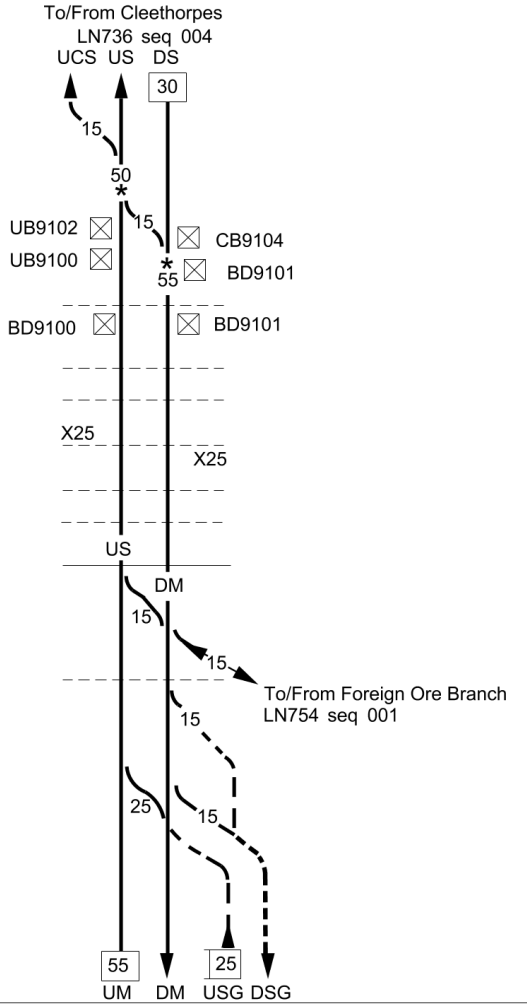
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN748	001	Retford Western Jn to Thrumpton West Jn	WHR	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Retford Western Jn	64 29		GSM-R TCB Doncaster SB (D) RA8 RC = Up / Down Retford Curve URC = Up Retford Curve DRC = Down Retford Curve
	64 20		
	64 12 *		
	63 67 *		Thrumpton SB (T)
Thrumpton West Jn (Down)	63 46		
Thrumpton West Jn (Up)	63 25		C Up at 63 33 (809 yards before reaching Signal D 152).

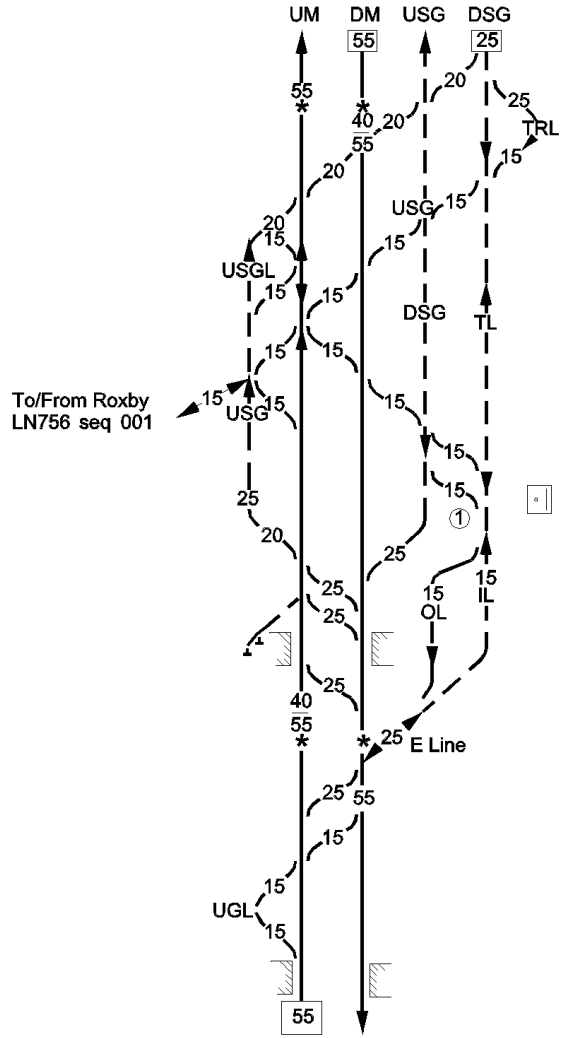
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN750	001	Woodburn Jn to Deepcar	MAC3	London North Eastern	22/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Woodburn Jn	42 29		GSM-R OTN(S) York ROC (W) RA8 Sheffield Workstation UW = Up Worksop DW = Down Worksop DUT = Down / Up Tinsley SB = Down Stocksbridge Up AWS not provided
	42 20 *		
Deepcar GF	33 27		Annets Key
Boundary	33 20		

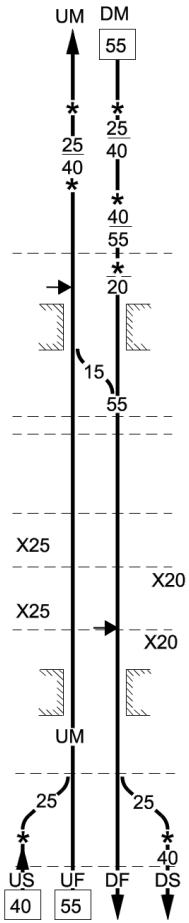
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN752	001	Wrawby Jn. to Marshgate Jn.	DOW	London North Eastern	19/12/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wrawby Jn	33 34		GSM-R TCB York ROC (DB) RA8 North Lincolnshire Workstation
	33 32		☒ Lockout protection Provided - see General Instructions
	33 29 *		
	33 24 *		
Moor Lane LC (UWC)	31 42	T	
Elsham LC (OD)	31 33		
Kings College LC (UWC)	30 75	T	
Worlaby UWCT OMSL-X	29 10	T	OMSL - See General Instruction
Kebwood Lane LC (UWC)	27 40	T	
Appleby LC (OD)	26 60		
Line Name Change	26 10		
Foreign Ore Branch Jn	25 34		GSM-R TCB Scunthorpe SB (S)
Santon Ore Mining LC (UWC)	25 11	T	
	24 55		
	24 20		US = Up Scunthorpe DS = Down Scunthorpe UCS = Up Cleethorpes Slow DSG = Down Scunthorpe Goods USG = Up Scunthorpe Goods DM = Down Main UM = Up main

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN752	002	Wrawby Jn. to Marshgate Jn.	DOW	London North Eastern	30/12/2015

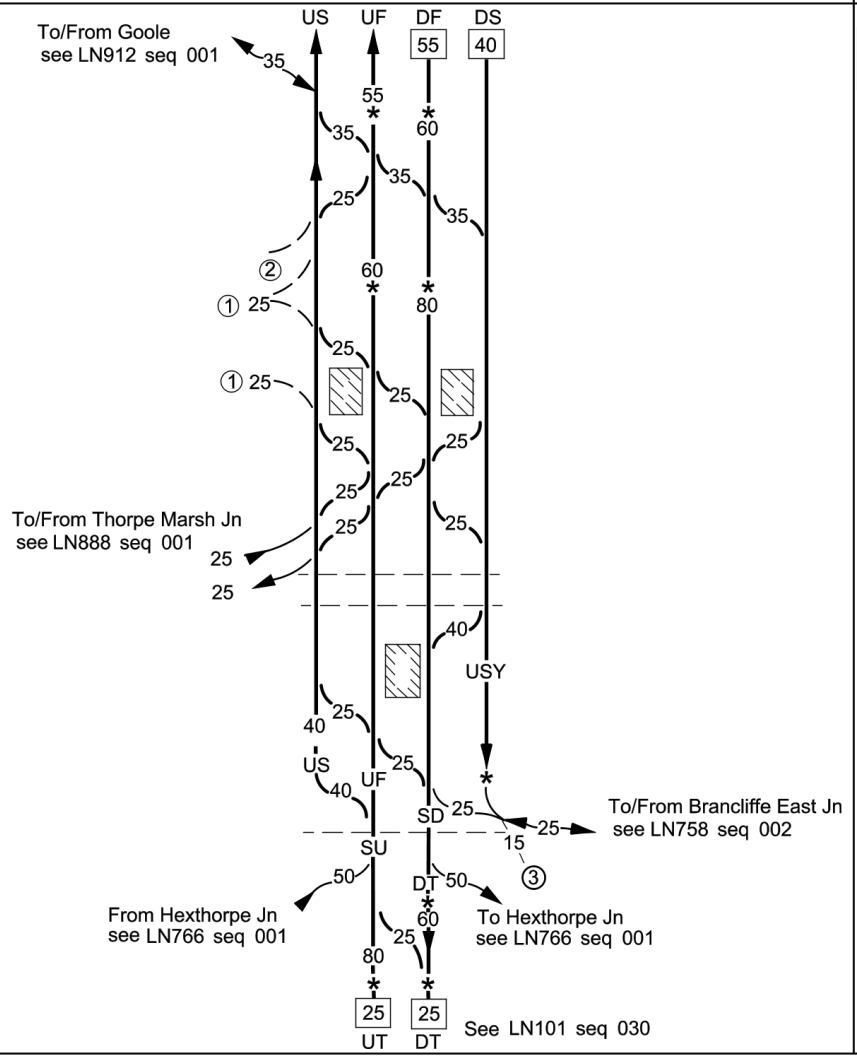
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
North Lincoln Jn	24 10 *		GSM-R TCB York ROC (BD) RA8 North Lincolnshire Workstation
	24 01		DSG = Down Scunthorpe Goods USG = Up Scunthorpe Goods USGL = Up Scunthorpe Goods Loop TRL = Trent Yard Reception Line
	23 63		
Trent Jn	23 51		TL = Transfer Line
	23 42		GSM-R TCB Scunthorpe SB (S) RA8
Scunthorpe SB (S)	23 27		① - Down Arrival and Up Departure Line
Frodingham Jn	23 13		OL = Outwards Line IL = Inwards Line
SCUNTHORPE	22 54		
	22 30 *		
Scunthorpe West Jn	22 30		
Gunhouse Jn	20 32		UGL = 674 metres / 738 yards
ALTHORPE	19 21		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN752	003	Wrawby Jn. to Marshgate Jn.	DOW	London North Eastern	07/12/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Scunthorpe SB (S) RA8
	18	25	*		
Keadby Canal Bridge	18	18			
	18	15	*		
	18	14	*		
Keadby Canal LC (MCB)	18	13			
	17	66	*		
HABD	17	06			Doncaster SB (D)
	15	48	*		
CROWLE	15	43			Line speed on Down Main from 15m 48ch to 15m 39 reduced to 20mph under STNC/G1/2023/EAST/004V
	15	39	*		
Godnow Bridge LC (MCG)	14	08			
Windsor LC (UWC)	13	41		T	
Medge Hall LC (MCG)	13	02			
Thorne No 2 LC (AHBC-X)	10	35			
HABD	10	12			
Thorne No 1 LC (AHBC - X)	10	12			
THORNE SOUTH	9	48			
Kirton Lane LC (CCTV)	8	47			
	8	46			
	8	42	*		
Ashfield Road LC (UWC)	8	35		T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN752	004	Wrawby Jn. to Marshgate Jn.	DOW	London North Eastern	24/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Thorne Jn	8 06		GSM-R TCB Doncaster SB (D) RA8
	8 05 *		TOWS Up Fast and Up Slow 8 mp to Goole 8 05
	7 72		
	7 19		① - To Hatfield Arrival / Bunker / Sidings (25mph speed applies only to access points) Temporarily OOU
	7 00 *		② - From Hatfield Arrival / Bunker / Sidings Temporarily OOU
HATFIELD AND STAINFORTH	6 40		
Stainforth Jn	6 20		
The Haggs LC (UWC)	5 68	T	USY = Up South Yorkshire UT = Up Thorne DT = Down Thorne SU = Up Scunthorpe SD = Down Scunthorpe
Hatfield Lane LC (UWC)	4 71	T	
	4 12		
KIRK SANDALL	3 60		
Kirk Sandall Jn	3 24		
	3 22 *		③ - To/From Barnby Dun (Rockware) private sidings and Kirk Sandal (Rockward) run round sidings
	3 19		
Arksey Ings Lane LC (UWC)	2 20	T	
Bentley Jn	1 04		
	0 56 *		
	0 21 *		
Marshgate Jn	0 03		



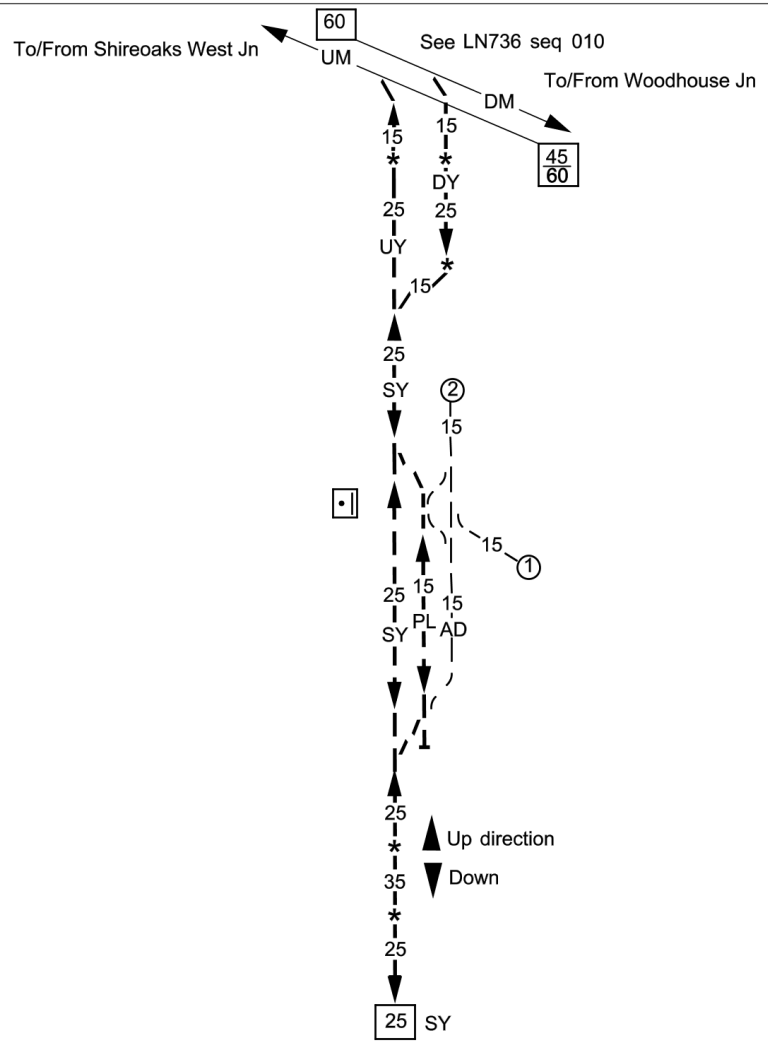
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN754	001	Scunthorpe Foreign Ore Branch	SAN	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Foreign Ore Branch Jn	0 00	To/From Wrawby Jn LN752 seq 001 15	GSM-R TCB Scunthorpe SB (S) RA10 AWS not provided TPWS not provided
British Steel Corporation Foreign Ore Terminal. End of line	1 16		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN756	001	Scunthorpe Trent Jn. to Roxby	SCD NOP	London North Eastern	19/03/2016

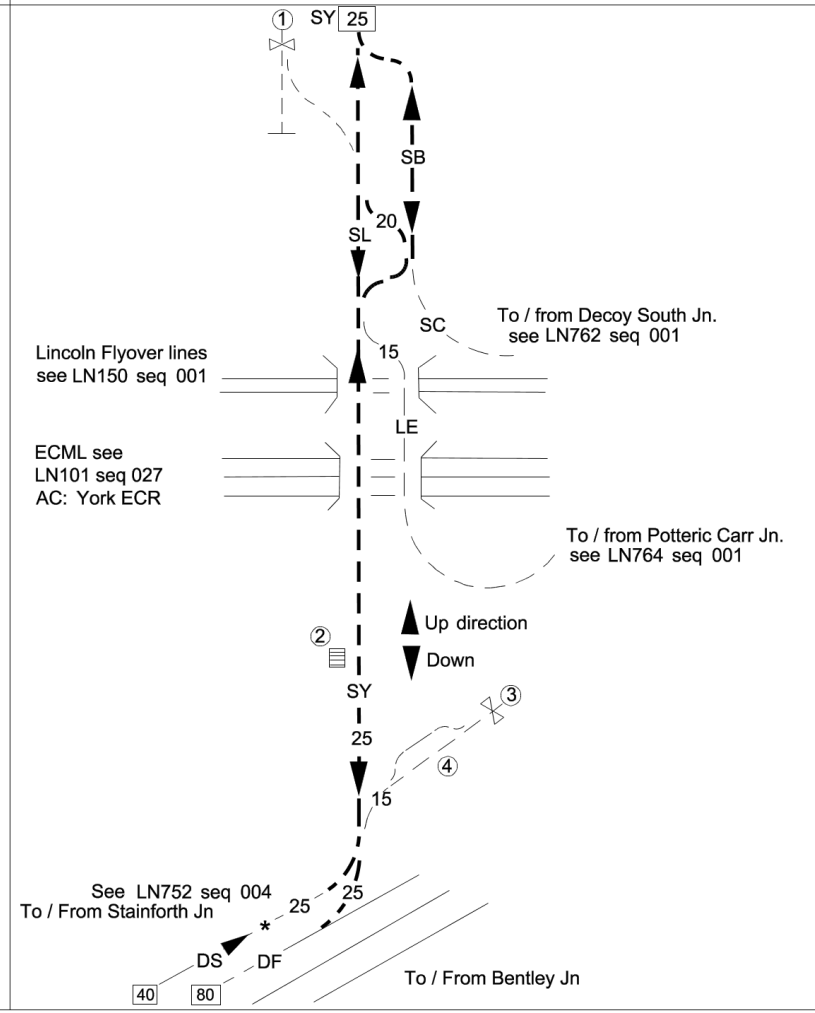
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To / from Wrawby Jn LN752 seq 002 — To / from Wrawby Jn LN752 seq 002	GSM-R TCB Scunthorpe SB (S) RA8 AWS not provided TPWS not provided
Trent Jn	0 00 *	15 *	OT(S) Train Staff Kept at North Lincoln Jn in Chargemans cabin
Dawes Lane Jn (Former)	0 28	20	Change of ELR 0m 28ch - SCD to NOP
	0 25		
Dawes Lane LC (AOCL+B)	0 32	STOP / STOP	STOP Before passing over level crossing
	1 36 *	* 10	
Normanby Park G.F.	2 11		
	2 63 *	* ①	① - BSC line To/From Flixborough Wharf
		25 ②	② - Normanby Park Sidings
Roxby	3 60		GSM-R Up: Start of GSM-R area at 3m 60ch Down: End of GSM-R area at 3m 60ch
End of Line	4 20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN758	001	Brancliffe East Jn to Kirk Sandall Jn.	BKS	London North Eastern	15/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Brancliffe East Jn	0 00		GSM-R TCB Worksop SB (WP) RA8 AWS not provided Goods Line throughout DY = Down South Yorkshire UY = Up South Yorkshire SY = Down / Up South Yorkshire
	0 03 *		
	3 14 *		
Dinnington Jn	3 17		TB
	9 23		TCB Maltby Colliery SB (M) SY = Down/Up South Yorkshire = 355 m / 388yds PL = Down/Up Passing Loop - Run Round = 418m / 457 yds to signal M8, 524 m / 573 yds to M7. AD = Arrivals / Departure Loop = 415 m / 453 yds ① - To/From Maltby Colliery ② - Bunker Line
Maltby Colliery SB (M)	9 31		
	9 62		
	11 17 *		
	14 20 *		Doncaster SB (D)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN758	002	Brancliffe East Jn to Kirk Sandall Jn.	BKS	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	14 65		TCB Doncaster SB (D) RA8 GSM-R
iPort Junction	14 75		AWS not provided TPWS not provided
St Catherines Jn	15 17		SY = Down / Up South Yorkshire LE = Lower Ellers Curve SL = St Catherines Loop SC = St Catherines Curve SB = St Catherines Branch - Down Up / South Yorkshire
Low Ellers Curve Jn	15 55		① = To / from Rossington iPort private sidings
Markham Colliery GF	18 21		② = Markam Colliery GF OOU - access and sidings removed. ③ = To / from Barnby Dun (Rockware) private sidings ④ = Kirk Sandal (Rockware) runround sidings
Kirk Sandall Runround sidings	20 45		
Kirk Sandall Jn	20 49		



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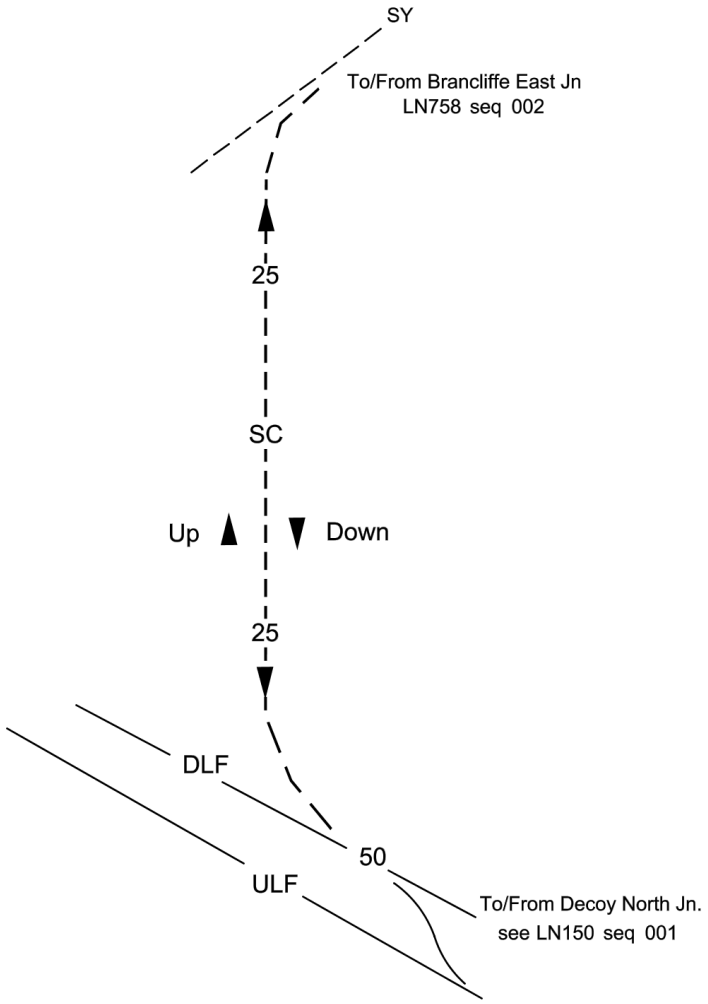
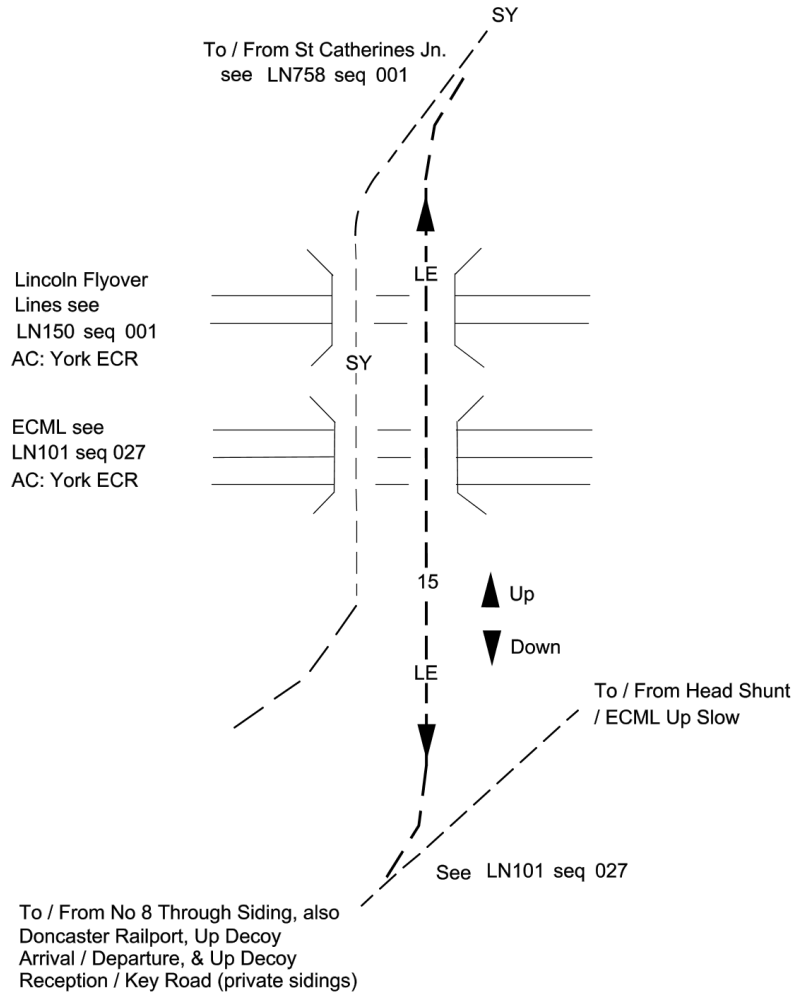
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN760	001	Firbeck Jn. to Harworth Colliery	HAC	London North Eastern	15/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN762	001	St. Catherines Jn. to Decoy South Jn. (St. Catherines Curve)	YDS	London North Eastern	15/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
St. Catherines Jn	15 17		GSM-R TCB Doncaster SB (D) RA8 SY = Down / Up South Yorkshire SC = St Catherines Curve DLF = Down Lincoln Flyover ULF = Up Lincoln Flyover AWS not provided in the UP direction.
Decoy South Jn	15 71		

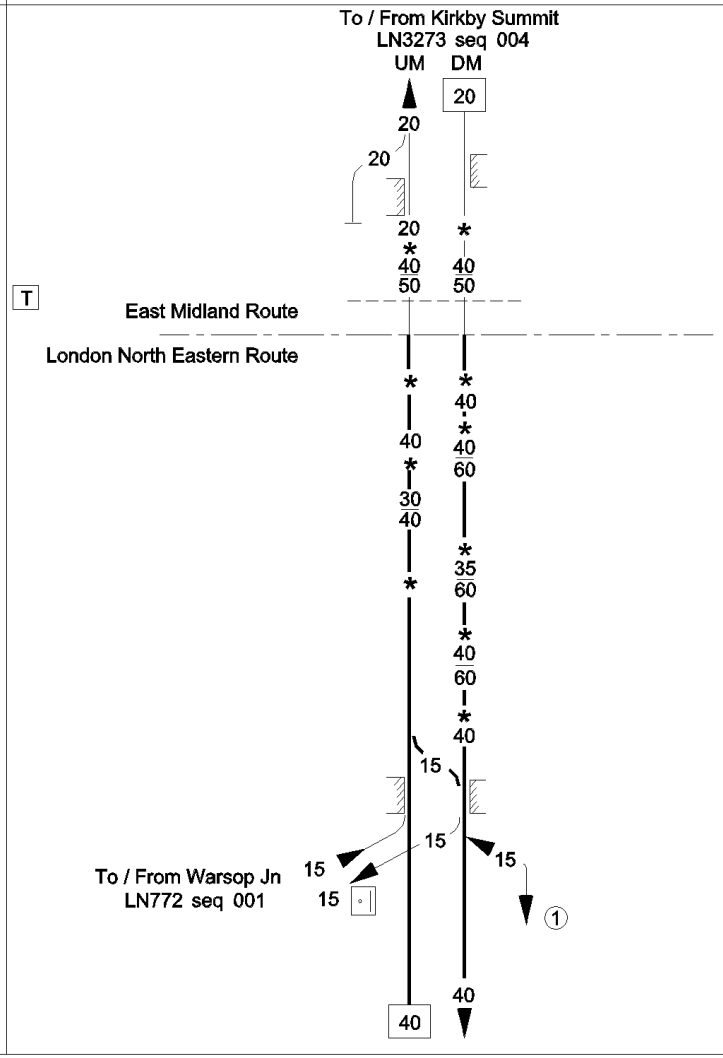
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN764	001	Low Ellers Curve	UDS	London North Eastern	15/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Low Ellers Curve Jn	15 55		GSM-R TCB Doncaster SB (D) RA8 SY = Down / Up South Yorkshire LE = Lower Ellers Curve AWS not provided TPWS not provided
Potteric Carr Jn (Decoy Up Sdgs)	16 56		

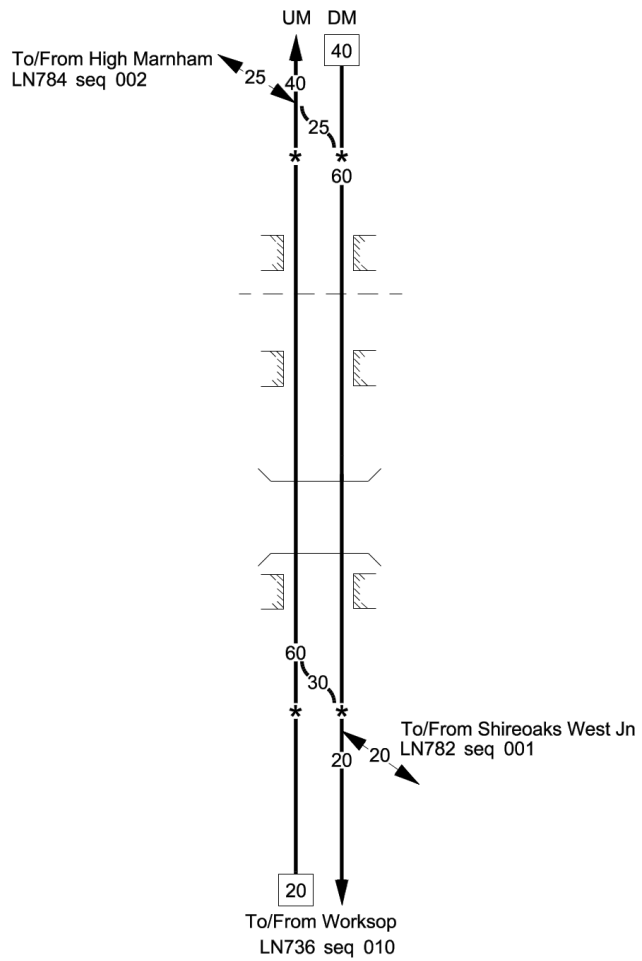
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN766	001	Bentley Jn. to Hexthorpe Jn. (Doncaster avoiding Line)	HJB	London North Eastern	14/08/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bentley Jn	3 24	To/From Thorne Jn LN752 seq 004 UP 50 DN 50 To/From LN826 seq 001	GSM-R TCB Doncaster SB (D) RA8 C Down at 3 12 (950 yards before reaching signal D687)
Hexthorpe Jn	0 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN768	001	Mansfield Woodhouse to Shireoaks East Jn	PSE	London North Eastern	22/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Derby EMCC RA8 (KS) Mansfield Workstation DM - Down Mansfield UM - Up Mansfield
MANSFIELD WOODHOUSE	142 13 142 17 142 21 142 30 * 142 40 *		
McKenzies (KWC)	142 79	T	
	143 00	East Midland Route London North Eastern Route	
	143 40 *		
	144 07 *		
	144 14 *		
	144 20 *		
	144 26 *		
	144 67 *		
	145 03 *		
SHIREBROOK	145 06		Shirebrook Jn SB (SJ)
Shirebrook Jn	145 10		
Shirebrook Jn SB (SJ)	145 14		① - Siding To / From W.H.Davis Ltd (at former Langwith Jn)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN768	002	Mansfield Woodhouse to Shireoaks East Jn	PSE	London North Eastern	22/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shirebrook East Jn	145 62		GSM-R AB Shirebrook Jn SB (SJ) RA8 DM = Down Mansfield UM = Up Mansfield
	145 65 *		
LANGWITH WHALEY - THORNS	147 14		
Norwood LC (MCG)	147 71		
CRESWELL	149 26		
Whitwell Tunnel (544 yards)	150 03 to 150 28		
WHITWELL	150 56		
Woodend Jn	153 70 *		TCB Worksop SB (WP) CW. Down at 153 76 (423 yards before reaching signal WP 780)
Shireoaks East Jn	154 30		

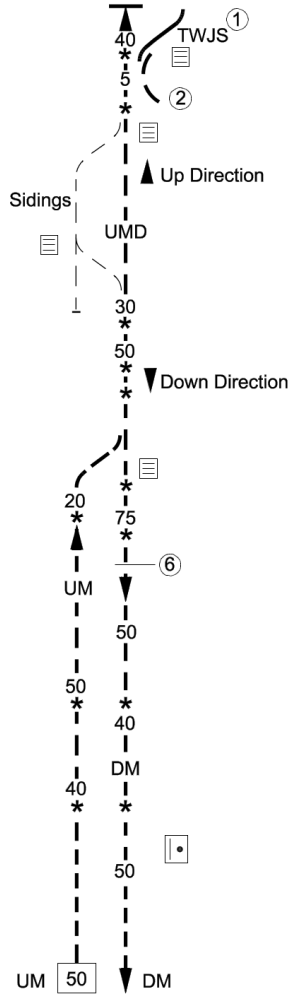
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN772	001	Warsop Jn to Shirebrook Jn	SWP	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Welbeck Colliery Jn LN784 seq 2	TCB Shirebrook Jn SB (SJ) RA9 GSM-R
Warsop Jn	0 00	UP 15 / DN 15	AWS not provided
			CW Up at 0 40 (672 yards before reaching signal SJ20).
Shirebrook Jn	0 45	15 To/From Mansfield Woodhouse LN768 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN782	001	Woodend Jn to Shireoaks West Jn	SHW	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Shirebrook LN768 seq 2	GSM-R TCB Worksop SB (WP) RA8
Woodend Jn	153 71		
		20	
Shireoaks West Jn	154 36		
		To/From Brancliffe East Jn LN736 seq 10	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN784	001	High Marnham to Shirebrook East Jn	HIM	London North Eastern	22/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
High Marnham	27 48		GSM-R OT(S) Clipstone SB (CJ) RA8 AWS not provided ① - Tuxford West Jn Yard (TWJY) contains special infrastructure for testing - Access strictly limited ② - Trap Points on UMD normal setting to derail UMD - Up Marnham Down
	24 62 *		
Tuxford West Jn Siding	24 54		
Tuxford West Jn GF	24 54		
	24 51 *		
Tuxford No. 2 GF	23 75		
Tuxford No. 1 GF	23 57		
	23 24 *		
	20 41 *		
Boughton Jn	20 15		
Boughton Jn No.1 GF	20 12		
	20 08 *		
	19 44 *		
	18 15 *		
Reversing point notice board (down line)	17 37		⑥ - Reversing point notice board on the Down main at 17m 37ch
	15 45 *		
	15 35 *		
Clipstone SB			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN784	002	High Marnham to Shirebrook East Jn.	HIM	London North Eastern	22/09/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			UP 50 / DN 50	OT(S) Clipstone SB (CJ) RA8
	15	14 *	50 *	AWS not provided
	14	43 *	20 *	
			50 *	
Former	13	28	*	Start of Staff Section 13m 27ch
Welbeck Colliery Jn	13	17	30 15 *	TCB Clipstone (CJ)
	12	63	50 15 *	
Warsop Jn	10	60 *	* * 15 To/From Shirebrook Jn LN772 seq 1	Shirebrook Jn SB (SJ) RA10
	10	59	25 15 25	
Shirebrook South Jn	10	19		
Shirebrook East Jn	9	72	25 To/From Shireoaks East Jn LN768 seq 2	

GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN786	001	Bevercotes Colliery Branch	BEC	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From High Marnham LN784 seq 1	OT(S) Thoresby Colliery SB (T)
Boughton Jn	0 00	10	AWS not provided TPWS not provided
		UBAD	UBAD - Up Bevercotes Access Down
		15	
	0 30 *	*	
Bevercotes No.1 GF	0 33	25	
	1 00		Lines out of use from 1M to end of line
	1 48 *	*	
		15	
Boughton Brake Tunnel (350 yards)	1 49 1 to 65	UBBD	UBBD - Up Bevercotes Branch Down
		20	
	2 09 *	*	
	2 10	40	
Bevercotes Colliery (Network Rail / RJB Boundary)	4 22		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN788	001	Thoresby Colliery Branch	TYC	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN790	001	Rufford No. 1 Coal Stacking Site to Clipstone East Jn.	BLC RUB1 CEM	London North Eastern	04/03/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN794	001	Bilsthorpe Colliery Branch	RUB2	London North Eastern	10/07/10

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DRAWING HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN796	001	Rufford Colliery Branch	RUC	London North Eastern	04/03/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

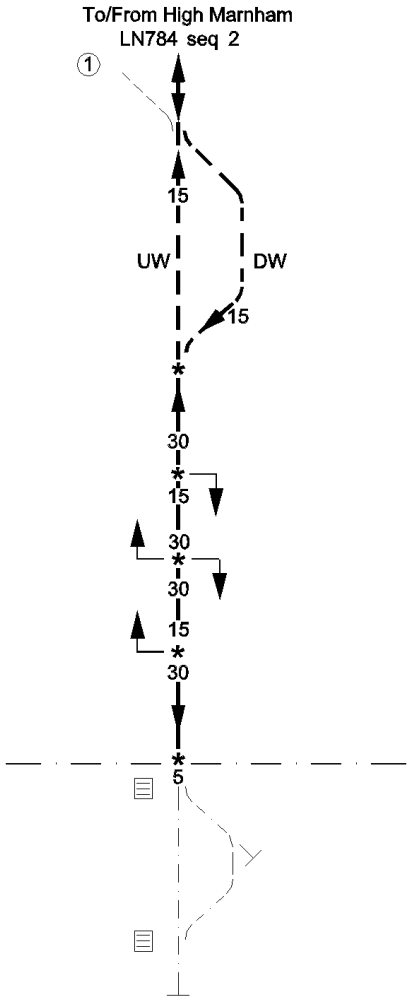
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN798	001	Clipstone Colliery Branch	CCN	London North Eastern	22/01/11

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DRAWING HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN800	001	Clipstone South Jn to Clipstone West Jn	CWS	London North Eastern	04/03/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN802	001	Welbeck Colliery Branch	WKC	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Welbeck Colliery Jn	0 00		OTNS Clipstone SB (C) RA7
	0 05		AWS not provided TPWS not provided
	0 38		① - To/From Loco Spur
	0 40 *		DW = Down Welbeck UW = Up Welbeck
	2 13 *		
	2 20 *		
	2 27 *		
Network Rail / RJB Boundary	2 63 *		
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LN200 (WRAWBY JN TO PELHAM STREET JN)

From	To	Type of Train	Line(s)	Remarks
Pelham Street Jn	Wickenby	1 freight brakevan.	Up	May be propelled in accordance with the Rule Book.

Dated: 02/12/06

LN736 (CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD)

From	To	Type of Train	Line(s)	Remarks
Retford (rear of position light signal 1341 - Up ECML)	Thrumpton West Jn (rear of position light signal 31)	Freight train, maximum length of 20 SLU. With a brakevan as the leading vehicle (in which the Guard or Shunter must ride).	Down Slow/Down	Trains or vehicles may be propelled in accordance with the Rule Book.
Worksop West Jn	Worksop East	Non-passenger	Up	Trains or vehicles may be propelled in accordance with the Rule Book.
Worksop East	Worksop West Jn	Non-passenger	Up	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 16/01/16

LN740 (GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN)

From	To	Type of Train	Line(s)	Remarks
Great Coates No.1	Pyewipe Road (Ti-oxide GF)	Freight vehicles for Ti-oxide GF.	Single	Trains or vehicles may be propelled in accordance with the Rule Book.
Immingham East Jn	Immingham Reception Sidings	Light Locomotives	Up	Working in the Wrong Direction is authorised
Immingham Reception Sidings	Humber Road Jn (rear of signal IR213)	Freight train of maximum length of 60 SLU	Down and Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Humber Road Jn (rear of signal IR213)	Immingham Reception Sidings	Freight train of maximum length of 60 SLU	Down and Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.

Dated: 02/12/06

LN742 (KILLINGHOLME TO BROCKLESBY JN)

From	To	Type of Train	Line(s)	Remarks
Humber Road Jn (rear of signal IR213)	Immingham West Jn	Freight train of maximum 36 MGR with a brakevan as the leading vehicle. equipped with headlight and horn (in which the Guard or Shunter must ride).	Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Immingham Reception Sidings	Humber Road Jn (rear of signal IR213)	Freight train of maximum length of 60 SLU	Down and Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Humber Road Jn (rear of signal IR213)	Immingham Reception Sidings	Freight train of maximum length of 60 SLU	Down and Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.

Dated: 16/01/16

LN748 (RETFORD WESTERN JN TO THRUMPTON WEST JN)

From	To	Type of Train	Line(s)	Remarks
Retford (rear of position light signal 1341 - Up ECML)	Thrumpton West Jn (rear of position light signal 31)	Freight train, maximum length of 20 SLU. With a brakevan as the leading vehicle (in which the Guard or Shunter must ride).	Down Slow/Down	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06

LN752 (WRAWBY JN. TO MARSHGATE JN.)

From	To	Type of Train	Line(s)	Remarks
Marshgate Jn Down Thorne Signal D308	Carriage Sidings	Freight trains or vehicles with a maximum length of 64 metres / 70 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride), or empty coaching stock, max length of 12 cars	via Platform 1	Trains or vehicles may be propelled in accordance with the Rule Book.
Marshgate Jn Down Thorne Signal D308	Doncaster	Freight trains or vehicles with a maximum length of 64 metres / 70 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride), or empty coaching stock, max length of 12 cars	Platform 3A	Trains or vehicles may be propelled in accordance with the Rule Book.
Scunthorpe CHP	Scunthorpe Up Goods line (rear of S346 signal)	Freight trains or vehicles, maximum of 20 HTA vehicles & loco (377 metres)	Up Scunthorpe Goods	Trains may be propelled in the wrong direction provided the movement is controlled by radio & the shunter is positioned adjacent to S347 signal. The trackside audible warning system must be operational.
Up Scunthorpe Goods line (rear of S346 signal)	Scunthorpe Goods Yard Reception lines 1 & 2	Freight trains or vehicles, maximum of 20 HTA vehicles & loco (377 metres)	Up Scunthorpe Goods	Trains may be propelled in the wrong direction provided the movement is controlled by radio & the shunter positioned at the entrance to Scunthorpe Goods Yard. The trackside audible warning system must be operational.

Dated: 10/04/10

LN758 (BRANCLIFFE EAST JN TO KIRK SANDALL JN.)

From	To	Type of Train	Line(s)	Remarks
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
St. Catherine's Jn	Decoy Up Sidings	Freight train with a maximum length of 10 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06

LN762 (ST. CATHERINES JN. TO DECOY SOUTH JN. (ST. CATHERINES CURVE))

From	To	Type of Train	Line(s)	Remarks
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

Dated: 02/12/06

LN764 (LOW ELLERS CURVE)

From	To	Type of Train	Line(s)	Remarks
St. Catherine's Jn	Decoy Up Sidings	Freight train with a maximum length of 10 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

Dated: 02/12/06

LN788 (THORESBY COLLIERY BRANCH)

From	To	Type of Train	Line(s)	Remarks
Thoresby Colliery	Thoresby Colliery Jn Signal Box	Fully fitted Freight train with a maximum length of 68 SLU.	Single	Trains or vehicles may be propelled in the Up direction only in accordance with the Rule Book. Speed must not exceed 10 m.p.h.

Dated: 02/12/06

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LN200 - WRAWBY JN TO PELHAM STREET JN

Welton Oil Sidings

Set back movements into Welton (BP) Oil Sidings. Guards of trains requiring to set back into the sidings from the Up line must, after setting the hand points in the sidings, advise the Signaller accordingly. The Guard must then place himself in the most suitable position to control the movement.

The clearing of the position light signal (No.53/53R) will be the Driver's authority to proceed, and it will not be necessary for the Driver to comply with Rule Book, Module SS2 Section 2, but he must proceed cautiously, keeping a sharp look out and be prepared to act on a hand signal from the Guard when he comes into view. The train must be stopped when the locomotive is in rear of signal 54.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

CLEETHORPES

Lockouts are provided which prevent trains being signalled into or out of the platforms shown:-

Platforms 1 & 2 (combined system - both platforms closed at the same time).

The protected area does not extend beyond the ends of the platforms.

Lockouts are not provided on other platforms.

The lockout must be used to protect staff who are to carry out work such as:-

watering coaching stock at track level,

fitters working on trains,

clearing litter from the track,

white lining platform edges.

If the lockout has been used, it will not be necessary to appoint a COSS. Where work is to take place on a train, or a train is standing in the platform whilst work is in progress, a NOT TO BE MOVED board must be securely fitted to the Drivers cab in such a position that it is clearly visible to the Driver of the train as well as being visible along the platform.

The operation of the lockout is as follows:-

The person taking the lockout must telephone the Signaller, identify himself by name and employing organisation, say what is to be done and ask for the lockout to be given.

When the Signaller is able to give the lockout, the light on the instrument will light; the button must then be pressed and the key turned and withdrawn. The Signaller must be advised when the key has been withdrawn.

There are two instruments in the cupboard, these work in parallel and it is only necessary to operate one of them.

The key must be retained by the person removing it and not left in the instrument cupboard, as long as it is out of the instrument the platforms are protected from train movements by the signalling system.

The same person must normally remain in charge of the key throughout the time it is out of the instrument; if this is not possible, he must, before transferring the key, telephone the Signaller, identify himself by name and employing organisation, and tell the Signaller to whom the key is to be transferred; that person must then identify himself by name and employing organisation.

When work is complete, the person who has charge of the key must telephone the Signaller, identify himself by name and employing organisation, and give the Signaller an assurance that all staff and equipment are clear of the line. When instructed to do so, he must return the key to the instrument and turn it to the lock position.

The platforms are now no longer protected.

ALWAYS ENSURE THAT YOU KNOW EXACTLY WHAT IS PROTECTED

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

BARNETBY

Nos. 1 and 2 Reception Sidings. Drivers of trains arriving in Nos.1 and 2 Reception Sidings in the Up direction must as far as practicable, stop clear of the inlet points.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Between:- Wrawby Jn And Brigg, Kirton Lime Sidings And Northorpe, Northorpe And Gainsborough Central

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Manager is obtained, Modified Working Arrangements may be introduced between Wrawby Jn & Brigg, Kirton Lime Sidings and Northorpe, Northorpe & Gainsborough Central. The arrangements are permitted for through train movements over the Up & Down Brigg single line only.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Instruct the driver to pass the signal at danger, as shown in Part A of module S5 Passing a signal danger
- If necessary Instruct the driver to confirm the train has arrived clear of the single line complete with tail lamp

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Kettleby LC (AHBC)

Local control of Kettleby LC must be taken before an On Track machine not guaranteed to operate track circuits is allowed to pass over it.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

KIRTON LINDSEY

Multiple unit trains terminating at Kirton Lindsey station are authorised to return to the Signal box in rear.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

WORKSOP

Worksop Sidings. Drivers of trains approaching the foot crossing on the Main line during darkness and/or fog or falling snow must sound the horn.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Kirton Lime Sdgs SB (KL)

Failure of track circuits. During a failure of a track circuit between the double/single line connection and signal KL3, working by Pilotman will not be introduced provided the Signaller is satisfied that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass a signal controlling the entrance to the affected portion of line at Danger. If the train subsequently stops on the affected portion of line owing to accident or failure, detonator protection must be carried out.

Dated: 02/12/06

LN738 - GREAT COATES NO. 1 TO UNION DOCK

Entire Line Of Route

The train staff must normally be delivered to and collected from the Signaller at Great Coates No. 1.

To enable a second train to run between Great Coates No. 1 and Union Dock, the FOC Representative's Person in Charge is authorised to receive or deliver the train staff at the End of One Train Working and to convey the train staff between Great Coates No. 1 and the End of One Train Working other than by train.

If the FOC Representative's Person in Charge does not request the train staff, the train staff should be retained by the Driver until the movement arrives back at Great Coates No. 1. If the FOC Representative's Person in Charge has requested the train staff from a train at the End of One Train Working, the train must not pass the "Commencement of Staff Section" board until the train staff has been returned to the Driver by the FOC Representative's Person in Charge.

Dated: 16/01/16

LN738 - GREAT COATES NO. 1 TO UNION DOCK

Entire Line Of Route

Grimsby Docks Level Crossings

Locomotives must not exceed 4 m.p.h. when passing over level crossings in the Docks area. Drivers approaching all level crossings in the Docks Area must sound the locomotive horn.

Dated: 02/12/06

LN740 - GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN

Immingham East Jn

Working at junction of Up Locomotive Line and Up Goods Line at East End of locomotive Shed. Before locomotives leaving the Locomotive Depot upon the Up Locomotive line at the east end of the Locomotive Depot are permitted to foul the Up Through Siding, Drivers must satisfy themselves that no train is approaching on the Up Goods line. Similarly before trains running on the Up Through Siding are permitted to foul the Up Locomotive line. Drivers must satisfy themselves that no locomotives are leaving the Locomotive Depot.

Dated: 02/12/06

LN740 - GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN

Immingham Reception Sidings SB (IR)

1. A movement between the Reception Sidings or Storage Sidings and Humber Road Junction or vice versa may be hauled, propelled (subject to the limitations in Table B) or worked with a locomotive at each end to facilitate reversal. The Guard or Shunter in charge of the movement must advise the Signaller how the movement is to be worked, whether a locomotive is to be detached when the movement reverses and also whether the movement is fully fitted and if not, whether there is a brakevan.
2. When the movement has arrived complete and is at a stand at IR100 signal (Down Main) or in rear of IR213 signal (Up Main), the Guard or Shunter must advise the Signaller.
3. After reaching a clear understanding with the Driver of a train standing at IR100 signal that the train will not be moved, the Signaller is authorised to permit a light locomotive to pass IR207 signal at Danger to attach to the rear of the train.
4. A locomotive may be detached from the rear of a train standing at IR213 signal and the light locomotive may then follow the train as far as IR213 signal where the provisions of Rule Book Module TW3 Section 12.2 must be carried out.
5. Propelled movements from the Reception Sidings to the rear of IR213 signal are permitted to convey a red light on the leading vehicle; the provisions of Rule Book Module TW1, Section 14.1 are amended accordingly.

Dated: 07/12/13

LN740 - GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN

Entire Line Of Route

Immingham Dock Siding Level Crossings

Locomotives must not exceed a speed of 4 m.p.h. when passing over level crossings in the Dock area.

Drivers of locomotives, when approaching all level crossings in the Dock area, must sound the locomotive warning horn to give warning of approach.

Dated: 02/12/06

LN742 - KILLINGHOLME TO BROCKLESBY JN

Killingholme (End of line) To Immingham West Jn

Working Of Shell Mex Open Level Crossing At 2 M. 34 Ch. And Yorkshire Tar Train Crew Operated Gates Level Crossing At 2m 44 Ch. By Trains For The Admiralty Sidings.

Light locomotive or trains comprised of one vehicle only may, after stopping and sounding the warning horn at Shell Mex Open level crossing, proceed to the Admiralty Sidings. Any other train must be worked in accordance with the following instructions:-

Arriving Trains for Admiralty Sidings

Trains must stop at the “STOP AWAIT INSTRUCTIONS WHISTLE BEFORE PROCEEDING” board positioned 25 metres before reaching Shell Mex Open level crossing at 2 m. 34 ch. The Trainman must then go forward to Yorkshire Tar level crossing and close the gates to road traffic. When the gates are secured for the rail movement, the Trainman must call the Driver forward. After sounding the warning horn, the Driver may proceed over both crossings towards the end of the branch to a point where the rear of the train has passed clear of Yorkshire Tar level crossing.

The crossing gates must be opened for road traffic and the Trainman must proceed to the Admiralty Sidings Ground Frame and set the route for the arriving train. The Trainman must then return to the Yorkshire Tar level crossing and close the crossing to road traffic. The Trainman must then instruct and control the set back movement towards the Admiralty Sidings until the train is clear of Yorkshire Tar level crossing. The crossing gates must then be opened to road traffic. The train may then be controlled into the Admiralty Sidings.

Trains Departing from Admiralty Sidings

Departing trains must be propelled towards and stopped at the “STOP AWAIT INSTRUCTIONS” board positioned 25 metres before reaching the Admiralty Sidings Ground Frame. The Trainman must then walk forward and close Yorkshire Tar level crossing to road traffic. When this has been done, the train may be called forward to the “PROPELLED TRAIN LOCOMOTIVE TO STOP HERE” board clear of the crossing. The Trainman must then reopen the crossing gates to road traffic and then close and lock the Admiralty Sidings Ground Frame. The gates of Yorkshire Tar level crossing must then be closed to road traffic and the Driver instructed to proceed over both the Yorkshire Tar and Shell Mex level crossings and stop with the rear of the train clear on the Immingham side of Shell Mex Open level crossing. The Trainman must then open Yorkshire Tar level crossing to road traffic and then rejoin the train.

Dated: 02/12/06

LN742 - KILLINGHOLME TO BROCKLESBY JN

Immingham West Jn To Killingholme (End of line)

These instructions are withdrawn for the period as this line is temporarily re-classified as Siding Infrastructure; 0001 on 10 April 2017 to 2359 on 31 October 2017

The Driver of each train traveling to the Killingholme Branch must stop at the **STOP** board lettered **"Telephone Signaller for Instructions Commencement of Staff Section"**, and contact the Signaller via the Signal Post Telephone on IW253 and obtain permission to remove the Train Staff. The train must not proceed until the Train Staff has been obtained and permission to pass the Stop board lettered **"Telephone Signaller for Instructions Commencement of Staff Section"** has been given by the Signaller. The Driver or shunter must also inform the Signaller when the train has passed clear of the connection from the Double line to the Single line complete with tail lamp.

When a train is to travel to Admiralty Sidings and will be locked inside the sidings it is authorised for the token to be returned to Immingham West end of the single line to facilitate engineering work on the Killingholme line or to allow another train to proceed onto the branch. The following procedure must be followed when this is to be done:

1. When the Driver of the train travelling to Admiralty Siding has passed clear of the Killingholme Single line and the Ground Frame has once again been returned to the Normal Position locking the train inside, the Driver must contact the Signaller at Immingham West and inform him/her this has been done.
2. The Signaller at Immingham West may authorise the Nominated Person to travel to Admiralty Sidings, take possession of the Train Staff and return it to the secure cabinet at the Immingham West end of the line.

When it is necessary to return the Train Staff to the Admiralty Sidings to allow the train to return to Immingham West, the Signaller at Immingham West must authorise the Nominated Person to:

1. Remove the Train Staff from the secure cabinet.
2. Return it to the Driver of the train locked in at Admiralty Sidings and instruct him/her to contact the Signaller at Immingham West, confirm they are in possession of the staff and obtain permission to return.

The Driver of each train leaving the Killingholme Branch must stop at signal IW253, replace the Train Staff in the secure cabinet, lock the cabinet and contact the Signaller via the Signal Post Telephone on IW253, and inform the Signaller the Train Staff has been replaced. The Driver must then obey signal IW253.

Dated: 10/04/17

LN742 - KILLINGHOLME TO BROCKLESBY JN

Immingham West Jn

Simon Storage West And Mineral Quay Level Crossings

1. An Attendant will be appointed to operate the crossing.
2. The normal position of the barriers at each crossing situated over the Western Jetty Arrival and Departure lines and the Mineral Quay Sidings single line connection is in the raised position.
3. Arriving Trains

   3.1 When a train is required to proceed to the Western Jetty or Mineral Quay Sidings, the Attendant must press the crossing barrier “DOWN” button. When the barriers are lowered and the crossing is clear of road and rail vehicles on all lines, the Attendant must authorize the Driver to proceed over the crossing.

   3.2 When the train with tail lamp attached has passed clear of the crossing, and the crossing is again clear of rail vehicles on all lines, the Attendant must press the crossing barrier “UP” button.
4. Departing Trains

   4.1 When a train from either the Western Jetty or Mineral Quay Sidings is at a stand at the appropriate signal, the Signaller has been advised the train is ready to depart and the Signaller has indicated that he is able to allow the train to depart, the Attendant must press the crossing barrier “DOWN” button. When the barriers are lowered and the crossing is clear of road and rail vehicles on all lines the “CROSSING CLEAR” button must be pressed. This will illuminate a slot off the indication in the signal box and the Signaller will clear the signal for the train to depart.

   4.2 When the train with tail lamp attached has passed clear of the crossing, and the crossing is again clear of rail vehicles on all lines, the Attendant must press the crossing barrier “UP” button.
5. Stopping Level Crossing Barriers in an Emergency

   5.1 Should it be necessary to interrupt the lowering of the crossing barriers, the Attendant must press the crossing barrier “STOP” button, which will hold the barriers in the position they have reached. The sequence may then be resumed by pressing the crossing barrier “DOWN” button to complete closure of the crossing or by pressing the crossing barrier “UP” button to return the barriers to the raised position.

Dated: 03/12/11

LN750 - WOODBURN JN TO DEEPCAR

Deepcar Exchange Sidings

Over Deepcar Viaduct there is a **5 mph** speed restriction for all locomotives.

Dated: 02/12/06

LN752 - WRAWBY JN. TO MARSHGATE JN.

HATFIELD AND STAINFORTH

Hatfield Colliery Bunker Loading Sidings. Shutting in facilities apply in respect of trains arriving for Bunker loading only.

Dated: 02/12/06

LN756 - SCUNTHORPE TRENT JN. TO ROXBY

Dawes Lane LC (AOCL+B)

Rule Book Module TW8, Section 4.4 will not apply at this crossing provided the Emergency Plunger Unit has been used and the Driver has satisfied himself that the Road Traffic Signal on both road approaches are operating. In such circumstances, the Driver may, even if the Driver's red light continues to show take his train over the crossing, ensuring it is safe to do so and sounding the horn continuously until the front of the train is on the crossing.

Dated: 16/01/16

LN756 - SCUNTHORPE TRENT JN. TO ROXBY

Entire Line Of Route

The train staff must normally be delivered to and collected from Drivers at North Lincoln Jn. (S.353/S.357 signals) and the Signaller advised when this has been done.

To enable a second train to run between Trent Junction and Normanby Park, the Mobile R.S.T. is authorised to receive or deliver the train staff at Normanby Park and Roxby and to convey the train staff between North Lincoln Jn., Normanby Park and Roxby other than by train.

If the Mobile RST does not request the train staff, the train staff should be retained by the Driver until the movement arrives back at North Lincoln Jn.

If the R.S.T. has requested the train staff from a train at Roxby, the train must not pass the "Commencement of Staff Section" board until the train staff has been returned to the Driver by the Mobile R.S.T.

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Scunthorpe Trent Jn. (North Lincoln Jn Chargemans Office)	North Lincoln Chargeman
Normanby Park	Mobile R.S.T.
Roxby	Mobile R.S.T.

Dated: 02/12/06

LN758 - BRANCLIFFE EAST JN TO KIRK SANDALL JN.

Dinnington Jn To Maltby

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Manager is obtained, Modified Working Arrangements may be introduced between Dinnington Jn & Maltby. The arrangements are permitted for through train movements over the Down & Up South Yorkshire single line only. .

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate form RT3177 to the Driver
- Instruct the driver to pass the signal at danger, as shown in Part A of module S5 Passing a signal danger
- If necessary, instruct the driver to confirm the train has arrived clear of the single line complete with tail lamp.

The Responsible Manager must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN758 - BRANCLIFFE EAST JN TO KIRK SANDALL JN.

Dinnington Jn To Maltby Colliery

Tokenless Block working between Dinnington Jn. and Maltby Colliery

Rule Book Module P2, Section 1.1

If a Pilotman is not immediately available, a Driver's Ticket may be issued to the Driver of each train. Drivers of Down trains will be brought to a stand at WP607 signal and will be instructed by the Signaller at Worksop to take a Driver's Ticket from the locked box located at this signal. The box is opened by a Drivers BR.No.1 key. The Driver must complete the Driver's Ticket by dictation given by the Signaller and repeat the contents to the Signaller. The Signaller will then authorise the Driver to enter the section.

If a train, the Driver of which is in possession of a Driver's Ticket, becomes disabled necessitating an assisting train entering the section, the Driver's Ticket must be left in the driving compartment of the disabled train. The Driver's Ticket must be handed to and retained by the Driver of the assisting train until both trains have been cleared from the section.

In all cases, the Driver's Ticket issued to the Driver of an Up train must be retained by him until reaching his depot and handed in at the depot with the word "Cancelled" written across it. The Driver's Ticket must then be forwarded to the Network Rail Local Operations Manager at Worksop.

Dated: 8/11/08

LN758 - BRANCLIFFE EAST JN TO KIRK SANDALL JN.

Doncaster St Catherines To Maltby.

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines.

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working arrangements may be introduced between Doncaster St Catherines Junction and Maltby Colliery Signal box.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the Driver what is happening
- Dictate or hand as appropriate, form RT3177 to the Driver
- Give the Driver any necessary instructions regarding the operation of level crossings.
- Instruct the Driver to pass the signal at danger, as shown in part A of module S5 Passing a signal at danger.
- Instruct the Driver to a Down direction train confirm the train has arrived at Doncaster Decoy complete with tail lamp.

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2 must be introduced as quickly as possible. The change over to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN758 - BRANCLIFFE EAST JN TO KIRK SANDALL JN.

Maltby Colliery

Maltby North Shunt Spur

Immediately a locomotive has arrived clear inside the spur and to the rear of signal 28, the traincrew must advise the Signaller accordingly.

Dated: 02/12/06

LN766 - BENTLEY JN. TO HEXTHORPE JN. (DONCASTER AVOIDING LINE)

Entire Line Of Route

Working of passenger trains over Goods Lines.

Passenger trains may run over Up and Down Avoiding Goods lines between Bentley Jn and Hexthorpe Jn when authorised in the WTT or STN.

Dated: 02/12/06

LN768 - MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN

MANSFIELD WOODHOUSE

Instructions to Traincrew departing from the bay line platform - Train ready to start plunger

When a train is ready to depart from Mansfield Woodhouse bay platform the Conductor must press the “Train Ready To Start” plunger.

When signal KS.118 is cleared and the associated “OFF” indicator has illuminated, the Conductor must give the train ready to start signal in accordance with the Rule Book.

Dated: 02/12/06

LN768 - MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN

Shirebrook Jn

Langwith Jn Down Yard. When it is necessary for a movement to be made into Langwith Jn Down Yard, the Person-in-charge of the movement must instruct Messrs. W. H. Davis Ltd. staff to stand their locomotive clear in the group of sidings 3 to 6 until the movement has been withdrawn from the sidings.

Dated: 02/12/06

LN768 - MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN

Elmton & Creswell

Drivers of trains stopped at a controlled signal operated from Elmton and Creswell Signal Box must, if unable to communicate with the signaller at Elmton and Creswell Signal Box (03-66647 or 01909-720277), ring Shirebrook Junction Signal Box (03-66646 or 01623-744623) to ascertain if Elmton and Creswell Signal Box is closed. If advised that Elmton and Creswell Signal Box is closed, drivers should observe the provisions of the Rule Book, Module S5, Section 7.2.

Dated: 07/12/13

LN784 - HIGH MARNHAM TO SHIREBROOK EAST JN

High Marnham To Thoresby Colliery Jn

The Rail innovation and Development Centre (RIDC) is from the “Start of Staff Section” board on the Up line on T4 signal at 17m 48ch to High Marnham and from High Marnham to the “End of Staff Section” board on T28 signal at 17m 25ch on the Down line. The RIDC also includes the Bevercotes Branch from it connection to the Down line at 20m 15ch to 1m..

The working of trains on RIDC is a modified form of One Train Working With divisible Staff from Thoresby Colliery Junction to the end of the operational line at 27m 55ch.

The following people are authorised to take the Staff/Annett’s Key from Thoresby Colliery Jn signal box Signaller:-

- Technical Officer (TO)
- Duty Technical Officer (DTO)
- Local Operations Manager
- Section Manager (Track)
- Assistant Section Manager (Track)

The Driver of each train travelling to the RIDC must stop at the board lettered “**Start of Staff Section**” on T4 signal (17m 48ch), and contact the Signaller. The train must not proceed until the Staff has been obtained and T4 signal shows a proceed aspect.

Up direction trains will travel over the Up line between Thoresby Colliery Jn signal box and Boughton Jn. The points at Boughton Jn must be operated before a train can proceed onto the Single line. Down direction trains will travel over the Down line which is bi-directional between Boughton Jn and Thoresby Colliery Jn signal box . Trains that are carrying out proving operations must not pass the “**Reversing Point**” notice board positioned adjacent to the Down Main line at 17m 37ch. The train staff will be kept in Thoresby Colliery Jn signal box when not in use.

A proving run for the first vehicle each day must be conducted as per local instructions at slow speed not exceeding 20mph.

The Driver of each train exiting from the RIDC must stop at the board lettered “**End of Staff Section. Return Staff to SB**” on T28 signal (17m 25ch), and contact the Signaller. The train must not proceed until the Staff has been returned and T28 signal shows a proceed aspect.

NOTE: The staff must always be returned before a train is allowed to leave the branch, even if it is only required to ‘run round’ before re-entering the branch.

Dated: 01/04/13

LN784 - HIGH MARNHAM TO SHIREBROOK EAST JN

Welbeck Colliery Jn

Trains setting back from the Up Main line to the Welbeck Colliery Branch.

When the “Off” indicator for 3-aspect colour light signal C233 is illuminated for a train to set back from the Up Main line to the Welbeck Colliery Branch, it will not be necessary for the Driver to comply with Rule Book Module SS2, Section 3.2 but he must proceed cautiously, keeping a sharp look out and be prepared to act on any hand signal received from the Guard or Shunter.

Propelled movements from the Welbeck Colliery Branch to the Up Main line.

A red light is permitted to be carried on the leading vehicle of a propelling movement between Up Welbeck line 3-aspect colour light signal C222 on the Welbeck Colliery Branch and the Up Main line.

Dated: 07/12/13

LN784 - HIGH MARNHAM TO SHIREBROOK EAST JN

Warsop Jn

Trains setting back from Up Warsop line to Warsop Up Yard.

The Person in Charge must ensure that the hand points within the Yard are correctly set for the reception of the train before advising the Signaller that the train may be signalled to set back from the main line.

When signal 38/28/28R clears it will not be necessary for the Driver to comply with Rule Book Module SS2, Section 3.2 but must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Person-in-Charge when he comes into view.

Dated: 02/12/06

LN786 - BEVERCOTES JN TO BEVERCOTES COLLIERY

Entire Line of Route

The Rail innovation and Development Centre (RIDC) is from the “Start of Staff Section” board on the Up line on T4 signal at 17m 48ch to High Marnham and from High Marnham to the “End of Staff Section” board on T28 signal at 17m 25ch on the Down line. The Bevercotes Branch joins the LN784 High Marnham line at 20M 15ch (Boughton Jn) and is part of the RIDC.

The working of trains on Bevercotes Branch section of the RIDC is a modified form of One Train Working With divisible Staff from Thoresby Colliery Junction to the end of the operational line at 27m 55ch.

See Local instructions on LN784 from Thoresby Colliery Jn to High Marnham

Dated: 15/02/12

LN802 - WELBECK COLLIERY BRANCH

Wellbeck Colliery

Rapid Loading Bunker. An RJB Mining level crossing is situated approximately eight locomotive lengths beyond the Bunker. The crossing is protected by red and green lights for road operation.

Dated: 02/12/06

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11	07 September 2024
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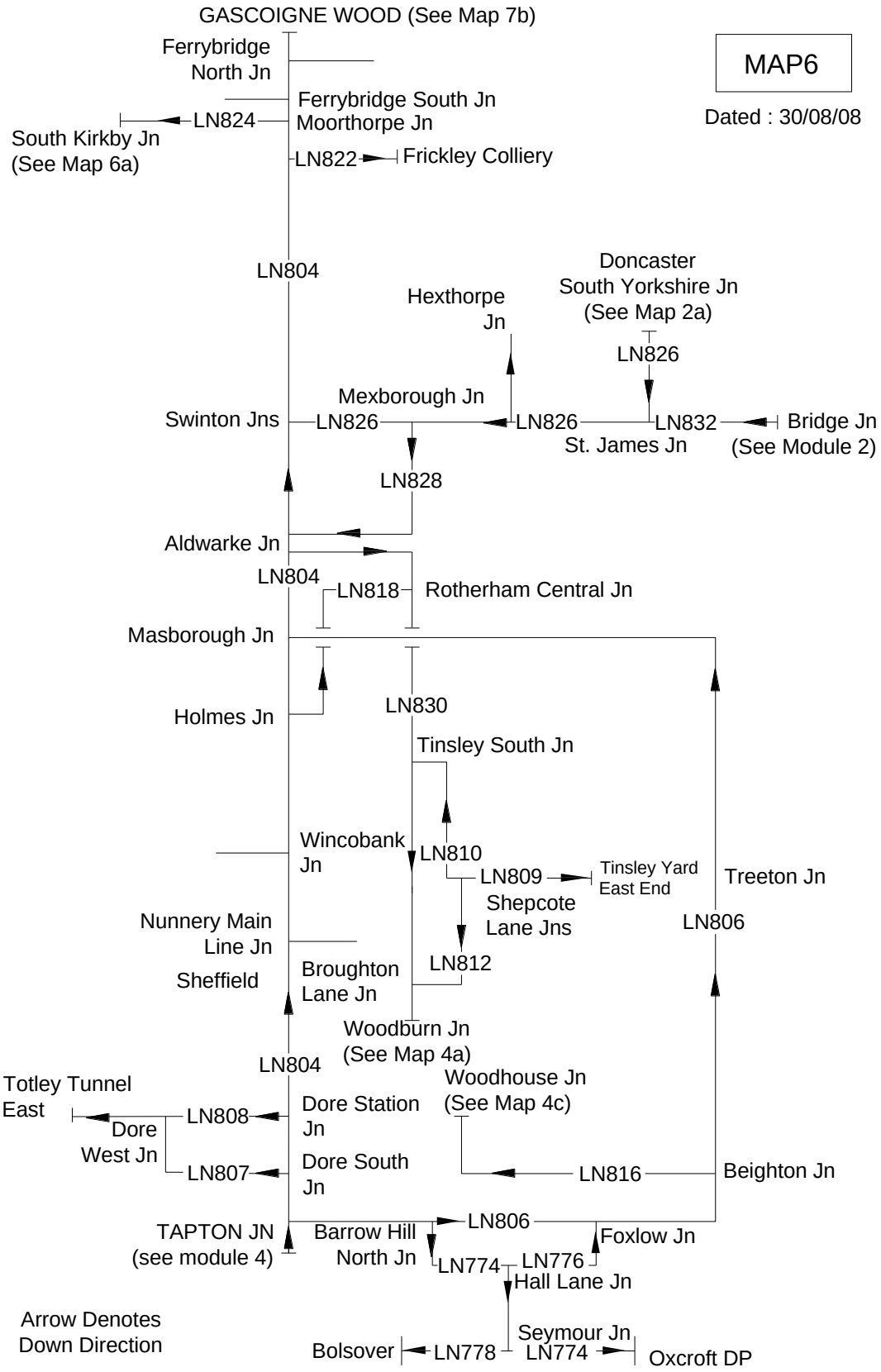
MAPS

TAPTON JN TO GASCOIGNE WOOD AND BRANCHES



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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN774	001	Barrow Hill North Jn to Oxcroft Disposal Point	BAC2 BAC3 OXO	London North Eastern	01/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Tapton Jn see LN806 seq 001 LINE OUT OF USE U&DSD	TCB York ROC RA7 Rotherham Workstation (S)
		25	AWS not provided TPWS not provided
		Up ▲ ▼ Down	
Barrow Hill North Jn	149 53	To/From Foxlow Jn see LN776 seq 001	York ROC Rotherham Workstation (S) to 151 33 U&DSD= Up & Down Stavely Goods
	150 24	25 25	
Hall Lane Jn	150 56	25	DSG = Down Seymour Goods USG = Up Seymour Goods
	150 62		
		USG DSG	OTS Seymour Jn SB
	152 14	25	
Seymour Jn SB (SE)	152 21	◦	
Out of Use	155 06		
	155 00	25	
Seymour Jn	154 77	25	
	154 15	To/From Bolsover see LN778 seq 001	LINE OUT OF USE
	0 00 *	* 10	
End/Commencement of Staff Section boards	0 49		Sidings area from 0m 49ch
	0 56		
Oxcroft D P	0 78		
End of Line			

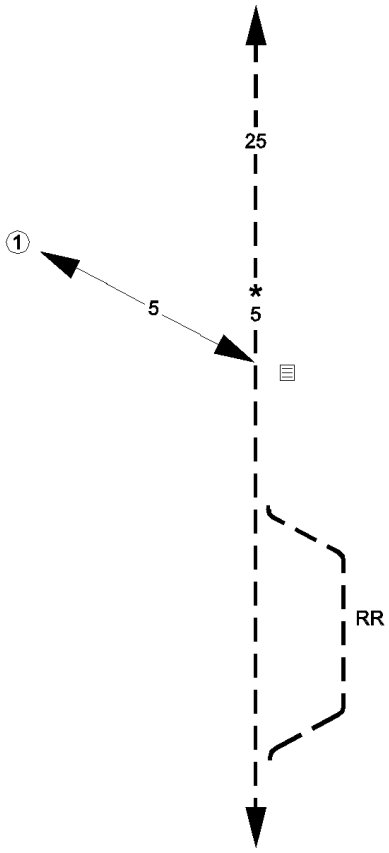
London North Eastern Route Sectional Appendix Module LN6

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN776	001	Hall Lane Jn to Foxlow Jn	HLF1 HLF2	London North Eastern	01/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Seymour Jn see LN774 seq 001 Line Out of Use FGC	TCB York ROC RA7 Rotherham Workstation (S)
Hall Lane Jn	0 44	Up ▼ ▲ Down	AWS not provided TPWS not provided
			FGC = Foxlow Goods Curve
	0 00	25	
	150 47		
Foxlow Jn	150 64	FGC To/From Masborough Jn see LN806 seq 001	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN778	001	Seymour Jn to Bolsover	BOC1	London North Eastern	19/03/2016

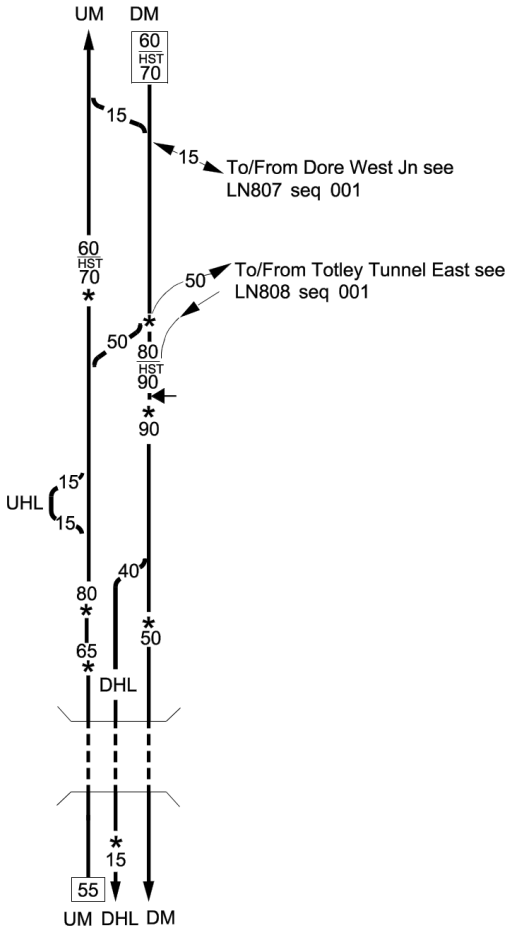
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Barrow Hill North Jn see LN774 seq 1	TCB Seymour Jn SB (SE) RA7
Seymour Jn	7 51		AWS not provided TPWS not provided
Markham Colliery Jn (Former)	7 05		OTNS
	6 00 *		① To/From Bolsover Coalite
Bolsover Colliery GF	5 64		
	5 46		LINE OUT OF USE
			RR = Run Round Loop
	5 24		
Bolsover	5 21		



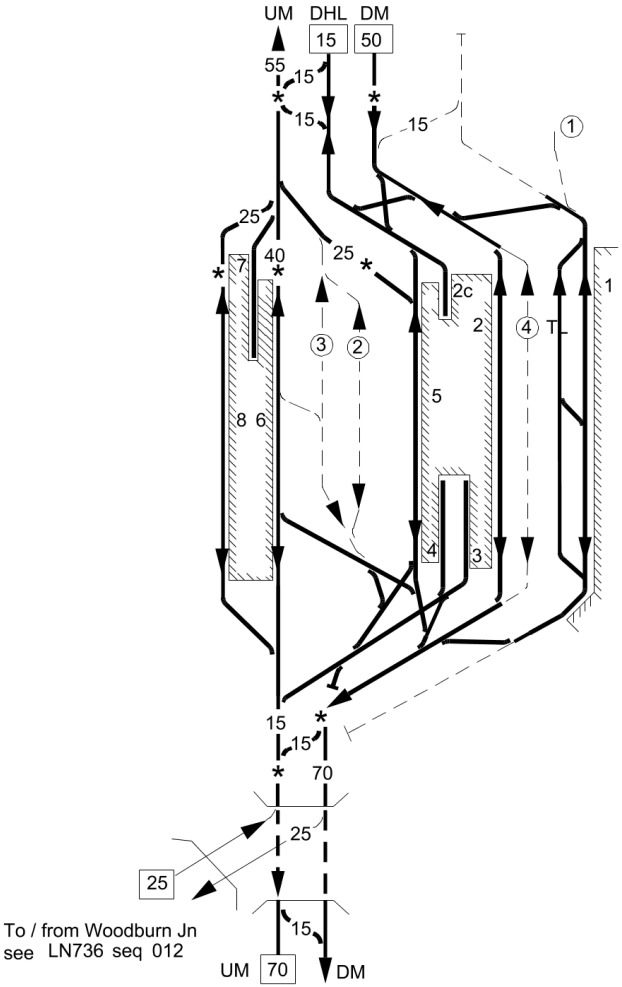
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	001	Tapton Jn to Gascoigne Wood (via Sheffield)	TJC1	London North Eastern	01/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tapton Jn	146 64	To/From Derby see LN3201 seq 044 UM DM 80 HST 90 (UM) 80 HST 90 (DM)	TCB Derby EMCC (CS) RA8 Chesterfield Workstation GSM-R
DRONFIELD	151 44	1 2	York ROC Sheffield Workstation (S)
Bradway Tunnel (1m 267 yards)	152 49 to 153 61 * 153 62 *	T 80 HST 90 * 60 HST 70 (UM) 60 HST 70 (DM) UM DM	Telephone in Bradway Tunnel refuges at Down 153m 12 ch (immediately beyond signal S49R) and Up 153m 25ch (immediately beyond signal S46R)

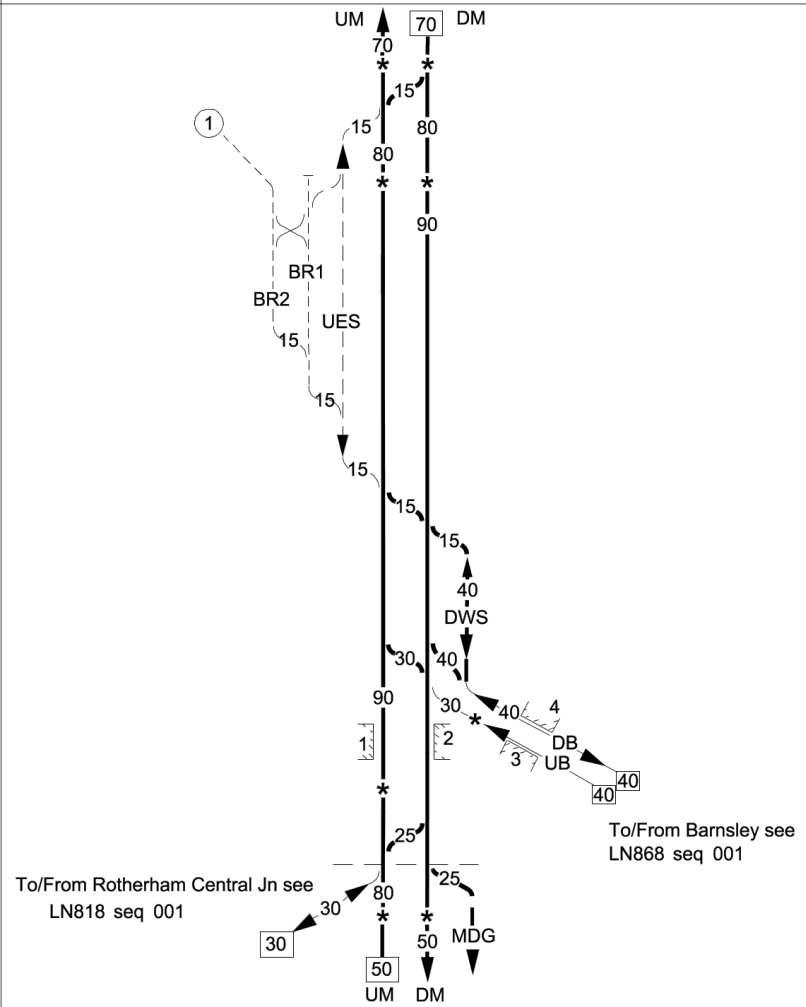
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	002	Tapton Jn to Gascoigne Wood (via Sheffield)	TJC1	London North Eastern	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC RA8 Sheffield Outer Workstation (S)
Dore South Jn	153 65 153 71		
	154 48 154 50 * 154 52 *		
Dore Station Jn			
Dore HABD	154 62 154 69 155 07 *		
	156 16		
Heeley	156 62		UHL = 548 metres / 600 yards UHL = Up Heeley Loop DHL = Down Heeley Loop
	157 44 157 55 * 157 58 *		
	157 74 *		
East Bank Tunnel (80 Yards)	158 01 to 158 05		
	158 14 *		CW Up at 158 14 (533 yards before reaching signal S80).

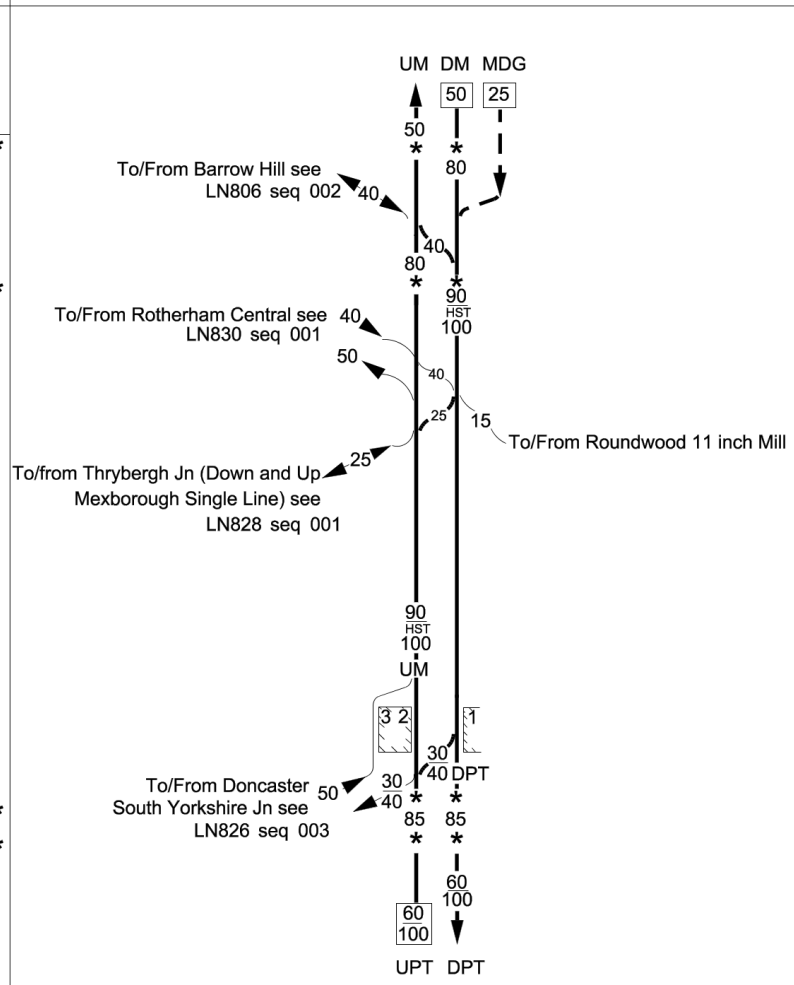
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	003	Tapton Jn to Gascoigne Wood (via Sheffield)	TJC1	London North Eastern	14/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	158 18 *		GSM-R TCB York ROC RA8 Sheffield workstation (S) BETWEEN 158 18 AND 158 60 DOWN 158 67 UP ALL LINES AND CONNECTIONS 15MPH EXCEPT AS OTHERWISE SHOWN ① To/From Sheffield Fish Dock AWS Gap in Station area between 158 07 Down / 157 79 Up and 159 08
Sheffield South Jn	158 27		
	158 32 *		
SHEFFIELD	158 40		② = Up Station Siding No1 ③ = Up Station Siding No2 ④ = Down Station Siding TL = Through line PP is authorised on Platforms 1, 2, 5, 6 and 8 for trains booked to call at Sheffield. PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in Platforms 2c, 3, 4 & 7.
Sheffield North Jn	158 52		
	158 60 *		DHL = Down Heeley Loop
	158 67 *		CW Up at 158 63 (80 yards after passing signal S150)
Nunnery Main Line Jn Broad Street Tunnel (100m / 109 yards)	158 77 158 77 to 159 02		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	004	Tapton Jn to Gasgoigne Wood (via Sheffield)	TJC1 TJC2	London North Eastern	31/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	159 37 *		GSM-R TCB York ROC RA8 Sheffield Workstation (S)
Mill Race Jn	160 18		
	160 47 *		(1) To/From Sheffield Attercliffe Sidings
			Change of ELR 160m 47ch - TJC1 to TJC2
			UES = Up East Slow BR1 = Brightside Reception No. 1 BR2 = Brightside Reception No. 2
Brightside Jn	161 12		
			DWS = Down West Slow
Wincobank Jn	161 52		
			DB = Down Barnsley UB = Up Barnsley
	161 65 *		
MEADOWHALL	161 70		
	163 34 *		York ROC Rotherham Workstation (S)
Holmes Jn LC (CCTV)	163 43		See general instructions for SATWS details at Holmes Jn
Holmes Jn	163 43		
	163 52 *		MDG = Masborough Down Goods (Secured out of use)

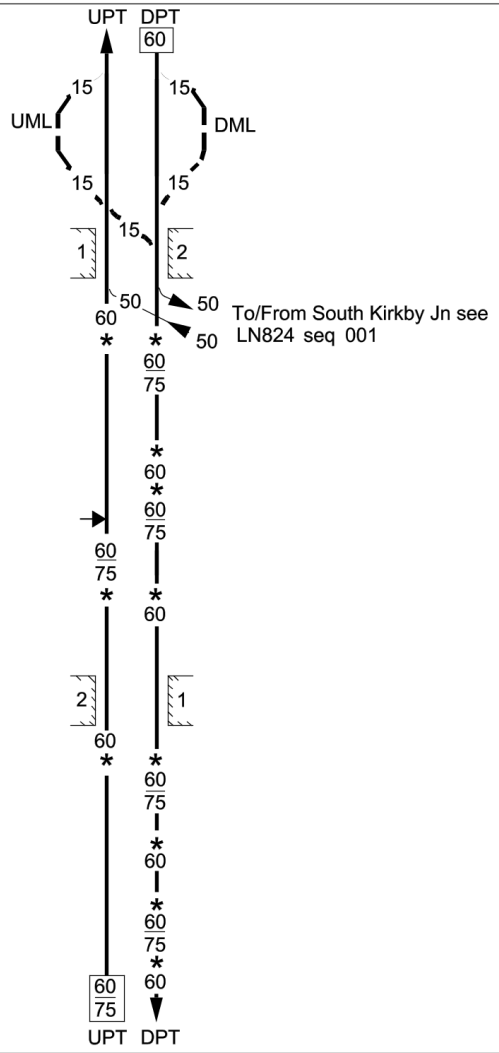
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	005	Tapton Jn to Gascoigne Wood (via Sheffield)	TJC3 SMJ1 SMJ2	London North Eastern	31/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Masborough South Jn (Former)	163 74		GSM-R TCB York ROC RA8 Rotherham Workstation (S)
	161 77 *		MDG = Masborough Down Goods (Secured out of use)
	162 10		See general instructions for SATWS details at Masborough
Masborough Jn	162 24		Change of ELR 163m 74ch - TJC2 to TJC3
	162 60 *		
	164 64		
Aldwarke Jn	164 70		See general instructions for SATWS details at Aldwarke
Swinton Jn South	166 56		
SWINTON	166 74 166 76		TOWS "Swinton No.3 Section" between 166m 1516 yards on the Main lines and 167m 420 yards on the Pontefract lines.
Swinton Jn North	167 03		
	167 68 *		
	168 25 *		DPT = Down Pontefract UPT = Up Pontefract

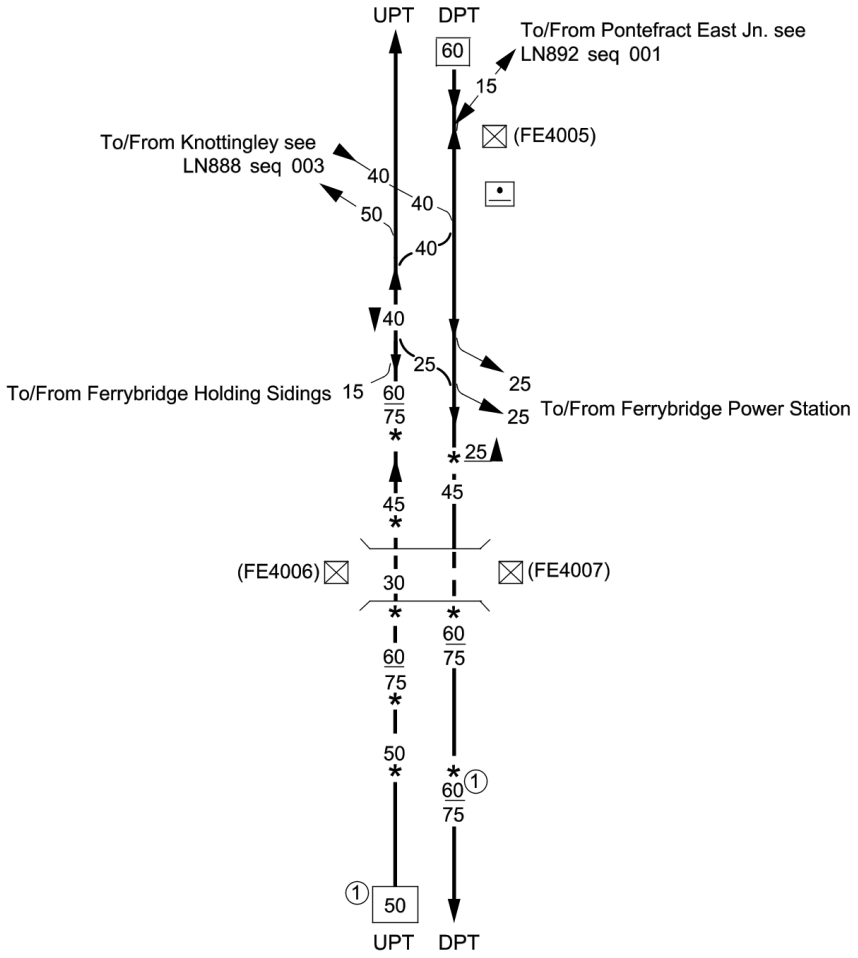
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	006	Tapton Jn to Gascoigne Wood (via Sheffield)	SMJ1 SMJ2	London North Eastern	01/05/2016

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			UPT DPT 60/100	GSM-R TCB York ROC RA8 Rotherham Workstation (S)
Wath Curve Jn (Former)	168	64		Change of ELR 168m 64ch - SMJ1 to SMJ2
	17	15		DPT = Down Pontefract UPT = Up Pontefract
BOLTON-UPON-DEARNE	16	56	1 2	
				York IECC Ardsley WS (L)
GOLDTHORPE	15	50	1 2	
Hickleton (HABD)	15	12		
	15	08	15	
THURNSCOE	14	64	1 2	
	12	08 *	60/100 * * 60	
	12	05 *		
			60 UPT DPT	

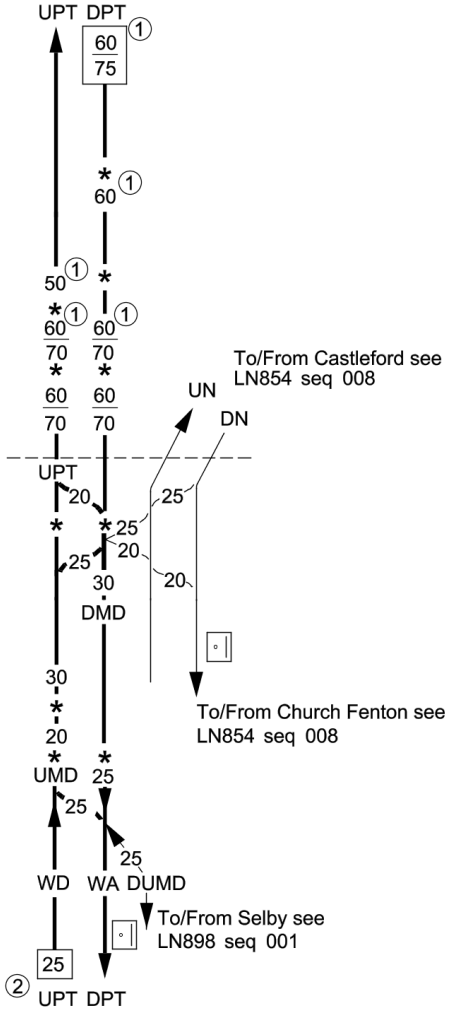
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	007	Tapton Jn to Gascoigne Wood (via Sheffield)	SMJ2	London North Eastern	01/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
MOORTHORPE	11 29		GSM-R TCB York IECC RA8 Ardsley WS (L) DPT = Down Pontefract UPT = Up Pontefract DML = Down Moorthorpe Loop UML = Up Moorthorpe Loop DML 443 metres / 485 yards UML 393 metres / 430 yards Ferrybridge SB (FE)
Moorthorpe Jn	11 24	
	11 20 *	
	8 60 *	
	8 00 *	
Baghill (HABD)	6 70	
	4 66 *	
PONTEFRACT BAGHILL	4 31	
	4 20 *	
	3 65 *	
	3 00 *	
	2 43 *	

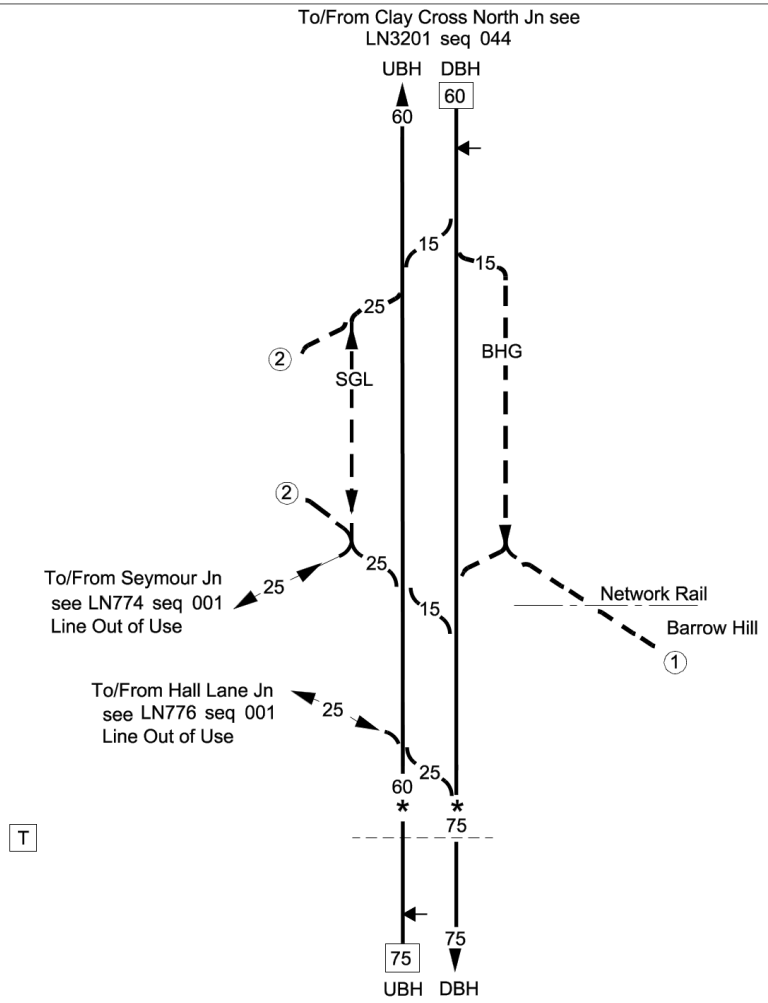
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	008	Tapton Jn to Gascoigne Wood (via Sheffield)	SMJ2	London North Eastern	24/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ferrybridge South Jn	2 38		GSM-R TCB Ferrybridge SB (FE) RA9 DPT = Down Pontefract UPT = Up Pontefract ☒ - Lockout Protection provided. See General Instruction ☒ - Separate Down and Up line Lockout Protection provided at Brotherton Tunnel. See General Instruction Milford SB (M) ① = MGR loaded and empty coal trains consisting of HAA type wagons are restricted to a 30 mph maximum speed on both the Down and Up Pontefract lines between 0 19 and 16 68
Ferrybridge SB (FE)	2 33		
Ferrybridge North Jn	2 27		
Ferrybridge Power Station Jn	2 09		
Ferrybridge Power Station	2 05 *		
	2 03 *		
	1 25 *		
Brotherton Tunnel (104 yards)	1 24 to 1 19		
	1 18 *		
	0 26 *		
	0 19 *		

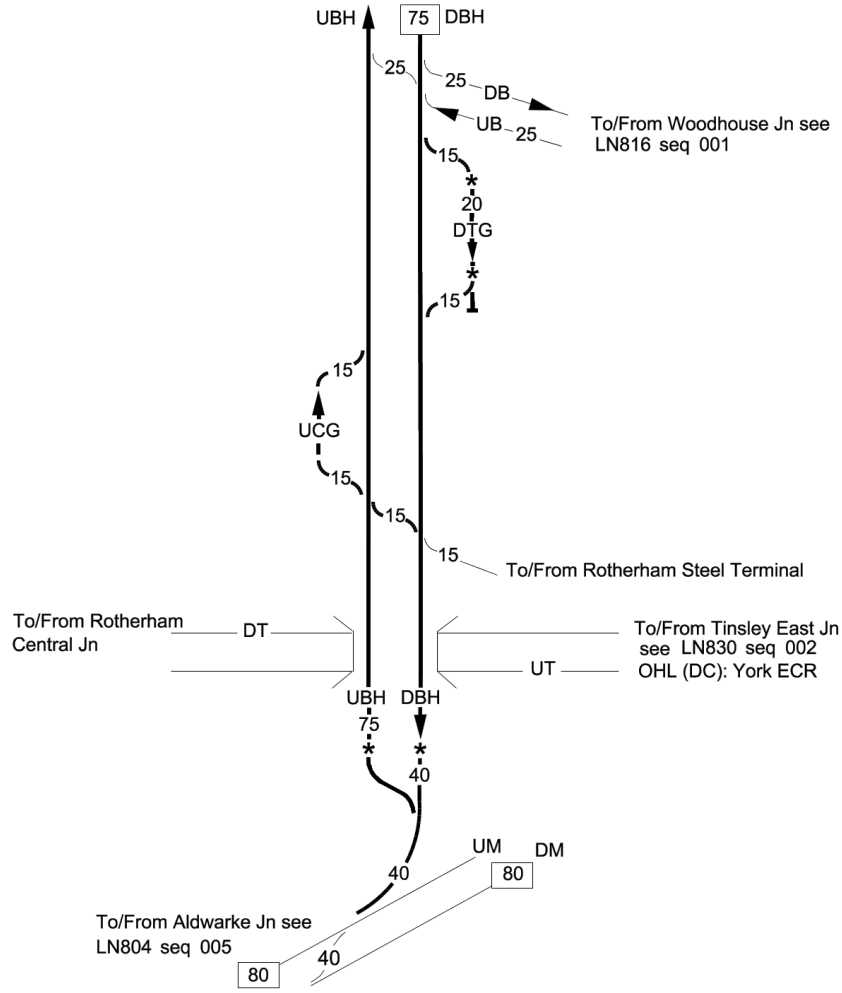
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN804	009	Tapton Jn to Gascoigne Wood (via Sheffield)	SMJ2 SMJ3 MGW	London North Eastern	01/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Milford SB (M) RA9 ① = MGR loaded and empty coal trains consisting of HAA type wagons are restricted to a 30 mph maximum speed on both the Down and Up Pontefract lines between 0 19 and 16 68 DPT = Down Pontefract UPT = Up Pontefract
	0 15 *		
	0 01 *		
Burton Salmon Jn (Former)	0 00 *		Change of ELR 0m 00ch - SMJ2 to SMJ3
	16 69		
	16 68 *		
Hillam Gates LC (CCTV)	15 57		DN = Down Normanton UN = Up Normanton RA10
	15 07 *		
Milford Jn	7 65		Change of ELR 15m 07ch - SMJ3 to MGW
Milford SB (M)	7 49		DMD = Down Milford UMD = Up Milford
	7 10 *		
	6 45 *		
	6 42		DUMD = Down/Up Milford WA = West Arrival WD = West Departure
	6 39		
Gascoigne Wood SB (GW)	6 27		Gascoigne Wood SB (GW) ② To/From Gascoine Wood Sidings

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN806	001	Tapton Jn to Masborough Jn	CHR	London North Eastern	23/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tapton Jn	146 58		GSM-R TCB Derby EMCC (CB) RA8 Chesterfield Workstation York ROC Sheffield Outer Workstation DBH = Down Barrow Hill UBH = Up Barrow Hill SGL = Staveley Goods Line ① = To/From Barrow Hill Roundhouse ② = To/From Barrow Hill Up network sidings
Down Barrow Hill HABD	146 69		
Barrow Hill South Junction	148 76		
Barrow Hill			
Barrow Hill North Jn	149 46		
Boundary	149 34		
Foxlow Jn	150 64		
	150 68 *		
Renishaw Slitting Mill LC (UWC)	151 07	T	
Reinshaw Park HABD	152 43		

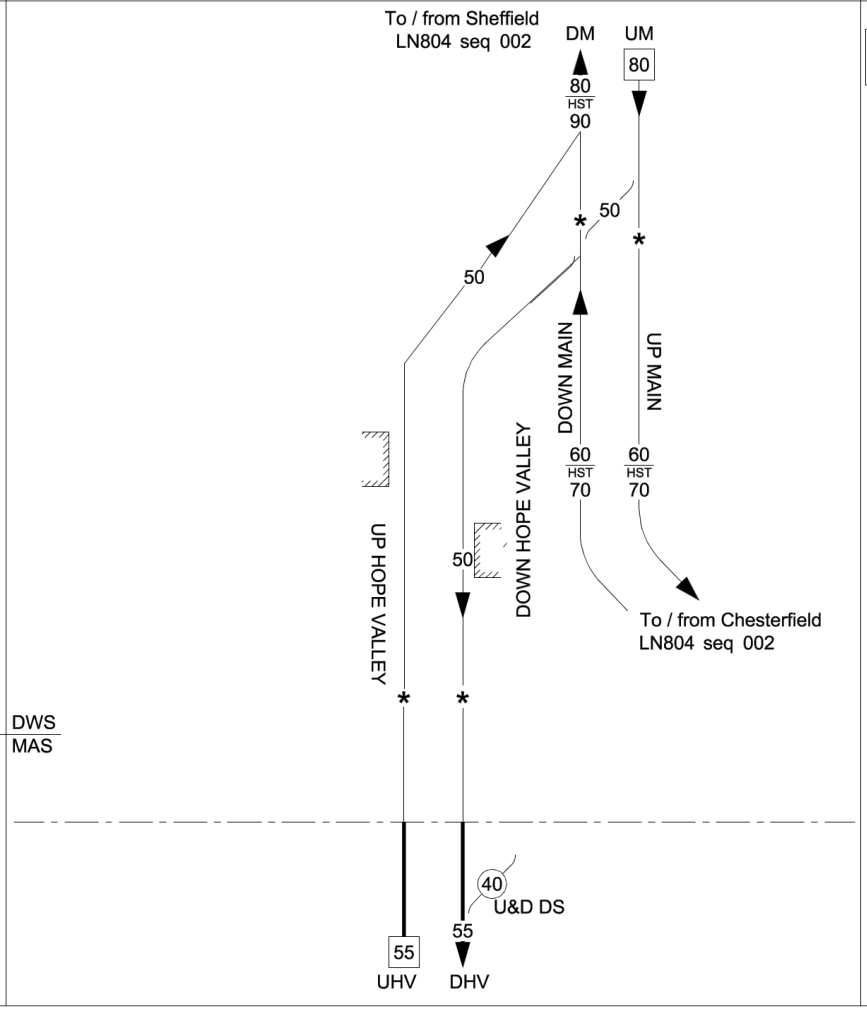
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN806	002	Tapton Jn to Masborough Jn	CHR	London North Eastern	23/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Beighton Jn	155 43		GSM-R TCB York ROC RA8 Sheffield Outer Workstation (S)
	158 29 *		DBH = Down Barrow Hill UBH = Up Barrow Hill
	158 58 *		DB = Down Beighton UB = Up Beighton
Treeton Jn	158 65		
	159 20		DTG = Down Treeton Goods
Canklow	160 11		
Masborough Sorting Sidings South Jn	160 61		UCG = Up Canklow Goods - 807 metres / 884 yards
	161 40		DT = Down Tinsley UT = Up Tinsley
Masborough Station (Closed)	161 79		
	162 13 *		
Masborough Jn	162 24		See General Instructions for SATWS details at Masborough Jn

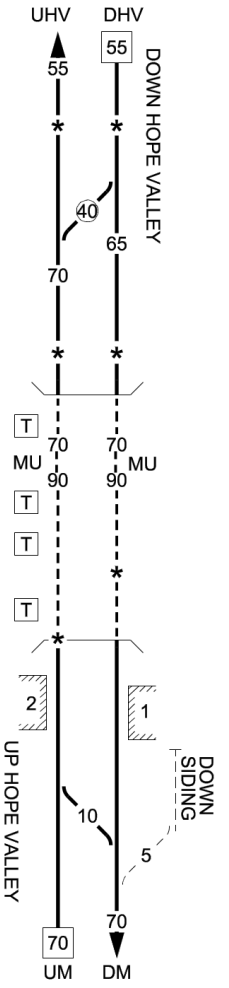
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN807	001	Dore South Jn to Dore West Jn	MAS	London North Eastern	24/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Dore South Jn	153 73	To/From Clay Cross North Jn see LN804 seq 002 U&DDS 60 HST 70 UM 60 HST 70 DM	GSM-R TCB York ROC RA8 Sheffield Workstation (S) U&D DS, Up & Down Dore Single UM Up Main DM Down Main
Dore Tunnel (88 yards)	154 00 to 154 04	20	
Dore West Jn	154 34	Up Down 55 DHV 55	DHV, Down Hope Valley UHV Up Hope Valley

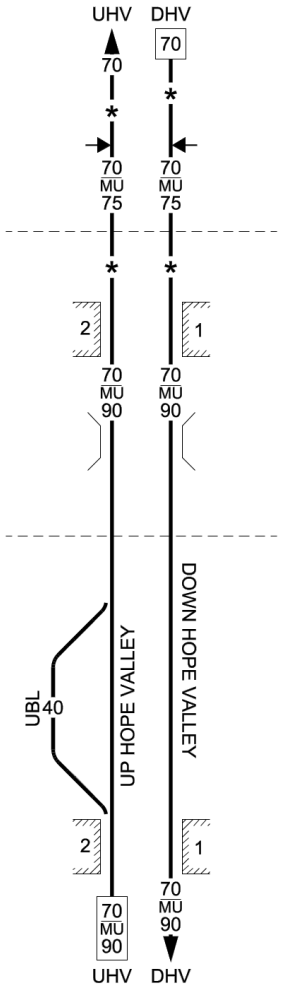
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN808	001	Dore West Jn to Earles Sidings (EXCL)	DWS MAS	North & East	25/03/2024

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

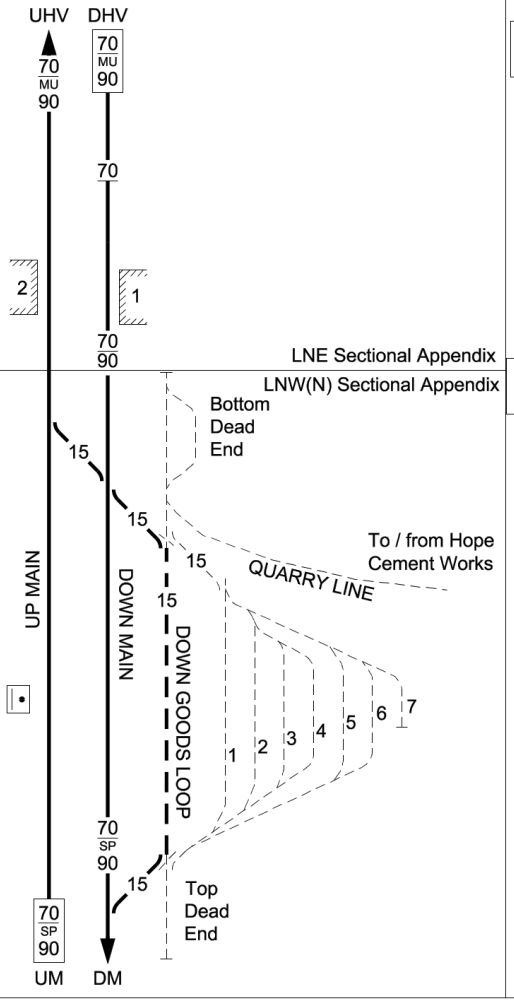
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN808	002	Dore West Jn to Earles Siding (Excl)	MAS	North & East	30/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	154 37		GSM-R TCB York ROC Sheffield Outer WS (DE)
	154 41 *		UHV Up Hope Valley DHV Down Hope Valley .
(Crossover)	154 50		
	154 74 *		
from	155 20		
(Telephone)	155 74		
Totley Tunnel (5697 metres / 3 miles 950 yards)			
(Telephone)	156 73		Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.
(Telephone)	157 38		
	157 76 *		
(Telephone)	158 39		
to	158 63 *		
GRINDLEFORD	158 70		Platform lengths: Grindleford. Platform 1: 95 metres (104 yards). Platform 2: 92 metres (101 yards). Standage: Down Siding: 210 metres (230 yards).
(Start / end of diagram)	159 20		

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		GSM-R TCB York ROC Sheffield Outer WS (DE)
	159 32 *		UHV Up Hope Valley
	159 33 *		DHV Down Hope Valley
Grindleford WILD	159 45		UBL Up Bamford Loop
Hathersage East LC (FP)	160 30		
	160 47 *		
HATHERSAGE	160 60		Platform lengths: Hathersage. Platform 1: 95 metres (104 yards). Platform 2: 99 metres (108 yards).
Hathersage Viaduct (116 metres / 127 yards) from	161 00		
to	161 06		
Hathersage West LC (FP)	161 35		
	161 66		UBL= 640m/2100 Feet
	162 35		Exceptionally Poor Rail Adhesion: Up Main line between 167m 00ch and 162m 00ch.
BAMFORD	162 42		Platform lengths: Bamford. Platform 1: 98 metres (107 yards). Platform 2: 102 metres (112 yards).
(Start / end of diagram)	163 20		

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		GSM-R TCB YorkROC Sheffield Outer WS (DE) Exceptionally Poor Rail Adhesion: Up Main line between 167m 00ch and 162m 00ch. Platform lengths: Hope (Derbyshire). Platform 1: 95 metres (104 yards). Platform 2: 95 metres (104 yards).
(Shunting Neck buffer stops)	164 76	North & East Route — LNE Sectional Appendix North West Route — LNW(N) Sectional Appendix	AB Earles Sidings SB (ES)
(Crossover)	165 05		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
Earles Sidings SB	165 20		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).
(Connection to Down Main line)	165 35		Permissive working: PF authorised on the Down Goods Loop.
(Shunting Neck buffer stops)	165 40		

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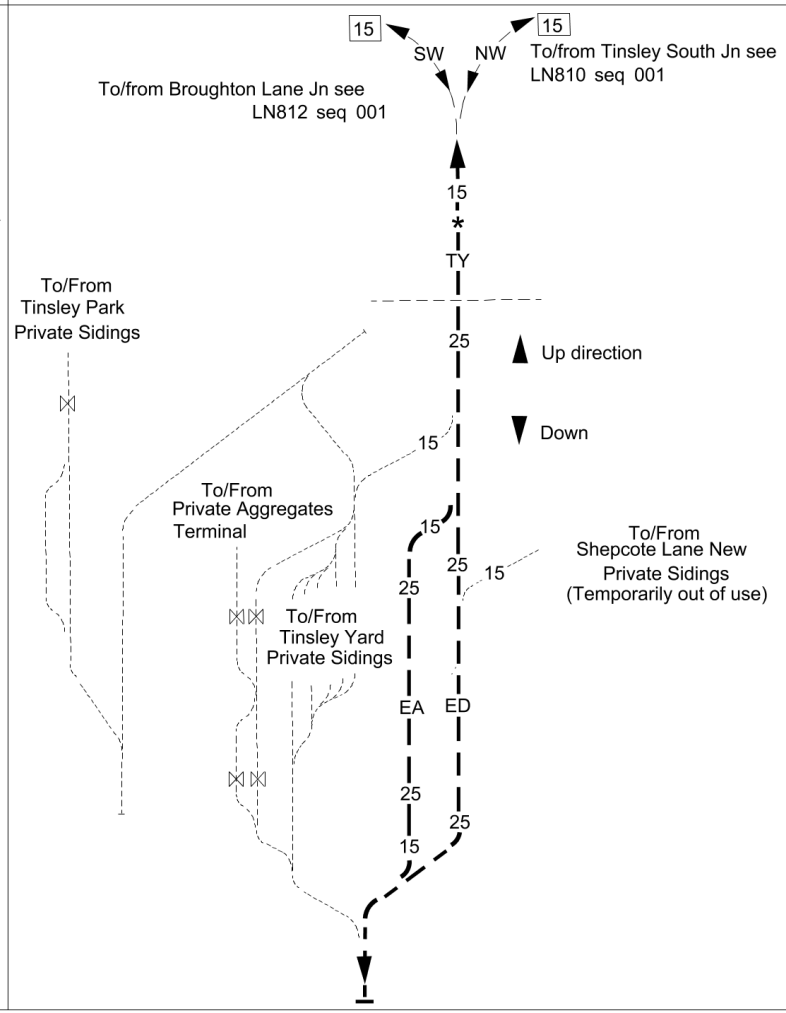
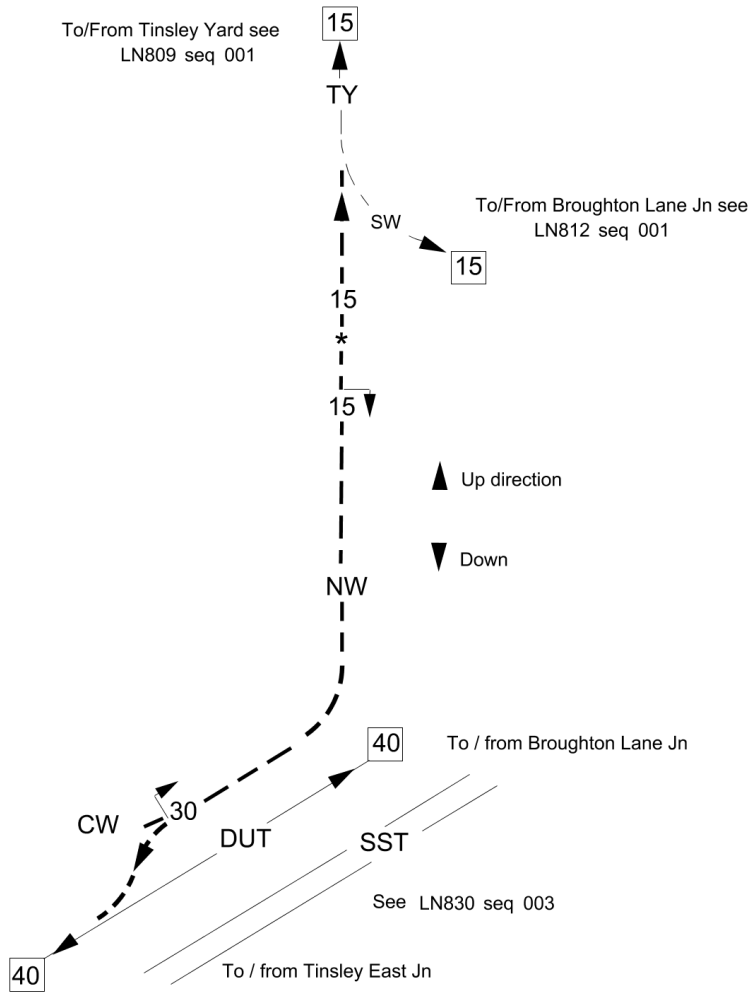
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN809	001	Shepcote Lane West Jn to Tinsley Yard East End	BTJ	London North Eastern	22/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shepcote Lane East Jn	161 19		TCB York ROC (W) RA10 Rotherham workstation GSM-R NW = Tinsley North West Curve SW = Tinsley South West Curve TY = Tinsley Yard Departure / Arrival TPWS not provided AWS not provided
	161 19 *		
Tinsley Avesta LC (TMO) (B)	161 04		Shunter Controled
Tinsley Park Jn	160 68		
	160 50		
	160 52		
	160 00		EA = East Arrival Line OOU (pending sale) . ED = East Departure Line.
	159 76		
	159 76		

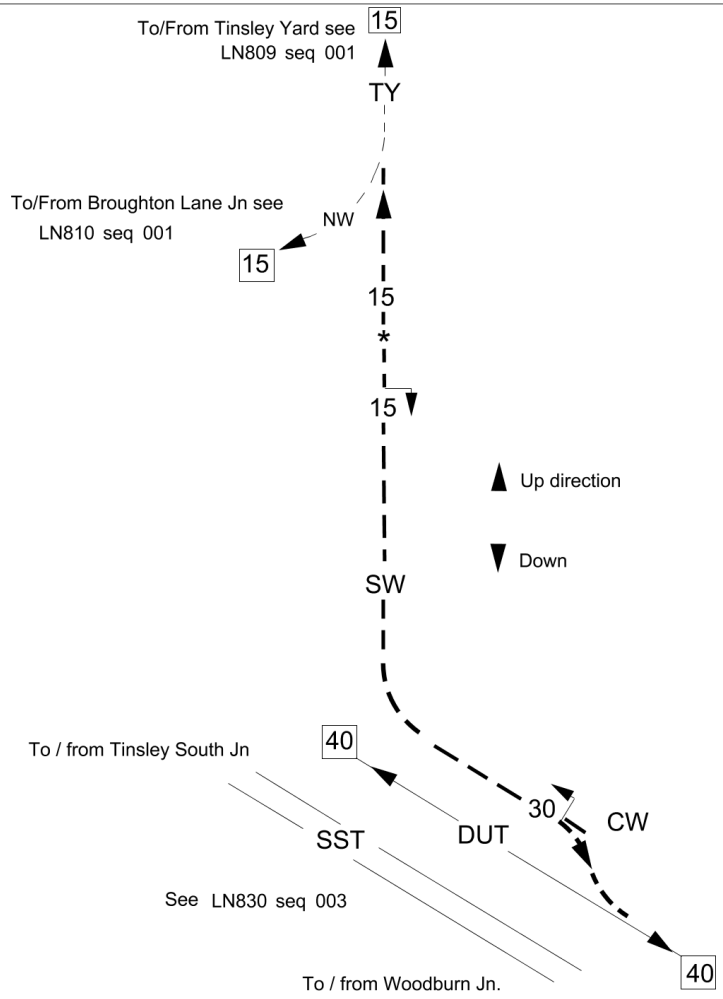
London North Eastern Route Sectional Appendix Module LN6

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN810	001	Shepcote Lane West Jn to Tinsley South Jn	SEL	London North Eastern	22/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shepcote Lane Jn	161 19		GSM-R TCB York ROC (W) RA10 Rotherham workstation AWS not provided in Up direction. TPWS provided only for W208 signal at 161m 56ch. TY = Tinsley Yard Departure / Arrival SW = Tinsley South West Curve NW = Tinsley North West Curve CW , Tinsley North West Curve at 161m 59ch, 518m on the approach to signal W226 in the Up Direction. DUT = Down / Up Tinsley. SST = Sheffield Supertram electrified lines, OHL (DC) via Nunnery Power Control Tel :0114 279 8126 or 0114 279 2550
	161 26 *		
Tinsley South Jn	161 63		

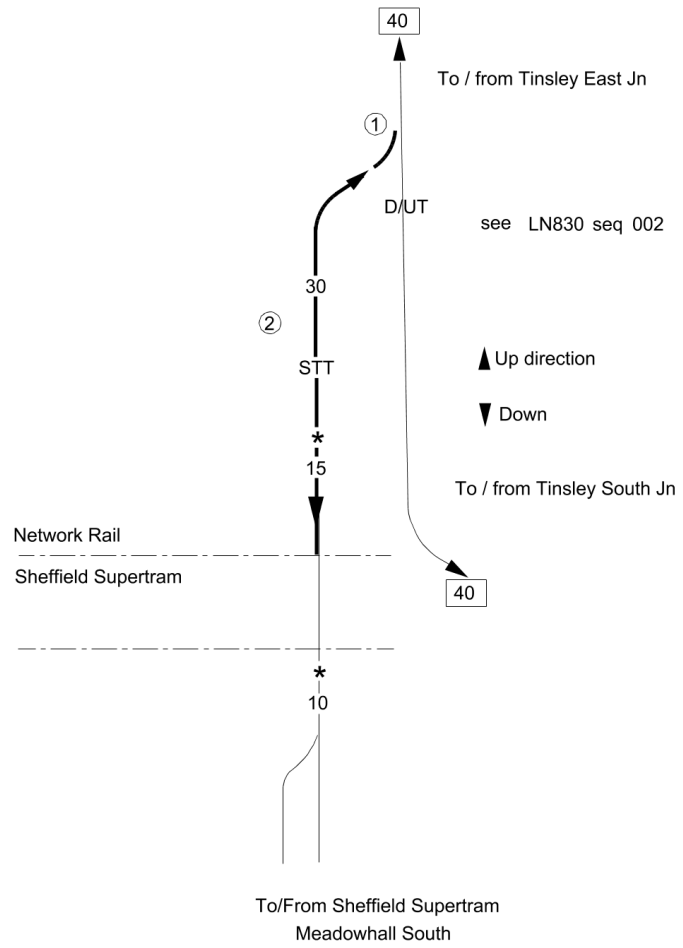
London North Eastern Route Sectional Appendix Module LN6

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN812	001	Shepcote Lane East Jn to Broughton Lane Jn	BLJ1	London North Eastern	22/03/2021

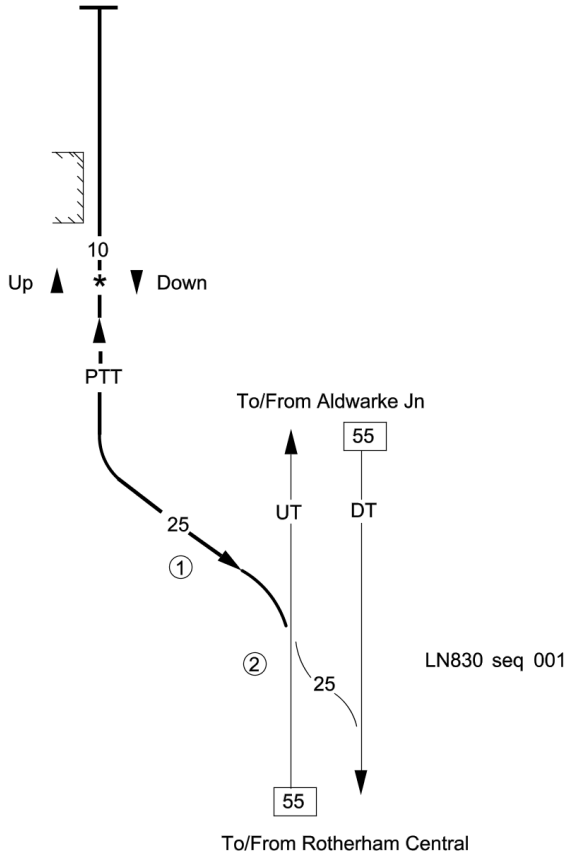
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shepcote Lane Jn	161 20		GSM-R TCB York ROC (W) RA10 Rotherham workstation AWS not provided in Up direction TPWS not provided TY = Tinsley Yard Departure / Arrival NW = Tinsley North West Curve SW = Tinsley South West Curve CW, Tinsley South West Curve at 161m 63ch, (853m on the approach to signal W228 in the Up direction) DUT = Down / Up Tinsley. SST = Sheffield Supertram electrified lines, OHL (DC) via Nunnery Power Control Tel :0114 279 8126 or 0114 279 2550
	161 26 *		
Broughton Lane Jn	161 67		

London North Eastern Route Sectional Appendix Module LN6

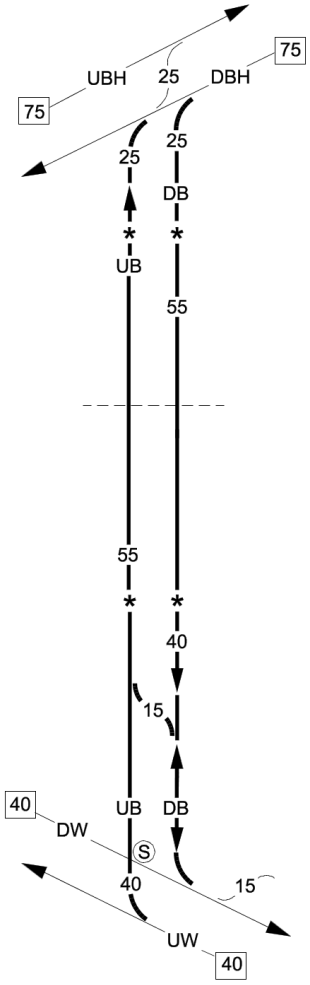
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN814	001	Tinsley North Junction to Sheffield Tram Transfer Line	TST	London North Eastern	22/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tinsley North Jn (2m 61ch LN830) ①	0 00		TCB see note② — York ROC (W), Rotherham Workstation, OHL (DC): York EC
Change of Operational Rules	0 12 * / 0 12		D/UT = Down/Up Tinsley STT = Sheffield Tram Transfer Line
Route Boundary	0 14		① Note: Points at Tinsley North Jn have raised check rails ② Note: Sheffield Tram Transfer Line is for use by Tram Trains only
OLE Responsibility Boundary	0 20		Line of Sight — Nunnery Control (Supertram), OHL (DC): York ECR
Spring Points	0 21 * / 0 22		OHL (DC): Nunnery Power control, Tel: 0114 279 8126, 0114 279 2550 Up: Start of GSM-R area at 0m 24ch Down: End of GSM-R area at 0m 25ch

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 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
PARKGATE TRAM STOP	0 14		
	0 12 *		
Change of Operational Rules	0 12		
Parkgate Jn ② (5m 59ch LN830)	0 00		

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		GSM-R TCB York ROC (S, WN) RA8 Sheffeild Outer Workstation DBH = Down Barrow Hill UBH = Up Barrow Hill DB = Down Beighton UB = Up Beighton
	48 00 *		
Rotherham Road LC (MCB-OD)	47 42		
	46 65 *		
Woodhouse Jn	46 56		Ⓢ Switched Diamonds UW = Up Worksop DW = Down Worksop

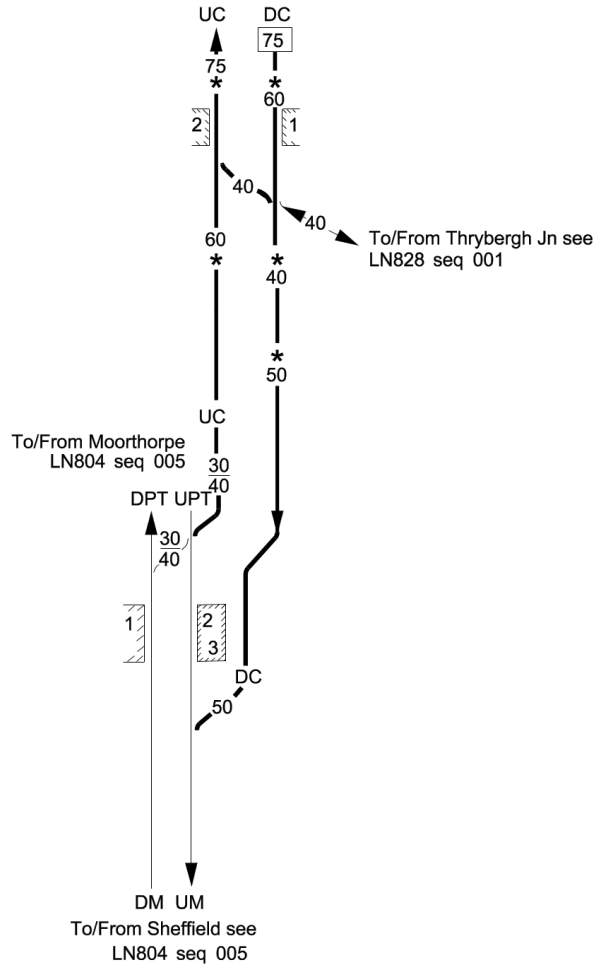
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN818	001	Holmes Curve	HCD	London North Eastern	24/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Holmes Jn	0 00	To/From Sheffield see LN804 seq 004 15 ① HC	TCB Including Axle Counters York ROC RA10 Rotherham Workstation (S) GSM-R ① To/From Westgate Siding See General Instructions for SATWS details at Holmes Jn HC = Holmes Curve
Brinsworth Street LC (CCTV)	0 36	30	
Rotherham Central Jn	0 62	Up ▲ ▼ Down To/From Aldwarke Jn see LN830 seq 002	

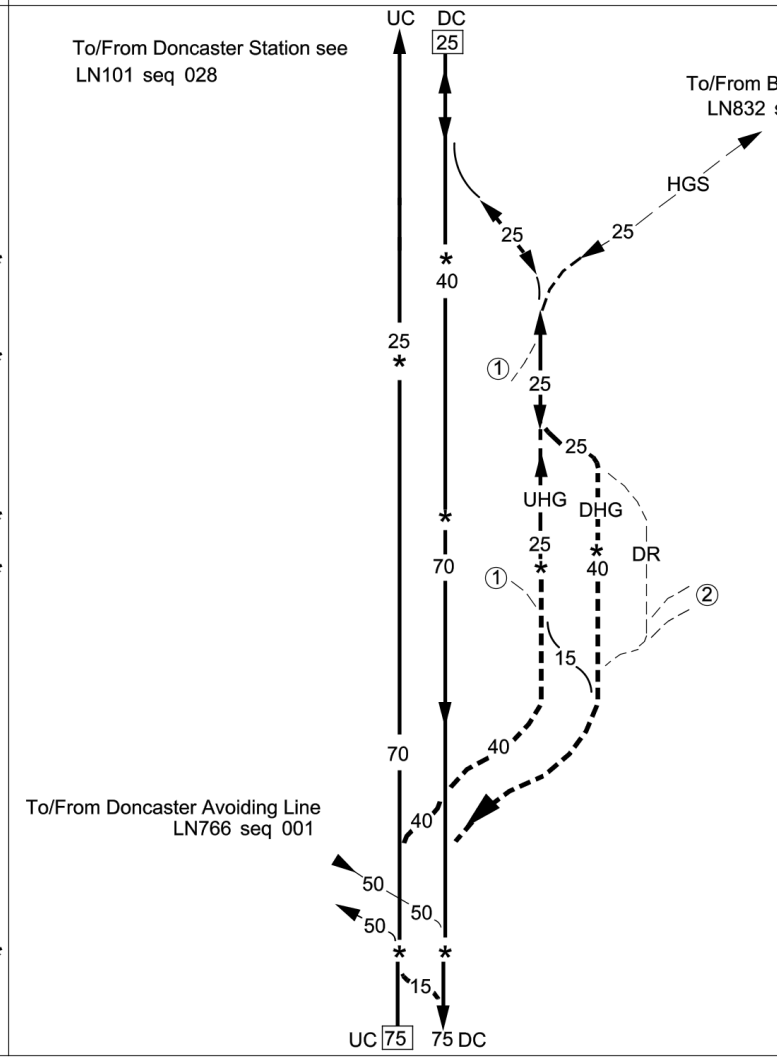
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN822	001	Frickley Colliery Branch	FRC	London North Eastern	31/05/11

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

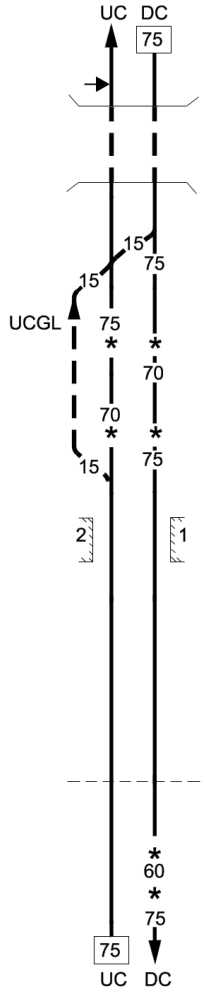
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN826	003	Doncaster South Yorkshire Jn to Swinton Jn North / South	SJM1 SJM2 PED4 PED5	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	15 75 *		GSM-R TCB York ROC RA8 Rotherham Workstation (S)
MEXBOROUGH	15 71		
Mexborough Jn	15 64		TOWS "Swinton Curve Section" between 15m 1331 yards and 15m 355 yards TOWS "Swinton No.3 Section" between 15m 355 yards and 166m 1516 yards on the Main lines.
	15 37 *		
Mexborough North Jn (Former)	15 04 *		ELR Mileage :- SJM1 = 166m 56ch to 167m 17ch (change of mileage 167m 17ch to 15m 04ch SJM2 = 15m 04ch to 15m 40ch PED4 = 15m 40ch to 15m 64ch PED5 = 15m 64ch onwards
	167 17		DC = Down Conisbrough UC = Up Conisbrough
Swinton Jn North	167 03		DPT = Down Pontefract UPT = Up Pontefract
	166 76		
SWINTON (Rotherham)	166 74		
Swinton Jn South	166 56		

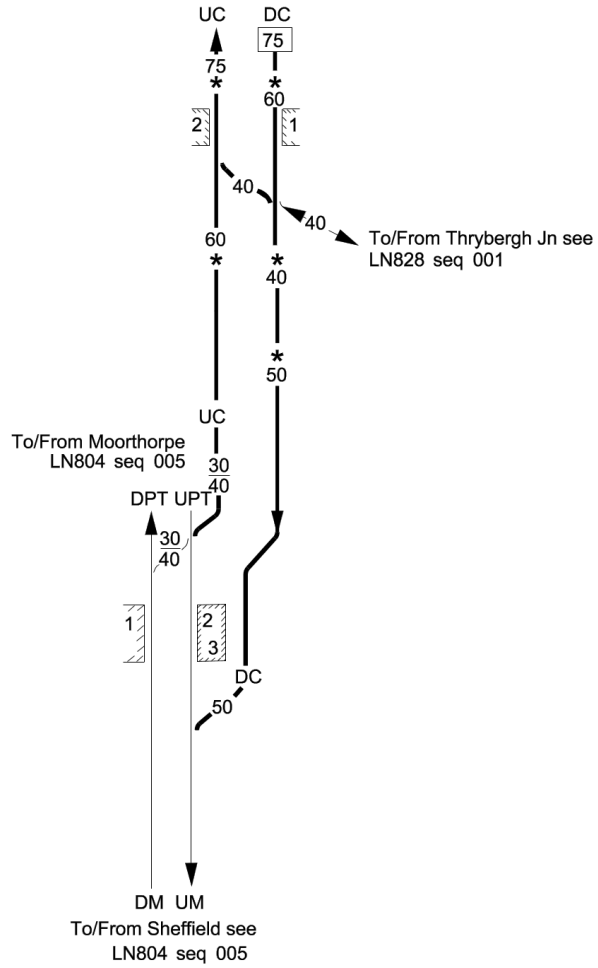
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN826	001	Doncaster South Yorkshire Jn to Swinton Jn North / South	PED5	London North Eastern	04/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
South Yorkshire Jn (UC)	22 57		GSM-R TCB Doncaster SB (D) RA8
South Yorkshire Jn (DC)	22 55		
	22 42		
	22 39 *		
St James Jn	22 38		HGS = Hexthorpe Goods Single UHG = Up Hexthorpe Goods DHG = Down Hexthorpe Goods
	22 35 *		① = To/From Up Sidings West
	22 34		
	22 27 *		DR = Down Reception AWS not provided on Goods lines between St James Jn and Hexthorpe Jn (excl)
	22 25 *		C Down Sheffield at 22 00 (571 yards before reaching signal D703).
	21 67		② = To/From East Sidings/Roberts Road Depot
Hexthorpe Jn	21 09		DC = Down Conisbrough UC = Up Conisbrough
	20 72 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN826	002	Doncaster South Yorkshire Jn to Swinton Jn North / South	PED5	London North Eastern	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Doncaster SB (D) RA8
Conisbrough HABD	19 28		C Up at 19 59 (720 yards before reaching signal D712).
Conisbrough Tunnel (238 yards)	19 00 to 18 69		UCGL = Up Conisbrough Goods Loop DC = Down Conisbrough UC = Up Conisbrough
Cadeby	18 60		
	18 37 *		York ROC Rotherham Workstation (S)
	18 29 *		UCGL = 548 metres/600 yards
	18 20		See General Instructions for SATWS details at Conisbrough.
CONISBROUGH	18 13		
Denaby LC (CCTV)	17 12		
	16 44 *		TOWS "Mexborough No.1 Section" between 16m 653 yards and 15m 1331 yards
	16 29 *		

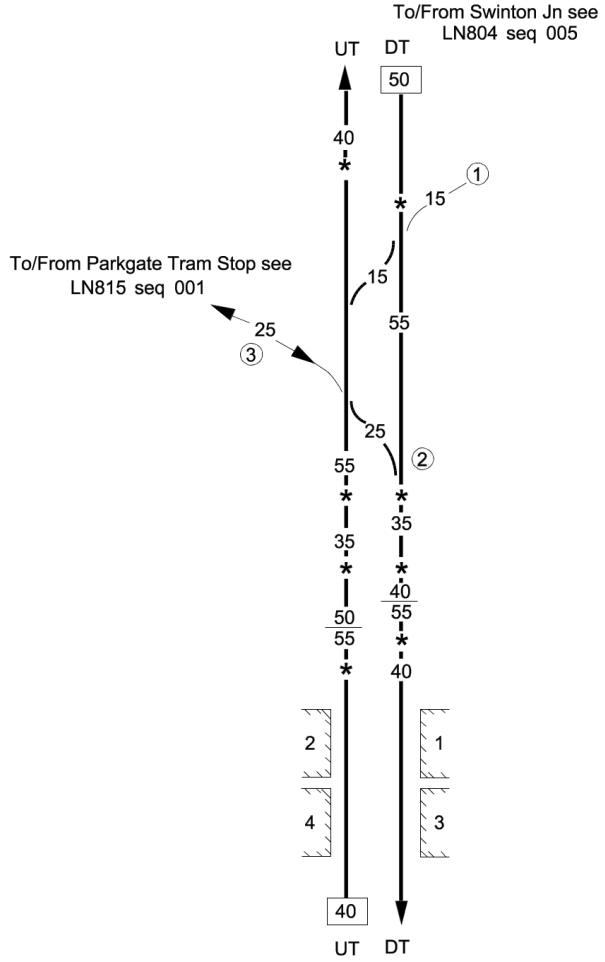
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN826	003	Doncaster South Yorkshire Jn to Swinton Jn North / South	SJM1 SJM2 PED4 PED5	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	15 75 *		GSM-R TCB York ROC RA8 Rotherham Workstation (S)
MEXBOROUGH	15 71		
Mexborough Jn	15 64		TOWS "Swinton Curve Section" between 15m 1331 yards and 15m 355 yards TOWS "Swinton No.3 Section" between 15m 355 yards and 166m 1516 yards on the Main lines.
	15 37 *		
Mexborough North Jn (Former)	15 04 *		ELR Mileage :- SJM1 = 166m 56ch to 167m 17ch (change of mileage 167m 17ch to 15m 04ch SJM2 = 15m 04ch to 15m 40ch PED4 = 15m 40ch to 15m 64ch PED5 = 15m 64ch onwards
	167 17		DC = Down Conisbrough UC = Up Conisbrough
Swinton Jn North	167 03		DPT = Down Pontefract UPT = Up Pontefract
	166 76		
SWINTON (Rotherham)	166 74		
Swinton Jn South	166 56		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN828	001	Mexborough Jn to Aldwarke Jn via Kilnhurst	WME	London North Eastern	31/08/2023

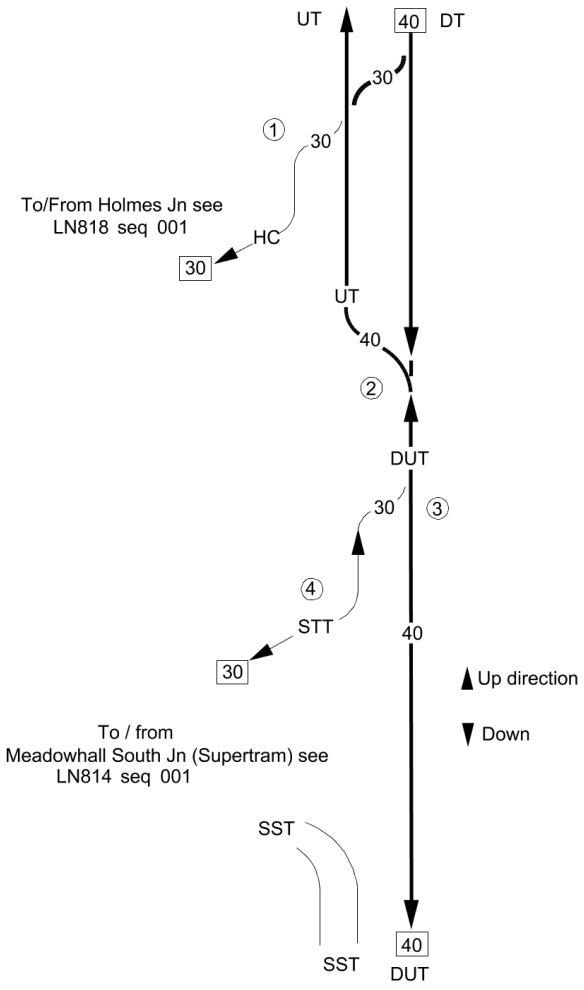
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Doncaster South Yorkshire Jn see LN826 seq 003	GSM-R TCB York ROC RA8 Rotherham Workstation (S)
Mexborough Jn	10 17	Up ▲ ▼ Down	
		MS 40	UKGL = Up Kilnhurst Goods Loop MS = Mexborough Single line
	9 71 *	40 * * 40 40 / 50 50	TOWS "Mexborough No.1 section" between Mexborough Junction and 10m 262 yards
		15 UKGL 15 DMX 15 UMX	DMX = Down Mexborough UMX = Up Mexborough UKGL = 637 metres / 687 yards
Kilnhurst	8 50		
Thrybergh Jn (UWC)	8 30	T	CW Down at 8 48 (955 yards before reaching signal S719).
Thrybergh Jn	7 73 *	* * 25	
		MS 40	
	7 42 *	*	
		25 Up ▲ ▼ Down	See General instructions for SATWS details at Aldwarke
Aldwarke Jn	7 26	To/From Sheffield see LN804 seq 005	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN830	001	Aldwarke Jn to Woodburn Jn	WME	London North Eastern	31/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aldwarke Jn (Down)	7 25		TCB Including Axle Counters York ROC RA8 Rotherham Workstation (S) OHL (DC): York ECR GSM-R See general instructions for SATWS details at Aldwarke ① To/From Aldwarke - New Site DT = Down Tinsley UT = Up Tinsley ② Note: Points at Parkgate Jn have raised check rails ③ Note: LN815 Parkgate Tram Transfer line is for use by Tram Trains only
Aldwarke Jn (Up)	7 14		
	7 12 *		
	6 70 *		
Aldwarke New Site	6 39		
Parkgate Jn ②	5 59		
	5 57 *		
	5 44 *		
	4 65 *		
	4 64 *		
ROTHERHAM CENTRAL	4 60		
Low level platforms (For use by Tram Trains only)	4 56		

London North Eastern Route Sectional Appendix Module LN6

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN830	002	Aldwarke Jn to Woodburn Jn	WME	London North Eastern	22/03/2021

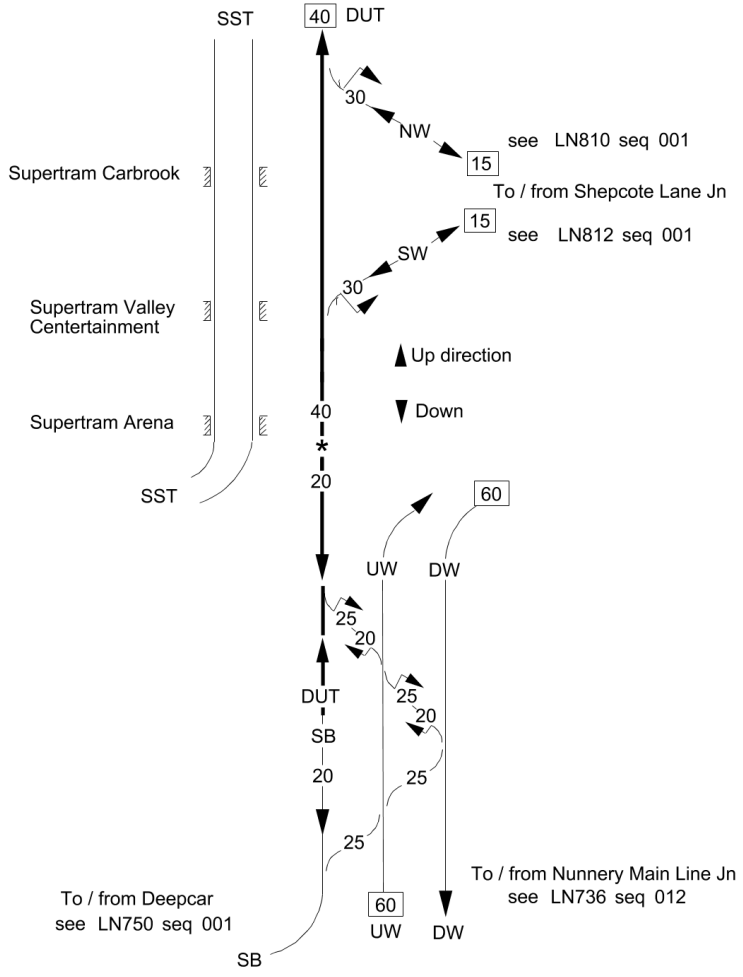
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Rotherham Central Jn ①	4 45		TCB York ROC (S, W) RA8 Rotherham Workstation OHL (DC): York EC GSM-R DT = Down Tinsley UT = Up Tinsley DUT = Down / Up Tinsley HC = Holmes Curve ① Note: Points at Rotherham Central Jn have raised check rails
	4 40		
Tinsley East Jn ②	2 79		② Note: Points at Tinsley East Jn have raised check rails
Tinsley North Jn ③	2 61		STT = Sheffield Tram Transfer Line ④ ③ Note: Points at Tinsley North Jn have raised check rails ④ Note: LN814 Sheffield Tram Transfer line is for use by Tram Trains only

SST = Adjacent Sheffield Supertram electrified Lines OHL (DC) via Nunnery Power Control Tel :0114 279 8126 or 0114 279 2550

London North Eastern Route Sectional Appendix Module LN6

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN830	003	Aldwarke Jn to Woodburn Jn	WME	London North Eastern	22/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tinsley South Jn	2 22		
Broughton Lane Jn	1 36		
	0 28 *		
Woodburn Jn	0 00		
Change of LOR, change of ELR	42 29		



GSM-R

TCB York ROC (W)
RA8 Rotherham Workstation

DUT = Down / Up Tinsley
NW = Tinsley North West Curve

SW = Tinsley South West Curve

SST = Adjacent Sheffield Supertram electrified Lines OHL (DC) via Nunnery Power Control Tel :0114 279 8126 or 0114 279 2550

Sheffield Workstation

UW = Up Worksop
DW = Down Worksop

SB = Down Stocksbridge Up (ELR = MAC3)

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN832	001	Doncaster Bridge Jn to St. James Jn	SJB	London North Eastern	01/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Decoy North Jn see LN101 seq 028	TCB Doncaster SB (D) RA8 GSM-R
Bridge Jn	22 54	20 Down ▼ ▲ Up	
		20 HGS	HGS = Hexthorpe Goods Single
	22 42 *	* 25	
St. James Jn	22 38	25 To/From Hexthorpe Jn see LN826 seq 001	

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LN804 (TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD))

From	To	Type of Train	Line(s)	Remarks
Holmes Jn – Down Main Signal S213	Rotherham Down Goods line (rear of position light Signal 1068)	Freight train of a maximum length of 13 SLU	Down Main/ Down Rotherham Goods	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 30/08/2008

LN809 (SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END)

From	To	Type of Train	Line(s)	Remarks
Tinsley Yard Sidings West End, Signal TY.283	Tinsley Park Jn (rear of Signal TY.284)	Freight train of a maximum length of 27 SLU. for Asvesta Stainless Plate And Coil Expansion Plant (S.P.A.C.E).	West Departure / Arrival	Trains or vehicles may be propelled in accordance with the Rule Book.
Tinsley Park Jn (rear of Signal TY.284)	Tinsley Yard Sidings West End, Signal TY.283	Freight train of a maximum length of 27 SLU. for Asvesta Stainless Plate And Coil Expansion Plant (S.P.A.C.E).	West Departure / Arrival	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06

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LN778 - SEYMOUR JN TO BOLSOVER

Bolsover

Derbyshire Coalite Sidings. Guards must obtain permission of the Person in charge at the Weigh Office before commencing work at the Exchange sidings and must not reverse the points in the Arrival line until such permission has been obtained.

In the event of there being no staff on duty in the Weigh Office, Guards must ensure that no Coalite movements are taking place before reversing the points in the Arrival Line.

Dated: 02/12/06

LN804 – TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Tapton Jn To Dore South Jn

Single line working, Rule Book, Module P1

When Single Line Working is in operation over the Down Main Line, it will not be necessary to appoint a handsignaller for the Up direction trains.

Drivers of Up direction trains must be instructed by the pilotman to obey signal CS4896.

Rule Book Module P1, Sections 3.5 a) and 6.2 a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the pilotman.

The above arrangements are applicable in all weather conditions.

Dated: 06/12/14

LN804 - TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

SHEFFIELD

Telephones associated with Signals S101, S112 and S116. The telephones associated with the above Signals are affixed to the walls of the Station buildings on Platform 1 almost opposite the relative signals.

Carriage Washing Plant - Before any movement is made through the washing plant all windows must be closed. The washer will operate for movements in either direction. Such movements must be made at a speed not exceeding 3 m.p.h. until the last vehicle is clear of the equipment.

Dated: 30/08/08

LN804 - TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Nunnery Main Line Jn to Holmes Jn

Instructions To Traincrews And Other Persons Concerned Working On Network Rail Lines Adjacent To South Yorkshire P.T.E. Supertram

Supertram lines run adjacent to Network Rail lines at the following locations:-

between Meadowhall Station and Bridge 12A (Tinsley Viaduct)

Additionally, Supertram lines pass over Network Rail lines at Nunnery Main Line Jn.

Except where clearances are inadequate, a fence is provided between Network Rail lines and Supertram lines.

Supertram lines are electrified at 750v DC overhead and the equipment must be regarded as alive at all times. The provisions of Rule Book Module AC must be observed as far as is practicable; reference to the Electrical Control Room or Electrical Control Operator must be taken to refer to the Supertram Electrical Power Controller.

If anything unsafe is observed or an emergency arises where it is necessary to stop or restrict in any way traffic on the Supertram line, the Signaller at York ROC Sheffield WS must be advised. Int 085 42001 Ext. 033 085 42001. If it would be quicker to do so, the Supertram control (tel.no.Sheffield (0114) 2798128) must first be informed direct.

Except at Meadowhall, Supertram lines are not signalled and track circuit operating clips must not be relied upon to stop a Supertram train in an emergency. If circumstances arise which require isolation of the overhead line equipment, the Supertram Authorised Person will issue a Permit to Work.

Engineering work which requires the opposite/adjoining line to be blocked or protected must not normally be carried out on lines which adjoin the Supertram line unless preplanned. In an emergency, work must not start until an assurance has been obtained from the Signaller that the Supertram line has been blocked or arrangements for its protection have been agreed and are in place.

Persons who work on Network Rail lines must not go onto the Supertram except in emergency or when authorised to do so. Supertram staff who are trained in personal track safety will carry a SYPTE Supertram Track Access Pass and may come onto adjacent Network Rail lines when necessary.

Dated: 02/05/16

LN804 - TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

MEADOWHALL

Between 08.00 and 19.00 hours

Drivers of all trains not booked to call at Meadowhall Station must sound the locomotive horn when approaching the Station.

Cleaning of Meadowhall Station covered footbridge exterior windows will take place on selected Sundays between 01 00 and 07 30. Drivers to note this will involve the use of a cradle above the Down and Up Main lines.

Dated: 30/08/08

LN804 - TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Moorthorpe Jn

Rule Book Module P1

Single Line working over the Up Pontefract line

When single line working is in operation over the Up Pontefract line, it will not be necessary to appoint a handsignaller for Down direction trains. Drivers of Down direction trains must be instructed by the pilotman to obey signal L6579.

Rule Book module P1 sections 3.5a) and 6.2a) are modified accordingly.

Drivers of Down trains may be authorised to proceed without being accompanied by the pilotman.

The above arrangements are applicable in all weather conditions.

Dated: 31/05/11

LN804 - TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Ferrybridge Power Station

Incoming "Open Level Crossing"

The provisions of Rule Book Module TW8, Section 6 headed "Open Crossings (Non Automatic)" apply at this crossing.

If it becomes necessary for a set back movement to be made over the crossing, a competent person will be stationed at the crossing and no movement over the crossing must be made without their authority.

Edison Mission Level Crossing

The provisions of Rule Book Module TW8, Section 4.2 headed " Instructions the Driver must carry out at an ABCL or AOCL crossing at which trains are not required to stop", apply as far as practicable at this crossing.

Power Station Siding.

The Stop Board worded "Press Plunger Obtain White Light Whistle Before Proceeding", positioned adjacent to the Power Station Ground Frame, controlling movements towards the Power Station Level Crossing, may be passed without the authority of the signaller at Ferrybridge, provided the movement is entering the Shunt Spur and the Power Station Ground Frame release and its points are in the normal position.

Dated: 29/11/08

LN804 - TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Ferrybridge Power Station Jn. To Milford Jn

Single Line Working. Rule Book Module P1

When Single Line Working is in operation over the Down Pontefract Line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal FE6616.

Rule Book Module P1 Sections 3.5 a) and 6.2 a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman.

The above arrangements are applicable in all weather conditions.

Dated: 06/12/14

LN804 - TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Sheffield Station Sidings Method of Working

Due to the restricted clearance available into the Up Station Sidings 1 and 2, Down Station Sidings and the South Shunt Spur units should be stabled in accordance with the options shown below. Access to these sidings must be in accordance with the instructions shown below.

Northern Rail

Options	Siding
First Option	Sheffield Fish Dock
Second Option	Up Station Sidings 1 and 2
Third Option	Down Station Sidings
Fourth Option	Shunt Spur

Other Station Operators

Options	Siding
First Option	Up Station Sidings 1 and 2
Second Option	Down Station Sidings
Third Option	Shunt Spur

Sheffield Fish Dock

Staff requiring access or egress to Sheffield Fish Dock must use the official walking route.

Up Station Sidings 1 and 2

Staff requiring access to Up Station Sidings must use Platform 6. A blockage of Platform 6 and the Up Station Sidings 1 and 2 should be agreed with the signaller at York ROC Sheffield WS using the SPT on S109 signal. After reaching a position of safety the blockage should be given up via GSM-R.

Staff requiring egress from Up Station Sidings must use Platform 6. A blockage of Platform 6 and the Up Station Sidings 1 and 2 should be agreed with the Signaller at York ROC Sheffield WS via GSM-R. After reaching a position of safety the blockage must be given up using the SPT on S109 signal.

Down Station Sidings

Staff requiring access to the Down Station Sidings must firstly request a blockage of Platforms 1, 2 and the Through Line using the SPT on S95 Signal. Once in a position of safety the blockage must be given up via GSM-R.

Staff requiring egress to the Down Station Sidings must firstly request a blockage of Platforms 1, 2 and the Through Line via GSM-R. Once in a position of safety the blockage must be given up using the SPT on S95 Signal.

Shunt Spur

Staff requiring access and egress to the Shunt Spur must use the walking route and Sheffield Fish Dock.

The length of any line blockage requested must not exceed 5 minutes.

Dated: 02/05/16

LN806 - TAPTON JN TO MASBOROUGH JN

Barrow Hill

Stabling of freight trains on Down Barrow Hill Goods line. A freight train may be stabled on the Down Barrow Hill Goods line between Barrow Hill South Junction, signal 1002 and Barrow Hill North Junction signal 243.

The Guard, when leaving his train, must ensure the tail lamp is illuminated and, should the locomotive be detached, a white light must be placed on the leading wagon.

Dated: 02/12/06

LN809 – SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

Entire Line of Route

Temporary Method of Working

Rule Book Module P2 – 1.2 Exceptions 1 & 2

Inward Working Broughton Lane Junction to Tinsley Yard

Trains travelling from Broughton Lane Junction to Tinsley Yard may be signalled under Rule Book Module P2 section 1.2 (1 & 2).

The Signaller at Woodburn Junction **MUST** before clearing W212 signal: -

- Ensure a conflicting inward or outward movement has not been authorised between Tinsley South Junction and Tinsley Yard **and**
- Obtain permission from the shunter for the train to proceed towards AVESTA level crossing

  and
- Instruct the driver to disregard W228 signal, which has been restricted to a red aspect, ensuring that W316 points are in the correct position for the movement **and**
- Instruct the driver to proceed towards AVESTA level crossing and await the shunters instructions

The shunter or driver must also be instructed to confirm that the movement is in clear at Tinsley Yard complete with tail lamp.

Inward Working Tinsley South Junction to Tinsley Yard

Trains travelling from Tinsley South Junction to Tinsley Yard may be signalled under Rule Book Module P2 section 1.2 (1 & 2).

- The Signaller at Woodburn Junction **MUST** before clearing W205 signal: -
- Ensure a conflicting inward or outward movement has not been authorised between Broughton Lane Junction and Tinsley Yard **and**
- Obtain permission from the shunter for the train to proceed towards AVESTA level crossing

  and
- Instruct the driver to disregard W226 signal, which has been restricted to a red aspect, ensuring that W316 points are in the correct position for the movement **and**
- Instruct the driver to proceed towards AVESTA level crossing and await the shunters instructions

The shunter or driver must also be instructed to confirm that the movement is in clear at Tinsley Yard complete with tail lamp.

Outward Working Tinsley Yard to Broughton Lane Junction/Tinsley South Junction

The shunter will advise you when a train is ready to depart Tinsley Yard

Recording in the Train Register Book

The signaller must record in the Train Register Book the times that: -

W212/W205 signal is cleared for an inward movement

The shunter or driver confirms that the inward movement is in clear at Tinsley Yard complete with tail lamp

W227 is cleared for an outward movement

Dated: 15/09/12

LN809 - SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

Tinsley Avesta LC (TMO) (B)

The crossing operates so far as a train Driver is concerned as shown in the Rule Book module TW8 sections 4.1 and 4.2 and not section 9.

Operation of the crossing is by means of control wires which are at cab height on the left hand side of the line on the approach to the crossing from either direction. The Driver must pull the control wire to initiate the lowering sequence of the barriers. Releasing the wire and pulling it a second time will stop the lowering sequence and pulling it a third time will restart the lowering sequence. After the train has passed completely over the crossing, the barriers will rise automatically.

If the street lighting is working correctly, it will not be necessary to apply the provisions of the Rule Book Module TW8, Section 4.5 in the event of a failure of the crossing during darkness.

If it is necessary to make a propelled movement towards the crossing at the Tinsley end, the Shunter controlling the movement must ensure that the movement does not pass the STOP board. ***Shunting over the crossing is prohibited.***

Dated: 07/06/08

LN809 - SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

Tinsley Yard

All movements between Tinsley Yard and SMACC and vice versa will be equipped with an audible tail lamp. This combines the function of a conventional battery electric trail lamp and the emission of a warning tone. When the movement is being propelled it will not be preceded by a Shunter.

Dated: 02/12/06

LN809 - SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

Tinsley Yard

Set back movements- East departure to Main Yard

This movement is authorised for a movement not exceeding 35 slu's

All movements between Tinsley Yard and S.P.A.C.E and vice versa will be equipped with an audible tail lamp. This combines the function of a conventional battery electric tail lamp and the emission of a warning tone. When the movement is being propelled it must not be preceded by a shunter.

All movements will be operated over the east departure line by DBS ground staff.

124 points will be operated by hand moving them into the correct position and secured for facing movements.

Please note that all signalling equipment has been disconnected and out of use

Dated: 15/07/11

LN809 - SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

Working of trains into Tinsley Yard

The Woodburn Junction Signaller must contact the Tinsley Yard Shunter to obtain permission for a train to proceed towards Tinsley Avesta TMO Level crossing stop board, before setting the route from W205 signal to W226 signal. W226 signal position prevents a freight train from stopping at the signal due to a steep rising gradient on approach; therefore an aspect control has been applied to W205 to prevent the route up to W226 signal from clearing unless W226 signal is off. Confirmation from the shunter or driver that the movement in is clear at Tinsley Yard complete with tail lamp is not required.

The Woodburn Junction Signaller must contact the Tinsley Yard Shunter to obtain permission for a train to proceed towards Tinsley Avesta TMO Level crossing stop board, before setting the route from W212 signal to W228 signal. Confirmation from the shunter or driver that the movement in is clear at Tinsley Yard complete with tail lamp is not required.

Dated: 27/05/17

LN810 - SHEPCOTE LANE WEST JN TO TINSLEY SOUTH JN

Entire Line Of Route

Temporary Method of Working

Rule Book Module P2 – 1.2 Exceptions 1 & 2

Inward Working

Trains travelling from Tinsley South Junction to Tinsley Yard may be signalled under Rule Book Module P2 section 1.2 (1 & 2).

The Signaller at Woodburn Junction **MUST** before clearing W205 signal: -

- Ensure a conflicting inward or outward movement has not been authorised between Broughton Lane Junction and Tinsley Yard **and**
- Obtain permission from the shunter for the train to proceed towards AVESTA level crossing **and**
- Instruct the driver to disregard W226 signal, which has been restricted to a red aspect, ensuring that W316 points are in the correct position for the movement **and**
- Instruct the driver to proceed towards AVESTA level crossing and await the shunters instructions

The shunter or driver must also be instructed to confirm that the movement is in clear at Tinsley Yard complete with tail lamp.

Outward Working

The shunter will advise you when a train is ready to depart Tinsley Yard.

Recording in the Train Register Book

The signaller must record in the Train Register Book the times that: -

- W205 signal is cleared for an inward movement
- The shunter or driver confirms that the inward movement is in clear at Tinsley Yard complete with tail lamp
- W227 is cleared for an outward movement

Dated: 15/09/12

LN810 - SHEPCOTE LANE WEST JN TO TINSLEY SOUTH JN

Working of trains into Tinsley Yard

The Woodburn Junction Signaller must contact the Tinsley Yard Shunter to obtain permission for a train to proceed towards Tinsley Avesta TMO Level crossing stop board, before setting the route from W205 signal to W226 signal. W226 signal position prevents a freight train from stopping at the signal due to a steep rising gradient on approach; therefore an aspect control has been applied to W205 to prevent the route up to W226 signal from clearing unless W226 signal is off. Confirmation from the shunter or driver that the movement in is clear at Tinsley Yard complete with tail lamp is not required.

The Woodburn Junction Signaller must contact the Tinsley Yard Shunter to obtain permission for a train to proceed towards Tinsley Avesta TMO Level crossing stop board, before setting the route from W212 signal to W228 signal. Confirmation from the shunter or driver that the movement in is clear at Tinsley Yard complete with tail lamp is not required.

Dated: 27/05/17

LN812 - SHEPCOTE LANE EAST JN TO BROUGHTON LANE JN

Entire Line Of Route

Temporary Method of Working

Rule Book Module P2 – 1.2 Exceptions 1 & 2

Inward Working

Trains travelling from Broughton Lane Junction to Tinsley Yard may be signalled under Rule Book Module P2 section 1.2 (1 & 2).

The Signaller at Woodburn Junction **MUST** before clearing W212 signal: -

- Ensure a conflicting inward or outward movement has not been authorised between Tinsley South Junction and Tinsley Yard **and**
- Obtain permission from the shunter for the train to proceed towards AVESTA level crossing **and**
- Instruct the driver to disregard W228 signal, which has been restricted to a red aspect, ensuring that W316 points are in the correct position for the movement **and**
- Instruct the driver to proceed towards AVESTA level crossing and await the shunters instructions

The shunter or driver must also be instructed to confirm that the movement is in clear at Tinsley Yard complete with tail lamp..

Outward Working

The shunter will advise you when a train is ready to depart Tinsley Yard.

Recording in the Train Register Book

The signaller must record in the Train Register Book the times that: -

- W212 signal is cleared for an inward movement
- The shunter or driver confirms that the inward movement is in clear at Tinsley Yard complete with tail lamp
- W227 is cleared for an outward movement

Dated: 15/09/12

LN812 - SHEPCOTE LANE EAST JN TO BROUGHTON LANE JN

Working of trains into Tinsley Yard

The Woodburn Junction Signaller must contact the Tinsley Yard Shunter to obtain permission for a train to proceed towards Tinsley Avesta TMO Level crossing stop board, before setting the route from W205 signal to W226 signal. W226 signal position prevents a freight train from stopping at the signal due to a steep rising gradient on approach; therefore an aspect control has been applied to W205 to prevent the route up to W226 signal from clearing unless W226 signal is off. Confirmation from the shunter or driver that the movement in is clear at Tinsley Yard complete with tail lamp is not required.

The Woodburn Junction Signaller must contact the Tinsley Yard Shunter to obtain permission for a train to proceed towards Tinsley Avesta TMO Level crossing stop board, before setting the route from W212 signal to W228 signal. Confirmation from the shunter or driver that the movement in is clear at Tinsley Yard complete with tail lamp is not required.

Dated: 27/05/17

LN814 - TINSLEY NORTH JUNCTION TO SHEFFIELD TRANSFER LINE

Sheffield Tram Transfer Line/Up Tinsley Down

TS11 Failure of signalling equipment

During failure of MC, MD, AT, AV or AW axle counter sections affecting Tram Train services, Tram Train vehicles may be allowed to proceed in one direction only on the Tinsley Chord in order to clear Network Rail infrastructure, as per regulation P2 / 1.2 Exceptions for single lines.

Dated: 06/05/18

LN814 - TINSLEY NORTH JUNCTION TO SHEFFIELD TRANSFER LINE

Sheffield Tram Transfer Line

Instructions To Train Crews And Other Persons Concerned Working On Network Rail Lines Used By South Yorkshire P.T.E. Supertram Tram Train Services

Supertram Tram Train services operate over the Sheffield Tram Transfer Line. No other rolling stock is permitted to enter the Sheffield Tram Transfer Line except W6A gauge yellow plant for the purposes of conducting engineering work and light engines assisting failed Class 399 Tram Train vehicles.

The Sheffield Tram Transfer Line is electrified at 750V DC overhead and must be regarded as live at all times. The provisions of Rule Book Module AC must be observed as far as is practicable. The overhead line equipment up to 0m 20ch on the Sheffield Tram Transfer Line is controlled by the Electrical Control at York. Beyond 0m 20ch the overhead line equipment is controlled by the Supertram Power Controller at Nunnery Depot. Any incident affecting the overhead line equipment in the vicinity of the Sheffield Tram Transfer Line must be reported to the Electrical Control Operator at York (Int. 037 5622 Ext. 01904 525622) in the first instance, who will relay information to the Supertram Power Controller at Nunnery Depot. The Supertram Power Controller can be contacted directly on the following number 0114 2 798126 if required.

The boundary between electrical controls is located at 0m 20ch on the Sheffield Tram Transfer Line. Staff taking isolation of overhead line infrastructure on the Sheffield Tram Transfer Line must be trained in the specific requirements and instructions associated with the 750V DC overhead system and any supplementary procedures.

Class 399 Tram Train vehicles have a different profile to standard train vehicles and lack front yellow warning panels. The vehicle lighting is also non-standard incorporating lower intensity headlights and orange sidelights below sole bar level. The vehicle employs an electronic horn which has a different tone to a regular air horn. Train crews and persons working lineside should note the above differences between Tram Train vehicles and standard rolling stock.

Hazard Warning Lights

The Class 399 Hazard Warning light arrangement is non-standard incorporating flashing orange indicator lights and orange side lights in tandem with flashing headlights, but at a lower frequency. Train crews and persons working lineside should note this difference from standard rolling stock for identifying a Tram Train vehicle in potential distress.

Dated: 06/10/18

LN814 - TINSLEY NORTH JUNCTION TO SHEFFIELD TRANSFER LINE

Sheffield Tram Transfer Line

TS1 Regulation 13 – Safety of personnel

Protection of staff from trains on the Sheffield Tram Transfer Line is undertaken through application of the Possession of Line of Sight Infrastructure methodology. This methodology applies the regulations of **TS1 / 13 Taking possession of sidings** as far as possible for a passenger line with no fixed signals. In addition the requirements of regulation **TS1 / 13.4.4 Possession of part of one siding** have been relaxed to permit use of fixed hinged Possession Limit Boards as protection in lieu of a sleeper secured to the rails. Staff require a Possession of Line of Sight Infrastructure Arrangements Form (issued locally) to record details of the protection applied. Electronic copies of the **Possession of Line of Sight Infrastructure Arrangements Form** can be supplied in advance of work by the Local Operations Team on request.

Dated: 06/05/18

LN814 - TINSLEY NORTH JUNCTION TO SHEFFIELD TRANSFER LINE

Sheffield Tram Transfer Line

Vehicle Recoveries – Rule Book Module M2

During recovery of Class 399 Tram Train vehicles by locomotive, the assisting locomotive may proceed up to half its own length on the approach side of W210 signal in order to propel a failed Tram Train vehicle clear of the Tinsley North Jn axle counter section. Where a Class 399 Tram Train vehicle is to be assisted by locomotive, a mobile assistance team must be sent from Supertram's Nunnery Depot. They will be equipped with an emergency adapter coupler and will assist the Tram Train driver in carrying out recovery arrangements.

Dated: 06/05/18

LN815 - PARKGATE JN TO SHEFFIELD TRAM PARKGATE TRANSFER LINE

Parkgate Transfer Line

Instructions To Train Crews And Other Persons Concerned Working On Network Rail Lines Used By South Yorkshire P.T.E. Supertram Tram Train Services

Supertram Tram Train services operate over the Parkgate Transfer Line. No other rolling stock is permitted to enter the Parkgate Transfer Line except W6A gauge yellow plant for the purposes of conducting engineering work and light engines assisting failed Class 399 Tram Train vehicles.

The Parkgate Transfer Line is electrified at 750V DC overhead and must be regarded as live at all times. The provisions of Rule Book Module AC must be observed as far as is practicable. The overhead line equipment above and adjacent to the Parkgate Transfer Line is controlled by the Electrical Control at York. Any incident affecting the overhead line equipment must be reported to the Electrical Control Operator at York. (Int. 037 5622 Ext. 01904 525622).

Class 399 Tram Train vehicles have a different profile to standard train vehicles and lack front yellow warning panels. The vehicle lighting is also non-standard incorporating lower intensity headlights and orange sidelights below sole bar level. The vehicle employs an electronic horn which has a different tone to a regular air horn. Train crews and persons working lineside should note the above differences between Tram Train vehicles and standard rolling stock.

Hazard Warning Lights

The Class 399 Hazard Warning Light arrangement is non-standard incorporating flashing orange indicator lights and orange side lights in tandem with flashing headlights, but at a lower frequency. Train crews and persons working lineside should note this difference from standard rolling stock for identifying a Tram Train vehicle in potential distress.

Dated: 06/10/18

LN815 - PARKGATE JN TO SHEFFIELD TRAM PARKGATE TRANSFER LINE

Parkgate Transfer Line

Vehicle Recoveries – Rule Book Module M2

During recovery of Class 399 Tram Train vehicles by locomotive, the assisting locomotive may proceed up to half its own length on the approach side of S743 signal in order to propel a failed Tram Train vehicle clear of the Parkgate Jn axle counter section. Where a Class 399 Tram Train vehicle is to be assisted by locomotive, a mobile assistance team must be sent from Supertram's Nunnery Depot. They will be equipped with an emergency adapter coupler and will assist the Tram Train driver in carrying out recovery arrangements.

Dated: 06/05/18

LN815 - PARKGATE JN TO SHEFFIELD TRAM PARKGATE TRANSFER LINE

Parkgate Transfer Line

TS1 Regulation 13 – Safety of personnel

Protection of staff from trains on the Parkgate Transfer Line is undertaken through application of the Possession of Line of Sight Infrastructure methodology. This methodology applies the regulations of **TS1 / 13 Taking possession of sidings** as far as possible for a passenger line with no fixed signals. Staff require a **Possession of Line of Sight Infrastructure Arrangements Form** (issued locally) to record details of the protection applied. Electronic copies of the **Possession of Line of Sight Infrastructure Arrangements Form** can be supplied in advance of work by the Local Operations Team on request.

Dated: 06/05/18

LN818 - HOLMES CURVE

Rotherham Central Jn To Holmes Jn

Rule Book Module P2 – Working single and bi-directional lines by Pilotman

Up Holmes Curve Down line

During a signal failure/disconnection, or track circuit failure, or level crossing equipment failure, working by Pilotman is not necessary provided that trains are signalled in one direction only.

When working in one direction only the signal controlling the entrance to the single line may be cleared if available.

A Pilotman **MUST** be provided if trains are required to run in both directions.

Dated: 04/06/11

LN830 - ALDWARKE JN TO WOODBURN JN

Rotherham Central Station

Safety of Personnel/Restricted Clearance

A one metre high intermediate fence is provided through the full length of the low level Tram Train Platforms 3 and 4 (04m 52ch to 04m 60ch) for the purposes of trespass prevention, restricting access between the Up and Down Tinsley lines.

Dated: 06/05/18

LN830 - ALDWARKE JN TO WOODBURN JN

Tinsley North to Parkgate Jn

Recovery of Failed Tram Train Vehicles

Tram Trains carry detonators and drivers are trained to implement Emergency Protection or Assistance Protection in accordance with Module M1 / 4 and Module M2 / 4 where circumstances require it. However, when a Tram Train is to be assisted by other than another Class 399 Tram Train, a mobile assistance team must be sent from Nunnery Depot. They will be equipped with an emergency coupler and will assist the Tram Train Driver in coupling up to an assisting train.

Dated: 06/05/18

LN830 - ALDWARKE JN TO WOODBURN JN

Tinsley North Jn to Parkgate Jn

Instructions To Train Crews And Other Persons Concerned Working On Network Rail Lines Used By South Yorkshire P.T.E. Supertram Tram Train Services

Supertram Tram Train services operate over Network Rail infrastructure between Tinsley North Jn and Parkgate Jn.

Between Tinsley North Jn and Parkgate Jn Network Rail infrastructure is electrified at 750V DC overhead and must be regarded as live at all times. The provisions of Rule Book Module AC must be observed as far as is practicable. The overhead line equipment between Tinsley North Jn and Parkgate Jn is controlled by the Network Rail Electrical Control at York. Any incident affecting the overhead line equipment must be reported to the Electrical Control Operator at York. (Int. 037 5622 Ext. 01904 525622). Bi-mode AC traction must not raise pantographs in any DC sections.

Class 399 Tram Train vehicles have a different profile to standard train vehicles and lack front yellow warning panels. The vehicle lighting is also non-standard incorporating lower intensity headlights and orange sidelights below sole bar level. The vehicle employs an electronic horn which has a different tone to a regular air horn. Train crews and persons working lineside should note the above differences between Tram Train vehicles and standard rolling stock.

Hazard Warning Lights

The Class 399 Hazard Warning light arrangement is non-standard incorporating flashing orange indicator lights and orange side lights in tandem with flashing headlights, but at a lower frequency. Train crews and persons working lineside should note this difference from standard rolling stock for identifying a Tram Train vehicle in potential distress.

Dated: 06/10/18

LN830 - ALDWARKE JN TO WOODBURN JN

Tinsley South Jn to Parkgate Jn

Recovery of Vehicles Requiring Wheel Skates

The operation of vehicles fitted with wheel skates is not permitted between Tinsley South Jn (2m 22ch) and Parkgate Jn (5m 59ch) due to the presence of raised check rails. Where a vehicle develops a wheel flat between the above locations arrangements must be made to recover the vehicle without a wheel skate. If the wheel flat is severe enough to prevent free running of the affected axle the movement must be made at extreme caution. The affected section of line must be inspected by a competent track maintenance engineer before normal running may resume. Any deviation from the above method of work must first be authorised by Network Rail Control. Any vehicle fitted with a wheel skate booked to travel between Parkgate Junction and Tinsley South Junction must be diverted via alternative route.

Dated: 05/02/2018

LN830 - ALDWARKE JN TO WOODBURN JN

Tinsley South Jn to Woodburn Jn SB

Instructions To Traincrews And Other Persons Concerned Working On Network Rail Lines Adjacent To South Yorkshire P.T.E. Supertram

Supertram lines run adjacent to Network Rail lines at the following location:-

- Between Tinsley South Jn and Woodburn Jn

Except where clearances are inadequate, a fence is provided between Network Rail lines and Supertram lines.

Supertram lines are electrified at 750v DC overhead and the equipment must be regarded as alive at all times. The provisions of Rule Book Module AC must be observed as far as is practicable; reference to the Electrical Control Room or Electrical Control Operator must be taken to refer to the Supertram Electrical Power Controller.

If anything unsafe is observed or an emergency arises where it is necessary to stop or restrict in any way traffic on the Supertram line, the Signaller at Woodburn Jn. SB Int 03 37345 Ext 01142 755506. If it would be quicker to do so, the Supertram control (tel.no.Sheffield (0114 2798128) must first be informed direct.

Except at Meadowhall, Supertram lines are not signalled and track circuit operating clips must not be relied upon to stop a Supertram train in an emergency. If circumstances arise which require isolation of the overhead line equipment, the Supertram Authorised Person will issue a Permit to Work.

Engineering work which requires the opposite/adjoining line to be blocked or protected must not normally be carried out on lines which adjoin the Supertram line unless preplanned. In an emergency, work must not start until an assurance has been obtained from the Signaller that the Supertram line has been blocked or arrangements for its protection have been agreed and are in place.

Persons who work on Network Rail lines must not go onto the Supertram except in emergency or when authorised to do so. Supertram staff who are trained in personal track safety will carry a SYPTE Supertram Track Access Pass and may come onto adjacent Network Rail lines when necessary.

Dated: 02/05/16

LN830 - ALDWARKE JN TO WOODBURN JN

Tinsley South Jn to Broughton Lane Jn

Working of trains into Tinsley Yard

The Woodburn Junction Signaller must contact the Tinsley Yard Shunter to obtain permission for a train to proceed towards Tinsley Avesta TMO Level crossing stop board, before setting the route from W205 signal to W226 signal. W226 signal position prevents a freight train from stopping at the signal due to a steep rising gradient on approach; therefore an aspect control has been applied to W205 to prevent the route up to W226 signal from clearing unless W226 signal is off. Confirmation from the shunter or driver that the movement in is clear at Tinsley Yard complete with tail lamp is not required.

The Woodburn Junction Signaller must contact the Tinsley Yard Shunter to obtain permission for a train to proceed towards Tinsley Avesta TMO Level crossing stop board, before setting the route from W212 signal to W228 signal. Confirmation from the shunter or driver that the movement in is clear at Tinsley Yard complete with tail lamp is not required.

Dated: 27/05/17

LN830 - ALDWARKE JN TO WOODBURN JN

Tinsley South Jn to Tinsley East Jn

TS1 Regulation 13 – Safety of personnel

Protection of staff from trains on the adjacent Sheffield Tram Transfer Line (2m 45ch to 2m 61ch) is undertaken through application of the Possession of Line of Sight Infrastructure methodology. This methodology applies the regulations of **TS1 / 13 Taking possession of sidings** as far as possible for a passenger line with no fixed signals. In addition the requirements of regulation **TS1 / 13.4.4 Possession of part of one siding** have been relaxed to permit use of fixed hinged Possession Limit Boards as protection in lieu of a sleeper secured to the rails. Staff require **a Possession of Line of Sight Infrastructure Arrangements Form** (issued locally) to record details of the protection applied. Electronic copies of the **Possession of Line of Sight Infrastructure Arrangements Form** can be supplied in advance of work by the Local Operations Team on request.

Any staff working on or near the Down/Up Tinsley line between Tinsley South Jn and Tinsley East Jn must contact Woodburn Junction Signal Box to establish if the adjacent Sheffield Tram Transfer Line is under possession of Line of Sight infrastructure and confirm details of the arrangements to apply. Staff working on or near the Down/Up Tinsley line adjacent to the Sheffield Tram Transfer Line, requiring protection of the adjacent line, must apply the Possession of Line of Sight Infrastructure methodology outlined above. Staff applying adjacent line open or open line safe systems of work in this area should note that the Sheffield Tram Transfer Line is operated under Line of Sight regulations.

Dated: 06/05/18

LN830 - ALDWARKE JN TO WOODBURN JN

Tinsley South Jn To Parkgate Jn

Restriction between Tinsley South Junction and Parkgate Junction

Due to the presence of raised check rails for the operation of Tram Train services, the following vehicles are prohibited from travelling over the line of route between Tinsley South Junction (2m 22ch) and Parkgate Junction (5m 59ch) inclusive:

- Class 33 locomotives with unmodified lifeguards
- Operation of vehicles fitted with wheel skates

The operation of independent snow ploughs is restricted over points fitted with raised check rails when undertaking ploughing activities. This restriction does not apply to any traction fitted with miniature snow ploughs/obstacle deflectors or movements of independent snow ploughs in traffic.

Dated: 01/08/2020

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10	02 December 2006
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110	04 December 2021
111	07 December 2024
112	07 December 2024
113	01 June 2024
114	01 June 2024
115	04 December 2021
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117	04 June 2016
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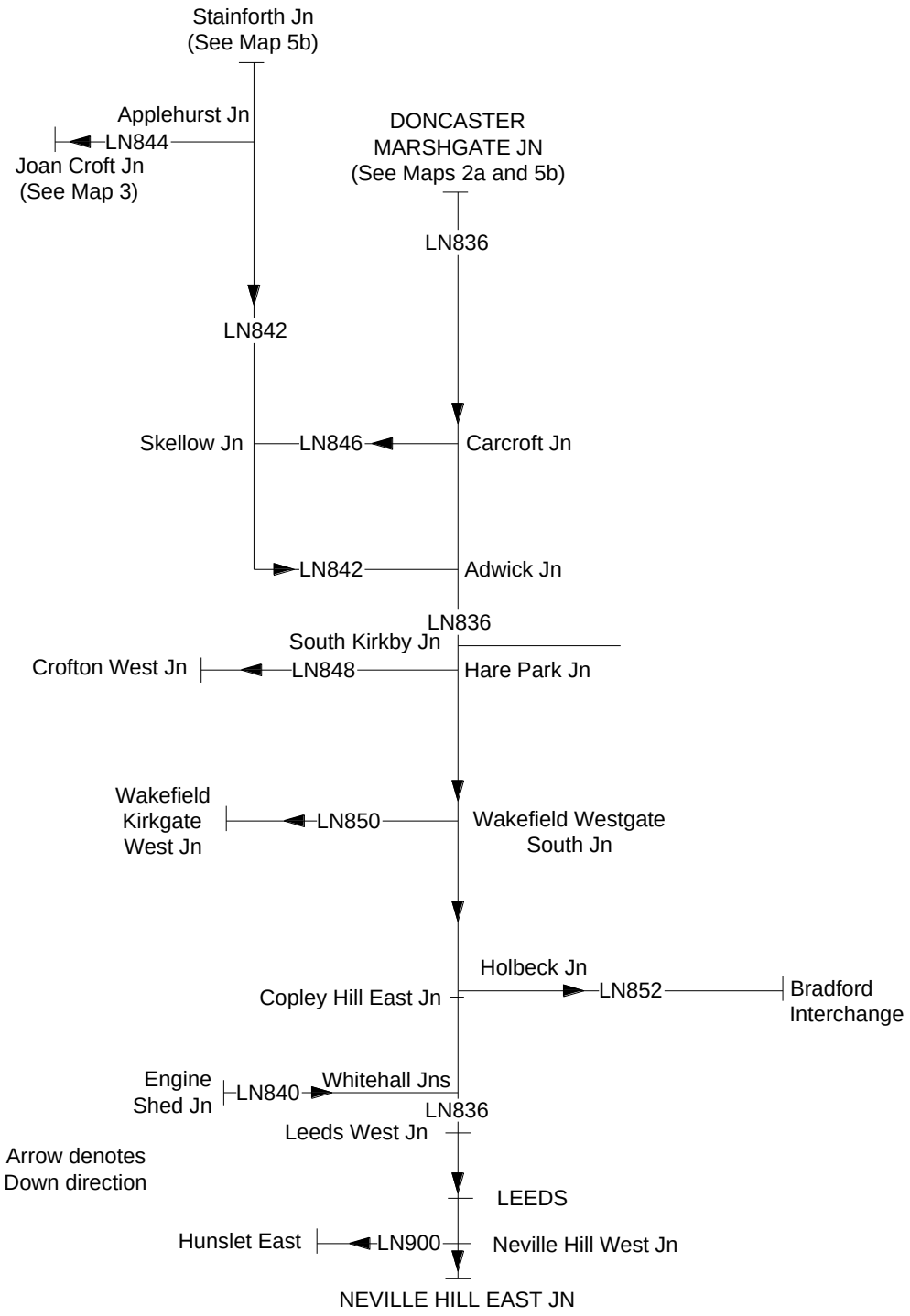
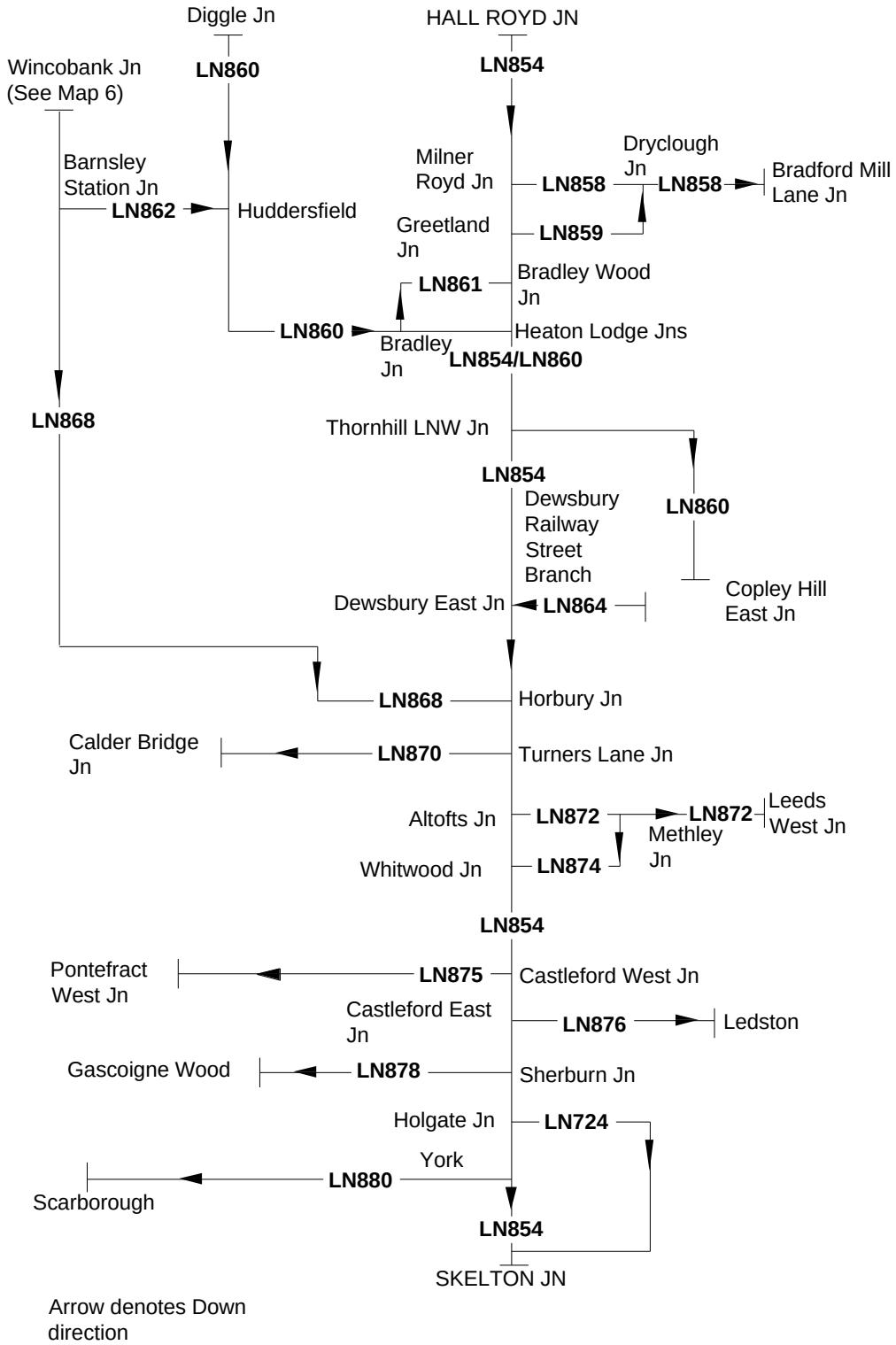
MAPS

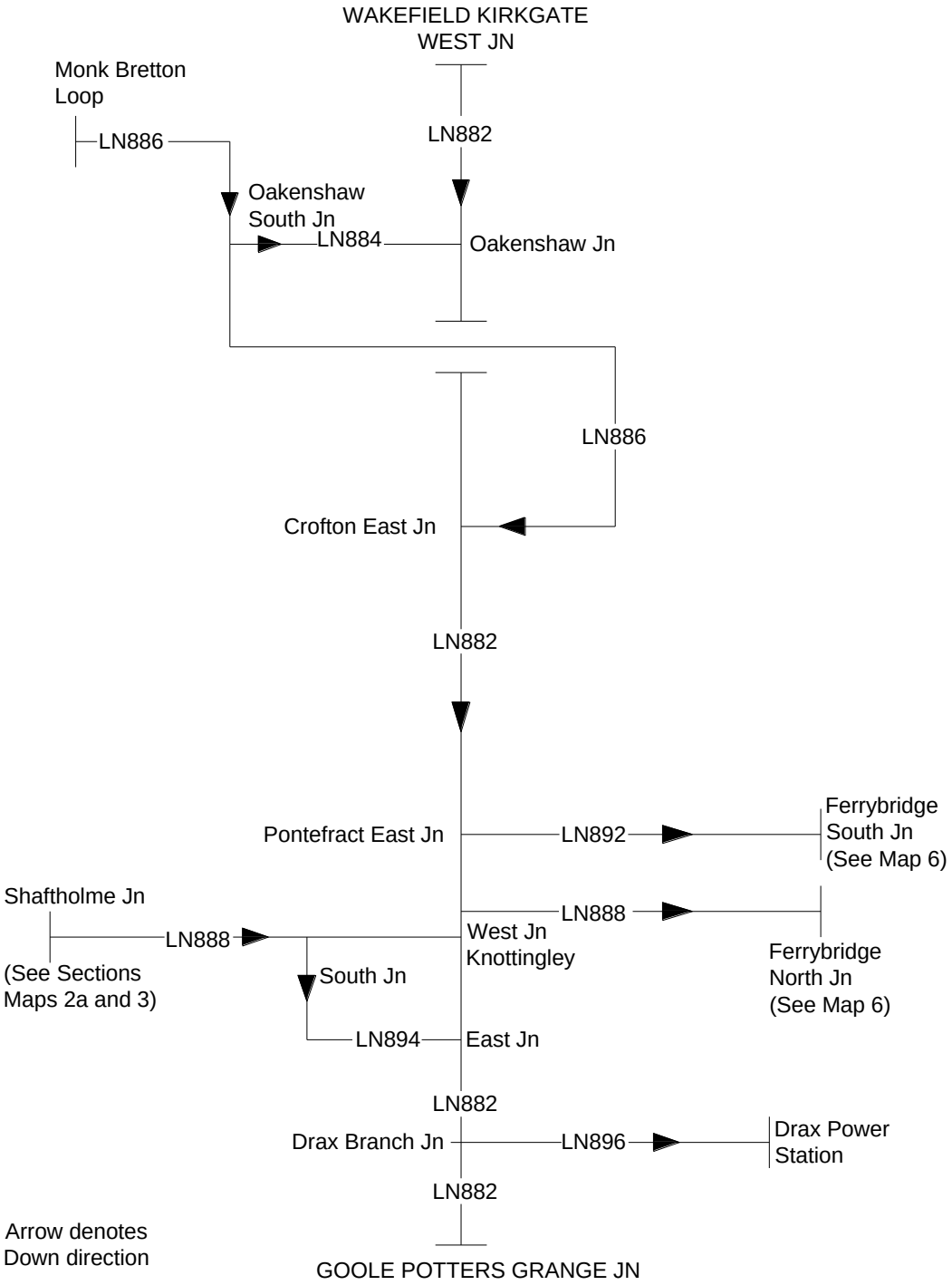
MAP 7a: DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN VIA LEEDS AND BRANCHES



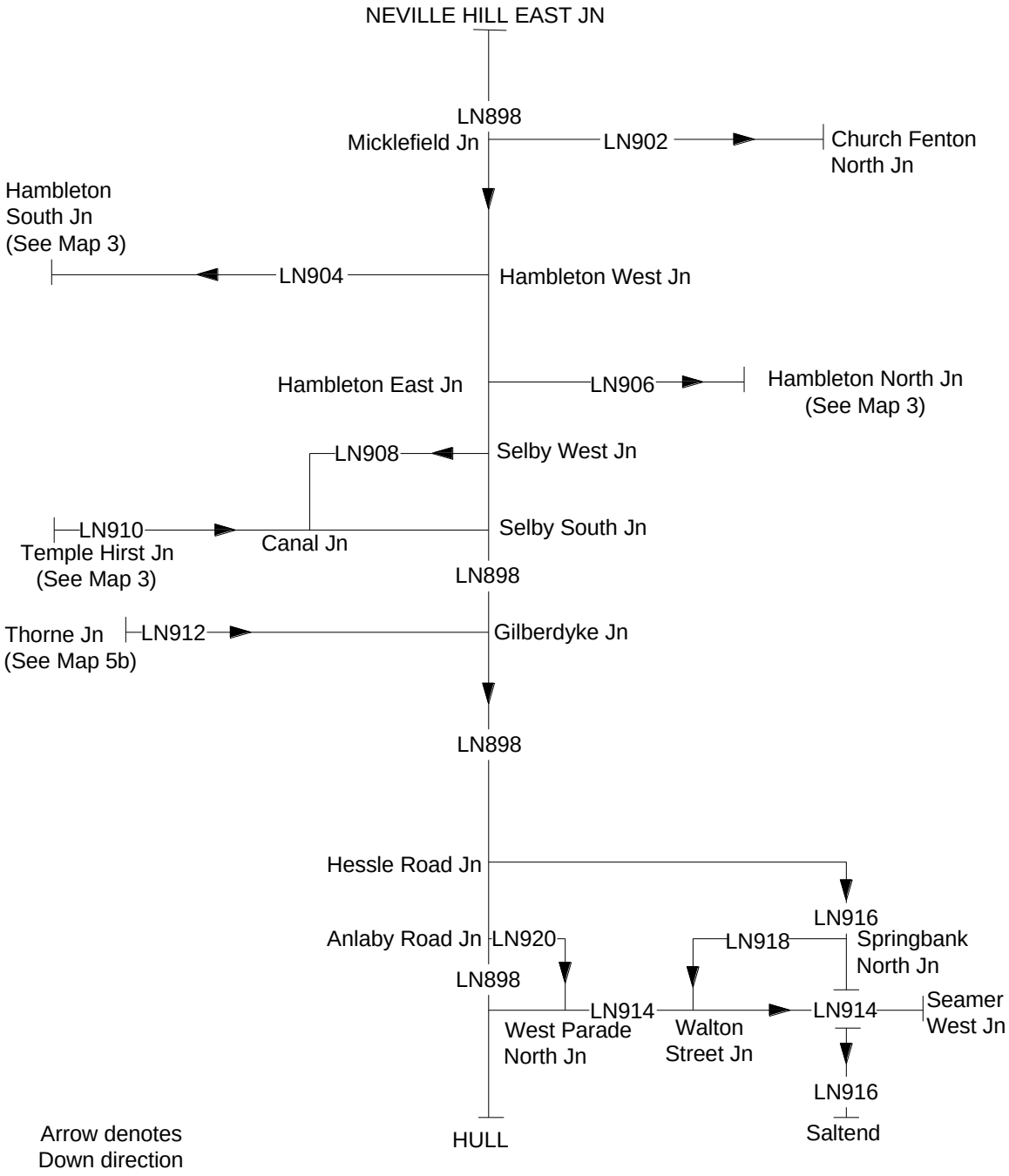
MAP 7b: HALL ROYD JN TO SKELTON JN AND BRANCHES



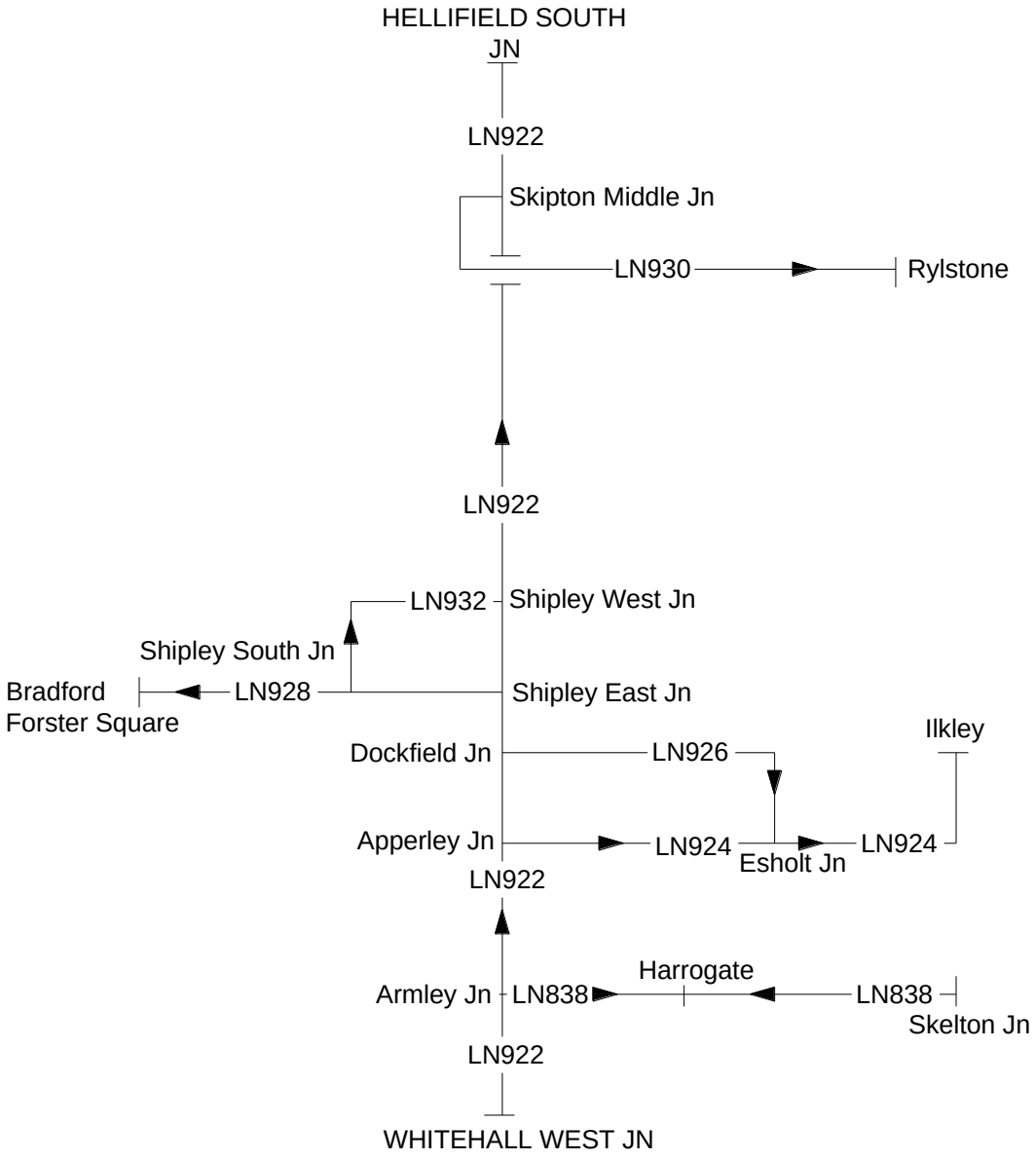
MAP 7c: WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN



MAP 7d: NEVILLE HILL EAST JN TO HULL AND BRANCHES



MAP 7e: WHITEHALL WEST JN TO HELLIFIELD SOUTH JN AND BRANCHES



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EXCEPTIONALLY POOR RAIL ADHESION

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LN854 (HALL ROYD JN. TO SKELTON JN.)

Location	Line(s) Affected	Mileage (Between)
Signal HG1519, between Sowerby Bridge & Milner Royd Jn	Down L&Y	29 m 12 ch ***to*** 29 m 21 ch
Brighouse station to Bradley Wood Jn	Down	33 m 0 ch ***to*** 35 m 59 ch
Bradley Wood Jn Brighouse Station	Up	35 m 59 ch ***to*** 33 m 0 ch

Dated: 16/09/2022

LN859 (GREETLAND JN. TO DRYCLOUGH JN.)

Location	Line(s) Affected	Mileage (Between)
Dryclough Jn to Greetland Jn	Up	0m 21ch ***to*** 1m 08ch
Greetland Jn to Dryclough Jn	Down	1m 08ch ***to*** 0m 21ch

Dated: 27/09/08

LN880 (YORK TO SCARBOROUGH)

Location	Line(s) Affected	Mileage (Between)
York IECC to Signal Y272	Up Scarborough	0m 48ch
Bootham LC to York station & Y236 signal	Up	1m 52ch ***to*** 0m 00ch

Dated: 27/09/08

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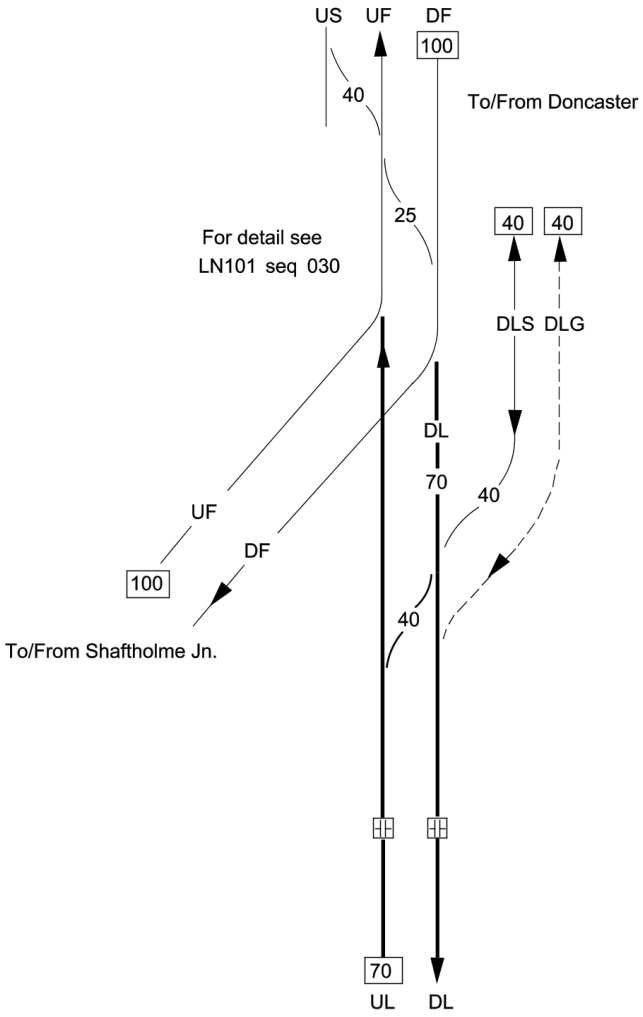
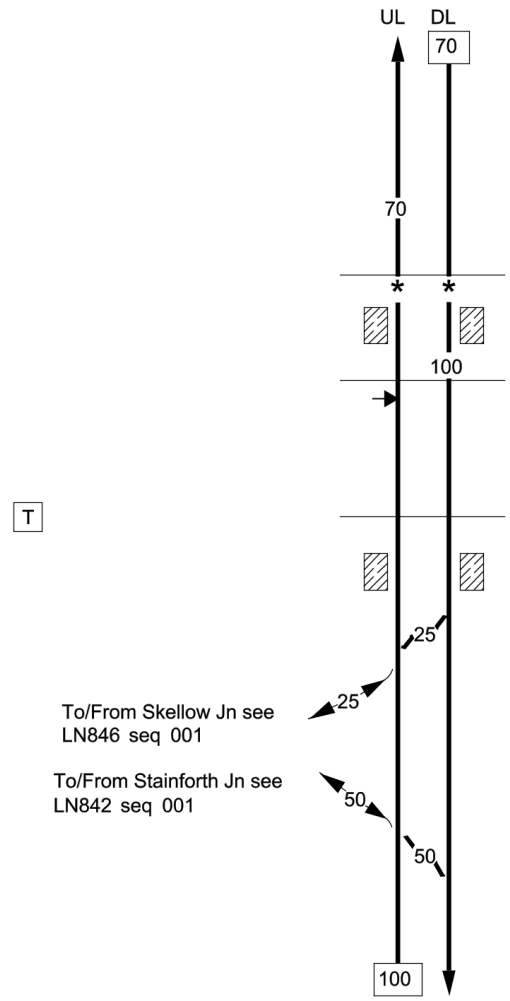
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN724	001	Holgate Jn to Skelton Jn	HOS	London North Eastern	15/06/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

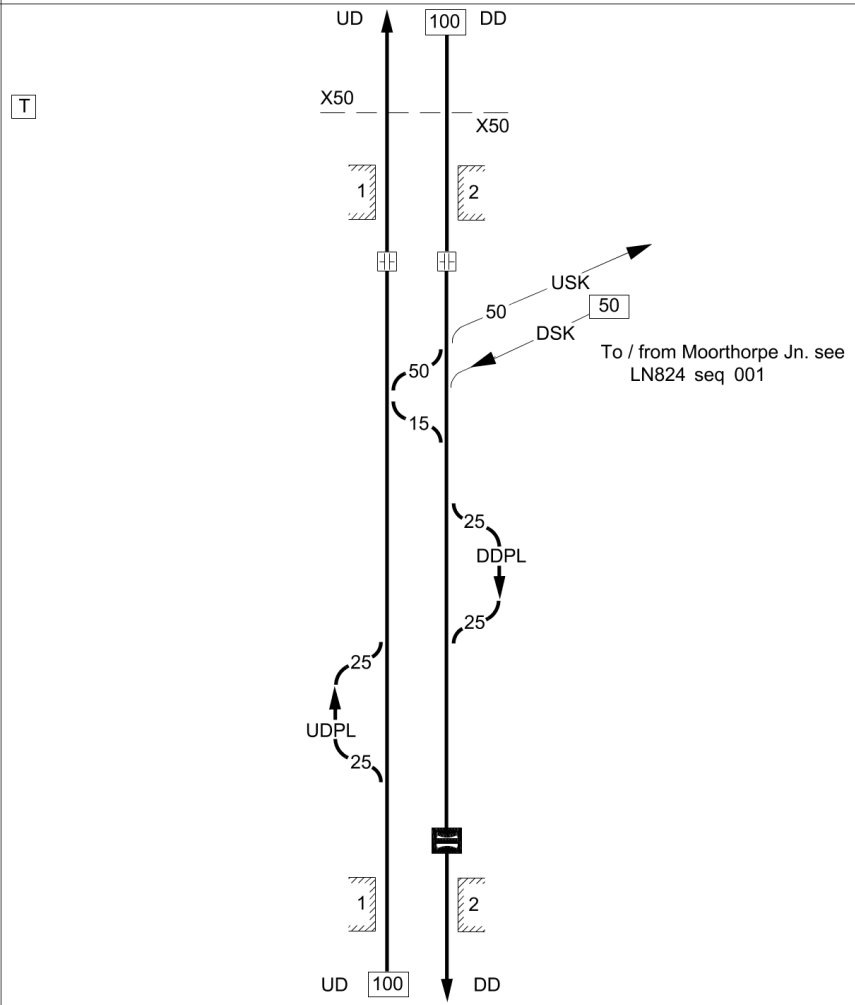
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	001	Doncaster, Marshgate Jn to Neville Hill East Jn	ECM1 DOL1	London North Eastern	04/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Doncaster North Jn	156 09		GSM-R TCB Doncaster SB (D) RA9 AC:York ECR
Marshgate Jn	156 28		Cut out signs not provided for all 25 speeds Bridge Jn to Marshgate Jn DLS = Down Leeds Slow DLG = Down Leeds Goods UL = Up Leeds DL = Down Leeds
Doncaster F. S. OHNS	156 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	002	Doncaster, Marshgate Jn to Neville Hill East Jn	DOL1	London North Eastern	02/04/2016

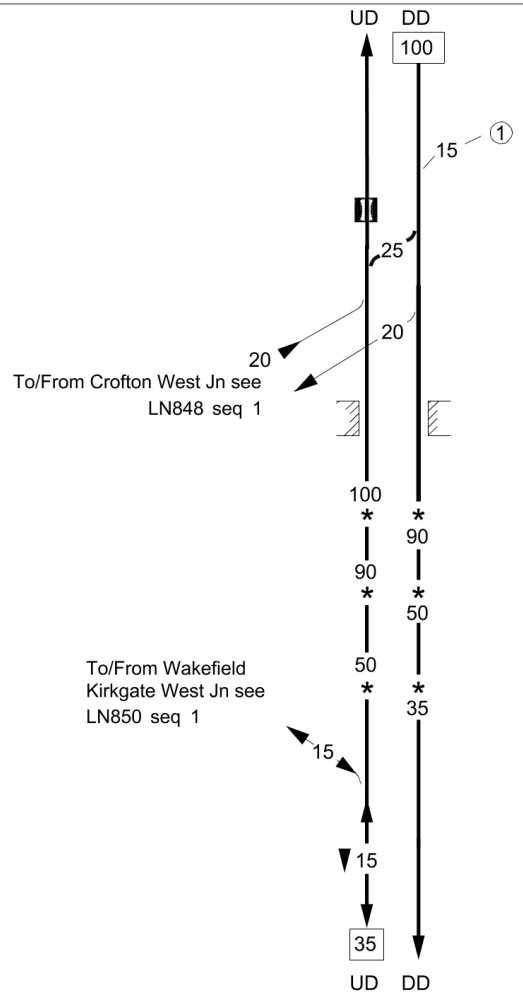
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Doncaster SB (D) RA9 AC: York ECR
Dock Hills LC (CCTV)	156	63		DL=Down Leeds UL=Up Leeds
	156	72 *		
BENTLEY	157	47		
Bentley LC (CCTV)	157	52		Hot Axle Box Detector on the Up Main Line at 158 60
Atkinsons LC (UWC)	159	10	T	
ADWICK	159	72		
Carcroft Jn	160	08	To/From Skellow Jn see LN846 seq 001 To/From Stainforth Jn see LN842 seq 001	
Adwick Jn	160	65		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	003	Doncaster, Marshgate Jn to Neville Hill East Jn	DOL1	London North Eastern	29/01/2022

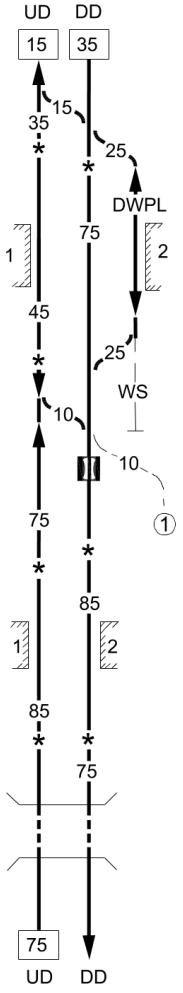
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hampole FPS (OMSL)	162 55		GSM-R TCB York ROC (L) RA9 Ardsley workstation AC: York EC Controlled by York ROC (signals prefixed L) from L673 signal at 161 28 Down/to L662 signal at 163 34 Up OMSL - SEE GENERAL INSTRUCTION DD = Down Doncaster UD = Up Doncaster USK = Up South Kirkby DSK = Down South kirkby
SOUTH ELMSALL	164 48		
South Kirkby TSC OHNS	165 35		
South Kirkby Jn	165 74		
	166 00		
	167 31		
Hemsworth	168 11		DDPL = Down Doncaster Passing Loop = 845m / 924yds. UDPL = Up Doncaster Passing Loop = 615m / 673yds.
	168 61		
APCO Zone commencement (Selective)	169 12		
FITZWILLIAM	169 15		

London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	004	Doncaster, Marshgate Jn. to Neville Hill East Jn.	DOL1 DOL2	London North Eastern	02/12/2019

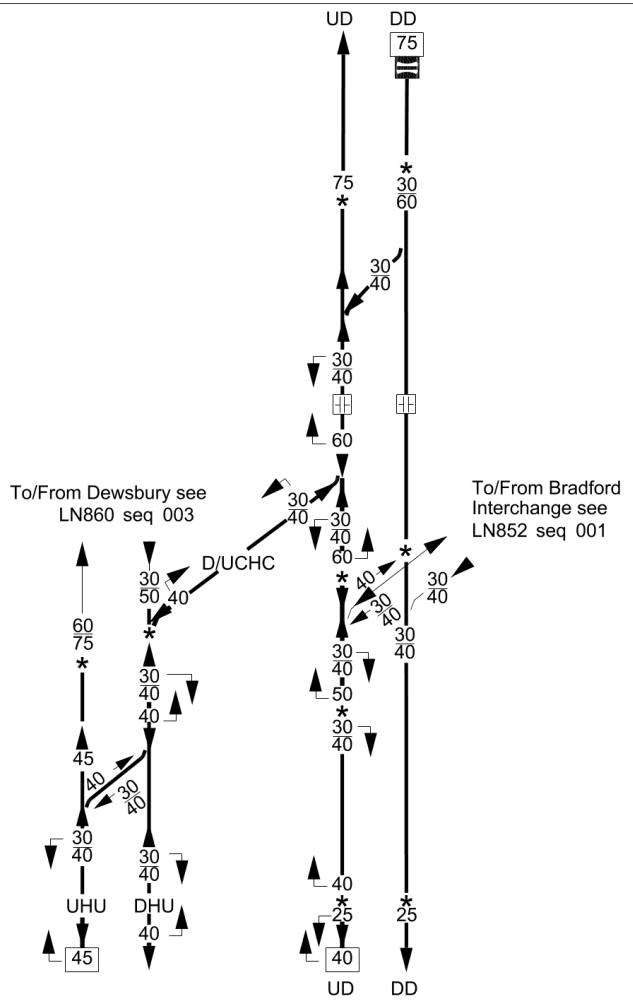
Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				TCB York ROC, Ardsley WS (L) RA9 AC: York ECR GSM-R ① To/From Wintersett Sidings = Automatic Power Change Over - Pantograph Raise DD=Down Doncaster UD=Up Doncaster Change of ELR 175m 32ch - DOL1 to DOL2
Wintersett	171	07		
APCO Zone commencement (Selective)	171	09		
	171	19		
Hare Park Jn	171	70		
SANDAL AND AGBRIGG	174	05		
	174	28 *		
	174	58 *		
West Riding Jn (Former)	175	32		
	175	34 *		
Wakefield Westgate South Jn	175	38		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	005	Doncaster, Marshgate Jn. to Neville Hill East Jn.	DOL2	London North Eastern	20/07/2020

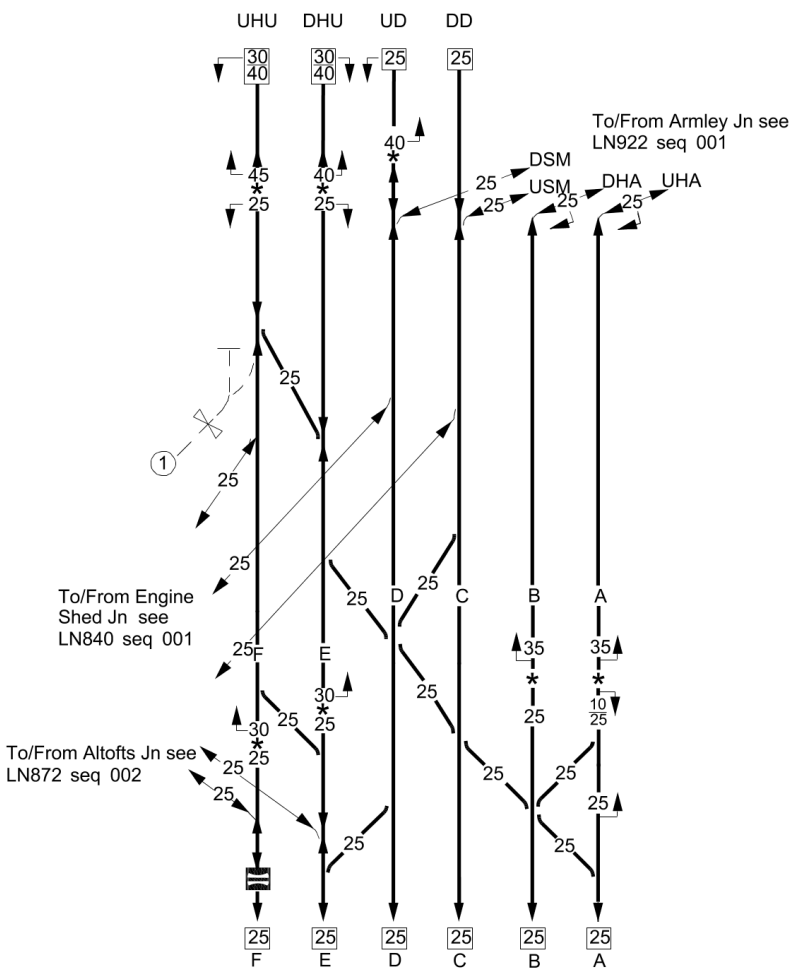
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC, Ardsley WS (L) RA9 AC: York ECR DD=Down Doncaster UD=Up Doncaster DWPL = Down Westgate Platform Loop = 288m / 315 Yds. PP is authorized at Westgate Station on the Down Westgate Platform Loop P2, and Up Doncaster P1.
	175 60 *		
	175 62 *		
WAKEFIELD WESTGATE	175 65		
	176 02 *		WS = Westgate Spur
APCO Zone commencement (Selective)	176 50		
	177 02 *		① To/From Wrenthorpe Sidings
	177 03 *		
OUTWOOD	178 26		
	180 43 *		
Ardsley Tunnel (272m / 297 yards)	180 61 to 180 75		

London North Eastern Route Sectional Appendix Module LN7

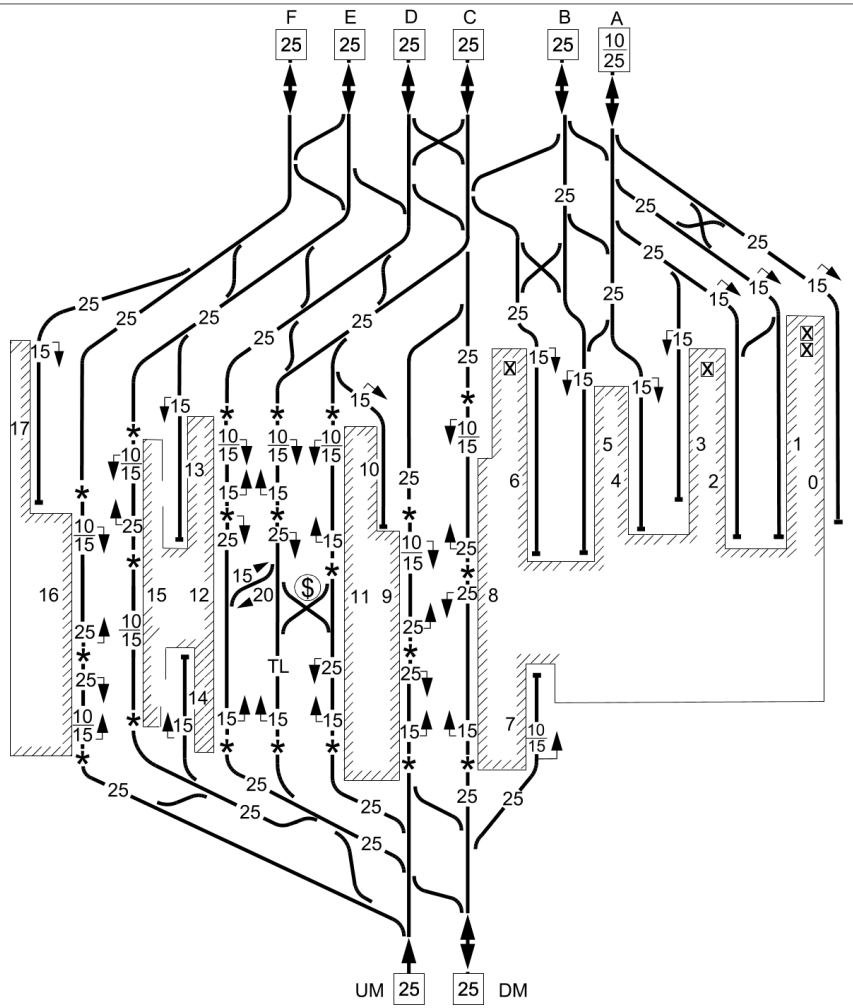
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	006	Doncaster, Marshgate Jn to Neville Hill East Jn.	DOL2	London North Eastern	18/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
APCO Balise for static changeover	182 40		GSM-R TCB York ROC, Leeds West WS (L) RA9 AC: York ECR = Automatic Power Change Over - Pantograph Lower
	184 08 *		DD=Down Doncaster
	184 16 *		UD=Up Doncaster
	184 50		
	184 54		
Leeds TSL OHNS	184 57		
Copley Hill West Jn	184 65		
	184 75 *		
	184 77 *		D/UCHC=Down/Up Copley Hill Chord
Holbeck Jn	185 01		
Copley Hill East Jn	185 02 *		UpHuddersfield: End of GSM-R area at 185m 51ch
	185 03 *		Down Huddersfield: Start of GSM-R area at 185m 51ch
	185 06 *		
	185 09		
	185 13		
	185 17 *		DHU=Down Huddersfield UHU=Up Huddersfield

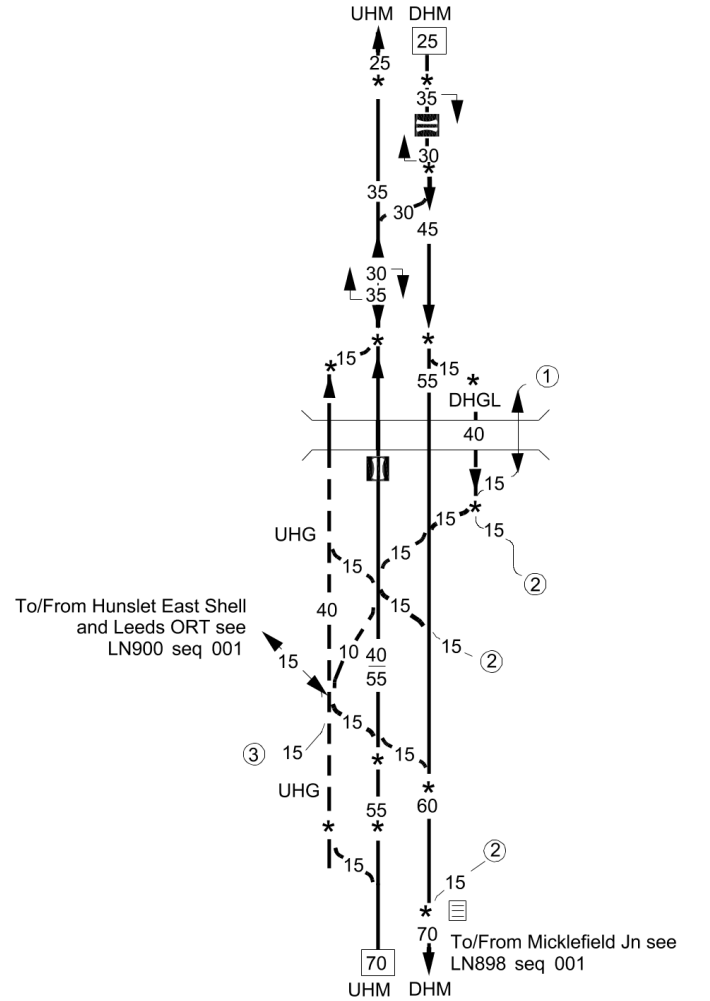
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	007	Doncaster, Marshgate Jn to Neville Hill East Jn.	DOL2 WRG	London North Eastern	27/12/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Whitehall West Jn	185 21 *		GSM-R
	185 24 *		TCB York ROC, Leeds West WS (L) RA9 AC: York ECR
	185 25		DD= Down Doncaster UD= Up Doncaster DHU= Down Huddersfield UHU= Up Huddersfield
	185 26		DSM= Down Shipley Main USM= Up Shipley Main DHA= Down Harrogate UHA= Up Harrogate
Whitehall East Jn	185 28		RA8
	185 29		(1) To/From Whitehall Goods Yard Private Sidings. ELR = WRG
	185 37 *		A= A Line B= B Line C= C Line D= D Line E= E Line F= F Line
	185 38 *		NOTE - Inbound differential speed (10/25) on approach to A to B line crossover (5518A)
	185 41 *		
Leeds West Jn	185 45		
	185 46		
ACPO Zone commencement (Selective)	185 46		= Automatic Power Change Over - Pantograph Lower

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	008	Doncaster, Marshgate Jn. to Neville Hill East Jn.	DOL2 HUL4	London North Eastern	04/01/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
LEEDS	185 46		GSM-R TCB York ROC (L) RA8 Leeds East workstation (RA2 Platform 7) AC: York ECR A =A Line B =B Line C =C Line D =D Line E =E Line F = F Line PP = Permissive Working is authorised in all station Platforms, full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains. ⊠ = Lockout protection provided - see General Instructions for detail - cabinets provided at platform ends numbered as follows: -. P0 = L9135 & L9136. P3 = L9137 P6 = L9138 ($) = Permissible speeds over the crossovers are : - 20mph Eastbound (down) direction - either route, 15mph Westbound (up) direction - either route, TL = Through Line All lines signalled for bi-directional moves (UM down direction for shunt moves only).
	185 64 *		
	185 65 *		
	185 66 *		
	185 69 *		
	185 70 *		
	20 50		
	20 48 *		
	20 45 *		
	20 42 *		
	20 39 *		
	20 36 *		
Leeds East Jn.	20 26		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN836	009	Doncaster, Marshgate Jn. to Neville Hill East Jn.	HUL4	London North Eastern	26/02/2022

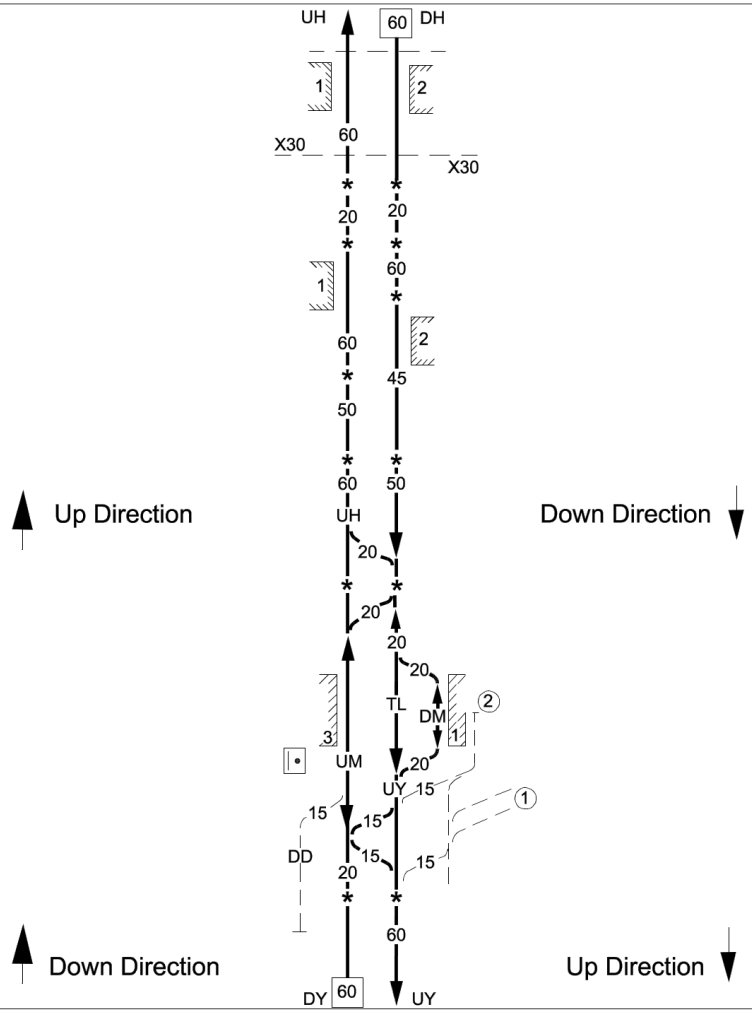
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	20 25 *		TCB York ROC, Leeds East WS (L) RA8 AC: York ECR GSM-R
APCO Zone commencement (Selective)	20 04		
	20 01 *		
Quarry Hill Jn	20 00		
	19 76		DHM =Down Hull Main UHM =Up Hull Main
	19 51 *		
Marsh Lane Jn	19 48 *		
	19 46 *		① Marsh Lane Sidings
Richmond Hill Tunnel (108m / 118 yards)	19 44 to 19 39		PF is authorised on the Down Goods Loop and Up Goods Line between Neville Hill West Jn and Marsh Lane Jn for Class 5 and 0 trains only. DHGL=Down Hull Goods Loop - 397m / 1305 feet
APCO Zone commencement (Selective)	19 23		
	19 18 *		
	19 06		
Neville Hill Depot			② To/From Neville Hill Depot GSM-R extended to Neville Hill Depot from 18m 08ch to 19m 13ch
Neville Hill West Jn	18 74		
Neville Hill Up Sidings			
	18 67 *		③ To/From Neville Hill Up Sidings
	18 60 *		UHG=Up Hull Goods
	18 28 *		DHGL= Down Hull Goods Loop
Neville Hill East Jn	18 25		
	18 20 *		Ground Frame

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	001	Leeds Armley Jn. to York Skelton Jn. via Harrogate	LEH1	London North Eastern	02/04/2016

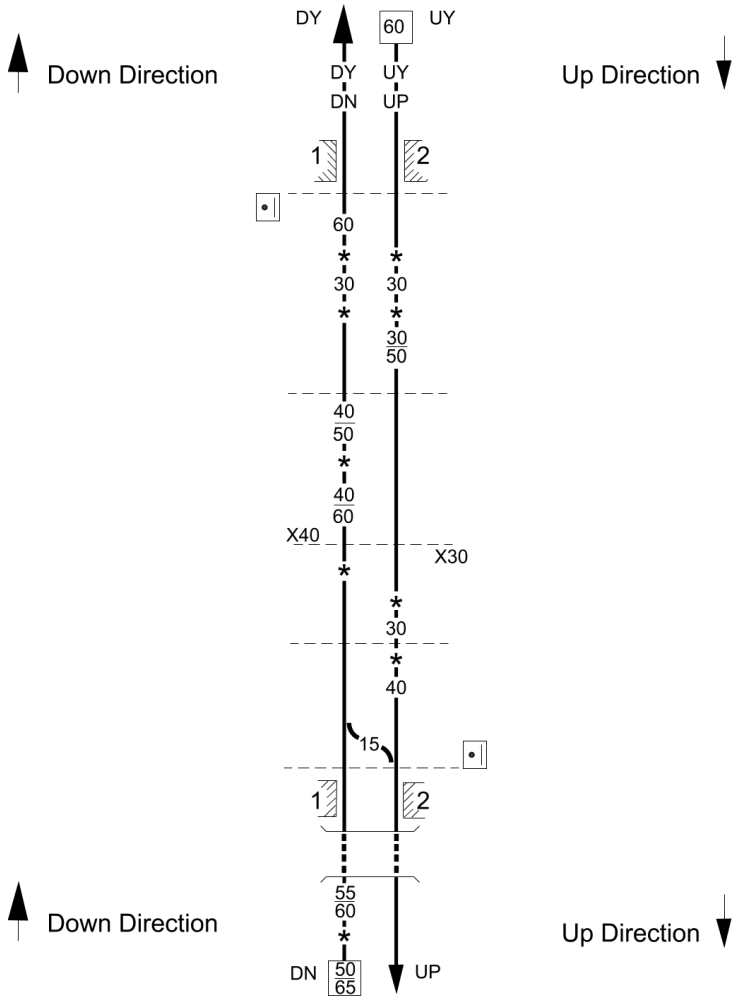
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To Whitehall West Jn (via Up Harrogate) see LN922 seq 001	GSM-R
		UH	TCB York SB (L) RA8
Armley Jn	0 12		
	0 20 *	40/50 * DH From Whitehall West Jn (via Down Harrogate) see LN922 seq 001 45	
	0 40 *	30/45 *	
	0 44 *	* 60	
BURLEY PARK	1 27		DH =Down Harrogate UH =Up Harrogate
Headingley Tunnel (64m / 70 yards)	1 72 to 1 75		
HEADINGLEY	2 11		TCB inc AXLECOUNTER HARROGATE SB (LH)
	2 27 *	30/60 *	
	4 25 *	50/60 *	
HORSFORTH	4 61	15 HDS 30/60 * 15	HDS - Horsforth Down Siding HTS = Horsforth Turnback Siding HTS Maximum standage = 103M
	5 49 *	* HTS	
Bramhope Tunnel (3439m / 2m 241 yards)	5 65 to 7 76	50/60	
	7 78 *	*	
Wescoehill Tunnel (91m / 100 yards)	10 14 to 10 18		
WEETON	10 62		
Kent House Farm UWC	11 24	T	
Rigton LC (MCB)(CCTV)	12 15		
		60	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	002	Leeds Armley Jn. to York Skelton Jn. via Harrogate	LEH1 LEH2 LEH3 HAY2	London North Eastern	26/11/2022

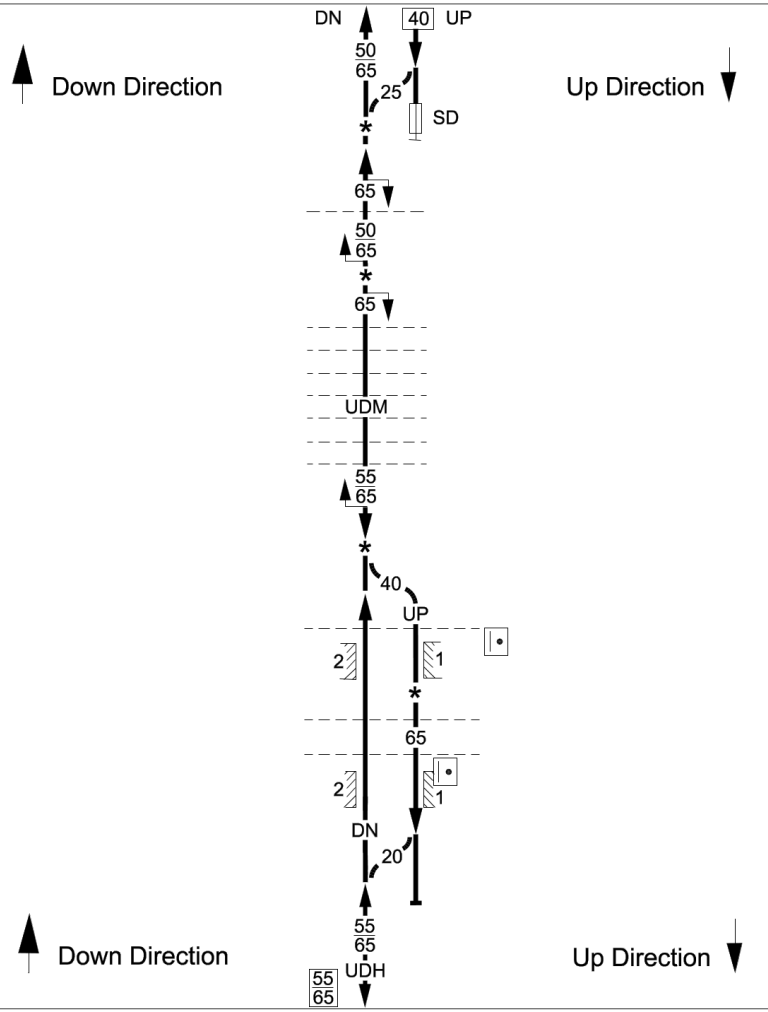
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
New York Farm LC (UWC)	12	55		T	GSM-R: RA8 Harrogate SB (LH)
PANNAL	14	03			
Spacey House Farm FPS (OMSL - X)	14	51			(OMSL - X) See General Instruction
Pannal Jn (Former) Change of ELR	14	60			ELR from LEH1 to LEH2
	15	09	*		
Crimple Jn (Former) Change of ELR	15	20			ELR from LEH2 to LEH3
	15	28	*		
	16	25	*		
HORNBEAM PARK	16	26			DH = Down Harrogate UH = Up Harrogate
	16	29	*		
	16	40	*		
	17	13	*		PF is authorised on the Through Line in Harrogate Station for stabling purposes only PP is authorised on the Down and Up Main lines in Harrogate Station.
HARROGATE	17	24			
Change of Line Direction & ELR	20	38			TCB Harrogate SB (H) AB To Starbeck SB
Harrogate SB (H)	20	31			ELR from LEH3 to HAY2 TL = Through Line DD= Down Siding (2) = Platform 2 not operational (1) = Up sidings No's 3 & 4
	20	18	*		AWS not provided at Harrogate Signals H24 (Platform 3), H25 (Through Line) and H26 (Platform 1). UY = Up York DY = Down York



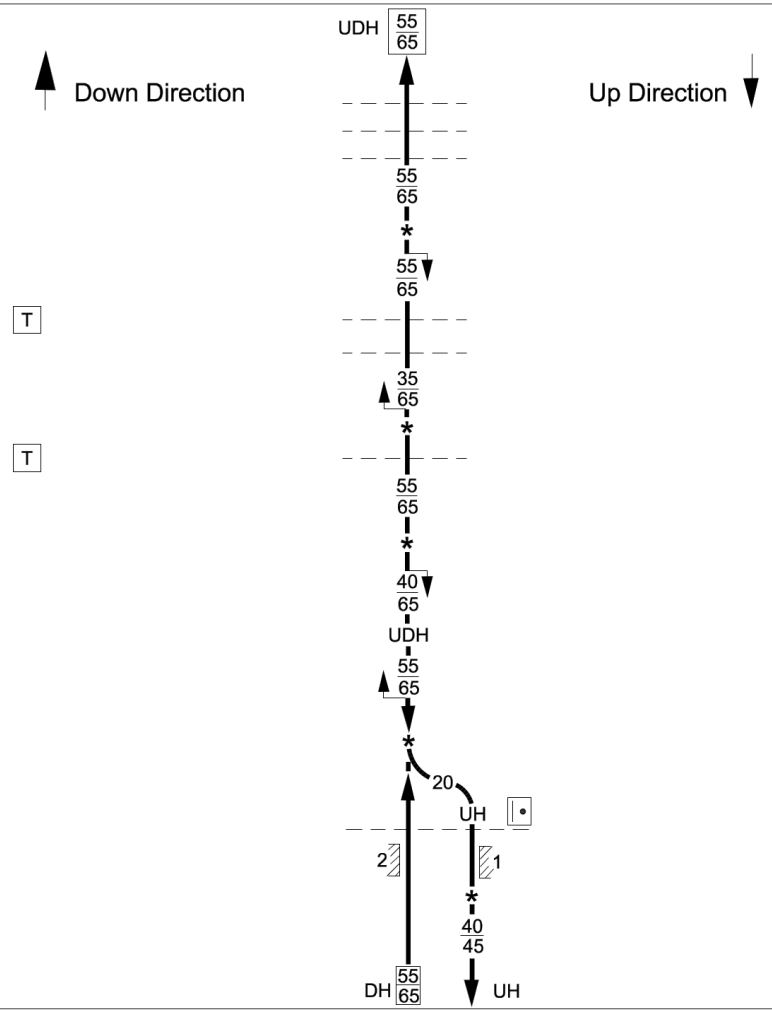
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	003	Leeds Armley Jn. York Skelton Jn. via Harrogate	HAY2 HAY1	London North Eastern	22/01/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Starbeck North Jn	18 60		GSM-R AB Harrogate SB (H) RA8 UY = Up York DY = Down York
STARBECK	18 27		
Starbeck LC (MCB) Starbeck SB (SB)	18 24 18 24		Starbeck SB (SB)
	18 23 *		
	18 13 *		
Belmont LC (MCB)	17 69		
	17 50 *		
Cass Lane FPW (OMSL-X)	17 32		OMSL - SEE GENERAL INSTRUCTION
	17 27 *		AB Knaresborough SB (K)
	16 74 *		
Dropping Well (UWC)	16 60	T	
	16 59 *		
Knaresborough SB (K)	16 54		
Knaresborough LC (MCG)	16 54		
KNARESBOROUGH	16 54		TB
Knaresborough Tunnel (163m / 178 yards)	16 48 to 16 40		
	16 40 *		

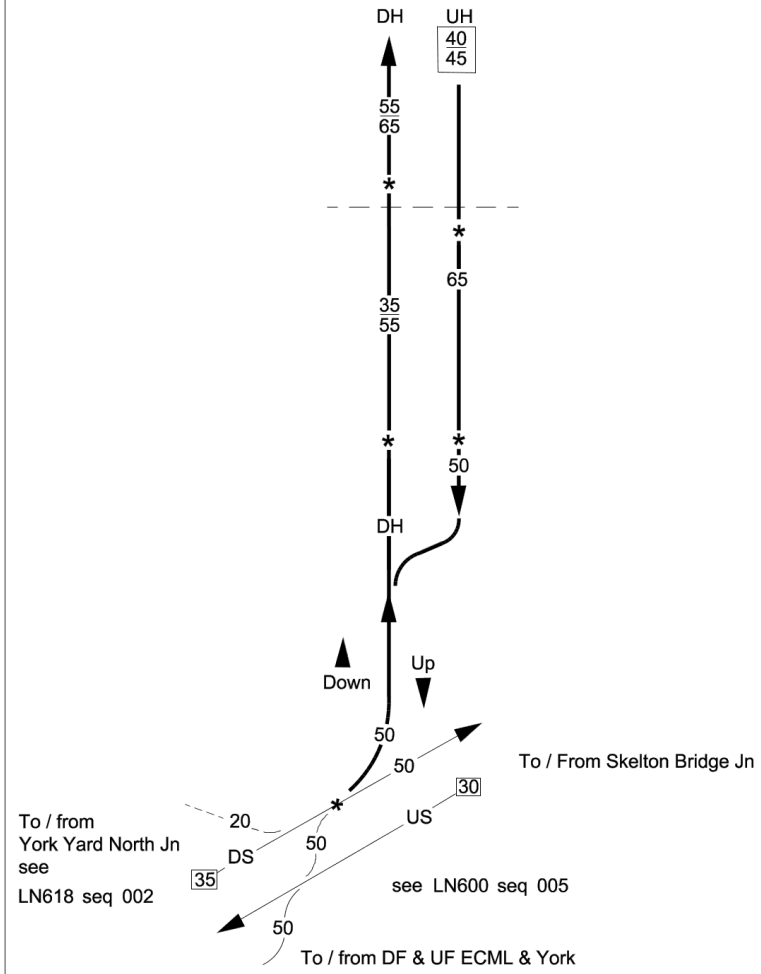
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	004	Leeds Armley Jn. to York Skelton Jn. via Harrogate	HAY1	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TB Knaresborough SB (K) RA8
	16 21 *		
Green Lane LC (UWC)	15 23 T		UDM = Up / Down Main OMSL - See General Instruction
	15 14 *		
Oakwood Farm UWC (OMSL)	14 51 T		T Green Lane, Oakwood Farm, Websters, Telephones to Knaresborough SB
Websters LC (UWC) (Cattal)	14 21 T		
Flaxby Grange LC (UWC)	12 68 T		T Flaxby Grange to Hopperton Grange, Telephones to Cattle SB
New Inn Farm (UWC)	12 35 T		
Hopperton Old Station LC (UWC)	12 16 T		
Hopperton Grange LC (UWC)	11 70 T		
Whixley LC (MCG)	11 08		TB Cattal SB (C)
	10 37 *		
Cattal LC (MCG)	10 20		AB
Cattal SB	10 20		
CATTAL	10 20		
	10 16 *		
Hammerton Road LC (MCG)	9 17		AB Hammerton SB (H)
Hammerton LC (MCG)	8 61		
Hammerton SB	8 61		TB
HAMMERTON	8 61		
	8 53		UDH = Up / Down Harrogate

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	005	Leeds Armley Jn. to York Skelton Jn. via Harrogate	HAY1	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TB Hammerton SB (H) RA8 UDH = Up / Down Harrogate
Wilstrop LC (MCG)	7 45		
Marston Moor LC	6 05		
Hessay LC	5 11		
	5 10 *		TB Poppleton SB (P)
Laburnum Farm (UWC)	5 06	T	T Telephones to Poppleton SB
Hessay Rd (OMSL)	4 63		OMSL - See General Instruction
	4 53 *		
Cat Lane LC (UWC)	4 28	T	T Telephones to Poppleton SB
	3 47 *		
	2 78 *		
Poppleton SB	2 74		TCB
Poppleton LC	2 74		
POPPLETON	2 72		UH = Up Harrogate DH = Down Harrogate
	2 68 *		

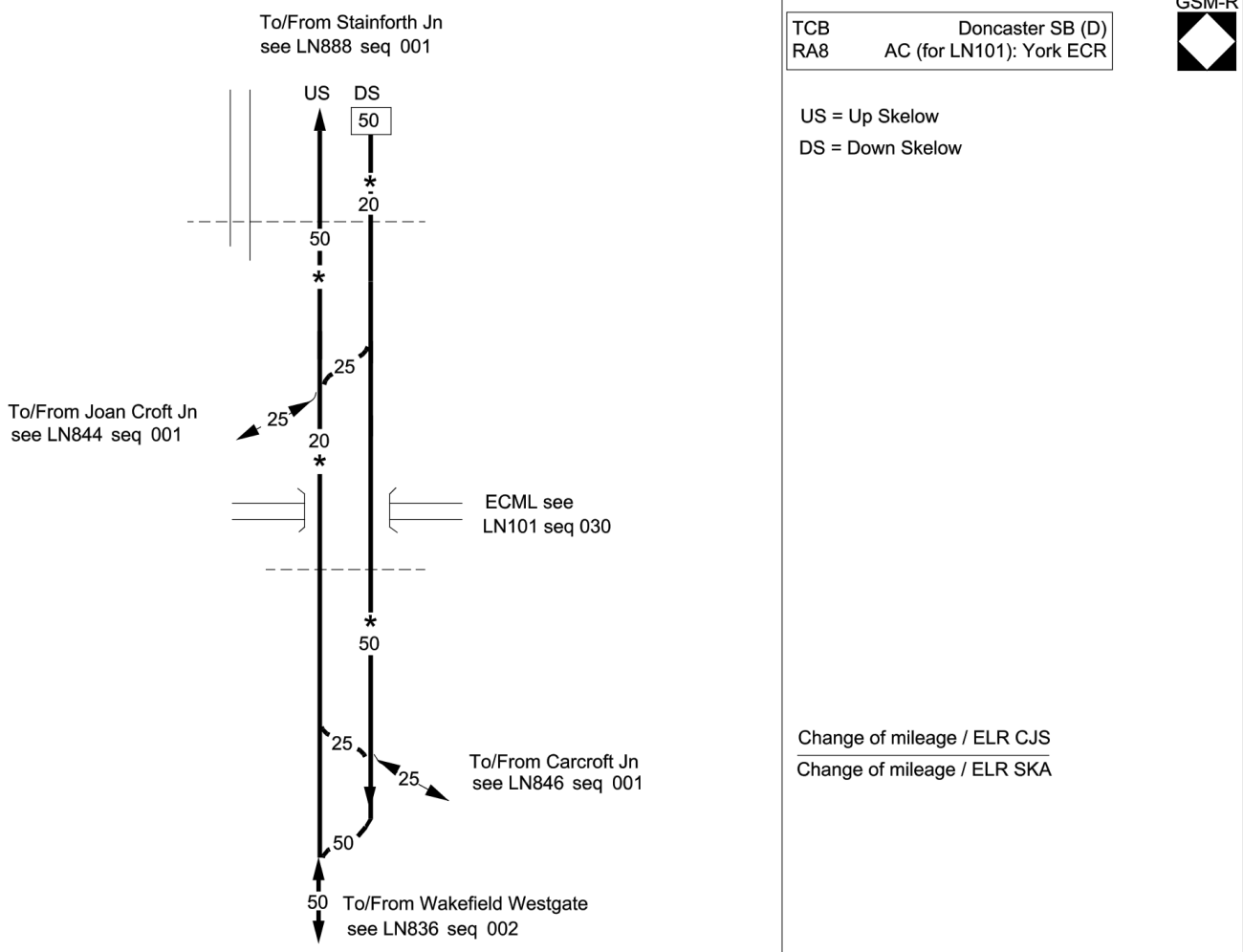
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	006	Leeds Armley Jn. to York Skelton Jn. via Harrogate	HAY1	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Nether Poppleton LC (MCB-OD)	2 34 * 2 34 2 33 *		GSM-R TCB Poppleton SB (P) RA8 York ROC York North Workstation (Y) DH = Down Harrogate UH = Up Harrogate
	1 65 *		
	1 58		
Skelton Jn (York)	1 54		Note: DS, US, UM & DM (ECML) = AC: York ECR

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN840	001	Leeds Engine Shed Jn. to Whitehall East Jn.	TJC3	London North Eastern	02/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB York SB (Y) RA8
		25 To/From Altofts Jn see LN872 seq 002	
Engine Shed Jn	195 20		
	195 22	25 DWC	DWC =Down Whitehall Curve
	195 36 *	25 * 20 25	
	195 44 *	25 *	
	195 45	25 UWC	UWC =Up Whitehall Curve
	195 51	25 To/From Copley Hill East Jn see LN836 seq 007	
Whitehall East Jn	195 52	25 25 To/From Holbeck Jn or Armley Jn see LN836 seq 007	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN842	001	Thorpe Marsh Jn. to Adwick Jn.	CJS SKA	London North Eastern	05/06/2016

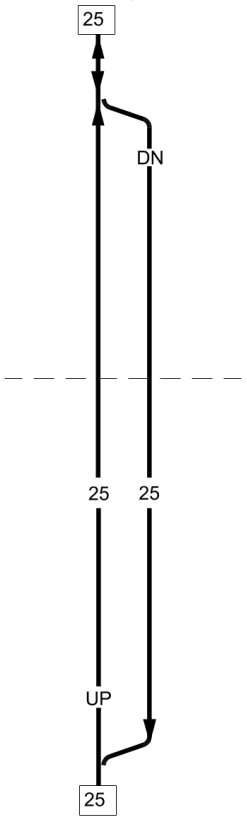
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Thorpe Marsh Jn	163 76		GSM-R TCB Doncaster SB (D) RA8 AC (for LN101): York ECR US = Up Skelow DS = Down Skelow
	163 60 *		
Applehurst Lane LC (UWC)	163 59	T	
	163 54 *		
Applehurst Jn	163 27		
	163 20 *		
Booths No.1 LC (UWC)	162 46	T	
	162 40 *		
Skellow Jn	**160 59**		Change of mileage / ELR CJS
	0 61		Change of mileage / ELR SKA
	0 22		
Adwick Jn	0 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN844	001	Applehurst Loop	JCA	London North Eastern	02/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Thorpe Marsh Jn see LN842 seq 001	GSM-R TCB Doncaster SB (D) RA9
Applehurst Jn	0 49	25	TPWS not provided
	0 44	25	CW Down at 0 44 (555 yards on approach to signal D851).
South Farm No.2 LC (UWC)	0 35	T	
		UP DN	
South Farm No.1 LC (UWC)	0 15	T	
Joan Croft Jn	0 00	25	CW Up at 0 03 (584 yards on approach to signal D732).
		To/From Temple Hirst Jn see LN600 seq 001	

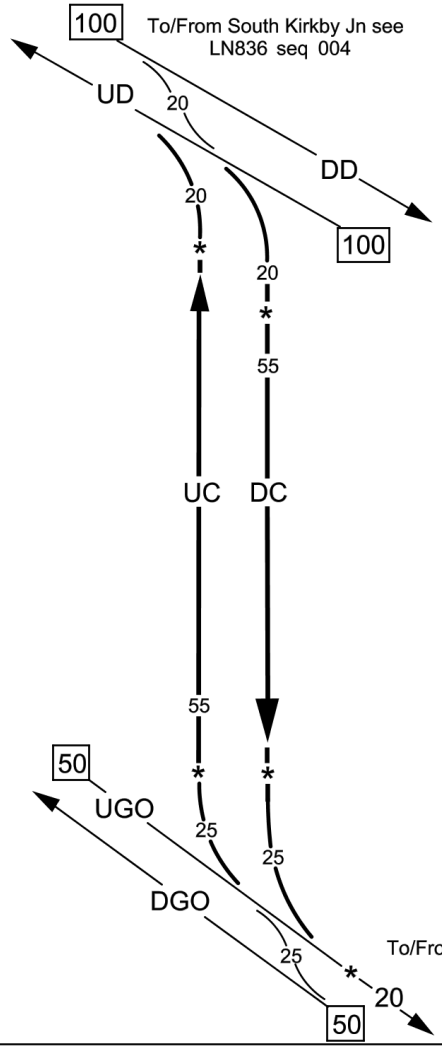
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN846	001	Carcroft Jn to Skellow Jn	CJS	London North Eastern	26/10/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Marshgate Jn see LN836 seq 002	TCB Doncaster SB (D) RA9
Carcroft Jn	160 08		
	160 14		
Kitchens (UWC)	160 32	T	
	160 57		
Skellow Jn	160 59	To/From Stainforth Jn see LN842 seq 001	



GSM-R

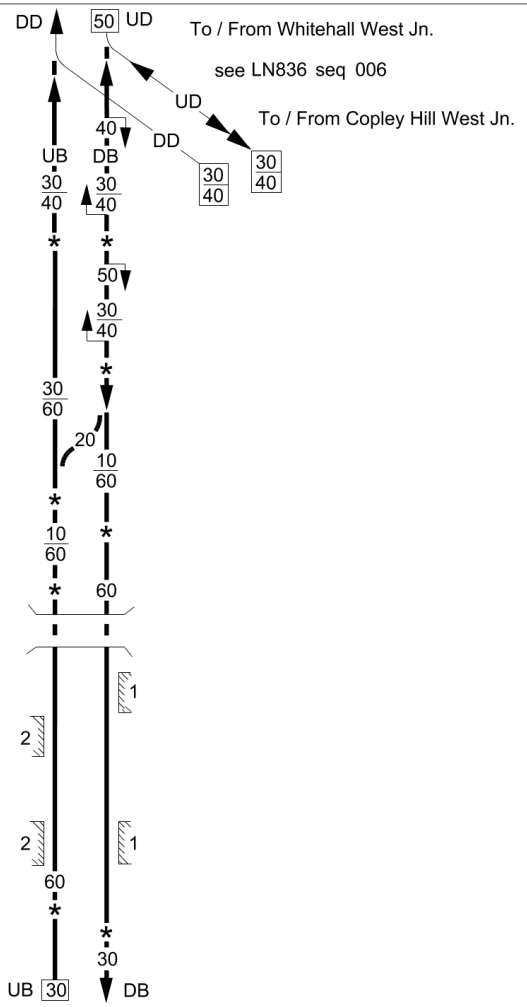
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN848	001	Hare Park Jn. to Crofton West Jn.	HPC	London North Eastern	09/07/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hare Park Jn	171 70		GSM-R TCB RA8 York SB DD = Down Doncaster UD = Up Doncaster
	171 71 *		
	171 79 *		UC = Up Crofton DC = Down Crofton
			CW Up at 173m 18ch (570m / 617 yards on the approach to signal WK 6818).
	173 21 *		UGO = Up Goole DGO = Down Goole
Crofton West Jn	173 22		Wakefield Kirkgate SB

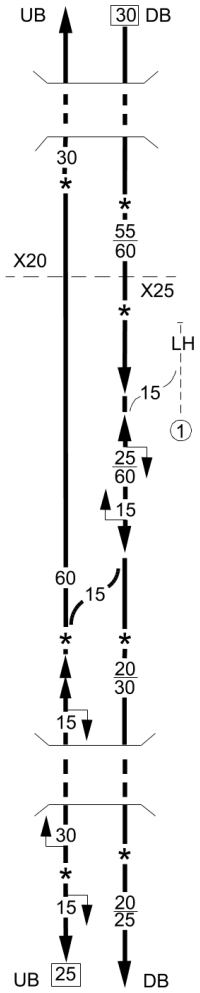
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN850	001	Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn.	WWK	London North Eastern	27/12/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Leeds see LN836 seq 004	TCB York ROC, Ardsley WS (L) RA9
		15	
Wakefield Westgate South Jn	0 00		
	0 01 *	*	
		30	
		U&DWC	U&DWC - Up & Down Westgate Curve
			CW at 0 19 Facing in Down direction
		30	
	0 24 *	*	
Wakefield Kirkgate West Jn	0 26		Wakefield Kirkgate SB (K)
		25	
		To/From Wakefield Kirkgate see LN854 seq 005	

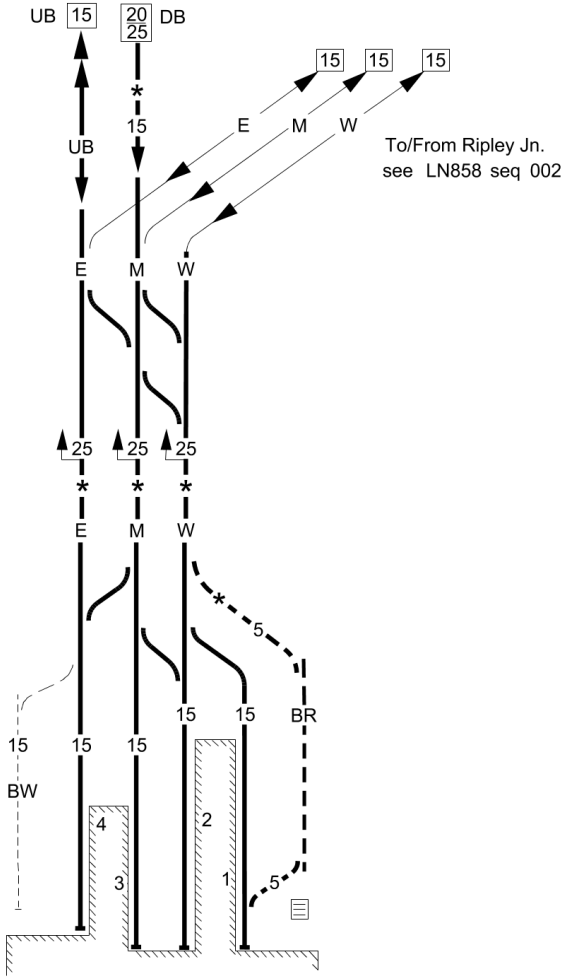
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN852	001	Holbeck Jn. to Bradford Interchange	LBE1	London North Eastern	02/02/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Holbeck Jn	0 02		GSM-R TCB York IECC (L) RA8 $ AC: York ECR $ = OLE run-off only. DB = Down Bradford UB = Up Bradford UD = Up Doncaster DD = Down Doncasetr
	0 08 *		
Commencemnt / End of OLE $	0 12		
	0 55 *		
Wortley West Jn	0 57		
	0 60 *		
	0 62 *		
	0 68 *		
Wortley Tunnel (73m / 80 yards)	1 02 to 1 06		
BRAMLEY	3 15		York ROC (HB) Halifax Workstation
NEW PUDSEY	4 77		
	5 15 *		
	5 16 *		

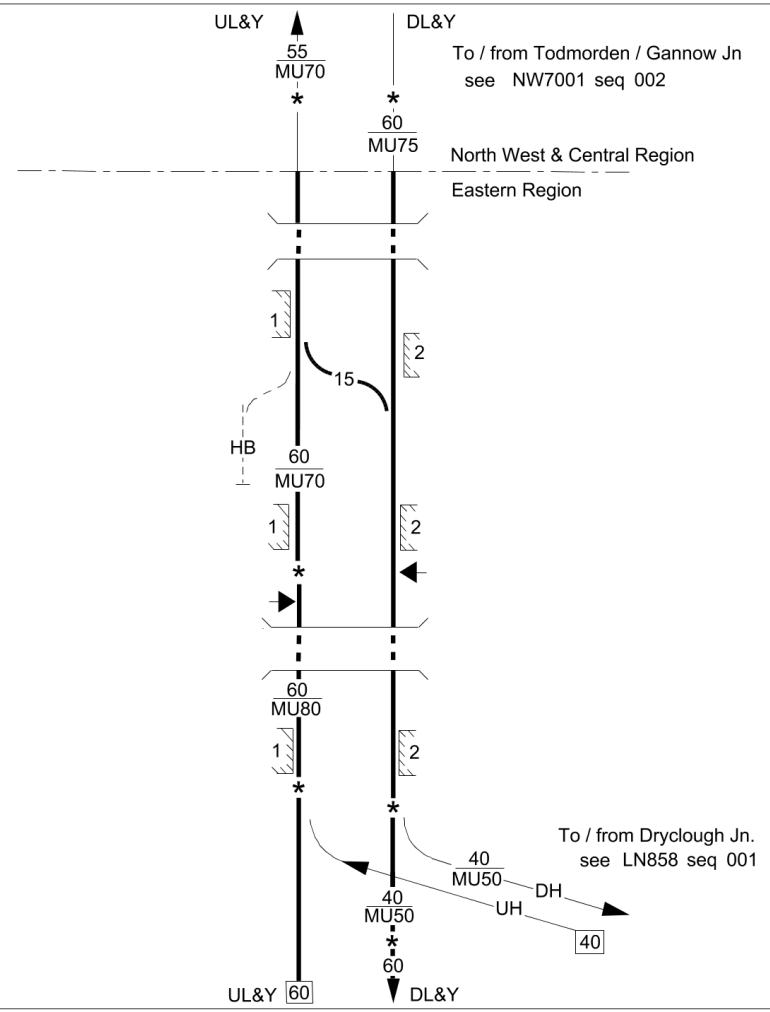
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN852	002	Holbeck Jn. to Bradford Interchange	LBE1 LBE2 LBE3 LBE4	London North Eastern	19/09/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stanningley Tunnel (416m / 455 yds)	5 22 to 5 43		GSM-R TCB York ROC (HB) RA8 Halifax Workstation
	5 48 *		UB = Up Bradford
	5 49 *		DB = Down Bradford
Ducketts UWC (MSL - X)	5 68		LH = Laisterdyke Head Shunt = 225m / 246yds.
	6 37 *		
Milage change / ELR change	6 49		Change of ELR 6m 49ch - LBE1 to LBE2
	190 24		
Laisterdyke Jn	190 41		① To / from Laisterdyke Private Siding
Hammerton Street Jn	191 12		Change of ELR 190m 60ch - LBE2 to LBE3
	191 17 *		
Wakefield Road Tunnel (119m / 130 yards)	191 36 to 191 42		Change of ELR 191m 30ch - LBE3 to LBE4
	191 48 *		
	191 49 *		

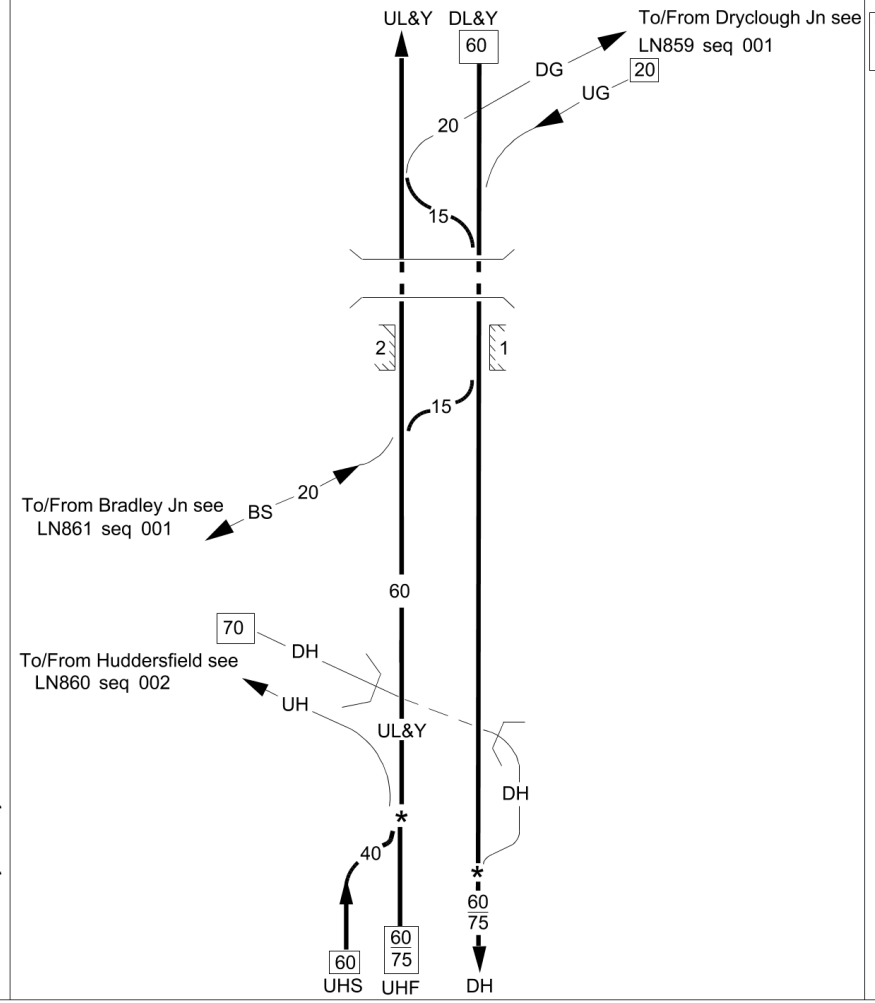
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN852	003	Holbeck Jn. to Bradford Interchange	LBE4 MRB	London North Eastern	02/02/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	191 74 *		GSM-R TCB York ROC (HB MM) RA8 Halifax Workstation
Mill Lane Jn Change of milage	191 78 40 01		UB = Up Bradford DB = Down Bradford E = E line M = M line W = W line
	40 09 *		
	40 13 *		BW = Bradford Wall Siding = 138m / 150 yds BR = Bradford Engine Release Line = 155 / 170yds.
Bradford 'A' GF	40 26		PP - Permissive Working for all platforms - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains.
BRADFORD INTERCHANGE	40 27		

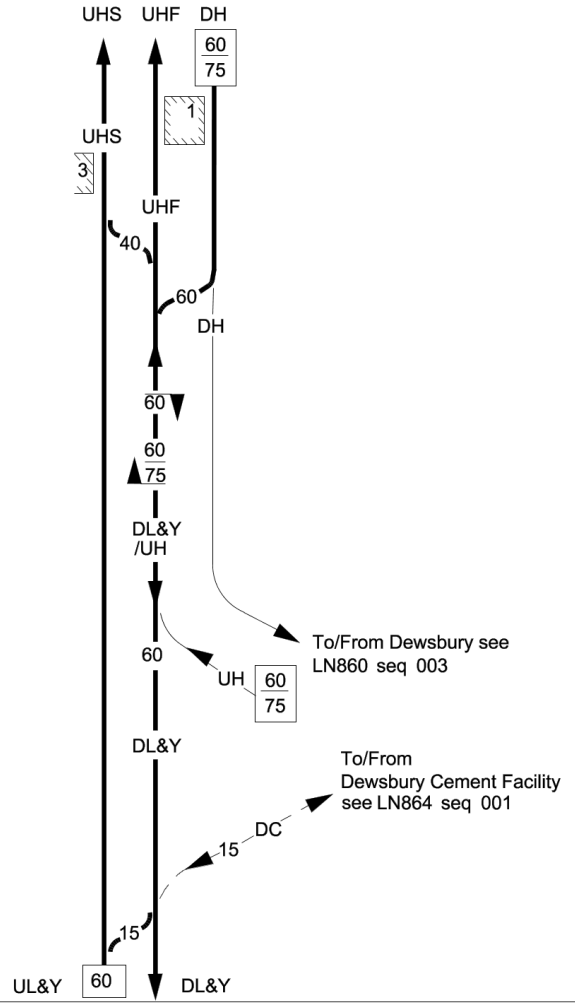
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	001	Hall Royd Jn. to Colton Jn.	MVN2	London North Eastern	10/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Preston SB (PN) RA9 DL&Y = Down Lancashire & Yorkshire UL&Y = Up Lancashire & Yorkshire York ROC (HG) Halifax Workstation
	22 43 *		
Network Rail Route Boundary	22 62		
Weasel Hall Tunnel (100m / 109 yards)	23 12 to 23 17		
HEBDEN BRIDGE	23 50		HB = Hebden Bridge Siding = 342 metres (374 yards)
MYTHOLMROYD	24 68		
Mytholmroyd HABD on DL&Y	25 00		
	25 00 *		
Mytholmroyd HABD on UL&Y	25 66		Mytholmroyd Hot Axle Bearing Detectors (HABD) reporting to York ROC Halifax Workstation
Sowerby Bridge Tunnel (600m / 657 yards)	27 60 to 28 10		
SOWERBY BRIDGE	28 51		
	29 18 *		
	29 19 *		DH = Down Halifax UH = Up Halifax
Milner Royd Jn	29 20		
	29 29 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	002	Hall Royd Jn. to Colton Jn.	MVN2	London North Eastern	16/10/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Greetland Jn	30 77		GSM-R TCB York ROC (DH, HG, HM) RA9 Huddersfield WS
Elland Tunnel (384m / 420 yards)	31 25 to 31 44		
BRIGHOUSE	34 31		BS = Bradley Single UH = Up Huddersfield
Bradley Wood Jn	35 59		UH = Up Huddersfield DH = Down Huddersfield UHS = Up Huddersfield Slow UHF = Up Huddersfield Fast
Heaton Lodge Jn	37 20		DG = Down Greetland UG = Up Greetland DL&Y = Down Lancashire & Yorkshire UL&Y = Up Lancashire & Yorkshire
	37 37 *		
Heaton Lodge East Jn	37 48 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	003	Hall Royd Jn. to Colton Jn.	MVN2	London North Eastern	02/01/2024

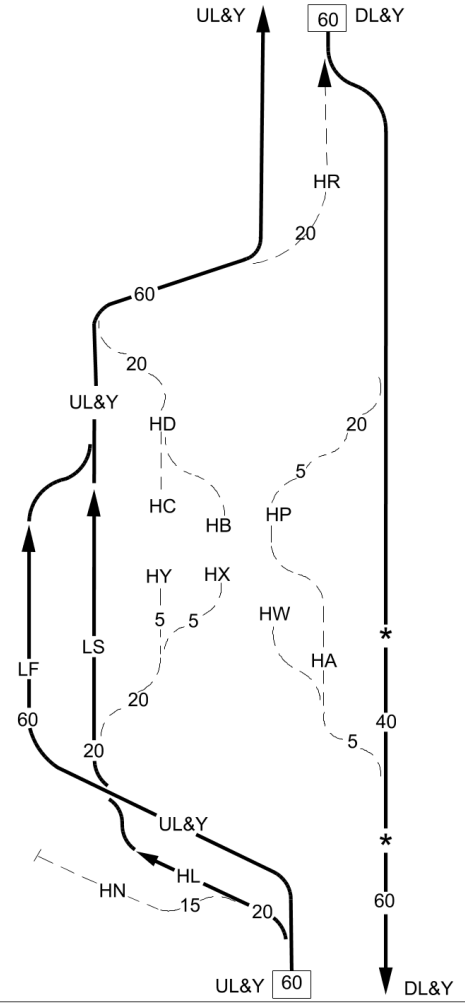
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC (HM) RA9 Huddersfield WS
MIRFIELD	38 30		
MIRFIELD P3	38 37		
Mirfield East Jn	39 20 39 26		
Thornhill LNW Jn	39 72		
Dewsbury East Jn	41 43		

UH = Up Huddersfield
DH = Down Huddersfield
UHF = Up Huddersfield Fast
UHS = Up Huddersfield Slow

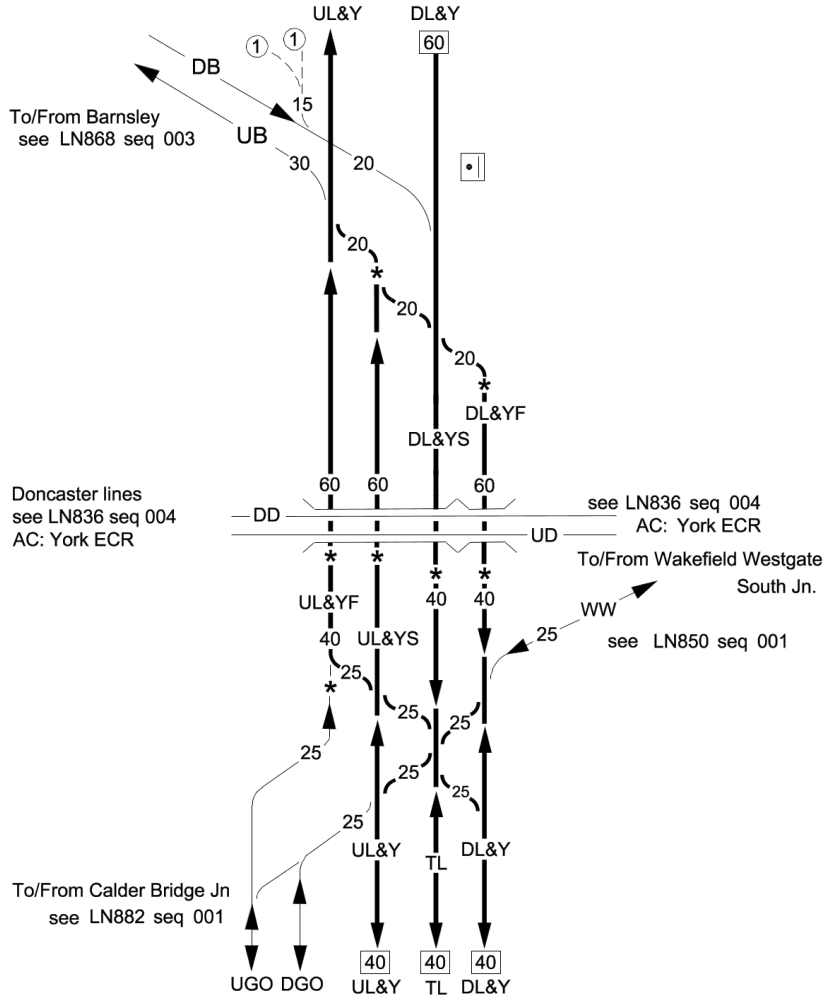
DL&Y = Down Lancashire & Yorkshire
UL&Y = Up Lancashire & Yorkshire
DL&Y/UH = Down Lancashire & Yorkshire/Up Huddersfield
DC = Dewsbury Cement

(NOTE- Part of table duplicated in LN860 seq 2/3)

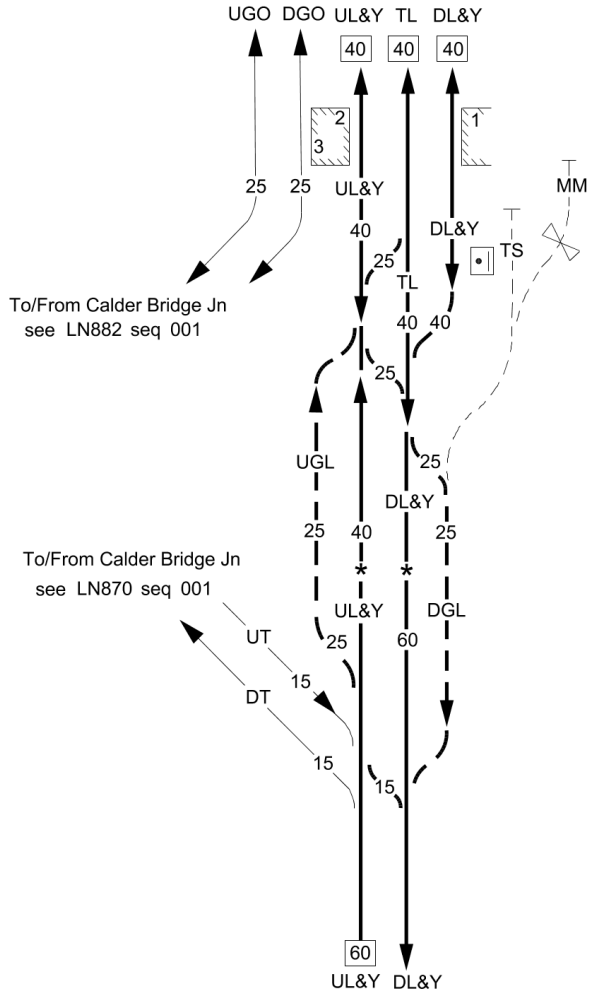
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	004	Hall Royd Jn to Colton Jn.	MVN2	London North Eastern	28/08/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Healey Mills A Jn	42 02		GSM-R TCB York ROC (HM) RA9 Huddersfield WS UL&Y = Up Lancashire & Yorkshire DL&Y = Down Lancashire & Yorkshire HA = Down Healey Mills Departure Line "A" HB = Up Healey Mills Departure Line "B" HC = Healey Mills Line "C" HD = Up Healey Mills Departure Line HL = Up Healey Mills Loop = 387 m / 419 yds HN = Up Healey Mills Neck = 100m / 109yds. HP = Healey Mills Engine Lines "P" / "V" HR = Healey Mills Run Round HW = Healey Mills Engine Lines "W" HX = Healey Mills Engine Lines "X" HY = Healey Mills Engine Lines "Y" LF = Up Lancashire & Yorkshire Fast LS = Up Lancashire & Yorkshire Slow
	42 32		
	42 57		
Healey Mills B Jn	43 21		
	43 40 *		
	43 58		
	43 60 *		
Horbury Station Jn	44 02		

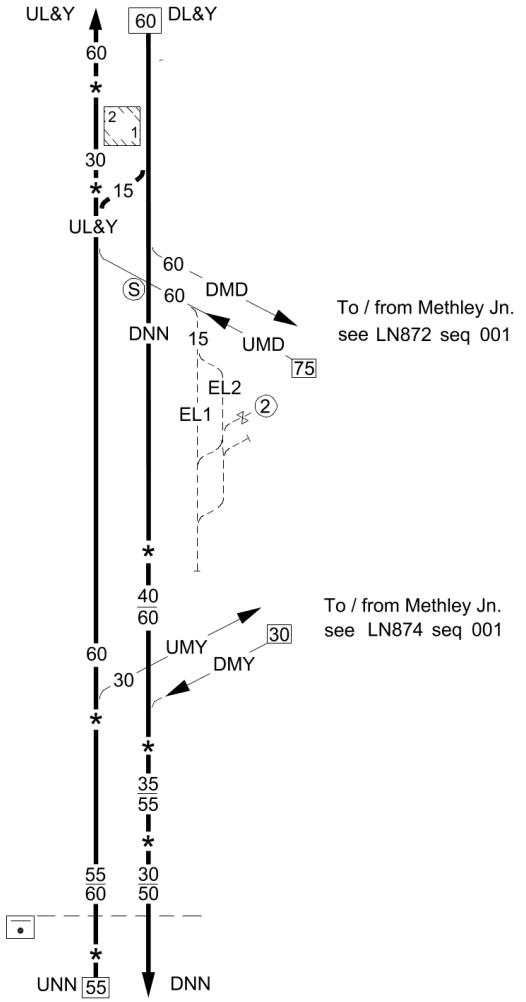
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	005	Hall Royd Jn. to Colton Jn.	MVN2	London North Eastern	27/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Horbury Jn SB (HJ)	45 38		GSM-R
	45 39		TCB Horbury Jn SB (HJ) RA9
	45 41 *		UL&Y = Up Lancashire & Yorkshire DL&Y = Down Lancashire & Yorkshire
	45 49 *		① To/From Sidings UB = Up Branch DB = Down Branch
	47 30 *		UL&YF = Up Lancashire & Yorkshire Fast UL&YS = Up Lancashire & Yorkshire Slow DL&YF = Down Lancashire & Yorkshire Fast DL&YS = Down Lancashire & Yorkshire Slow
	47 35 *		Wakefield Kirkgate SB (K)
Wakefield Kirkgate West Jn	47 43		DD = Down Doncaster UD = Up Doncaster
	47 43 *		WW = Up Westgate Curve Down TL = Through Line UGO = Up Goole DGO = Down Goole

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	006	Hall Royd Jn. to Colton Jn.	MVN2 TJC3	London North Eastern	28/08/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WAKEFIELD KIRKGATE	47 62		TCB Wakefield Kirkgate (K) SB RA9 GSM-R PP-C. Permissive working is authorised at platforms 1, 2 and 3 for Class 1, 2, 3 ECS, 5, 9 &0 trains. UL&Y = Up Lancashire & Yorkshire DL&Y = Down Lancashire & Yorkshire TL = Through Line DGO = Down Goole UGO = Up Goole TS = Wakefield Tamper Siding MM = Wakefield MMT Siding 332m/352yds
Wakefield Kirkgate East Jn	47 68		
Wakefield Kirkgate SB	47 69		
	47 78		UGL = Up Goods Loop = 448 m / 486 yds DGL = Down Goods Loop = 384 m / 418 yds UT = Up Turners Lane Curve DT = Down Turners Lane Curve
	48 05 *		
Turners Lane Jn	48 33		
Change of Milage	50 31		ELR from MVN2 to TJC3
Change of ELR	184 56		

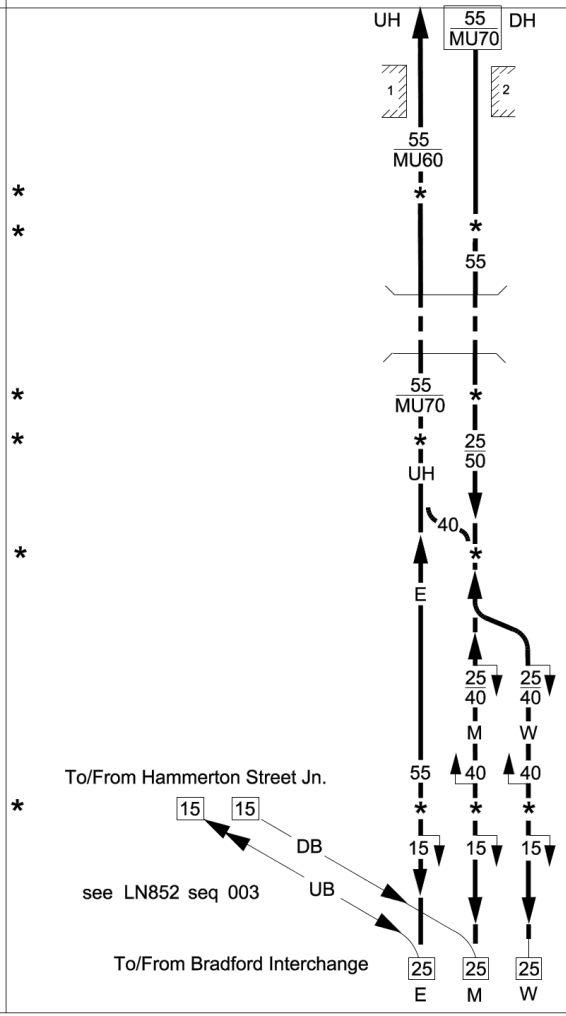
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	007	Hall Royd Jn. to Colton Jn.	TJC3 NOC	London North Eastern	03/10/2020

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	185	00 *		GSM-R TCB Wakefield Kirkgate SB (K) RA8
NORMANTON	185	17		
	185	30 *		UL&Y = Up Lancashire & Yorkshire DL&Y = Down Lancashire & Yorkshire UMD = Up Midland DMD = Down Midland Ⓢ Switched Diamonds
Altofts Jn	185	73		
Change of milage & ELR	186	00		Castleford SB (CD) RA9
	23	57		Change of ELR 186m 00ch - TJC3 to NOC
	23	34		UNN = Up Normanton DNN = Down Normanton
	23	14 *		② = To / from Wakefield Europort Private sidings. EL1 = Wakefield Europort Line 1 Private siding. EL2 = Wakefield Europort Line 2 Private siding.
End of EL1	22	64		
Whitwood Jn	22	04		UMY = Up Methley DMY = Down Methley
	21	69 *		
	21	58 *		
	21	30 *		
Castleford LC (MCB)	21	22		
Castleford SB (CD)	21	22		
	21	18 *		

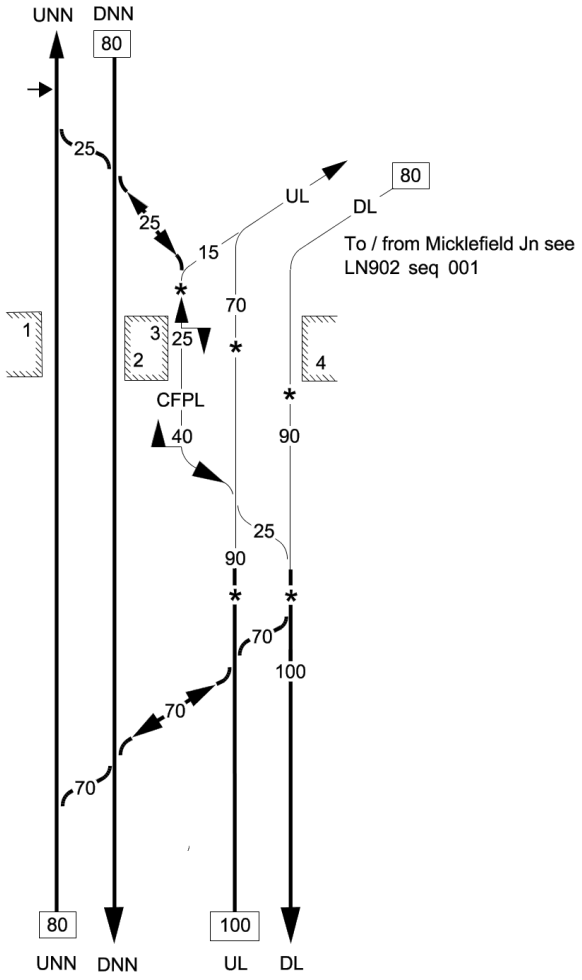
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	008	Hall Royd Jn. to Colton Jn.	NOC	London North Eastern	01/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	21 06 *	To / from Pontefract West Jn. see LN875 seq 001	GSM-R TCB Castleford SB (CD) RA9
	21 04 *		DNN = Down Normanton UNN = Up Normanton
Castleford West Jn	21 02		UC = Up Cutsyke DC = Down Cutsyke
CASTLEFORD	20 76		PP Permissive working is authorised at the Down Normanton line Platform for use with Class 1, 2 or 5 trains.
	20 70 *		
Castleford East Jn	20 39	To / from Wheldon Road Sidings See LN876 seq 001	Permissive working is not authorised at the Up Normanton line Platform
	19 60 *		
	19 44 *		Milford SB (M)
Fairburn Tunnel (59m / 65 yards)	17 52 to 17 49	To / from Ferrybridge Power Station Jn. see LN804 seq 009	
	17 24 *		
Hillam Gates LC (CCTV)	15 57		DPT = Down Pontefract UPT = Up Pontefract
	15 10		
Milford Jn	15 07		
	14 74	To / from Gascoign Wood Jn and Milford West Sidings see LN804 seq 009	

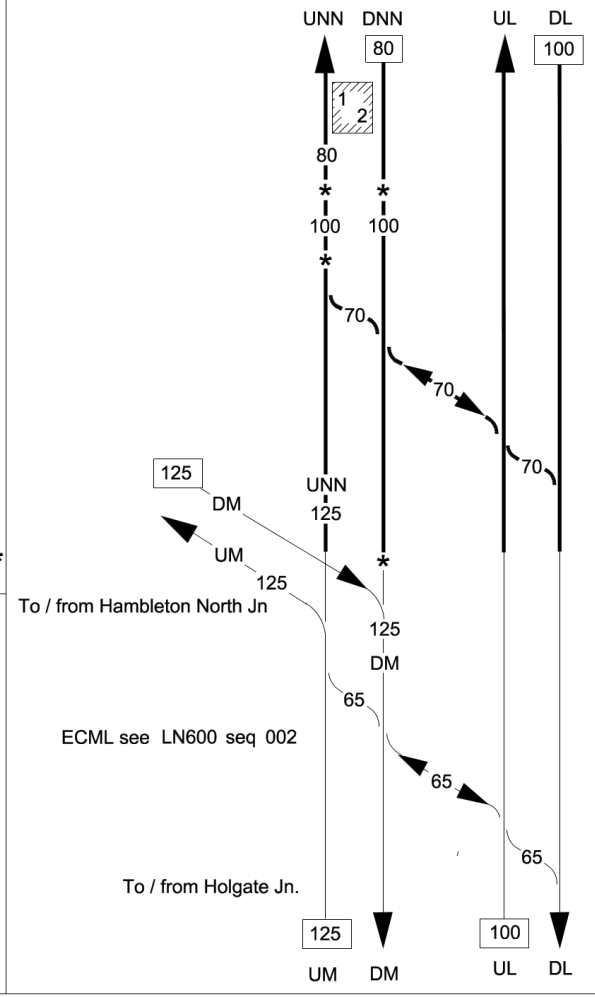
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN858	003	Milner Royd Jn. to Bradford, Mill Lane Jn.	MRB	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
LOW MOOR	37 32		TCB York ROC (MM) GSM-R RA8 Halifax Workstation DH = Down Halifax UH = Up Halifax
	37 36 *		
	37 71 *		
Bowling Tunnel (1507m / 1648 yds)	38 18 to 39 13		
	39 16 *		
	39 22 *		
Ripley Jn	39 66		
	39 70 *		W = W Line E = E Line M = M Line
	39 78 *		DB = Down Bradford UB = Up Bradford
Mill Lane Jn (Bradford)	40 01		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	010	Hall Royd Jn. to Colton Jn.	NOC	London North Eastern	07/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Church Fenton Hot Axle Box Detector	11 08		GSM-R TCB York ROC (CF) RA9 Leeds East workstation
Church Fenton South Jn	10 77		UNN = Up Normanton DNN = Down Normanton UL = Up Leeds DL = Down Leeds
	10 66 *		To / from Micklefield Jn see LN902 seq 001
CHURCH FENTON	10 58 10 58 *		CFPL = Church Fenton Up Passenger Loop (P3) = 288m / 315yds Up direction, 154m / 168yds Down direction.
	10 54 *		
	10 37		TOWS 10m 30ch to 11m 42ch (Leeds Lines Only)
Church Fenton North Jn	10 36 10 31 *		
	10 27		AC : York ECR

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	011	Hall Royd Jn. to Colton Jn.	NOC ECM4	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ULLESKELF	8 70		GSM-R TCB York ROC RA9 Leeds East Workstation (CF) AC. York ECR York ROC York South Workstation (Y) UNN = Up Normanton DNN = Down Normanton UL = Up Leeds DL = Down Leeds
	7 31 *		
	6 40 *		
Colton South Jn	6 25		
	6 14		
	5 41 *		
Colton Jn	5 41		
Change of LOR, ELR and milage	182 79	To / from Hambleton North Jn	
Colton North Jn	183 65	ECML see LN600 seq 002	
		To / from Holgate Jn.	

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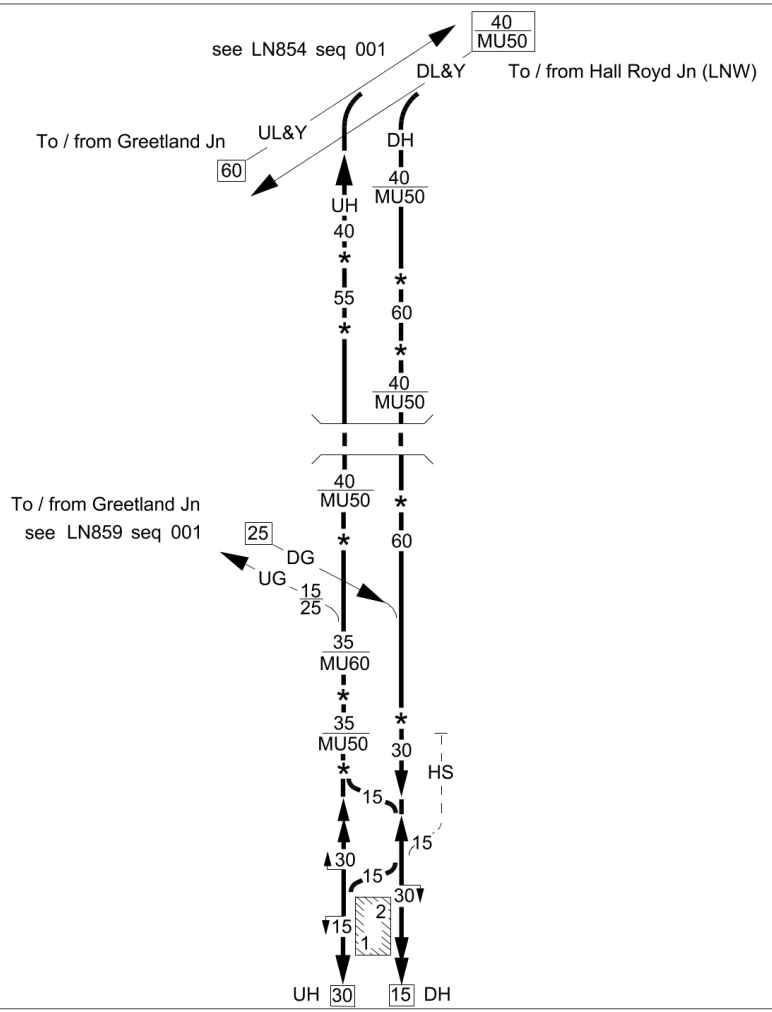
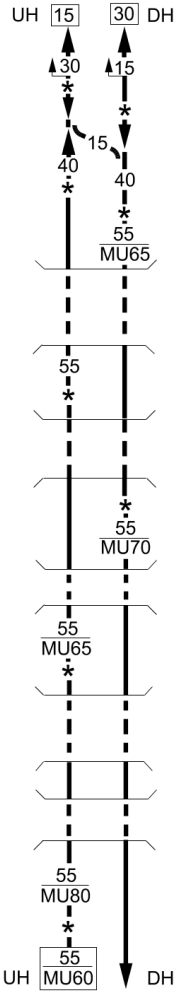
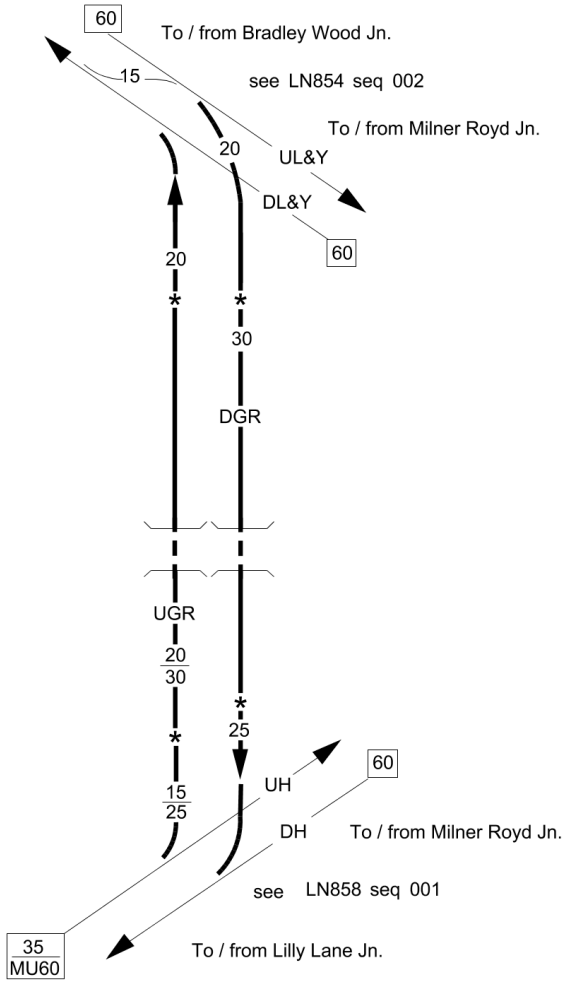
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN858	001	Milner Royd Jn. to Bradford, Mill Lane Jn.	MRB	London North Eastern	02/02/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Milner Royd Jn	29 20		GSM-R TCB York ROC (MM) RA8 Halifax Workstation
	29 30 *		DL&Y = Down Lancashire & Yorkshire
	29 34 *		UL&Y = Up Lancashire & Yorkshire
	30 27 *		DH = Down Halifax
	30 45 *		UH = Up Halifax
Bank House Tunnel (196m / 214 yards)	30 57 to 30 67		
	30 77 *		
	31 03 *		DG = Down Greetland
Dryclough Jn	31 36		UG = Up Greetland
	31 67 *		
	31 72 *		
	32 08 *		HS = Halifax Siding 120 metres (131 yards)
Lilly Lane Jn	32 12		
HALIFAX	32 28		PP - Permissive working - full use for class 1,2,3 (ECS) 5,9 and 0, in Platforms 1 and 2 in the down direction only.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN858	002	Milner Royd Jn. to Bradford, Mill Lane Jn.	MRB	London North Eastern	02/02/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	32 29 *		GSM-R
	32 31 *		TCB York ROC (MM) RA8 Halifax Workstation
	32 37 *		DH = Down Halifax UH = Up Halifax
	32 39 *		
Beacon Hill Tunnel (1010 m / 1105 yards)	32 40 to 33 10		
	33 22 *		
Hipperholme Tunnel (355m / 388 yds)	34 05 to 34 22		
	34 48 *		
Lightcliffe Tunnel (64m / 70 yards)	34 67 to 34 70		
	34 73 *		
Wyke Tunnel (1248m / 1365 yards)	36 12 to 36 74		
New Furnace Tunnel (63m / 69 yards)	37 07 to 37 10		
	37 26 *		

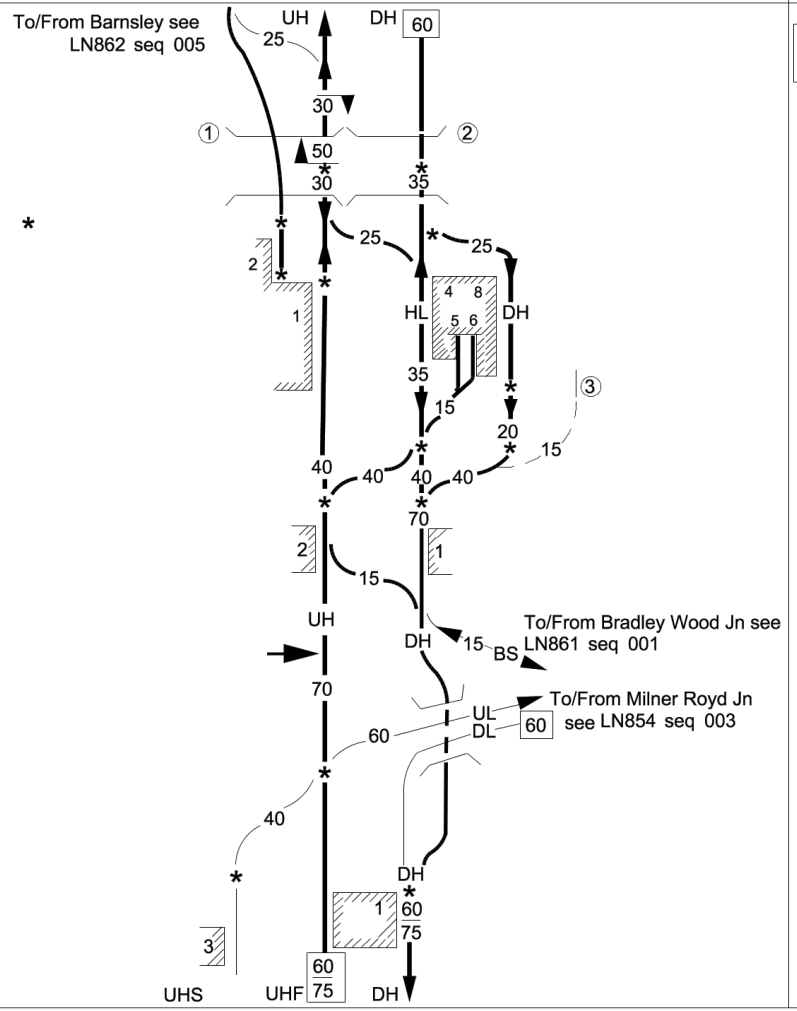
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN859	001	Greetland Jn. to Dryclough Jn.	GRD	London North Eastern	02/02/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Greetland Jn	1 11		GSM-R TCB York ROC (DH) RA8 Huddersfield WS UL&Y = Up Lancashire & Yorkshire DL&Y = Down Lancashire & Yorkshire UGR = Up Greetland DGR = Down Greetland
	1 06 *		
Salterhebble Down and Up Tunnels (83m / 91 yards)	0 25 to 0 21		York ROC (DH / MM) Halifax Workstation
	0 07 *		DH = Down Halifax UH = Up Halifax
	0 04 *		
Dryclough Jn	0 00		

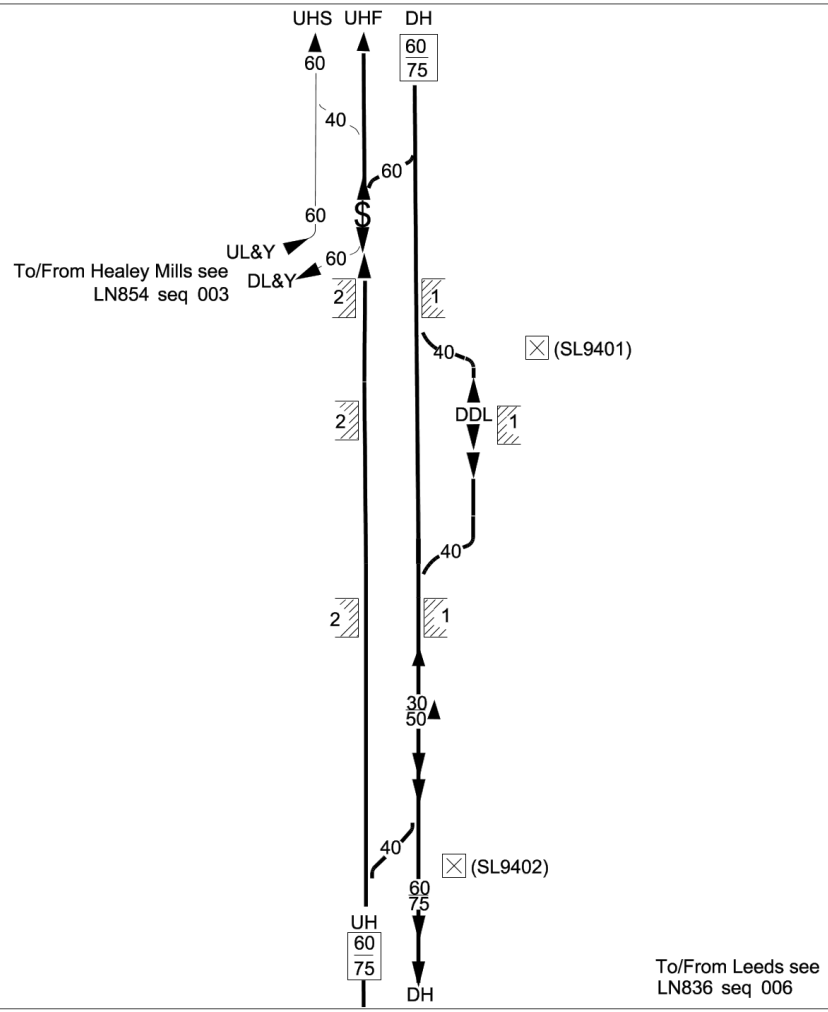
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN860	001	Diggle Jn. to Copley Hill East Jn.	MVL3	London North Eastern	06/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Stalybridge see Network Rail North West Sectional Appendix, see NW7021 seq 006	GSM-R
		UH 65 DH	TCB Diggle Jn. SB (DE) RA9
	15 00 *	65 * 60 * 60	
Network Rail LNW(N) / LNE Boundary	15 11	ROUTE BOUNDARY UH LONDON NORTH WESTERN (NORTH)	
Standedge Tunnel	15 11 to 18 14	LONDON NORTH EASTERN DH	
(4888m / 3m 66 yards)			
	15 16 *	* *	TOWS 16 68 to 20 02 Down Huddersfield
	15 75 T	85 85	T within the disused centre bore of Standedge Tunnel at Tablets 80, 182, 237 and 270
	16 69 T		
	17 32 T		
	17 58 T		
	18 07 *	* *	From 17 30
	18 17	45 45	TCB York ROC (HU) RA9 Huddersfield WS
	18 19 *	15	
	18 37 *	* *	
MARSDEN	18 59	3 2 1	
		UML 30	
	18 63 *	* 60 60	UH = Up Huddersfield
	18 66	15 15	DH = Down Huddersfield
			UML = Up Marsden Loop
	18 76 *	* *	
	19 20 *	70 70	
		* *	TOWS 20 43 to 17 59 Up Huddersfield (inc. U.P.L.)
		2 85	
SLAITHWAITE	21 19	1	TOWS from 24 44 Down Huddersfield
		75	
	24 28 *	* *	TOWS to 24 17 Up Huddersfield
	24 48 *	70 *	
	24 62 *	65 * 60	
Gledholt North and South Tunnel	25 04	① ②	① Gledholt South Tunnel
(222m / 243 yards)	to		② Gledholt North Tunnel
	25 15	UH 50 DH	

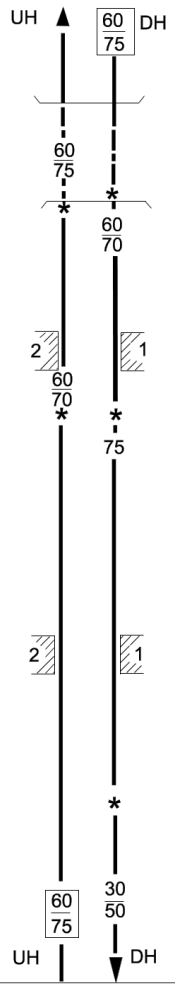
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN860	002	Diggle Jn. to Copley Hill East Jn.	MVL3 MVL4	London North Eastern	28/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Springwood Jn	25 20		GSM-R TCB York ROC (HU) RA9 Huddersfield WS
Huddersfield Tunnels (636m / 696 yards)	25 to 20 25 51		① Huddersfield South Tunnel ② Huddersfield North Tunnel
Limit of Shunt DH (Up Direction)	25 40		③ To/From Huddersfield ACE's and Huddersfield DMU Sidings, Huddersfield Siding No 1 and Huddersfield Siding No 2
	25 49 *		
	25 52 *		TOWS 25 52 Up Main to Springwood Jn TOWS 25 51 Branch to Springwood Jn
	25 57 *		
	25 56 *		Up & Down
HUDDERSFIELD	25 60		PP is authorised in both directions in No4 platform line, in the Down direction in No 8, platform and in the Up direction in No1 platform.
	25 64 *		
	25 71 *		
	26 03 *		BS = Bradley Single UH = Up Huddersfield DH = Down Huddersfield
DEIGHTON	27 60		TOWS to 25 74 Down Main (inc. platforms 4 & 8)
Bradley Jn	28 39		
Heaton Lodge HABD (Up lines only)	29 47		
			TOWS from 26 02 Up Main
Heaton Lodge Jn	29 54 *		UL = Up Lancashire & Yorkshire DL = Down Lancashire & Yorkshire HL = Huddersfield Loop UHF = Up Huddersfield Fast UHS = Up Huddersfield Slow UL = Up Lancashire and Yorkshire DL = Down Lancashire and Yorkshire
	29 61 *		
Heaton Lodge East Jn (Down lines only)	29 72 *		
MIRFIELD	30 54		
	30 61		(NOTE - part of table duplicated in LN854 seq 3)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN860	003	Diggle Jn. to Copley Hill East Jn.	MVN2 MDL1	London North Eastern	20/06/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB York ROC (HM / SL) RA9 Huddersfield Workstation GSM-R RA8 $ = DL&Y/UH = Down Lancashire & Yorkshire/ ⊠ Lockout Protection provided - see General Instructions UHF = Up Huddersfield Fast DHS = Down Huddersfield Slow DDL = Dewsbury Down Loop,242m / 794 feet UH = Up Huddersfield UH = Up Huddersfield ⊠ Lockout Protection provided - see General Instructions (NOTE - part of table duplicted in LN854 seq 003)
	31 44		
Mirfield East Jn	31 50		
Thornhill LNW Jn	32 16		
RAVENSTHORPE	32 28		
DEWSBURY	33 62		
BATLEY	35 09		
Batley East Jn	35 33		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN860	004	Diggle Jn. to Copley Hill East Jn.	MDL1	London North Eastern	26/06/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Morley Tunnel (3080m / 1m 1609 yards)	36 25 to 38 19		GSM-R York ROC Huddersfield (SL) Workstation DH =Down Huddersfield UH =Up Huddersfield
	38 14 *		
	38 20 *		
MORLEY	38 30		
	38 45 *		
COTTINGLEY	40 02		
	41 70 *		York ROC Leeds West (L) Workstation
Copley Hill East Jn	42 03	To/From Leeds see LN836 seq 006	

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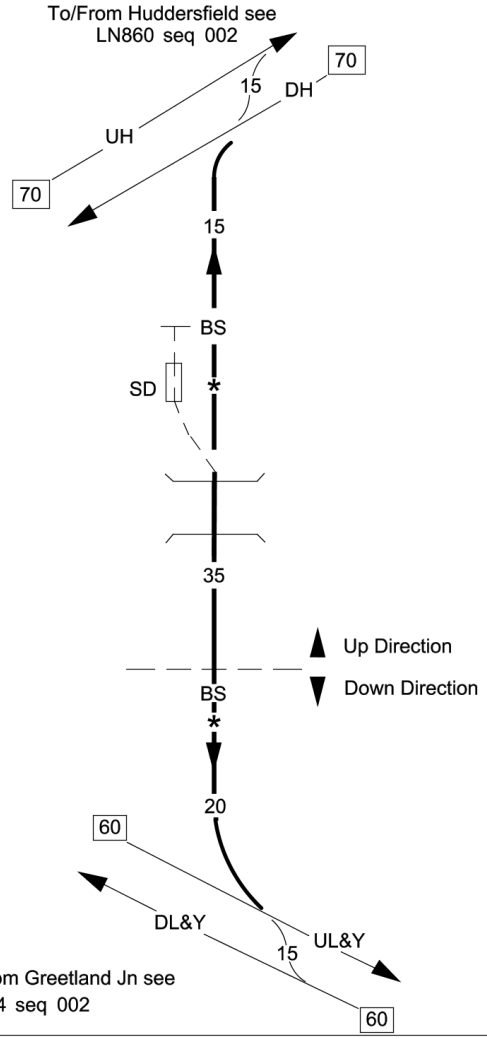
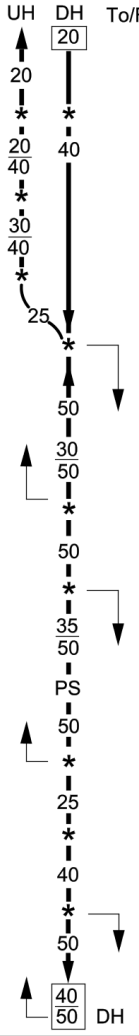
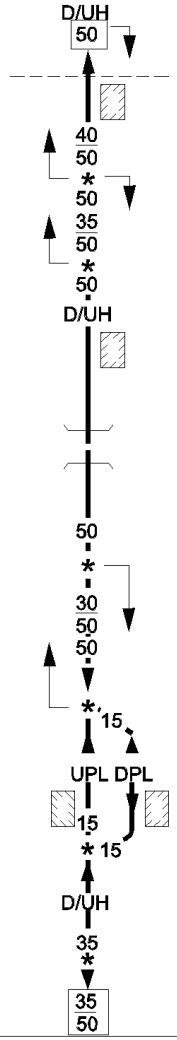
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN861	001	Bradley Jn. to Bradley Wood Jn.	BBW	London North Eastern	20/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC (HM) RA8 Huddersfield WS
Bradley Jn	0 00		UH = Up Huddersfield DH = Down Huddersfield
	0 04 *		
	0 08		
Bradley Tunnel (121m / 132 yards)	0 24 to 0 30		BS = Bradley Single
Bradley Hall Farm No.1 LN (UWC)	0 67	T	
	1 16 *		
Bradley Wood Jn	1 17		DL&Y = Down Lancashire & Yorkshire UL&Y = Up Lancashire & Yorkshire

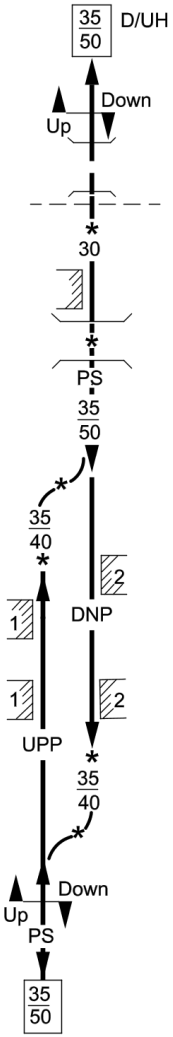
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN862	001	Barnsley Station Jn. to Huddersfield	PED2	London North Eastern	20/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Barnsley Station Jn	6 43		GSM-R TCB Barnsley SB (BY) RA8
	6 40 *		
	6 25 *		CW Down at 6 36 (602 yards before reaching signal BY1039)
	5 75 *		DH = Down Huddersfield UH = Up Huddersfield
Summer Lane Jn	5 70 *		
	4 62 *		
	4 58 *		
	4 17 *		PS = Penistone Single
	4 12 *		
	3 79 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN862	002	Bansley Station Jn. to Huddersfield	PED2 PED1 PEH	London North Eastern	23/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Barnsley SB (BY) RA8
Dodworth LC (CCTV)	3 67		
DODWORTH	3 63		
	3 54 *		
	3 05 *		
SILKSTONE COMMON	2 21		D/UH = Down / Up Huddersfield
Oxspring Tunnel (510m / 558 yards)	0 63 to 0 38		
Barnsley Jn (Former)	0 00		Change of ELR 0m 00ch - PED2 to PED1
	29 13		
	28 54 *		
	28 44 *		
Huddersfield Jn (Former)	28 37		Change of ELR 28m 37ch - PED1 to PEH
	13 42		DPL = Down Penistone Loop
PENISTONE	13 36		UPL = Up Penistone Loop
	13 29 *		
	13 13 *		

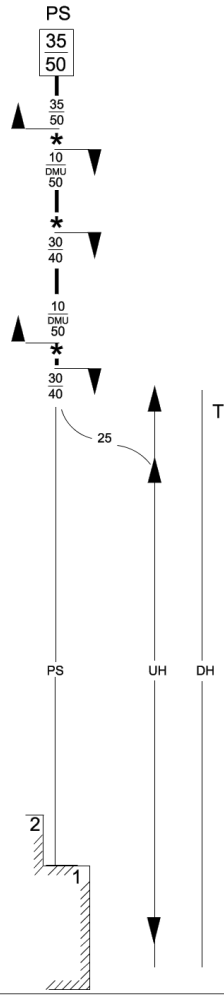
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN862	003	Barnsley Station Jn to Huddersfield	PEH	London North Eastern	01/10/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB RA8 Barnsley SB (BY)
Wellhouse Tunnel (380m / 415 yards)	12 48 to 12 29		
Carr Head Farm LC (UWC - OMSL)	11 72	T	Other crossings in this area T = Ingbirchworth Public Bridleway LC at 11 59 OMSL - see General Instruction
	9 72 *		
DENBY DALE	9 31		
Cumberworth Tunnel (828m / 906 yards)	9 05 to 8 44 *		
			TCB RA8 York ROC (HU) Huddersfield WS
Clayton West Jn	7 62 *		
	7 58 *		
SHEPLEY	7 14		D/UH = Down/Up Huddersfield DNP = Down Penistone UPP = Up Penistone PS = Penistone Single
STOCKSMOOR	6 26		
	6 05 *		
Stocksmoor Jn	6 01 *		

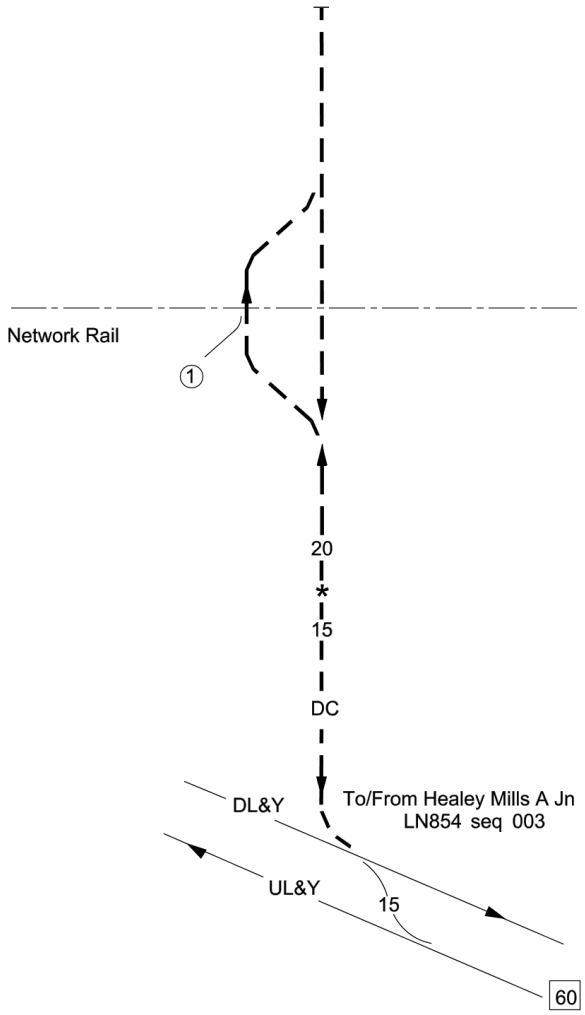
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN862	004	Barnsley Station Jn. to Huddersfield	PEH	London North Eastern	20/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		PS 35/50	GSM-R TCB York ROC (HU) RA8 Huddersfield WS
Thurstonland Tunnel (1491m / 1631 yards)	5 58 to 4 63		PS = Penistone Single
BROCKHOLES	4 25		
HONLEY	3 28		
Robin Hood Tunnel (208m / 228 yards)	2 70 to 2 60		
BERRY BROW	2 26		
		PS	
LOCKWOOD Lockwood Tunnel (188m / 205 yards)	1 18 1 16 to 1 07		TOWS 1 70 Down & Up to and from Springwood Jn
		Up Down	
		35/50 PS	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN862	005	Barnsley Station Jn to Huddersfield	PEH	London North Eastern	28/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB York ROC (HU) RA8 Huddersfield WS PS = Penistone Single TOWS from Up Main TOWS Up & Down from & to 0.07 UH = Up Huddersfield DH = Down Huddersfield
	0 67 *		
	0 51 *		
	0 48 *		
Springwood Jn	0 40		
Huddersfield South Tunnel (636m / 695 yards)			
HUDDERSFIELD			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN864	001	Dewsbury Railway Street Branch	DRS1	London North Eastern	20/01/2018

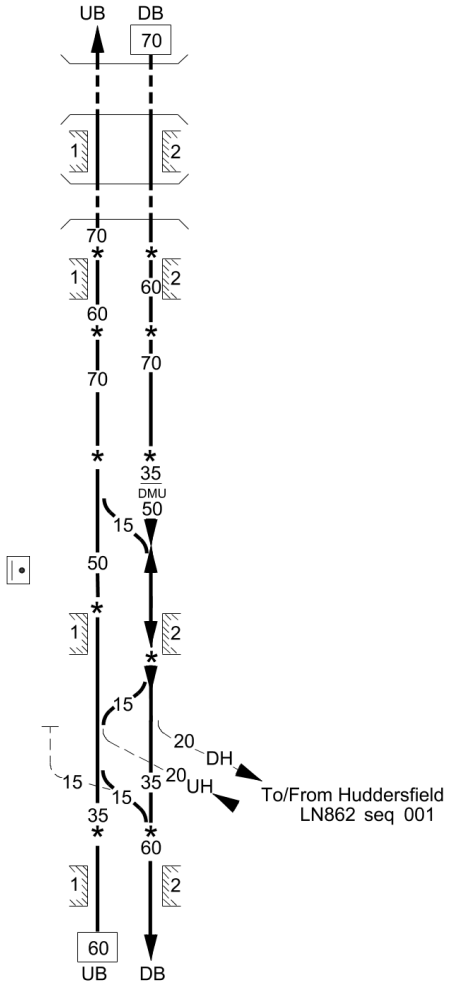
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of line Dewsbury Cement Facility	0 10		GSM-R OTN(S) York ROC (HM) RA6 Huddersfield WS
Boundary / Mileage Change	0 00 0 27		AWS not provided TPWS not provided
	0 06 *		① - To/From Dewsbury Cement Facility Private Sidings All movements 10mph over Bridge No.1. DC = Dewsbury Cement
Dewsbury East Jn	0 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN868	001	Wincobank Jn to Horbury Jn	SHB	London North Eastern	24/02/2018

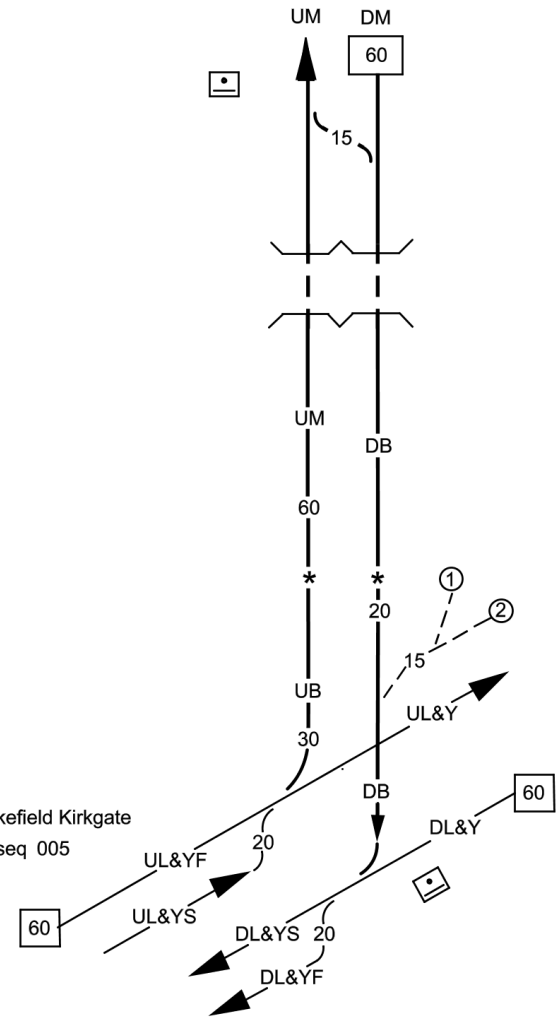
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Sheffield LN804 seq 004	GSM-R TCB York ROC RA8 Sheffield Workstation (S)
Wincobank Jn	161 52	UB 40 DB	
		30	UB = Up Barnsley DB = Down Barnsley
	161 65 *	*	
MEADOWHALL	161 70	3 4	Note: Meadowhall also appears in LN804 seq 4
	162 02	25	
		30 40	
	162 35 *	* *	C Down at 162 35 (Secured out of use)
		50 50	
	162 78 *	* *	
		70 70	
	163 46 *	* *	
		20 DMU 20 DMU	
		70 70	Barnsley SB (BY)
	163 48 *	* *	
		70	
Ecclesfield West	164 09	15	
CHAPELTOWN	165 68	1 2	
	165 70 *	70 * *	Class 170 units are restricted to 50mph inflated suspension/30mph deflated suspension on the Down line through Chapeltown Station platform
		60 60	
	166 10 *	* *	
		70	
		UB DB	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN868	002	Wincobank Jn to Horbury Jn	SHB PED2 BAH2	London North Eastern	23/02/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tankersley Tunnel (1370m / 1498 yards)	166 28 to 167 16	T T	GSM-R
	166 51		TCB Barnsley SB (BY) RA8
	167 17		TCB to 52 23 Down / 51 56 Up
ELSECAR	169 00		The speed of Class 3, 4, 6, 7 and 8 Freight trains is restricted as follows: Down Barnsley Between signal BY1031 at 6 49 and signal BY1071 at 52 32 = 30mph Up Barnsley Between signal BY1070 at 52 40 and signal BY1030 at 6 56 = 30mph Between signal BY1030 at 6 56 and signal BY1026 at 173 45 = 40mph
Hemingfield Tunnel (49m / 54 yards)	169 77 to 170 00		
	170 20 *		
WOMBWELL	170 45		
	170 48 *		UB = Up Barnsley DB = Down Barnsley
	173 45 *		
Quarry Jn (Former)	173 48		Change of ELR 173m 48ch - SHB to PED2
	7 50		
	6 65		PP is authorised in the bi-directional Down Platform and in the Up Platform for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at Down Barnsley signal BY1029 or Up Barnsley signal BY1070 or Up Huddersfield signal BY1038.
Barnsley SB (BY)	6 60		
	6 56 *		
BARNSLEY	6 54		
	6 49 *		
Line Name Change	6 49		
Barnsley Station Jn	6 43 *		Change of ELR 6m 43ch - PED2 to BAH2
	52 58 *		
	52 53 *		DH = Down Huddersfield UH = Up Huddersfield
DARTON	49 29		AB RA7 (AB - BY 1071 signal at 52 33 Down /BY 1070 signal at 52 41 Up)



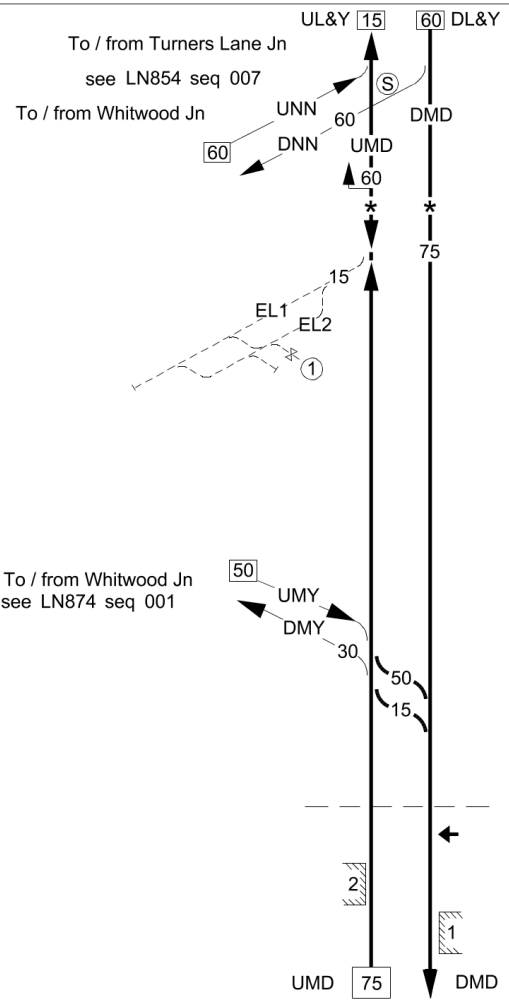
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN868	003	Wincobank Jn to Horbury Jn	BAH2 CHS	London North Eastern	24/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Woolley Coal Siding SB (W)	48 43		AB Woolley Coal Siding SB (W) RA7
	48 02		
Woolley New Tunnel Down, and Old Tunnel (1596m / 1745 yards)	47 33 to 46 34		UB = Up Branch DB = Down Branch
Change of milage / line names at Former Crigglestone Jn	45 56 1 53		TCB Horbury Jn SB (HJ)
	0 08 *		① = To / from Flockton private sidings - OOU ② = To / from sidings
		To/From Wakefield Kirkgate see LN854 seq 005	UL&Y = Up Lancashire & Yorkshire DL&Y = Down Lancashire & Yorkshire UL&YF = Up Lancashire & Yorkshire Fast UL&YS = Up Lancashire & Yorkshire Slow DL&YF = Down Lancashire & Yorkshire Fast DL&YS = Down Lancashire & Yorkshire Slow
Horbury Jn SB (HJ)	0 00		
Horbury Jn	0 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN870	001	Wakefield Turners Lane to Calder Bridge Jn	CTL	London North Eastern	23/04/2016

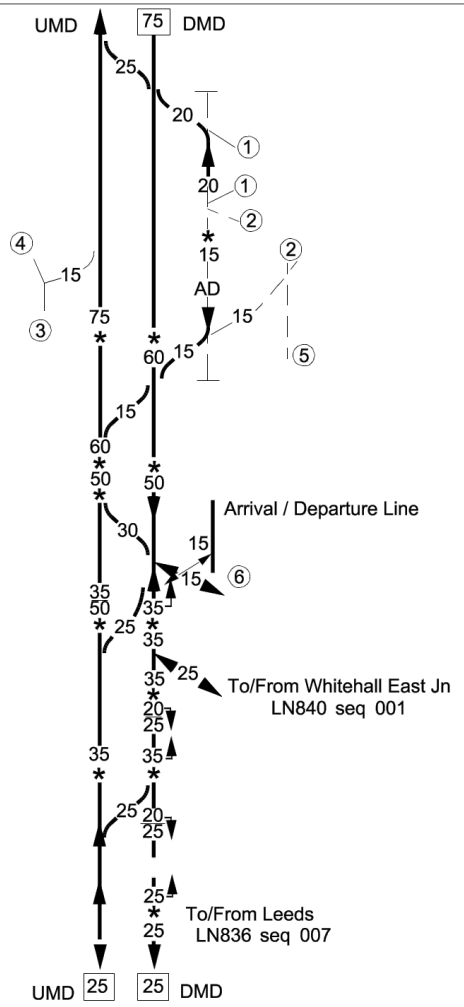
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Altofts Jn LN854 seq 006	TCB Wakefield Kirkgate SB (K) RA8
		UP DN 15	
Turners Lane Jn	0 50	15 * * 25	
	0 49 *		
		15	
		25 * * 15 15	
	0 01 *		
Calder Bridge Jn	0 00		
		To/From Goole, Potters Grange Jn LN882 seq 001	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN872	001	Altofts Jn to Leeds West Jn	TJC3	London North Eastern	01/11/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Altofts Jn	185 73		GSM-R TCB Castleford SB (CD) RA8 DMD=Down Midland UMD=Up Midland Ⓢ Switched Diamonds UNN = Up Normanton DNN = Down Normanton ① = To / from Wakefield Europort Private sidings. EL1 = Wakefield Europort Line 1 Private siding. EL2 = Wakefield Europort Line 2 Private siding. UMY = Up Methley DMY = Down Methley Methley North HABD reports to York ROC Leeds West workstation York ROC (L) Leeds West workstation (signals prefixed S from S951 signal at 189 59 Down/ to S950 signal at 190 08 Up)
	186 01 *		
	186 05		
Methley Jn	187 41		
Methley North FPC (R/G)	188 30		
Methley North HABD	188 34		
WOODLESFORD	190 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN872	002	Altofts Jn to Leeds West Jn	TJC3 ELN	London North Eastern	25/02/2023

Location	Mileage M Ch
	192 40
Stourton Jn	192 42
Stourton	
	193 26 *
Hunslet South Jn	193 40
	193 68 *
Hunslet Station Jn	194 10
	194 35 *
	194 65 *
Holbeck Depot Jn Holbeck Depot	194 79
	195 04 *
Engine Shed Jn	195 20
	195 33 *
	195 42 *
	195 45
APCO Zone commencement (Selective)	195 46
	195 49 *
Leeds West Jn	195 53



GSM-R

TCB York ROC Leeds West WS (L)
RA8

① - To/From Stourton Freightliner Terminal

AD = Arrival / Departure
DMD =Down Midland
UMD =Up Midland

② - To/From Hunslet Down Sidings
③ - To/From Balm Road Sidings
④ - To/From RMC Stone Discharge Terminal
⑤ - To/From Middleton Light Railway (Private)

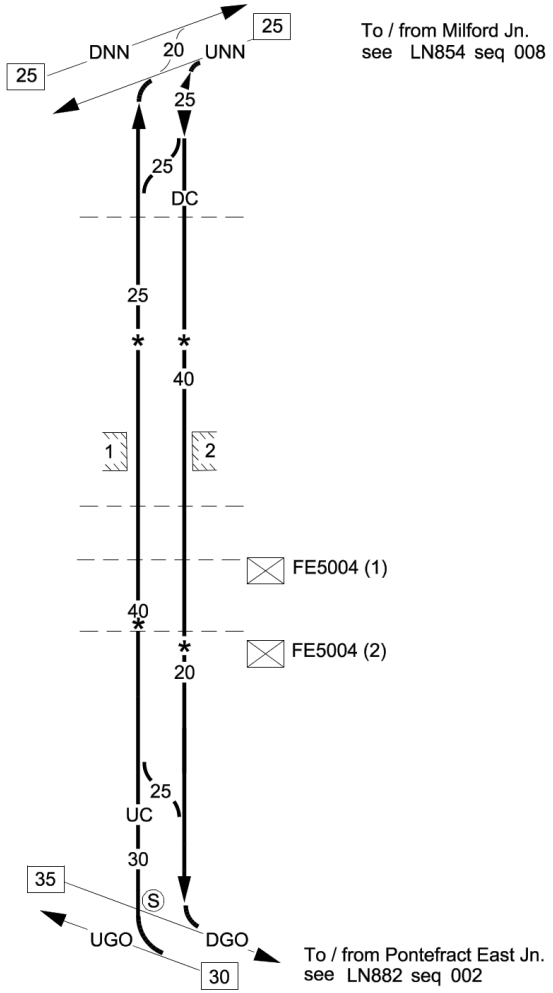
⑥ - To/From Holbeck Depot

= Automatic Power Change Over - Pantograph Lower

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN874	001	Methley Jn to Whitwood Jn	MEW1 MEW2	London North Eastern	23/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Methley Jn	1 12	To/From Leeds LN872 seq 001 DM 30	TCB Castleford SB (CD) RA8 GSM-R
	0 72	50 *	DM = Down Methley UM = Up Methley
Whitwood Jn	0 01	UM 30 To/From Castleford LN854 seq 007	

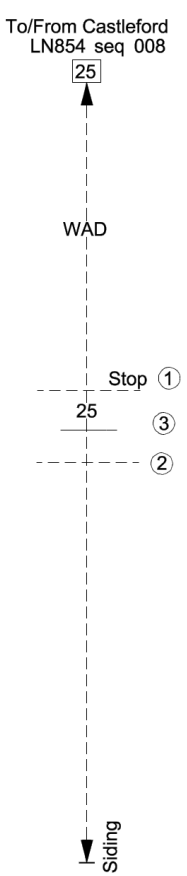
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN875	001	Castleford West Jn to Pontefract West Jn	CPM2 CPM1	London North Eastern	12/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Castleford West Jn	0 00		GSM-R TCB Castleford SB (CD) RA8 DNN = Down Normanton UNN = Up Normanton UC = Up Cutsyke DC = Down Cutsyke TCB Ferrybridge SB (FE) RA8 ☒ = Lockout protection provided see General Instructions for detail.
Cutsyke Crossover	0 36 0 61		
	59 02		
Cutsyke Jn LC (MCB-OD)	59 00		
	58 79 *		
GLASSHOUGHTON	58 20		
Woodman Lane Public BW LC	58 00	T	T Parkside Farm Crossing Telephone
Parkside Farm LC (UWC)	57 35	T	
Skinner Lane (MCB-OD)	56 65 * 56 64 56 62 *		
	56 43 *		DGO = Down Goole UGO = Up Goole
Pontefract West Jn	56 42		S Switched Diamonds

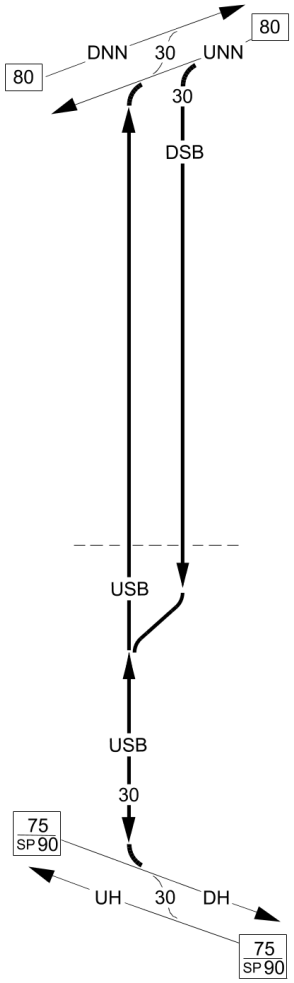
To / from Milford Jn. see LN854 seq 008

To / from Pontefract East Jn. see LN882 seq 002

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN876	001	Castleford East Jn to Wheldon Road Sidings	BOO	London North Eastern	19/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Castleford SB (CD)
Castleford East Jn	20 38		
			WAD = Wheldon arrival / departure WAD to Stop = 158m or 172 yards
Stop Board	20 25		① - Stop await instructions
Temporary Buffer stop	20 24		② - To/From - GB RAILFREIGHT sidings and Network Rail Boundary currently Out Of Use (OOU) WAD to Boundary = 247m or 270 yards
Wheldon Road Sidings	20 21		③ - Temporary Buffer stop - prevent movements into OOU Sidings from WAD line

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN878	001	Sherburn Jn to Gascoigne Wood	SHG	London North Eastern	21/11/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Sherburn Jn	13 20		GSM-R
Norden Farm No.2 (UWC)	14 12	T	
	14 17		
Gascoigne Wood Jn	14 30		

TCB Milford SB (M)
RA8

UNN = Up Normanton
DNN = Down Normanton
USB = Up Sherburn
DSB = Down Shurburn

Gascoigne Wood SB (GW)

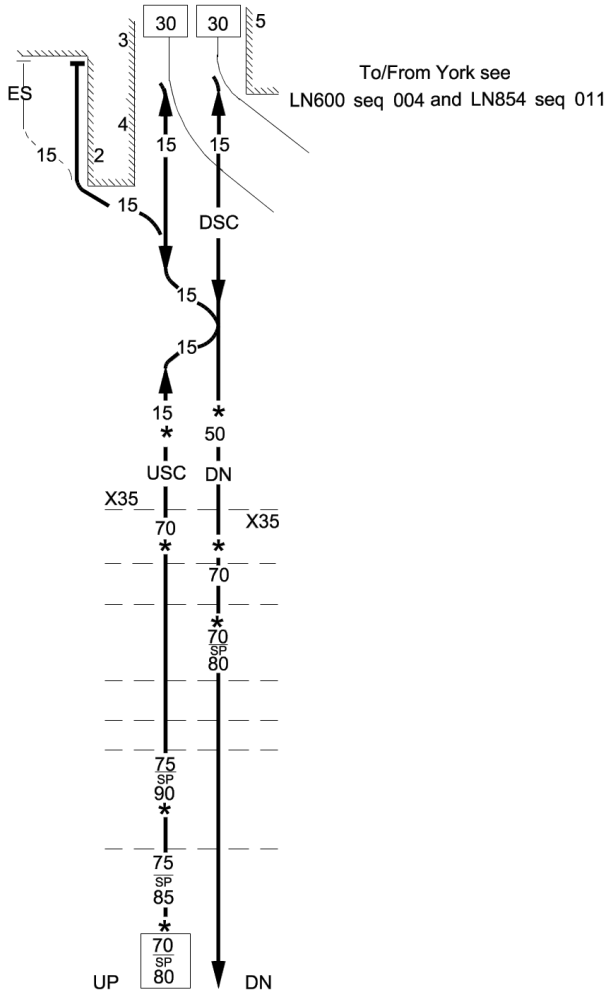
T Telephones to Gascoigne Wood

UH = Up Hull
DH = Down Hull

ES = Exam Sidings
DSC - Down Scarborough
USC - Up Scarborough

ES = Exam Sidings

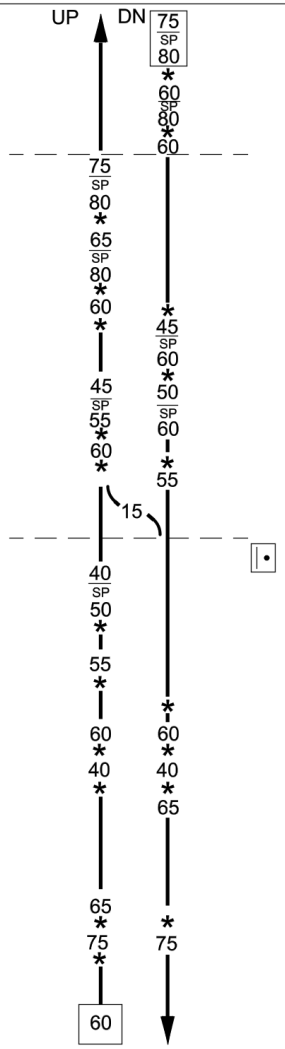
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	001	York to Scarborough	YMS	London North Eastern	27/12/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
YORK	0 00			TCB York ROC RA8 York Station Workstation (Y) Platform 2 & ES: RA3 GSM-R ES = Exam Sidings DSC - Down Scarborough USC - Up Scarborough PP-A for train class 1, 2, 3 (FCS), 5, 9 and 0 is authorised in all platforms PP-C for train class 1, 2, 3 (ECS), 5 and 9 is authorised in platforms 4 and 5
Scarborough Bridge Jn	0 18			
	0 22	*		
	0 25	*		TCB Strensall SB (S)
Bootham LC (AHBC-X)	1 51			
	1 52	*		
Bootham Stray LC (UWC)	1 70		T	
Kettlestring Farm LC (UWC)	2 54		T	
	2 60	*		
Hall Farm LC (UWC) (Strensall)	3 19		T	
Haxby Road LC (CCTV)	3 27			
	3 37	*	T	
Haxby Station LC (CCTV)	4 18			
	4 28	*		

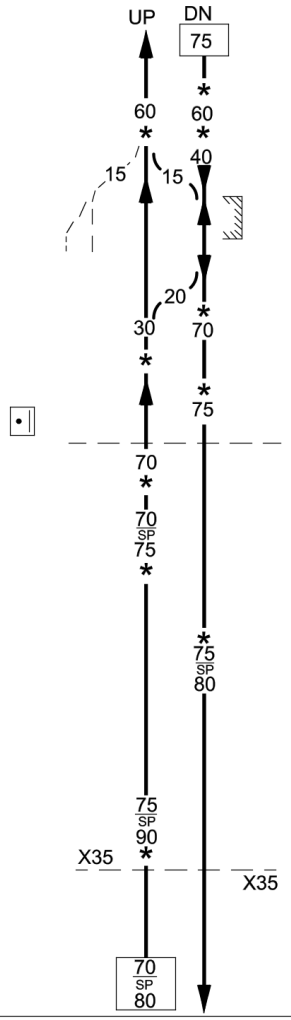
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	002	York to Scarborough	YMS	London North Eastern	11/05/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UP 70 SP 80 / DN 70 SP 80	GSM-R TCB Strensall SB (S) RA8 Other crossings in this area T = Manor Farm UWC at 5 O3 T = Oakbutts UWC at 5 26
Strensall No 1 LC (CCTV)	6 00		
Strensall No 2 LC (CCTV)	6 11		
	6 20 *	70 SP 80 * / 15	
Strensall LC (MCB)	6 48		
Strensall SB (S)	6 48		
	6 64 *	60 SP 75 * / * 75 SP 90	
	6 76 *		(S11 signal at 6 66 Down/ S12 signal at 7 61 Up) to Barton Hill
			AB Strensall SB (S)
Common Road LC (MCG)	7 52	* 60 SP 70	
	8 61 *		Other crossings in this area T = Strensall Walbutts UWC at 7 19 T = Flaxton Moor UWC at 8 28 T = Thornton Gates Public Bridleway at 10 20 T = Foston Gates UWC at 10 74
Flaxton LC (AHBC-X)	9 21	X35 X35	
	9 22 *	75 SP 80 * / * 75 SP 80	
	10 05 *	60 SP 80 *	
	11 00 *		
Barton Hill LC (MCB)	11 48		
Barton Hill SB	11 48	75 SP 80	AB Barton Hill SB

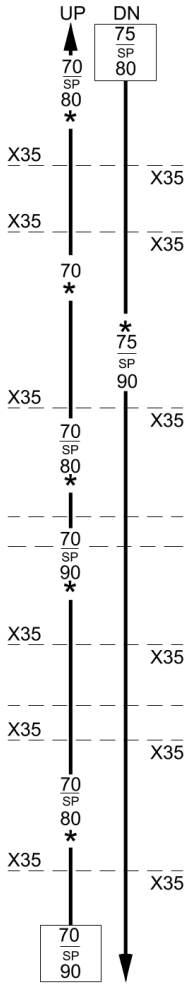
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	003	York to Scarborough	YMS	London North Eastern	24/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Barton Hill SB RA8
	12 17 *		
	12 40 *		Other crossings in this area
Howsham LC (MCG)	13 28		T = Brisby's UWC At 12 17 T = Plain Moor UWC at 12 32 T = Manor Farm Crambe UWC at 13 58 T = Newcombe's UWC at 13 65 T = Oakcliffe UWC at 14 05 T = Crambeck UWC at 16 15 T = Portobella Farm UWC at 19 12 T = High Farm UWC at 19 53 T = New Cut UWC at 20 07
	13 30 *		
	13 58 *		
	13 65 *		
	14 08 *		
	14 55 *		
	14 76 *		
Kirkham Abey LC (MCG)	15 01		Kirkham Abbey SB
Kirkham Abbey SB	15 01		
	15 47 *		
	16 14 *		
	16 20 *		
	18 22 *		
	18 40 *		
	18 75 *		
	20 36 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	004	York to Scarborough	YMS	London North Eastern	14/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	20 60 *		GSM-R AB Kirkham Abbey SB RA8
	20 76 *		Other crossings in this area
	21 03		T = Wallgate UWC at 21 50 T = Mill Garth UWC at 21 70 T = Villa Farm UWC at 22 46 T = Norton Parks UWC at 22 78 T = Marr House Farm UWC at 23 43 T = Birdsall Estates UWC at 23 63 T = Scagglethorpe Grange UWC at 24 14 T = Manor Farm UWC at 24 35 T = Kilby's UWC at 24 53 T = Lilac Farm UWC at 24 72
MALTON	21 12		
	21 20		
	21 21 *		
	21 25 *		
	21 31 *		Malton SB (M)
Malton SB (M)	21 32		
Malton LC (MCB)	21 32		
	22 08 *		
	22 55 *		
	23 02 *		
Rillington LC (AHBC-X)	25 42 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	005	York to Scarborough	YMS	London North Eastern	23/03/2019

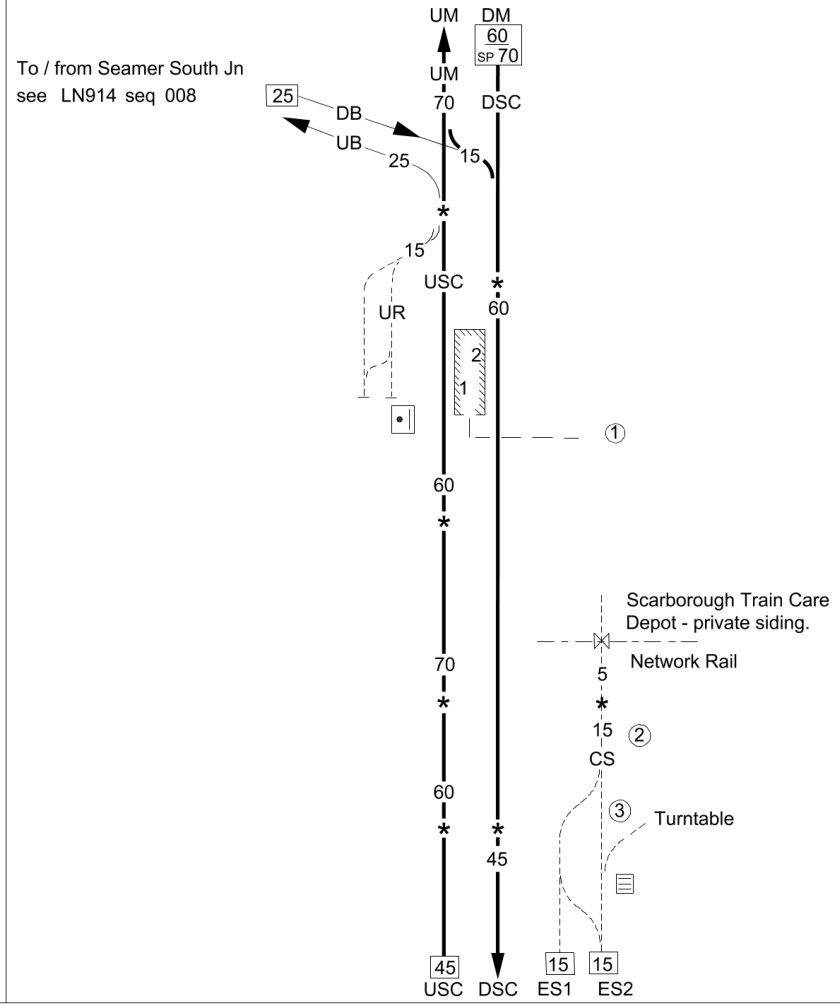
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Malton SB (M) RA8
	26 16 *		
High Scampston LC (AHBC-X)	26 19		
Low Scampston LC (AHBC-X)	26 54		
	26 65 *		
	27 40 *		
Knapton LC (AHBC-X)	27 41		
	27 60 *		
Elm Tree Farm LC (UWC)	27 75	T	
Wilkinsons LC (Public Bridleway)	28 17	T	
	29 20 *		
Heslerton Station LC (AHBC-X)	29 32		
Sand Lane LC (UWC)	29 74	T	
West Heslerton LC (AHBC-X)	30 52		
	30 77 *		
East Heslerton LC (AHBC-X)	31 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	006	York to Scarborough	YMS	London North Eastern	10/08/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			UP 75 SP 90 / DN 75 SP 90	AB RA8 Malton SB (M) GSM-R
Cousins LC (UWC)	31	56	T	
	32	00 *	* 70 SP 80	
Grange Farm LC (UWC)	32	09	T	
	32	20 *	* 75 SP 90	
	32	65 *	70 SP 90 * 15	
Weaverthorpe LC (MCG)	32	68		Weaverthorpe SB
Weaverthorpe SB	32	68		
Jacksons LC (UWC) (Weaverthorpe)	33	03	T	
Ganton Hall LC (UWC)	33	62	T	
Long Plantation LC (UWC)	34	08	T	
Ganton LC (AHBC-X)	34	34	X35 X35	
Binnington LC (UWC)	35	22	T	
Willerby Carr LC (UWC) (OMSL - X)	35	69	T T X35 X35	OMSL - X - See General Instruction
Robin's Bottom Plantation LC (UWC)	36	40		
Pasture Lane Public BW	38	20	T	
	38	32 *	* 75 SP 80	
Meads Lane LC (UWC)	38	47	T	
	38	60 *	70 SP 80 * * 60 SP 70	
			70	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	007	York to Scarborough	YMS	London North Eastern	06/09/2021

Location	Mileage M Ch
Seamer West Jn	38 66
	38 66 *
	39 05 *
SEAMER	39 14
Seamer SB	39 17
	40 00 *
Scarborough Train Care Depot / NR Boundary	41 18
	41 19 *
	41 27 *
Scarborough Turntable GF	41 30



GSM-R

AB Weaverthorpe SB (W)
RA8

TCB Seamer SB (SR, YS)

DSC = Down Scarborough
USC = Up Scarborough

DB = Down Bridlington
UB = Up Bridlington

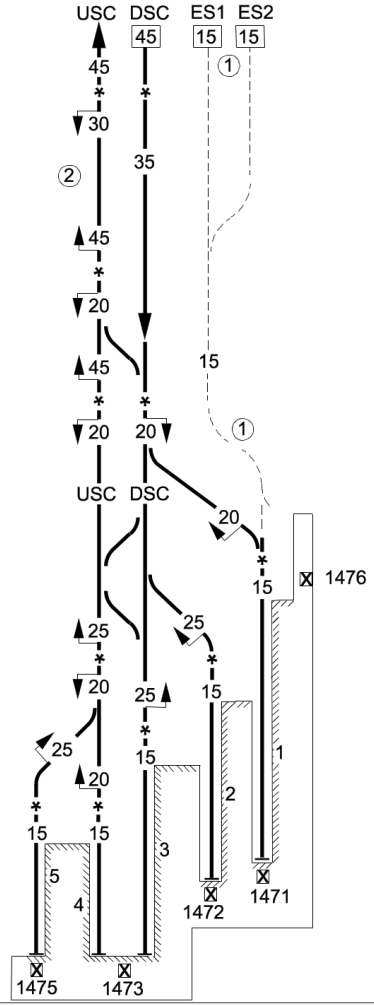
UR = Up Siding & Run Round = 403m / 441 yds

① = Seamer Station UWW foot crossing.

CS = Carriage Siding.
ES1= Excursion Siding 1.
ES2= Excursion Siding 2.
For Carriage / Excursion Sidings, Turntable and Scarborough Train Care Depot, see local instructions.

② = Standage 53m / 58yds
③ = Standage 65m / 71yds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN880	008	York to Scarborough	YMS	London North Eastern	12/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	41 44 *		GSM-R TCB Seamer SB (YS) RA8 DSC = Down Scarborough USC = Up Scarborough ② = Note the USC has wrong direction signal moves ES1= Excursion Siding 1 = 346m / 378 yds standage, for restrictions see Local Instructions. ES2= Excursion Siding 2 = 346m / 378 yds standage. ① = To / from Excursion Sidings, Turntable and Scarborough Train Care Depot. See local instructions. X = Lockout protection provided - see General Instructions for detail. Lockout 1473 operates for Platforms 3 & 4. Lockout 1476 is co-located with the Turntable Operating Equipment. Platforms 1 - 4 : - PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9, & 0 trains. Platform 5 : - PP-C - Permissive Working - Contingency use only for 1, 2, 3 (ECS), 5, 9 & 0 trains. Permissive working is also authorised in platforms 1 and 4 for class 3 Railhead Treatment Trains (RHTT), providing all below criteria are met: -The first train in the platform is not a passenger service with passengers onboard. -RHTT is formed by 2 x locomotives with 2 x FEA wagons. -The class of locomotice is not prohibited from entering the platform in the Route Clearance table. -The platform length is sufficient to accommodate both trains with the required standage and signal sighting clearance
	41 56 *		
	41 59 *		
	41 65 *		
	41 73 *		
	41 74 *		
	41 77 *		
SCARBOROUGH	42 06		

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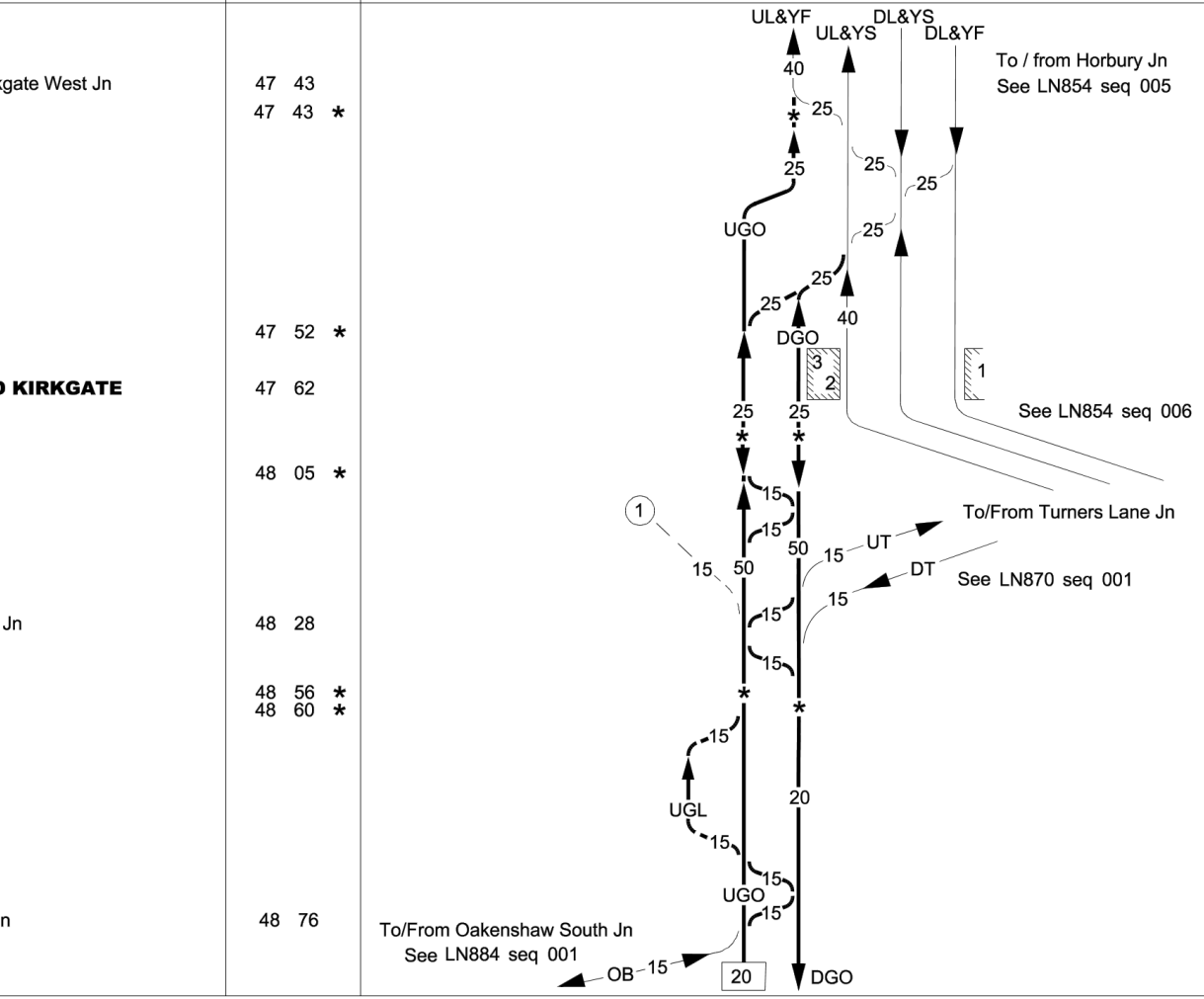
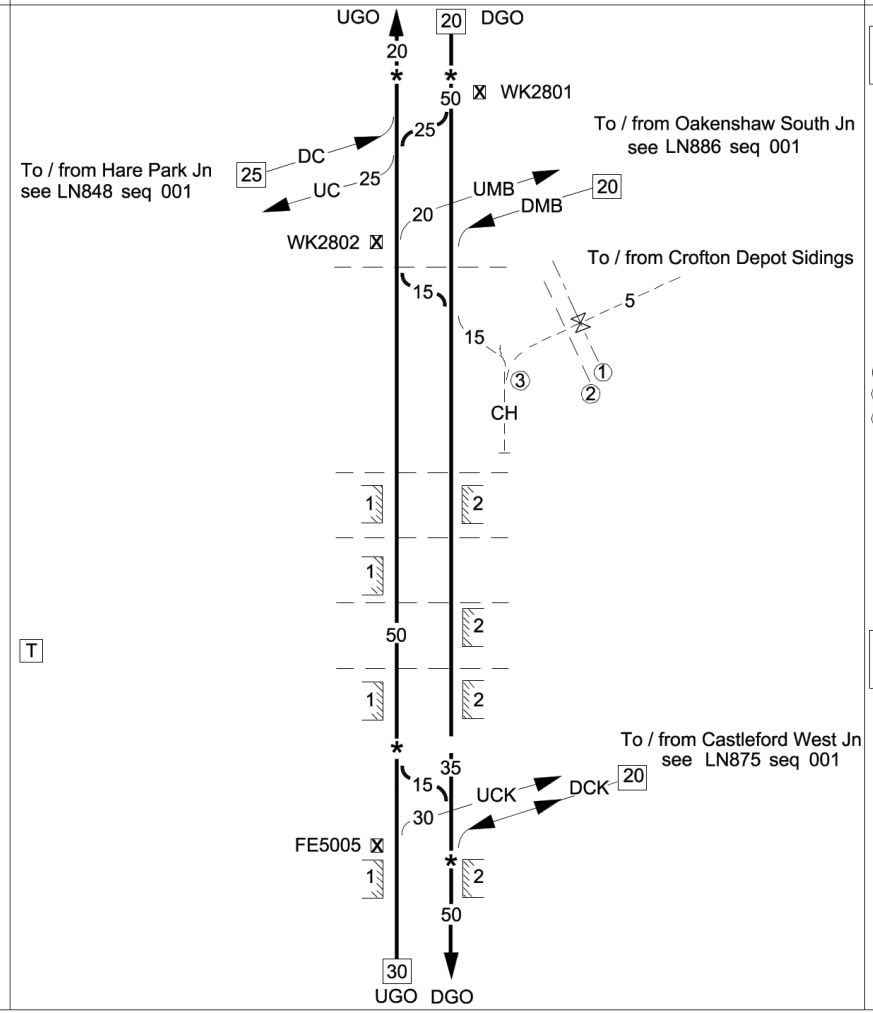
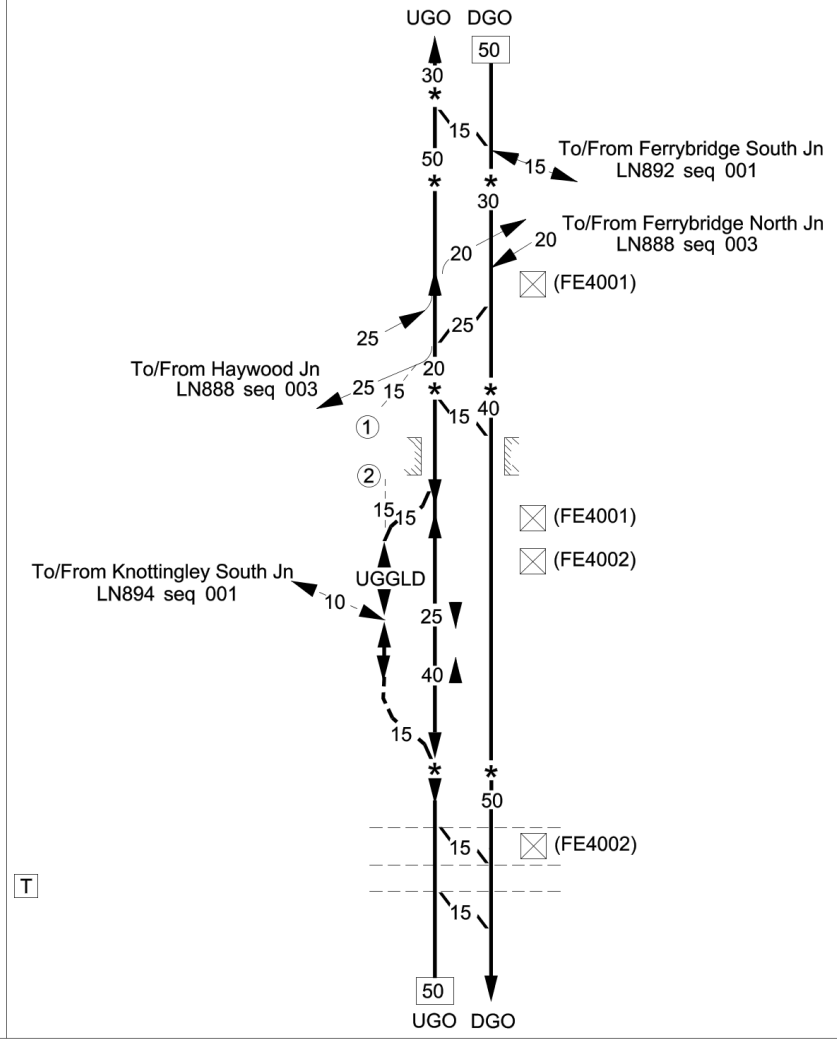
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	001	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1	London North Eastern	30/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wakefield Kirkgate West Jn	47 43		GSM-R
	47 43 *		TCB Wakefield Kirkgate SB RA8
	47 52 *		UL&YF = Up L&Y Fast UL&YS = Up L&Y Slow DL&YF = Down L&Y Fast DL&YS = Down L&Y Slow DGO = Down Goole UGO = Up Goole
WAKEFIELD KIRKGATE	47 62		PP-C Permissive working is authorised in Wakefield Kirkgate Platforms 1, 2 & 3 for Class 1, 2, 3 ECS, 5, 9 & 0 trains.
	48 05 *		(1) To/From Wakefield Top & Bottom Sidings
Calder Bridge Jn	48 28		UT = Up Turners Lane Curve DT = Down Turners Lane Curve UGL = Up Goods Loop = 453m / 493 yds OB = Up Oakenshaw Branch Down
	48 56 *		
	48 60 *		
Oakenshaw Jn	48 76		

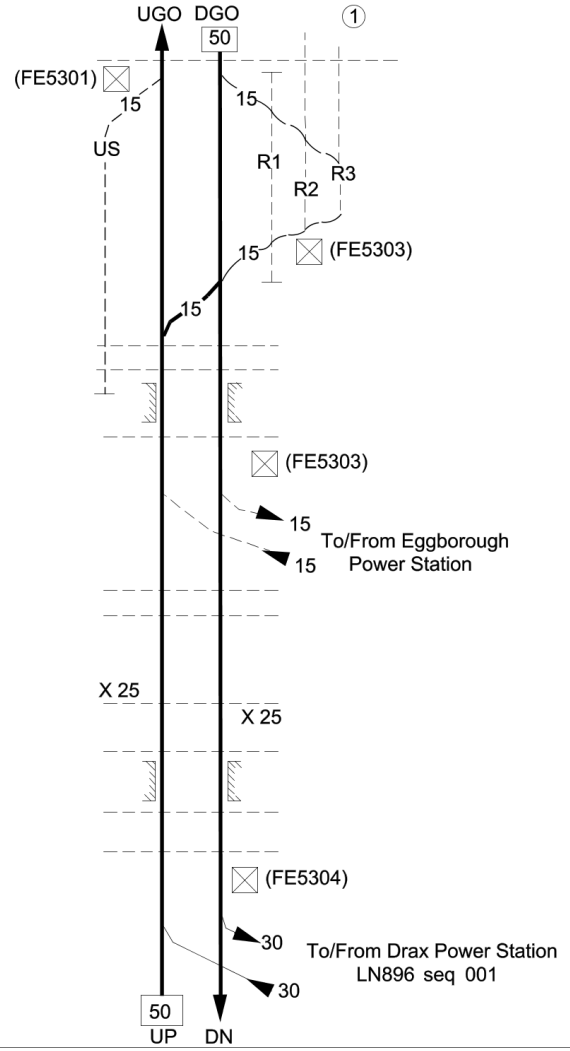
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	002	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1	London North Eastern	09/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	49 00 *		GSM-R TCB Wakefield Kirkgate SB RA8
Crofton West Jn	49 40		UGO = Up Goole DGO = Down Goole UC = Up Crofton DC = Down Crofton UMB = Up Monk Bretton DMB = Down Monk Bretton
Crofton East Jn	50 23		☒ = Lockout Protection provided. See General Instruction
Crofton Old Station No 1 LC (MCG)	50 25		
	50 28		CH = Crofton Down Sidings Headshunt ① = NR / Depot boundary. ② = Crofton No2 crossing (MCG) ③ = No2 Spring Back points - see Local Instructions
Streethouse West LC (CCTV)	52 11		
STREETHOUSE	52 15		
Red Lane LC (MCG)	52 27		
FEATHERSTONE	53 71		
Featherstone LC (CCTV)	53 71		
Sportsfield LC (UWC)	54 12		Ferrybridge SB (FE)
PONTEFRACT TANSHELF	55 64		
	56 26 *		
Pontefract West Jn			UCK = Up Cutsyke DCK = Down Cutsyke DSG = Down Siding
	56 38 *		
PONTEFRACT MONKHILL	56 40		
	56 60		

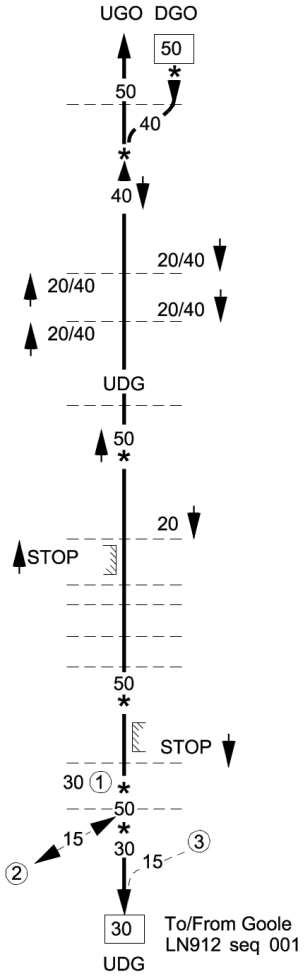
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	003	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	56 66 *		GSM-R TCB Ferrybridge SB (FE) RA8
Pontefract East Jn	57 43		
	58 16 *		CW Up at 58 17 (262 yards before signal FE6414)
Knottingley West Jn	58 20		
	58 21		⊠ - Lockout Protection provided. See General Instruction
	58 27 *		① - To/From Wagon Arrival/Departure lines ② - To/From Wagon Arrival Line
KNOTTINGLEY	58 37		
	58 51		UGO = Up Goole DGO = Down Goole UGGLD = Up Goole Goods Loop Down
Knottingley East Jn	58 69		
	59 04 *		
England Lane LC (CCTV)	59 05		
Knottingley LC (CCTV)	59 25		
Rampart Lane LC (UWC)	60 40	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	004	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1	London North Eastern	30/04/2016

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
Sudforth Lane LC (CCTV)	61	08		GSM-R TCB Ferrybridge SB (FE) RA8 UGO = Up Goole DGO = Down Goole ① - To/From Kellingley Colliery US = Up Siding 2259m / 7411 feet R1 = Reception 1 552m 1811 feet (post to post total) R2 = Reception 2 481m / 1578 feet (post to post total) R3 = Reception 3 481m / 1578 feet (post to post total) US, R1, R2 & R3 are 15 MPH Permissible Speed ☒ = Lockout Protection Provided See General Instuctions
	61	57		
Thornfield House LC (UWC)	61	70	T	
Southfield Lane LC (UWC)	62	10	T	
WHITLEY BRIDGE	62	55		
Whitley Bridge LC (CCTV)	62	55		
Whitley Bridge Jn	63	02		
Low Eggborough LC (UWC)	63	20	T	
High Eggborough LC (CCTV)	63	33		
Snaith and Pontefract Highway LC (AHBC-X)	64	14		
Hensall LC (CCTV)	64	39		
HENSALL	64	39		
Heck Lane LC (CCTV) (On Call)	64	74		
Heck Ings LC (BW)	65	40	T	
Drax Branch Jn	65	66		

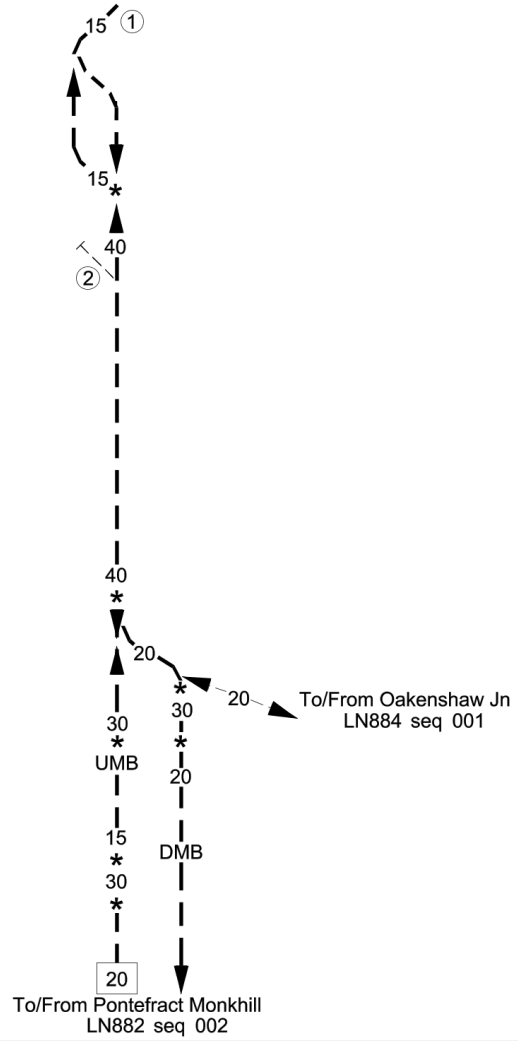
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN882	005	Wakefield Kirkgate West Jn to Goole Potters Grange Jn	WAG1 WAG2	London North Eastern	10/08/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
	66 25	*		GSM-R TCB Ferrybridge SB (FE) RA8 to 66 71 UGO = Up Goole DGO = Down Goole Between Drax Branch Jn and Engine Shed Jn Class 8 trains must not exceed 20mph
Kealey's LC (UWC)	66 30	T		
Gowdall Lane Jn	66 40			
				Goole SB (G)
Gowdall Lane LC (AOCL+B)	66 51			
Field Lane LC (AOCL+B)	66 66			
Dorr Lane LC (UWC)	67 38	T		
	67 39	*		
Snaith Station LC (AOCL+B)	68 06			
SNAITH	68 06			
Snaith East LC (UWC)	68 30	T		
West Cowick LC (R/G)	68 61			
East Cowick LC (R/G)	69 48			
Snaith Road LC (AHBC)	70 17			
	70 73	*		UDG = Up/Down Goole
RAWCLIFFE	70 75			
Rawcliffe LC (AHBC)	70 75			① - 30 mph PSR between 71 20 and 70 73 applies in Up direction only
	71 20	*		
Rawcliffe Branch LC (UWC)	72 26	T		② - To/From Goole Docks. Connection Secured out of use. Trains may only run when authorised by the Route Director Network Rail LNE
Engine Shed Jn (Rawcliffe)	73 52	*		
	0 64	*		③ - To/From Guardian Siding
Potters Grange Jn	0 00			

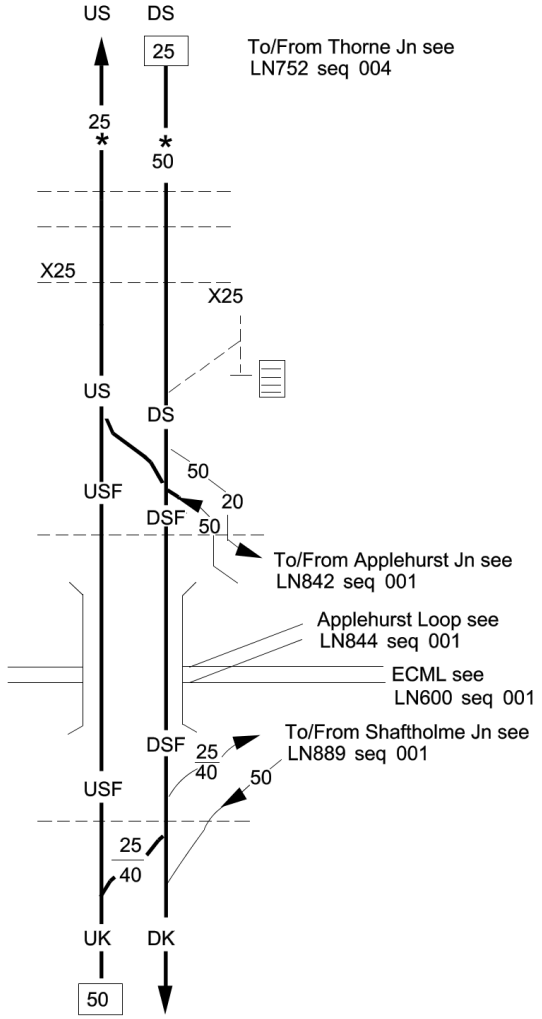
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN884	001	Oakenshaw South Jn to Oakenshaw Jn	OAJ	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Monk Bretton Loop LN886 seq 001 20	GSM-R TCB Wakefield Kirkgate SB RA8
Oakenshaw South Jn	49 41		TPWS not provided
Oakenshaw Farm LC (UWC)	49 25	T	
Oakenshaw Jn	48 76 *	* 15 To/From Wakefield Kirkgate LN882 seq 001	

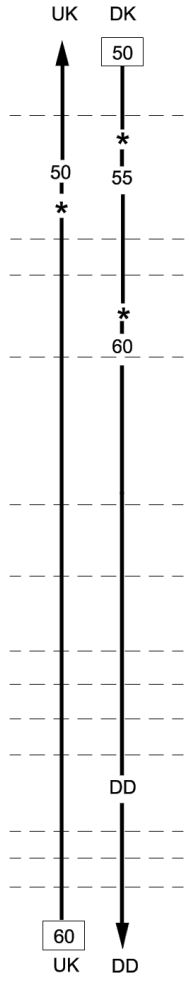
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN886	001	Monk Bretton Loop to Crofton East Jn	MKB TJC3	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OTNS Wakefield Kirkgate SB RA8 (See Local Instruction) TPWS not provided ① - To From Rexam Glass Barnsley Ltd. ② - Secured out of use UMB - Up Monk Bretton DMB - Down Monk Bretton
Monk Bretton Loop	175 78		
	176 24 *		
Royston Jn (Former)	178 17		
	181 70 *		
Oakenshaw South Jn	181 75 *		
	182 33 *		
	182 36 *		
Crofton East Jn	183 04 *		

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

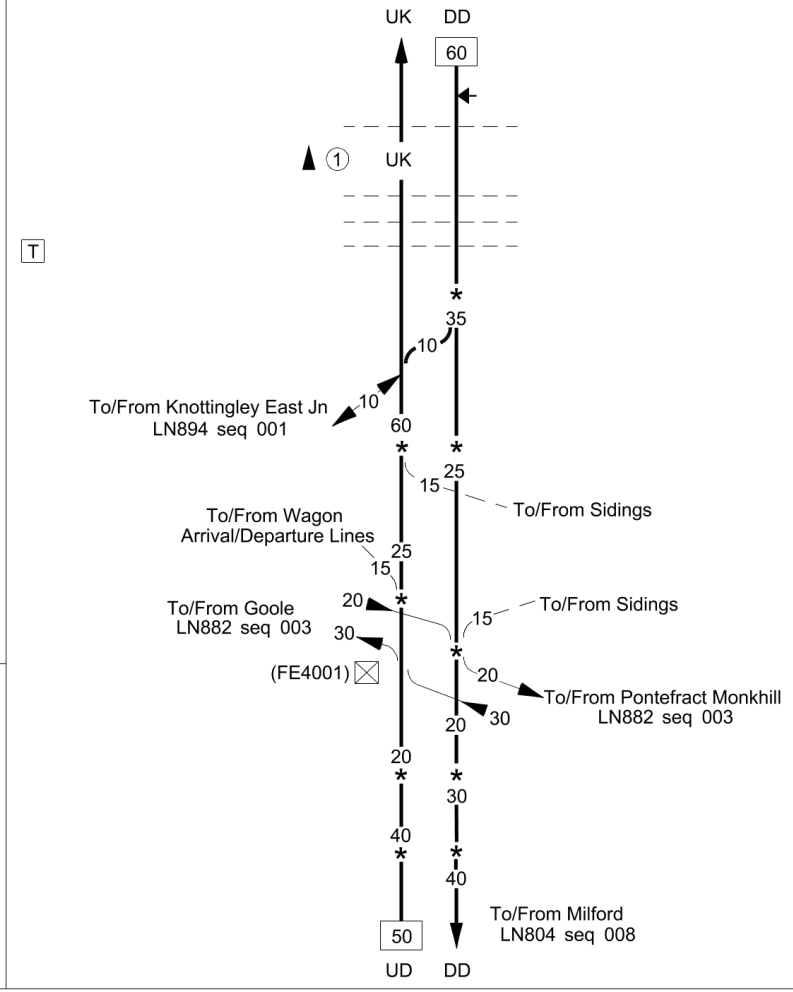
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stainforth Jn	166 70		GSM-R TCB Doncaster SB (D) RA9 AC (for LN600): York ECR
	166 66 *		US = Up Skellow DS = Down Skellow
Stainforth Road LC (AHBC)	165 42		
Bramwith Road LC (AHBC)	164 72		ELR Mileage Changes CJS 163m 76ch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

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
			TCB RA9 Doncaster SB (D)
Haywood LC (CCTV)	67 57		
	67 56 *		
	67 55 *		
Cuckoo Lane (UWC)	67 30 *	T	UK = Up Knottingley
Rushey Moor (UWC)	67 10	T	DK = Down Knottingley
Askern LC (CCTV)	66 26		
	66 30 *		
Selby Road LC (MCB-OD)	65 73		
Norton LC (MCB)	65 12		
Lowfield LC (UWC)	64 71	T	
Park Lane (UWC)	64 40	T	
Stubbs Walden South LC (CCTV)	64 28		
Stubbs Walden North LC (CCTV)	64 11		DD = Down Doncaster
Gill's No 2 (UWC)	63 24	T	TCB RA9 Ferrybridge SB (FE) Down Direction Only
Gill's No 1 (UWC)	63 07	T	
Wormersley LC (MCB-OD)	62 49		

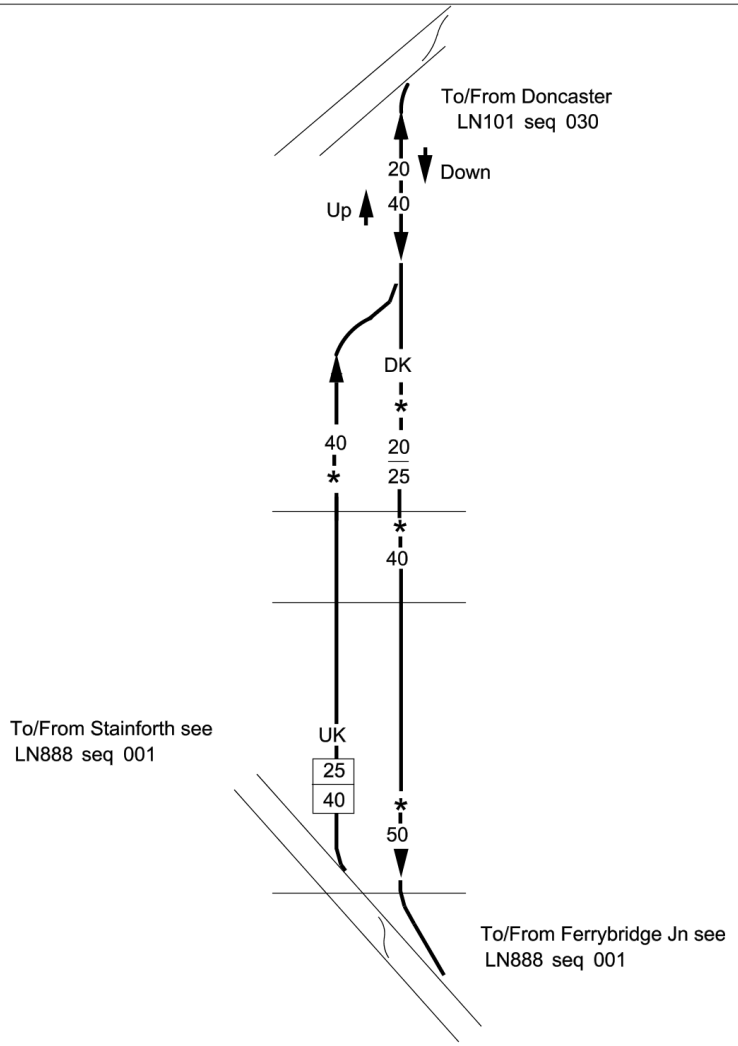
London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN888	003	Stainforth Jn to Ferrybridge North Jn	KWS FKW	London North Eastern	26/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Post Office Lane HABD	62 16		GSM-R
Post Office Lane LC (AHBC)	62 14		TCB RA9 Doncaster SB (D) (1) Up Direction Signals only
Spring Lodge (OD)	61 21		TCB RA9 Ferrybridge SB (FE)
Cridling Stubbs LC (OD)	60 45		UK = Up Knottingley UD = Up Doncaster DD = Down Doncaster
Waterfields No 1 LC (UWC)	59 06		
	59 03 *		
Knottingley South Jn	58 66		
	58 48 *		
	58 21 *		
Knottingley West Jn	58 20 *		☒ - Lockout Protection provided. See General Instruction
	2 71		
	2 65 *		
	2 43 *		
Ferrybridge North Jn	2 27		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN889	001	Shaftholme Jn to Haywood Jn	KWS	London North Eastern	24/09/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shaftholme Jn	160 16 / 68 75		GSM-R TCB Doncaster SB (D) RA9
	68 55 *		UK = Up Knottingley DK = Down Knottingley
	68 44 *		
Thorpe LC (AOCL)	68 43		
	68 42 *		
Ritchies LC (UWC)	68 30	T	
	67 76 *		
Owston Grange Farm (No1 (UWC)	67 73	T	
Haywood Jn	67 66		



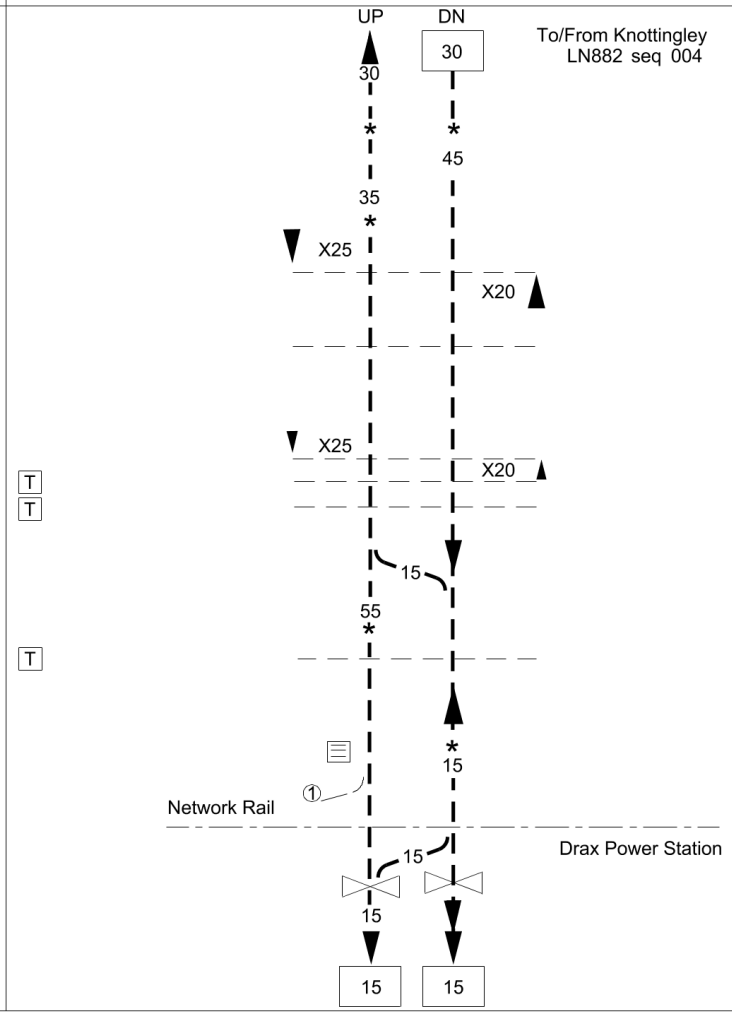
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN892	001	Pontefract East Jn to Ferrybridge South Jn	PEF	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Ferrybridge SB (FE) RA8
		To/From Pontefract Monkhill LN882 seq 003	
Pontefract East Jn	3 06	15	
Ferrybridge South Jn	2 38	15	
		To/From Milford LN804 seq 008	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN894	001	Knottingley South Jn to Knottingley East Jn	KES	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Shaftholme Jn LN888 seq 003	GSM-R
Knottingley South Jn	0 00	10	TCB Ferrybridge SB (FE) RA9
	0 16	5 To/From Knottingley Depot	
	0 18	5	
Knottingley East Jn	0 20	10 To/From Sudforth Lane LN882 seq 003	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN896	001	Drax Power Station Branch	DRA1	London North Eastern	17/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Drax Branch Jn	0 00		GSM-R TCB Ferrybridge SB (FE) RA8 AWS not provided TPWS not provided
	0 07 *		
	0 27 *		
West Bank Hall LC (AHBC-X)	1 49		
Jacky Duffin Wood LC (R/G)	2 18		
Linwith Lane LC (AHBC-X)	2 46		
Claypit Lane (UWC)	2 61	T	
Wood Road LC (UWC)	3 54	T	
	3 67		
	4 00 *		
New Oak Farm LC (UWC)	4 00	T	
	4 07 *		
	4 07		① To/From Drax Cripple Sidings Ground Frame release from Drax P.S.
Boundary	4 16		GSM-R Down: End of GSM-R area: 4m 40ch Up: Start of GSM-R area: 4m 40ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN896	001	Drax Power Station Branch	DRA1	London North Eastern	17/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Drax Branch Jn	0 00	UP 30 / DN 30 — To/From Knottingley LN882 seq 004	GSM-R TCB Ferrybridge SB (FE) RA8 AWS not provided TPWS not provided
	0 07 *	UP 30 / DN 45	
	0 27 *	UP 35	
West Bank Hall LC (AHBC-X)	1 49	X25 / X20	
Jacky Duffin Wood LC (R/G)	2 18		
Linwith Lane LC (AHBC-X)	2 46	X25 / X20	
Claypit Lane (UWC)	2 61	T	
Wood Road LC (UWC)	3 54	T	
	3 67	15	
	4 00 *	UP 55	
New Oak Farm LC (UWC)	4 00	T	
	4 07 *	DN 15	
	4 07	① Network Rail	① To/From Drax Cripple Sidings Ground Frame release from Drax P.S.
Boundary	4 16	Drax Power Station; 15; 15; UP 15 / DN 15	GSM-R Down: End of GSM-R area: 4m 40ch Up: Start of GSM-R area: 4m 40ch

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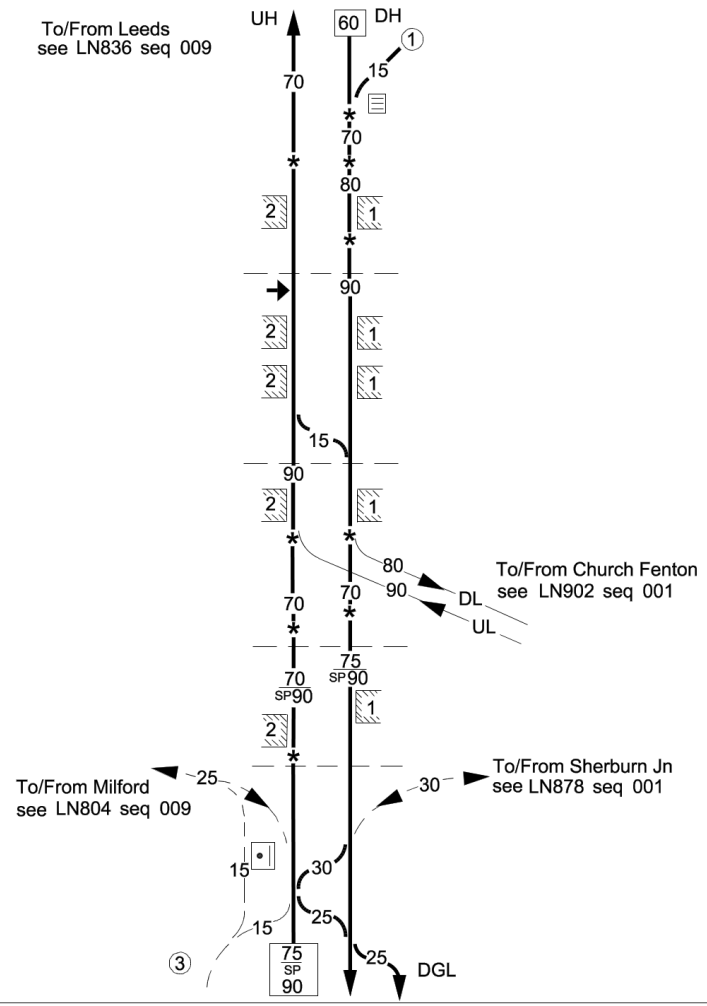
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	001	Neville Hill East Jn to Hull	HUL4 HUL3	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Neville Hill East Jn	18 25		
Neville Hill East GF	18 23		
	18 20 *		
	17 66 *		
CROSS GATES	16 11		
	16 00 *		
Barrowby Lane Public BW LC (R/G)	14 04 T		
Barrowby HABD	13 74		
GARFORTH	13 23		
EAST GARFORTH	12 56		
Peckfield Crossover	11 14		
Peckfield Public BW LC	11 12 T		
MICKLEFIELD	10 69		
	10 64 *		
Micklefield Jn	10 64		
	10 40 *		
	10 33 *		
Newthorpe UWC	9 47 T		
SOUTH MILFORD	7 57		
	7 20 *		
Norden's Barn Farm UWC	6 43 T		
Gascoigne Wood SB (GW)	6 27		
Gascoigne Wood Jn	6 24		
	6 17		



GSM-R

TCB York ROC Leeds East
RA8 WS (L, CF)

DH=Down Hull
UH=Up Hull

1 - To/From Neville Hill Depot

DL=Down Leeds
UL=Up Leeds

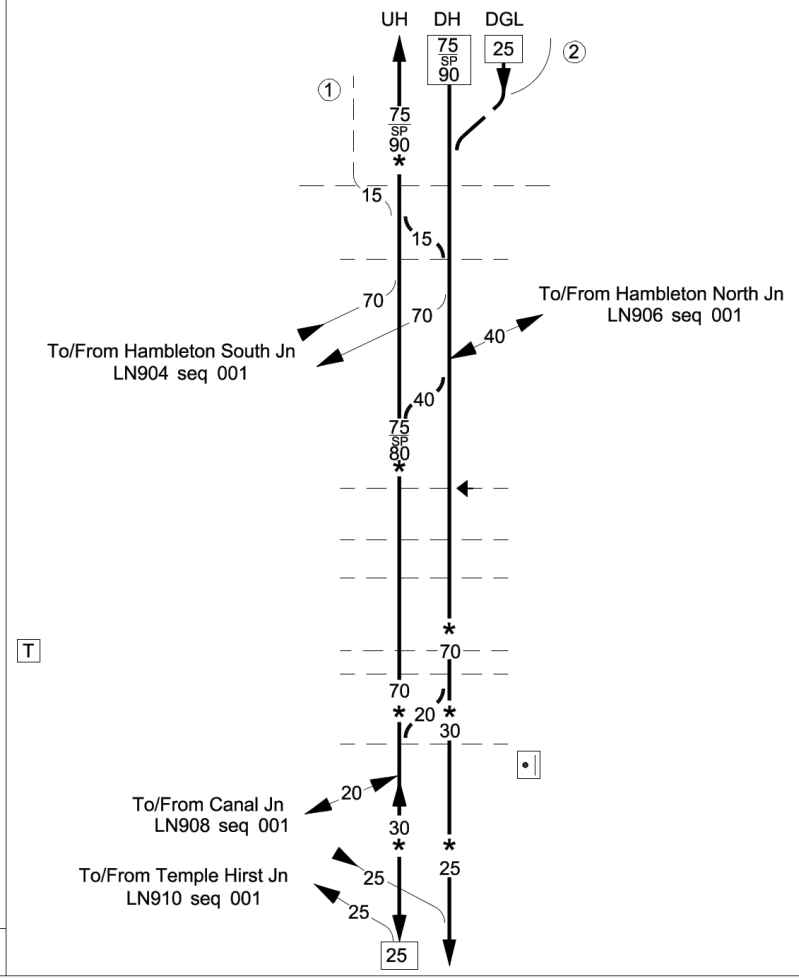
Gascoigne Wood SB (GW)

3 - To/From Selby New Mine Sidings

DGL = 346m / 1134 feet

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	002	Neville Hill East Jn to Hull	HUL3 HUL2	London North Eastern	27/12/2024

Location	Mileage M Ch	
	5 59	
	5 35	*
Hagg Lane LC (R/G)	5 34	
Philip Lane LC (R/G)	4 47	
Hambleton West Jn	4 43	
Hambleton East Jn	3 34	
	2 79	*
Harrymore Lane LC (R/G)	2 78	
Harrymore Lane HABD	2 78	
Thorpe Hall LC (MCB-OD)	2 41	
Thorpe Gates LC (MCB-OD)	2 27	
	2 04	*
Campey's Farm LC (UWC)	1 78	
Sandhill Lane LC (MCB-OD)	1 42	
	0 42	*
Doncaster Road LC (MCB)	0 40	
Selby SB (S)	0 40	
Selby West Jn	0 36	
	0 05	*
Selby South Jn	0 00	
	31 12	



Running lines & speed restrictions

Signalling & Remarks

GSM-R

TCB York ROC
RA8 Hambleton Workstation (Y)

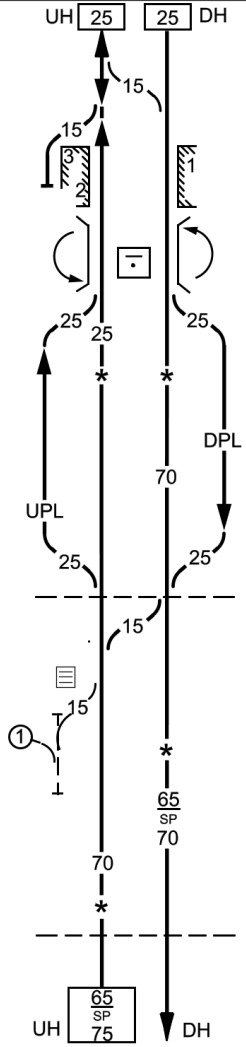
① - To/From Selby Mine Sidings
OOU pending Network change

Other crossings in this area
T = Owlett Hall UWC at 5 07
T = Ruddings Farm UWC at 4 67

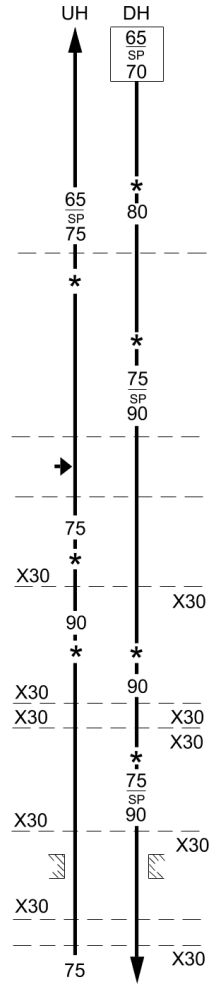
② - To/From North Side Sidings
Maximum length into sidings 346m

Selby SB (S)

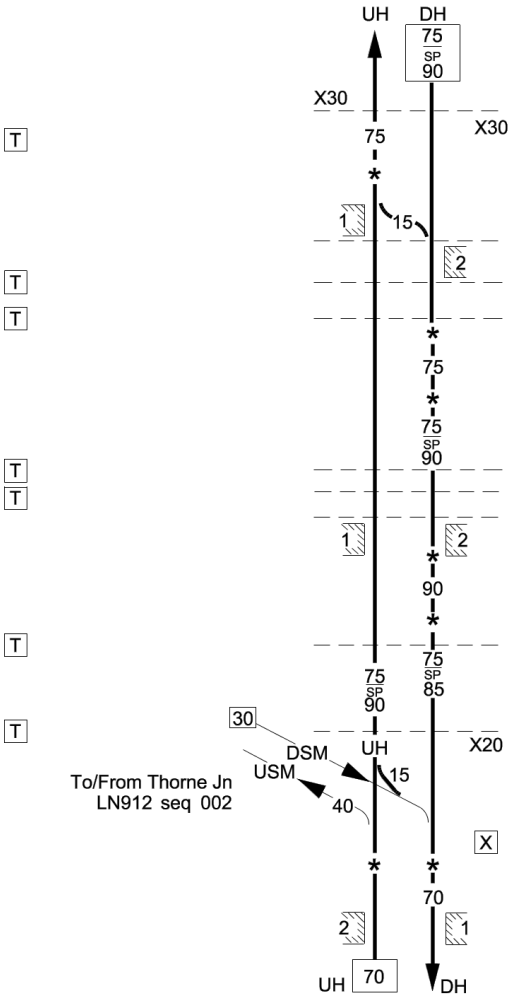
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	003	Neville Hill East Jn to Hull	HUL2 HUL1	London North Eastern	24/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
SELBY	30 79		GSM-R TCB Selby SB (S) RA8 DH = Down Hull UH = Up Hull PP-C Permissive working is authorised in Selby Down Hull Platform 1 for Class 1, 2, 3 ECS, 5, 9 & 0 trains. PP- Permissive working is authorised in dead end platform 3 for class 1, 2, 3 (ECS), 5, 9 & 0 trains only for attaching, detaching, platform sharing and stabling.
Selby Swing Bridge	30 70		
	30 61		
	30 60 *		DPL = 429m / 469yds UPL = 381m / 416yds Change of ELR 30m 40ch - HUL2 to HUL1
Barlby Jn (Former)	30 40		
Barlby BOCM LC (MCB)	30 34		
Barlby North Jn	30 27		
Selby F Ground Frame	29 76		① - To/From Selby Potter Group Sidings
	29 66 *		
	29 21 *		
Millfield Farm LC (UWC)	29 18	T	

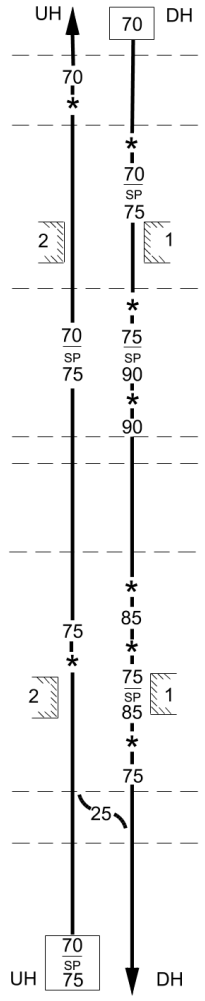
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	004	Neville Hill East Jn to Hull	HUL1	London North Eastern	04/05/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Selby SB (S) RA8 GSM-R
	29 00 *		DH = Down Hull UH = Up Hull
Lund Lane LC (UWC)	28 49 T		
	28 39 *		
	28 25 *		
Cliffe LC (CCTV)	28 02		
HABD	28 00		
Hoton House Farm LC (UWC)	27 28 T		
	27 16 *		
Hagg Lane LC (AHBC-X)	26 77		
	26 45 *		
Innermore Lane (OMSL - X)	26 45		
Woodhall Lane LC (AHBC-X)	25 77		OMSL - See General Instruction
	25 25 *		
Wressle LC (AHBC-X)	25 03		
WRESSLE	25 03		
Leakes LC (UWC)	24 73 T		
Cross Common LC (AHBC-X)	24 52		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	005	Neville Hill East Jn to Hull	HUL1	London North Eastern	03/05/2023

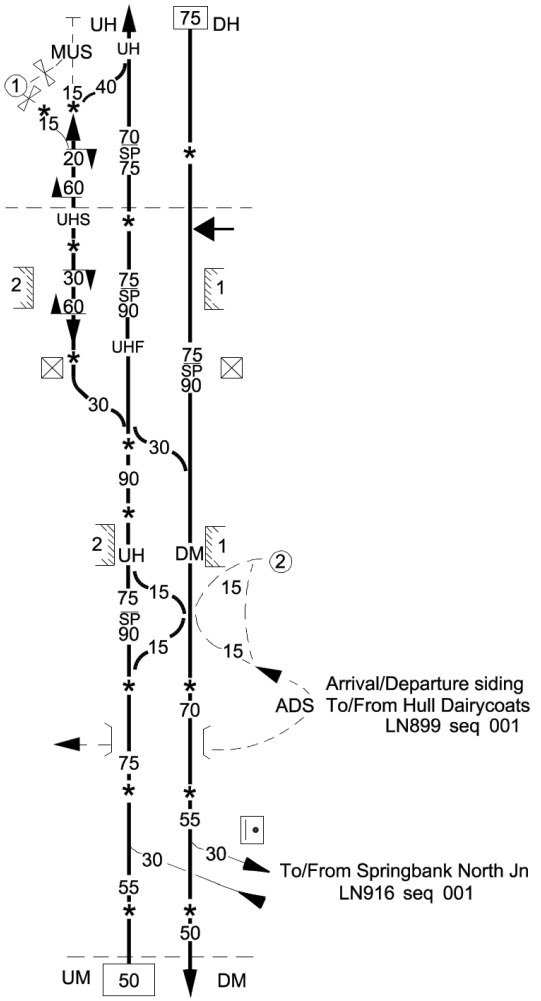
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Selby SB (S) RA8 GSM-R DH = Down Hull UH = Up Hull TCB York ROC (SG / GH) Brough Workstation DSM = Down Saltmarshe USM = Up Saltmarshe X Lockout Device Type K
Rowland Hall LC (AHBC-X)	24 06		
Brind (UWC)	23 15 T		
	22 45 *		
HOWDEN	22 27		
Howden LC (CCTV)	22 27		
Swan Fleet Lane (UWC)	22 21 T		
Thorpe Farm (UWC)	21 56 T		
	21 54 *		
	20 52 *		
Filbert Grove LC (UWC)	20 26 T		
Southfields LC (UWC)	19 79 T		
Eastrington LC (OD)	19 23		
EASTRINGTON	19 17 *		
	18 35 *		
Bennetland LC (UWC)	17 39 T		
Bellasize LC (R/G) Pedestrians only	17 23		
Bellasize LC (UWC)	17 23 T		
Gilberdyke Jn	17 07		
	17 04 *		
GILBERDYKE	16 76		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	006	Neville Hill East Jn to Hull	HUL1	London North Eastern	26/11/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxmardyke LC (OD)	16 22		TCB York ROC (GH) RA8 Brough Workstation GSM-R UH = Up Hull DH = Down Hull
	16 11 *		
Marr House Farm LC (UWC)	15 32 T		
	15 10 *		
BROOMFLEET	14 36		
Broomfleet LC (OD)	14 33		
	14 29 *		
	14 00 *		
Church Farm LC (UWC)	13 69 T		
Cave LC (OD)	13 60		
	13 57 *		
Crabley Creek LC (MCG)	12 57		
	11 58 *		
	10 60 *		
	10 55 *		
BROUGH	10 38		
	10 27 *		
Brough East LC (OD)	10 24		
Welton LC (OD)	9 35		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	007	Neville Hill East Jn to Hull	HUL1	London North Eastern	10/08/2024

Location	Mileage M Ch	
Melton Jn (Ferriby)	8 53	
	8 53	*
	8 53	*
	8 44	*
Melton Lane (OD)	8 41	
Melton Lane LC (HABD)	8 41	
	8 18	*
	7 48	*
FERRIBY	7 42	
	7 36	*
Ferriby Jn	7 32	
	6 70	*
	5 40	*
HESSLE	4 64	
Hessle East Jn	3 20	
	2 40	*
	2 20	*
Hessle Road South Jn	1 77	
Hessle Road SB (HR)	1 77	
	1 54	*
Chalk Lane LC (CCTV)	1 49	



TCB York ROC (GH)
RA8 Brough Workstation

GSM-R

MUS - Melton Up Siding
UHS - Up Hull Slow
UHF - Up Hull Fast

(1) To/From Gibson Lane Private Sidings

Melton Lane Hot Axle Bearing Detector (HABD) reporting to Hessle Road SB

Lockout Device Type K

UH - Up Hull
DH Down Hull
DM - Down Main
UM - Up Main

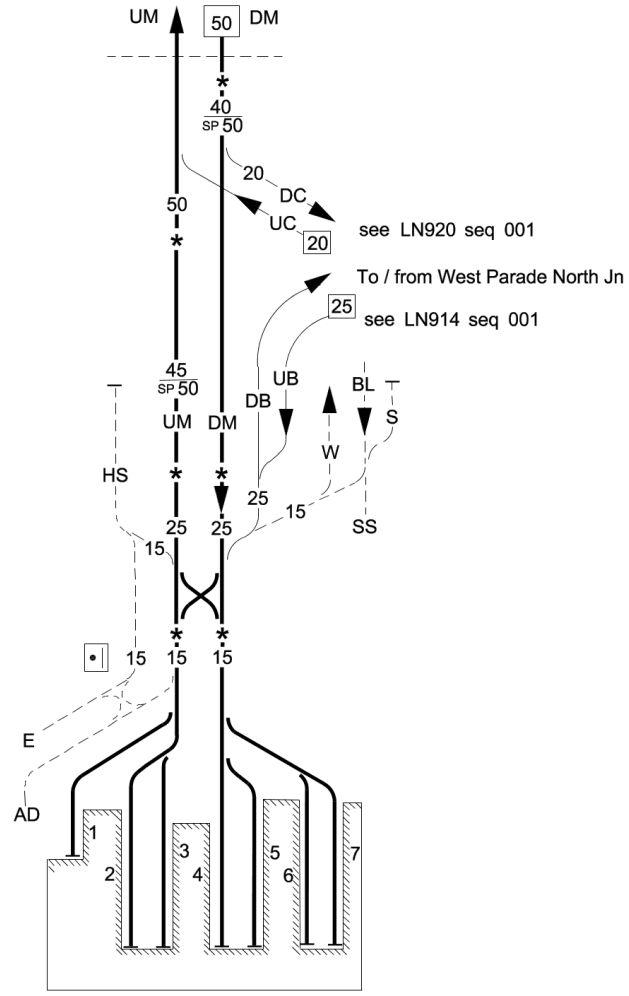
Hessle Road SB (HR)

(2) To/From Hull Speedlink Yard Private Sidings

ADS = Hull Dairycoates Arrival/Departure Siding

Hessle Road SB controlling from 7m 20ch on the DOWN HULL and 4m 60ch on the UP HULL

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	008	Neville Hill East Jn to Hull	HUL1	London North Eastern	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
St. Georges Road LC (CCTV)	1 24		GSM-R
	1 00 *		TCB Hessle Road SB (HR) RA8
Anlaby Road Jn	0 73		DC = Down Cottingham UC = Up Cottingham
	0 55 *		DB = Down Scarborough UB = Up Scarborough.
			Note UM & UB have wrong direction signal moves.
			Hull Paragon SB (HP)
	0 30 *		
West Parade Jn	0 25		S = Stock Siding OOU. BL = Bypass Line from Botanic Gardens Depot. W = Washer Road to Botanic Gardens Depot via Washer. SS = Stabling Sidings OOU. HS = Headshunt.
	0 21 *		
Hull Paragon SB (HP)	0 20		Station Sidings AD = Sidings A to D - some with OOU platform faces. E = Siding E - with OOU platform face.
HULL	0 00		PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN899	001	Hessle East Jn to Hull Dairycoates	PHC	London North Eastern	07/12/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hessle East Jn (LN898 mileage = 3m 20ch)	0 00	ADS 15 To/From Neville Hill Jn see LN898 seq 007 15	NRN GSM-R ONTS Hessle Road SB (HR) 093 RA8
Dairycoates LC (OPEN)	0 69	To/From Neville Hill Jn / Hessle Road South Jn see LN684 seq 001	ADS = Hull Dairycoates Arrival/Departure Siding
Boundary to Private siding	1 09	Hull Dairycoates Unloading Bunker - Private siding Network Rail	
		RR ADS	RR = Hull Dairycoates Run Round Siding
Hull Dairycoates end of siding	1 28		

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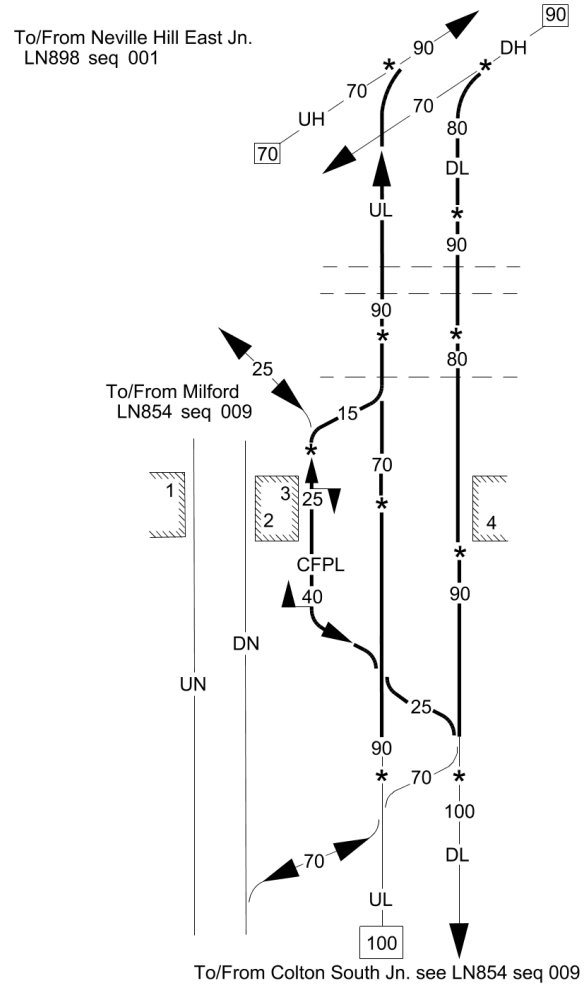
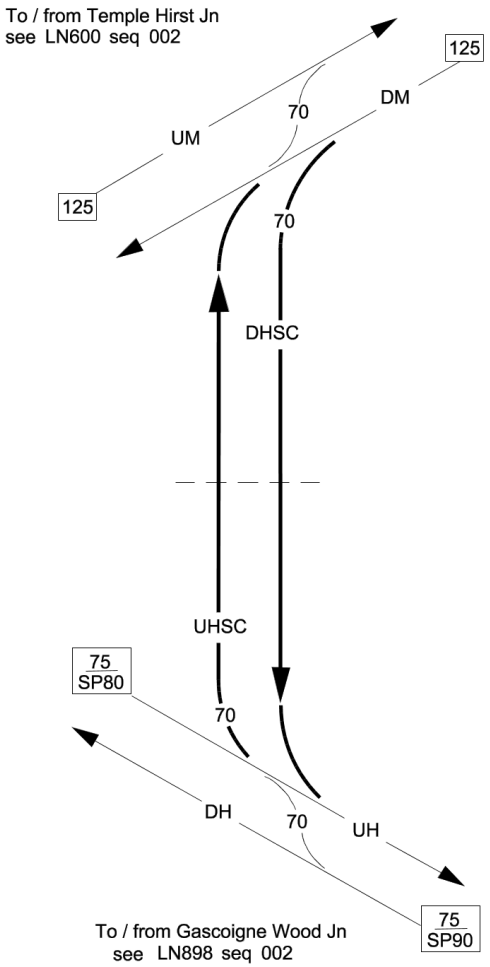
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN900	001	Neville Hill West Jn. to Hunslet East	HUE	London North Eastern	27/12/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Neville Hill see LN836 seq 009	GSM-R TCB York ROC Leeds East WS (L) RA10
Neville Hill West Jn	0 00	15	TPWS not provided
	0 04 *	15 * 20	
		HEA/D	HEA/D - Hunslet East Arrival / Departure
		Up Down	① To/From Leeds ORT, Shell and Engineers Sidings
Hunslet East Stop Board	0 55	①	GSM-R Down: End of GSM-R area: 0m 55ch Up: Start of GSM-R area: 0m 55ch

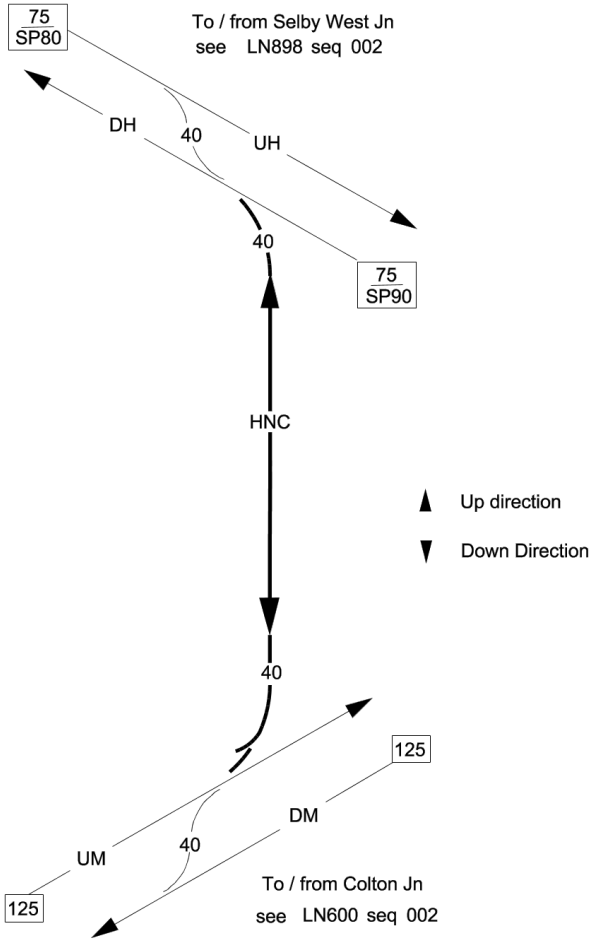
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN902	001	Micklefield Jn to Church Fenton North Jn	CFM	London North Eastern	15/12/2021

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCS York ROC Leeds East WS (Y, CF) RA9 UH = Up Hull DH = Down Hull UL = Up Leeds DL = Down Leeds
Micklefield Jn	15 63 *			
	15 63			
	15 43 *			
Adamsons LC (UWC)	11 36	T		
Poulters LC (UWC)	11 14	T		
	11 12 *			
Rose Lane LC (UWC)	10 79	T		
	10 77			
	10 66 *			
CHURCH FENTON	10 58 *			CFPL = Church Fenton Up Passenger Loop = 288m / 315 yards NOTE: CFPL shared with LN854
	10 54 *			
	10 37			
Church Fenton North Jn	10 36			
	10 31 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN904	001	Hambleton South Jn to Hambleton West Jn	HSC	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hambleton South Jn	174 10		GSM-R TCB York ROC RA10 Hambleton Workstation (Y) Note: UM & DM (ECML) = AC: York EC UHSC = Up Hambleton South Curve DHSC = Down Hambleton South Curve
Scalm Lane LC (R/G)	174 56		
Hambleton West Jn	175 33		DH = Down Hull UH = Up Hull

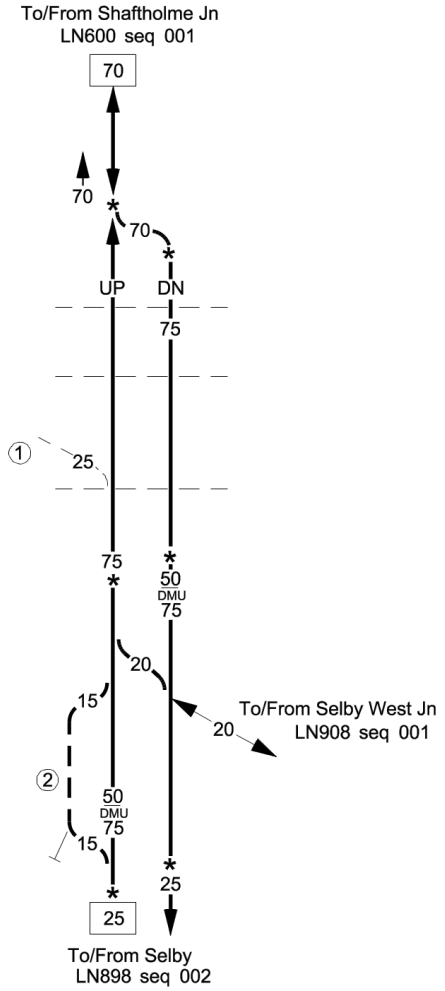
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN906	001	Hambleton East Jn to Hambleton North Jn	HNC	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hambleton East Jn	3 34		GSM-R TCB York ROC RA10 Hambleton Workstation (Y) DH = Down Hull UH = Up Hull HNC - Up Hambleton North Curve Down
Hambleton North Jn	4 00		Note: UM & DM (ECML) = AC: York ECR

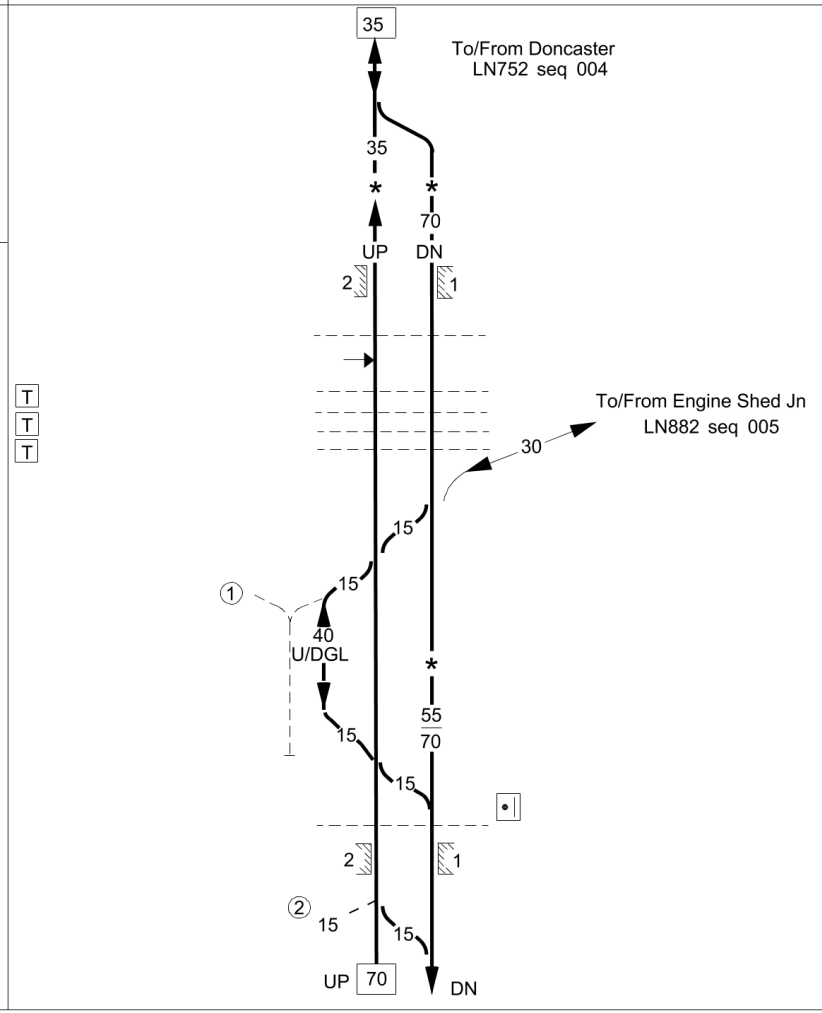
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN908	001	Selby West Jn to Canal Jn	SEC	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Selby SB (S) RA9
		To/From Hambleton East Jn LN898 seq 002	
Selby West Jn	0 00	20	

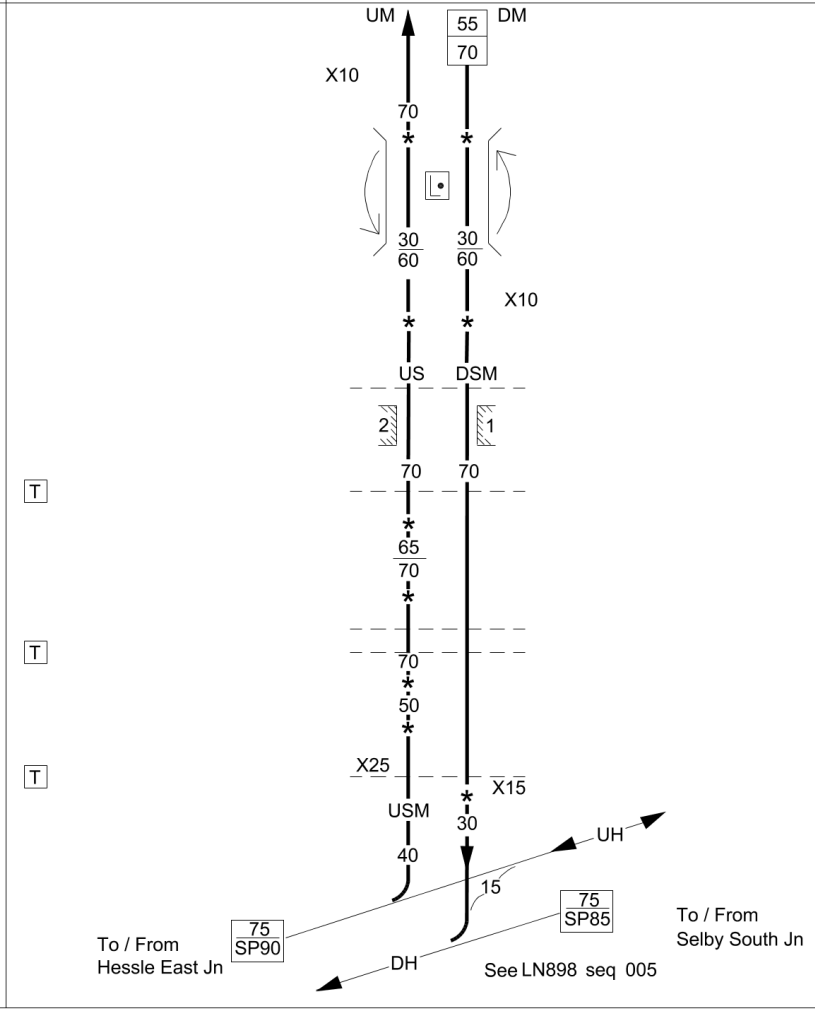
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN910	001	Temple Hirst Jn to Selby South Jn	TCW1	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Temple Hirst Jn	169 16		GSM-R TCB York ROC RA9 York Hambleton Workstation (Y)
	169 46 *		
	169 55 *		
Burn Lane LC (MCB-OD)	170 70		
Henwick Hall LC (MCB-OD)	172 20		
	172 75		① - To/From Engineers Siding
Brayton LC (CCTV)	173 02		Selby SB (S)
	173 26 *		
	173 27 *		
Canal Jn (Selby)	173 59		
	174 06 *		② - Secured out of use
	174 09 *		
Selby South Jn	174 11		

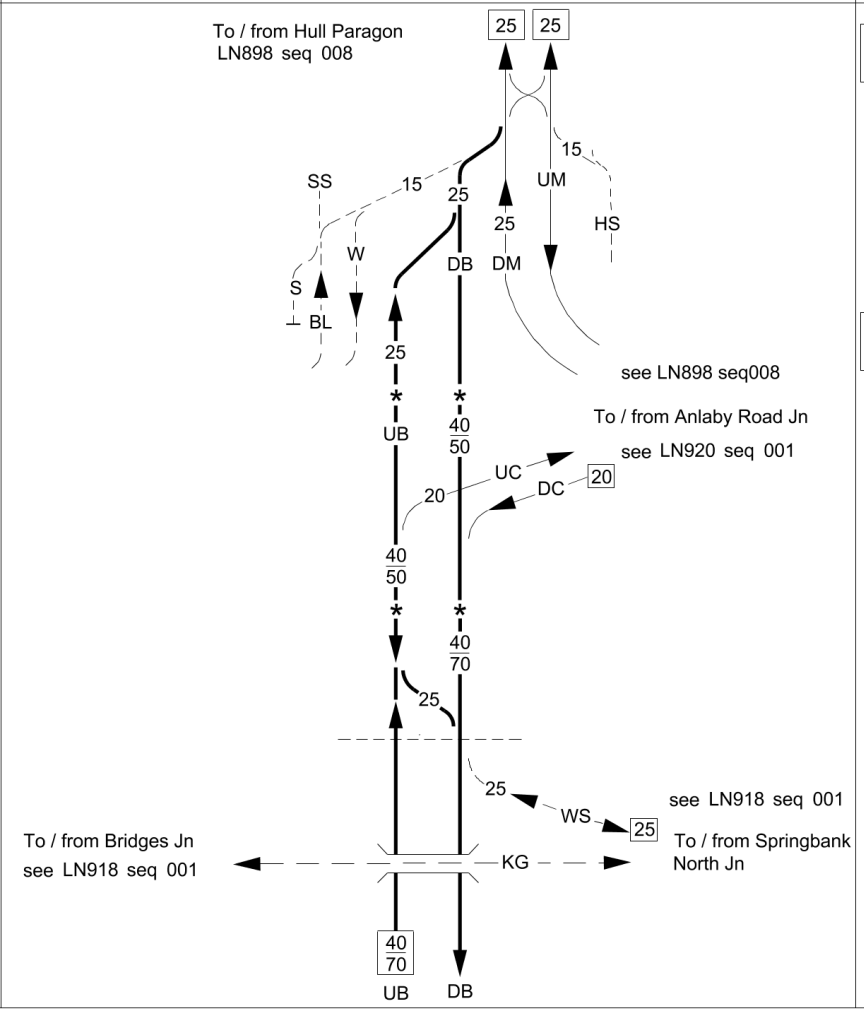
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN912	001	Thorne Jn to Gilberdyke Jn	TJG1 TJG2	London North Eastern	16/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Thorne Jn	7 69		GSM-R TCB Doncaster SB (D) RA8
	8 00		
	8 05 *		TOWS 8 00 to 8 05 Doncaster line
	9 09		
	14 06		
THORNE NORTH	14 02		
Thorne Moorends LC (AHBC)	12 32		
Hot Axle Box Detector	12 32		
Moorends Farm LC (UWC)	11 51	T	
Tennitts (UWC)	11 04	T	
Creykes LC (R/G)	10 19	T	CW Up at 7 10 (768 yards before reaching signal G.50)
Hook Moor Farm LC (UWC)	9 35	T	① - To/From Goole Docks
			U/DGL = Up/Down Goods Loop = 365m / 1197ft
Potters Grange Jn	7 05		
	6 72 *		Goole SB (G)
Goole SB (G)	6 51		
Boothferry Road LC (MCB)	6 51		
GOOLE	6 46		② - Sidings

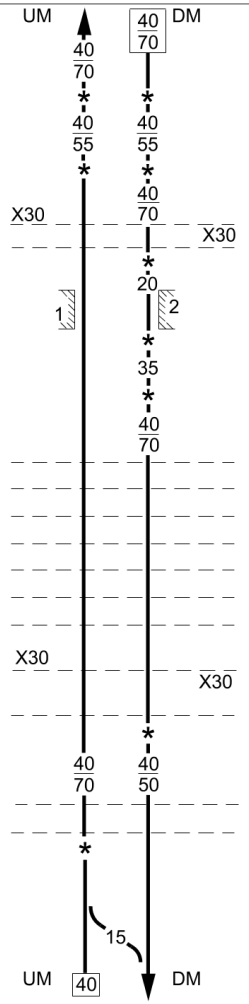
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN912	002	Thorne Jn to Gilberdyke Jn	TJG2	London North Eastern	06/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	5 25 X		GSM-R TCB Goole SB (G) RA8
	5 17 *		Goole Bridge SB (GB)
Goole Bridge SB (GB)	5 06		
Goole Bridge	5 06		X= 10MPH (X10) between 5m 00ch and 5m 25ch for wrong direction movement over Swing Bridge (Goole)
	5 00 X		
	4 79 *		TCB York ROC (TG) Brough Workstation
Saltmarshe LC (OD)	3 49		
SALTMARSHE	3 47		
Baulkholme LC (UWC)	2 75	T	USM = Up Saltmarshe DSM = Down Saltmarshe
	2 72 *		
	1 78 *		
Green Oak Goit LC (OD)	1 42		
Mill Lane LC (UWC)	0 75	T	
	0 40 *		
	0 17 *		
Gilberdyke LC (R/G) Pedestrians only	0 15		
Gilberdyke LC (UWC)	0 15	T	
	0 08 *		
Gilberdyke JN	0 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	001	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	06/09/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
West Parade Jn	0 25		GSM-R TCB Hull Paragon SB (HP) RA7 S = Stock Siding OOU. BL = Bypass Line from Botanic Gardens Depot. W = Washer Road to Botanic Gardens Depot via Washer. SS = Stabling Sidings OOU. HS = Headshunt. DB = Down Scarborough UB = Up Scarborough.
	0 48 *		Hessle Road SB (HR) Note UM & UB have wrong direction signal moves.
West Parade North Jn	0 72		DC = Down Cottingham UC = Up Cottingham DB = Down Scarborough UB = Up Scarborough.
	0 73 *		
Walton Street LC (CCTV)	1 25		
Walton Street Jn	1 29		WS = Down Walton Street Up (Goods Branch) KG = Down King George Docks Up
	1 48		

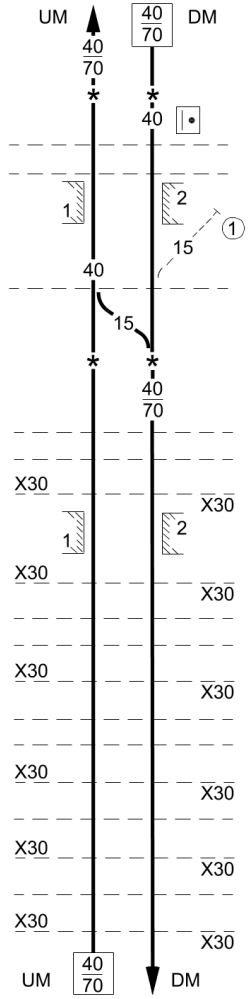
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	002	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	10/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Beverley SB (BS) RA6
	1 55 *		
	2 17 *		
Snuff Mill Lane FPW (OMSL - X)	3 36		OMSL - See General Instruction
Thwaite Gates LC (CCTV)	3 63		
	3 67 *		
COTTINGHAM	3 77		
	4 00 *		
	4 04 *		
Cottingham North LC (CCTV)	4 17		
Holtby (UWC)	4 50	T	
Atkinsons (UWC)	4 72	T	
Pillwood Farm (UWC)	5 00	T	
Roadside (UWC)	5 14	T	
Wanless (UWC)	5 28	T	
Halfway House (UWC)	6 02	T	
Beverley Parks LC (AHBC-X)	6 51		
Ashworths LC (UWC)	7 01	T	
	7 24 *		
England Springs LC (UWC)	7 57	T	
Flemingate LC (RC)	8 02		
	8 02 *		
	8 12		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	003	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	10/08/2024

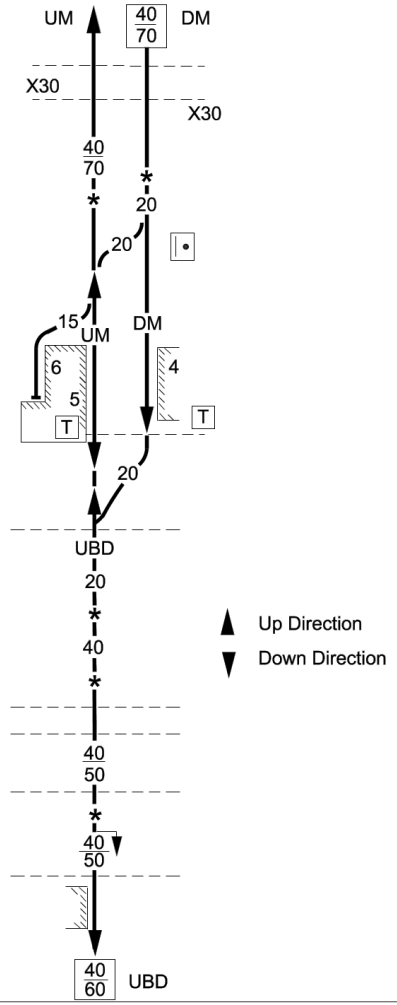
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UM 40/50 DM; 40; 25; 1; 2; 25; 40/70	GSM-R; TCB Beverley SB (BS); RA6
Beverley LC (MCB)	8 16		
	8 16 *		
Beverley SB (BS)	8 16		
BEVERLEY	8 20		AB
	8 26 *		
Cherry Tree LC (CCTV)	8 39		
Beverley North LC (CCTV)	8 62		
Brumfields (UWC)	10 09	T	
Park Cottage (UWC)	10 14	T	
ARRAM	11 16	1; X30; X30; 2	
Arram LC (AHBC-X)	11 16		
Scorborough LC (AHBC-X)	12 24	X30; X30	
Lockington LC (AHBC-X)	12 74	X30; X30	
Beswick LC (AHBC-X)	13 53	X30; X30	
Kilnwick LC (AHBC-X)	14 01	X30; X30	
Watton LC (AHBC-X)	14 44	X30; X30	
Abbey Farm UWC (LN914)	15 04	T	Driffield SB (D)
Cranswick LC (AHBC-X)	16 18	X30; X30	
HUTTON CRANSWICK	16 21	1; 2	
Hutton LC (AHBC-X)	16 73	X30; X30	
Low Green Farm (UWC)	17 29	T	
		UM 40/70 DM	

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

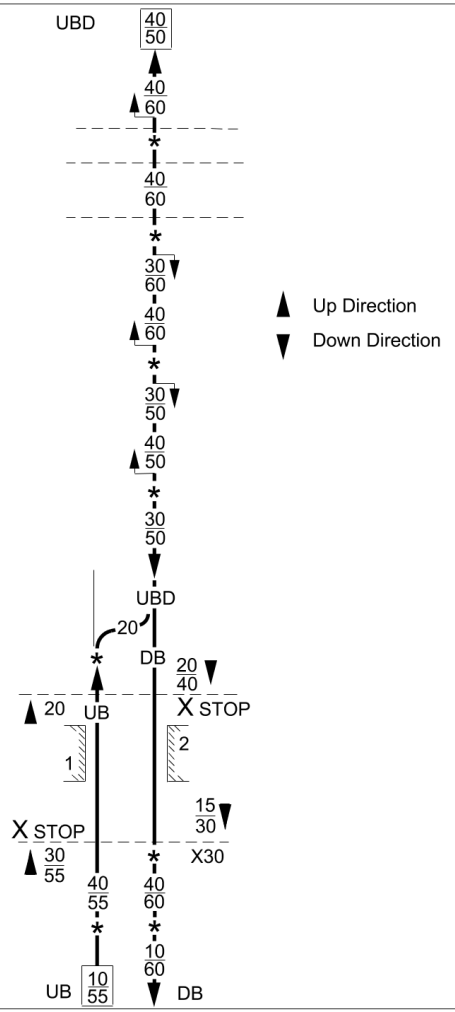
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Driffield SB (D) RA6
	19 20 *		
Driffield SB (D)	19 26		
Driffield LC (MCB)	19 26		
Driffield Station LC (RC)(MCB)	19 34		
DRIFFIELD	19 38		① - Engineers Siding
Wansford Road LC (CCTV)	19 54		
	19 60 *		
Meadow Gates (UWC)	20 00	T	
Chicken Farm (UWC)	20 69	T	
Nafferton LC (AHBC-X)	21 44		
NAFFERTON	21 44		
Nether Lane LC (AHBC-X)	21 58		
Black Carr (UWC)	22 09	T	
Outgates Farm (UWC)	22 76	T	OMSL - See General Instruction
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		
Harpham (UWC)	25 10	T	
Burton Agnes LC (AHBC-X)	25 45		
Manor Farm (UWC)	26 40	T	
Thornholme LC (UWC - OMSL-X)	26 61	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	005	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	12/02/2024

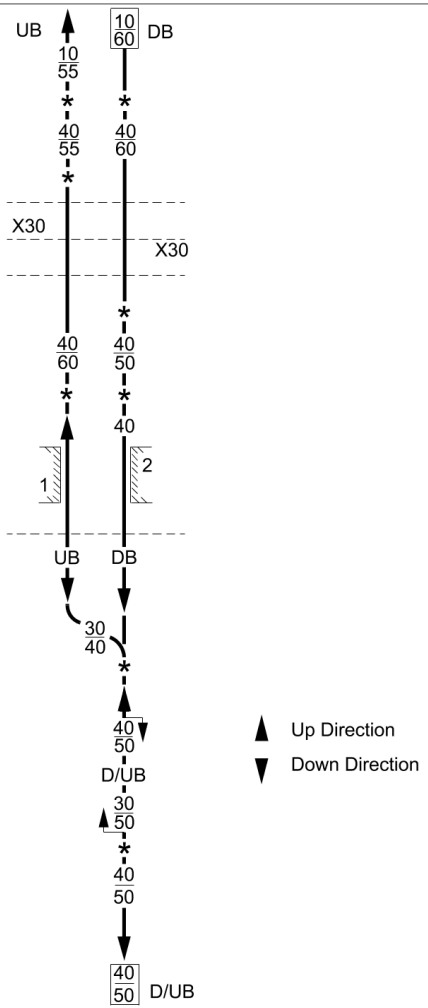
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Haisthorpe (UWC)	27 25	T	GSM-R AB Bridlington SB (BN) RA6
Carnaby LC (AHBC-X)	28 52		
	30 47 *		
	30 49 *		
Bridlington SB (BN)	30 58		
BRIDLINGTON	30 72		Permissive Working for classes 1,2,3(ECS),5,9 & 0 :- Platform 4: Not authorised. Platform 5: PP-C only from BN103 & BN108 signals. Platform 6 (Bay) : Full PP authorised.
Bridlington Station Barrow Crossing	30 77		
Bridlington Quay LC (CCTV)	31 06		TB
	31 10 *		UBD = Up Bridlington Down
	32 01 *		
Sewerby LC (AHBC)	32 35		
Flamborough LC (AHBC)	33 31		
Bempton Sands Lane LC (UWC)	34 19	T	
	34 30 *		
Bempton LC (AHBC)	34 43		
BEMPTON	34 43		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	006	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	06/09/2021

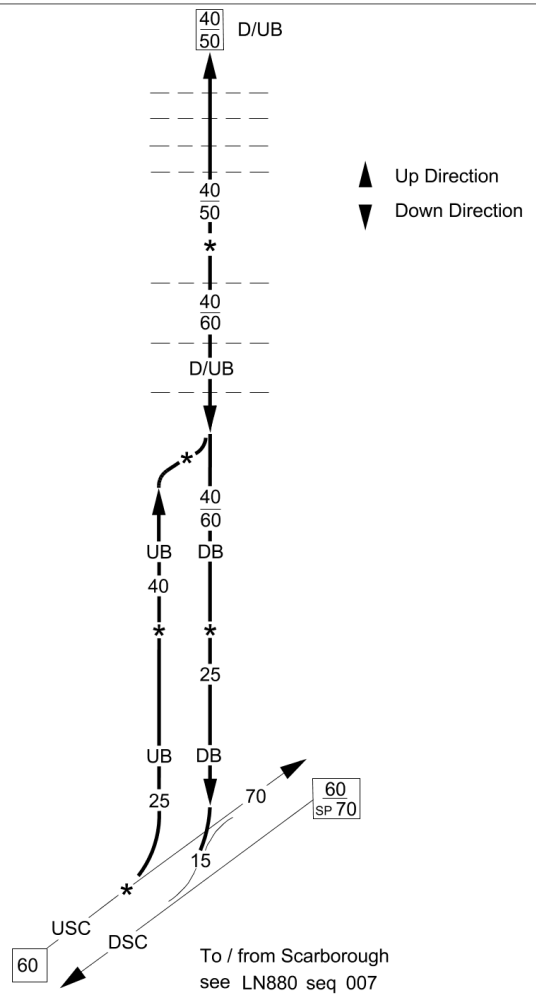
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TB Bridlington SB (BN) RA6 UBD = Up Bridlington Down Seamer SB (SR) TCB DB = Down Bridlington UB = Up Bridlington
Buckton Lane LC (AHBC)	35	16			
	35	16	*		
Speeton LC (AHBC)	37	34			
Barf Farm LC (UWC)	39	63		T	
	40	63	*		
	41	01	*		
	41	44	*		
Hunmanby Jn	41	47			
	41	49	*		
Hunmanby Station LC (ABCL-X)	41	51			
HUNMANBY	41	53			
Hunmanby Sands Lane LC (ABCL-X)	41	72			
	41	72	*		
	42	27	*		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	007	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	06/09/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	42 33 *		GSM-R TCB Seamer SB (SR) RA6
	42 47 *		DB = Down Bridlington UB = Up Bridlington
Royal Oak Farm (UWC)	42 49	T	
Royal Oak LC (AHBC-X)	43 04		
Lowfield No2 (UWC)	43 28	T	
	43 40 *		
	44 20 *		
FILEY	44 30		
Filey LC (CCTV)	44 35		
Filey Jn	44 49		
	44 50 *		D/UB = Up & Down Bridlington
	44 58 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN914	008	Hull (Paragon) to Seamer West Jn	HBS	London North Eastern	06/09/2021

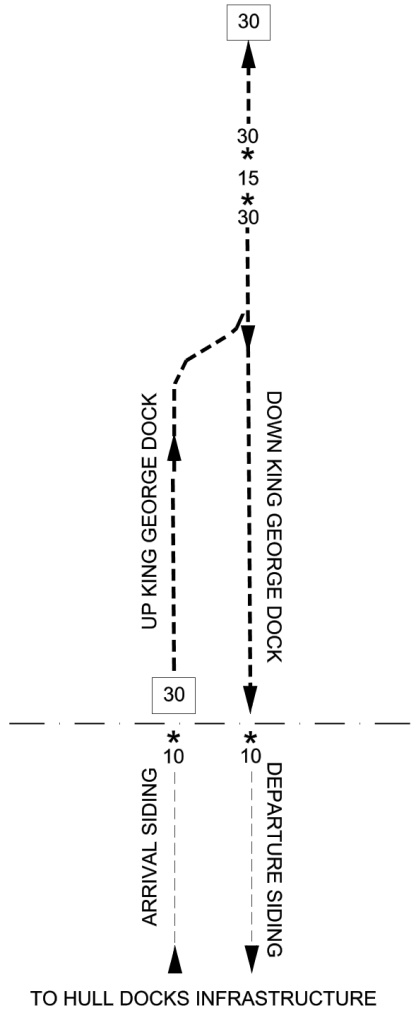
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
East Lea (UWC - OMSL)	45 07	T	TCB Seamer SB (SR) RA6
Grange Farm (UWC)	45 26	T	D/UB = Up & Down Bridlington
Muston LC (AHBC)	45 41		OMSL - See General Instruction
Gristhorpe LC (MCG)	46 39		
	46 40 *		
Lebberston Road LC (MCG)	46 72		
Cayton LC (AHBC)	48 19		
Grove Farm LC (UWC)	49 06	T	
Seamer South Jn	49 77		
	49 77 *		DSC = Down Scarborough USC = Up Scarborough
			DB = Down Bridlington UB = Up Bridlington
	50 36 *		
Seamer West Jn	50 43		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN916	001	Hessle Road to Saltend	HJS	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hessle Road SB (HR)	0 00	To/From Gilberdyke Jn LN898 seq 007 UP DN 30 30	GSM-R TCB Hessle Road SB (HR) RA8
	0 06		AWS not provided
Springbank South Jn	0 77 *	* 15	
Springbank North Jn	1 38	25 To/From Walton Street Jn LN918 seq 001 30	RA7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN916	002	Hessle Road to Saltend	HJS	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Hessle Road SB (HR) RA7
			AWS not provided
Hull River Swing Bridge	3 72 * 3 76 3 79 *		
Bridges Jn	5 15		
			GSM-R
Network Rail / ABP Boundary	5 62 5 62 *		Up: Start of GSM-R area at 5m 62ch Down: End of GSM-R area at 5m 62ch

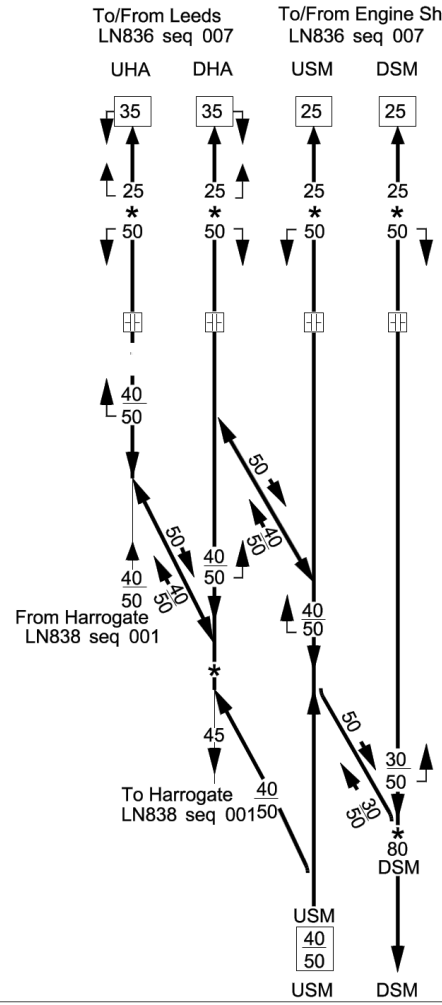
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN918	001	Springbank North Jn to Walton Street Jn	SPW	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Hessle Road LN916 seq 001	GSM-R TCB Hessle Road SB (HR) RA8 AWS not provided TPWS not provided
Springbank North Jn	1 54	25	
Walton Street Jn	1 29	25 To/From Hull LN914 seq 001	

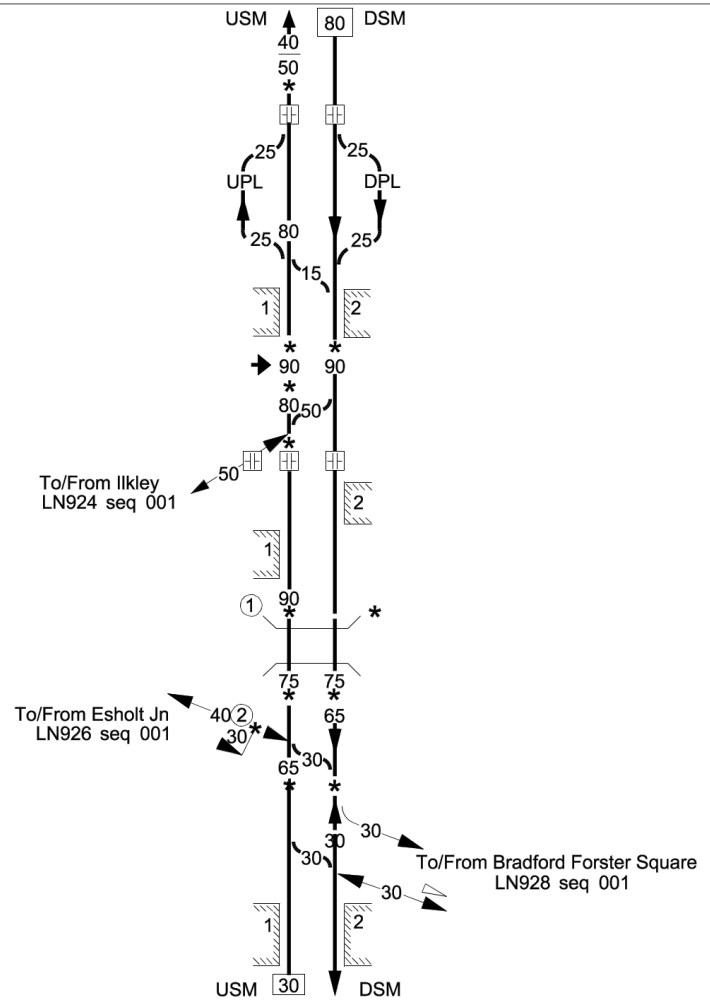
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN920	001	Anlaby Road Jn to West Parade North Jn	AWP	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Anlaby Road Jn	0 00	To/From Gilberdyke Jn LN898 seq 008 UP DN 20	TCB Hessle Road SB (HR) RA8 GSM-R
West Parade North Jn	0 24	20 To/From Beverley LN914 seq 001	

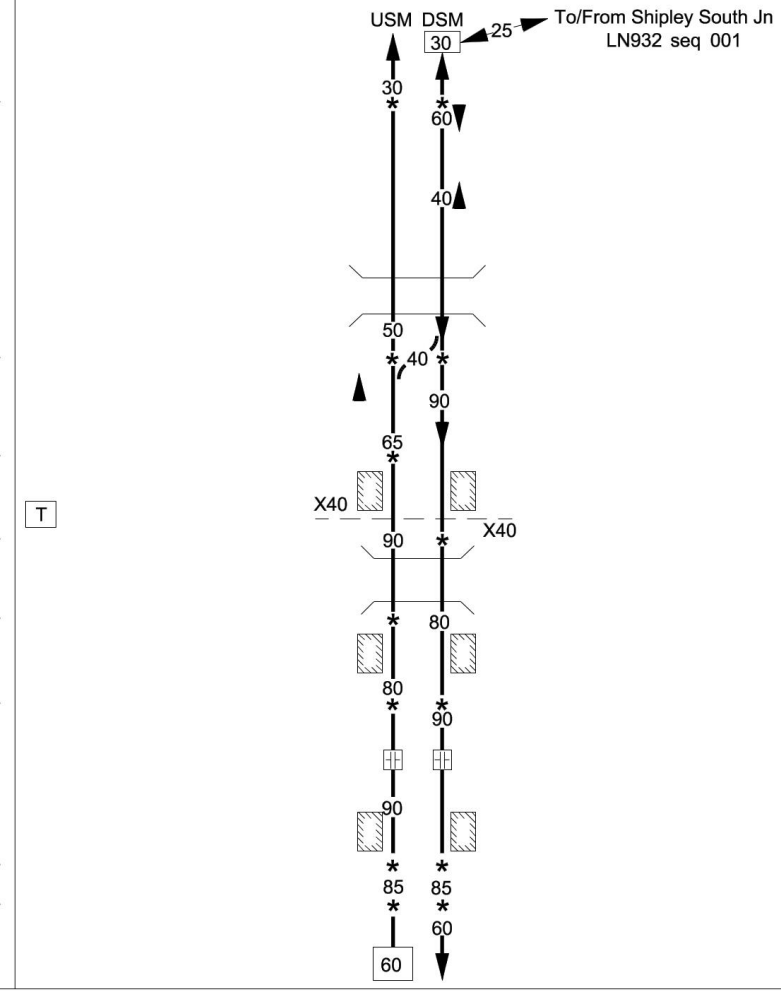
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN922	001	Whitehall West Jn to Hellifield South Jn	TJC3	London North Eastern	01/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Whitehall West Jn	195 57		GSM-R TCB York ROC Leeds West WS (L) RA8 AC: York ECR
	195 63 *		DSM = Down Shipley Main USM = Up Shipley Main DHA = Down Harrogate UHA = Up Harrogate
Armley TSL OHNS	196 13		
APCO Zone commencement (Selective)	196 15		= Automatic Power Change Over - Pantograph Raise
Armley Jn	196 16		
	196 18		
	196 23		
	196 24		
	196 25 *		
	196 32 *		
	196 39		TOWS from 196 34 to 221 13 - See Local Instruction DSM=Down Shipley Main

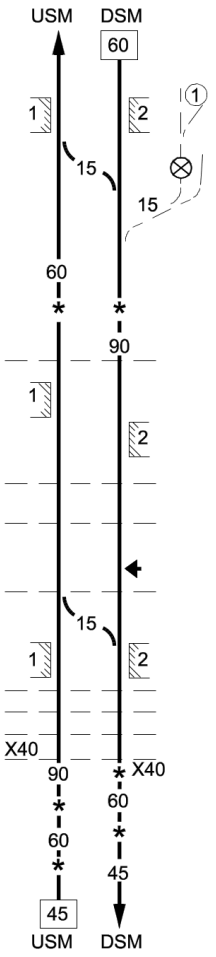
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN922	002	Whitehall West Jn to Hellifield South Jn	TJC3	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	196 42 *		GSM-R TCB York ROC Leeds North RA8 West WS (L) AC: York ECR TOWS throughout - See Local Instruction DSM = Down Shipley Main USM = Up Shipley Main UPL = 518m / 1701 feet DPL = 518m / 1701 feet Other crossings in this area T Bridge 28A at 199 69 T Bridge 32 at 201 19 Maximum speed for all other trains is 35mph between Apperley Jn and Ilkley. T Bridge 38 (Apperley Viaduct) at 203 00 and 203 10 ① - Applies only to Class 1, 2 & 5 trains. Other crossings in this area T Bridge 39 at 203 15 T Bridge 40 at 203 29 NOTE Bridge telephones are at both ends of bridge on Down Side ② - Applies only to Class 1, 2 & 5 trains. Maximum speed for all other trains is 35 mph between Dockfield Jn and Esholt Jn
Kirkstall Loops OHNS	197 21		
	197 31		
Kirkstall Loops			
	198 00		
KIRKSTALL FORGE	199 25		
	200 24 *		
Apperley HABD	201 40		
	201 75 *		
Apperley Junction	202 00		
	202 05 *		
Apperley TSL OHNS	202 15		
Platform 2	202 65		
APPERLEY BRIDGE			
Platform 1	202 79		
	203 42 *		
Thackley Tunnel	203 43		
(1496 yards)	to 204 31		
	205 00 *		
Dockfield Jn	205 47		
	205 53 *		
Shipley East Jn	205 54		
SHIPLEY	205 72		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN922	003	Whitehall West Jn to Hellifield South Jn	TJC3	London North Eastern	14/03/2023

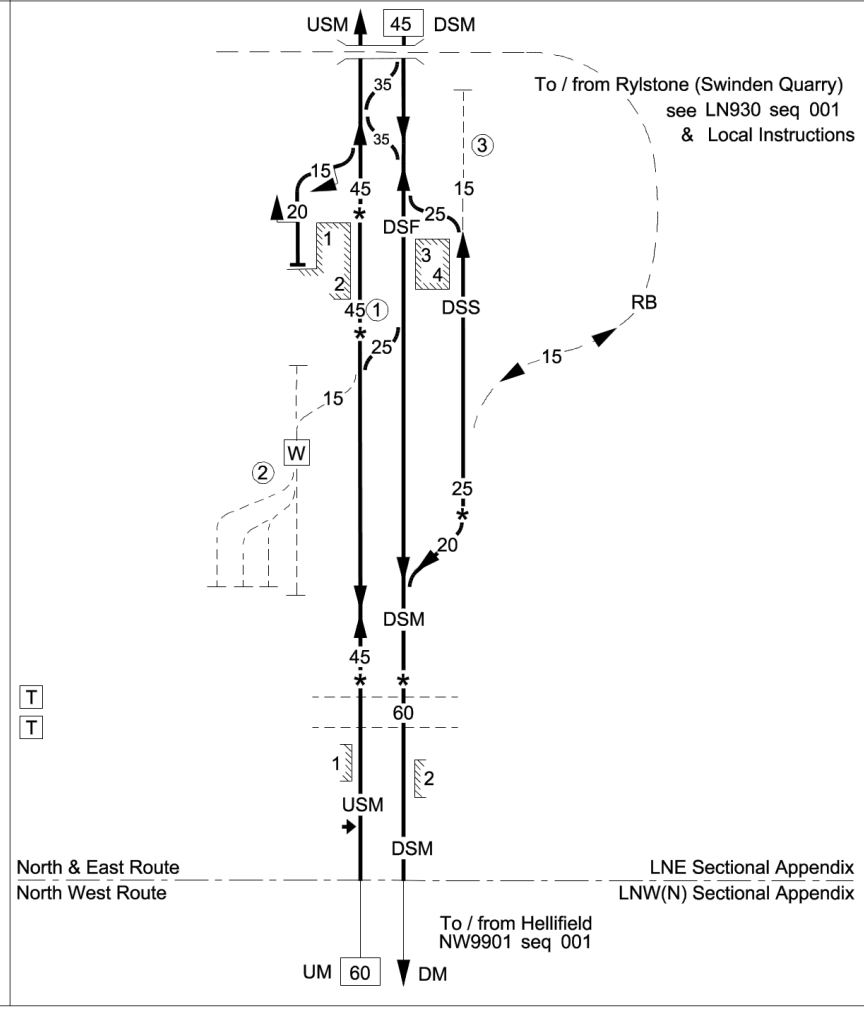
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shipley West Jn	206 00		GSM-R
	206 01 *		TCB York ROC Leeds North RA8 West WS (L) AC: York ECR
			TOWS throughout - See Local Instruction
			USM = Up Shipley Main DSM = Down Shipley Main
Shipley Tunnel (50m / 55 yards)	206 06 to 206 09		T Telephone fitted at crossing
	206 25 *		OMSL - See general instruction
	206 49 *		
SALTAIRE	206 51		
Hirstwood FPW (OMSL - X)	207 27	T	
	208 56 *		
Bingley Tunnel (138m / 151 yards)	208 56 to 208 63		
	208 63 *		
BINGLEY	208 68		
	209 11 *		
Bingley FS OHNS	209 21		
CROSSFLATTS	209 45		
	211 13 *		
	211 52 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN922	004	Whitehall West Jn to Hellifield South Jn	TJC3	London North Eastern	10/08/2024

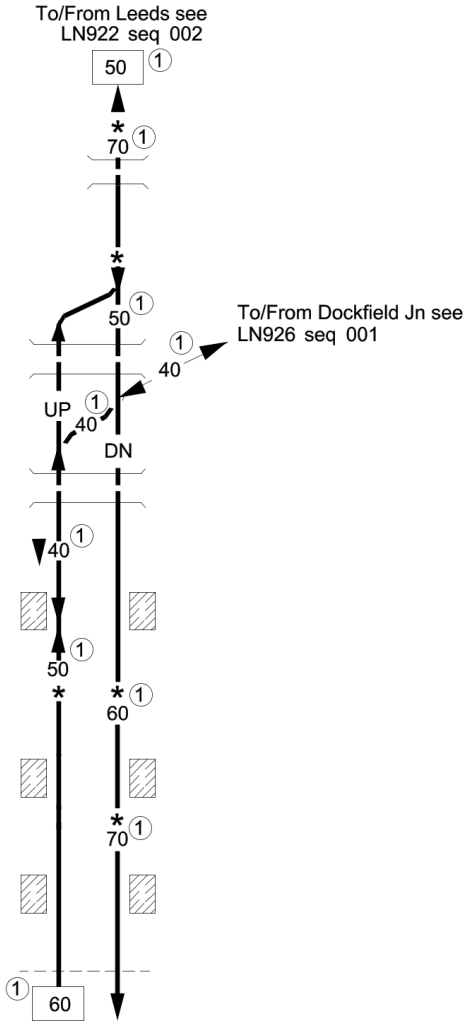
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC Leeds North RA8 West WS (L) AC: York ECR TOWS throughout. See Local Instruction T = Up & Down sides immediately south of Bridge 70 at 211 71 ; immediately north of Bridge 72 at 212 14, and at Ground Frame to Keighley & Worth Valley Railway ① - To/From Keighley & Worth Valley Railway ⊗ = Derailer USM = Up Shipley Main DSM = Down Shipley Main
KEIGHLEY	212 06		
	212 22		
	212 67 *		
Gotts LC (UWC)	213 15	T	
STEETON AND SILSDEN	215 04		
Eastburn LC (UWC)	215 55	T	
Raws LC (UWC)	216 10	T	
Kildwick HABD	216 50		
Kildwick LC (CCTV)	216 52		
CONONLEY	218 20		
Cononley LC (CCTV)	218 22		
Shady Lane LC (UWC)	218 52	T	
Pettys No.1 LC (UWC)	218 60	T	
Throstle Nest FP (OMSL-X)	219 26		OMSL - See General Instruction
	219 78 *		
	220 02 *		
	220 60 *		
	220 69 *		

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		GSM-R TCB York ROC Leeds North West WS (L) RA8 AC: York ECR TOWS provided south of 221m 13ch. See Local Instructions. 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. ① Electric trains 25mph maximum permissible speed USM / Platform 2. USM: Up Shipley Main. DSM: Down Shipley Main. DSF: Down Shipley Fast. DSS: Down Shipley Slow. RB: Rylstone Branch. W: Train washer. Change of ELR: 221m 68ch - TJC3 to SKW1. ② Skipton Up Sidings. ③ Skipton Down Stabling Siding. Gargrave Hot Axle Box Detector linked to York ROC.
	221 16 *		
SKIPTON	221 21		
	221 30 *		
Skipton Middle Jn	221 33		
(DSF & DSS lines limit of OLE)	221 35		
	221 58 *		
Skipton North Jn	221 60		
(USM line LOS and limit of OLE)	221 73		
	222 18 *		
Marshalls LC (UWC)	222 18	T	
Niffany LC (UWC)	222 50	T	
GARGRAVE	224 79		
Gargrave HABD	226 59		
(Route boundary and Sectional Appendix boundary)	230 00	North & East Route / North West Route — LNE Sectional Appendix / LNW(N) Sectional Appendix	Hellifield SB (HD)

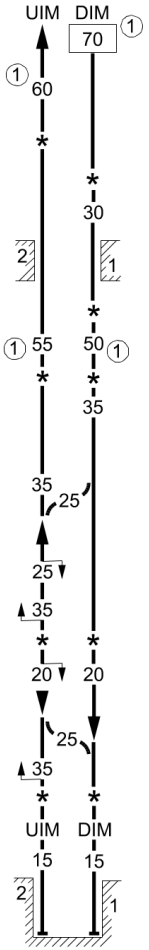
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN924	001	Apperley Jn. to Ilkley	ILK1 ILK2	London North Eastern	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TOWS York SB (L) RA7 AC: York ECR
Apperley Jn	202 3		
	202 7 *		
Apperley Lane Tunnel (69m / 75 yards)	202 61 to 202 64		
	204 0 *		
Springs Jn	204 1		
Springs Tunnel (70m / 77 yards)	204 7 to 204 11		
Esholt Jn	204 32		
Greenbottom Tunnel (123m / 134 yards)	204 61 to 204 67		
GUISELEY	205 22		
	205 23 *		
MENSTON	206 53		
	206 70 *		
BURLEY IN WHARFEDALE	208 2		
Sun Lane LC (UWC)	208 50	T	

(1) Applies only to passenger trains (loaded or empty). All other trains 35mph maximum speed between Apperley Jn. and Ilkley

TOWS throughout. See Local Instruction.

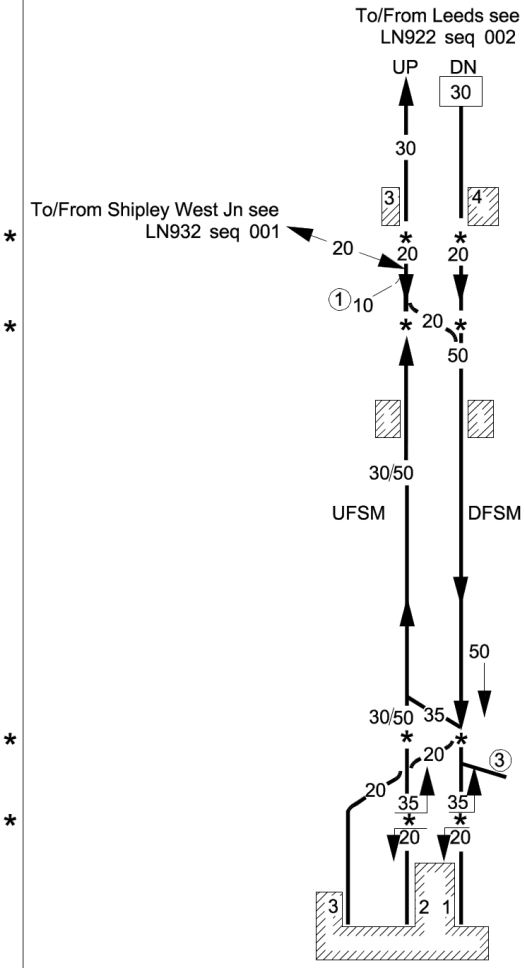
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN924	002	Apperley Jn. to Ilkley	ILK2	London North Eastern	24/10/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TOWS York ROC (L) RA7 Leeds North West workstation AC: York EC
	209 40 *		UIM = Up Ilkley Main DIM = Down Ilkley Main
	210 18 *		
BEN RHYDDING	210 21		(1) Applies only to passenger trains (loaded or empty). All other trains 35mph maximum speed between Apperley Jn. and Ilkley
	210 25 *		
	210 65 *		TOWS throughout except in Ilkley Station platforms. - See Local Instruction.
	210 70		
	211 05 *		
	211 08		
	211 09 *		
ILKLEY	211 20		PP - Permissive Working - full use for class 1, 2, 3 (ECS & RHTT), 5, 9 & 0 trains.

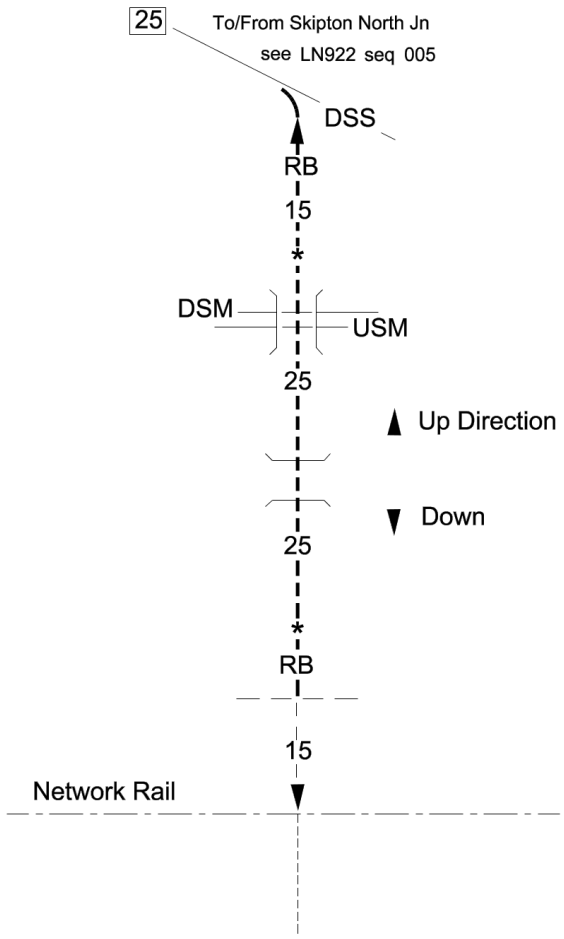
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN926	001	Dockfield Jn. to Esholt Jn.	GUE2	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Shipley see LN922 seq 002	GSM-R
		40 (1)	TOWS York ROC - Leeds North West RA5 AC: York ECR
Dockfield Jn	3 41		TOWS throughout. - See Local Instruction.
		30	
	3 34 *	*	
BAILDON	2 29		
		(1) 50	
	2 16 *	*	(1) Applies only to passenger trains (loaded or empty). All other trains 35 mph Maximum speed. RA6 locos not to exceed 10mph when passing over bridge No.1 at 3m 19ch.
		(1) 50	
Baildon No.1 Tunnel (142m / 156 yards)	2 14 to 2 07		
		(1) 60	
Baildon No.2 Tunnel (250m / 274 yards)	2 03 to 1 71		
	1 70 *	*	
Esholt Tunnel (501m / 548 yards)	0 52 to 0 27		
		(1) 60	
	0 11 *	*	
		(1) 40	
Esholt Jn	0 00		
		40 (1)	
		To/From Ilkley see LN924 seq 001	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN928	001	Shipley East Jn. to Bradford Forster Square	SBF	London North Eastern	28/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shipley East Jn	205 54		GSM-R TCB York ROC Leeds North RA8 West WS(L) AC: York ECR
SHIPLEY	205 73		GSMR Codes Bradford Forster Square Platform 1 = 331 Platform 2 = 332 Platform 3 = 333
	205 77 *		
Shipley South Jn	206 00		
	206 05 *		① Crossley Evans Siding
FRIZINGHALL	206 67		TOWS throughout except between 206 53 and 207 19 and in Bradford Forster Square Station Platforms. - See Local Instruction.
	208 23		DFSM = Down Forster Square Main
	208 26 *		
	208 30		③ Points clamped and scotched out of use
	208 34 *		
BRADFORD FORSTER SQUARE	208 50		PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains.

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		GSM-R ETB York SB RA8 AWS not provided at Rylstone LC Down and Up reflectorised Distant boards at 5 05 and 5 33 respectively RB = Rylstone Branch OTNS Skipton Middle Jn to Rylstone LC (TMO) also see local instructions for LN922 DSS = Down Shipley Slow $ DSM = Down Shipley Main $ USM = Up Shipley Main $ $ = OLE AC : York ECR
	222 33		
	222 68		
	222 60 *		
	222 26		
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		GSM-R Movements authorised by PIC # Up: Start of GSM-R area at 6m 50ch Down: End of GSM-R area at 6m 50ch # = Rylstone (Swinden Quarry) Person In Charge (PIC) to authorise all movements between Rylstone LC 5m 17ch and the End of Line 7m 09ch.
Route Boundary	6 50		
Rylstone (Swinden Quarry) Private Sidings (End of Line)	7 09		

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
			GSM-R
			TCB York ROC Leeds North RA8 West WS (L) AC: York ECR
		To/From Bradford Forster Square see LN928 seq 001	
		20	
Shipley South Jn	0 00		
	0 04	*	
		10	
		UDSC	UDSC - Up & Down Shipley Curve
		5	
SHIPLEY	0 08		
		Up ▲ ▼ Down	
		10	
	0 11	*	
Shipley West Jn	0 17		
		25	
		To/From Skipton see LN922 seq 003	

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LN836 (DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN)

From	To	Type of Train	Line(s)	Remarks
Doncaster Down Decoy	Wabtec Wagon Works, Marshgate Jn	Freight and ECS Vehicles for repair	Direct	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

Dated: 02/12/06

LN854 (HALL ROYD JN. TO SKELTON JN.)

From	To	Type of Train	Line(s)	Remarks
Kirkgate West Jn signal 1217 or 1219	Turners Lane Jn signal 1254	All non-passenger traffic	Down L & Y / Kirkgate Through, in down direction only,	Trains or vehicles may be propelled in accordance with the Rule Book.
Turners Lane Jn signal 1254	Kirkgate West Jn signal 1217 or 1219	All non-passenger traffic	Up L & Y (in up direction only through Platform 2). / Up Kirkgate Goods Loop	Trains or vehicles may be propelled in accordance with the Rule Book.
York Siemens Depot	Holgate Reception Sidings	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
York Turn Table	Holgate Reception Sidings	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Reception Sidings	York Siemens Depot	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Reception Sidings	York Turn Table	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Holgate Loop/Reception	York Yard North Y248	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
York Yard North	Holgate Loop/Reception	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Skelton Jn Y666	York Yard North Y248	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book
Skelton Jn Y666	York Yard South Y245	ECS – maximum 2 x support vehicles	Direct	Vehicles may be propelled in accordance with the Rule Book

Dated: 04/11/2017

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LN724 - HOLGATE JN. TO SKELTON JN.

Holgate Jn To Skelton Jn

York Yard North Sidings / Klondyke Yard / Turntable

Before proceeding towards No1 Independent siding / Turntable, the traincrew must have the necessary competence to operate the equipment. York ROC, York North Workstation signaller may signal a train into the area providing they have assurance that no conflicting moves have been authorised.

The person in charge of train movements in the siding is responsible for authorising train movements within the siding and up to the “Stop Await Instructions” departure board. A movement may only be authorised to pass a stop board providing no conflicting movement has been authorised or signalled.

No vehicles must be left stabled on No.1 Independent siding or the turntable area.

Dated: 20/07/19

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

Balne Lane To Copley Hill West Jn.

Single Line Working over the Up Doncaster line - Rule Book Module P1

When Single Line Working is in operation over the Up Doncaster line, it will not be necessary to appoint a Handsignaller for Down direction trains. Drivers of Down direction trains must be instructed by the Pilotman to obey signal L3597. Rule Book, Module P1, Section 3.5a) and Section 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Section 7.1 is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

Leeds West Jn

Signal Passed at Danger (SpaD) Indicators

Drivers MUST STOP if they see a SpaD indicator illuminated irrespective of whether or not the indication applies to the line on which they are traveling, unless they have been given authority to pass it by the Signaller on the Leeds West Workstation, at York ROC.
SpaD indicators are provided in advance of the following signals:-

Signal Number	Location
L3642) One Indicator for L3640) both lines	Leeds West Jn B Line Up direction
	Leeds West Jn C Line Up direction
L3638	Leeds West Jn D Line Up direction
L3636	Leeds West Jn E Line Up direction
L3634	Leeds West Jn F Line Up direction

Dated: 27/12/18

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

LEEDS To Ardsley Tunnel

All Train Operator Companies Controls **must** advise Network Rail Control of the following trains which are to proceed from Leeds station towards Wakefield Westgate:

1. A 225 train formed of 2 class 91s with one loco dead (double headed or top and tailed)

2. A class 91 on 3 traction motors

3. A Class 253/254 train with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p.

If any of the above apply, Network Rail Control will advise you of the circumstances.

On receipt of such advice, the Signaller at York must not clear the signal at the end of the platform concerned until it has been ascertained that the route is clear to signal L208.

The clearing of the signal at the end of the platform in these circumstances is no guarantee that the route will remain clear throughout, and the Driver must continue to observe and obey all signals.

Where possible, signallers should avoid bringing the train to a stand at L3606. This is to prevent the risk of stalling on the incline and/or operating the locomotive safeset equipment, when starting away.

Dated: 27/12/18

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

LEEDS

Between Leeds And Bradford Forster Square

When a Class 225 train for Bradford Forster Square is in reverse formation from Leeds (ie 91 loco leading), the Driver must advise the Signaller at York before departure from Leeds.

Dated: 02/12/06

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

Neville Hill Depot

Protection System: Reception Sidings 1, 2, 3, 4

Equipment

Double sided boards are located on each siding at both the West and the East End. Each board is capable of displaying a white or red light.

Method of working

When a Red light is displayed on the entrance or exit from a Reception siding, no rail movement may be made to or from that Reception siding.

When a White light is displayed movements may be made to or from that Reception siding.

All movements which are made to or from a Reception siding must have the authority of the West End Console Operator. This information may be conveyed by a Shunter.

Dated: 02/12/06

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

Neville Hill Depot

Arrivals

The normal route for trains arriving at the West End of the depot will be by the Depot Arrival Line.

When a train is routed from the Down Hull Main through the facing connection (2317 points) to the Departure Sidings it must be brought to a stand at the West End Console Cabin from where it will be accompanied by a Shunter until completion of the movement.

Departures

Normal departure of trains will be at the West End of the depot by the clearance of Position Light Signal L779 with an appropriate indication (M= Up Hull Main, G= Up Hull Goods Line).

On receiving Authority for departure from the West End Console Operator (Or Shunter) the movement will proceed towards the STOP board located on the approach to Position Light Signal L779 and act in accordance with the instructions displayed, (Proceed When L779 Signal is clear). A contact number for the West End Console is also displayed.

Departures from the East End of the depot may be made via the Ground Frame and will be accompanied by a Shunter. Before such a move is made, staff involved must come to a clear understanding with the Signaller at York IECC (Leeds East Workstation) as to what is required. Permission to approach the Ground Frame must be obtained from the West End Console Operator.

Depot Speeds

The Depot speed limit is **5 mph** excluding the following locations within the depot:-

a) Fuel Shed **3 mph**

b) Underframe cleaning **3 mph**

c) Washer plant **3 mph**

Dated: 02/12/06

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

Neville Hill Up Sidings

Up Sidings. Trains arriving on the Up Sidings Arrival Line from the West must proceed to the notice board at the East end, worded "STOP, PROCEED IF LINE CLEAR".

When the person in charge is not on duty at the sidings, the Guard, or in the case of a light locomotive, the Driver, must advise the Signaller at York ROC Leeds East Workstation when the train or locomotive on the Up Side Arrival Line has been cleared from that line.

Movements along the Up Sidings Arrival Line from East to West are prohibited unless permission of the Signaller at York ROC Leeds East Workstation has been obtained.

Dated: 28/12/18

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

Marsh Lane Jn. To Neville Hill West Jn.

Single Line Working when the Down Hull Main line and Down Hull Goods Loop are blocked.

When both Down lines are blocked, Down trains must be worked as follows:

- they must be signalled using the bi-directional signalling from Quarry Hill Jn over the Up Hull Main line to signal L188.
- a Pilotman must be appointed, and remain at signal L188 to authorise trains to proceed over the Up Hull Goods line and pass signal L190 (the Limit of Shunt) and proceed to and observe ground position light signal L775. A Handsignaller will not be appointed opposite signal L773 due to restricted clearances.

Dated: 02/12/06

LN836 - DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

Neville Hill West Jn.

Up Arrival Line

Vehicles must not be stabled on the Up Arrival Line.

Dated: 02/12/06

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

Bramhope Tunnel

There are four shafts in Bramhope Tunnel and these are numbered 1, 2, 3 and 4, with metal plates fixed flat against the wall at the shafts, commencing from the Weeton end.

Telephones are provided at Nos. 1, 2, 3 and 4 shafts (Nos. 1 and 2 telephones being 634 yards and 1,348 yards respectively, from the Weeton end, and Nos. 3 and 4, 1,747 yards and 1,080 yards respectively, from the Horsforth end**). All Telephones are in the shafts** on the Up side of the line. Telephones are also provided at each end of the tunnel providing communication with Harrogate Signal Box.

They are located as follows :-

- Horsforth end outside tunnel on the Up side.
- Weeton end outside tunnel on the Up side.

Dated: 03/11/12

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

PANNAL

Drivers of Up stopping trains at Pannal must not sound the warning horn at the Whistle Board located on the Leeds (departure) side of the station.

Drivers of non-stopping Up trains must continue to observe the Whistle Board.

Dated: 02/12/06

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

HORNBEAM PARK

When a train comes to a stand at either the Down or Up Platform at Hornbeam Park Station, the Driver must not leave his cab except in accordance with the Rules or in an emergency. In such circumstances when the train is formed by a Diesel Mechanical Multiple Unit (Class 101 to 128) the hand brake must be fully applied.

Dated: 02/12/06

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

HARROGATE

Trains from Leeds direction calling at or terminating at Harrogate Station.
When a terminating Kings Cross to Harrogate train is routed to Platform No.1, signal 57 will be cleared to allow the train to be brought to a stand at the appropriate Stop Car Marker Board. The Driver must understand that the clearance of signal 57 only indicates that the line is clear to signal 56.

Shunting movements involving 80x units & Method of Working

This instruction does not apply to Class 80x 10 car units unless a second driver is available to take control of the train. Rear Clear Stop Car Marker Boards (9 and 10) are located at the following locations to assist with shunting movements.

SIGN ID	LINE	DIRECTION	MILES & CHAINS	SIGN DETAIL (Train Class & applicable length)
LEH3UH1675U	UP HARROGATE	UP DIRECTION	16m 75ch	80X 10
LEH3UH1676U	UP HARROGATE	UP DIRECTION	16m 76ch	80X 9
HAY2DS2010U	DOWN SIDING	UP DIRECTION	20m 10ch	80X 9
HAY2DS2009U	DOWN SIDING	UP DIRECTION	20m 09ch	80X 10
HAY2UY2005U	UP YORK	UP DIRECTION	20m 05ch	80X 9
HAY2UY2003U	UP YORK	UP DIRECTION	20m 03ch	80X 10

Preferred Method of Working for shunting movements involving 80x units towards Leeds on the Up Harrogate

- A train enters Harrogate Station on the Down Harrogate from H64 signal.
- The train unloads passengers on Platform 1, as the trains are overlength the signaller must clear H57 signal to allow the trains to move up to existing stop car markers (9 or 10) so the train fits behind H26.
- The driver swaps end (9 car) or the second driver takes control of the train (10 car).
- The signaller routes the train onto the Up Harrogate (H26 to LH4138 via H61 points)
- Only when LH4138 displays a proceed aspect, the train can proceed up to new rear clear markers (9 or 10) enabling the train to fit behind H63 PLS.
- The driver swaps end (9 car) or the first driver takes control of the train (10 car).
- H63 and H32 PLS are cleared by the signaller, and the train is routed into the Down Siding.
- The train is stabled in the Down Siding.
- To continue to Leeds, the Signaller will clear H30 towards H24 signal.
- The train is signalled back to Leeds on the Up Harrogate.

Non-preferred Method of Working for Shunting movements involving 80x units towards Starbeck on the Up York

- A train enters Harrogate Station on the Down Harrogate from H64 signal.
- The train unloads passengers on Platform 1, as the trains are overlength the signaller must clear H57 signal to allow the trains to move up to existing stop car markers (9 or 10) so the train fits behind H26.
- As the train has already passed H57 at a proceed aspect, once the passengers are unloaded, the first driver continues onto the Up York until H56.
- When shunting into forward section has been sent and acknowledged by Starbeck signal box H56 can be cleared into the block section towards Starbeck, the train then proceeds up to the new rear clear markers (9 or 10). The signaller replaces H56.
- The driver swaps end (9 car) or the second driver takes control (10 car).
- H51 shunt signal is cleared by the signaller, and the train is routed via H23 into Platform 3, up to H24.
- When the train is confirmed clear of the AB section complete with tail lamp, shunt withdrawn to be sent and acknowledged by Starbeck signal box
- The driver swaps end (9 car) or the first driver takes control (10 car).
- H32 PLS is cleared by the signaller, and the train is routed into the Down Siding.
- The train is stabled in the Down Siding.
- To continue to Leeds the Signaller will clear H30 PLS towards H24 signal.

The train is signalled back to Leeds on the Up Harrogate.
Stabling of Trains or vehicles on the Through Road.
1.Trains may be stabled on the Through Road between signals 59 and 25.
2.The following conditions must be observed:-

a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.

b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.

No.1 Platform - Signal H26
If the Driver of a train standing at signal H26 needs to speak to the Signaller, he should do so from the telephone on No.1 Platform.

White Lining of Platform Edges
White lining of platform edges at Harrogate must only be done under Rulebook Module TS1.13 Handbook 8 or Handbook 21.

Dated: 26/10/19

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

HORSFORTH TURNBACK SIDING

Use of the turn-back facility is limited to the following types of unit: Class 142, 144, 150, 153, 155, 156, 158, 159, 170, 171 and 172.

Stabling is not permitted within the Horsforth Turnback siding. The driver shall only leave the driving cab for the purposes of changing ends and where possible shall remain on the train during this process. No train shall be left unattended.

Dated: 03/11/12

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

KNARESBOROUGH

The Signaller at Knaresborough has authority to clear the Up Home signal, before a train booked to stop or terminate at Knaresborough, is close to such signal, although the next stop signal may be at danger.

Dated: 28/12/18

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

KNARESBOROUGH

Dividing of Trains

Where specified in the Working Timetable, an Up train may be divided in the Up platform, with the front portion going on to York and the rear portion remaining at Knaresborough to form a service back towards Leeds.

Two train crews will be provided.

Once the train has been divided, the front portion will attach a tail lamp, and provided the driver has the token and the train has been signalled to Cattal, it may then go forward.

If the rear portion needs to draw forward towards the tunnel to clear the crossover, this movement must not be made until the front portion has passed K2 signal and it has been authorised by the signaller at Knaresborough SB.

Dated: 28/12/18

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LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

KNARESBOROUGH To CATTAL

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced between Knaresborough & Cattal.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Give the driver any necessary instructions regarding the operation of level crossings
- Instruct the driver to pass the signal at danger, as shown in Part A of module S5 Passing a signal danger

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

HAMMERTON To POPPLETON

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced between Hammerton & Poppleton.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Give the driver any necessary instructions regarding the operation of level crossings
- Instruct the driver to pass the signal at danger, as shown in Part A of module S5 Passing a signal danger

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN838 - LEEDS ARMLEY JN. TO YORK SKELTON JN. VIA HARROGATE

Armley Jn. To HORSFORTH

Single Line Working over the Down Harrogate line - Rule Book, Module P1

When Single Line Working is in operation over the Down Harrogate line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal L3880. Rule Book, Module P1,

Section 3.5a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman, Section 7.1 is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

LN852 - HOLBECK JN. TO BRADFORD INTERCHANGE

BRADFORD INTERCHANGE

Loco-hauled train running round

The maximum number of coaching stock vehicles running round is 9.

Platform 1

Passing MM6261 and MM6251 at danger

If a failure requires MM6261 and MM6251 to be passed at danger, authority to pass both signals can be granted with a single instruction from MM6261. Both MM6261 and MM6251 are fitted with TPWS.

Platform 1 and 3 lines

If the Driver of a train standing at signal M1578 on No.1 Platform line or signal M1576 on No.3 Platform line needs to speak to the Signaller, he should do so from the telephone on the end of the respective platform.

Platform 3

Freight trains are prohibited from being routed into Platform 3 except during a T3 possession. This is due to the reduced slide length of the buffer stop design.

If Freight trains are to be routed into Platform 3 under this restriction they must have a locomotive at both ends.

Stabling Siding

When train crew require access to or from the platform side of a train in the Stabling Siding, arrangements should be made with the Signaller at Mill Lane to block Platform 4 line. When all personnel are in a position of safety, the signaller must be advised immediately.

Engine Release Line

When train crew require access to or from the platform side of a train in the Engine Release Line, arrangements should be made with the Signaller at Mill Lane to block Platform 1 line. When all personnel are in a position of safety, the signaller must be advised immediately.

Drivers of trains routed onto the Engine Release Line should exercise particular care in controlling the movement on the falling gradient. Stop blocks are not provided at the end of this line.

Dated: 20/10/18

LN854 - HALL ROYD JN. TO SKELTON JN.

CASTLEFORD

Down Platform

The AWS magnet provided immediately on the junction side of the Down Platform Up direction platfrom starting colour light signal CD650 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the Driver must stop immediately, unless authority has been given for the signal to be passed at Danger.

Dated: 02/12/06

LN854 - HALL ROYD JN. TO COLTON JN.

Horbury loop

Trains which exceed 205 metres in length may be authorised by the signaller to pass HM225 and HM227 at danger in accordance with Rule Book Module S5 to position the movement outside HM226 signal. A competent person must be provided to conduct the propelling movement.

Dated: 03/10/2020

LN854 Hall Royd Jn. To Colton Jn.

Colton South Junction to Church Fenton

ELR = NOC

The Transpennine Route Upgrade East (TRUe) Project will be undertaking signal renewals on the Up and Down Leeds Lines and Up and Down Normanton Lines between Colton Jn and Church Fenton (ELR: NOC Route: LNE).

The area of the works is between 10m 00ch (ELR: NOC) to 6m 20ch (ELR: NOC).

The proposed work is to replace 16 existing Signal posts with fold down LED lit signals.

The following signals have been included within a signal box special instruction (SBSI) to prohibit the use of hand signallers:

CF724 (9M 74CH), CF736 (9M 07CH), CF742 (8M 23CH), Y746 (7M 42CH) and Y752 (6M 73CH) on the Up Leeds.

CF733 (9M 60CH), Y737 (9M 08CH), Y743 (8M 24CH) and Y747 (7M 43CH) on the Down Normanton.

Dated: 27/12/2021

LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.

Standedge Tunnel

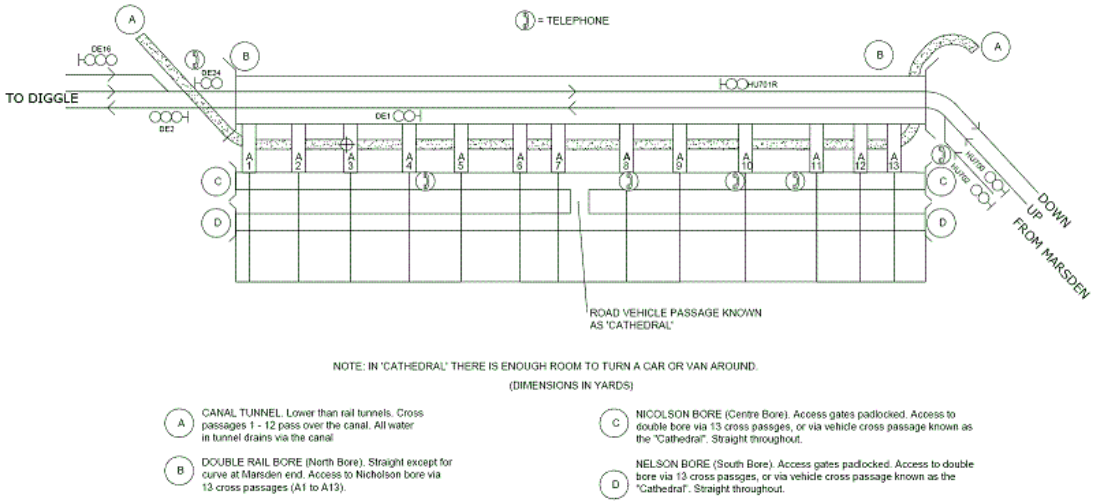
No vehicle with a diameter of less than 14 inches (350mm), vehicle on a wheelskate or road/rail vehicle may be placed on or run over the Down or Up line through Standedge Tunnel without the Signaller's authority. This instruction must also be applied when the line is under Possession.

Emergency telephones connected to Huddersfield Workstation are installed at four points in the former Down Slow tunnel, the single bore immediately adjacent (Up side) to the double line running tunnel. The telephones are attached to S&T location cabinets and are not illuminated.

Access to the single bore tunnel can be obtained through cross passages and only the cross passages indicated below may be used. These have a reflective sign showing a white telephone on a blue background. In addition, there are numbered tablets along the wall of the running tunnel to assist in identifying where you are.

Other cross passages may not be safe to use and must not be used, some have vertical holes leading down into the canal tunnel, which is at a lower level.
The locations of the telephones are as follows:

Phone number	Mileage	Nearest tablet number to safe cross passage
(Marsden end)		
1	17m 58ch	270
2	17m 32ch	237
3	16m 69ch	181
4	15m 75ch	81
(Diggle end)		



Dated: 20/01/18

LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.

Standedge Tunnel Down Huddersfield

Rule Book Module S7, Section 5 & 6: Automatic Brake Activation

Restarting (at caution) trains on the Down Huddersfield in Standedge tunnel should there be an automatic brake application by AWS /TPWS OSS for the 45 PSR:-

Following conformation by the Driver that they have had an automatic brake application by AWS /TPWS OSS for the 45 PSR the driver must ensure the train comes to a stand. If the Driver can then establish that the train is in a fit state to proceed, the train may be restarted and proceed at caution (max 20mph) until the tunnel exit and only as far as HU701, the driver must stop the train at HU701 even if the signal is displaying a proceed aspect. The Driver then contacts the Signaller at the YROC Huddersfield WS via GSMR, or alight to use the signal post telephone (if GSMR is defective) to inform the Signaller of the activation and follow the Rule book module instructions regarding further movement.

Dated: 20/01/2018

LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.

Huddersfield North Tunnel

Huddersfield 761 Signal

761 signal on the Down Huddersfield is situated inside Huddersfield North Tunnel. It is positioned on the right hand side of the line.

The signal post telephone associated with this signal has been removed from the signal post and relocated to a position on the right hand tunnel wall situated behind the adjacent relay case.

Drivers using this S.P.T. must take special care due to the underfoot conditions existing in this area.

Dated: 20/01/18

LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.

Morley Tunnel - 36m 25ch to 38m 19ch (MDL1 -37)

Due to limited clearances, train crew must not put their heads out of the train windows, on the approach to, or when passing through Morley Tunnel.

Excursions and diverted services composed of stock with droplight windows, that are required to pass through the tunnel, may do so provided 'on board' warnings of restricted clearances are given to passengers by the guard"

Dated: 16/09/2023

LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.

Huddersfield South Tunnel

A lock out facility is provided in HUDDERSFIELD SOUTH tunnel applying to Penistone Single. When the lock out facility is in operation the Train Operated Warning System for the Bi-directional Up Huddersfield is still fully operational.

The switch controlling the lock out system is operated by an Annetts Key.

One key only is provided in a cubicle situated at the bottom of the ramp to Huddersfield Number 2 Platform adjacent to the mouth of the Up Tunnel.

ALL staff must enter and leave the tunnel by the Huddersfield end of the tunnel except under the following circumstances which are as shown on a notice board worded "NO ENTRY TO SOUTH TUNNEL unless you are working under the Rule Book Modules TS1.13 and Handbook 8, Handbook 21or T3, or are protecting a train in accordance with Rule Book Modules M1 and M2 or are protected by the Signaller in an emergency".

This notice board is affixed to the wall at the Springwood Jn end of the South tunnel.

NOTE: Other TOWS systems exist in the Huddersfield and Springwood Jn areas but these operate as normal TOWS systems and do not have any association with the lock out system or TOWS provided in Huddersfield South Tunnel.

Dated: 20/01/18

LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.

HUDDERSFIELD

Staff requiring to cross the line on foot between the Leeds end of Platform 8 and the Down Sidings must request permission from the Signaller at York ROC, Huddersfield Workstation before doing so from the signal post telephones on HU767 signal when going to the Down Sidings and HU765 signal when coming from the Down Sidings, or, in the event of a telephone failure, by alternative means.

Dated: 28/12/18

LN860 - DIGGLE JN. TO COPLEY HILL EAST JN.

Morley Tunnel

No vehicle with a wheel diameter of less than 14 inches (350mm), vehicle on a wheelskate or road/rail vehicle may be placed on or run over the Down or Up line through Morley Tunnel without the York ROC Huddersfield Workstation Signaller's authority. This instruction must also be applied when the line is under Engineer's possession.

Dated: 28/12/18

LN862 - BARNSLEY STATION JN. TO HUDDERSFIELD

PENISTONE

Drivers of stopping trains at Penistone must not sound the locomotive horn at the whistle board on the Up Line at the Huddersfield end of the Up platform.

Drivers of non-stopping trains must continue to observe the whistle board.

Dated: 02/12/06

LN862 - BARNSLEY STATION JN. TO HUDDERSFIELD

Stocksmoor Jn. To PENISTONE

Signal Passed At Danger (SPaD) Indicators

SPaD indicators as described in Handbook RS/521, Section 5.5 are provided beyond the following signals.

Signal Number	Location
HU. 742	Up Penistone Loop
HU. 743	Down Penistone Loop
BY. 1052	Penistone Up Platform.

Dated: 20/01/18

LN868 - WINCOBANK JN TO HORBURY JN

Woolley Coal Siding Signal Box.

Drivers of trains stopped at the signals controlled by Woolley Coal Siding signalbox must, if unable to communicate with the signaller at Woolley Coal Siding signalbox, ring Barnsley signalbox (0337096) to ascertain if Woolley Coal Siding signalbox is open. If advised that Woolley Coal Siding signal box is closed, Drivers should observe the provisions of Rule Book Module S5, Section 8.

Dated: 07/12/19

LN872 - ALTOFTS JN TO LEEDS WEST JN

Stourton

Freightliner Terminal

1. The Rail Operations Supervisor is responsible for all rail movements within the terminal.
2. Arriving Trains
   - 2.1 Thirty minutes before a train is due to arrive, the Rail Operations Supervisor must ascertain its whereabouts from the Operations Centre and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult the Operations Centre about the trains approach and confirm his estimate.
   - 2.2 After a train has entered the terminal and been stabled, the Driver must report to the Rail Operations Supervisor.
3. Departing Trains
   - 3.1 Traincrews must report to the Rail Operations Supervisor immediately on arrival within the terminal.
   - 3.2 The Driver must advise the Rail Operations Supervisor when the train is ready to depart.
   - 3.3 Authority for departure will be given by the Rail Operations Supervisor.

Dated: 02/12/06

LN872 - ALTOFTS JN TO LEEDS WEST JN

Stourton

Stourton Trading Estate

Line not normally in use. Trains may only run when authorised by the Route Director Network Rail London North Eastern.

Dated: 02/12/06

LN872 - ALTOFTS JN TO LEEDS WEST JN

Holbeck Depot

When a movement onto the depot has come to a stand at the entrance “STOP Await Instructions” board, the Driver must use the telephone provided to report to the Signaller when the movement is inside clear of the main line complete with tail lamp. Between 21.00 and 07.00 you must then use the second telephone located at the entrance Stop Board to contact the Designated Person to obtain instructions as to where the Train/OTM should be stabled. **No movement will take place until you have gained permission to proceed from the Designated Person.**

Between the hours of 07.00 and 21.00.

- Between the hours of 07.00 and 21.00, the person in charge of train movements is any Driver or Competent Person operating on the Service Point. The Driver/ Competent Person may then proceed into the service point under his own authority after contacting the signaller to confirm their arrival. If a temporary STOP BOARD is present that prevents your intended movement. You must contact the DP responsible to arrange for removal of the STOP BOARD. NOTE – only the responsible DP is permitted to remove this protection.
- When proceeding to the sidings, you must always check for portable STOP BOARDS placed in the four-foot.
- The driver or competent person must set and check all facing and trailing hand points are correctly fitting for the intended movement. This check must be carried out from the ground.

Movements from the depot, including shunting movements, must not proceed beyond the exit “STOP and telephone” board until the Signaller’s permission has been given.

Dated: 16/08/08

LN880 - YORK TO SCARBOROUGH

MALTON

Down trains terminating or delayed at Malton Station.

Whenever a Down train arrives and terminates or is unduly delayed at Malton Station awaiting departure, the Guard must communicate with the Signaller at Malton SB by means of the platform telephone and confirm the train is complete with tail lamp attached.

Dated: 28/12/18

LN880 - YORK TO SCARBOROUGH

Seamer West Jn To SCARBOROUGH

Single Line Working

Rule Book Module P1

When single line working is in operation over the Up Scarborough line, it will not be necessary to appoint a handsignaller for Down direction trains. Drivers of Down direction trains must be instructed by the pilotman to obey signal YS6193.

Rule Book module P1 sections 3.5a) and 6.2a) are modified accordingly.

Drivers of Down trains may be authorised to proceed without being accompanied by the pilotman.

The above arrangements are applicable in all weather conditions.

Dated: 01/11/10

LN880 - YORK TO SCARBOROUGH

SEAMER

Up Sidings

Due to there being no standard 10 foot clearance between the Up Main and Up Sidings No. 1 only Up Siding No. 2, furthest away from the Up Main, must be used for stabling of trains including Engineering Trains and On Track machines. Up Siding No. 1, nearest to the Up Main, must only be used for run-round movements. No person must walk along the side of a train/vehicle standing on Up siding No. 1 unless the Up Main line has been closed to traffic.

Dated: 02/12/06

LN880 – YORK TO SCARBOROUGH

SCARBOROUGH

Excursion Sidings

Due to there being restricted clearance between the Excursion Siding No.1 and the Down Scarborough line, Excursion Siding No.1 must not be used for stabling of trains including Engineering Trains and On Track machines, and must only be used for run-round movements. No person must walk along the side of a train/vehicle standing on Excursion Siding No.1 unless the Down Scarborough line has been closed to traffic.

Dated: 01/11/10

LN880 – YORK TO SCARBOROUGH

SCARBOROUGH

Down Excursion Sidings

Before proceeding towards the sidings, the traincrew must advise the signaller that they are in possession of the turntable equipment (if required) from the locked cabinet on platform 1.

Before a second train is authorised to depart from signal YS6198 towards the Excursion sidings, the person in charge of the train movement already in the sidings must give permission to the signaller for the second train to enter the siding.

The person in charge of train movements in the siding is responsible for authorising train movements to pass the “Stop Await Instructions” boards (YS6187, YS6195, YS6197).

Dated: 01/11/10

LN880 – YORK TO SCARBOROUGH

SCARBOROUGH

STAFF PROTECTION SYSTEMS (LOCKOUT)

In addition to the general section on staff protection systems (lockout) in this publication the following instruction should be applied at Scarborough Station: - When a “Not to be Moved” board needs to be used, it must be securely fitted to the Driver’s cab in such a position that it is clearly visible to the Driver of the train as well as being visible along the platforms.

Dated: 06/12/14

LN880 - YORK TO SCARBOROUGH

Scarborough Down Excursion Sidings, Turntable Siding and Scarborough Train Care Depot

PiCoTM taking charge

The Person in Charge of Train Movements (PiCoTM) must, having ensured the status of the sidings, contact the Signaller prior to allowing any movement to approach from the station to the Excursion Sidings and reach a clear understanding with the Signaller regarding their name, company they are representing, contact details and any movements required between the Excursion Sidings and Scarborough Station,

The PiCoTM will advise the Signaller that they are in possession of the turntable equipment (if required) from the locked cabinet on Platform 1.

Due to there being restricted clearance between the Excursion Siding No.1 and the Down Scarborough line, Excursion Siding No.1 must only be used for run-round movements. It must not be used for stabling of trains including Engineering Trains and On Track machines. No person must walk along the side of a train/vehicle standing on Excursion Siding No.1 unless the Down Scarborough line has been closed to traffic.

Trains Arriving from Scarborough Station platform 1 towards Excursion Sidings

Before a train is authorised to depart from signal YS6198 towards the Excursion sidings, the (PiCoTM) must give permission to the Signaller for the train to enter the Excursion Sidings.

Once the train movement has passed beyond Signal YS6198 all movements will be made under the authority of the PiCoTM. The exception to this is any movement requiring to proceed beyond Ground position Signal YS6199 towards Scarborough Station.

The PiCoTM is responsible for ensuring that all hand points are correctly set in the direction of movement for the train, and for authorising train movements passed Stop Boards within the Excursion Sidings and proceeding to/from the Scarborough Train Care Depot.

Trains Departing Excursion Sidings to proceed to Scarborough Station platform 1

The PiCoTM will contact the Signaller to advise a train is ready to depart from the Excursion Sidings to proceed to Scarborough Station platform 1, the train reporting number and any other requirements that may be applicable to the move.

The PiCoTM will ensure ensures that all hand points are set correctly for the movement and authorise the movement to proceed towards Ground Position Signal YS6199 providing the signaller has given permission for this movement to take place.

The PiCoTM will not authorise any train movements passed Ground Position Signal YS6199.

The Driver will register the train's reporting number into the train's GSMR at Ground Position Signal YS6199 and obey signal YS6199;

Stop Boards are located within Excursion Sidings at 41m 50ch and read in the Down direction:

Stop Board YS6195 at the station end of Excursion Siding 1

Stop Board YS6197 at the station end of Excursion Siding 2

Movements Within Scarborough Train Care Depot

The Depot Operator for Scarborough Train Care Depot is responsible for controlling train movements within the Scarborough Train Care Depot.

Change of PiCoTM

In the event of a PiCoTM on duty requiring to handover to another PiCoTM (for example shift change), then the following steps apply: -

The PiCoTM leaving duty will advise the new PiCoTM of the location of the Turntable Equipment Key and hand it over (if required)

The PiCoTM leaving duty will advise the new PiCoTM of the current status of the Excursion Sidings (for example, any trains / rail vehicles stabled within the Excursion Sidings, any defective infrastructure such as sidings / points out of use or other such operating restrictions), and shall reach a clear understanding of any other relevant information;

The PiCoTM being relieved will contact the signaller and advise that they are handing control of the Excursion Sidings (including the Turntable Siding, and the Scarborough Train Care Depot Siding) over to a new PiCoTM;

The new PiCoTM must inform the Signaller of their name, the company that they are representing, and provide their contact details;

Handback from PiCoTM to Signaller

The PiCoTM will ensure that the Turntable Equipment Key has been returned to the cabinet on Platform 1 at Scarborough Station if previously required;

When all movements have been completed the PiCoTM will advise the signaller of the current status of the Excursion Sidings any relevant safety information;

Additional Information

Each Railway Undertaking is to have their own Method of Work for controlling train movements within the Excursion Sidings.

The Signaller will report any Network Rail related infrastructure faults in accordance to Network Rail fault reporting processes.

Stop Board YS6187 beyond Scarborough Train Care Depot Train Gates and on the approach to Excursion sidings 1 & 2

Stop Board YS6188 on the approach to Scarborough Train Care Depot Train Gates

Dated: 14/12/19

LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

PONTEFRACT MONKHILL

When it is necessary because of engineering work or other degraded working or when requested by TRC in connection with perturbed working to terminate and start a train at Pontefract Monkhill in the Down Platform (this is permitted for trains proceeding in the Wakefield Kirkgate direction or the Castleford direction), the conductor must contact the signaller at Prince of Wales signalbox on 03 75137 (internal) or 01904 525137 (BT) to discuss turn-back arrangements.

The conductor should advise the driver of the agreement reached with the signaller and should stand in such a position that P362 ground position light signal is clearly visible when carrying out train dispatch procedures. The conductor is also responsible for advising any passengers waiting on the up platform to cross to the Down platform via the footbridge.

The signaller should (unless the movements are preplanned) advise Network Rail Control of the altered turn-back arrangements.

Dated: 29/01/2020

LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

Knottingley West Jn To England Lane LC (MCG)

Single Line Working Between Knottingley Station And England Lane - Rule Book Module P1

When Single Line Working is in operation over the Down Goole Line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal FE6393 at Knottingley Station.
Rule Book Module P1 Sections 3.5 a) and 6.2 a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman.

The above arrangements are applicable in all weather conditions.

Dated: 06/12/14

LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

Working of trains to / from Crofton Depot sidings

Movements to the Crofton Down Sidings Headshunt from either the Down Goole line or the Crofton Depot sidings are authorised by the signaller at Wakefield Kirkgate, when arrangements with the Crofton Crossing Keeper regarding either Crofton Old Station No 1, or No 2 Crossing have been agreed. The No 2 ‘spring-back’ points connecting the Headshunt from the Down Goole Line access track or the Crofton Depot sidings are designed to be ‘run-through’ in the trailing direction and the driver does not need to examine the points before proceeding over them. The points will still be required to be set using the adjacent lever for the intended facing route before authorised departure from the Crofton Down Sidings Headshunt.

Dated: 15/01/2022

LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

HENSALL To Potters Grange Jn

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced between Gowdall & Potters Grange Junction.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Give the driver any necessary instructions regarding the operation of level crossings
- Instruct the driver to pass the signal at danger, as shown in Part A of module S5 Passing a signal danger
- Instruct the driver to confirm the train has arrived at Goole complete with tail lamp, if detained in the Up goods loop.

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

Gowdall Lane LC (AOCL) To Snaith Road LC (AHBC)

Gowdall Lane AOCL, Field Lane AOCL and Snaith Station Level Crossings

The above level crossings must be worked in accordance with Rule Book Module TW8, Section 4. Instructions for AOCL crossings, except that in the event of the flashing white light not being automatically initiated or ceasing to flash, or the red light continuing to flash prior to departure of an Up train from Snaith or on approach of a Down train at Snaith, or in both directions at Field Lane and Gowdall Lane, the Driver must press the plunger located in the locked cabinet, unlocked by the Driver's key, situated on the appropriate white light post, to activate the road signals.

When the white light is flashing, the Driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must proceed in accordance with Rule Book Module TW8, Section 4.

Dated: 15/11/08

LN882 - WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

Rawcliffe LC (AHBC)

Rawcliffe Station AHB Level Crossing

Drivers of Down direction trains must not pass the Stop Board located at the Goole end of the platform until the white flashing light shows. If the barriers fail to lower or the flashing white fails to appear or the flashing red light continues to show, the Driver must advise the Signaller at Goole Signal Box by telephone and act in accordance with the Signalling Instructions.

Dated: 02/12/06

LN886 - MONK BRETTON LOOP TO CROFTON EAST JN

Monk Bretton Loop To Oakenshaw South Jn

Down trains

Before leaving Monk Bretton Loop to return towards Oakenshaw South Jn, the Driver must contact the Signaller at Wakefield Kirkgate Signal box (Tel. 03-39928) using the cab radio.

Dated: 27/12/07

LN892 - FERRYBRIDGE SOUTH JUNCTION TO PONEFRACT EAST JUNCTION (UP MONKHILL DOWN SINGLE LINE)

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails and a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced between Ferrybridge South Junction and Pontefract East Junction.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Give the driver any necessary instructions regarding the operation of level crossings
- Instruct the driver to pass the signal at danger, as shown in Part A of module S5 Passing a signal danger
- If necessary, the driver must be asked to confirm that the train has arrived clear of the signal line complete with tail lamp

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 29/01/2020

LN896 - DRAX POWER STATION BRANCH

Drax Branch Jn To Drax Power Station

Blockages on the Up Drax Branch Line for Work or Safety of Personnel, Rule Book Modules TS1 13, T10, TW1 Handbook 8.or Handbook 21

If it is necessary to arrange for a line blockage on Network Rail Infrastructure on the Up line between D16 & H488 signals, in accordance with the requirements of Rule book modules TS1 13, T10, TW1 & Handbook 8 or Handbook 21, the person responsible must contact the Signaller at Hensall to make the necessary arrangements. The signaller at Hensall will obtain an assurance from the Coal Plant Controller at Drax for D16 to be maintained at Danger & D20 points to be held in the Normal position before granting the blockage.

Dated: 06/12/14

LN898 - NEVILLE HILL EAST JN TO HULL

Manston LC (R/G)

When a Driver is authorised to pass signal L799 at danger, he must, before passing the signal, operate the special plunger in the telephone box or if a HandSignaller is in attendance ensure that this has been done, and wait for the white light to show before proceeding.

In these circumstances before proceeding over Manston Level Crossing, the Driver must sound the locomotive horn and ensure that the level crossing is clear before proceeding.

If the white light fails, the Driver must advise the Signaller of the failure at York ROC, Leeds North West Workstation.

Dated: 28/12/18

LN898 - NEVILLE HILL EAST JN TO HULL

GARFORTH

Garforth Moor Foot Crossing - 13m 41ch

Drivers of Up stopping trains at Garforth need only sound the locomotive horn at the 2nd whistle board viz that situated on the Leeds (departure) side of the station.

N.B. Drivers of non-stopping Up trains must observe both whistle boards i.e. before and after the station.

Dated: 02/12/06

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LN898 - NEVILLE HILL EAST JN TO HULL

SOUTH MILFORD

Drivers of Up stopping trains at South Milford need only sound the train horn when departing the station.

N.B. Drivers of non-stopping Up trains must observe the whistle board and sound the horn on approach to South Milford station.

LN898 - NEVILLE HILL EAST JN TO HULL

SELBY

Rule Book, Module P1. During Single Line Working signals 1955, 1956 and 1958 must be obeyed by Drivers of trains approaching the Selby Swing bridge in the wrong direction.

Dated: 28/12/18

LN898 - NEVILLE HILL EAST JN TO HULL

Selby Swing Bridge

All persons going onto the Bridge must first telephone the Bridge Operator and ensure that the Bridge is not about to be moved.

Dated: 02/12/06

LN898 - NEVILLE HILL EAST JN TO HULL

HULL

Working of trains between Hull Station and Botanic Gardens Sidings

Movements to Botanic Gardens must be made via the Washer Road. Movements from Botanic Gardens must be made via the By pass line. The Signaller must get permission from the Botanic

Gardens Designated Person (DP) before allowing a train to enter, and will be advised by the DP of any train required to depart.

The driver of a train from the sidings must telephone the signaller and ask for permission to proceed to signal HP1001

iStock Siding and By-pass Line

When a multiple unit train is to occupy the stock siding for the purposes of reversing, the Person in Charge must ensure the train proceeds to the approach side of the “Stop. Telephone. Await “R” indication before proceeding” board to await clearance of Signal HP1001.

NOTE: The illumination of the “R” signal at the Stop Board on the stock siding or on the identical Stop Board on the By-pass line, signifying clearance of Signal HP1001, is the authority for the movement to proceed.

Movements from Sidings A to E

In order to prevent a conflicting movement, the Driver of a train requiring to leave a siding must obtain the Signaller’s permission to proceed as far as the ground position light signal controlling movements from that siding.

Dated: 18/02/23

LN898 - NEVILLE HILL EAST JN TO HULL

Gilberdyke Junction

SG1901 Up Hull, Down Direction

There is no safe cess for drivers to change ends when stood at SG1901 signal so drivers must walk through the train. If this is not possible, the Down Hull line must be blocked by the signaller at York ROC, Brough Workstation before changing ends.

Dated: 28/12/18

LN912 - THORNE JN TO GILBERDYKE JN

Goole Bridge

Down Direction Trains approaching Goole Bridge

If a train is or will be detained in the Down platform at Goole Station and unable to complete station duties within the normal timescale or if a train is otherwise detained between signal G53 and GB1 signal, the Driver must telephone Goole Bridge signal box (03-62848) immediately and advise the Signaller of the circumstances. This will enable the Signaller to make the most appropriate arrangements with regard to opening the bridge to shipping.

Trains unable to start when signal GB2 or GB3 is cleared

If a train is stopped at signal GB2 or GB3 at Danger and is unable to restart when a proceed aspect is displayed, the Driver must telephone the Signaller immediately and advise him of the circumstances.

Access to the Bridge

Persons requiring to walk from the Hook Road Access point to the West end of the bridge, or to visit the bridge, or to walk across the bridge, must telephone the Signaller to request traffic movements over the Down line to be stopped.

The person requesting protection must give his/her name and employer and indicate his/their destination.

The Signaller must be advised when the person(s) have arrived at their destination.

This procedure also applies when leaving the bridge etc.

Telephones are provided at the East and West ends of the bridge, on the centre jetty and at the Hook Road Access point.

Staff working on the bridge under the supervision of a COSS

Whenever staff are to work on the bridge without an Absolute Possession, and they require the passage of trains to be stopped for their personal safety, the arrangements outlined in Rule Book Module T2 – Protection Procedure T2X (emergency only) must be applied with the following amendments:-

(i) The arrangements may be used for planned work and maintenance items, in addition to emergencies when the Signaller has called the staff out.

(ii) The COSS must always attend at the signal box.

(iii) The Signaller must additionally comply with the Goole Bridge Signal box Special Instructions.

Dated: 02/12/06

LN914 - HULL (PARAGON) TO SEAMER WEST JN

Walton Street Jn To Seamer West Jn

Due to the condition of the track, locomotive hauled trains and light locomotives are not permitted to run between Walton Street Junction (Exclusive) and Seamer West Junction. Engineering trains will be permitted subject to authorisation of the Territory Track Engineer.

Dated: 02/12/06

LN914 - HULL (PARAGON) TO SEAMER WEST JN

DRIFFIELD

Up trains terminating at and Down trains departing from, Up platform:

During a blockage of the line between Beverley and Driffield for planned engineering work or in an emergency, Up passenger trains will terminate and Down passenger trains will start at Driffield Station Up platform.

Authority for the Drivers of Down trains to depart from the Up platform will be the clearance of ground position light signal 53.

Dated: 02/12/06

LN914 - HULL (PARAGON) TO SEAMER WEST JN

BRIDLINGTON To HUNMANBY

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced between Bridlington & Hunmanby

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Give the driver any necessary instructions regarding the operation of level crossings
- Instruct the driver to pass the controlling signal at danger, as shown in Part A of module S5 Passing a signal danger
- Instruct the driver to confirm that the train has arrived complete with tail lamp on arrival at Hunmanby (Down trains) & Bridlington (Up trains)

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN914 - HULL (PARAGON) TO SEAMER WEST JN

BRIDLINGTON

An Engineers On Track Machine may be admitted to platform 7 when that platform is already occupied by such a machine; a machine may not be admitted to the platform if it is already occupied by any other type of train nor may any other type of train be admitted to the platform when it is already occupied by a machine.

Before admitting a machine to a platform already occupied by a stabled machine the Signaller will instruct the person in charge of the platform to ensure that any staff working or about the stabled machine move to a place of safety and to confirm that they have done so.

An Engineers On Track Machine must be stabled close to the buffers and must not be moved except in accordance with Rule Book Module TW1, Section 20.4.

Dated: 07/12/13

LN914 - HULL (PARAGON) TO SEAMER WEST JN

Hunmanby Station LC (ABCL-X)

Down train on Down line – Additional requirements associated with train lengths.

If it is necessary for a train with a length of more than 105 yards (96 metres) to pass over the crossing in the Down direction on the Down Bridlington line, the crossing must be under local control and the crossing lights switched on before the train is authorised to proceed beyond signal SR123.

Reason for instruction:-

Signal SR125 at the east end of Hunmanby Station is designed not to clear to a proceed aspect until a train has come to a stand at it. The design of the crossing means there is a possibility that the barriers will raise and the lights extinguish before a train with a length of more than 105 yards (96 metres) has passed clear of the crossing. Therefore, when such trains are planned to run over this route, arrangements must be made in advance for the crossing to be placed under local control.

Up train on Up line

Rule Book, Module TW8, Section 4 is modified as follows :-

Because of the junction beyond the crossing, a Distant signal and stop signal are provided on the approach to the crossing instead of a Warning Board, Stop Board and White Flashing Light. An emergency plunger to activate the crossing when signal SR124 has to be passed at Danger is located at the signal.

The normal sequence of signal and crossing operation (which requires all trains to stop) will be as follows :-

- Train arrives in Up platform with signal SR124 at Danger.
- Provided the Signaller has operated the signal for the train to depart, the crossing sequence will commence.
- Signal SR124 will clear to Green when the crossing has operated correctly.
- The train should then be despatched from the platform with the Driver observing Rule Book Module TW8, Section 4.3.
- The crossing cannot ‘time out’ whilst signal SR124 is displaying a green aspect.

If a train is, or will be, detained in the platform for more than 2 minutes the driver must immediately communicate with the Signaller at Seamer.

If signal SR124 fails to clear it will be necessary to consult the Signaller at Seamer. When authorising Signal SR124 to be passed at Danger, the Signaller will also remind the driver to operate the plunger. This should activate the crossing sequence. When the crossing has operated correctly, the miniature white light adjacent to the plunger will commence to flash. The Driver should advise the Guard that he is ready to be despatched from the platform and then observe Rule Book Module TW8, Section 4.3. The crossing can ‘time out’ 3 minutes after the plunger has been operated.

If after operating the plunger in accordance with the above paragraph the miniature white light does not commence to flash, the crossing will either have failed or be partially failed e.g. a red road flashing light out and the Driver must act in accordance with the Rule Book Module TW8, Section 4.3b) and 4.5.

Other approaches to the crossing

For an Up train departing from the Down platform, Rule Book Module TW8, Section 4.3 applies except that reference to ‘white light adjacent to the crossing’ should be read as miniature white light adjacent to the plunger.

For trains in the Down direction, Rule Book Module TW8, Section 4.2 applies except that with reference to Section 4.2c, operation of the plungers on the Down approach will fully initiate the operating sequence and provided that the Driver’s White Light is correctly displayed, it will not be necessary to treat the crossing as having failed.

Dated: 02/12/06

LN914 - HULL (PARAGON) TO SEAMER WEST JN

Hunmanby Sands Lane LC (ABCL-X)

Up train on Up line – Additional requirements associated with train lengths

If it is necessary for a train with a length of more than 450 yards (420 metres) to pass over the crossing in the Up direction on the Up Bridlington line, the crossing must be under local control and the attendant advised in sufficient time before the train approaches the crossing.

Reason for instruction:

Signal SR124 at the west end of Hunmanby Station is designed not to clear to a proceed aspect until a train has come to a stand at it. The design of the crossing means there is a possibility that the barriers will raise and the lights extinguish before a train with a length of more than 450 yards (420 metres) has passed clear of the crossing. Therefore, when such trains are planned to run over this route, arrangements must be made in advance for the crossing to be placed under local control.

Hunmanby Sands Lane LC is located at 41m 72 ch and is an ABCL crossing operated automatically by all approaching Up trains and Down trains in the Down direction. Trains are not normally required to stop, as described in the Rule Book Module TW8, Section 4 except as shown below:-

Down trains on the Down line

A plunger is provided on the north end of the Down platform, which is to be used to initiate the operation of the crossing, as follows:

- when instructed to do so by the Signaller, or
- when it is necessary to pass signal SR125 at Danger in accordance with the Rule Book Module S5 or
- if within a Rule Book Module T3 possession, when authorised to pass signal SR125 at Danger by the PICOP, or
- it is necessary to restart the operating sequence of the crossing in circumstances where it has “timed out” when a train is delayed in the platform.

Pressing the plunger will fully initiate the operation of the crossing. A white light indicator is provided adjacent to the plunger, which illuminates to indicate operation of the plunger, but has no other function.

Rule Book Module TW8, Section 4.2

Operation of any of the plungers at this crossing will fully initiate the operating sequence and, provided that the Drivers White Light is correctly displayed, it will not be necessary to treat the crossing as having failed.

Down trains on the Up line

The crossing will NOT work automatically for trains on the Up line in the wrong direction.

A STOP board worded “Operate plunger, wait for white light and whistle before proceeding” together with a plunger is located 54 yards before reaching the Red/White light unit. Operation of the plunger with a train standing at the board will initiate the crossing sequence.

General

The Drivers Red/White light units are duplicated on both sides of the line in both directions, the unit on the left hand side of the line applies to trains running on the correct line and the unit on the right hand side of the line applies to trains running on the wrong line during single line working. When no train is approaching the crossing, all 4 lights flash red. When a train is approaching the crossing, the light on the line and in the direction for which the train is approaching will, when the operating sequence is successfully completed, flash white (the light on the opposite line from the same direction will continue to flash red).

Emergency plungers (Rule Book Module TW8, Section 4.2) are provided in locked cabinets (BR1 key) near the Drivers Red/White light unit at all four corners of the crossing; if it is necessary to make use of these, the one appropriate to the line /direction of travel of the train must be used **(the others will be ineffective as the track circuit must be occupied).**

Telephones, communicating with Seamer Signal box, are provided on the road traffic signals on the off side of the road in each direction.

Dated: 11/02/17

LN914 - HULL (PARAGON) TO SEAMER WEST JN

FILEY To Seamer South Jn

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced between Filey & Seamer SoUth Junction.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Give the driver any necessary instructions regarding the operation of level crossings
- Instruct the driver to pass the controlling signal at danger, as shown in Part A of module S5 Passing a signal at danger
- Instruct the driver of an Up train to confirm that the train has arrived at Filey complete with tail lamp

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person

Dated: 07/12/13

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

Whitehall West Jn To Keighley

Bridge Lockouts Between Whitehall West Jn And Shipley And Platform Lockouts At Shipley And Keighley Stations.

Lockouts are provided which prevent trains being signalled into the sections of line shown below for the protection of staff working on the line. These lockouts are intended only to provide a "Position of safety" as defined in Rule Book, Module G1, Section 6 and Handbook 1 where none would otherwise exist and the use of them does not remove the need to take the appropriate precautions for the safety of staff on or near the line as laid down in the Rules nor must they be used as a substitute for Personalised Rule Book Section Modules T3, TS1 Regulation 13.2, Handbook 8 or Handbook 21.

The lockouts are provided on the following underbridges and prevent trains being signalled on the Down line only, trains will continue to run on the Up line:-

Bridge	Location
28A	199m 9ch
32	200m 19ch
38	Apperley Viaduct
39	203m 15ch
40	203m 29ch

At each bridge, a lockout control box, together with a telephone, is provided at each end. The control boxes are wired together such that the lockout can be taken at one and given up at the other, or taken and given up from the same one. However, each bridge is a totally separate system.

At Shipley station, three systems are provided covering platforms 1 & 2, platforms 3 & 4, and platform 5. These systems prevent trains being signalled on both the lines shown but are totally separate from each other.

At Keighley Station separate systems are provided on the Down and on the Up lines; these are entirely independant and trains will continue to run on the opposite line.

Staff authorised to use the lockouts will be issued with a special key for the control boxes. The control boxes contain three lights, PATROL, FREE and TRAFFIC and two push buttons, PATROL and TRAFFIC. When trains are running normally, the TRAFFIC light only should be lit. Operation is as follows:-

The Signaller referred to below, is located in York ROC, on the Leeds North West Workstation.

To take the lockout, ring the Signaller, give name, grade and department, give your location (ie. bridge number and which end). When the Signaller is in a position to give the lockout (he cannot do so if a train is signalled or any rail vehicle is standing in the lockout section), he will press his button (the FREE light will light in the control box) and tell you to press the PATROL button. When the lockout has been sucessfully given, the TRAFFIC and FREE lights will go out and the PATROL light will light, you should confirm this to the Signaller before going into the section.

To give up the lockout, when all staff are clear of the section, ring the Signaller and give name, grade and department, give your location and confirm that all staff are clear. The Signaller will pull his button and the FREE light will light, you should then press the TRAFFIC button in the control box. The PATROL and FREE lights will go out and the TRAFFIC light will light, confirm to the Signaller that this has happened.

It is essential that the boxes are always locked with both locks to prevent interference. The lockout must always be given back promptly, if it is not, trains cannot be signalled normally and unnecessary delays will result.

ALWAYS ENSURE THAT YOU KNOW EXACTLY WHICH LINES ARE BLOCKED

The Protection given in each of the 3 systems is different.

Dated: 28/12/18

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

Armley Jn To Kirkstall Loops

Single Line Working over the Down Shipley Main line - Rule Book, Module P1

When Single Line Working is in operation over the Down Shipley Main line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal L3890. Rule Book, Module P1,

Section 3.5a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Section 7.1 is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

Armley Jn To SKIPTON

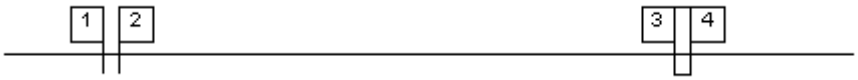
Train Operated Warning System. Provided continuously from 196m 34ch (Armley Jn) to 221m 13ch (East of Skipton station) in 36 separate sections numbered A1 - 36.

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

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

KEIGHLEY

Keighley Down Sidings. The connection between the two sidings is worked by a free ground frame (ie. no key or release is required to operate it). The points are not trailable. Engineers machines may only be stabled in the siding furthest from the main line and the points must then be left towards the other siding.

Dated: 02/12/06

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

KEIGHLEY

Keighley Station. 99 metres (108.2 yards) at the Leeds end of the Up platform is below standard height. Whenever possible this part of the platform should not be used.

Steam locomotives in steam must not stand under the bridge at the North end of Keighley Station on either of the main lines. The Driver of the train which is to change to steam traction at Keighley must stop the train with due regard to this.

Dated: 28/12/18

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

KEIGHLEY

Keighley And Worth Valley Railway

The KWVR is connected to Network Rail lines by means of the siding nearest the main line and a derailer, worked from a ground frame, is provided at the boundary on this siding. The ground frame is released from York ROC Leeds North West Workstation and also provided with a facility for the KWVR to fit a padlock to prevent through movements.

If the padlock is on (it will be whenever the KWVR passenger trains are using platform 3), it will be necessary to apply to the KWVR person in charge for it to be removed before a movement can be made.

If the lock is off, and a through movement has previously been arranged with the KWVR, the release may be requested, the ground frame operated to remove the derailer and the agreed movement made. As soon as the movement is complete the ground frame must be operated to put the derailer back on the rail and the release given back to York ROC Leeds North West Workstation.

Drivers should be aware that the KWVR locomotives or vehicles may be in platform 3 and must proceed cautiously. Movements must not proceed beyond the platform unless specifically authorised by the KWVR person in charge.

Through passenger trains may only be run when specially authorised; publication of the timings in a Network Rail publication will be the authority.

Dated: 28/12/18

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

SKIPTON

PERMISSIVE WORKING ON THE DOWN SIHPLEY SLOW BETWEEN L4027 AND L4045 SIGNALS

Permissive working is permitted between L4037 and L4045 for the purpose of having a light engine proceed towards a freight train that has arrived from the Rylstone Branch. This movement is only permitted, provided the train engine has not been released from its train, and the run-round procedure has not commenced.

If the train arriving from Rylstone Quarry is in a Top & Tail formation, the rear engine may only be detached and signalled from L4042 provided the leading train engine has not been detached from its train.

Dated: 02/12/17

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

SKIPTON

Up Shunt Spur

Due to its short length, only a single locomotive or on-track machine is permitted to occupy the Shunt Spur.

The Driver of a single locomotive or on-track machine that has entered the Shunt Spur, must advise the Signaller at York ROC Leeds North West Workstation when the complete single locomotive or on-track machine is positioned in rear of the Shunt Spur exit signal 4553.

Dated: 28/12/18

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

SKIPTON

Train Despatch

All train despatch from Skipton is the responsibility of the Conductor who will press the “Ready to Start” button 2 minutes prior to departure time.

Dated: 02/12/06

LN922 – WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

SKIPTON

Detaching of Cripples. A Down train which activates the Hot Axle Box Detector will be stopped at L.4031 signal for initial examination. If it has to detach cripples, it will be routed via the Down Shipley Fast line and detached vehicles must be placed in the Shunt Spur of the Up Sidings. If there are too many vehicles in front of the cripple, and it is necessary to place vehicles on the Up Shipley Main, such vehicles must be secured by the application of a sufficient number of handbrakes. It may be necessary, after vehicles have been placed in the Shunt Spur, to obtain the Signaller's permission to pass L4553 signal in accordance with Rule Book Module S5.

An Up train which activates the HABD will be stopped for initial examination at L4046 signal. If there are cripples to detach, these must be placed in the Up Sidings.

Rylstone Branch: Any train or locomotive which passes onto the branch must pass completely beyond L4039 signal before returning. Locomotives (only), coupled together if more than one, may be stabled in the platform at Skipton beyond L4039 signal. All locomotives which pass onto the branch at Skipton together must also return together and locomotives must not be left at Rylstone for a later train.

Dated: 10/04/2023

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

SKIPTON

Platform Lockouts

Lockouts are provided which prevent trains being signalled into or out of the platforms shown:-

Platform 1 }
Platform 2 } Entirely separate systems are
Platform 3 } provided for each platform.
Platform 4 }

The protected area does not extend beyond the ends of platforms.

The lockouts must be used to protect staff who are to carry out work such as:-

watering coaching stock at track level,

fitters working on trains,

clearing litter from the track,

white lining platform edges.

If a lockout has been used, it will not be necessary to appoint a COSS. Where work is to take place on train, or a train is standing in a platform whilst work is in progress, a NOT TO BE MOVED board must be securely fitted to the Drivers cab in such a position that is is clearly visible to the Driver of the train as well as being visible along the platform.

Where work is to take place which will involve staff going onto the line in platform 2 or platform 3, **both** platform 2 and platform 3 lockouts must be taken.

The operation of the lockout is as follows:-

The Signaller referred to below, is located in York ROC, on the Leeds North West Workstation.

The person taking the lockout must telephone the Signaller, identify himself by name and employing organisation, say what is to be done and ask for the lockout to be given.

When the Signaller is able to give the lockout, the light on the instrument will light; the button must then be pressed and the key turned and withdrawn. The Signaller must be advised when the key has been withdrawn.

The key must be retained by the person removing it and not left in the instrument cupboard, as long as it is out of the instrument the platforms are protected from train movements by the signalling system.

The same person must normally remain in charge of the key throughout the time it is out of the instrument; if this is not possible, he must, before transferring the key, telephone the Signaller, identify himself by name and employing organisation and tell the Signaller to whom the key is to be transferred; that person must then identify himself by name and employing organisation.

When the work is complete, the person who has charge of the key must telephone the Signaller, identify himself by name and employing organisation, and give the Signaller an assurance that all staff and equipment are clear of the line.

When instructed to do so, the key must be returned to the instrument and turn it to the lock position.

The platforms are no longer protected.

ALWAYS ENSURE THAT YOU KNOW EXACTLY WHAT IS PROTECTED

Dated: 28/12/18

LN922 - WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

SKIPTON

Detaching of Cripples. A Down train which activates the Hot Axle Box Detector will be stopped at L.4031 signal for initial examination. If it has to detach cripples, it will be routed via the Down Shipley Fast line and detached vehicles must be placed in the Shunt Spur of the Up Sidings. If there are too many vehicles in front of the cripple, and it is necessary to place vehicles on the Up Shipley Main, such vehicles must be secured by the application of a sufficient number of handbrakes. It may be necessary, after vehicles have been placed in the Shunt Spur, to obtain the Signaller's permission to pass L4553 signal in accordance with Rule Book Module S5.

An Up train which activates the HABD will be stopped for initial examination at L4046 signal. If there are cripples to detach, these must be placed in the Up Sidings.

Rylstone Branch: Any train or locomotive which passes onto the branch must pass completely beyond L4039 signal before returning. Locomotives (only), coupled together if more than one, may be stabled in the platform at Skipton beyond L4039 signal. All locomotives which pass onto the branch at Skipton together must also return together and locomotives must not be left at Rylstone for a later train.

Dated: 28/12/18

LN924 - APPERLEY JN. TO ILKLEY

Greenbottom Tunnel To MENSTON

Greenbottom Tunnel, Guiseley And Bridge 22, Otley Road, Menston

Entry into the above bridge and tunnel on foot is forbidden unless protection is provided in accordance with Rule Book, Module TS1 Regulation 13.2, Handbook 8, Handbook 21 or the line is under a T3 possession, or unless it is absolutely necessary in accordance with the Rules and Regulations.

Dated: 06/12/14

LN924 - APPERLEY JN. TO ILKLEY

Entire Line Of Route

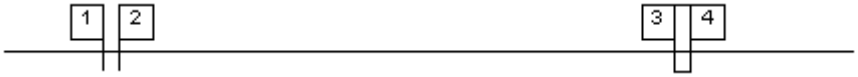
Train Operated Warning System. Provided continuously from Apperley Jn to the east end of Ilkley station platforms, sections C1 - C16.

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

LN926 - DOCKFIELD JN. TO ESHOLT JN.

Entire Line Of Route

Train Operated Warning System. Provided continuously, sections D1 (Guiseley end) to D7 (Shipley end).

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

LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE

SHIPLEY

Signal Passed at Danger (SPaD) Indicators

Drivers MUST STOP if they see a SPaD indicator illuminated irrespective of whether or not the indication applies to the line on which they are travelling (Unless they have been given authority to pass it by the Signaller.)

SPaD indicators are provided beyond the following signals:-

Signal Number	Location
L.3971	Shipley platform 2 Down Shipley Main
L.3966	Shipley platform 3 Up Forster Square Main

Dated: 02/12/06

LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE

SHIPLEY

Trains composed of Mark IV stock.

Trains composed of Mark IV stock may only run via platforms 3 and 4 and may only stop for passenger purposes at platform 3.

Provided signal L3966 has cleared to permit this, a Mark IV train from Bradford must draw right down to the platform end so that all coaches are platformed.

Platform 4 Down Forster Square Main Line

The AWS magnet provided immediately on the Shipley South Jn side of Platform 4 Down Forster Square Main Line starting colour light signal L3969 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the Driver must stop immediately, unless authority has been given for the signal to be passed at Danger.

Dated: 02/12/06

LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE

BRADFORD FORSTER SQUARE

Train ready to start plungers are provided on each platform. The person in charge of the train must operate the plunger **not before** two minutes before booked departure time, to indicate to the Signaller that the train is ready to depart.

Platform 1 Line

The AWS magnet on this line and immediately on the Shipley side of L.3996 signal will only give a warning indication if a train proceeds towards or passes L.3996 signal at danger.

No AWS indication will be received when a proceed aspect is exhibited. If a warning is received the Driver must stop immediately unless authority has been given for the signal to be passed at Danger.

Dated: 02/12/06

LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE

Shipley South Jn. To BRADFORD FORSTER SQUARE

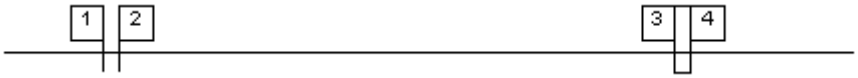
Train Operated Warning System. Provided between Shipley South Jn and 206m 53ch (north of Frizinghall), sections B1 & B2 and between 207m 19ch (south of Frizinghall) and the north end of Bradford Forster Square station platforms, sections B3 - B5. There is NO TOWS in any of the branch platforms at Shipley 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

LN932 - SHIPLEY SOUTH JN. TO SHIPLEY WEST JN.

SHIPLEY

Platform 5

In the event of a track circuit failure, this line will normally be worked in the Down direction only and Working by Pilotman will not be introduced. If it is necessary to work the line in both directions during a track circuit failure, Working by Pilotman will be introduced.

Dated: 02/12/06

LN932 - SHIPLEY SOUTH JN. TO SHIPLEY WEST JN.

SHIPLEY

Platform 5 Up Direction Forster Square Single Line

The AWS magnet provided immediately on the Shipley South side of Platform 5 Up Direction Forster Square Single Line starting colour light signal L3965 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the driver must stop immediately, unless authority has been given for the signal to be passed at danger.

Dated: 02/12/06

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13A	05 March 2022
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20	07 September 2024
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22	05 March 2022
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25	05 March 2022
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66	07 December 2024
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72	07 December 2024
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82	04 June 2016
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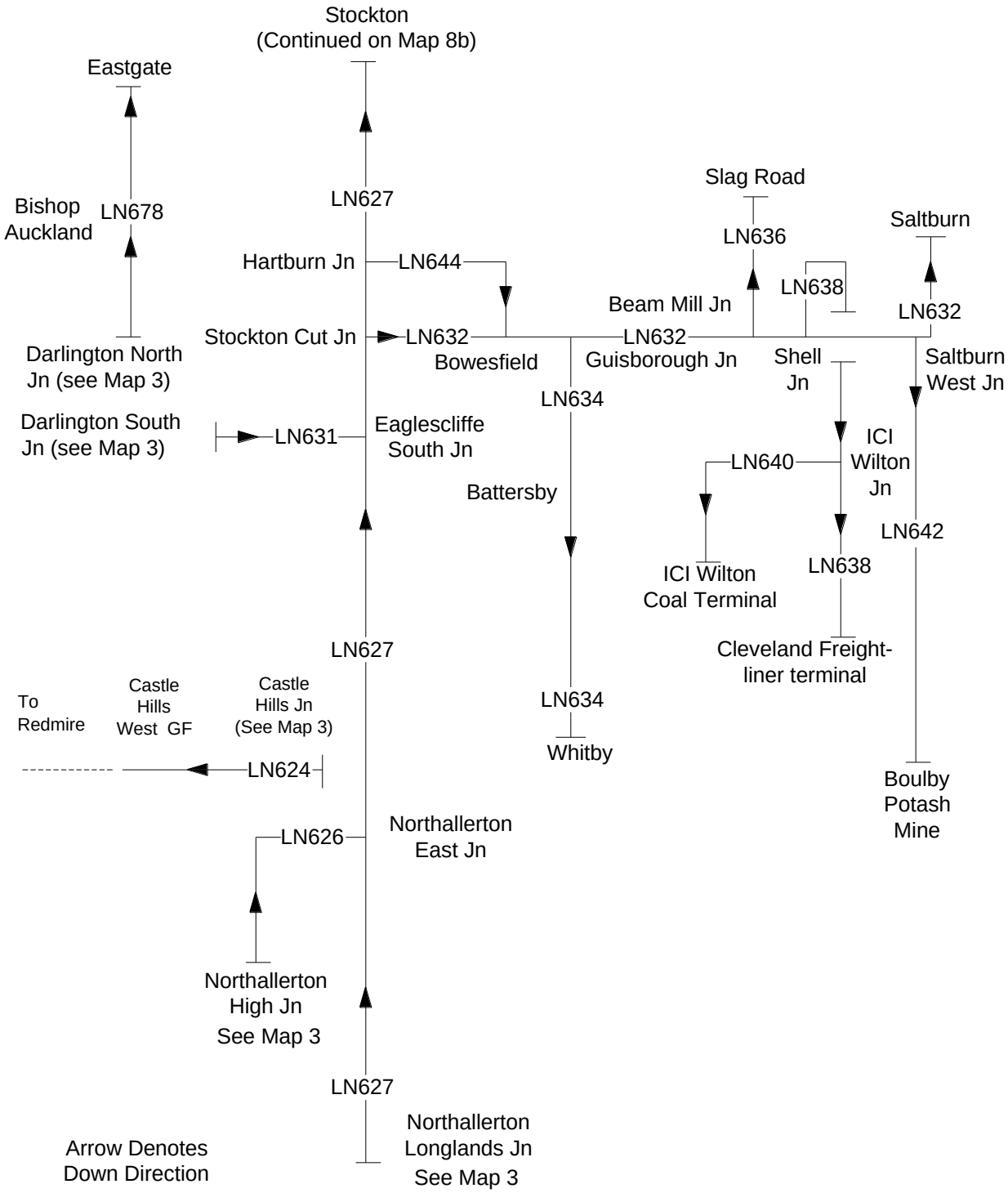
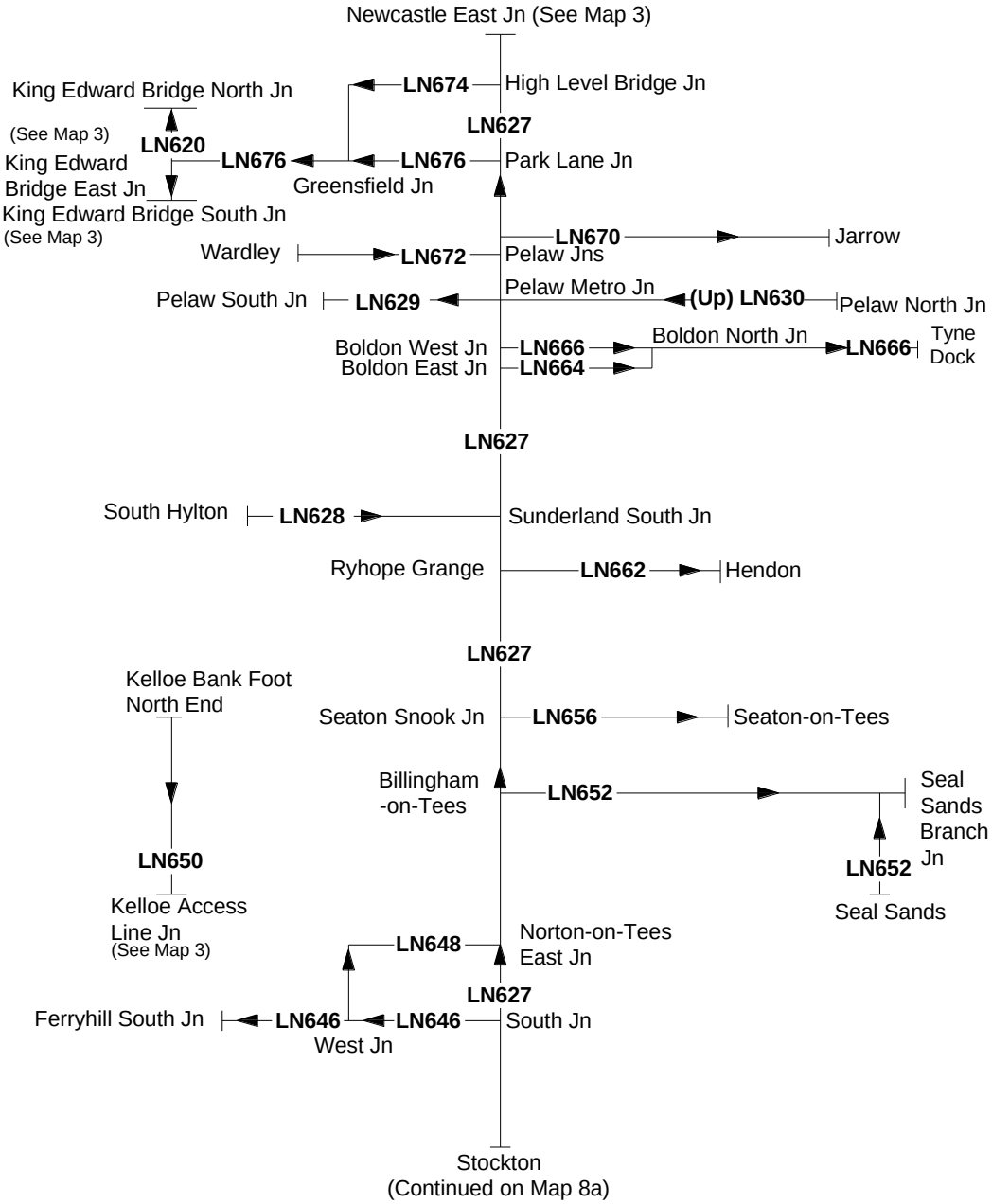
MAPS

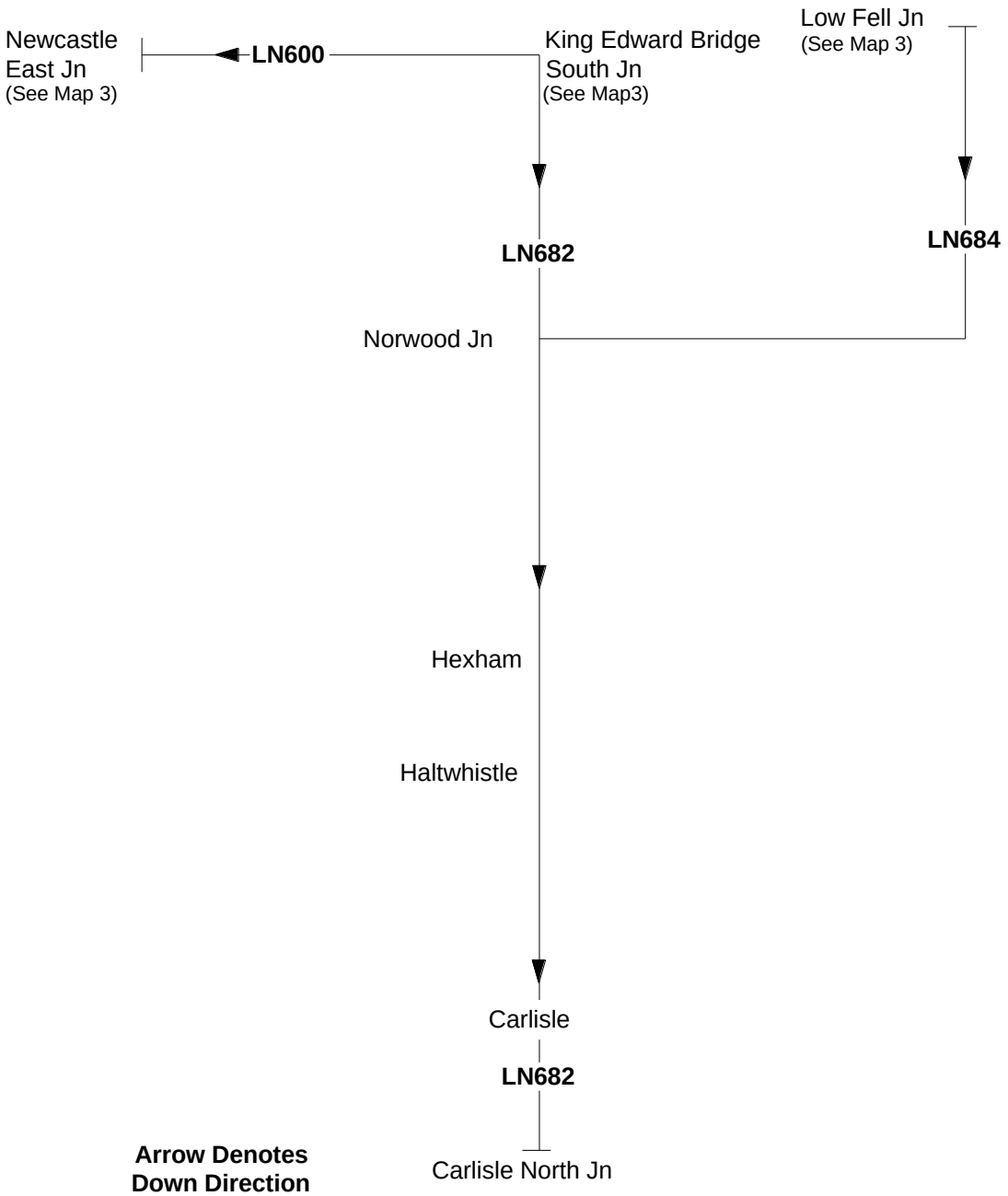
MAP 8a: NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST AND BRANCHES



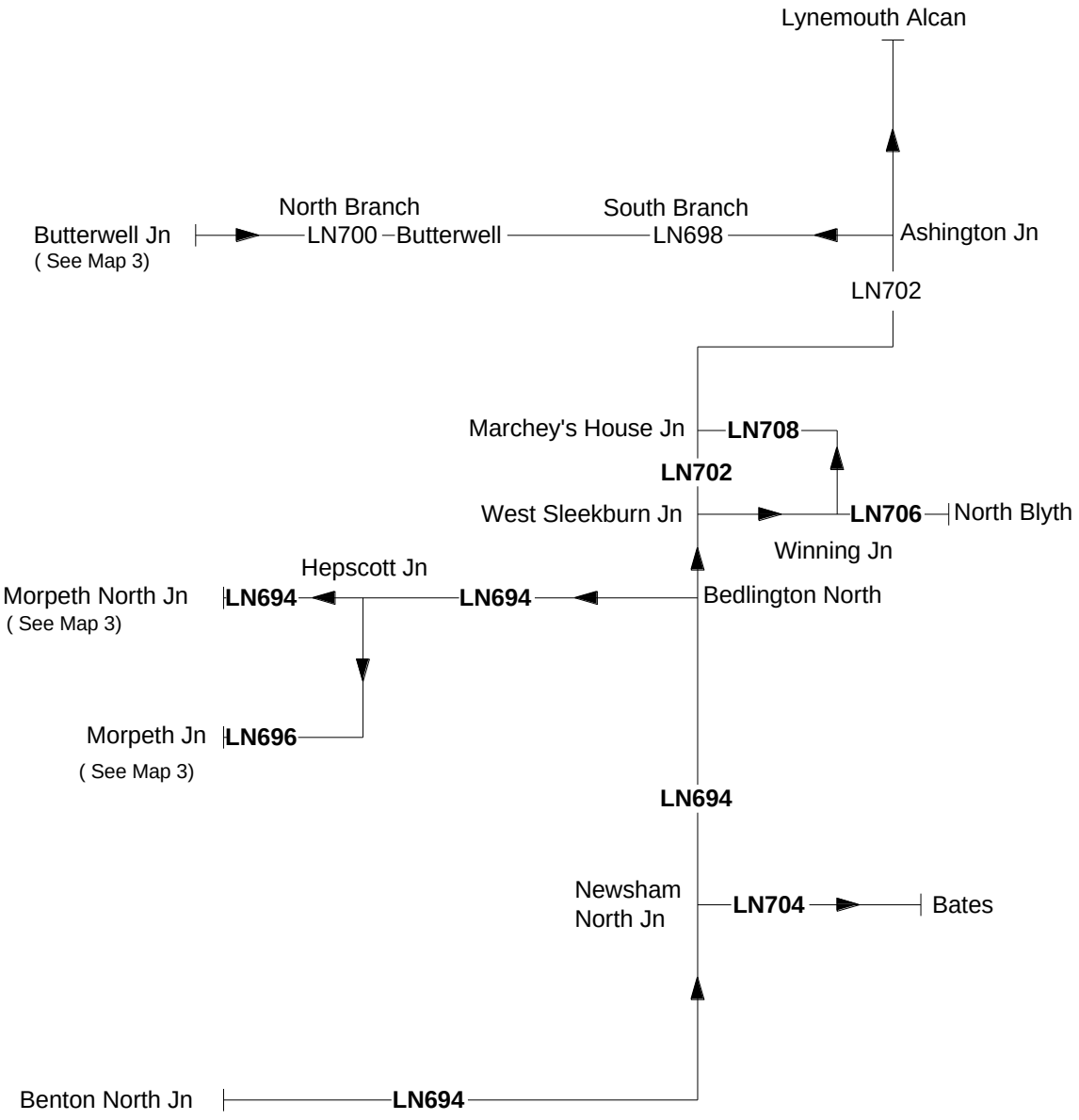
MAP 8b: NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST AND BRANCHES Continued



MAP 8c: KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN (INCLUDING KING EDWARD BRIDGE SOUTH JN TO NEWCASTLE EAST JN AND LOW FELL JN TO NORWOOD



MAP 8d: BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON AND BRANCHES



Arrow Denotes Down Direction

EXCEPTIONALLY POOR RAIL ADHESION

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EXCEPTIONALLY POOR RAIL ADHESION

LN682 (KING EDWARD BRIDGE SOUTH JN. TO CARLISLE NORTH JN.)

Location	Line(s) Affected	Mileage (Between)							
Approaching Haydon Bridge Station & HB8 signal	Up	m	52	ch	to	28	m	04	ch

Dated: 05/10/19

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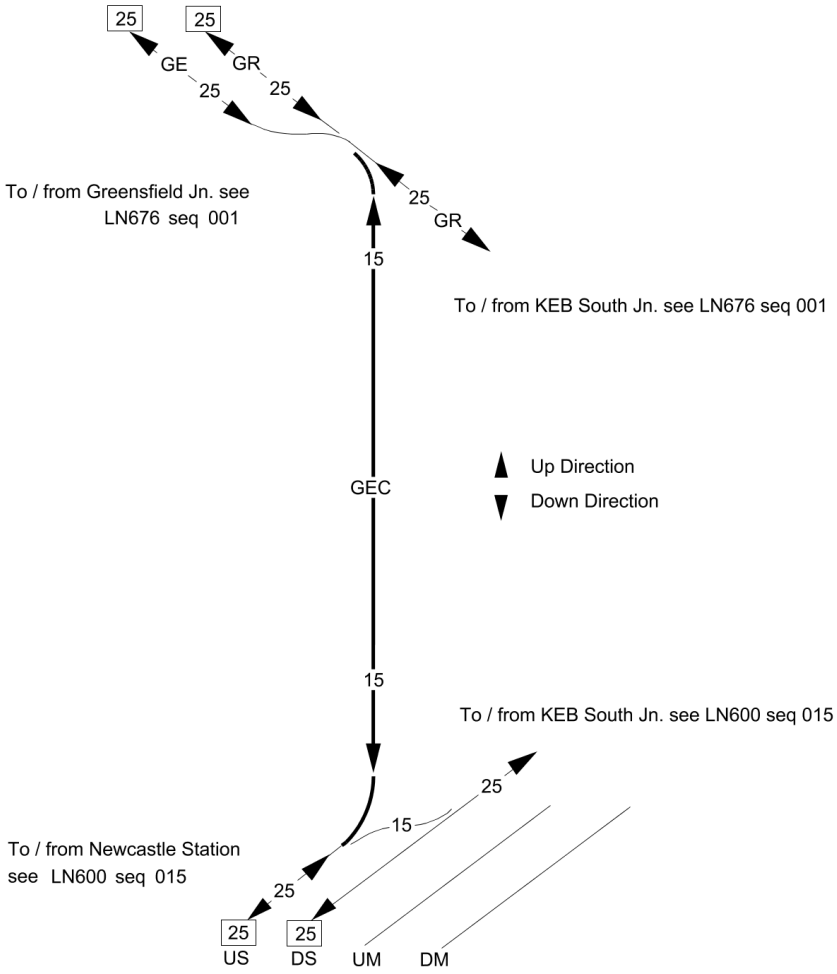
London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN620	001	King Edward Bridge East Jn. to King Edward Bridge North Jn. (East Curve)	KEB	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
King Edward Bridge East Jn	0 00		GSM-R TCB Tyneside ROC (T) RA9 Gateshead workstation AC:York EC GR = Gateshead Reversible GE = Greensfield Reversible GEC = Gateshead East Curve
King Edward Bridge North Jn	0 13		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN622	001	Forth Branch	NEN1	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		15 To/From West End Bays see LN600 seq 016	GSM-R TCB Tyneside SB (T) RA8 AC:York ECR
Newcastle West Jn	0 11	15 To/From Down Main see LN600 seq 016	
		15	GSM-R Up: Start of GSM-R area: 0m 32ch ▲ Down: End of GSM-R area: 0m 32ch
Stop Board	0 40		OTS
		15	
Forth Banks	0 73		

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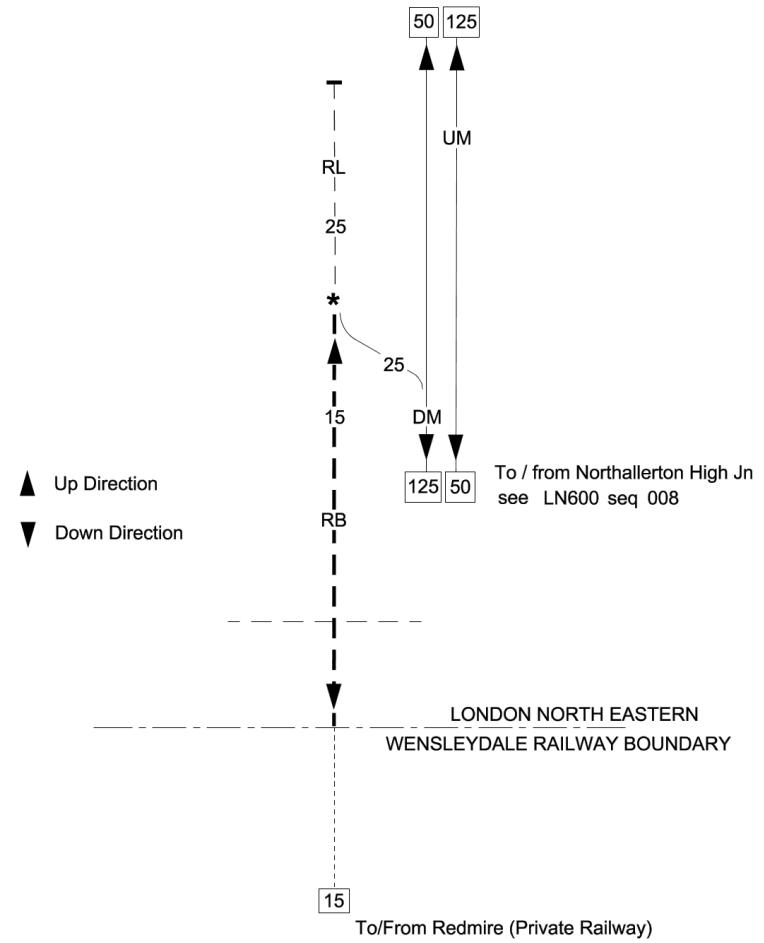
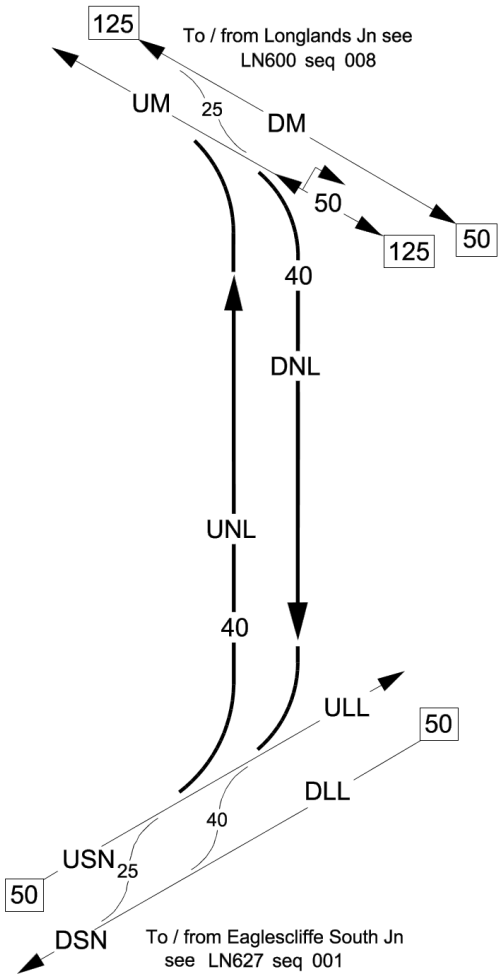
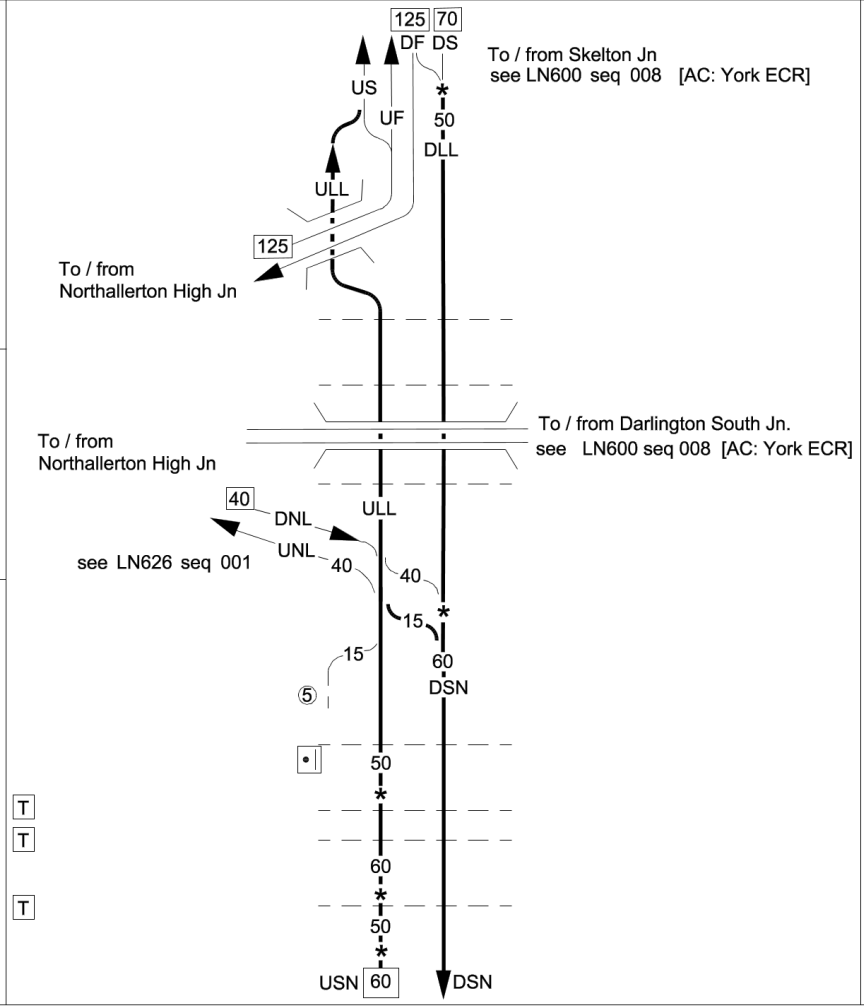
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN624	001	Northallerton, Castle Hills Jn to Castle Hills West GF	REB4 REB2	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of Castle Hills Reversing Line	31 09		GSM-R TCB York ROC (Y) RA8 York North WS RL = Castle Hills Reversing Line Note: UM & DM (ECML) = AC: York ECR
Castle Hills Jn	30 63 *		
Change to RB milage	-0 04		OTS
	0 00		AWS not provided
			RB - Up/Down Redmire Branch
Castle Hills Farm UWC & Stop Boards	0 17		Note UWC is not provided with telephones
Network Rail Boundary	0 18		End of GSM-R area at 0m 18ch

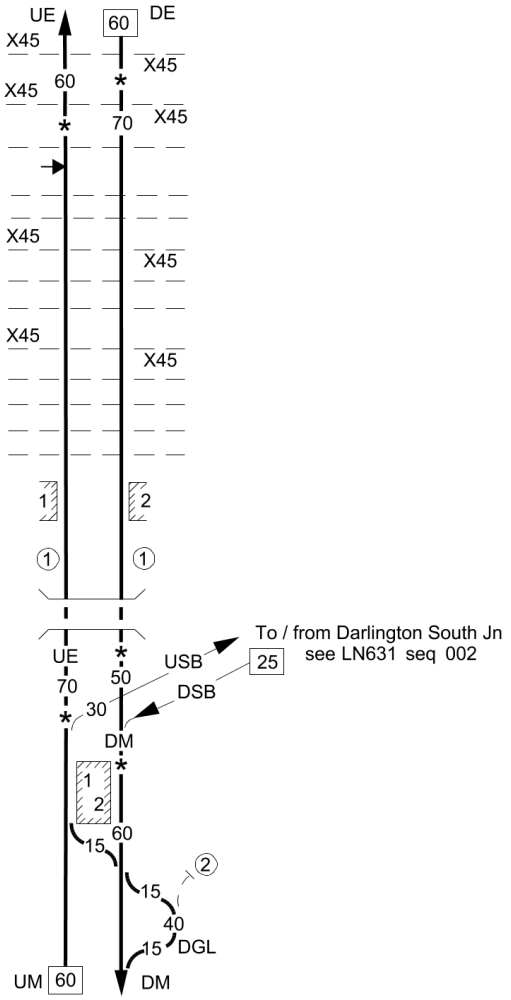
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN626	001	Northallerton High Jn to Northallerton East Jn	LEN2	London North Eastern	27/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Northallerton High Jn	0 00		GSM-R TCB York ROC RA8 York North Workstation (Y) Note: UM & DM (ECML) = AC: York ECR UNL - Up Northallerton Loop DNL - Down Northallerton Loop ULL - Up Longlands Loop DNL - Down Longlands Loop USN - Up Sunderland DSN - Down Sunderland
Northallerton East Jn	0 36		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	001	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LLP1 LLP3 LLP2 LEN3	London North Eastern	27/12/2024

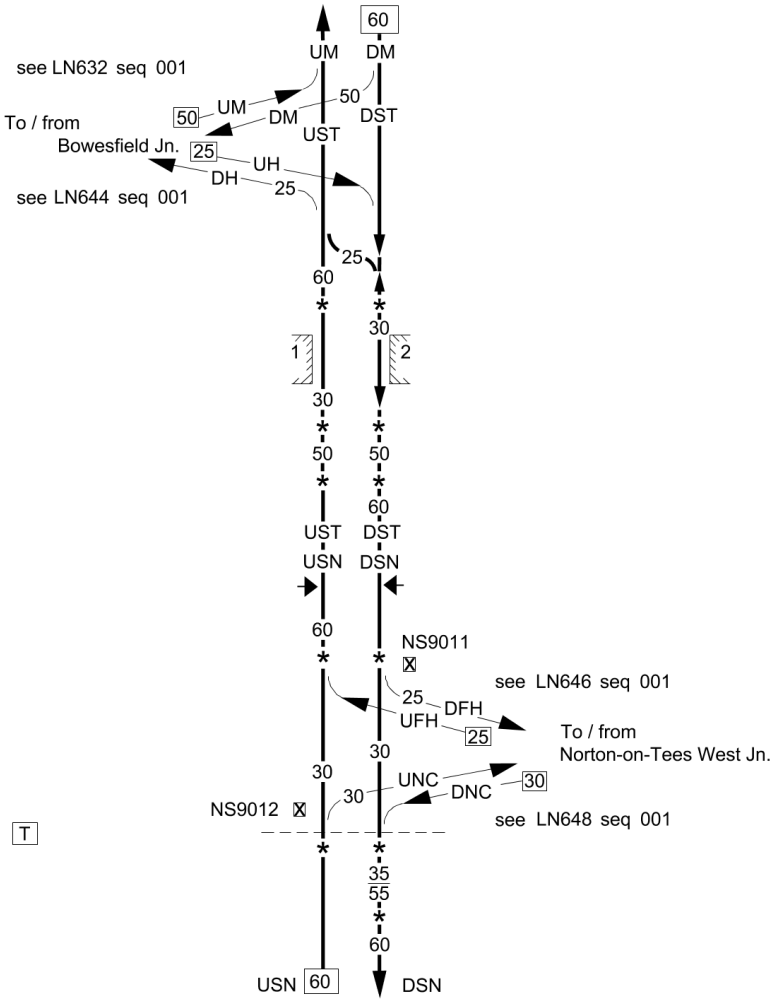
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Longlands Jn (Down Longlands Loop)	28 58 ①		GSM-R
	28 76		TCB York ROC
	28 77 *		RA8 York North Workstation (Y)
Longlands Jn (Up Longlands Loop)	0 69 ②		ULL = Up Longlands Loop
			DLL = Down Longlands Loop
Longlands Tunnel	0 11		
50 metres / 55 yards	to		① - ELR LLP1 Down Longlands Loop (28m 58ch to 29m 72ch)
	0 08		② - ELR LLP3 Up Longlands Loop (0m 69ch to 0m 00ch)
Boroughbridge Road LC (CCTV) #	29 72		# = Crossing controlled / monitored by Low Gates SB
Change of Milage - Dn Longlands Loop	29 72 ①		
Change of Milage - Up Longlands Loop	0 00 ②		
Change of Milage / ELR	42 21 ③		③ - ELR LLP2 Up & Down Longlands Loop lines (42m 21ch to 42m 79ch)
Romanby Road LC (CCTV) #	42 38		
Springwell Lane LC (AHBC) #	42 65		DNL = Down Northallerton Loop
			UNL = Up Northallerton Loop
			USN = Up Sunderland
			DSN = Down Sunderland
Northallerton East Jn	42 79 ③		
Change of Line Name / ELR	④		④ - ELR LEN3 Up & Down Sunderland Lines (from 42m 79ch)
	43 00 *		
			⑤ to / from Northallerton East Goods Yard
Low Gates LC (MCB) #	43 24		
Low Gates SB	43 25		Low Gates SB control area from 43m 60ch.
	43 25 *		
Vaseys LC (UWC)	43 68	T	Low Gates SB (LG)
Clarks LC (UWC)	44 10	T	
	44 30 *		
Walkers LC (UWC)	44 30	T	
	44 53 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	002	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	12/02/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Brompton LC (AHBC-X)	44 57		GSM-R TCB Low Gates SB (LG) RA8 Controlled by Low Gates (LG) Signal box to 56m 41ch Down line & from 56m 18ch Up line OMSL - SEE GENERAL INSTRUCTION
	44 58 *		
South Holme FPS (OMSL-X)	44 74		
	45 30 *		
Spencers UWC	45 60	T	
HABD Long Lane (Up line only)	46 32		
Long Lane LC (CCTV)	46 34		
Boyes UWC	47 47	T	
Welbury LC (AHBC-X)	48 21		UE = Up Eaglescliffe DE = Down Eaglescliffe UM = Up Main DM = Down Main
Town End Farm UWC	48 53	T	
Pattisons UWC	49 07	T	
Rounton Gates LC (AHBC-X)	50 12		
Tunstans UWC	50 53	T	
Picton Grange No.1 UWC	51 33	T	
The Poplars UWC	51 72	T	
Picton LC (CCTV)	52 31		
YARM	54 35		
① Yarm Viaduct	55 29 to 55 64		① = Loaded and Empty trains with HAA type wagons within the consist are restricted to 20mph maximum speed on both lines over Yarm Viaduct.
Yarm Tunnel (69 m / 75 yds)	55 76 to 55 79		
	56 70 *		York ROC Bowsfield workstation (B)
	56 75 *		CW Up at 56m 75ch
Eaglescliffe South Jn Change of Line Name	56 75		
	56 76 *		USB = Up Saltburn DSB = Down Saltburn
EAGLESCLIFFE	57 00		
	57 07		
	57 32		DGL = Down Goods Loop 256m / 280yds. ② = Eaglescliffe EDC Sidings OOU.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	003	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	10/02/2021

Location	Mileage M	Ch	
Stockton Cut Jn	58	30	
Change of Line Name	58	30	
Hartburn Jn	59	14	
	59	63	
	59	70	*
STOCKTON	60	04	
	60	07	*
	60	54	*
Change of milage	60	56	
	60	60	
Change of Line Name	60	70	
Stockton HABD	61	05	
	61	70	*
Norton-on-Tees South Jn	61	71	
Norton-on-Tees East Jn	62	19	
Norton East (Blackwells) LC (UWC)	62	21	
	62	22	*
	62	31	*



GSM-R

TCB	York ROC (B)
RA8	Bowesfield workstation

UM = Up Main
DM = Down Main
UST = Up Stockton
DST = Down Stockton
UH = Up Branch (Hartburn Curve)
DH = Down Branch (Hartburn Curve)

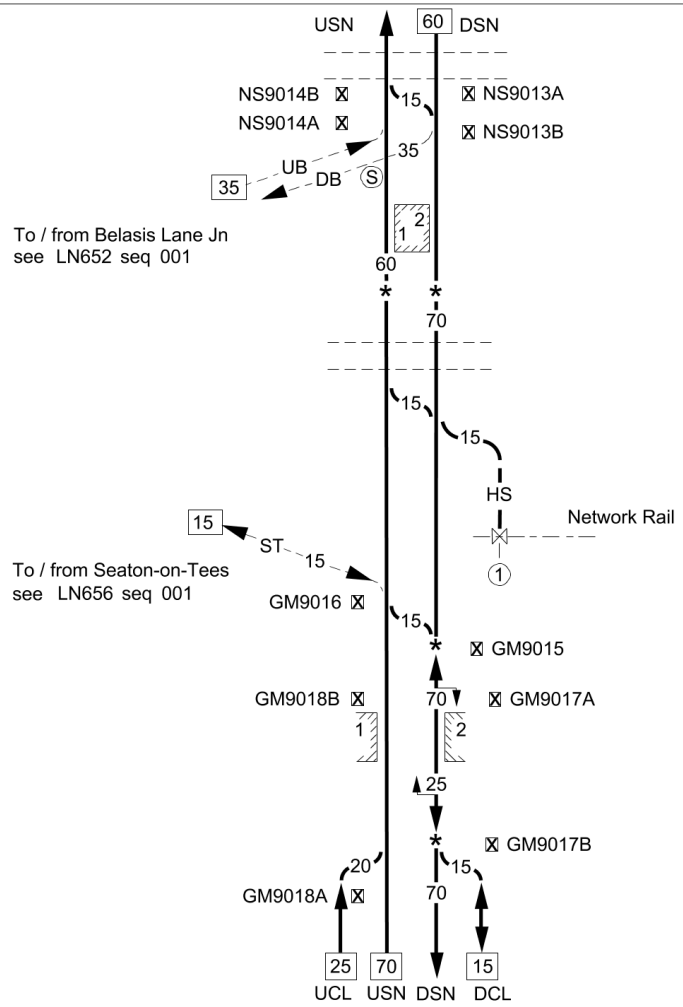
York ROC (NS,NF)
Hartlepool workstation

Stockton HABD, Up Sunderland & Down Sunderland lines report to York ROC Hartlepool workstation

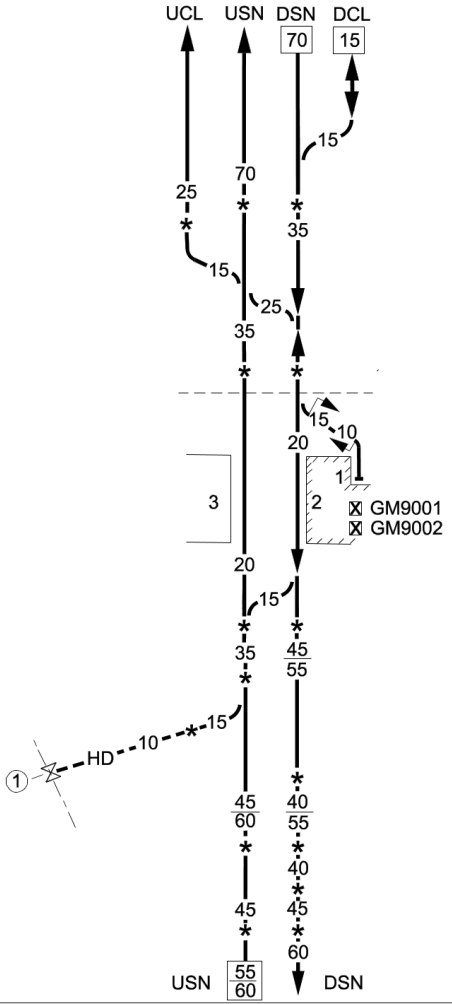
USN = Up Sunderland
DSN = Down Sunderland
UFH = Up Ferryhill
DFH = Down Ferryhill
UNC = Up Norton Curve
DNC = Down Norton Curve

☒ = Lockout protection provided - see General Instructions for detail.

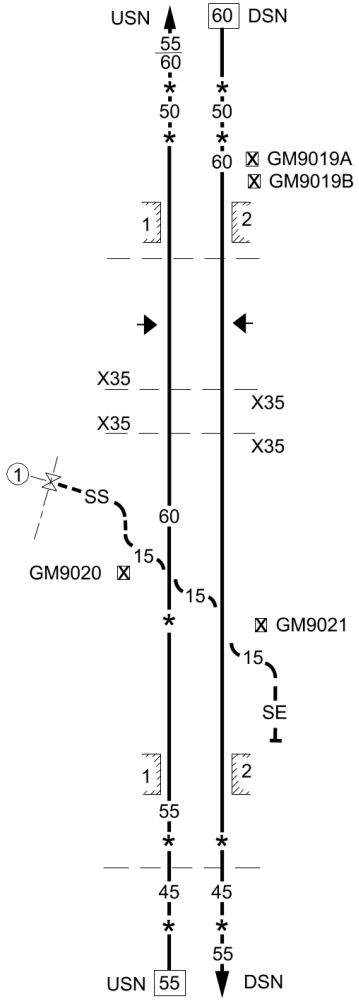
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	004	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	15/03/2021

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Norton-on-Tees LC (MCB-OD)	62	63			GSM-R
Billingham LC (MCB-OD)	63	60			TCB York ROC (NS, GM) RA8 Hartlepool workstation
Billingham Jn	63	69			USN = Up Sunderland DSN = Down Sunderland UB = Up Belasis DB = Down Belasis Ⓢ = Switched Diamonds ⊠ = Lockout protection provided - see General Instructions for detail.
BILLINGHAM	64	47			
	65	00	*		
Cowpen Lane LC (MCB-OD)	65	44			
Greatham LC (MCB-OD)	67	28			
	67	48			
Hartlepool South Works boundary gates	67	73			① To / from Hartlepool South Works private sidings HS = Hartlepool South Works Arrival / Departure ST = Seaton On Tees Single
Seaton Snook Jn	68	60			
	68	62	*		
SEATON CAREW	69	36			
	69	41	*		
Seaton Carew Jn	69	41			UCL = Up Cliff House Loop = 1991m / 2178yds. DCL = Down Cliff House Loop = 700m / 765yds.

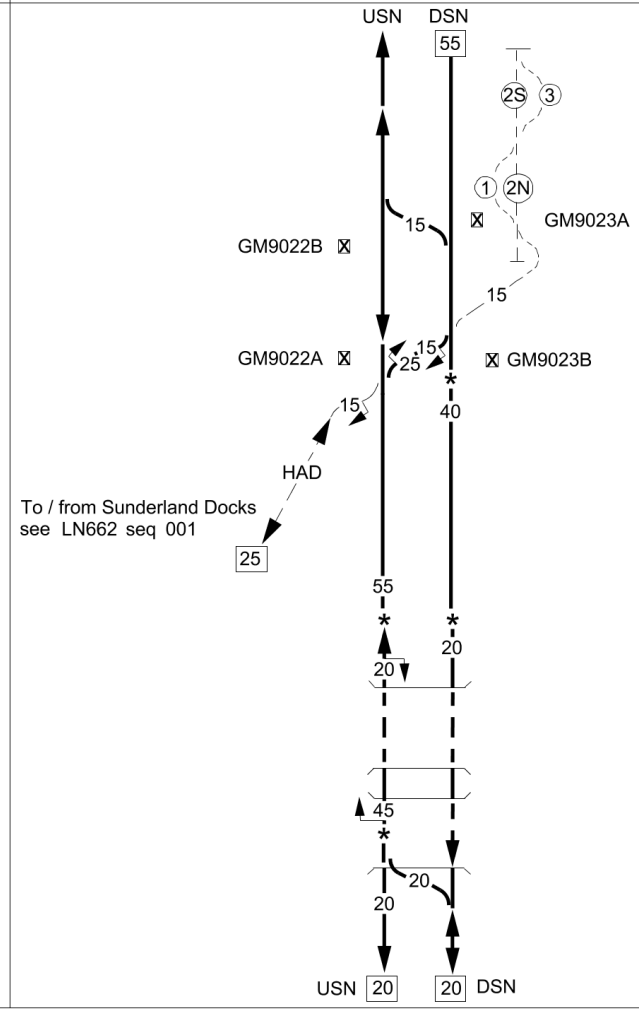
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	005	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3 HLD	London North Eastern	02/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Cliff House Jn	70 02		GSM-R TCB York ROC (NS) RA8 Hartlepool workstation USN = Up Sunderland DSN = Down Sunderland UCL = Up Cliff House Loop = 1991m / 2178yds. DCL = Down Cliff House Loop = 700m / 765yds.
	70 79 *		
	71 20 *		
Stranton Jn	71 12		
	71 30 *		
Church Street LC (MCB-OD)	71 40		
HARTLEPOOL	71 55		⊠ - Lockout Protection provided see General Instruction
	71 45 *		
	72 10 *		
Lancaster Road Jn	72 20		
	72 26 *		
Hartlepool Docks Boundary Gates	72 49		HD = Hartlepool Dock Siding, ELR = HLD. ① = To / from Hartlepool Docks private sidings.
	72 49 *		
	73 00 *		
	73 11 *		
	73 27 *		

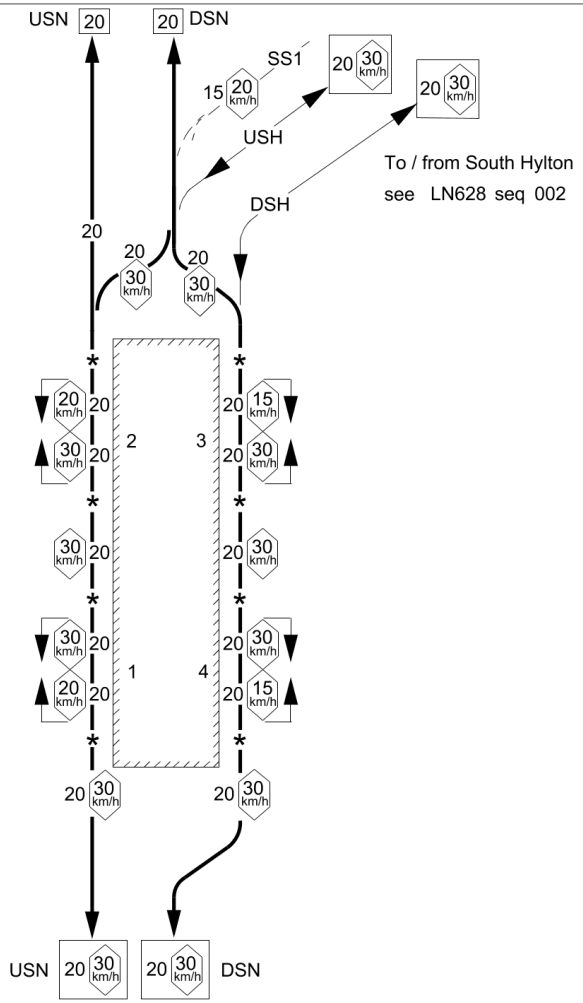
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	006	Northallerton Longlands Jn to Newcastle East Jn via the Coast	**LEN3** SEA1	London North Eastern	10/02/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC (NS) RA8 Hartlepool workstation USN = Up Sunderland DSN = Down Sunderland ☒ = Lockout protection provided - see General Instructions for detail.
	74 78 *		
	75 24 *		
HORDEN	78 66		
Blackhills Farm LC (UWC)	78 78	T	
Easington HABD	80 15		
White Steps LC (FPS OMSL-X)	81 35		OMSL- See general instruction
Hawthorn Hive LC (FPW OMSL-X)	82 00		
Port of Seham Boundary Gates	83 64		① To / from Port of Seaham private sidings
Dawdon Jn	84 11		SS = Seabanks Siding, ELR = SEA1 SE = Seaham Engineering Siding
	84 15 *		
SEAHAM	84 49		
	85 20 *		
Hall Dene LC (CCTV)	85 24		
	85 52 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	007	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	27/12/2021

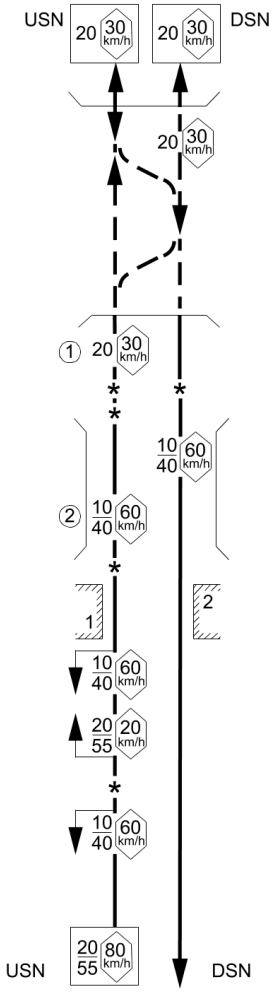
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ryhope Grange Jn.	87 47 87 59 87 60 *		GSM-R TCB York ROC (NS) RA8 Hartlepool workstation USN = Up Sunderland DSN = Down Sunderland ⊠ = Lockout protection provided - see General Instructions for detail. ① = Ryhope No.1 Siding 2N = Ryhope No.2 North Siding 2S = Ryhope No.2 South Siding ③ = Ryhope No.3 Siding HAD = Hendon Arrival / Departure Tyneside ROC (T) Sunderland workstation
Sunderland South Tunnels (650 metres / 711 yards)	89 06 to 89 38		
Sunderland South Tunnels (116 metres / 127 yards)	89 39 to 89 45 89 40 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	008	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	27/12/2021

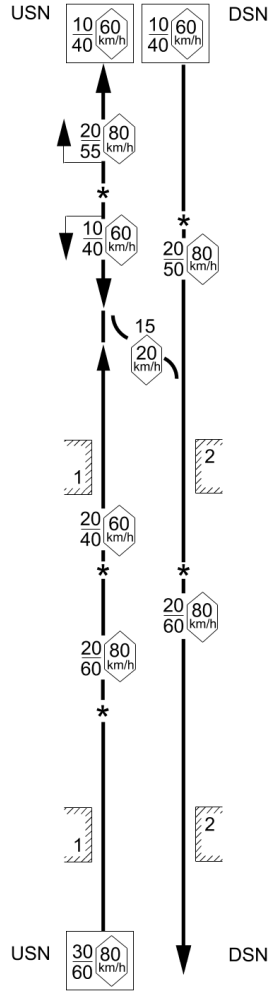
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Sunderland South Jn	89 49 89 51 89 56 89 57 * 89 59 * 89 60 89 61 * 89 63 *		GSM-R TCB Tyneside ROC (T) RA8 Sunderland workstation DC OHL:York EC DSN = Down Sunderland USN = Up Sunderland DSH = Down South Hylton USH = Up South Hylton SS1 = Sunderland Siding No 1 = 92M / 100yds km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only.

SUNDERLAND

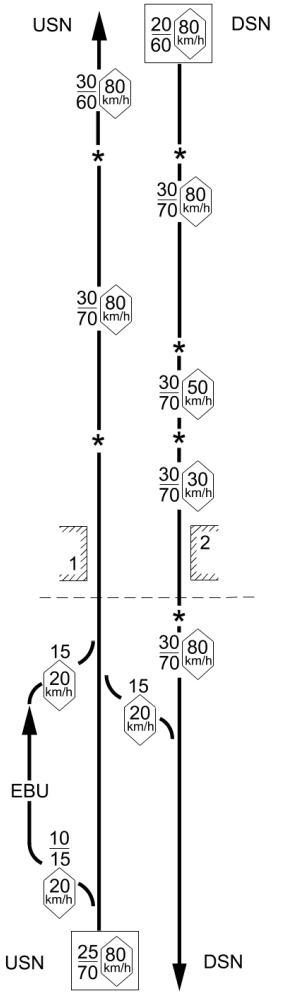
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	009	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Sunderland North Tunnel (234 metres/256 yards)	89 64		TCB Tyneside ROC (T) RA8 Sunderland workstation DC OHL:York EC GSM-R DSN = Down Sunderland USN = Up Sunderland km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only. Permissible speeds through all routes at Sunderand North Jn remain at 20mph / 30km/h.
	to		
Sunderland North Jn	89 76 89 71		
	89 76 *		① Applies from 89 78 (Up direction)
	89 78 *		
	90 07 *		② Applies from 89 76 (Down direction)
ST PETER'S	90 08		
	90 12 *		

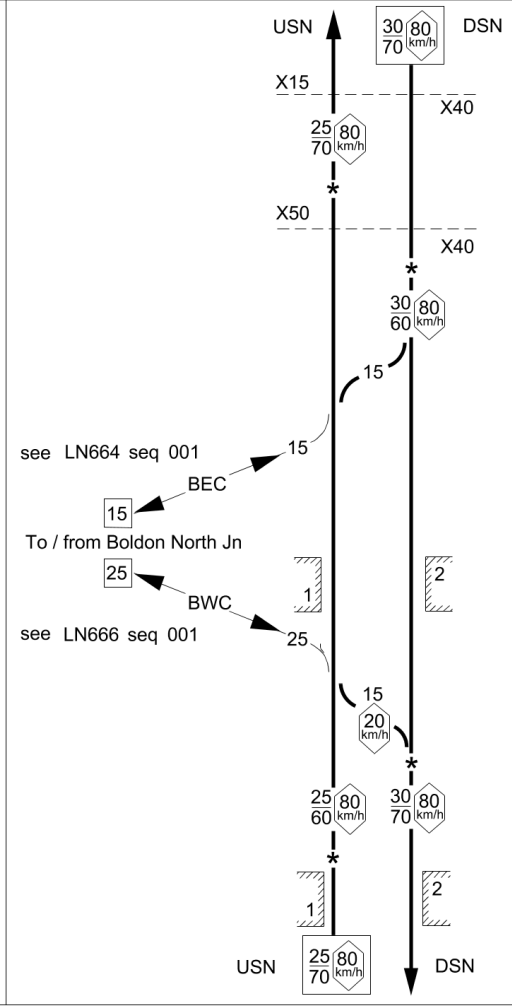
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	010	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC (T) RA8 Sunderland workstation DC OHL:York EC DSN = Down Sunderland USN = Up Sunderland km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only.
	90 18 *		
	90 19 *		
Monkwearmouth Jn	90 20		
STADIUM OF LIGHT	90 48		
	90 69 *		
	91 00 *		
SEABURN	91 32		

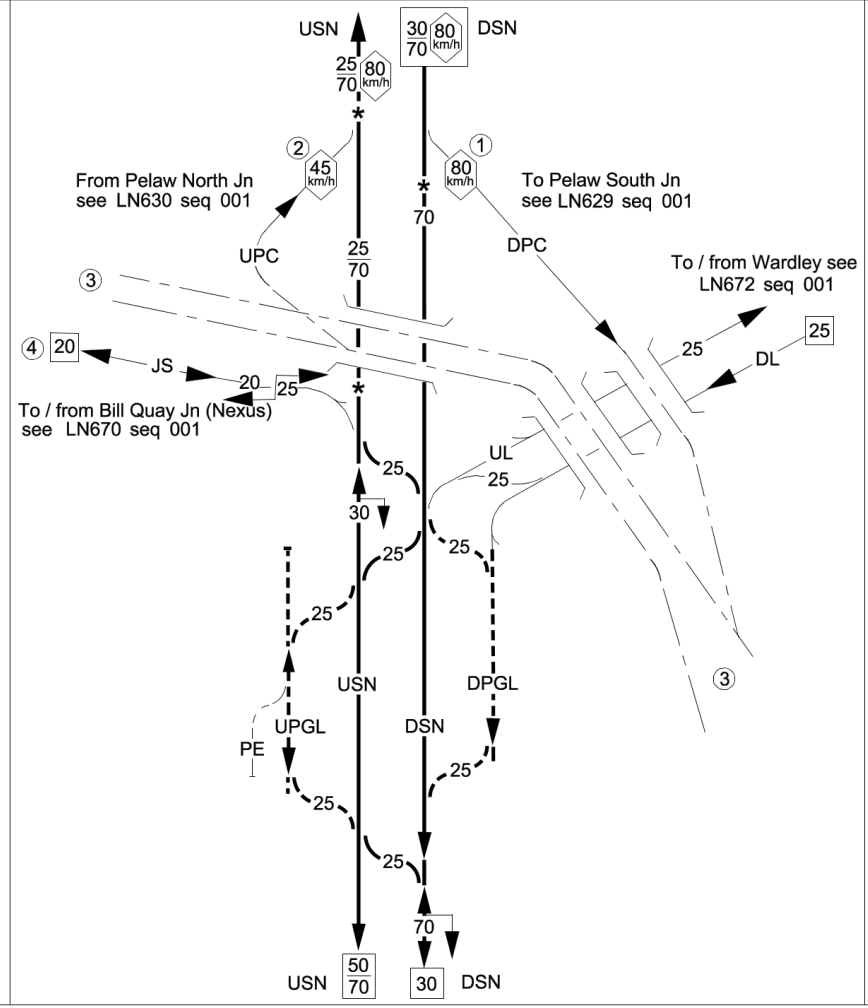
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	011	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC (T) RA8 Sunderland workstation DC OHL:York EC DSN = Down Sunderland USN = Up Sunderland km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only.
	91 40 *		
	93 11 *		
	93 14 *		
EAST BOLDON	93 17		
East Boldon LC (CCTV)	93 21		
	93 23 *		
	93 25		
	93 30		EBU = East Boldon Up Loop = 442m / 483yds
	93 54		

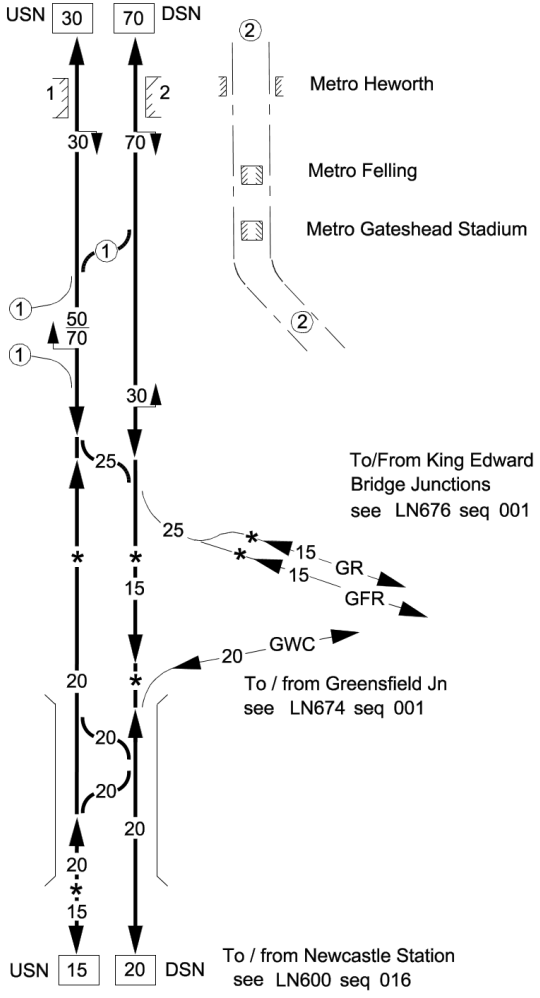
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	012	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tile Shed LC (AHBC-X)	93 64		GSM-R TCB Tyneside ROC (T) RA8 Sunderland workstation DC OHL:York EC DSN = Down Sunderland USN = Up Sunderland km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only.
	94 00 *		
Boldon LC (AHBC-X)	94 00		
	94 45 *		
	94 59		
Boldon East Jn	94 63		
BROCKLEY WHINS	95 09		BEC = Boldon East Curve BWC = Boldon West Curve
Boldon West Jn	95 16		
	95 19		
	95 20 *		
	95 30 *		
FELLGATE	96 08		

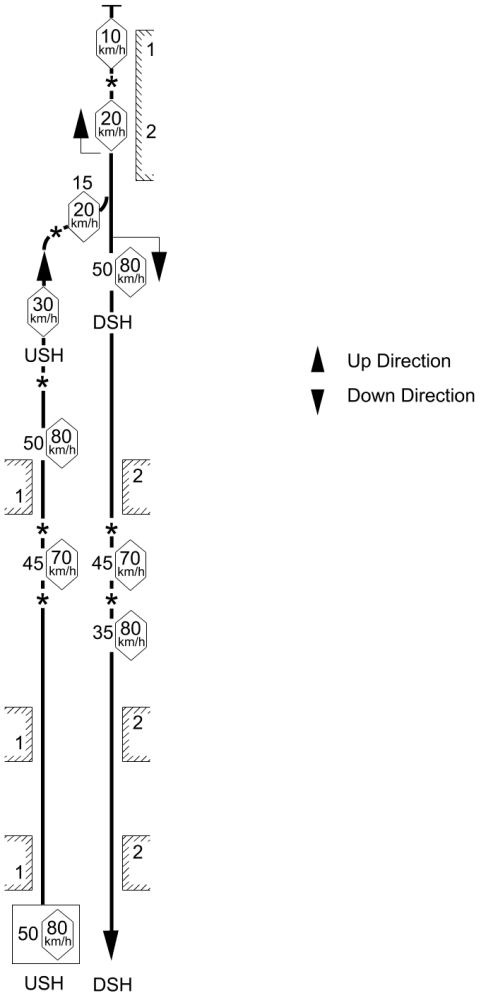
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	013	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	04/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Pelaw Metro Jn	97 64 * / 97 64		GSM-R TCB Tyneside ROC (T) RA8 Sunderland workstaion DC OHL:York EC DSN = Down Sunderland USN = Up Sunderland km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only. ① Equates to 50mph (No associated speed sign) ② Equates to 30mph (No associated speed sign) UPC = Up Pelaw Chord DPC = Down Pelaw Chord UL = Up Leamside DL = Down Leamside JS = Jarrow Single ③ = Adjacent lines & Sidings, controlled by Nexus / Tyne & Wear Metro DC OHL : Nexus EC (Tel : 0191 213 1003) ④ = To/From Nexus / Tyne & Wear Metro see local instructions DPGL = Down Pelaw Goods Loop = 320m / 350yds. UPGL = Up Pelaw Goods Loop = 384m / 420yds. PE = Pelaw Engineers Siding
	97 70 *		
	98 02 *		
Pelaw Jn for Jarrow	98 07		
Pelaw Jn for Leamside	98 16		
Pelaw	98 33		
	98 40		
	98 47		

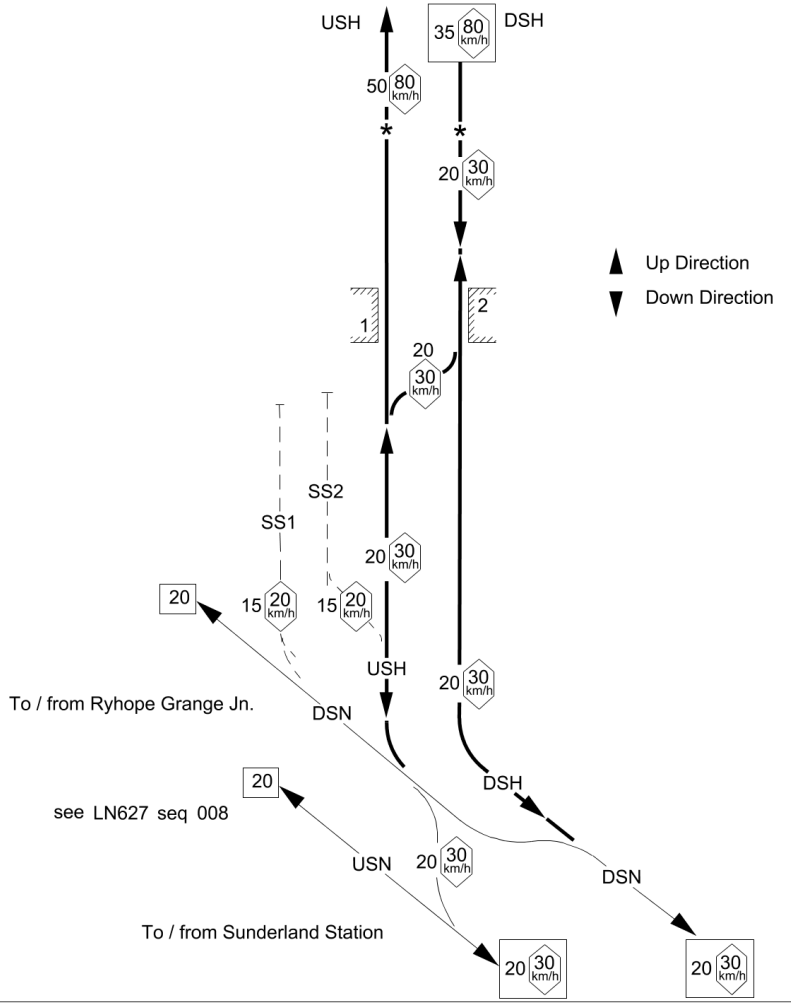
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	014	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
HEWORTH	99 00		GSM-R TCB Tyneside ROC (T) RA8 Sunderland workstation DSN = Down Sunderland USN = Up Sunderland Gateshead workstation ① = To/From Tyneside Central Freight Depot. Connections temporarily secured out of use ② = Adjacent lines & Stations, Nexus / Tyne & Wear Metro OLE = 1500V DC (ECR 0191 213 1003) GR = Gateshead Reversible GE = Greensfield Reversible GWC = Gateshead West Curve RA5 AC: York EC Newcastle workstation
St James Bridge Jn	100 23		
Park Lane Jn (Tyneside)	100 65		
	100 75 *		
	101 33 *		
High Level Bridge Jn	101 33		
High Level Bridge	101 33 to 101 45		
High Level Bridge Central Jn	101 39		
	101 51 *		
Newcastle East Jn	101 59		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN628	001	South Hylton to Sunderland South Jn.	NEK	London North Eastern	27/12/2021

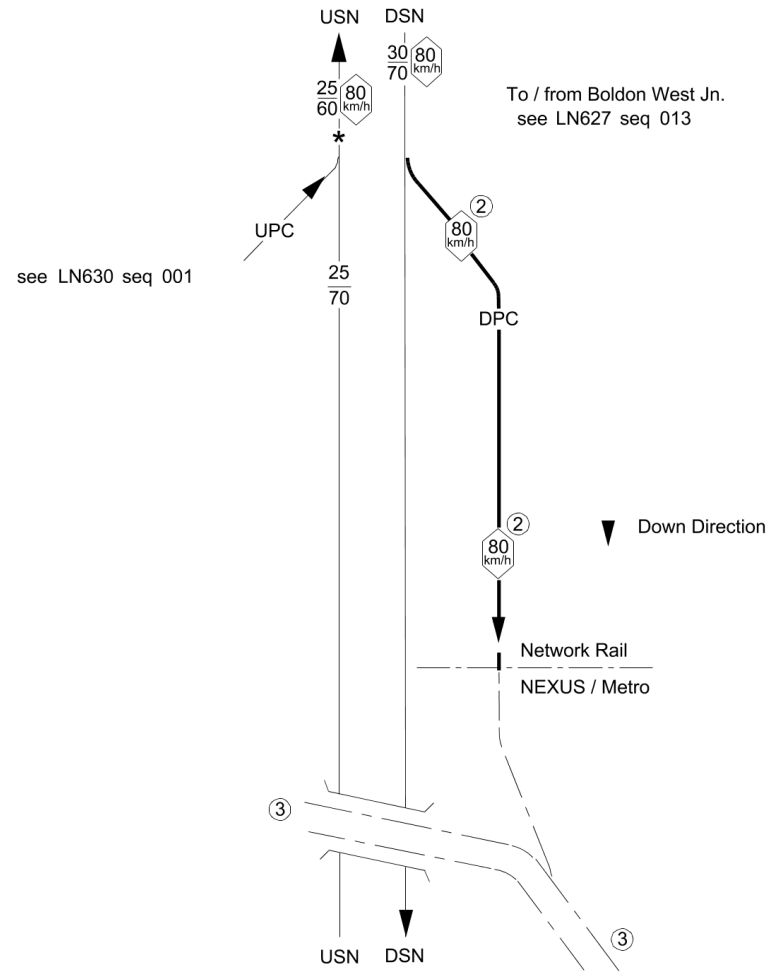
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of Line	3 20		TCB Tyneside ROC (T) Sunderland workstation DC OHL:York EC
SOUTH HYLTON	3 17		Radio Communication Via NEXUS system only.
	3 16 *		PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains.
	3 13 *		AWS not provided
	3 08 *		TPWS not provided
	3 01 *		km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only.
PALLION	1 67		DSH= Down South Hylton
	1 53 *		USH= Up South Hylton
	1 42 *		
MILLFIELD	1 01		
UNIVERSITY	0 44		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN628	002	South Hylton to Sunderland South Jn.	NEK	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
PARK LANE	0 30 *		TCB Tyneside ROC (T) Sunderland workstation DC OHL:York EC Radio Communication Via NEXUS system only. AWS not provided TPWS not provided km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only. DSH = Down South Hylton USH = Up South Hylton SS1 = Sunderland Siding No 1 = 92M / 100yds SS2 = Sunderland Siding No 1 = 118M / 129yds USN = Up Sunderland DSN = Down Sunderland
	0 24		
	0 21		
	0 13		
	0 05		
Sunderland South Jn	0 00		

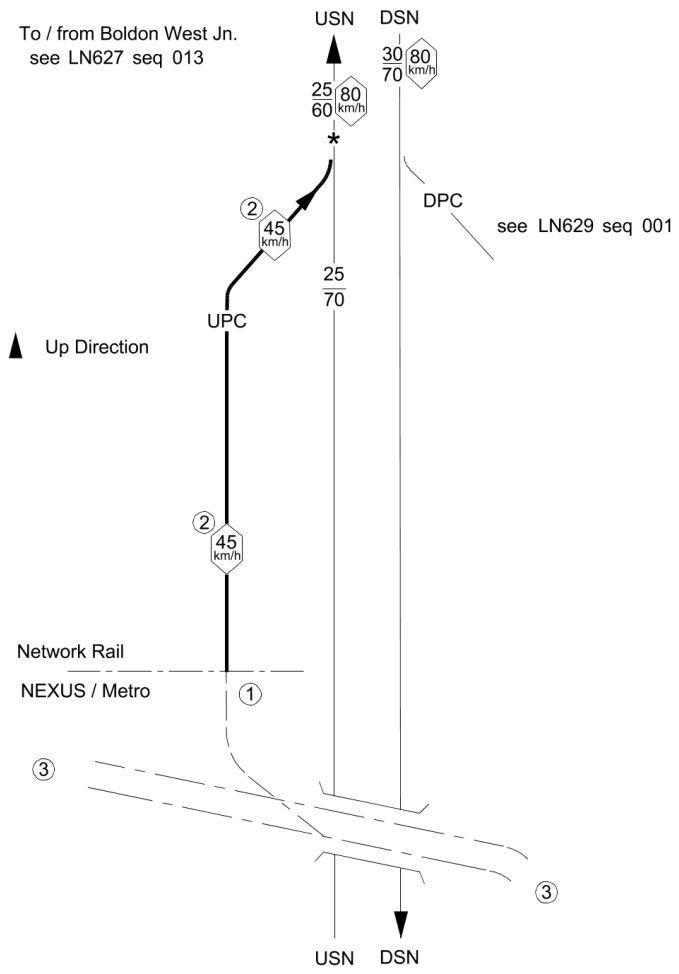
London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN629	001	Pelaw Metro Jn to Pelaw South Jn	PDL	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Pelaw Metro Jn	97 64		GSM-R TCB Tyneside ROC (T) Sunderland workstation DC OLE: York EC DSN = Down Sunderland USN = Up Sunderland UPC= Up Pelaw Chord DPC= Down Pelaw Chord ② Equates to 50mph (No associated speed sign) TPWS not provided GSM-R Up: Start of GSM-R area at 98m 01ch Down: End of GSM-R area at 98m 01ch km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only. ① = From Metro system, signalling controlled by NEXUS / Tyne & Wear Metro Control Centre. ③ = Adjacent lines NEXUS / Tyne & Wear Metro = OLE = 1500V DC (ECR 0191 213 1003)
Network Rail / NEXUS Metro Operating Boundary (signal 764)	98 01		
Pelaw South Jn	98 15		

London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN630	001	Pelaw North Jn to Pelaw Metro Jn	PUL	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Pelaw Metro Jn	97 64		GSM-R TCB Tyneside ROC (T) Sunderland workstation AC: York EC DSN = Down Sunderland USN = Up Sunderland UPC= Up Pelaw Chord DPC= Down Pelaw Chord ② Equates to 30mph (No associated speed sign) TPWS not provided GSM-R Up: Start of GSM-R area at 97m 77ch Down: End of GSM-R area at 97m 77ch km/h Speeds in kilometers per hour apply to NEXUS / Metro trains only. ① = From Metro system, signalling controlled by NEXUS / Tyne & Wear Metro Control Centre. ③ = Adjacent lines NEXUS / Tyne & Wear Metro = OLE = 1500V DC (ECR 0191 213 1003)
NEXUS (Metro) / Network Rail Operating Boundary (signal T6282)	97 77		
Pelaw North Jn	98 04		

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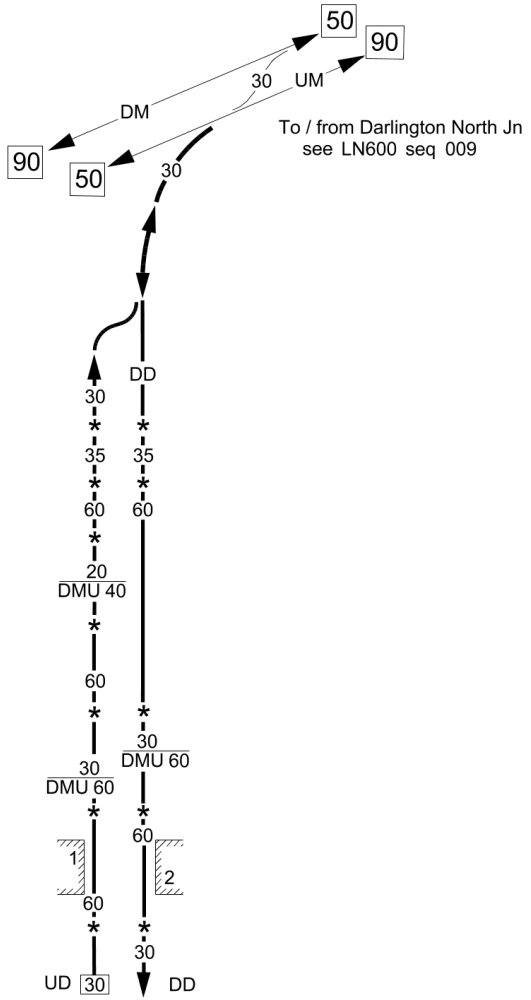
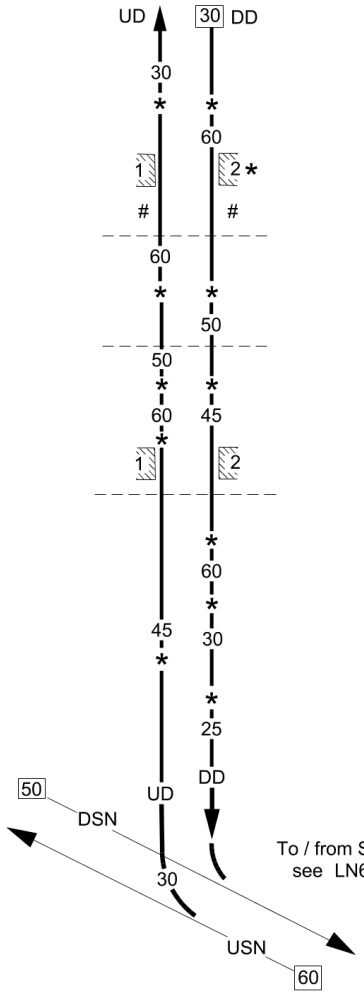
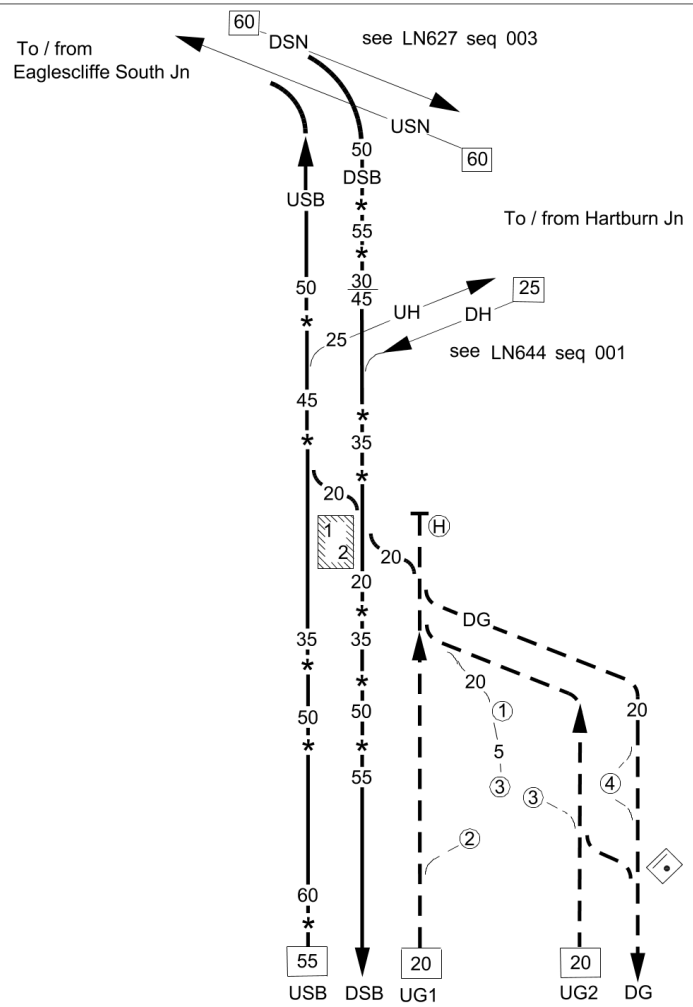
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN631	001	Darlington South Jn to Eaglescliffe South Jn.	DSN1	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Darlington South Jn	0 29		TCB Tyneside ROC (T) RA8 Darlington Workstation GSM-R UD = Up Dinsdale DD = Down Dinsdale
	0 36		
	0 43 *		
	0 67 *		
	1 03 *		
	1 30 *		
	3 01 *		
	3 07 *		
DINSDALE	3 65		
	3 76 *		

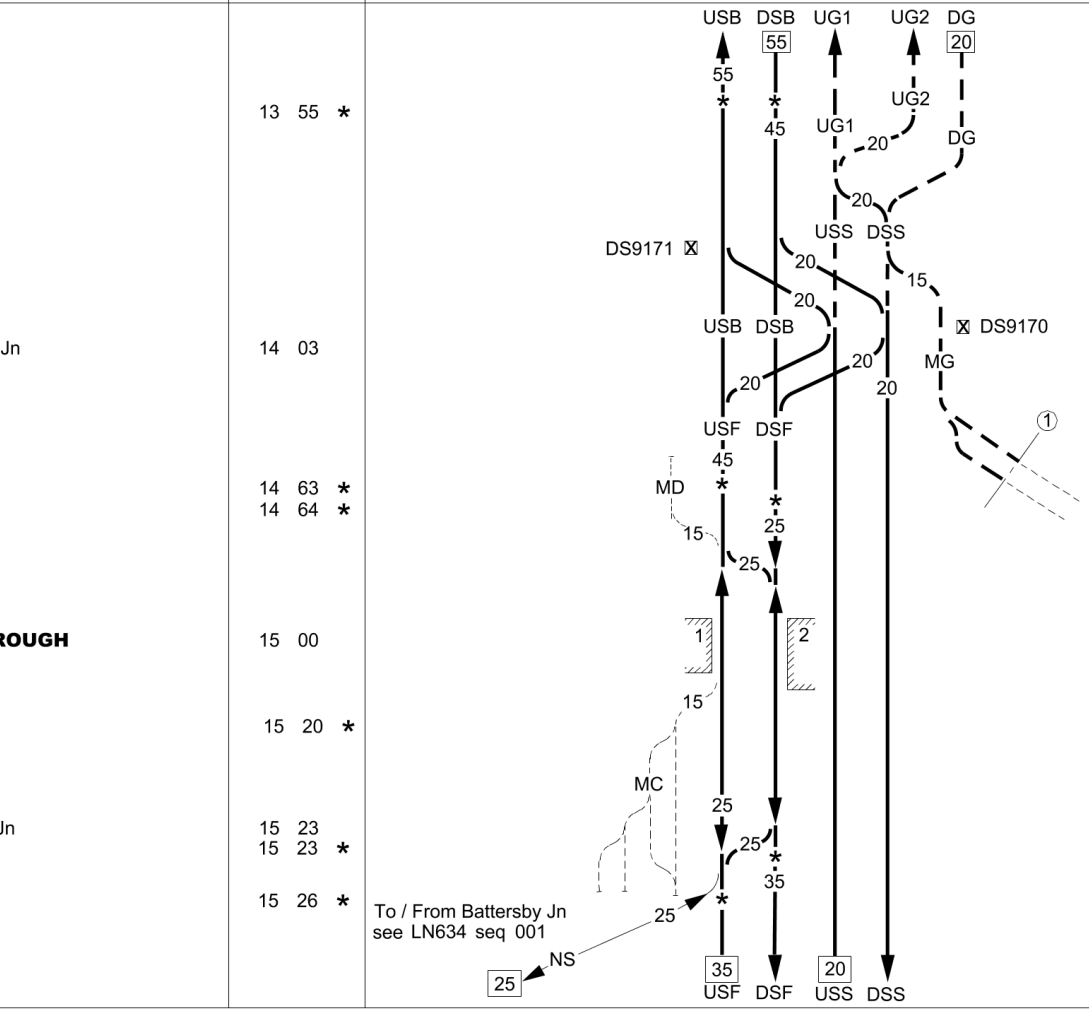
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN631	002	Darlington South Jn to Eaglescliffe South Jn.	DSN1	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC (T) RA8 Darlington Workstation From 05M 00ch Down Dinsdale To 06M 19ch Up Dinsdale York ROC (B) Hartlepool workstation UD = Up Dinsdale DD = Down Dinsdale * Down Platform 2 temporary OOU # = Trip Wires
	4 28 *		
TEESSIDE AIRPORT	5 43		
Carters LC (UWC)	6 28	T	
	7 22 *		
Urlay Nook LC (MCB OD)	7 39		
	7 45 *		
	8 00 *		
ALLENS WEST	8 10		
Allens West LC (MCB OD)	8 15		
	8 18 *		
	8 34 *		
	8 39 *		
	8 53 *		
Eaglescliffe South Jn	8 58		USN = Up Sunderland DSN = Down Sunderland

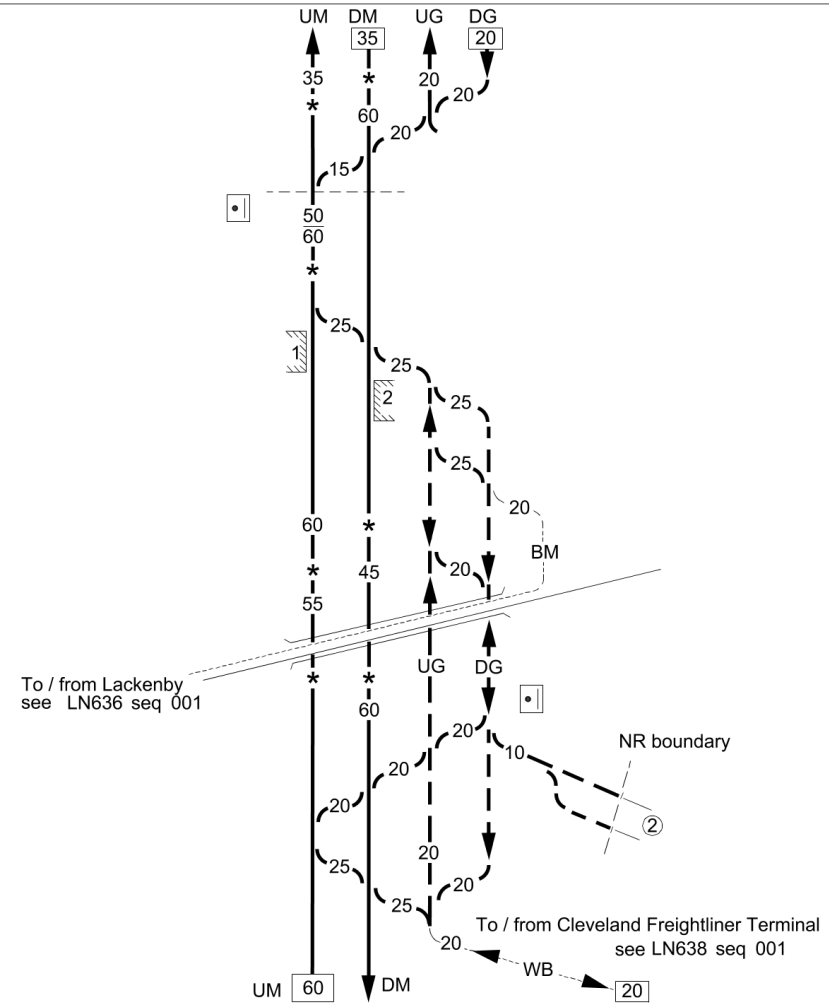
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	001	Stockton Cut Jn. to Saltburn	DSN2 TSY	London North Eastern	29/01/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stockton Cut Jn	10 13		GSM-R TCB York ROC (B) RA8 Hartlepool workstation USN = Up Sunderland DSN = Down Sunderland USB = Up Saltburn DSB = Down Saltburn UH = Up Hartburn DH = Down Hartburn
	10 34 *		
	10 56 *		
	10 73 *		
Bowesfield Jn	10 76		
	11 26 *		York ROC (DS) Middlesborough workstation USB & DSB lines only
	11 28 *		
	11 45 *		
THORNABY	11 63		Tees SB (TY) Goods Lines & Tees Yard area AWS not provided on Goods Lines Goods Lines ELR = TSY
	11 70 *		
	11 77 *		
	12 01 *		Ⓗ - Headshunt 330 metres / 361 yards ① - Down Arrival / Up Departure line ② - To Tees Yard Arrivals/Departures ③ - To/From Tees Yard Arrivals/Departures ④ - To/From Tees Yard Down Staging Sidings
	12 36 *		
Tees SB (TY)	12 70		PF is permitted on Up Goods No.2 between signals TY179 and TY198
	13 29 *		

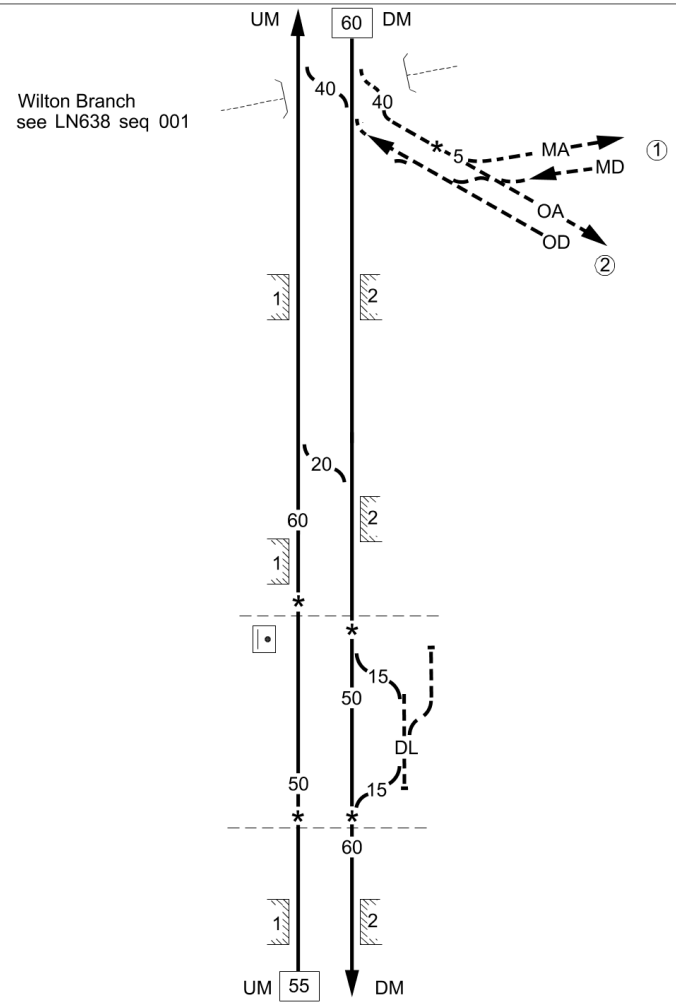
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	002	Stockton Cut Jn. to Saltburn	DSN2 TSY	London North Eastern	29/01/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Newport East Jn	13 55 *		GSM-R TCB / RA8: York ROC (DS, TY) Middlesborough workstation USB & DSB lines only TCB / RA8: Tees SB (DS, TY) Goods line only AWS not provided on Goods Lines Goods Lines ELR = TSY York ROC (DS, MW) Middlesborough workstation All lines USB = Up Saltburn DSB = Down Saltburn USF = Up Saltburn Fast DSF = Down Saltburn Fast USS = Up Saltburn Slow DSS = Down Saltburn Slow MG = Middlesbrough Goods Yard MD = Middlesbrough Dock ☒ = Lockout protection provided - see General Instructions for detail. ① = To / From Middlesbrough Goods Yard Private sidings, ELR = MGY, Boundary 14m 27Ch / 0m 38ch Permissive working Middlesbrough Platforms 1 & 2: - PP - full use for class 1, 2, 3(ECS), 5, 9 & 0 trains, PP-C only for trains formed of 185, 80x & Class 68. MC = Middlesbrough Carriage Sidings. NS = Nunthorpe Single
	14 03		
	14 63 *		
	14 64 *		
MIDDLESBROUGH	15 00		
	15 20 *		
Guisborough Jn	15 23		
	15 23 *		
	15 26 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	003	Stockton Cut Jn. to Saltburn	DSN2	London North Eastern	13/02/2021

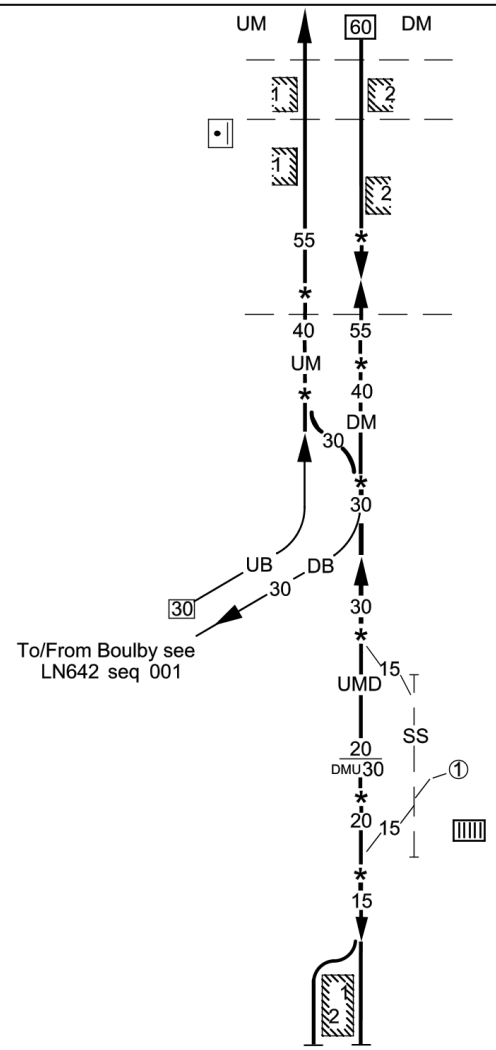
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	15 48 *		GSM-R
	15 56 *		TCB Whitehouse SB (W) RA8
			AB Goods Lines only between Middlesbrough and Whitehouse
			AWS not provided on Goods Lines between Middlesbrough and Whitehouse
Whitehouse LC (MCB)	15 76		
Whitehouse SB (W)	15 76		
	16 18 *		
South Bank Jn	17 31		
SOUTH BANK	17 40		Grangetown SB (G)
Beam Mill Jn	18 03		C Up at 18 05
	18 29 *		
	18 34 *		BM = Up Beam Mill Down line
	18 58 *		
Grangetown SB (G)	18 65		
Grangetown Jn	18 75		
	19 03		② - To / from Tees Dock private sidings
Shell Jn	19 32		WB = Wilton Branch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	004	Stockton Cut Jn. to Saltburn	DSN2 DSN3	London North Eastern	21/11/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Redcar Ore Terminal Jn	20 05		GSM-R TCB Grangetown SB (G) RA8
	20 35 *		MA = Mineral Arrival. MD = Mineral Departure. ① = To / from Redcar Mineral Terminal private sidings
Tod Point Jn	20 05		
BRITISH STEEL REDCAR	20 56		OA = Ore Terminal Arrival. OD = Ore Terminal Departure. ② = To / from Redcar Ore Terminal private sidings
Change of mileage / Change of ELR	21 72		
	22 16		AB Redcar SB (R)
REDCAR CENTRAL	22 64		
	22 67 *		
Redcar LC (MCG)	22 71		
Redcar SB (R)	22 71		
	22 72 *		DL = Down Goods Loop = 340m, 314yds
	23 18 *		
Church Lane LC (CCTV)	23 20 *		
REDCAR EAST	23 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	005	Stockton Cut Jn. to Saltburn	DSN3	London North Eastern	01/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Grewgrass LC (UWC)	25 05	T	GSM-R TCB Longbeck SB (L)
LONGBECK	25 28		
Longbeck LC (MCB)	25 31		
Longbeck SB (L)	25 31		
MARSKE	25 65		
	26 49 *		
Down Main Limit of Shunt	26 50		
	26 59 *		
Saltburn Riding School LC (UWC)	26 63	T	
	26 70 *		
	26 74 *		
Saltburn West Jn	27 00		
	27 05 *		
	27 16 *		
	27 20		
	27 42 *		
Saltburn Down Siding G.F. No2	27 44		
	27 47		
	27 47 *		
SALTBURN	27 57		



UB = Up Branch
DB = Down Branch
UMD = Up Main Down

SS = Saltburn No 2 Siding = 304m / 330yds

① To/ From Saltburn No1 Siding & Run Round (OOU)

PP-C Permissive working is authorised in Saltburn Platforms 1 and 2 for Class 1, 2, 3 ECS, 5, 9 & 0 trains.

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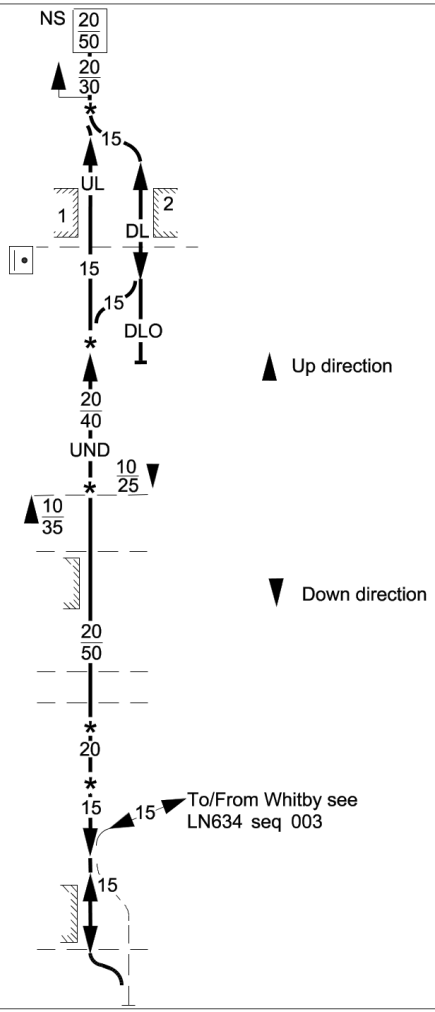
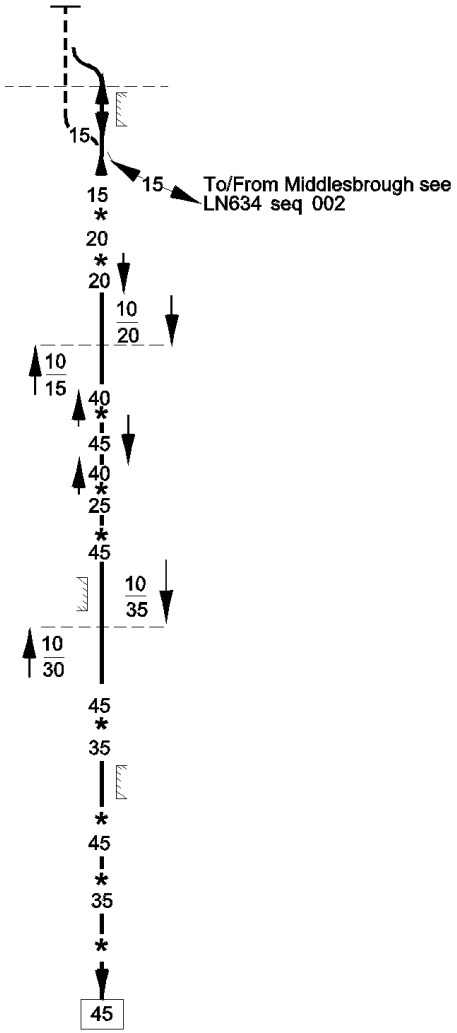
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	001	Guisborough Jn. to Whitby	MBW1	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Guisborough Jn	0 00 0 01 *	30 To/From Middlesbrough see LN632 seq 2 * 20/50	TCB Middlesbrough SB (M) RA7 GSM-R
Cargo Fleet Road LC (CCTV)	0 14		
James Cook University Hospital	2 01		
	2 45 *	* 10 DMU/50	
MARTON	2 56		
	2 59 *	* 20/50	
	3 55 *	* 20/50	
GYPSY LANE	3 60	STOP	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
Marton Lane LC (ABCL)	3 62	20	
		20/50	
		20/30	

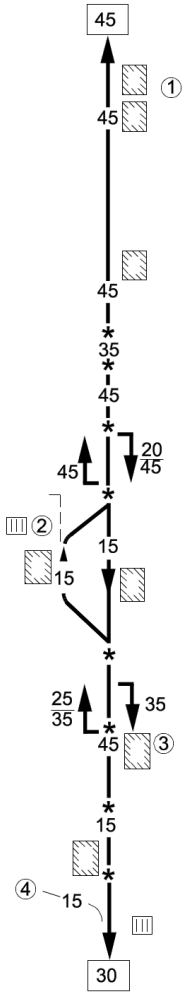
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	002	Guisborough Jn. to Whitby	MBW1 MBW2	London North Eastern	15/03/2024

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

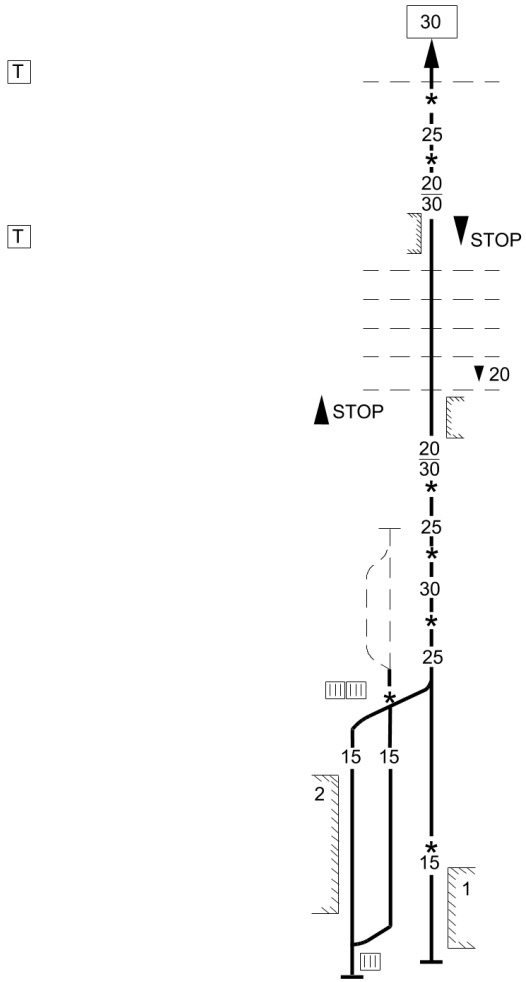
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	003	Guisborough Jn. to Whitby	MBW2	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of Line	11 61		GSM-R NSTR Nunthorpe SB (N) RA7
BATTERSBY	12 03		
Battersby Jn	12 10		
	12 14 *		
	12 26 *		
Battersby Road LC (AOCL+B)	12 46		
	12 47 *		
	13 55 *		
	13 62 *		
KILDALE	13 64		
Guisborough Road LC (AOCL)	14 56		
	17 27 *		
COMMONDALE	17 71		
	18 28 *		
	19 13 *		
	19 28 *		

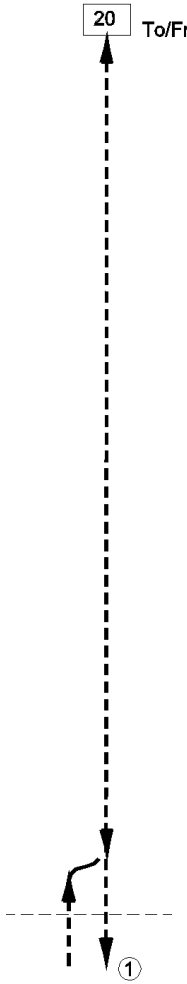
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	004	Guisborough Jn. to Whitby	MBW2 MBW3	London North Eastern	20/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NSTR Nunthorpe SB (N) RA7
CASTLETON MOOR	19 38		① - Class 158 units 30 mph passing Castleton Moor platform
DANBY	20 74		
LEALHOLM	24 43		
	24 60 *		
	25 65 *		
	26 09 *		
Engineers Siding G. F.	26 39 *		② - Engineers Siding controlled by Ground Frame. (Secured out of use) CL = 134m / 441 feet
GLAISDALE	26 50		
	26 59 *		
	27 44 *		③ - Class 158 units 30mph passing Egton platform
EGTON	28 17		
	29 50 *		
GROSMONT	29 59		
	29 66		
	24 44 *		④ - To/From North Yorkshire Moors Railway (Controlled by Ground Frame)
Grosmont G. F.	24 51		

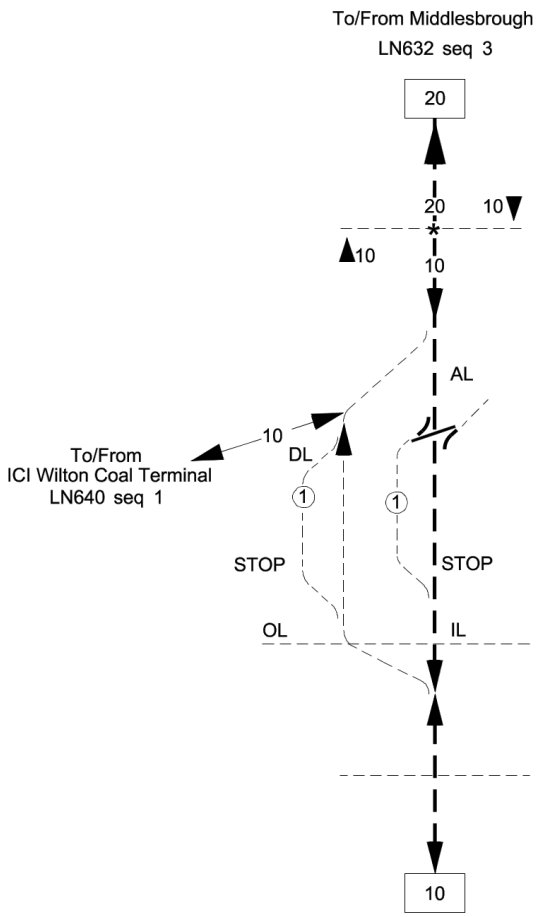
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	005	Guisborough Jn. to Whitby	MBW3	London North Eastern	03/08/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NSTR Nunthorpe SB (N) RA7
Cragg Farm (UWC)	25 75	T	
	26 27 *		
	26 45 *		
SLEIGHTS	27 63	T	
Slights (FPC)	27 65		T = Whitby end of Sleights Station platform. Stop board at Whitby end of Sleights Station.
Brickyard Cottage (UWC - OMSL)	28 63		
Chainbridge Cottage (UWC - OMSL)	29 02		
Ruswarp LC (ABCL)	29 31		OMSL - See General Instruction
RUSWARP	29 31		
	30 20 *		Class 4, 6, 7 and 8 trains approaching Ruswarp level crossing must not exceed 15 mph in the Down direction between the Level Crossing Speed Restriction Board and the Level Crossing
	30 27 *		
	30 42 *		
Whitby Main Ground Frame	30 45		
	30 46 *		
	30 51 *		PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains.
WHITBY	30 61		
Run Round Ground Frame	30 69		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN636	001	Beam Mill Jn to Slag Road (Lackenby)	DSN2	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Beam Mill Jn	18 03		TCB Grangetown SB (G) RA8
Slag Road LC	18 67		
Limit of Network Rail Line			① To/from BSC Works (Lackenby)

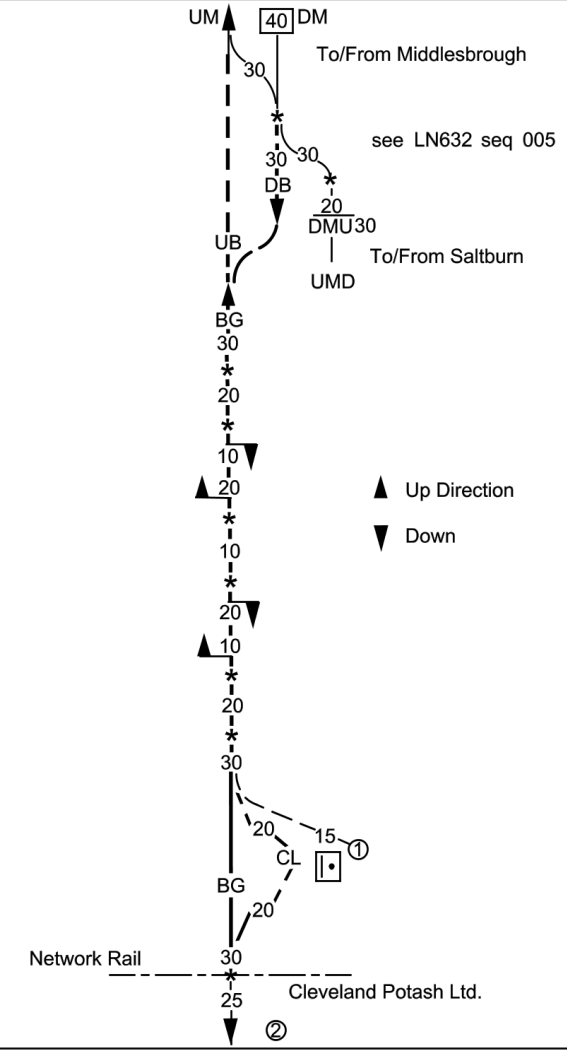
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN638	001	Grangetown (Shell Jn) to Cleveland Freightliner Terminal (Wilton)	WCI	London North Eastern	24/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Grangetown SB (G) RA8 GSM-R AWS not provided GSM-R Up: Start of GSM-R area:1m 03ch Down: End of GSM-R area: 1m 03ch
Shell Jn	0 00		
Network Rail Boundary	1 03		
Eastgate Mount LC (OPEN)	1 34 *		
ICI Wilton Jn	1 38		AL= Arrival Line DL = Departure Line
ICI Weighbridge House	1 78		① - Through Sidings (Sidings belong to I.C.I.) STOP to collect/deliver Train Staff.
Coal Access LC (OPEN)	2 07		IL = Inward Line OL = Outward Line OTS Coal Access LC to Cleveland Freightliner Terminal.
North Gate LC (OPEN)	2 24		
Cleveland Freightliner Terminal (Wilton)	2 61		Limit of Network Rail Working

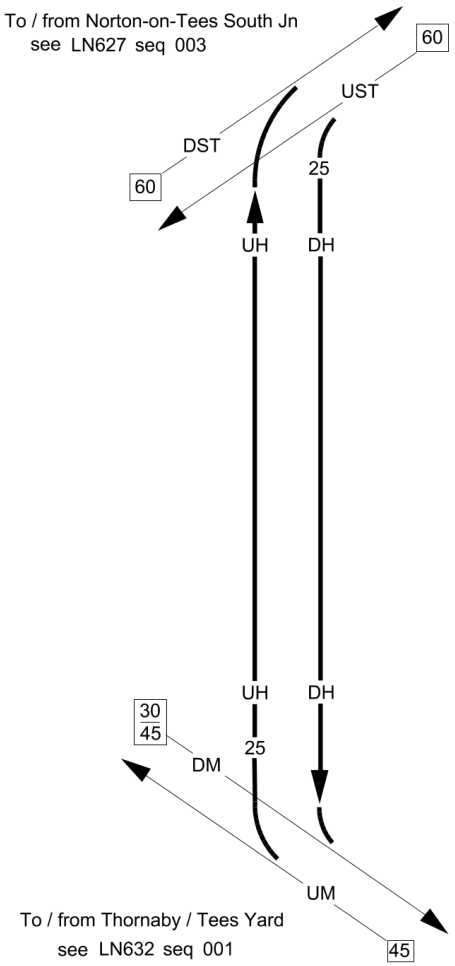
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN640	001	ICI Wilton Coal Terminal	WC1	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ICI Wilton Jn	0 00	To/From Shell Jn LN638 seq 001 10 10 10	OTNS Grangetown SB (G) AWS not provided TPWS not provided
ICI Wilton Coal Terminal	0 70		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN642	001	Saltburn West Jn to Boulby Potash Mine	SSK1	London North Eastern	01/08/2017

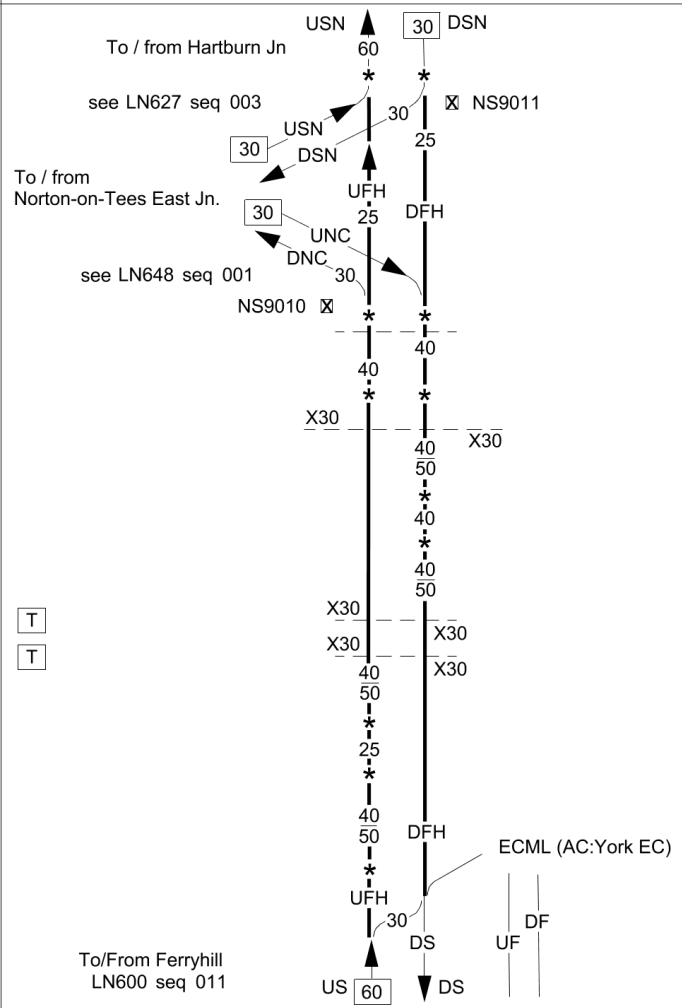
Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
Saltburn West Jn	27 00			GSM-R TCB Longbeck SB (L) RA8
	27 05	*		TPWS / AWS not provided, except Up direction from 27m 22ch (for signal L214).
	27 16	*		
Stop Board, 250m / 275 yds on the aproach to L209 signal	27 63	T		
	27 77			TB
	30 27	*		UMD = Up Main Down UB = Up Branch (Goods) DB = Down Branch (Goods) BG = Branch (Goods)
	31 24	*		
	31 29	*		
	31 31	*		
	31 36	*		
	32 00	*		
	32 47	T		CL = Crag Hall Loop = 320m / 350yds ① = To/From Skinningrove Sidings ② = To/From Boulby Potash Mine Sidings
	33 62			
Crag Hall SB	33 69			NST Crag Hall SB
Network Rail/Cleveland Potash Boundary	34 29			GSM-R Up: Start of GSM-R area at 34m 29ch Down: End of GSM-R area at 34m 29ch
	34 29	*		
Grinkle Tunnel	36 77	T		
Boulby Potash Mine	38 50			NST Boulby Potash Mine

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN644	001	Hartburn Curve	BOH	London North Eastern	11/03/2019

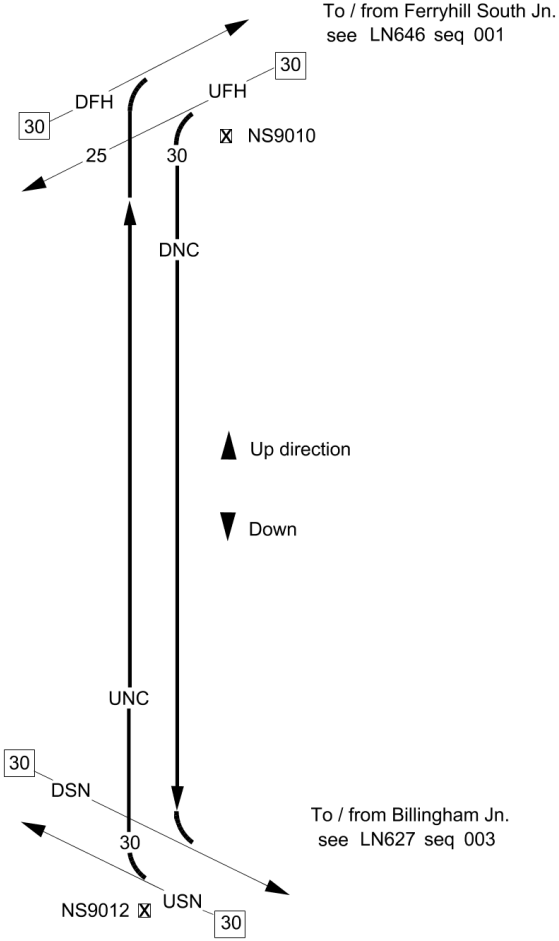
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hartburn Jn	0 00		GSM-R TCB York ROC RA8 Bowesfield workstation (B) DST = Down Stockton UST = Up Stockton DH = Down Branch (Hartburn Curve) UH = Up Branch (Hartburn Curve) DM = Down Main UM = Up Main
Bowesfield Jn.	0 44		

London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN646	001	Norton-on-Tees South Jn to Ferryhill South Jn.	STF	London North Eastern	23/05/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC (NF, NS) RA8 Hartlepool workstation USN = Up Sunderland DSN = Down Sunderland UFH = Up Ferryhill DFH = Down Ferryhill UNC = Up Norton Curve DNC = Down Norton Curve ⊠ = Lockout protection provided - see General Instructions for detail.
	0 00 *		
Norton-on-Tees South Jn	0 00		
Norton-on-Tees West JN	0 28		
	0 30 *		
Norton West LC (MCB-OD)	0 33		
	1 18 *		
Carlton UWW (OMSL - X)	1 76		
	3 40 *		
	4 00 *		
Morden UWC (OMSL-X)	5 17	T	OMSL see General Instruction
Bog Hall Farm POGO UWCT (OMSL - X)	6 15	T	
	9 06 *		
	9 20 *		
	10 66 *		Tyneside ROC (T) Darlington workstation To 10m 23ch UFH, From 8m 08ch DFH
Ferryhill South Jn	10 66		

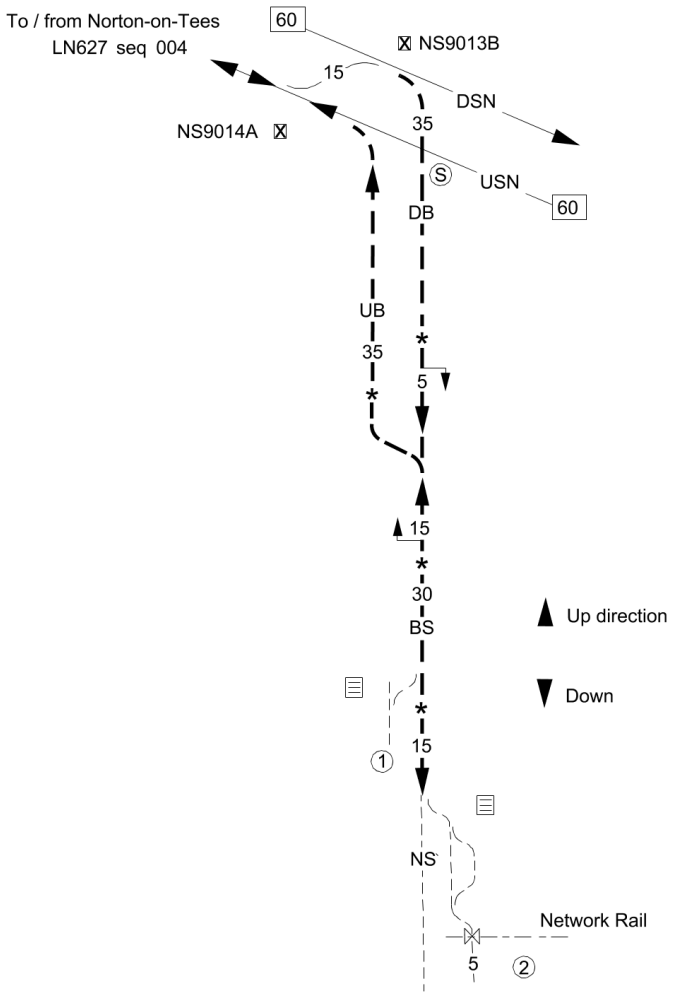
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN648	001	Norton-on-Tees West Jn to Norton-on-Tees East Jn.	NWE	London North Eastern	10/02/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Norton-on-Tees West Jn	0 28		GSM-R TCB York ROC (NF, NS) RA8 Hartlepool workstation USN = Up Sunderland DSN = Down Sunderland UFH = Up Ferryhill DFH = Down Ferryhill UNC = Up Norton Curve DNC = Down Norton Curve ⊠ = Lockout protection provided - see General Instructions for detail.
Norton-on-Tees East Jn.	0 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN650	001	Kelloe Bank Foot Branch	KBF	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Ferryhill LN600 seq 11	NRN
Kelloe Access Line Jn	15 00	15	TCB Tyneside SB (T) 093
Tyneside T433 signal	14 78		RA8
			AWS not provided
Ferryhill Up Sidings			TPWS not provided
'A' Ground Frame			
		①	① - To/From Thrislington Quarry
	14 23		
Kelloe Bank Foot Branch Jn	14 09		
'B' Ground Frame			
Kelloe Bank Foot Staff Instrument	14 03	15	OT(S)
		UP	The line direction to Kelloe Bank Foot is UP.
West Cornforth LC (TMO)	13 16		
Kelloe Bank Foot North End	11 06		② - To/From Raisby Quarry
		②	OUT OF USE beyond this point

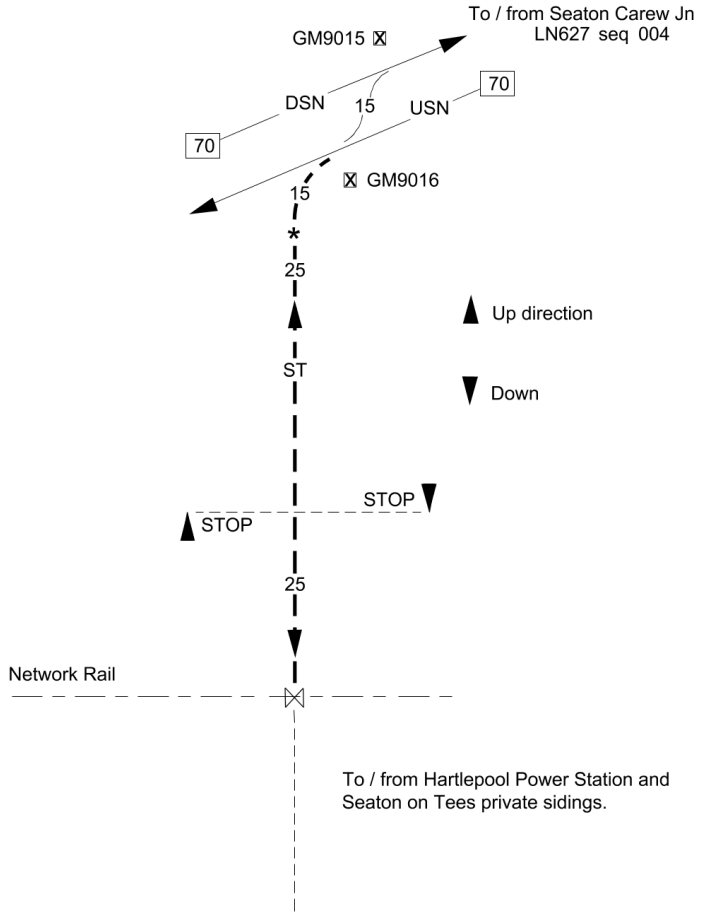
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN652	001	Billingham Jn to Port Clarence Jn	POC1	London North Eastern	10/02/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Billingham Jn.	0 00		GSM-R TCB York ROC (NS) RA8 Hartlepool workstation USN = Up Sunderland DSN = Down Sunderland Ⓢ Switched Diamonds ☒ = Lockout protection provided - see General Instructions for detail. UB = Up Belasis DB = Down Belasis BS = Belasis Single NS = North Tees Siding NST
	0 76 *		
	1 00 *		
Belasis Lane Jn.	1 06		
	1 12 *		
Port Clarence Jn.	3 04		
Port Clarence GF (OOU)	3 05		
	3 15 *		
Phillips Siding Jn GF	3 25		① = To / from Port Clarence Goods Yard and Bell Bank Sidings
NR Boundary	3 52		
North Tees Siding limit	4 18		② = To / from Phillips Petroleum private sidings

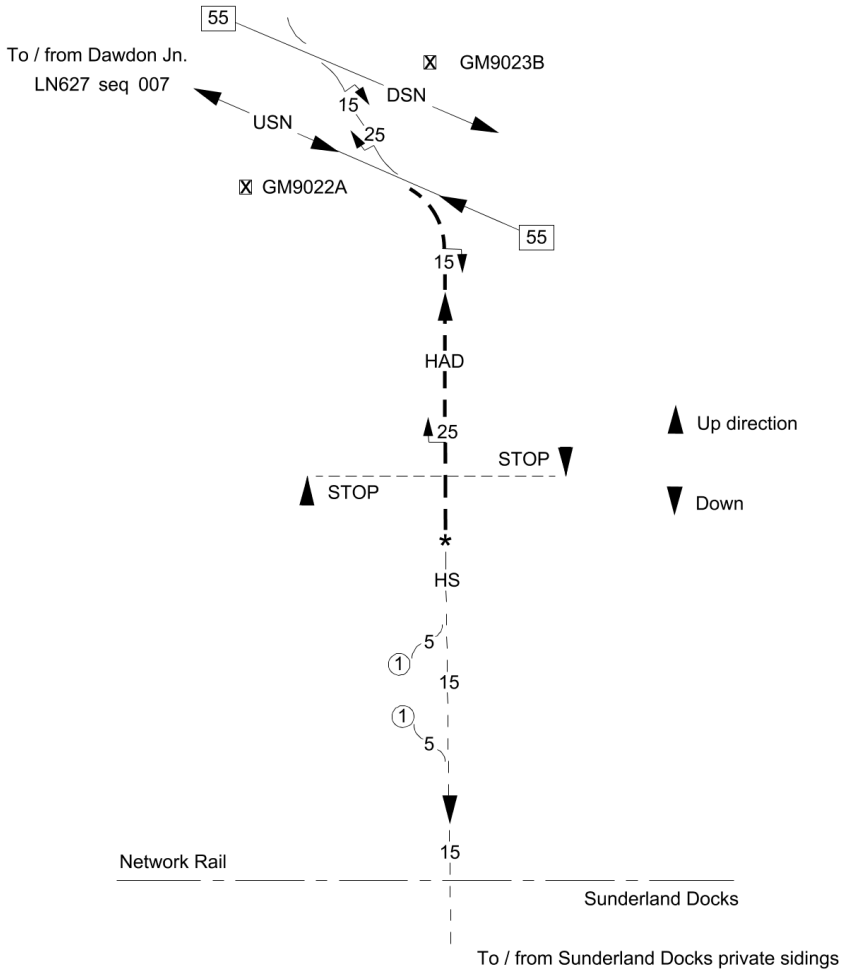
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN652	002	Billingham-on-Tees to Seal Sands Storage	SES	London North Eastern	20/08/2016

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			THIS TABLE HAS BEEN WITHDRAWN	

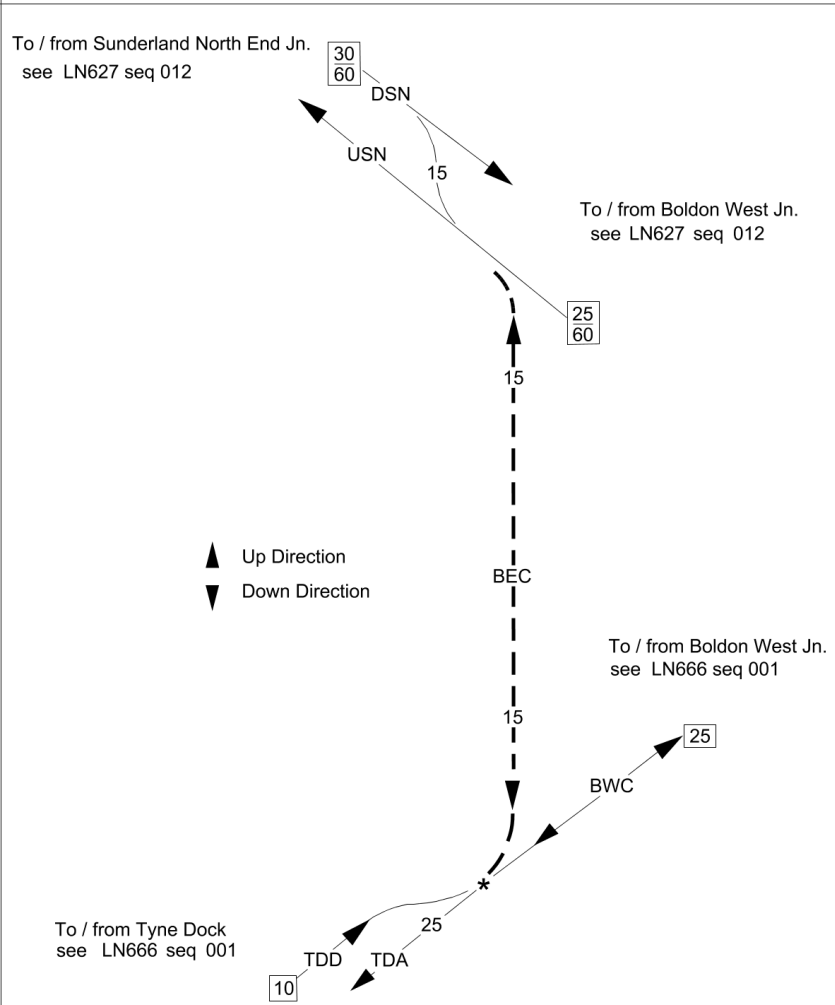
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN656	001	Seaton-on-Tees Branch	SOT	London North Eastern	10/02/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Seaton Snook Jn	0 00		GSM-R
	0 05 *		OTNS York ROC (GM) RA8 Hartlepool workstation
Graythorpe LC (AOCL Driver operated)	0 25		TPWS not provided USN = Up Sunderland DSN = Down Sunderland ST = Seaton On Tees Single ⊠ = Lockout protection provided - see General Instructions for detail.
NR Boundary	1 24		

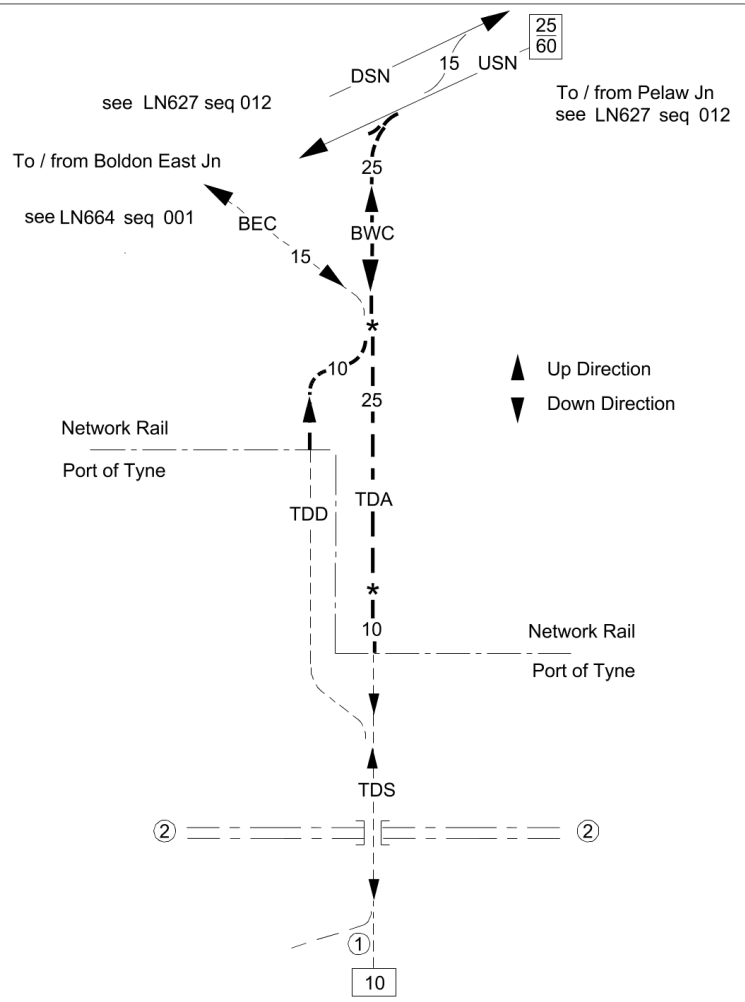
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN662	001	Ryhope Grange Jn to Hendon	HNB	London North Eastern	10/02/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ryhope Grange Jn.	0 00		GSM-R TCB York ROC (NS) RA8 Hartlepool workstation USN = Up Sunderland DSN = Down Sunderland HAD = Hendon Arrival / Departure HS = Hendon Siding
Grangetown LC (OPEN)	0 30		
	0 35 *		Train movements controled by PIC / Shunter
	1 07		① = To / from Londonderry Private Sidings Sidings area between 1 07 and 1 53
	1 30		
Hendon (NR Boundary)	1 53		GSM-R Up: Start of GSM-R area at 1m 53ch Down: End of GSM-R area at 1m 53ch

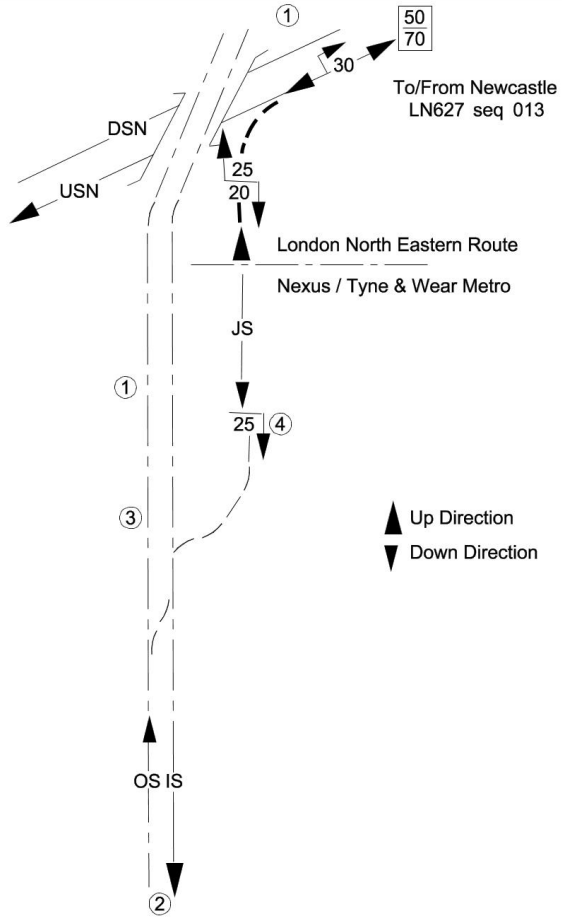
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN664	001	Boldon East Jn to Boldon North Jn	BNW	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Boldon East Jn	0 00		GSM-R TCB Tyneside ROC (T) RA8 Sunderland workstation AWS not provided TPWS not provided DSN = Down Sunderland USN = Up Sunderland BEC = Boldon East Curve BWC = Boldon West Curve TDA = Tyne Dock Arrival TDD = Tyne Dock Departure
Boldon North Jn	0 20 0 20 *		

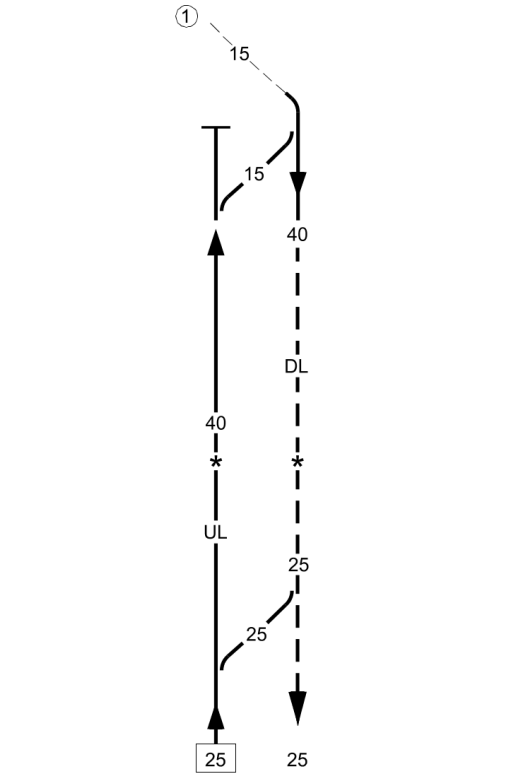
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN666	001	Boldon West Jn to Tyne Dock	BGE GLT	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Boldon West Jn	0 00		GSM-R TCB Tyneside ROC (T) RA8 Sunderland workstation AWS not provided. DSN = Down Sunderland USN = Up Sunderland BEC = Boldon East Curve BWC = Boldon West Curve
Boldon North Jn	0 32 0 32 *		
Boundary TDD Line	0 34		Siding Port of Tyne (P) RA8 Sidings Boundary see Local Instruction TDA = Tyne Dock Arrival TDD = Tyne Dock Departure TDD: Start of GSM-R area at 0m 34ch/End of siding TDA: End of GSM-R area at 0m 67ch/Start of siding
	0 54 *		Change of ELR 0m 56ch - BGE to GLT
Boundary TDA Line	0 67		
Green Lane Jn	0 72		TDS = Tyne Dock Siding
Tyne Dock	1 26		② = Adjacent lines, Nexus / Tyne & Wear Metro OLE = 1500V DC (ECR 0191 213 1003) ① To/From International Freight Terminal and Tyne Dock Bottom

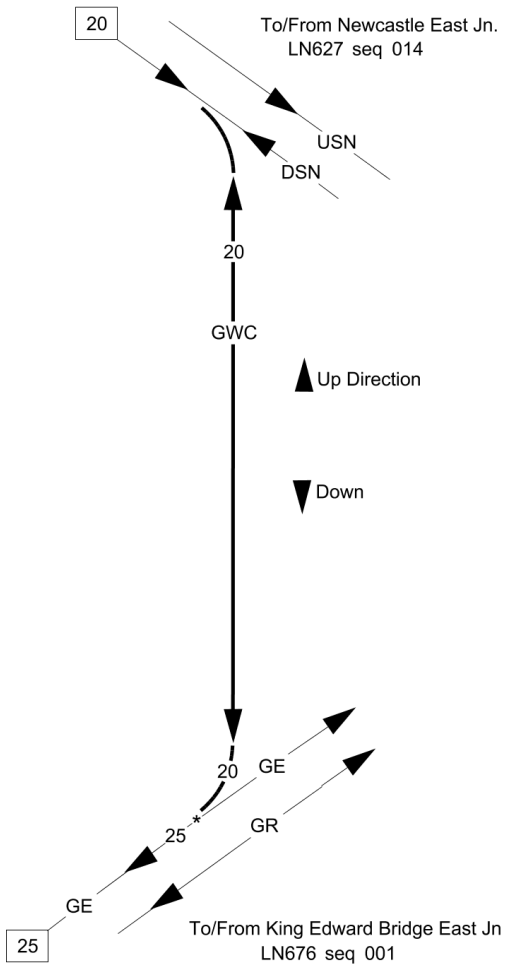
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN670	001	Jarrow Branch	JAW1	London North Eastern	04/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Pelaw Jn forJarrow	0 09		TCB RA8 Tyneside ROC (T) Sunderland Workstation GSM-R
	0 15 *		DSN = Down Sunderland USN = Up Sunderland
Route Boundary	0 26		JS = Jarrow Single IS = In Shields (Nexus) OS = Out Shields (Nexus)
	0 27 *		TCB RA10 Metro System Control (Nexus) DC OHL : Nexus EC GSM-R
Blll Quay Jn (Nexus)	0 47		① = Adjacent lines & Sidings controlled by Nexus / Tyne & Wear Metro DC OHL : Nexus EC (Tel : 0191 213 1003) ② = To / from Jarrow Oil Depot ③ = Heavy rail vehicles not permitted on Nexus / Tyne & Wear Metro infrastructure south of Bill Quay Jn ④ = 25mph permanent speed restriction applies to all heavy rail vehicles operating on Nexus / Tyne & Wear Metro infrastructure between 0m 27ch and Jarrow Oil Depot.

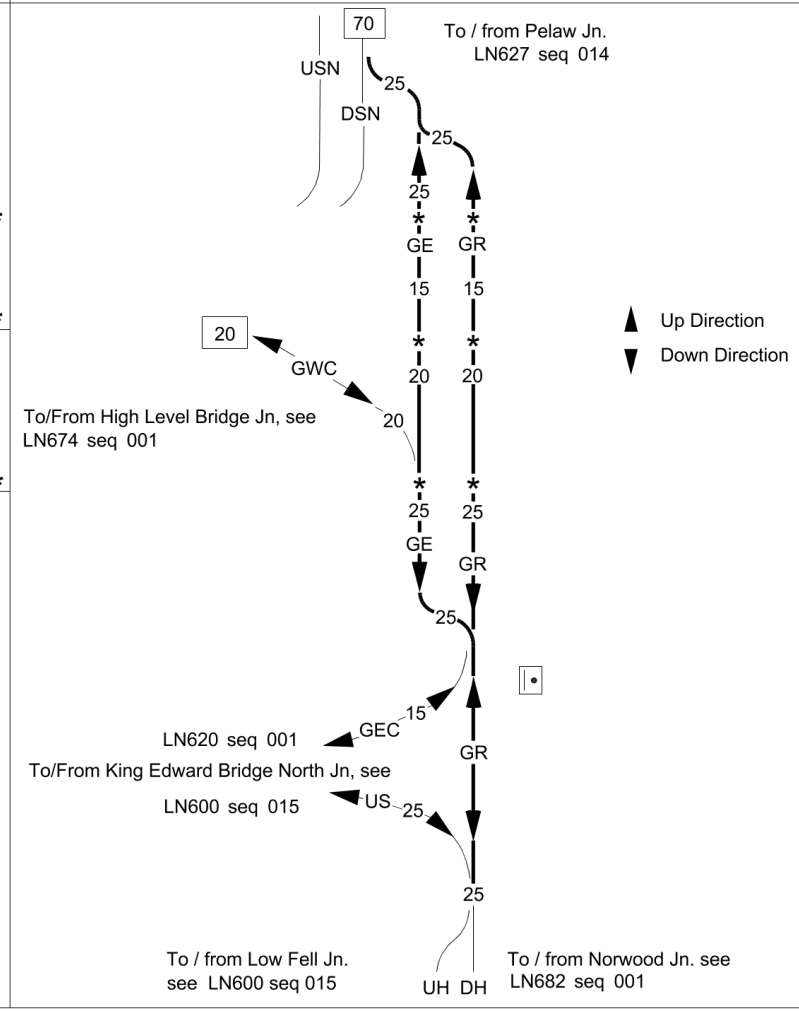
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN672	001	Wardley to Pelaw Jn	FEP	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wardley	19 70		TCB Tyneside ROC (T) RA8 Sunderland workstation AWS not provided ① - To/From Wardley Opencast
	20 50 *		LINE OUT OF USE UL = Up Leamside DL = Down Leamside CW Up at 20 62
Pelaw Jn	20 75		

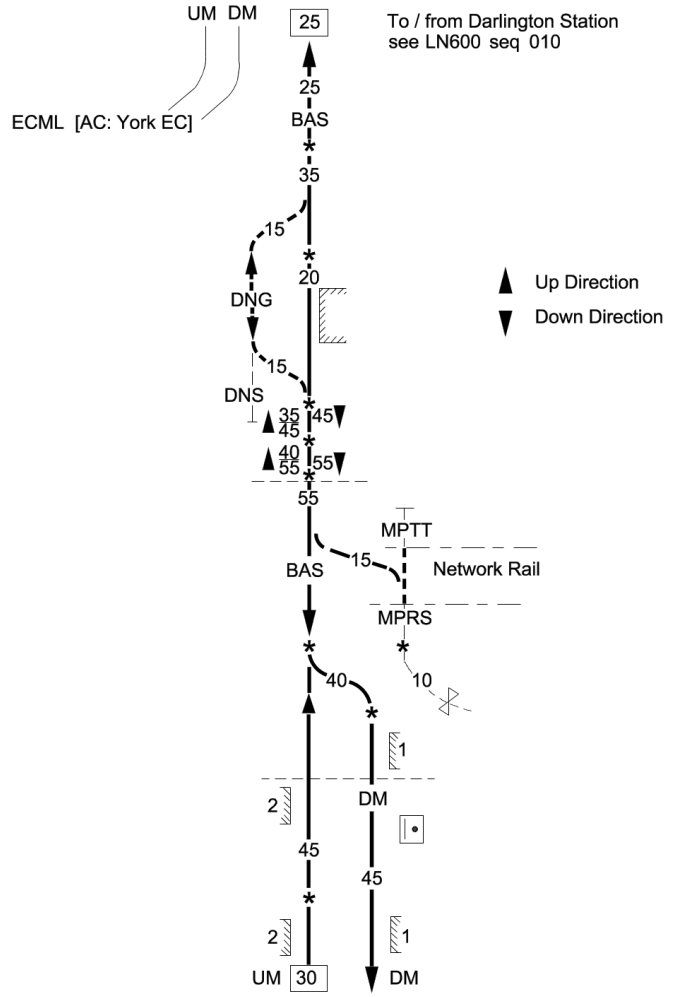
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN674	001	High Level Bridge Jn to Greensfield Jn (West Curve)	HLK	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
High Level Bridge Jn	0 00		GSM-R TCB Tyneside ROC (T) RA8 Gateshead workstation AC: York ECR DSN = Down Sunderland USN = Up Sunderland GWC = Gateshead West Curve GR = Gateshead Reversible GE = Greensfield Reversible
Greensfield Jn	0 21 * 0 21		

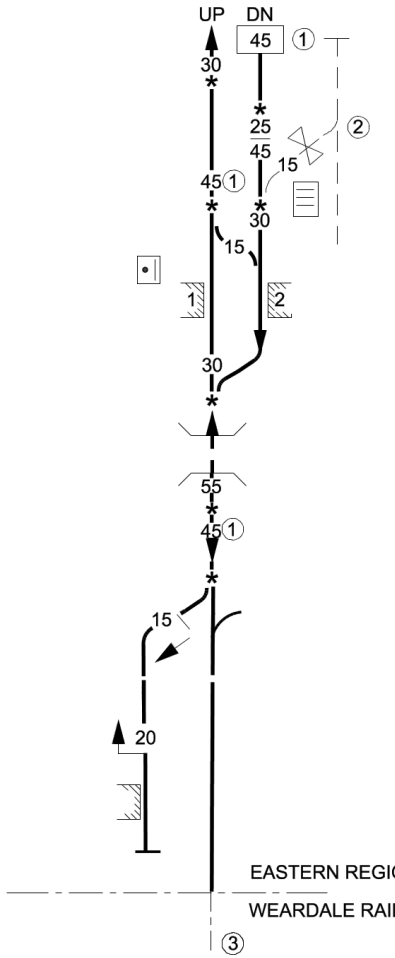
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN676	001	Park Lane Jn to King Edward Bridge South Jn.	PLG1 PLG2 HLK	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Park Lane Jn	100 65		GSM-R
	100 70		TCB Tyneside ROC (T) RA8 Gateshead workststaion
	100 72 *		DSN = Down Sunderland USN = Up Sunderland GR = Gateshead Reversible GE = Greensfield Reversible
High Street Jn (Former)	101 15 *		
Change of ELR - PLG1 to PLG2	0 00		
			GWC = Gateshead West Curve
			AC: York ECR
Greensfield Jn	0 21 *		
Change of ELR - PLG2 to HLK	0 16		
King Edward Bridge East Jn	0 30		
Tyneside ROC (T)	0 32		GEC = Gateshead East Curve
King Edward Bridge South Jn	0 48		DH = Down Hexham UH = Up Hexham

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN678	001	Darlington North Jn to Eastgate	DAE1	London North Eastern	07/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Darlington North Jn	44 36		GSM-R TCB Tyneside ROC (T) RA8 Darlington workstation
	44 43 *		AWS not provided
Parkgate Jn (Former)	44 64		BAS = Bishop Auckland Single
Change of milage	0 00		
Skerne Bridge Jn	0 32		
	0 45 *		
NORTH ROAD	0 49		DNG = Darlington North Road Goods Loop = 358 m / 392 yds
Hopetown Jn	0 75		DNS = Darlington North Road Siding
	1 02 *		
	1 12 *		
	2 13 *		
Whiley Hill LC (AHBC)	3 57		AB Heighington SB (H) AC: MPTT & MPRS via Merchant Park Control 01325 621888
End of MPTT	4 01		
Merchant Park Jn	4 53		
Boundary MPTT	4 53		MPTT = Merchant Park Test Track, Maximum permissible speed for this section = 16mph.
Boundary MPRS	4 58		
	4 64 *		
Heighington Jn	4 65		MPRS = Merchant Park Reception / Sidings
	4 71 *		
HEIGHINGTON	5 03		
Heighington LC (MCB)	5 08		
Heighington SB	5 10		
	5 20 *		
NEWTON AYCLIFFE	6 30		

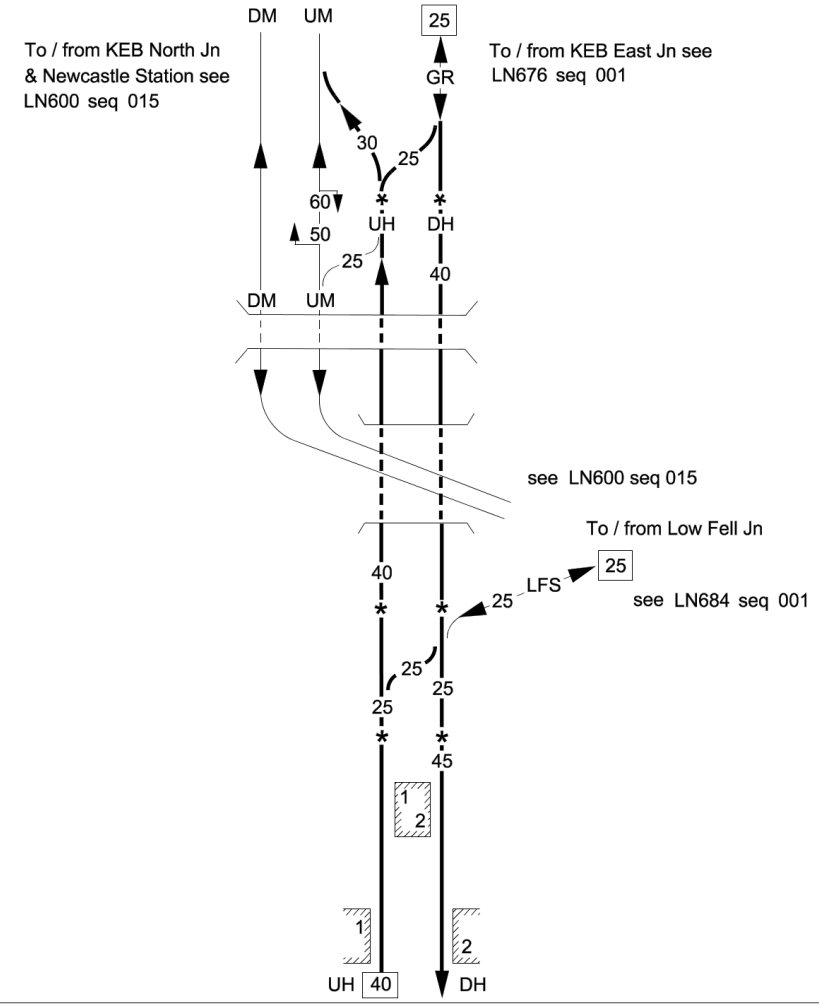
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN678	002	Darlington North Jn to Eastgate	DAE1 DAE2	London North Eastern	07/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	7 00 *		GSM-R AB Heighington SB RA8
	7 58 *		① - 35 mph Maximum Speed applies to conveying loaded or empty cement wagons.
	8 08		②To/From NRM Sidings (controlled by Shildon NRM Ground Frame)
	8 18 *		
Shildon SB (S)	8 29		TCB Shildon SB (S)
SHILDON	8 34		
	8 58 *		
Shildon Tunnel (1115 metres / 1220 yards)	8 66 to 9 42		
	10 67 *		
Bishop Auckland Jn	11 17 *		PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in Bishop Auckland platform
BISHOP AUCKLAND	11 23		
ROUTE BOUNDARY	11 31	EASTERN REGION WEARDALE RAILWAY	③ to/from Weardale Railway

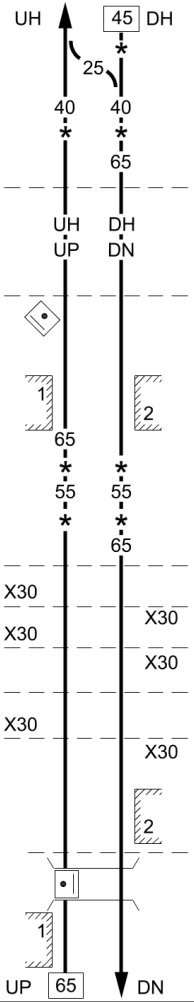
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN678	003	Darlington North Jn to Eastgate	DAE3	London North Eastern	02/05/09

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS DIAGRAM HAS BEEN WITHDRAWN	

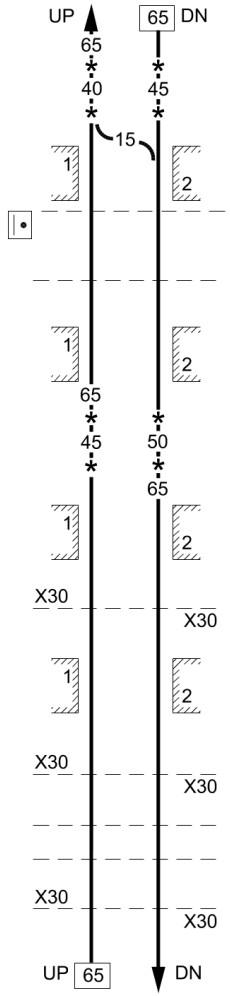
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	001	King Edward Bridge South Jn. to Petteril Bridge Jn.	NEC1	London North Eastern	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
King Edward Bridge South Jn	0 48		GSM-R TCB Tyneside ROC (T) RA8 Gateshead workstation GR = Gateshead Reversible UH = Up Hexham DH = Down Hexham LFS = Low Fell single
	0 55 *		
Askew Road Tunnel (48 m / 53 yards)	0 62 to 0 64		
Bensham Tunnel (114 m / 125 yards)	1 01 to 1 06		
	1 68 *		
Norwood Jn (Tyneside)	1 71		
	2 07 *		
DUNSTON	2 17		
METRO CENTRE	3 33		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	002	King Edward Bridge South Jn. to Petteril Bridge Jn.	NEC1 NEC2	London North Eastern	27/12/2021

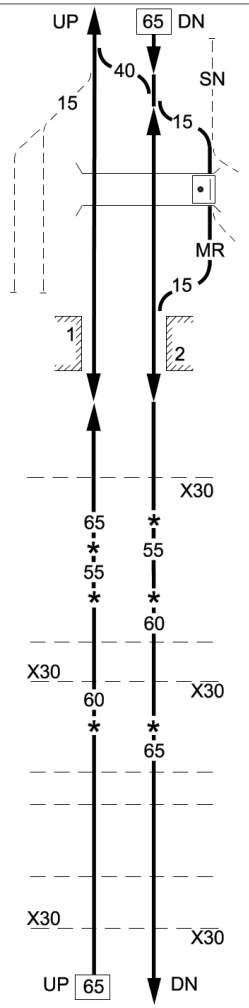
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	3 72 *		GSM-R
			TCB Tyneside ROC (T) RA8 Gateshead workstation
Swalwell Jn	3 78		UH = Up Hexham
	4 00 *		DH = Down Hexham
Skiff Inn LC (UWC)	4 18	T	
			AB Blaydon SB (B)
Change of Line Name	5 03		
Chain Bridge LC (MCB)	5 19		
Blaydon SB (B)	5 22		
Blaydon East Jn (Former)	5 28		
Change of ELR - NEC1 to NEC2	3 78		
BLAYDON	4 03		
	4 20 *		
	4 73 *		
Addison LC (AHBC)	5 03		
Peth Lane (OMSL-X)	5 62		OMSL - See General Instruction
Boat House (UWC - OMSL-X)	6 34	T	
Golf Course Bridleway	7 08	T	
Clara Vale LC (AHBC-X)	7 40		
			Wylam SB (W)
WYLAM	8 35		
Wylam LC (MCB)	8 35		
Wylam SB (W)	8 35		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	003	King Edward Bridge South Jn. to Petteril Bridge Jn.	NEC2	London North Eastern	27/12/2021

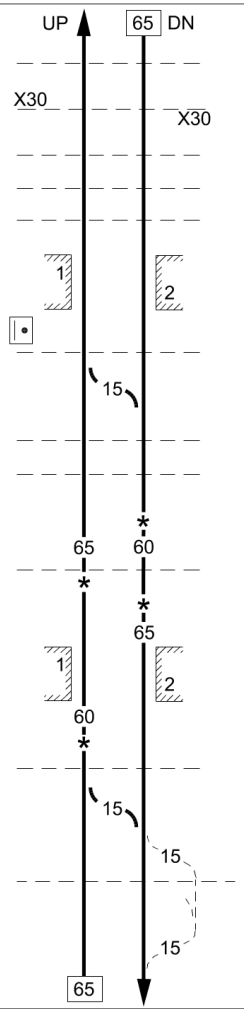
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	8 48 *		TCB Wylam SB (W) RA8
	8 78 *		TCB Prudhoe SB (PE)
	10 45		
PRUDHOE	10 47		
Prudhoe LC (MCB)	10 49		
Prudhoe SB (PE)	10 49		
Mickley LC (R/G)	11 40		
STOCKSFIELD	13 11		
	13 24 *		
	13 42 *		
RIDING MILL	15 35		AB Hexham SB (HE)
Farnley Haugh UWC (OMSL-X)	16 48	T	
CORBRIDGE	17 59		
Dilston LC (AHBC-X)	18 20	T	
Dilston Haugh UWC	18 36	T	
Devils Water West UWC	18 57	T	
Wide Haugh UWC (OMSL-X)	19 34	T	OMSL - See General Instruction

GSM-R

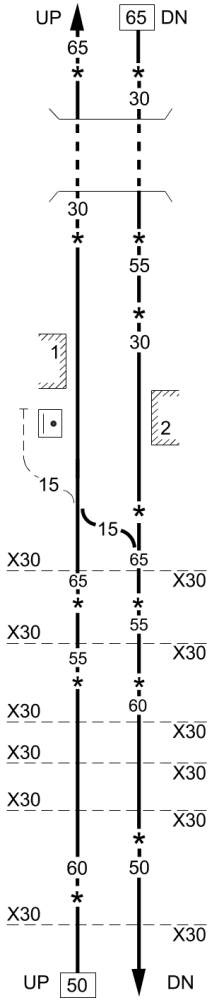
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	004	King Edward Bridge South Jn. to Petteril Bridge Jn.	NEC2	London North Eastern	03/05/2023

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
Hexham SB (HE)	20 53			GSM-R AB Hexham SB (HE) RA8 SN = Shunt Neck MR = Middle Road = 166 m / 182yds.
HEXHAM	20 66			
Bells LC (FPG)	21 25	T		
Spital FPGT (OMSL - X)	21 60	T		
	22 53 *			
	22 63 *			
	23 05 *			
Quality UWC	23 20	T		
Warden LC (AHBC-X)	23 54			
	23 60 *			
Fourstones Farm UWC	23 68	T		
Moss Cottages UWC	23 79	T		Haydon Bridge SB
East Fourstone UWC	24 32	T		
Fourstone Station UWC (OMSL-X)	24 62	T		OMSL - See General Instruction

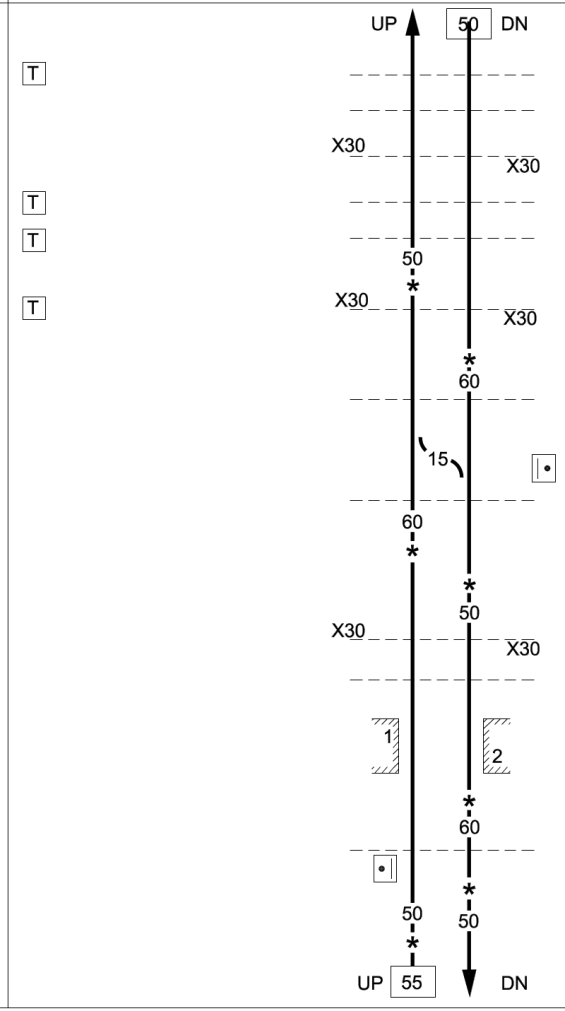
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	005	King Edward Bridge South Jn. to Petteril Bridge Jn.	NEC2	London North Eastern	27/12/2021

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				AB Haydon Bridge SB (HB) RA8
Crossgates UWC	25 08	T		
Gooseholme (OMSL-X)	26 17	T		OMSL - See General Instruction
Altonside UWC	27 24	T		
East Mills Hills UWC	27 35	T		
West Mills Hills UWC	27 63	T		
HAYDON BRIDGE	28 32			
Haydon Bridge SB (HB)	28 35			
Haydon Bridge LC (MCB)	28 35			
Willow Gap LC (UWC)	29 48	T		
Lipwood LC (UWC)	29 72	T		
	31 49	*		
Bardon Mill LC (R/G)	32 23			
	32 23	*		
	32 24	*		
BARDON MILL	32 29			
	33 14	*		
Haugh Gardens LC (UWC)	33 40	T		
Melkridge Sidings	35 12			Haltwhistle SB (HW)
Greengates LC (UWC)	35 35	T		

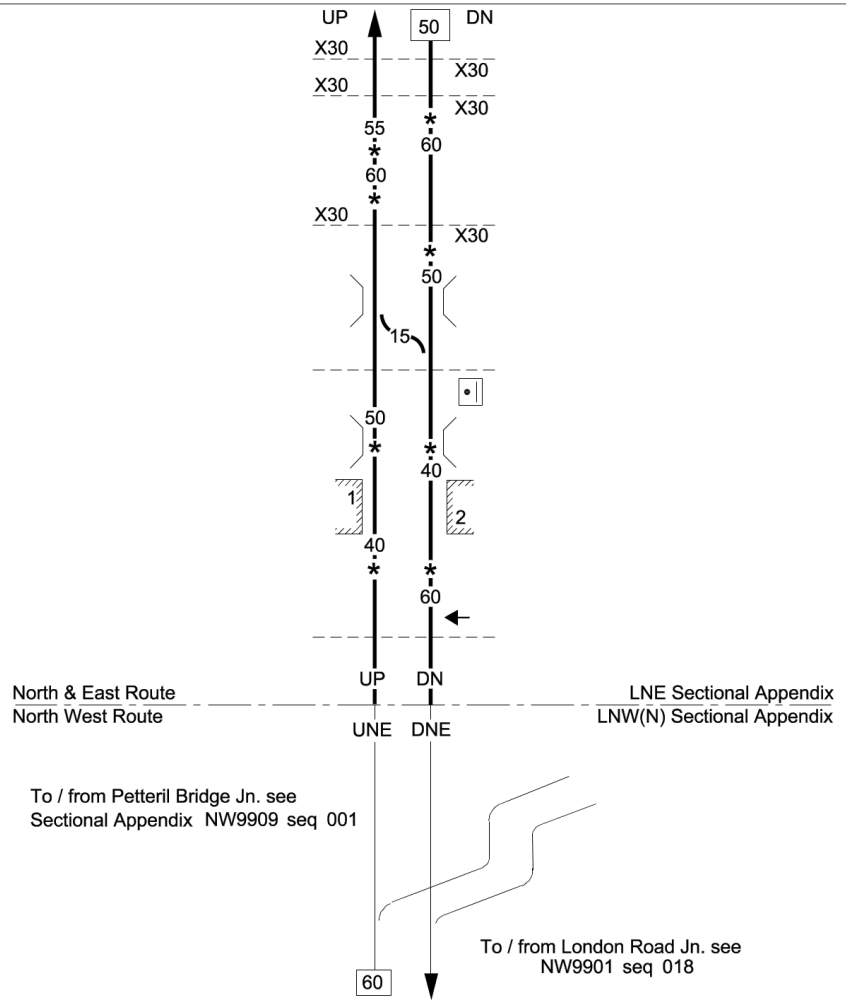
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	006	King Edward Bridge South Jn. to Petteril Bridge Jn.	NEC2	London North Eastern	27/12/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	35 65 *		GSM-R AB Haltwhistle SB (HW) RA8
Whitchester Tunnel (185m / 202 yards)	35 70 to 35 79		
	36 00 *		
	37 13 *		
HALTWHISTLE	37 17		
Haltwhistle SB (HW)	37 20		
	37 22 *		
Blenkinsop Rose Cottage UWC (OMSL-X)	39 44		OMSL - See General Instruction
	40 00 *		
Blenkinsop Footpath LC (OMSL-X)	40 19		
	40 32 *		
Thirwell Castle Footpath LC (OMSL-X)	40 63		
Long Byre LC (AHBC-X)	41 05		
Baron House LC (R/G-X)	41 56		Low Row SB (LR)
	42 44 *		
	43 23 *		
Denton School LC (AHBC-X)	43 23		

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	10/08/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R
					AB Low Row SB (LR) RA8
Denton Farm LC (UWC)	43	43		T	
Denton Village LC (MCG)	43	65			
Upper Denton LC (AHBC-X)	44	01			
Denton Mains Farm LC (UWC)	44	18		T	
Upper Denton West LC (UWC)	44	34		T	
	44	64	*		
Hightown Farm UWC (OMSL-X)	44	66		T	
	45	38	*		OMSL - See General Instruction
Lane Head LC (MCG)	45	38			
Low Row SB (LR)	46	19			
Low Row LC (MCB)	46	24			
	46	34	*		
	46	60	*		
Naworth LC (AHBC-X)	47	67			
Milton Village LC (MCB)	48	60			
BRAMPTON (Cumbria)	49	21			Brampton Fell SB (BF)
	49	70	*		
Brampton Fell LC (MCB)	50	10			
Brampton Fell SB (BF)	50	10			
	51	17	*		
	51	49	*		

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 AB Brampton Fell SB RA8
How Mill LC (AHBC-X)	52 66			
	53 01	*		See OMSL Instructions
	53 40	*		
	54 62	*		
Broadwath LC (AHBC-X)	54 62			TCB Corby Gates SB
	55 20	*		
Corby Viaduct	55 46			
Corby Gates LC (MCB)	55 54			
Corby Gates SB	55 54			
Wetheral Viaduct	55 68			
	55 69	*		Carlisle PSB (CE)
WETHERAL	55 76			
	56 03	*		
Wetheral HABD (to Carlisle SB)	56 73			
Scotby LC (UWC)	56 76			
(Route boundary and Sectional Appendix boundary)	58 00			DNE = Down Newcastle UNE = Up Newcastle
Petteril Bridge Jn	59 26	*		

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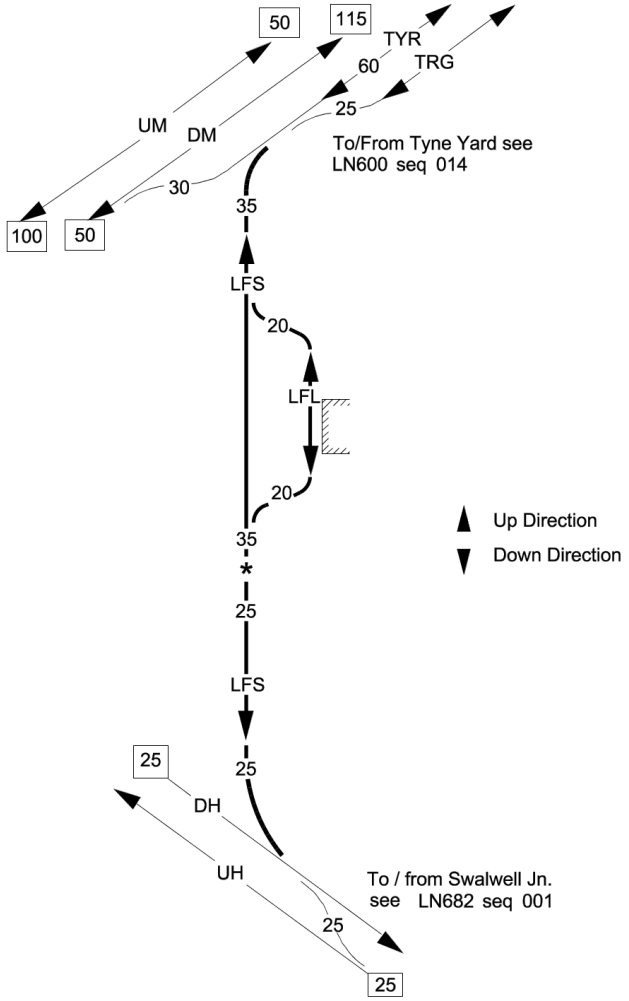
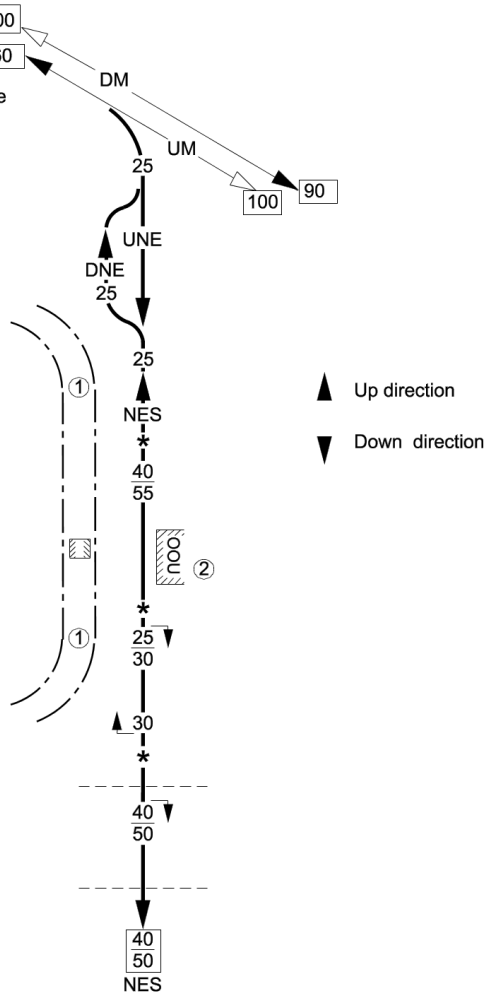
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN684	001	Low Fell Jn. to Norwood Jn.	NLF	London North Eastern	10/08/2024

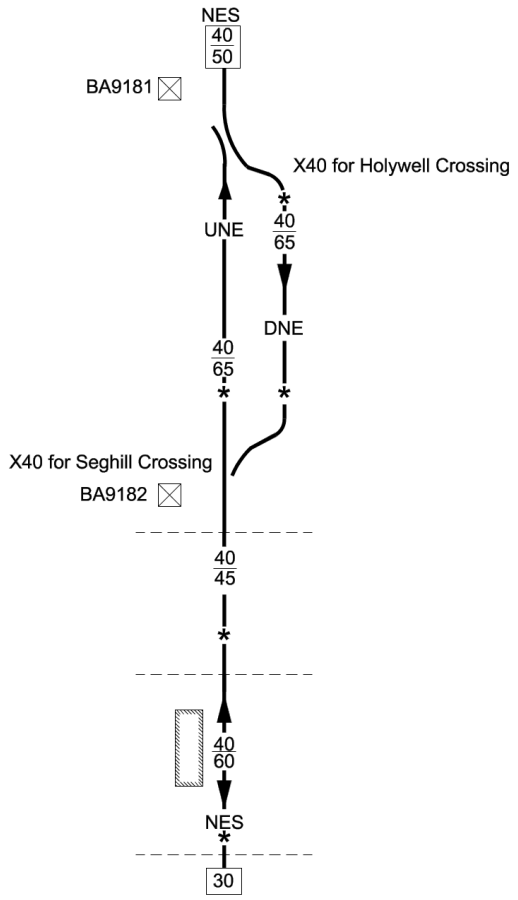
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Low Fell Jn	0 00		GSM-R TCB Tyneside ROC (T) RA8 Gateshead workstation AC:York EC TYR = Tyne Yard Reversable TRG = Tyne Yard Reversible Goods LFS = Low Fell Single LFL = Low Fell Loop
Royal Mail Terminal	0 50		PP is authorised at 5 MPH for trains booked to call at RMT only
	1 38 *		
Norwood Jn (Gateshead)	1 42		UH = Up Hexham DH = Down Hexham

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	01/02/2025

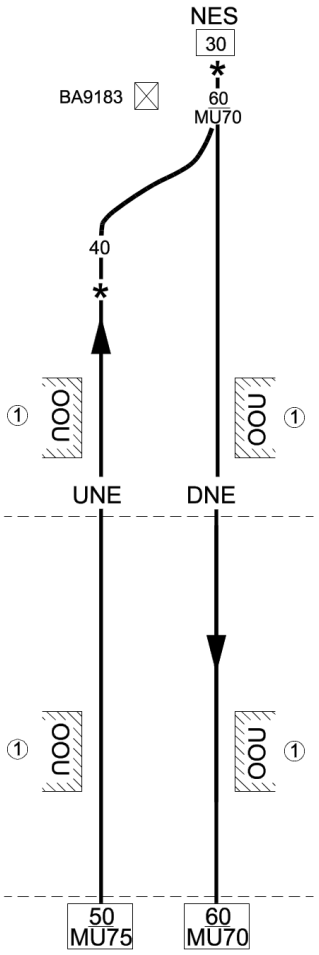
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Benton North Jn	0 00	ECML AC : York EC To / from Heaton North Jn see LN600 seq 019	GSM-R TCB Tyneside ROC (T) RA8 Newcastle workstation
	0 05		CW Down at 0 07 NES = Newsham Single UNE = Up Newsham DNE = Down Newsham
Benton East Jn	0 68		
	0 69 *		① = Adjacent lines, Nexus / Tyne & Wear Metro OLE = 1500V DC (ECR phone 0191 213 1003)
Northumberland Park	2 12	Metro Northumberland Park	TCB Tyneside ROC (BA) RA8 Ashington Workstation
	2 18 *		② = Out of Use Under Construction
	2 49 *		OMSL - See General Instuction
Earsdon FPC (OMSL)	2 49		
Milage and ELR change	2 53		Change of ELR 2m 53ch - BNE to EJM
Earsdon Jn (Former)	7 08		
Holywell LC (AHBC-X)	7 41		



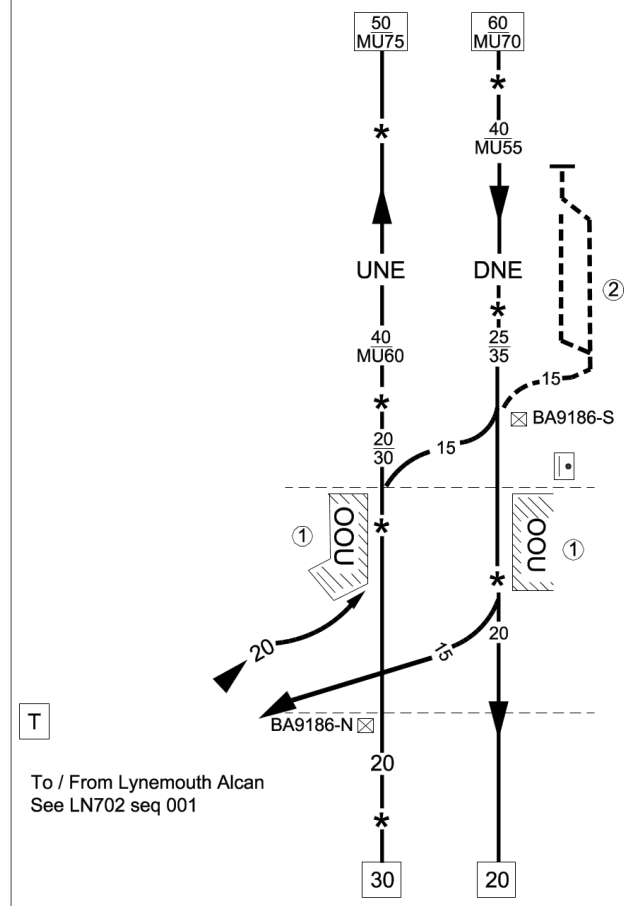
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN694	002	Benton North Jn. to Morpeth North Jn. via Bedlington	BNE EJM	London North Eastern	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC (BA) RA8 Ashington Workstation NES = Newsham Single UNE = Up Newsham DNE = Down Newsham Lockout Protection provided See local instructions
Holywell Jn.	7 44		
	7 53 *		
	8 76 *		
	8 79 *		
Seghill Jn.	9 04		
Seghill LC (AHBC-X)	9 06	T	OMSL - See General Instuction
	9 21 *		
Mares Close FPC (OMSL)	9 36	T	
Seaton Delaval	9 72		
	11 01 *		
Hartley LC (AHBC)	11 12	T	

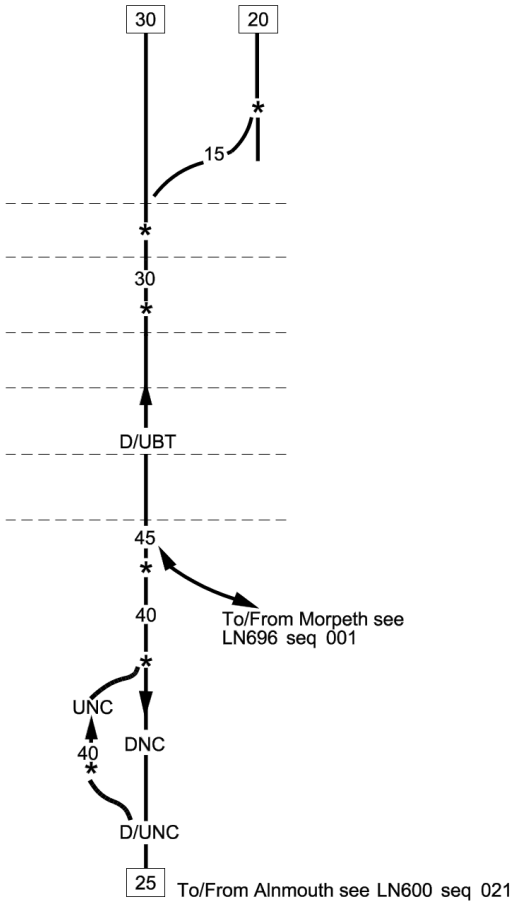
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN694	003	Benton North Jn. to Morpeth North Jn. via Bedlington	BNE EJM	London North Eastern	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	11 24 *		GSM-R TCB Tyneside ROC (BA) RA8 Ashington Workstation NES = Newsham Single UNE = Up Newsham DNE = Down Newsham ① = Out of Use Under Construction ☒ Lockout protection provided See Local Instrcutions
Red House Farm Jn	11 31		
	11 42 *		
Newsham	12 40		
Plessey Road LC (CCTV)	13 16		
Blyth Bebside	14 50		
Blyth Bebside LC (MCB-OD2)	14 64		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN694	004	Benton North Jn. to Morpeth North Jn. via Bedlington	BNE EJM	London North Eastern	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	14 68 *		GSM-R TCB Tyneside ROC (BA) RA8 Ashington Workstation NES = Newsham Single UNE = Up Newsham DNE = Down Newsham ① = Out of Use Under Construction ② = To / From Bedlington Run Around Siding, Formerly Furnace Way. Lockout Protection provided See Local Instructions
	14 69 *		
	15 46 *		
	15 49 *		
Bedlington South LC (MCB)	15 60		
	15 62 *		
	15 65 *		
Bedlington North Jn	15 69		
Bedlington North FPC (MSL)	15 72	T To / From Lynemouth Alcan See LN702 seq 001	
	16 08 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN694	005	Benton North Jn. to Morpeth North Jn. via Bedlington	BNE EJM	London North Eastern	15/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Tyneside ROC (BA) RA8 Ashington Workstation
Coatsworth Jn	16 13 *		D/UBT = Down/Up Blyth & Tyne D/UNC = Down/Up North East Curve DNC = Down North East Curve UNC = Up North East Curve
Coatsworth Farm No.1 FPC	16 15		
	16 23 *		
Coatsworth Farm No.2 LC (UWC)	16 26		
	17 03 *		
Choppington LC (AHBC)	17 06		
Choppington FPC	17 56		
Hepscott LC (AHBC)	19 21		
Park House Farm LC (UWC)	19 38 *	T	
Hepscott Jn	19 44 *		TCB Morpeth SB (M)
	20 07 *		
	20 29 *		
	20 32		
Morpeth North Jn	20 46		

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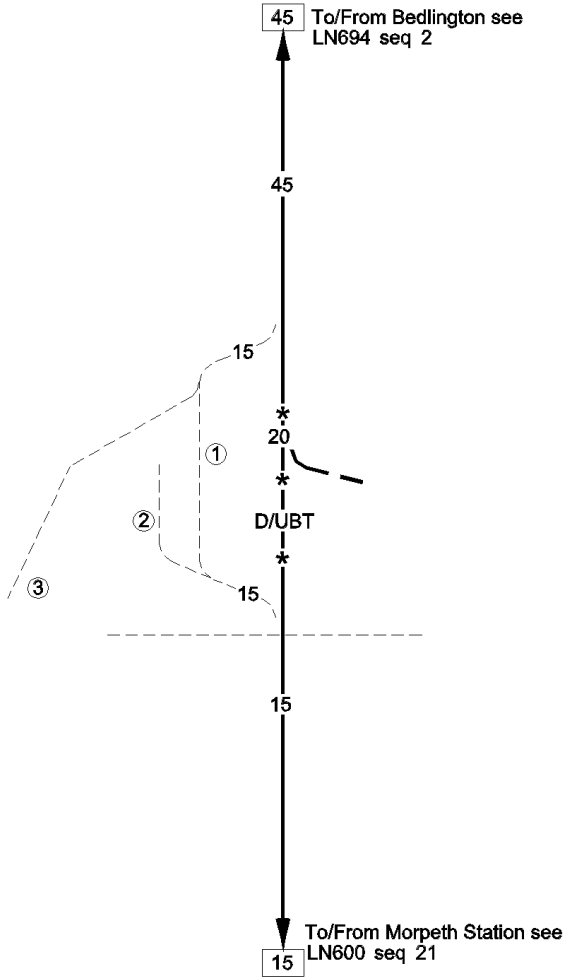
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN696	001	Hepscott Jn. to Morpeth Jn.	HJM	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hepscott Jn	19 44		GSM-R TCB Morpeth SB (M) RA8
	20 04		
	20 24 *		
Morpeth DMU Reverse Sidings			① = Barmoor Through Siding ② = Morpeth DMU Reverse Sidings D/UBT = Down/Up B&T
	20 39 *		
Morpeth Electrification Depot			③ = Morpeth Electrification Depot
Coopies Lane LC (AHBC)	20 40		
Morpeth Jn	20 47		

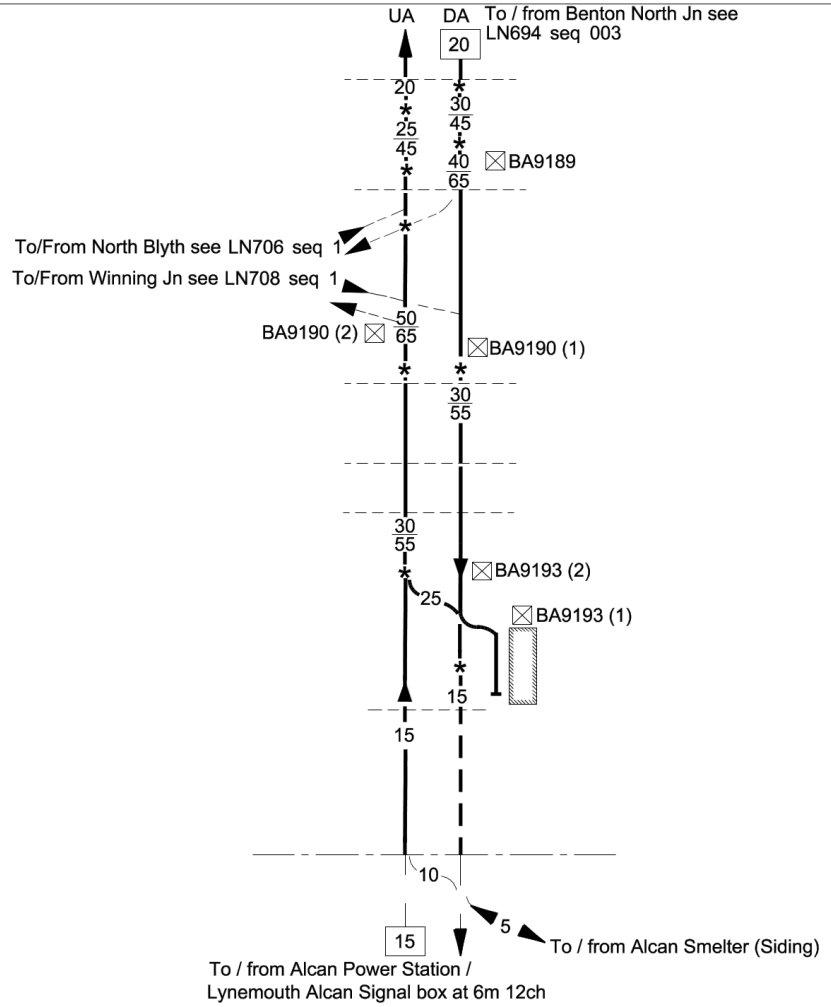
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN698	001	Butterwell South Branch	BWO1	London North Eastern	14/02/10

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DRAWING AND LINE OF ROUTE LN698 HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN700	001	Butterwell North Branch Arrival / Departure	BWO2	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Butterwell Jn	0 00	25 To/From Morpeth see LN600 seq 22	Morpeth SB (M) RA8
	0 05 *	25 * 15	
STOP board B1 in arrival direction	0 48 *	20 * 10	
STOP board M162 in Departure direction	0 57 *	*	
		10 ①	① - To/From Butterwell Opencast

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN702	001	Bedlington North to Lynemouth Alcan	BWC	London North Eastern	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bedlington North LC (CCTV)	0 04		GSM-R
	0 07 *		TCB Tyneside ROC (BA)
	0 27 *		RA8 Ashington Workstation
	0 76 *		
Bormasund FPC	0 62		
	0 75 *		Lockout Protection provided
West Sleekburn Jn	0 78		See local instructions
Marchey's House Jn	1 35		
	1 39 *		
Marchey's House LC (MCB-OD Mk2)	1 41		
North Seaton LC (MCB-OD Mk2)	1 76		
Green Lane LC (MCB-OD Mk2)	2 43		
	2 59 *		
Ashington Jn	2 62		
Ashington Station	2 75		
	3 02 *		
Hirst Lane LC (MCG)	3 21		UA = Up Ashington
			DA = Down Ashington
Network Rail / Alcan Boundary	4 14		GSM-R
			Up: Start of GSM-R area at 4m 14ch
			Down: End of GSM-R area at 4m 14ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN704	001	Bates Branch	ISC	London North Eastern	10/11/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		PLEASE BE ADVISED THAT THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN706	001	West Sleekburn Jn to North Blyth	WSB	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
West Sleekburn Jn	0 00	UC DC 20 To/From Bedlington North see LN702 seq 001	GSM-R
West Sleekburn UWC	0 16 T		AB Bedlington North SB (BN) RA8
	0 29 *	15 * * 30 To/From Marchey's House Jn see LN708 seq 001	AWS not provided TPWS not provided DC=Down Cambois UC=Up Cambois
Winning Jn	0 32	20 20	
Winning LC (MCB)	0 36		AB Winning SB
Winning SB	0 36		
School Corner LC (UWC)	0 47 T	35	
	1 25 *	* 25	
	1 29 *	*	AB Freemans SB (F)
Freemans LC (MCB)	1 31		
Freemans SB (F)	1 31	30 CS	CS= Cambois Single
	1 78 *	35 * 25	OTS Staff is an Annett's Key - see local instructions
Cambois LC (TMO)	2 10		GF released by Annett's Key
Battleship Wharf GF	2 51	10	
	2 52	Network Rail	
Port of Blyth : LC (TMO)	2 55	Port of Blyth	
	2 75 *	② * 15	② - To/From Battleship Wharf Sidings
North Blyth	3 22	Network Rail CS	GSM-R Down: End of GSM-R area: 3m 22ch Up: Start of GSM-R area: 3m 22ch
Alcan Siding GF		Alcan	GF released by Annett's Key
		③	③ - To/From Alcan Terminal

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN708	001	Winning Jn to Marchey's House Jn	MWJ	London North Eastern	19/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Winning Jn	0 31	UP DN 20 To/From North Blyth see LN706 seq 1	GSM-R AB Winning SB RA8 AWS not provided TPWS not provided Rule Book Module M1, Section 4 and Module M2, Section 4 When a train is stopped on the Down or Up Branch line between Winning Jn. and Marchey's House Jn. and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out on those lines.
Marchey's House Jn	0 00	10 To/From Ashington see LN702 seq 1	TCB Marchey's House SB

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LN624 (NORTHALLERTON, CASTLE HILLS JN TO CASTLE HILLS WEST GF)

From	To	Type of Train	Line(s)	Remarks
Castle Hills Jn	Castle Hills West Ground Frame	Freight trains or vehicles with a maximum length of 384m/1260 feet	Single	Trains or vehicles may be propelled in accordance with the Rule Book.and the local instruction for this location
Castle Hills West Ground Frame	Castle Hills Jn	Freight trains or vehicles with a maximum length of 384m/1260 feet	Single	Trains or vehicles may be propelled in accordance with the Rule Book.and the local instruction for this location

Dated: 02/12/06

LN627 (NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST)

From	To	Type of Train	Line(s)	Remarks
Hartburn Jn	Stockton	Condemned Wagons	Down	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

Dated: 02/12/06

LN652 (BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE)

From	To	Type of Train	Line(s)	Remarks
Simon Storage Ground Frame	BASF Run-Round	Fully Fitted Freight trains with a maximum length of 15 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.
BASF Run-Round	Simon Storage Ground Frame	Fully Fitted Freight trains with a maximum length of 15 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06

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LN624 - NORTHALLERTON, CASTLE HILLS JN TO CASTLE HILLS WEST GF

Castle Hills Jn To Castle Hills West GF

The Person in Charge of propelling movements between Castle Hills Jn and Castle Hills West Ground Frame (excl) (Wensleydale Railway) must ensure the following level crossings are clear before allowing the train to pass over them:-

Level Crossing	Remarks
Public Footpath LC at 0m 07ch	-
Castle Hills Farm UWC at 0m 17ch	-
Public Footpath LC at 0m 64ch (Wensleydale Railway)	Also applies to light Locomotive movements on the Run Round loop from on Wensleydale Railway from Castle Hills East GF to Castle Hills West GF

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

EAGLESCLIFFE

Drivers of Up trains booked to stop at Eaglescliffe Station which are stopped at signal B.818 at the Urlay Nook end of Eaglescliffe Station must, if the signal is not cleared when the train is ready to depart, communicate with the Signaller at Bowesfield by means of the signal post telephone immediately.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

RULE BOOK MODULE T3

BETWEEN SEATON CAREW (SIGNALS GM7109, GM7112) AND RYHOPE GRANGE (SIGNALS RG16, RG33/RG38)

All T3 possessions within the above locations and worksites within them must only be taken by PICOPs and Engineering Supervisors who have been trained and issued with the document headed 'Line Clear Verification Process Following Engineering Works in Rule Book T3 Possessions Between Seaton Carew (signals GM7109,GM7112) and Ryhope Grange (Signals RG16, RG33/38)'.

All T3 possessions within the above locations that involve trains/OTMs entering and leaving the possession must be dealt with in accordance with the document headed 'Line Clear Verification Process Following Engineering Work in Rule Book T3 Possessions between Seaton Carew (signals GM7109, GM7112) and Ryhope Grange (signals RG16, RG33/RG38)'.

Dated: 15/11/10

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Hartlepool South Works Arrival / Departure

Trains awaiting departure from GM7102 signal are required to pull the Cab Pull Wire to notify the Signaller.

Dated: 10/02/2020

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Dawdon Jn

RULE BOOK MODULE P1

Single Line working over the Up Sunderland line between Lancaster Road Jn and Dawdon Jn.

When single line working is in operation over the Up Sunderland line, it will not be necessary to appoint a handsignaller for Down direction trains. Drivers of Down direction trains must be instructed by the pilotman to obey signal NS7171.

Rule Book Module P1 Sections 3.5a) and 6.2a) are modified accordingly.

Drivers of Down trains may be authorised to proceed without being accompanied by the pilotman.

The above arrangements are applicable in all weather conditions.

Single Line working over the Down Sunderland line between Ryhope Grange and Dawdon Jn.

When single line working is in operation over the Down Sunderland line, it will not be necessary to appoint a handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the pilotman to obey Signal NS7168.

Rule Book Module P1 Sections 3.5a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the pilotman.

The above arrangements are applicable in all weather conditions.

Dated: 15/11/10

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Rule Book Module P1

Single Line working over the Down Sunderland line between Dawdon Jn and Hartlepool Station.

When single line working is in operation over the Down Sunderland line, it will not be necessary to appoint a handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the pilotman to obey signal NS7128.

Rule Book module P1 sections 3.5a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the pilotman.

The above arrangements are applicable in all weather conditions.

Dated: 14/01/12

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Ryhope Grange Jn To Pelaw Jn for Leamside
TPWS/INDUSI Automatic Train Stop

All trains, other than Metro trains, running between Ryhope Grange and Pelaw Jn must be fitted with operative TPWS in the leading cab.
The Indusi Automatic Train Stop must be operative in the leading cab of all Metro trains running on Network Rail infrastructure.
A train on which the TPWS has failed must not be allowed to proceed beyond:

- Hartlepool or Ryhope Grange if it is a Down train or
- Pelaw Junction if it is an Up train.
- Boldon North Junction (if it is a train from Tyne Dock)

If a failure of the TPWS occurs beyond these locations, or the Indusi Automatic Train Stop fails on a Metro train whilst on Network Rail Infrastructure, the Driver must immediately stop the train and advise the Signaller of the circumstances. The Signaller must liaise with Network Rail Control York, to establish where the train is to be taken out of service, or reverse so that it may return driven from a cab with operative TPWS or Automatic Train Stop. The most suitable of the following locations must be used to stable the train until either repairs can be carried out or assistance is given by a train fitted with working TPWS or Indusi Automatic Train Stop:-

1. East Boldon Up Loop
2. Sunderland Sidings 1 and 2

If it is not possible to utilise the above locations, the train may be allowed to proceed beyond Sunderland South Junction or Pelaw Metro Junction as appropriate provided the Signaller has obtained the permission of Network Rail Control, York. Before authorising a train with failed TPWS or Indusi Automatic Train Stop to proceed, the Signaller must advise the Driver where the train is to proceed to. The Signaller must ensure the line ahead on which the train is to proceed is clear of movements through to the location where the train will be taken out of service, or pass beyond the area used by Metro trains. Where possible, all signals on the affected route must be cleared before the movement starts.

Dated: 10/02/2020

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Ryhope Grange SB (RG)

A red light may be attached to the leading vehicle of a movement to be propelled from Ryhope Grange Sidings to stand in rear of signal RG10 on the Down Main line between Ryhope Grange and Pelaw Jn.

Dated: 07/12/13

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Ryhope Grange SB (RG) To Pelaw Jn for Leamside

Single Line Working Over The Up Sunderland Line – Rule Book Module P1

When Single Line Working is in operation over the Up Sunderland line, it will not be necessary to appoint a Handsignaller for Down direction trains at the following exit signals: -

6211 on the Up Sunderland line at Sunderland South Jn.

6241 on the Up Sunderland line at East Boldon.

6251 on the Up Sunderland line at Boldon West Jn.

Drivers of Down direction trains must be instructed by the Pilotman to obey the relevant signal. Rule Book Module P1, Section 3.5a) and 6.2a) are modified accordingly.

Drivers of Down trains may be authorised to proceed without being accompanied by the Pilotman. Section 7.1 is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Instructions To Train Crews And Other Persons Concerned Working On Or Near To The Electrified Overhead Lines.

The above routes are electrified and powered by a 1500 volt D.C. Overhead System.

The Standard Working Instructions for A.C. Electrified lines Rule Book Module G2, Section 8 must be observed and the Overhead System must be treated as being 25kV at all times. The only exceptions to this are: -

- competent Metro staff
- relevant infrastructure maintenance staff

who have been trained in the specific requirements and instructions associated with the 1500 volt D.C. Overhead System.

The Electrical Control Room Operator is based in York Electrical Control Room and the contact telephone number is **01904 525622 (external) or 037 5622 (internal)**.

This instruction is replicated in LN628, LN629 and LN630

Dated: 06/06/09

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Temporary And Emergency Speed Restriction Signs

All signs, indicators, and other associated equipment relating to Temporary and Emergency Speed Restrictions, will be of the standard type used on Network Rail controlled infrastructure, and the speed displayed on Warning Boards and Speed Indicators will be in miles per hour (mph).

Signs showing the equivalent speed in kilometres per hour (kmh) will be positioned directly beneath the mph signs and will: -

- be made of retro reflective material, and be of the same colours and similar dimensions as mph signs.
- be shaped as an elongated hexagon.
- bear an indication of the applicable speed in kilometres (rounded down to the nearest
- 5 kilometres per hour) with the letters 'kmh' displayed beneath the numeric value.

Note: - The miles per hour figure will not have "mph" displayed below it.

Both types of signs will be provided at all points where a Temporary/Emergency Speed Restriction is in place. However, kmh signs will not be provided at locations where a speed is indicated for a diverging route which is not available to Metro services, and mph signs will not be provided at locations where a speed is indicated for a diverging route which is not available to non Metro services.

This instruction is replicated in LN628

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Protection Arrangements – Rule Book Modules M1 And M2

Tyne and Wear Metro trains do not carry detonators, and as a result detonators will not be used when Emergency Protection or Assistance Protection is carried out in accordance with Rule Book Module M1, Section 4 and Module M2, Section 4.

When a Metro train is to be assisted by other than a Metro train, a mobile assistance team will be sent from Metro's Gosforth Depot. They will be equipped with an emergency coupler and detonators, and will assist the Metro Driver in carrying out normal Assistance Protection and recovery arrangements.

This instruction is replicated in LN628, LN629 and LN630

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Examination Of The Line By Metro Trains - Rule Book Module TW1, Section 12

When a Metro Train Driver is required to examine the line, and in accordance with the appropriate rules he needs to be accompanied by a competent person during darkness, fog or falling snow or when in a tunnel, the following procedure must be applied before examination commences: -

When a single car unit
The internal lighting must be switched to emergency mode.

When a two car unit
Passengers must, if possible, be transferred to the rear vehicle and the internal lighting turned off in the leading vehicle.

This instruction is replicated in LN628, LN629 and LN630

Dated: 07/12/13

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Snowfall

The requirements of Rule Book Module M3 are amended as follows: -

Section 6.2: -

Earthing of the equipment is not required, **unless** there is a need for persons to approach the overhead line equipment, in which case, a Permit to Work must be issued as set out in the Working Instructions for the Sunderland DC Overhead Electrified Lines.

Beilhack Self-Propelled Snow Blower Machines

Instructions for working of this machine are detailed in the Scottish Territory Sectional Appendix. If the machine is required to work between South Hylton – South Sunderland Jn – Pelaw Metro Jn and a permit to work is to be issued, this must be done as set out in the Working Instructions for the Sunderland DC Overhead Electrified Lines.

This instruction is replicated in LN628

Dated: 28/12/18

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Ryhope Grange Sidings

Trains entering the sidings are required to check the position of the hand points by observing the position flag prior to entering No. 1 or No. 2 siding. If the points are not lying in the position to enter the intended siding the train crew are required to operate the points to the correct lie. Note that when existing the sidings, the position of the points does not require checking as the points are trailable.

When departing the sidings, the train crew are required to telephone the Signaller to seek authority to

pass NS7125 or NS7217 Stop signs.

Dated: 10/02/2020

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Permissible Speed Signs

The Permissible Speed Signs for the above routes are in both miles per hour (mph) and kilometres per hour (kmh).

Signs displaying mph are of the standard type used on Network Rail controlled infrastructure. Signs showing the equivalent speed in kmh are positioned directly beneath the mph signs and: -

- are made of retro reflective material, and are of the same colours and similar dimensions as mph signs.
- shaped as an elongated hexagon.
- bear an indication of the applicable speed in kilometres (rounded down to the nearest 5 kilometres per hour) with the letters 'kmh' displayed beneath the numeric value.

Note: - The miles per hour figure will not have "mph" displayed below it.

Both types of signs are provided at all points where a Permissible Speed change applies. However, kmh signs are not provided at locations where a speed is indicated for a diverging route which is not available to Metro services, and mph signs are not provided at locations where a speed is indicated for a diverging route which is not available to non Metro services.

Kmh indications have not been provided at Automatic Level Crossing Wrong Direction Speed Restriction Boards, and Metro Drivers must treat the speed indications as being in kmh.

This instruction is replicated in LN628

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

SUNDERLAND

Northern trains are booked to stop at platforms 1 or 4, and Metro trains are booked to stop at platforms 2 or 3.

Trains must be stopped in their booked platform unless the Driver is instructed to stop in a different platform by the Signaller.

Dated: 02/12/06

LN627 – NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Blackhills Farm UWC

Provision of Duplicate Whistle Board at Horden Station Down Platform

Horden Station has been constructed within the warning distance given by the existing whistle board at 78m 58ch for the Down direction approach to Blackhills Farm UWC. By way of mitigation an additional whistle board has been provided beyond the Down platform at 78m 70ch for use by drivers of Down stopping trains.

Drivers of Down stopping trains at Horden Station are only required to sound the vehicle horn at the second whistle board that is situated beyond the Down platform at 78m 70ch. Drivers of non-stopping Down direction trains must sound the vehicle horn at both whistle boards, on the approach to and beyond the station.

Dated: 29/06/20

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Pelaw To Park Lane Jn

Instructions to Train Crews and Other Staff Concerned Working on Network Rail Lines Adjacent to the Tyne and Wear Metro Electrified Lines

The Tyne and Wear Metro System is electrified on a 1500 volt D.C. System but must be regarded as being similar to the Network Rail 25KV AC System. The electricity is controlled by the Metro Control Centre at South Gosforth.

The A.C. Electrified lines Instructions, Rule Book Module AC Electrified Lines Section 3 must be complied with.

If an incident or accident affects the Metro lines, the provisions of Rule Book Module G1 section 6 or Module M1 must be applied.

Contact can be made with either the Metro System Controller (who controls the signals) at South Gosforth; the signaller at Tyneside IECC or by GSM-R emergency call to York Control.

Electrification telephones are provided at strategic electrical locations on the Metro. Cabinets are yellow with a silver telephone symbol and are not locked. These telephones provide direct contact with the Metro Infrastructure Controller located in the same office as the Metro System Controller. The telephone number is 0191 213 1003.

This instruction is replicated in LN670

Dated: 06/03/2021

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

High Level Bridge

Due to weight restrictions the following restrictions apply over the High-Level Bridge:

- Movements of trains with one or more locomotive coupled (including one or more light locomotive coupled) must not be passed on the High Level Bridge by another train.
  The Operations Control of the Train Operating Company must inform Network Rail Operations Control of the identity of any train with one or more locomotive requiring to pass over the High Level Bridge.
  The Network Rail Operations Control must inform Tyneside ROC of any train with one or more locomotive coupled together requiring to pass over the High Level Bridge.

Dated: 27/12/2021

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Instructions To Train Crews And Other Persons Concerned Working On Or Near To The Electrified Overhead Lines.

The above routes are electrified and powered by a 1500 volt D.C. Overhead System.

The Standard Working Instructions for A.C. Electrified lines Rule Book Module G2, Section 8 must be observed and the Overhead System must be treated as being 25kV at all times. The only exceptions to this are: -

- competent Metro staff
- relevant infrastructure maintenance staff

who have been trained in the specific requirements and instructions associated with the 1500 volt D.C. Overhead System.

The Electrical Control Room Operator is based in York Electrical Control Room and the contact telephone number is **01904 525622 (external) or 037 5622 (internal)**.

This instruction is replicated in LN627, LN629 and LN630

Dated: 06/06/09

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Snowfall

The requirements of Rule Book Module M4 are amended as follows: -

Section 4.7 b), bullet point one: -

Earthing of the equipment is not required, **unless** there is a need for persons to approach the overhead line equipment, in which case, a Permit to Work must be issued as set out in the Working Instructions for the Sunderland DC Overhead Electrified Lines.

Beilhack Self-Propelled Snow Blower Machines

Instructions for working of this machine are detailed in the Scottish Territory Sectional Appendix. If the machine is required to work between South Hylton – South Sunderland Jn – Pelaw Metro Jn and a permit to work is to be issued, this must be done as set out in the Working Instructions for the Sunderland DC Overhead Electrified Lines.

This instruction is replicated in LN627

Dated: 28/12/18

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Use of Line

Only Metro trains are normally authorised to operate on this line.

If other than a Metro train is required to travel over the line, the movement must be authorised by special operating instructions **except** in the following circumstances: -

- When it is necessary for a train to assist a failed Metro train.
- An Engineering train or On Track Machine is required to work within a Possession of the line.

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Examination Of The Line By Metro Trains - Rule Book Module TW1, Section 12

When a Metro Train Driver is required to examine the line, and in accordance with the appropriate rules he needs to be accompanied by a competent person during darkness, fog or falling snow or when in a tunnel, the following procedure must be applied before examination commences: -

When a single car unit
The internal lighting must be switched to emergency mode.

When a two car unit
Passengers must, if possible, be transferred to the rear vehicle and the internal lighting turned off in the leading vehicle.

Dated: 07/12/13

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Permissible Speed Signs

The Permissible Speed Signs for the above routes are in both miles per hour (mph) and kilometres per hour (kmh).

Signs displaying mph are of the standard type used on Network Rail controlled infrastructure. Signs showing the equivalent speed in kmh are positioned directly beneath the mph signs and: -

- are made of retro reflective material, and are of the same colours and similar dimensions as mph signs.
- shaped as an elongated hexagon.
- bear an indication of the applicable speed in kilometres (rounded down to the nearest 5 kilometres per hour) with the letters 'kmh' displayed beneath the numeric value.

Note: - The miles per hour figure will not have "mph" displayed below it.

Both types of signs are provided at all points where a Permissible Speed change applies. However, kmh signs are not provided at locations where a speed is indicated for a diverging route which is not available to Metro services, and mph signs are not provided at locations where a speed is indicated for a diverging route which is not available to non Metro services.

Kmh indications have not been provided at Automatic Level Crossing Wrong Direction Speed Restriction Boards, and Metro Drivers must treat the speed indications as being in kmh.

This instruction is replicated in LN627

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Protection Arrangements – Rule Book Modules M1 And M2

Tyne and Wear Metro trains do not carry detonators, and as a result detonators will not be used when Emergency Protection or Assistance Protection is carried out in accordance with Rule Book Module M1, Section 4 and Module M2, Section 4.

When a Metro train is to be assisted by other than a Metro train, a mobile assistance team will be sent from Metro's Gosforth Depot. They will be equipped with an emergency coupler and detonators, and will assist the Metro Driver in carrying out normal Assistance Protection and recovery arrangements.

This instruction is replicated in LN627, LN629 and LN630

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Temporary And Emergency Speed Restriction Signs

All signs, indicators, and other associated equipment relating to Temporary and Emergency Speed Restrictions, will be of the standard type used on Network Rail controlled infrastructure, and the speed displayed on Warning Boards and Speed Indicators will be in miles per hour (mph).

Signs showing the equivalent speed in kilometres per hour (kmh) will be positioned directly beneath the mph signs and will: -

- be made of retro reflective material, and be of the same colours and similar dimensions as mph signs.
- be shaped as an elongated hexagon.
- bear an indication of the applicable speed in kilometres (rounded down to the nearest
- 5 kilometres per hour) with the letters 'kmh' displayed beneath the numeric value.

Note: - The miles per hour figure will not have "mph" displayed below it.

Both types of signs will be provided at all points where a Temporary/Emergency Speed Restriction is in place. However, kmh signs will not be provided at locations where a speed is indicated for a diverging route which is not available to Metro services, and mph signs will not be provided at locations where a speed is indicated for a diverging route which is not available to non Metro services.

This instruction is replicated in LN627

Dated: 02/12/06

LN629 - PELAW METRO JN TO PELAW SOUTH JN

Entire Line Of Route

Instructions To Train Crews And Other Persons Concerned Working On Or Near To The Electrified Overhead Lines.

The above routes are electrified and powered by a 1500 volt D.C. Overhead System.

The Standard Working Instructions for A.C. Electrified lines Rule Book Module G2, Section 8 must be observed and the Overhead System must be treated as being 25kV at all times. The only exceptions to this are: -

- competent Metro staff
- relevant infrastructure maintenance staff

who have been trained in the specific requirements and instructions associated with the 1500 volt D.C. Overhead System.

The Electrical Control Room Operator is based in York Electrical Control Room and the contact telephone number is **01904 525622 (external) or 037 5622 (internal)**.

This instruction is replicated in LN627, LN628 and LN630

Dated: 06/06/09

LN629 - PELAW METRO JN TO PELAW SOUTH JN

Entire Line Of Route

Examination Of The Line By Metro Trains - Rule Book Module TW1, Section 12

When a Metro Train Driver is required to examine the line, and in accordance with the appropriate rules he needs to be accompanied by a competent person during darkness, fog or falling snow or when in a tunnel, the following procedure must be applied before examination commences: -

When a single car unit
The internal lighting must be switched to emergency mode.

When a two car unit
Passengers must, if possible, be transferred to the rear vehicle and the internal lighting turned off in the leading vehicle.

This instruction is replicated in LN627, LN628 and LN630

Dated: 07/12/13

LN629 - PELAW METRO JN TO PELAW SOUTH JN

Entire Line Of Route

Instructions To Persons Working On Or Near To The Down And Up Pelaw Chord Lines.

Down Pelaw Chord
Network Rail Rules apply between Pelaw Metro Jn and signal 764. Between signal 764 and Pelaw South Jn, Tyne and Wear Metro Rules apply.
Up Pelaw Chord
Tyne and Wear Metro Rules apply between Pelaw North Jn and signal T6282. Between signal T6282 and Pelaw Metro Jn, Network Rail Rules apply.
The following instructions will apply to work on the Down and Up Pelaw Chord lines.
Where no movements of engineering trains are to be made in connection with the work
Down Pelaw Chord

Where the work requires to be carried out within the overlap of signal 764, the Metro System Controller, before authorising the protection arrangements to be put in place (in accordance with Metro Rules), must liaise with the Signaller at Tyneside Sunderland Workstation and obtain an assurance that no movements have been authorised from signal T6279 towards signal 764, and 2803 points at Pelaw Metro Jn have been placed and will be maintained in the Normal position using the individual point switch, until advice is received that the line is again clear for movements. An appropriate entry must be made in the Train Register.

Up Pelaw Chord
Where the work requires to be carried out less than 200 metres beyond signal T6282, the requirements of Rule Book Module TS1 Section13 2.2.2 and Handbook 8 Section 1.4 do not apply and signal T6282 must be used to protect the work. Before the Signaller at Tyneside Sunderland Workstation authorises the protection arrangements to be put in place, he must liaise with the Metro System Controller and obtain an assurance that no movements have been authorised from signal 765 towards signal T6282, and 7017 points at Pelaw North Jn have been placed and will be maintained in the Normal position until advice is received that the line is again clear for movements. The Signallers copy of RT3181/1 form must be suitably endorsed.

Where train movements are to be made in connection with the engineering work.
Down Pelaw Chord

Where the work site is to be in the overlap of signal 764, that signal must be used to protect the work, and the protection placed ahead of it in accordance with Metro Rules. Before the Metro Systems Controller authorises the protection arrangements to be put in place, he must liaise with the Signaller at Tyneside Sunderland Workstation and obtain an assurance that no movements have been authorised from signal T6279 towards signal 764, and 2803 points at Pelaw Metro Jn have been placed and will be maintained in the Normal position using the individual point switch until advice is received that the line is again clear for movements. An appropriate entry must be made in the Train Register.

Where a worksite is required to commence on the approach to signal 764 and terminate beyond that signal, the work may only take place provided special working arrangements and instructions have been published in advance.

Up Pelaw Chord
Where a work site is to be within 400 metres (440 yards) beyond signal T6282, this signal must be used to protect the Rule Book Module T3 possession, and the protection placed as far from the signal as possible. Before the Signaller at Tyneside Sunderland Workstation authorises the protection arrangements to be put in place, he must liaise with the Metro System Controller and obtain an assurance that no movements have been authorised from signal 765 towards signal T6282, and 7017 points at Pelaw North Jn have been placed and will be maintained in the Normal position until advice is received that the line is again clear for movements. A record of this assurance being received must be recorded by the Signaller in the Train Register.

Where a worksite is required to commence on the approach to signal T6282 and terminate beyond that signal, the work may only take place provided special working arrangements and instructions have been published in advance.

This instruction is replicated in LN630

Dated: 06/12/14

LN629 - PELAW METRO JN TO PELAW SOUTH JN

Entire Line Of Route

Protection Arrangements – Rule Book Modules M1 And M2

Tyne and Wear Metro trains do not carry detonators, and as a result detonators will not be used when Emergency Protection or Assistance Protection is carried out in accordance with Rule Book Module M1, Section 4 and Module M2, Section 4.

When a Metro train is to be assisted by other than a Metro train, a mobile assistance team will be sent from Metro's Gosforth Depot. They will be equipped with an emergency coupler and detonators, and will assist the Metro Driver in carrying out normal Assistance Protection and recovery arrangements.

This instruction is replicated in LN627, LN628 and LN630

Dated: 02/12/06

LN630 - PELAW NORTH JN TO PELAW METRO JN

Entire Line Of Route

Instructions To Train Crews And Other Persons Concerned Working On Or Near To The Electrified Overhead Lines.

The above routes are electrified and powered by a 1500 volt D.C. Overhead System.

The Standard Working Instructions for A.C. Electrified lines and Rule Book Module G2, Section 8 must be observed and the Overhead System must be treated as being 25kV at all times. The only exceptions to this are: -

- competent Metro staff
- relevant infrastructure maintenance staff

who have been trained in the specific requirements and instructions associated with the 1500 volt D.C. Overhead System.

The Electrical Control Room Operator is based in York Electrical Control Room and the contact telephone number is **01904 525622 (external) or 037 5622 (internal)**.

This instruction is replicated in LN627,628 and LN629

Dated: 06/06/09

LN630 - PELAW NORTH JN TO PELAW METRO JN

Entire Line Of Route

Examination Of The Line By Metro Trains - Rule Book Module TW1, Section 12

When a Metro Train Driver is required to examine the line, and in accordance with the appropriate rules he needs to be accompanied by a competent person during darkness, fog or falling snow or when in a tunnel, the following procedure must be applied before examination commences: -

<u>When a single car unit</u>
The internal lighting must be switched to emergency mode.

<u>When a two car unit</u>
Passengers must, if possible, be transferred to the rear vehicle and the internal lighting turned off in the leading vehicle.

his instruction is replicated in LN629,628 and LN629

Dated: 07/12/13

LN630 - PELAW NORTH JN TO PELAW METRO JN

Entire Line Of Route

Protection Arrangements – Rule Book Modules M1 And M2

Tyne and Wear Metro trains do not carry detonators, and as a result detonators will not be used when Emergency Protection or Assistance Protection is carried out in accordance with Rule Book Module M1, Section 4 and Module M2, Section 4.

When a Metro train is to be assisted by other than a Metro train, a mobile assistance team will be sent from Metro's Gosforth Depot. They will be equipped with an emergency coupler and detonators, and will assist the Metro Driver in carrying out normal Assistance Protection and recovery arrangements.

his instruction is replicated in LN629,628 and LN629

Dated: 02/12/06

LN630 - PELAW NORTH JN TO PELAW METRO JN

Entire Line Of Route

INSTRUCTIONS TO PERSONS WORKING ON OR NEAR TO THE DOWN AND UP PELAW CHORD LINES.

Down Pelaw Chord
Network Rail Rules apply between Pelaw Metro Jn and signal 764. Between signal 764 and Pelaw South Jn, Tyne and Wear Metro Rules apply.
Up Pelaw Chord
Tyne and Wear Metro Rules apply between Pelaw North Jn and signal T6282. Between signal T6282 and Pelaw Metro Jn, Network Rail Rules apply.
The following instructions will apply to work on the Down and Up Pelaw Chord lines.
Where no movements of engineering trains are to be made in connection with the work
Down Pelaw Chord

Where the work requires to be carried out within the overlap of signal 764, the Metro System Controller, before authorising the protection arrangements to be put in place (in accordance with Metro Rules), must liaise with the Signaller at Tyneside Sunderland Workstation and obtain an assurance that no movements have been authorised from signal T6279 towards signal 764, and 2803 points at Pelaw Metro Jn have been placed and will be maintained in the Normal position using the individual point switch, until advice is received that the line is again clear for movements. An appropriate entry must be made in the Train Register.

Up Pelaw Chord

Where the work requires to be carried out less than 200 metres beyond of signal T6282, the requirements of Rule Book Module TS1 Section 13.2.2.2 and Handbook 8 Section 1.4 do not apply and signal T6282 must be used to protect the work. Before the Signaller at Tyneside Sunderland Workstation authorises the protection arrangements to be put in place, he must liaise with the Metro System Controller and obtain an assurance that no movements have been authorised from signal 765 towards signal T6282, and 7017 points at Pelaw North Jn have been placed and will be maintained in the Normal position until advice is received that the line is again clear for movements. The Signallers copy of RT3181/1 form must be suitably endorsed.

Where train movements are to be made in connection with the engineering work.
Down Pelaw Chord

Where the work site is to be in the overlap of signal 764, that signal must be used to protect the work, and the protection placed ahead of it in accordance with Metro Rules. Before the Metro Systems Controller authorises the protection arrangements to be put in place, he must liaise with the Signaller at Tyneside Sunderland Workstation and obtain an assurance that no movements have been authorised from signal T6279 towards signal 764, and 2803 points at Pelaw Metro Jn have been placed and will be maintained in the Normal position using the individual point switch until advice is received that the line is again clear for movements. An appropriate entry must be made in the Train Register.

Where a worksite is required to commence in rear of signal 764 and terminate in advance of that signal, the work may only take place provided special working arrangements and instructions have been published in advance.

Up Pelaw Chord

Where a work site is to be within 400 metres (440 yards) beyond signal T6282, this signal must be used to protect the Rule Book Module T3 possession, and the protection placed as far from the signal as possible. Before the Signaller at Tyneside Sunderland Workstation authorises the protection arrangements to be put in place, he must liaise with the Metro System Controller and obtain an assurance that no movements have been authorised from signal 765 towards signal T6282, and 7017 points at Pelaw North Jn have been placed and will be maintained in the Normal position until advice is received that the line is again clear for movements. A record of this assurance being received must be recorded by the Signaller in the Train Register.

Where a worksite is required to commence in rear of signal T6282 and terminate in advance of that signal, the work may only take place provided special working arrangements and instructions have been published in advance.

This instruction is replicated in LN629

Dated: 06/12/14

LN632 - STOCKTON CUT JN. TO SALTBURN

MIDDLESBROUGH

HST Sidings

Drivers of trains occupying Middlesbrough HST sidings must ensure when their train is signalled into the sidings that it does not stand foul of the other siding road.

Before moving his/her train when it is ready to depart from Middlesbrough HST sidings the Driver must contact the Signaller at Middlesbrough box and ascertain no train has been or will be signalled into the sidings before moving the train and approaching the sidings' exit signal

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

Guisborough Jn To Nunthorpe

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced between Guisborough Junction & Nunthorpe. These arrangements apply to through train movements only.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Give the driver any necessary instructions regarding the operation of level crossings
- Instruct the driver to pass the signal at danger, as shown in Part A of module S5 Passing a signal danger

Instruct the driver to confirm that the train has arrived at Middlesbrough complete with tail lamp

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person

Dated: 06/12/14

LN634 - GUISBOROUGH JN. TO WHITBY

NUNTHORPE

On passing the Down Distant board, the Driver must regulate the speed of his train in order to be able to stop at the Point Indicator if it is not illuminated. Illumination of the Point Indicator means the points are set correctly for the Down Loop.

If a train is stopped due to the Point Indicator not being illuminated, the Driver must advise the Signaller using the telephone at the Point Indicator.If the Point Indicator fails, a steady yellow flag during daylight, or a steady yellow lamp during darkness, or fog, or falling snow, may be exhibited at the Point Indicator and the Driver may proceed over the points.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

NUNTHORPE To WHITBY

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

Rule Book Module S5, Passing a signal at Danger, Sections 1, 2, 3, 4, & 7

If the signalling system fails and a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced on this line.

When the Responsible Person has authorised the introduction of the modified working to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 and Rule Book Module S5 sections 1, 2, 3, 4, & 7 the Signaller will:

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Give the driver any necessary instructions regarding the operation of level crossings
- Authorise the driver to pass the controlling signal at danger and/or Stop Board, in accordance to the requirements of Rule Book Module S5
- Instruct the driver to confirm that the train has arrived complete with tail lamp on arrival at the other end of the particular Section

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 18/11/2017

LN634 GUISBOROUGH JN TO WHITBY

NUNTHORPE TO WHITBY

Rule Book Module TS7, No-Signaller Token Regulations

Instructions to Traincrews And Others Concerned For The "No Signaller" Token System On Single Lines With Remote Crossing Loops (NSTR)

1. NSTR SYSTEM and TPWS

1.1 The object of the NSTR System is that not more than one train may be permitted in a single line block section between two token stations at the same time.

The line in the platforms at Battersby and Whitby must be treated as station limits with permissive working applying for Class 1,2, 3 ECS, 5 and 0 trains only.

1.2 All "Stop obtain token and permission to proceed" boards and the points indicators at Battersby are equipped with TPWS train stops. The withdrawal of a token will suppress the train stop for 5 minutes. When it is necessary in accordance with these instructions for a driver to pass one of them without a token being withdrawn, the driver must operate the TPWS train stop override button.

DEFINITION OF TERMS

The term "token station" refers to a location where token instruments are provided, either at or remote from Nunthorpe signal box.

Note: Grosmont "intermediate token instrument" is not a token station and is only used by trains passing to and from the North Yorkshire Moors Railway.

The term "Single line block section" refers to the line between the section signal or "Stop obtain token and permission to proceed" board at one token station and the signal or "Stop obtain token and permission to proceed board" (or the "End of token section" board at Whitby), at the next token station in the same direction of travel.

2. DRIVERS NOT TO LEAVE A TOKEN STATION OR INTERMEDIATE TOKEN INSTRUMENT AT GROSMONT WITHOUT A TOKEN AND OBSERVING PROPER PROCEDURES

2.1 The driver must firstly obtain the Nunthorpe signaller's permission before withdrawing a token from an instrument. When requesting permission, the driver must state the train's identity and its location, the place to which it is to proceed and where applicable give the signaller an assurance that a steady blue TPWS status light is showing at the token instrument.

When a token has been withdrawn, where applicable the steady blue TPWS status light will then change to a flashing blue light and will flash for 5 minutes indicating the TPWS is correctly suppressed. If after the token has been withdrawn the blue TPWS status light ceases flashing or fails to commence flashing, the signaller must be informed.

With the exception of Grosmont Intermediate token instrument for a train departing Grosmont to Whitby, or a train departing Whitby platform 2, a token must not be withdrawn more than 5 minutes before the booked departure time of the train. This instruction also applies for a train departing Grosmont towards Glaisdale. If the train does not depart within 5 minutes of the token's withdrawal, the signaller must be advised as the TPWS will no longer be suppressed. The driver must with the signaller's permission replace the token in the instrument and remove another token in order to suppress the TPWS again.

The driver must obtain verbal permission from the signaller to pass a Stop Board after a token has been obtained.

2.2 The driver must be in possession of the correct token before leaving a token station or Grosmont intermediate token instrument unless:-

(a) the train is worked by two or more locomotives in which case the token must be shown to each driver and carried by the driver of the leading locomotive or

(b) the line is under possession or

(c) working by pilotman applies or a special authority card is issued or

(d) the train is to enter an obstructed section to assist a failed train or to remove a portion of a divided train.

2.3 The TPWS Uninterrupted Power Supply status (UPS) is indicated by a steady blue light in the token cabinet. If this light is extinguished, the TPWS (UPS) has failed and must be reported to the signaller. The signaller will advise the driver of every train of the circumstances and instruct the driver to operate his TPWS override button before passing the Stop Board until the TPWS (UPS) Power Supply is restored.

2.4 The following communication protocol must be used whenever a token is to be exchanged

(i) Having returned the token to an instrument, the driver or ground frame operator must clearly state, the location, train reporting number, inform the signaller that the train has arrived complete with tail lamp and the token has been replaced.

(ii) The driver may request permission from the signaller to withdraw a token for the next section (naming the token stations).

(iii) When the driver is in possession of a token he must request "Permission to proceed past the Stop Board" (naming the token station) to the next location (naming the token station).

(iv) If in a position to do so, the signaller will grant permission to proceed past the Stop Board (naming the token station) to the next location (naming the token station).

Note: Obtaining the token and permission to proceed from Glaisdale to Whitby does not exempt the driver from stopping at the Stop Board at Sleights.

3. GROSMONT INTERMEDIATE TOKEN INSTRUMENT

3.1.1 When a train is required to proceed from the North Yorkshire Moors Railway on to the Network Rail single line, the driver must firstly request the Grosmont signaller to release the Annett's Key. Then he/she must obtain the signaller at Nunthorpe's permission before withdrawing a token from the instrument. When requesting permission, the driver must state the train's identity, and the place to which it is to proceed.

3.1.2 The driver or competent person will proceed to the ground frame and operate the points for the movement to take place.

3.3 After the train has passed clear of the points, the driver or competent person must reset the points before proceeding.

3.4 When a train is required to proceed from Network Rail onto the North Yorkshire Moors Railway, the driver will bring his train to a stand clear of the points operated by the ground frame at Grosmont. Then he/she must obtain from the signaller at Grosmont permission to withdraw the Annett's key to operate the ground frame and ascertain which line he is to proceed over.

3.5 The driver or competent person will proceed to the ground frame and operate the points for the movement to take place

3.6 After the train has passed clear of the ground frame points on to the North Yorkshire Moors Railway complete with tail lamp, the driver or competent person must reset the points to normal, replace the token in to the intermediate instrument and advise the signaller at Nunthorpe that the train is inside clear complete with tail lamp and that the token has been restored. He/she must then return the Annett's key to the North Yorkshire Moors Railway instrument and notify the signaller at Grosmont that the movement is complete.

4. HANDLING OF TOKEN

4.1 The driver must keep the token unless it is required by the Ground Frame Operator to release a ground frame as detailed below in 4.2 and 4.3. The train must not then proceed on its journey until shunting is completed, the points have been locked in the proper position for trains to pass on the running line and the Ground Frame Operator has returned the token to the driver.

4.2 When the train has reached the next token station complete with tail lamp, the driver must deliver the Token to the signaller at Nunthorpe, the Ground Frame Operator or place it in the instrument and immediately advise the signaller he has done so.

4.3 When an Up train arrives for the NYMR at Grosmont or a Down train arrives for Platform 2 at the Whitby Point Set Indicator the Driver must surrender the Token to the Ground Frame Operator who will then be responsible for checking the train is complete with tail lamp, the ground frame is normalised and for returning the token to the instrument. The signaller at Nunthorpe should then be advised.

5. OCCUPATION OF SINGLE LINE FOR SHUNTING AT GLAISDALE OR LONG TRAIN AT GLAISDALE

Any shunting movement out of a loop must proceed beyond the points indicator before returning.

A competent person (other than a member of the traincrew) must be appointed at Glaisdale to supervise the token arrangements as follows:-

(i) When it is necessary for a locomotive to run round its train, the competent person must obtain the tokens for the Battersby to Glaisdale and Glaisdale to Whitby sections. The driver must be handed the token for the single line section he requires to occupy before the locomotive commences the run round movement. When the run round movement has been completed and the tokens replaced in the instruments, the signaller must be advised. When the train is ready to proceed the provisions of Regulation 2 must then be observed in order for the train to proceed.

(ii) When a train is too long to be accommodated within the crossing loop, the signaller will not authorise the driver of a train in the opposite direction to withdraw a token and proceed until he has received an assurance from the competent person that the long train has passed clear into the loop.

6. TRAIN REQUIRING TO STOP OR REVERSE IN SECTION

6.1 If a train is to reverse at a point in the section and return to the token station at which it entered the section, the driver must inform the signaller when the token is withdrawn. If there is a telephone to the signaller at the point where the train reverses, or contact can be made by radio, the driver must inform the signaller on arrival, and again, when the train is ready to depart.

6.2 If a train is to stop in section other than for a short time at a station, the driver must inform the signaller when the token is withdrawn. If there is a telephone to the signaller at the point where the train stops, or contact can be made by radio the driver must inform the signaller on arrival, and again when the train is ready to depart. In the case of an engineering train or Officer's Special train stopping in section, the signaller must be informed of the train's progress by means of the first available telephone or by radio, after it has restarted.

7. SECTION OBSTRUCTED BY FAILED TRAIN OR CROSSING LOOP AT GLAISDALE OBSTRUCTED

7.1 A failed train must not be divided on the single line.

7.2 If one line of the crossing loops at Glaisdale is obstructed and it is necessary to run trains over the unobstructed line, a competent person must be appointed at the crossing loop to supervise the token arrangements and the securing of points.

7.3 If a train fails on arrival at Glaisdale:

(i) the driver after arranging for assistance must proceed to the appropriate points indicator and place three detonators on the line on the approach to it.

(ii) the driver must not place the token in the instrument but must retain it in his cab until the assisting train has arrived. It must then be shown to the driver of the assisting train and placed in the instrument when the assisting train has cleared the single line, and then a token obtained for the train to proceed to the token station to which the train will proceed.

7.4 If a train fails (or can not go forward immediately) at Glaisdale or Battersby after obtaining a token and permission to proceed, but before passing the "Stop obtain token and permission to proceed" board, the driver must immediately advise the signaller and act on his/ her instructions with regard to the token and any protection required.

If the driver cannot immediately communicate with the signaller he/ she must arrange for three detonators to be placed on the line on the approach to the points indicator in rear of the train.

7.5 The token must remain with the driver of a failed train except when a train fails between Glaisdale and Whitby and there is a traction unit in the sidings at Bog Hall ground frame or on the North Yorkshire Moors Railway at Grosmont which can render assistance, in which case the token may, provided the Nunthorpe signaller's permission has been obtained, be taken by the driver, fireman or pilotman to Bog Hall or Grosmont to release the ground frame after assistance protection has been carried out.

8. FAILURE OF TELEPHONES

8.1 If there is a failure of the telephones at the token instruments, the driver must use any other means to communicate with the signaller, but permission MUST be obtained before a token is withdrawn.

8.2 Working by pilotman must be introduced if all communication from the token station has failed.

9. TOKEN DAMAGED OR LOST, OR FAILURE OF TOKEN EQUIPMENT

9.1 If the driver is unable to withdraw a token from the instrument at a remote token station, he must advise the signaller, and if at Glaisdale or Whitby attempt to withdraw a token from the appropriate instrument on the other platform.

IN THESE CIRCUMSTANCES, AT GLAISDALE THE DRIVER MUST TAKE GREAT CARE TO ENSURE THAT HE WITHDRAWS THE CORRECT TOKEN FOR THE SECTION OF LINE OVER WHICH HIS TRAIN IS ABOUT TO RUN.

9.2 If a token is damaged or lost, or if there is a failure of the token equipment, and in addition there is a failure of the telephones at the token instruments, Working by pilotman must be introduced.

9.3 When Working by Pilotman is in operation, the driver must, if not accompanied by the pilotman, telephone the signaller when the train has arrived complete with tail lamp at a token station.

9.4 During a failure of token equipment between Whitby and Glaisdale, a North Yorkshire Moors Railway train may be allowed to proceed from Grosmont onto the Network Rail single line provided that the Pilotman is present with the token. If necessary, the signaller may authorise the technician to release a token to the Pilotman to enable a train to proceed from or return to the North Yorkshire Moors Railway. Any token so released must be retained by the pilotman unless required to be handed to a competent person to operate a ground frame, or to be surrendered to the technician. On completion of any movement the token must immediately be returned by the competent person to the pilotman. If a North Yorkshire Moors Railway train is already on the single line when the token equipment fails, it must be dealt with as instructed by Operations Control.

9.5 If the driver is unable to place a token in an instrument at a remote token station, he must advise the signaller and if at Glaisdale or Whitby then attempt to place it in the appropriate instrument on the other platform.

IN THESE CIRCUMSTANCES, IF AT GLAISDALE THE DRIVER MUST TAKE GREAT CARE TO ENSURE THAT HE PLACES THE TOKEN IN THE CORRECT INSTRUMENT FOR THE SECTION OF LINE CONCERNED.

If the driver is unable to place the token in an instrument, the train must not proceed until a competent person (other than a member of the traincrew) has been appointed at the token station to supervise the token arrangements.

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10. WORKING AT BATTERSBY

10.1 If the signal does not clear for a train arriving at Battersby the driver must operate the route setting plunger. If this does not clear the signal the points must, on authority from the signaller, be manually operated by the driver and clipped and scotched in the required position. The driver must then be authorised to pass the signal at Danger and proceed to Battersby Station.

10.2 If a failure of the signalling equipment occurs before a driver is authorised to proceed to Battersby a competent person will be appointed to operate the points and authorise trains into and out of the station.

10.3 When a train has arrived at Battersby Station a movement must not be made back towards the Nunthorpe/Glaisdale end of the platform until a token and permission to proceed has been obtained.

10.4 The removal of a token from an instrument will operate the points and the points indicator will display a yellow indication with route indicator. The points indicator can also be operated by the route set plunger and this must be used if a train is delayed in leaving the station and the points indicator has reverted to "not set" (red) indication or a movement is required passed the points indicator without a token being withdrawn in the circumstances detailed in Instruction 2.2 (b), (c) and (d).

If the route set plunger fails to set the route a movement must not pass the points indicator with the "not set" indication displayed unless the points are clipped and scotched in the required position. The driver must also operate the TPWS override button before proceeding.

10.5 A trolley, or on- track machine which cannot be relied upon to operate track circuits must not occupy the lines between signals B2, B3 and the “Stop Await Instructions” board on the platform line unless the person in charge of the movement is in possession of the shunt key in addition to the token for the section the movement is proceeding to or from.

10.6 When the shunt key is returned to the instrument after the ground frame has been used or in connection with 10.5 the signaller at Nunthorpe must be advised.

11. FAILURE OF POINTS INDICATOR AT GLAISDALE

If a train is stopped at a points indicator approaching Glaisdale, the driver must obtain a key, points handle, clip and scotch from the cabinet near the points and manually operate and secure them in the required position.

The driver must then drive the train over the points and then return all the equipment to the cabinet. The signaller must be advised of the failure and given an assurance that the clip and scotch have been removed from the points.

12. WORKING AT WHITBY STATION

12.1 A trolley must not be placed/work on any line in the platforms at Whitby unless Rule Book Module TS1 13.2 or T3 has been taken for the Glaisdale to Whitby section.

12.2 A points set indicator (EV3039) is provided for the ground frame controlled points leading to the platforms. The route will normally be set for Platform 1 and the indicator will show a yellow aspect with a No1. Drivers must not pass over the points unless the correct indication is displayed

12.3 If, in the event of the correct indication not being displayed, provided the driver can ascertain the points are in the correct position and the indications at the ground frame are correctly showing, the train may proceed cautiously into the Platform. The signaller must be advised of the circumstances

12.4 Trains for Platform 2 must be brought to a stand the points set indicator (EV3039) and the token handed to the Ground Frame Operator. When the route is set and a steady yellow aspect with a No.2 is shown in the indicator, the train may proceed to the appropriate stop marker.

12.5 After the train arrives clear in Platform 2 complete with tail lamp the Ground Frame Operator will restore the route towards Platform 1, replace the token in the instrument advise the signaller at Nunthorpe.

12.6 When a train is ready to depart from Platform 2, the Driver must contact the Signaller at Nunthorpe and request permission to withdraw a token and pass the stop board (EV3049P2). The token must be handed to the Ground Frame Operator. When the ground frame points are set and a yellow aspect is displayed in the points indicator, the train may be drawn forward with the rear well clear of Bog Hall Level Crossing (using the SLU Boards). When the train has cleared the point work the Ground Frame Operator will restore the ground frame and convey the token to the driver. The driver **must not proceed** beyond the Token Reminder Board unless the driver is in possession of the token.

12.7 Movements using the Run Round Loop or requiring access to and from Bog Hall sidings must be made on the authority of the Ground Frame Operator.

12.8 Stabling of a train at the Station. A maximum train formation of one 2 car class 15X or one 3 car class 14X unit may be stabled at the buffer stop end of the Platform 1.

12.9 All drivers entering Whitby Station must be prepared to stop short of a stabled train

12.10 Buffer Stop position location verification – the Driver must inform the Signaller at Nunthorpe if any contact has been made between the train and the Buffer Stop in either Platform 1 or 2. When Whitby Station is manned and additional daily check of the position of the buffers, that the buffer stop light is operational and there are no tell tale marks on the buffers indicating possible contact. Any defects must be recorded and reported to

Nunthorpe Signal Box immediately.

13. TRAINING STAFF IN OPERATIONS AT BATTERSBY, GLAISDALE AND WHITBY

13.1 Whenever it is necessary for staff to be trained or refreshed in their knowledge of the Manual Operation of the hydro-pneumatic points at Glaisdale, the motor points at Battersby or the Ground Frames at Battersby, Glaisdale or Whitby, the safety of those staff should be ensured by the person in charge of the group taking possession of the relevant token.

13.2 The person in charge of the group must be fully conversant with the operation of the

no–signaller token instruments, but does not need to be a COSS

13.3 The person in charge of the group must telephone the signaller at Nunthorpe and obtain his permission to withdraw the appropriate token(s), agreeing at what time it will be necessary to restore the tokens to enable the passage of trains.

13.4 When the training is completed or suspended to allow the passage of a train(s), the token(s) must be restored to the instrument(s) and the signaller at Nunthorpe informed

14. Arrangements for Line Blockages

14.1 When a line blockage is to be taken for any work at any location between Nunthorpe and Whitby additional protection must always be provided in accordance with Handbook 8 or Handbook 21 for work that does not affect safety of the line a Protection Controller must be appointed and remain in Nunthorpe signalbox for the duration of the blockage. The Protection Controller must make the necessary arrangements and act as a reminder to the Signaller.

14.2 If it is necessary to arrange a blockage in accordance with Handbook 8 or Handbook 21 or Rule Book Module T3 for work in Platform 1 at Whitby, arrangements must be made to block the line between Glaisdale and Whitby.

15. Watering / train inspection in Platform1

The provision of a reminder appliance is available in the Key Token cabinet K1 for drivers needing to water or inspect a train in Platform 1. The reminder appliance shall be placed on the release lever of the Run Round ground frame to prohibit train movements on the Run Round Line. On completion of the task the reminder appliance will be returned to the Key Token cabinet K1.

Dated: 18/11/17

LN634 - GUISBOROUGH JN. TO WHITBY

BATTERSBY

When a freight train is required to stand in the siding at Battersby the Traincrew must ensure that the foot crossing is left clear. Where necessary the train must be divided.

Before closing up the train, the Guard must ensure that no passengers are using or about to use the crossing.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

KILDALE

When a train composed of a unit formation other than a 1 X 2 car Class 14X or a Single car Class 153 stops at the above station, the Guard must only open one door for passengers to join or alight. The Guard must ensure that passengers wishing to alight are in the correct part of the train before departure from Battersby or Castleton Moor, as appropriate.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

COMMONDALE

When a train composed of a unit formation which exceeds either a 3 car Class 14X or a 2 car Class 15X in length stops at the above station, the Guard must only open one door for passengers to join or alight. The Guard must ensure that passengers wishing to alight are in the correct part of the train before departure from Battersby or Castleton Moor, as appropriate.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

GROSMONT

After obtaining the Network Rail token from the Driver to operate the ground frame for a movement to the North Yorkshire Moors Railway, the Guard must obtain the North Yorkshire Moors Railway Annetts key and an assurance from the North Yorkshire

Moors Railway Person in Charge at Grosmont that the points have been set for the intended movement, that no other conflicting movement has been authorised and details of the line over which the train will travel.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

GROSMONT

Steam locomotives working through Grosmont may take water from the water column situated between the main running line and the North Yorkshire Moors platform line.

The water column is located at the east end of platform one.

When the water column is not in use the arm is locked in a safe position to prevent the arm swinging foul of the main running line. This is achieved by the mechanism being locked by a 222 padlock.

When a driver wishes to obtain water, after placing the locomotive in the correct position he must unlock the water column arm to enable this to be swung round to allow the locomotive to obtain water.

When the required amount of water has been obtained the arm must be swung back to it’s normal “not in use” safe position followed by locking with the 222 padlock.

This 222 key also locks the token machine cabinets.

THE SECURING OF THE WATER COLUMN WHEN “NOT IN USE” IS THE DRIVERS RESPONSIBILITY

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

Ruswarp LC (ABCL)

Drivers of Down trains must before departing from Sleights station contact the Signaller at Nunthorpe to obtain permission to proceed. The Signaller at Nunthrope should be contacted by using the GSM-R radio

If it is still not possible to contact the Signaller at Nunthorpe, the Driver may proceed, but must approach Ruswarp Level Crossing cautiously, be prepared to stop short of the crossing and not to proceed over it until he is satisfied it is safe to do so.

Dated: 07/05/16

LN634 - GUISBOROUGH JN. TO WHITBY

WHITBY

Bog Hall Sidings

Due to restricted visibility at Bog Hall footpath level crossing at 30m. 47 ch: trains to be stabled or run round in Bog Hall sidings must normally stand on No. 2 siding, which is the siding farthest from the running line, clear of the level crossing.

Any movement propelled towards or over the level crossing MUST either be preceded on foot or if the movement is being controlled by radio from the train, the person controlling the movement must keep a sharp lookout from the leading vehicle.

Dated: 02/12/06

LN636 - BEAM MILL JN TO SLAG ROAD (LACKENBY)

Slag Road LC

The level crossing barriers are worked by means of the Driver operating a trackside "Request to Close Crossing " plunger on the approach to the crossing.

If the route through has already been set , the aspect lights on signals 714 and 731 will change from Red to Yellow and the Driver may proceed over the crossing at caution. If the aspect light has not changed to Yellow, the Driver must contact the Signaller at Grangetown by GSM-R Radio to determine the cause.

Loco/Train Failure
If a loco/train fails on the crossing, the Driver must advise the Signaller at Grangetown by GSM-R radio that his train is obstructing the crossing.

Mechanical/Electrical Failure of the Crossing
In the event of a mechanical/electrical failure of the crossing, the Signaller at Grangetown may authorize Drivers to pass signal 714 or 731 at Danger, proceed towards the crossing at Caution and give one long blast on the horn on approaching the crossing, but not pass over it until a green handsignal has been displayed by the Corus representative.

Dated: 07/05/16

LN638 - GRANGETOWN (SHELL JN) TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)

ICI Weighbridge House To Cleveland Freightliner Terminal (Wilton)
Delivery and receipt of staff by persons other than the signaller

Section of Line	Staff Station	Person authorised to receive or deliver staff other than the signaller
ICI Weighbridge House to Cleveland Freightliner Terminal	ICI Weighbridge House	ICI Person in charge
Cleveland Freightliner Terminal to ICI Weighbridge House	Cleveland Freightliner Terminal	Freightliner Operations Manager

Dated: 02/12/06

LN638 - GRANGETOWN (SHELL JN) TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)

Cleveland Freightliner Terminal (Wilton)

Trains to and from the Freightliner Terminal must be worked in accordance with the various notice boards.

Should it be necessary for a second train to run to the Freightliner Terminal, or for ICI to use the Single Line during the time a locomotive is in the Freightliner Terminal, the Driver of the first movement must hand the Train Staff to the Freightliner Operations Manager on request. The Driver having surrendered the Train Staff must not leave the Terminal until he has again received the Train Staff from the Freightliner Operations Manager and permission to proceed.

Dated: 02/12/06

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Saltburn West Jn To Crag Hall SB

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails & a Pilotman is not immediately available, provided the authority of the Responsible Person is obtained, Modified Working Arrangements may be introduced between Saltburn West Jn & Crag Hall. The arrangements are permitted for through train movements over the Up & Down Branch Goods line only.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate or hand, as appropriate, form RT3177 to the Driver
- Instruct the driver to pass the signal at danger, as shown in Part A of module S5 Passing a signal danger
- Instruct the driver to confirm the train has arrived at Darlington complete with tail lamp

The Responsible Person must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Saltburn West Jn

Drivers of freight trains, when stopped at signal L214 on the Up Goods Branch, must advise the Signaller at Longbeck, by means of the telephone provided, that the train or light locomotive, as the case may be, has arrived, complete with tail lamp attached.

Dated: 22/11/08

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Crag Hall SB

Exchange of Train Token
The Driver of an Up freight train is authorised to exchange Tokens on the move at a maximum speed of 10mph.

Dated: 07/12/13

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Crag Hall SB To Boulby Potash Mine

Delivery and receipt of token by persons other than the signaller

Section of Line	Token Station	Person authorised to receive or deliver token other than the Signaller
Crag Hall to Boulby Potash Mine	Boulby Potash Mine	Freightliner Shunter

Dated: 15/11/08

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Entire Line Of Route

Between Longbeck (27m 79ch) And Crag Hall

Rule Book Module P2, Section 1.1. If the Tokenless Block system fails and a Pilotman is not immediately available, provided the authority of the Network Rail Local Operations Manager is obtained, working by Drivers ticket (RT3177) may be instituted at either Longbeck or Crag Hall Signal boxes, or if the Tokenless Block system fails when a train has passed Longbeck Signal box en route to Crag Hall, a Driver reporting from L209 signal may be authorised to obtain a ticket from the locked box attached to the signal post (locked with a 21 key). The Signaller must then dictate to the Driver the modified working authority including the progressive number of the ticket. When both Signaller and Driver are satisfied that the form has been completed the Signaller, after ensuring that 580 points are reversed, may give the Driver permission to pass L209 signal at Danger and proceed to Crag Hall.

If a train, the Driver of which is in possession of a Drivers ticket becomes disabled between Saltburn West Jn and Crag Hall necessitating an assisting train entering the section, the Drivers ticket must be left in the driving compartment of the disabled train. The Drivers ticket must be handed to and retained by the Driver of the assisting train until both trains have been cleared from the section, when it must be handed to the Signaller

Dated: 22/11/08

LN646 - NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JN.

Ferryhill South Jn

When a train from the Norton-on-Tees direction has passed Ferryhill South Jn and run to Ferryhill Up Sidings, and arrives either at (a) the Up Goods Loop or (b) within the Up Sidings clear of all connections, the train crew must ensure it is complete with tail lamp and advise the Signaller at Ferryhill accordingly.

Dated: 02/12/06

LN652 – BILLINGHAM JN TO PORT CLARANCE JN

Belasis Single Line

The single line between Belasis Lane Junction and Phillips Sidings Ground Frame will be controlled via No Signaller Token Remote working. Signs are provided to define the start and end of the Token Section. The token will be released by the York ROC (Hartlepool workstation) signaller at either Belasis Lane Jn or Phillips Sidings Ground Frame token machines. The withdrawal of the token at Belasis Lane Jn (1m 03ch) calls 2200 points at Belasis Lane Jn to move to the required lie for entry onto the Belasis Single line. If for any reason the points fail to move on the extraction of the token, or indications are not as expected the driver should contact the York ROC signaller and request the points to be operated via the Hartlepool workstation point key. A start of section, points indicator NS7207 will be provided at 1m 03ch on the entrance to the single line from the Down Belasis line . The indications provided by this Indicator are:

- A flashing red aspect indicates no route is set. This aspect is the normal ‘ON’ aspect. No authority to proceed.
- A flashing blue aspect indicates an authority to proceed, with the TPWS de-energised.
- A steady blue aspect indicates an authority to proceed in a degraded mode when the TPWS has failed to suppress.
- Both a flashing blue for normal departure or steady blue for degraded mode indicate an authorityto proceed

Exiting the single line section, a train from Port Clarence Jn / Phillips Sidings Ground Frame should replace the token in the token machine at Belasis Lane Junction on arrival at signal NS7204 (1m 06ch).

Dated: 10/02/2020

LN656 - SEATON-ON-TEES BRANCH

Graythorpe LC (AOCL)

This crossing is operated under the provisions of Rule Book Section Module TW8, Section 4, except that a white flashing light on the plunger panel when illuminated indicates the crossing road signals are working and the Guard or Shunter, if the crossing is clear may then authorise the Driver to proceed.

When the train has drawn clear of the crossing and no further movement is to be made over the crossing the Guard or Shunter must press the stop lights plunger and then rejoin his train.

Dated: 02/12/06

LN656 - SEATON-ON-TEES BRANCH

Hartlepool Power Station

1. Inwards Train

DRS movement to be brought to a stand at the Outer Security Gate. DRS train crew to telephone Security who will switch on floodlighting if required. When Security have ensured that the Nuclear Electric Locomotive is within the Inner Security Gate, they will permit the DRS movement to enter the main track. The train must be stabled beyond West Level Crossing, clear of the Crossing. When the train is at a stand the Trainman must apply handbrakes on all vehicles including the Guards Van. DRS locomotive to be uncoupled and return via the run-round track to leave the site. The Nuclear Electric locomotive will then carry out all necessary shunting movements.

2. Outwards Train.

The Nuclear Electric locomotive will shunt the outward train ready for collection onto the main track. DRS movement to be brought to a stand at the Outer security gate. DRS traincrew to telephone Security, who when they have ensured that the Nuclear Electric locomotive is within the Inner Security gate, will permit the DRS movement to enter the main track. DRS Trainman will couple the DRS locomotive to the train, release all handbrakes, perform all train preparation duties and sign for the appropriate wagon labels, envelope containing consignment note and Health Physicist's vehicle clearance certificate. The DRS movement will then depart from the site and Security will close and lock the Outer gate and switch off lighting if necessary.

Dated: 02/12/06

LN662 - RYHOPE GRANGE TO HENDON

Sunderland Docks

Fina Depot Automatic Open Crossing

Rule Book Module TW8, Section 4 applies so far as is appropriate to this crossing, except that the road traffic signals and Drivers white lights are controlled by the Fina Depot or Port Cargo Operatives, as appropriate.

Dated: 02/12/06

LN662 – RYHOPE GRANGE TO HENDON

Hendon Arrival / Departure – Hendon Siding

The Person in Charge will contact the signaller upon commencing duty to provide their contact details.

For arriving trains, any train under 350m will be routed directly to NS7221 Stop Sign where the driver will await acceptance by the Person in Charge. Longer trains should be held in the Down Cliff House Loop (if travelling in the down direction), or other suitable planned holding point, until the signaller confirms the Person in Charge is ready to accept the train to ensure Ryhope Grange Junction remains clear. For departing trains, the Person in Charge will contact the signaller for permission to release a train beyond Londonderry private sidings to ensure no conflicting move is simultaneously set into the Hendon Arrival / Departure – Hendon Siding.

Dated: 10/02/2020

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LN666 - BOLDON WEST JN TO TYNE DOCK

Boldon North Jn To Tyne Dock

Special Instructions for Working of the Port of Tyne Operational Boundary

1. Summary working arrangement:

The former Tyne Dock Branch has been modified to include separate Arrival and Departure lines at a staggered Network Rail / Port of Tyne operational boundary, with a remaining section of single line renamed the Tyne Dock Siding.

Track circuits are provided on the Arrival, Departure and Siding lines, but Track Circuit Block Regulations are only applicable on the Arrival line up to P2 Stop Board, and on the Departure line beyond T6263 signal.

The Person In Charge (PIC) is responsible for controlling all train movements within the Port of Tyne sidings operational boundary, including the supervision of P21 points. In most respects P21 points behave as train operated points, but are provided with Point Indicators for both facing and trailing movements.

2. Trains Arriving to the Port of Tyne Terminal:

1. Trains will be signalled by Tyneside ROC from the Up/Dn Sunderland lines, via the Tyne Dock Arrival line, to P2 Stop Board.
2. At P2 Stop board, the Driver must contact the Port of Tyne PIC for permission to operate the P21 points plunger, and authority to proceed along the Tyne Dock Siding to P4 Stop Board.
3. Once authorised, Drivers must only proceed beyond P2 Stop board when the P21 Point Indicator In displays a Yellow aspect. The route over P21 points must be taken within 5 minutes of operating the plunger (the points auto-normalise), with this time restarting if the plunger is pressed again.
    a. If a yellow aspect is not obtained after operating the P21 points plunger, the driver must contact the PIC for further instructions.
4. At P4 Stop board, the Driver must await instructions from the PIC, which may be given via authorised ground staff accompanying the train.

3. Trains Departing from the Port of Tyne Terminal:

1. Trains will be authorised to depart the terminal by the Port of Tyne PIC, via the Tyne Dock Siding and Tyne Dock Departure Lines, to T6263 Signal.
2. If a Yellow aspect is not displayed at P21 Points Indicator Out, Drivers must stop and contact the Port of Tyne PIC for instructions.
    a. Permission to pass P21 PI Out at Danger (unlit or flashing red) may be given by the Port of Tyne PIC.
3. On arrival at T6263, the Driver must await display of a proceed aspect from the Signaller at Tyneside ROC.

4. Shunting and Banking Movements on the Tyne Dock Siding:

1. All train movements on the Tyne Dock Siding (single line) must be authorised by the Port of Tyne PIC, which may be given via authorised ground staff accompanying the train.
    a. Note: Loose (un-coupled) Banking moves are permitted in the Tyne Dock Terminal and Siding under the Port of Tyne operating instructions.
    b. Drivers must obtain separate movement authority for each direction of travel during the Shunting or Banking operation.
2. Shunting and Banking Movements are not permitted to pass the Limit of Shunt at P21 Points Indicator Out.

5. Emergency Calls:

1. In the event of an incident or emergency affecting the safety of the line on the Tyne Dock Arrival, Departure, or Siding line, the Signaller at Tyneside ROC should be contacted in the first instance.

Dated: 27/12/2021

LN666 - BOLDON WEST JN TO TYNE DOCK

Boldon North Jn To Tyne Dock

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Tyne Dock	FOC Person in Charge

Dated: 09/02/08

LN670 - JARROW BRANCH

Entire Line Of Route

Instructions to Train Crews and Other Staff Concerned Working on Network Rail Lines Adjacent to the Tyne and Wear Metro Electrified Lines

The Tyne and Wear Metro System is electrified on a 1500 volt D.C. System but must be regarded as being similar to the Network Rail 25KV AC System. The electricity is controlled by the Metro Control Centre at South Gosforth.

The A.C. Electrified lines Instructions and Rule Book Module AC Electrified Lines Section 3 must be complied with.

If an incident or accident affects the Metro lines, the provisions of Rule Book Module G1 section 6 or Module M1 must be applied.

Contact can be made with either the Metro System Controller (who controls the signals) at South Gosforth; the signaller at Tyneside IECC or by GSM-R emergency call to York Control.

Electrification telephones are provided at strategic electrical locations on the Metro. Cabinets are yellow with a silver telephone symbol and are not locked. These telephones provide direct contact with the Metro Infrastructure Controller located in the same office as the Metro System Controller. The telephone number is 0191 213 1003.

This instruction is replicated in LN627

Dated: 06/03/2021

LN670 – JARROW BRANCH

Entire Line Of Route

TPWS

All trains, other than Metro trains, running between Pelaw Jn for Jarrow and Jarrow Oil Depot, must be fitted with operative TPWS in the leading cab. A train on which the TPWS has failed must not be allowed to proceed beyond T40/42 signals at Pelaw Jn towards Nexus infrastructure. If a failure of the TPWS occurs on a train proceeding towards Pelaw Jn for Jarrow, the Driver must immediately stop the train and advise the Signaller of the circumstances. The Signaller must liaise with Network Rail Control York, to establish where the train is to be taken out of service, or proceed to a location where it can be dealt with. The most suitable of the following locations must be used to stable the train until either repairs can be carried out or assistance is given by a train fitted with working TPWS:-

1. Tyne Yard Reversible line

2. Gateshead Reversible line

If it is not possible to utilise the above locations, the train may be allowed to proceed beyond T40/42 signals at Pelaw Jn for Jarrow, provided the Signaller has obtained the permission of the Nexus Service Delivery Controller (SDC) and Network Rail Control, York. Before authorising a train with failed TPWS to proceed, the Signaller must advise the Driver where the train is to proceed to. The Signaller must arrange with the Nexus SDC for the line ahead on which the train is to proceed to be cleared of Metro services through to the Jarrow Oil Depot. Where possible, all signals on the affected route must be cleared before the movement starts.

Dated: 07/01/2023

LN672 - WARDLEY TO PELAW JN

Wardley

Arriving Trains

The Bunker Operator will be advised of an approaching train before it reaches Pelaw and asked to clear the slot on signal T.1.

Provided the slot on T.1 signal has been cleared and the approaching train operates the treadle and track circuit PMW, the route will set and signal T.1 will normally clear for the approaching train. If for any reason T.1 signal fails to clear, the Driver must contact the Signaller at Tyneside who may instruct the Driver to operate the plunger located on the signal post and if the signal clears proceed.

If signal T.1 still fails to clear the Signaller at Tyneside must be advised.

Departing Trains

The Driver of a train ready to depart must contact the Signaller at Tyneside and give details of the train. Permission may then be given to operate the plunger at signal T.12 which will set the route to signal T.2.

If after operating the plunger signal T.12 does not clear the Signaller at Tyneside must be advised.

Dated: 02/12/06

LN678 - DARLINGTON NORTH JN TO EASTGATE

HEIGHINGTON

Handbook 8, Section 1.2: Arranging to block the line

T845/T847 replacement switch can be relied upon for the protection of work defined in Handbook 8 Section 1.2

The Signaller at Tyneside (Darlington Workstation) must be advised under these circumstances.

Dated: 10/01/15

LN678 - DARLINGTON NORTH JN TO EASTGATE

HEIGHINGTON

Rule Book Module P2, Section 1.1: Working of Single and Bi-Directional Lines by Pilotman

It will not be necessary to institute the requirements of Rule Book Module P2 1.1 during the failure of any of the above track circuits provided that the Signaller can ascertain that they are clear.

Dated: 10/01/15

LN678 - DARLINGTON NORTH JN TO EASTGATE

Between SHILDON and BISHOP AUCKLAND

Rule Book Module P2, Section 7: Modified Working Arrangements on Single Lines

If the signalling system fails and a Pilotman is not immediately available, provided the authority of the Responsible Manager is obtained, Modified Working Arrangements may be introduced between Shildon & Bishop Auckland.

When the Responsible Person has authorised introduction of the arrangements to allow a train to proceed without being accompanied by a Pilotman in accordance with the requirements of Rule Book Module P2, Section 7 the Signaller will:-

- Tell the driver what is happening
- Dictate form RT3177 to the Driver
- Instruct the driver to pass the signal at danger, as shown in Part A of Module S5 Passing a Signal at Danger
- Instruct the driver to confirm the train has arrived at Bishop Auckland complete with tail lamp

The Responsible Manager must authorise the Modified Working Arrangements for each train to pass through the single line block section.

Working by Pilotman, as shown in Module P2, must be introduced as quickly as possible. The changeover to Working by Pilotman must be authorised by the Responsible Person.

Dated: 07/12/13

LN678 - DARLINGTON NORTH JN TO EASTGATE

Weardale Railway (WR)

The line from Bishop Auckland to Eastgate is operated by the Weardale Railway CIC

A double sided board is provided at 11m 31ch at Bishop Auckland to indicate the infrastructure boundary between Network Rail & Weardale Railway

The Weardale Railway Duty Manager (WRDM) will be responsible for the operation of trains on WR infrastructure. He can be contacted through the WR Control Office - telephone No. 01388 526606

The One Train Working Regulations with Train Staff (Rule Book Module TW1, Section 32), as modified in these instructions, apply to the single line between Bishop Auckland (N.R.) & the end of section board at Bishop Auckland West (WR). The train staff is located at Shildon signal box when not in use.

The operation of trains between Bishop Auckland West (W.R.) & Eastgate are subject to instructions issued by WR.

Drivers of Down trains must stop at Shildon signal box to obtain the train staff. The signaller will give you any necessary instructions. Drivers must be in possession of the train staff before entering the OTW section at Bishop Auckland. The train staff must be handed to the WR agent on arrival at the end of section board at Bishops Auckland West (W.R.).

Drivers of Up trains must obtain the train staff & receive any necessary instructions from the WR agent at Bishop Auckland West (W.R.) before entering the OTW section to Bishop Auckland S36 signal. The train staff must be handed to the signaller on arrival at Shildon.

Any incidents occurring on WR infrastructure must be reported to the Weardale Railway Duty Manager.

Dated: 07/12/13

LN682 - KING EDWARD BRIDGE SOUTH JN. TO PETTERIL BRIDGE JN

Entire Line Of Route

Newcastle - Carlisle Intermediate Stations

Trains composed of 23 metre stock with automatic doors (i.e. classes 153, 155, 156, 158) which exceed TWO cars are restricted from calling intermediately for traffic purposes as follows :-

STATION	MAXIMUM NUMBER OF CARS	
	DOWN	UP
Dunston	3	3
MetroCentre	4	4
Blaydon	4	4
Wylam	4	4
Prudhoe	3	4
Stocksfield	4	5
Riding Mill	3	4
Corbridge	4	4
Hexham	4	4
Haydon Bridge	4	4
Bardon Mill	3	3
Haltwhistle	4	4
Brampton (Cumbria)	4	4
Wetheral	3	3

Except that units not in passenger service may be attached to a passenger train for stock balancing purposes, or in an emergency, but must be locked out of use throughout.

Dated: 22/01/2022

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LN682 - KING EDWARD BRIDGE SOUTH JN. TO PETTERIL BRIDGE JN

PRUDHOE

A Driver of a train detained at Prudhoe's last Down Stop Signal (PE 40) must contact the Signaller at Prudhoe by means of the GSM-R Radio.

Dated: 22/01/2022

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Holywell LC (ABCL)

Rule Book Module TW8, Section 4.4 (passage of trains during darkness) will not apply at this crossing provided the Emergency Plunger Unit has been used and the Driver has satisfied himself that the Road Traffic Lights are illuminated. In such circumstances he may, even if the Drivers red light continues to show, take his train over the crossing, ensuring it is safe to do so and sounding the horn continuously until the front of the train is on the crossing.

Dated: 05/12/24
ARCHIVED 15/12/2024

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Hepscott Jn Coatsworth Jn Out Of Sequence Track Occupation

If Track circuit JJ at Hepscott Jn or track circuit UWBA at Coatsworth Jn become occupied out of sequence the Tokenless block will drop to 'Train in section'. The direction switch can only be restored to 'Normal' by either:

- A train being worked by PILOT is passed through the single line in the same direction.

Or

- S&T perform a reset at the Hepscott level crossing control unit.

Dated: 15/12/24

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Hepscott LC (AHBC)

When a Driver is authorised to pass Down direction signal M139 at Danger, he must, before passing the signal, operate the special plunger in the telephone box, or if a Handsignaller is in attendance, ensure that this has been done. Before proceeding over Hepscott level crossing he must satisfy himself that the barriers are in the full lowered position.

Dated: 02/12/06

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Morpeth North Jn To Hepscott Jn

Working of trains on Up N.E. Curve. Whenever a train is brought to a stand at signal

M134, the Driver must immediately telephone the Signaller.

Dated: 02/12/06

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Bedlington South sidings (Former Furnace way)

These sidings are for run around movements only, the stabling of trains or on track plant is not permitted within these sidings.

Dated: 05/08/24

LN696 - HEPSCOTT JN. TO MORPETH JN.

Morpeth Electrification Depot

If a train has entered the electrification depot, no other train must be allowed to enter No.2 siding from either end until the Signaller has received an assurance that the train in the electrification depot is clear of the connection and no further movements will be made.

No movement must be made from the electrification depot which will foul No.2 siding without the authority of the Signaller which may be given, provided the Signaller has not authorised a conflicting movement into No.2 siding.

This instruction is replicated in LN600

Dated: 02/12/06

LN696 - HEPSCOTT JN. TO MORPETH JN.

Morpeth DMU Reverse Sidings

When ready to depart, drivers of reversing trains must contact the signaller via GSMR before departing from either M120, M122 OR M124 and then wait for the signaller's authority to proceed.

This instruction is replicated in LN600

Dated:18/01/2025

LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN

Ashington Station

Train Dispatch Ashington Station

Due to Green Lane level crossing controls, the TRTS (Train Ready to Start) at Ashington station must only be operated up to 30 seconds before the train departure.

If you are advised the TRTS has failed you must only contact the signaller 30 seconds before departure.

Dated: 15/12/24

LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN

Lynemouth Alcan To Hirst Lane Crossing Box

SAFETY OF PERSONNEL

Module TS1 13.2.7 & Hand Book 8, Clause 2.6 and Handbook 21, Clause 2.6

When protection arrangements are to be applied on the Up line between Lynemouth Alcan and this Ashington workstation the detonator protection must be placed 1¼ miles in the rear of the work and additionally, no train must be accepted from Lynemouth until the protection arrangements has been given up.

Dated: 15/12/2024

LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN

Green Lane LC (AHBC)

Green Lane Automatic Half - Barrier Level Crossing

Because of the risk of road traffic backing up onto this crossing, there is a 10 mph permissible speed restriction on both rail approaches to this level crossing.

Drivers must approach this level crossing cautiously, prepared to stop short and check that the crossing is clear, proceeding at no more than 10 mph until the locomotive reaches the crossing, when the driver may accelerate up to the next permissible speed.

Dated: 14/02/10
ARCHIVED 15/12/2024

LN706 - WEST SLEEKBURN JN TO NORTH BLYTH

Freemans To North Blyth

Rule Book Module TS8, Section 3.1 - One train working regulations; Method of signalling where a train staff is provided

Rule Book Module SS2 - Shunting

Instructions to Drivers

Down trains must be brought to a stand at the staff exchange point at Freemans for the signaller to deliver the train staff, which is an Annett's key.

Trains for Battleship Wharf must stop at the instruction board on approach to the ground frame points & the staff must be handed to the Person in charge (PIC) who would normally be the Shunter. Further movements towards the sidings must be only be made on the authority of the PIC.

Trains for North Blyth must stop at the instruction board on approach to the ground frame at the end of the one train working section and the staff must be handed to the PIC. Further movements must only be made on the authority of the PIC.

Trains must not pass the respective "Commencement of staff section" boards unless they have been shown the key token & the PIC has made the necessary arrangements.

Up trains must stop at the instruction board on the approach to Cambois TMO crossing & not proceed until the crossing has been operated & the staff has been obtained from the PIC.

The staff must be delivered to the Signaller at the staff exchange point at Freemans, Up trains are permitted to proceed at a speed not exceeding 10mph.

Instructions to Person in Charge (PIC) [who would normally be the Shunter]

You must advise the signaller at Freemans giving your name, company & telephone number & reach a clear understanding regarding the order of train movements over the single line.

Trains destined for Battleship Wharf will come to a stand at the instruction board at the ground frame points. You must obtain the staff from the driver to release the ground frame. When the route is set & the level crossing has been operated you may authorise the movement to enter the sidings in accordance with Rule Book Module SS2.

Trains destined for North Blyth will come to a stand at the "End of Staff Section" board. You must obtain the staff from the driver to operate the ground frame. When the route is set you may authorise the movement to enter the sidings in accordance with Rule Book Module SS2.

When trains are clear inside the sidings & the ground frame has been restored, you must advise the signaller at Freemans. You must retain the staff. If directed by the signaller, you must arrange to convey it to an alternative location. If you are relieved or hand the staff to another person you must immediately advise details of the new PIC to the signaller. If a train is stabled in the sidings during closure of Freemans signalbox, the staff may be left secured in the lockable cabinet provided at North Blyth, subject to prior agreement with the signaller.

Before authorising a train to pass beyond the "Commencement of staff section" Boards at Battleship Wharf or North Blyth sidings you must obtain the signallers permission. You must show the staff to the driver & operate the ground frame, operate any level crossing before instructing the driver to proceed to the instruction board at Cambois TMO level crossing. After the ground frame is restored you must proceed to Cambois TMO level crossing & deliver the key token to the driver of the train before operating the crossing.

Dated: 07/06/14

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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	07 December 2024
58	07 December 2024
59	02 June 2018
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	07 September 2024
61I	07 September 2024
61J	07 September 2024
61K	07 September 2024
62	03 June 2023
63	03 June 2023
64	04 March 2023
65	04 March 2023
66	05 June 2021
66A	05 June 2021
66B	03 June 2023
67	03 June 2023
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
67J	01 June 2024
68	01 June 2024
69	04 March 2023
70	04 March 2023
71	05 June 2021
72	05 June 2021
72A	05 June 2021
72B	05 June 2021
73	03 June 2023
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 March 2025**
73M	**01 March 2025**
73N	**01 March 2025**
73O	**01 March 2025**
73P	**01 March 2025**
73Q	**01 March 2025**
74	03 March 2018

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
83	04 September 2021
84	04 September 2021
85	03 March 2018
86	03 March 2018
87	07 December 2024
88	07 December 2024
88A	07 December 2024
88B	07 December 2024
89	07 December 2024
90	07 December 2024
91	07 December 2024
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93	07 December 2024
94	07 December 2024
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99	07 December 2024
100	07 December 2024
101	07 December 2024
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103	07 December 2024
104	07 December 2024
105	07 December 2024
106	07 December 2024
107	04 March 2023
108	04 March 2023
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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ROUTE CLEARANCE (LONDON NORTH EASTERN)

Last Updated: 01/09/2023

LONDON NORTH EASTERN

GENERAL NOTES

The following tables apply only to the working of locomotives/multiple units and coaching stock over running lines and sidings listed in the Table As of the Sectional Appendix. All speed restrictions and local instructions shall be adhered to.

The notations (used in these tables) are explained as follows:

Y	Permitted to operate over the route without restriction.
R	Permitted to operate over part or all of the route but restrictions apply. See “Notes” column for details.
N	No published clearance*
E	ECS/transit - self powered
EH	ECS/transit - dead hauled - (pantograph (where fitted) is lowered)
H	Hauled - (pantograph (where fitted) is lowered)
B	When the loco’s RA is higher than that of the route then permission is ONLY given (B) for trains working to/from a possession, or to assist a failed train in an emergency. Prior permission must be obtained from Network Rail Control.
T	Permitted to operate with the Tilt system

* Where clearances are not published in the Sectional Appendix Route Clearance Tables vehicles are only allowed to operate when specifically permitted and the authority has been formally published in an operating notice.

Conditions of Operation

In addition to any restrictions published in the Route Clearance Tables, it shall be noted that there are other documents (Network Rail Acceptance Panel Summary of Rolling Stock/Infrastructure Compatibility, Discrepancy Registers, Local and General Instructions) that apply to operation on Network Rail managed infrastructure. The Railway Undertaking will ensure that it familiarises itself with these.

Tables

D1	Diesel Multiple Units
D2	Electric Multiple Units
D3	Coaching Stock
D4	Locomotives Electric and Diesel
D5	Freight containers/swap bodies

Table D1A (London North Eastern) – Route clearance of diesel multiple units

Last Updated: 03/06/2023

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	Y	N	N	Y	Y	Y	
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	Y	N	N	Y	Y	Y	
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	Y	N	N	Y	Y	Y	
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	Y	N	N	Y	R1	R1	R1 Prohibited New Southgate Up Slow platform 1 (6m 35ch)
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	Y	R1	N	Y	Y	Y	R1 Prohibited between Langley Jn and Hitchin
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	Y	Y	R1	Y	Y	Y	R1 Prohibited between St Neots and Huntingdon
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	Y	Y	Y	Y	Y	Y	
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	Y	Y	Y	Y	Y	Y	
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	Y	N	N	N	N	N	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	3	20	4	33	Y	N	N	E	N	N	
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	Y	N	N	N	N	N	
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	Y	N	N	Y	N	N	
LN120	HDB	Langley Jn via Hertford – Stevenage platform 5 (End of line)	28	15	29	00	N	N	N	N	N	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	Y	Y	Y	Y	Y	Y	
LN126	DCF	Hitchin North Jn – Hitchin East Jnd5a	32	53	34	05	Y	N	N	Y	Y	Y	
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	Y	Y	Y	Y	Y	N	
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	Y	Y	Y	Y	Y	Y	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	Y	Y	Y	Y	Y	Y	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	Y	Y	Y	Y	Y	Y	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	Y	Y	Y	Y	Y	Y	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	Y	Y	Y	Y	Y	Y	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	Y	N	N	N	N	N	
LN170	WEB	Werrington Jn – Site of Former Spalding South Jn	79	34	92	58	Y	Y	Y	Y	Y	Y	
LN170	SPD1	Site of Former Spalding South Jn – Sleaford South Jn	44	07	62	14	Y	Y	Y	Y	Y	Y	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	Y	Y	Y	Y	Y	Y	
LN170	SPD2	Sleaford North Jn – Site of Former Greetwell West Jn	63	48	81	25	Y	Y	Y	Y	Y	Y	
LN170	SPD3	Site of Former Greetwell West Jn – Trent East Jn	81	25	98	56	Y	Y	Y	Y	Y	Y	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	Y	Y	Y	Y	Y	Y	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	Y	Y	Y	Y	Y	Y	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	Y	Y	Y	Y	Y	Y	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	Y	Y	Y	Y	Y	Y	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	Y	Y	Y	Y	Y	Y	
LN185	ABE1	Allington West Jn – Site of Former Barkston East Jn	0	00	4	08	Y	Y	Y	Y	Y	Y	
LN185	GRS1	Barkston East Jn – Site of Former Honington Jn	110	12	112	00	Y	Y	Y	Y	Y	Y	
LN185	GRS2	Site of Former Honington Jn – Sleaford West Jn	112	00	120	29	Y	Y	Y	Y	Y	Y	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	Y	Y	Y	Y	Y	Y	
LN185	GRS2	Sleaford East Jn – Site of Former Boston Sleaford Line Jn	121	21	137	06	Y	Y	Y	Y	Y	Y	
LN185	GRS3	Site of Former Boston Sleaford Line Jn – Boston	106	70	107	24	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN185	GRS3	Boston – Site of Former Firsby East Jn	107	24	122	22	Y	Y	Y	Y	Y	Y	
LN185	GRS4	Site of Former Firsby East Jn - Skegness	0	28	9	17	Y	Y	Y	Y	Y	Y	
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	Y	Y	Y	Y	Y	Y	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	Y	Y	Y	Y	Y	Y	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	Y	Y	Y	Y	Y	Y	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	Y	Y	Y	Y	Y	Y	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	Y	Y	Y	Y	Y	Y	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	Y	Y	Y	Y	Y	Y	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	Y	Y	Y	Y	Y	Y	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	Y	Y	Y	Y	Y	Y	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	Y	Y	Y	Y	Y	Y	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	Y	Y	Y	Y	Y	Y	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	Y	Y	Y	Y	Y	Y	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	Y	Y	Y	Y	Y	Y	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	Y	Y	Y	Y	Y	Y	
LN600	ECM5	York Station – Birtley Jn	0	00	75	26	Y	Y	Y	Y	Y	Y	
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	Y	Y	Y	Y	Y	Y	
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	Y	Y	Y	Y	Y	Y	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	Y	Y	Y	R1	Y	Y	R1 Prohibited with large snowploughs fitted
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	Y	R1	R1	Y	R1	R2	R1 Prohibited Newcastle platforms 10 and 11 R2 Prohibited Newcastle platforms 10
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	Y	Y	Y	Y	Y	Y	
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	Y	Y	Y	Y	Y	N	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	Y	Y	Y	Y	Y	Y	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	Y	Y	Y	Y	Y	Y	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	Y	Y	Y	Y	Y	N	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	N	N	N	N	N	N	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	Y	Y	Y	Y	Y	Y	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	Y	Y	Y	Y	Y	Y	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	Y	Y	Y	Y	Y	Y	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	N	Y	Y	Y	Y	Y	
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	Y	Y	Y	Y	Y	Y	
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	Y	Y	Y	Y	Y	Y	
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	Y	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	
LN630	PUL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	97	77	N	N	N	N	N	N	
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	Y	Y	Y	Y	Y	Y	
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	Y	Y	Y	Y	Y	Y	
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	Y	Y	Y	Y	Y	Y	
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	R1	R1	R1	R1	R1	R1	R1 See Sectional Appendix Local Instructions
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	Y	Y	Y	Y	Y	Y	
LN636	No ELR	Beam Mill Jn – Network Rail Boundary	18	03	18	67	N	N	N	N	N	N	
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	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	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	Y	Y	Y	Y	Y	Y	
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	Y	Y	Y	Y	Y	Y	
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	Y	Y	Y	Y	Y	Y	
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	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	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	N	N	N	N	N	N	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	N	N	N	N	N	N	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	N	N	N	N	N	N	
LN664	BNW	Boldon East Jn – Boldon North Jn	0	00	0	20	N	N	N	N	N	N	
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	N	N	N	N	N	N	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	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	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	N	N	N	N	N	N	
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	Y	Y	Y	Y	Y	Y	
LN676	PLG1	Park Lane Jn – Site of Former High Street Jn	100	65	101	15	Y	Y	Y	Y	Y	Y	
LN676	PLG2	Site of Former High Street Jn – Greensfield Jn	0	00	0	21	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	Y	Y	Y	Y	Y	Y	
LN678	DAE1	Darlington North Jn – Site of Former Parkgate Jn	44	36	44	64	Y	Y	Y	Y	Y	Y	
LN678	DAE1	Site of Former Parkgate Jn – Shildon SB	0	00	8	29	Y	Y	Y	Y	Y	Y	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	Y	R1	R1	Y	Y	Y	R1 Prohibited Shildon Up platform and Bishop Auckland Single platform with deflated suspension
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	Y	R1	R1	R1	R1	R1	R1 See Sectional Appendix Local Instructions
LN682	NEC1	Norwood Jn – Site of Former Blaydon East Jn	1	71	5	28	Y	R1	R1	R1	R1	R1	R1 See Sectional Appendix Local Instructions
LN682	NEC2	Site of Former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	Y	R1 R2	R1 R2	R2	R2	R2	R1 Prohibited Haltwhistle Down platform with deflated suspension R2 See Sectional Appendix Local Instructions
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	Y	Y	Y	Y	Y	Y	
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	Y	Y	Y	Y	Y	Y	
LN694	BNE	Benton North Jn – Site of Former Earsdon Jn	0	00	2	53	Y	Y	Y	Y	Y	Y	
LN694	EJM	Site of Former Earsdon Jn – Morpeth North Jn	7	08	20	47	Y	Y	Y	Y	Y	Y	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	Y	Y	Y	Y	Y	Y	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	N	N	N	N	N	N	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	N	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	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	N	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	N	N	N	N	N	N	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	Y	Y	R1	Y	Y	N	R1 Prohibited Cleethorpes platform 1
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	Y	Y	Y	Y	Y	N	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	Y	Y	Y	Y	Y	N	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	Y	Y	Y	Y	Y	N	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	Y	Y	Y	Y	Y	N	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	Y	Y	Y	Y	Y	N	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	Y	Y	Y	Y	Y	N	
LN736	NUJ2	Woodburn Jn – Site of Former Nunnery Jn	42	29	41	68	Y	Y	Y	Y	Y	N	
LN736	NUJ1	Site of Former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	Y	Y	Y	Y	Y	N	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	N	N	N	N	N	N	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	N	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	N	
LN740	PYE1	Site of Former Queens Road Jn – Immingham East Jn	106	50	106	31	N	N	N	N	N	N	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	N	N	N	N	N	N	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	Y	Y	N	Y	Y	N	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	N	N	N	R1	R1	N	R1 See Sectional Appendix Local Instructions
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	N	N	N	Y	Y	N	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	N	N	N	Y	Y	N	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	R1	R1	N	Y	Y	N	R1 Prohibited between Ulceby South Jn and Brocklesby West Jn
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	Y	Y	N	Y	Y	N	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	N	N	N	N	N	N	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	Y	Y	Y	Y	Y	Y	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	N	N	N	N	N	N	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	Y	Y	R1	Y	Y	N	R1 Prohibited between Wrawby Jn and Thorne Jn
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	N	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	N	
LN756	NOP2	Site of Former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	N	N	N	N	N	N	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	N	N	N	N	N	N	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	N	N	N	N	N	N	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	N	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	N	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	N	N	N	N	N	N	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	Y	Y	Y	Y	Y	N	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	Y	Y	Y	Y	Y	N	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	N	N	N	N	N	N	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	N	N	N	N	N	N	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	N	N	N	N	N	N	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	N	N	N	N	N	N	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	N	N	N	N	N	N	
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	N	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	N	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	Y	N	N	N	N	N	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	Y	N	N	N	N	N	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	Y	N	N	N	N	N	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	Y	N	N	N	N	N	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	N	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	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	N	N	N	N	N	N	
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Nunnery Main Line Jn – Site of Former Grimesthorpe Jn	158	77	160	47	Y	Y	Y	Y	Y	Y	
LN804	TJC2	Site of Former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	Y	Y	Y	Y	Y	Y	
LN804	TJC3	Site of Former Masborough South Jn – Swinton Jn South	161	77	166	56	Y	Y	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	Y	Y	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn North – Site of Former Wath Curve Jn	167	03	168	64	Y	Y	Y	Y	Y	Y	
LN804	SMJ2	Site of Former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	Y	Y	Y	Y	Y	Y	
LN804	SMJ2	Ferrybridge South Jn – Site of Former Burton Salmon Jn	2	38	0	00	Y	Y	Y	Y	Y	Y	
LN804	SMJ3	Site of Former Burton Salmon Jn – Milford Jn	16	69	15	07	Y	Y	Y	Y	Y	Y	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	Y	Y	Y	Y	Y	Y	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	Y	Y	Y	Y	Y	Y	
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	Y	Y	Y	Y	Y	Y	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	Y	Y	Y	Y	Y	Y	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	Y	Y	Y	Y	Y	Y	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	Y	Y	Y	Y	Y	Y	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	Y	Y	Y	Y	Y	Y	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	Y	Y	Y	Y	Y	Y	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	Y	Y	Y	Y	Y	Y	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	Y	Y	Y	Y	Y	Y	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	Y	Y	Y	Y	Y	Y	
LN826	SJM2	Mexborough Jn – Site of Former Mexborough North Jn	15	64	14	78	Y	Y	Y	Y	Y	Y	
LN826	SJM1	Site of Former Mexborough North Jn – Swinton Jn South	167	15	166	56	Y	Y	Y	Y	Y	Y	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	Y	Y	Y	Y	Y	Y	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	Y	Y	Y	Y	Y	Y	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	Y	Y	Y	Y	Y	Y	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	Y	Y	Y	Y	Y	Y	
LN836	DOL1	Hare Park Jn – Site of Former West Riding Jn	171	70	175	32	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Site of Former West Riding Jn – Copley Hill West Jn	175	32	184	65	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	Y	R1	R1	Y	Y	Y	R1 Prohibited Leeds platform 12 with deflated suspension
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	Y	R1	R1	Y	Y	Y	R1 Prohibited Leeds platform 12 with deflated suspension
LN838	LEH1	Armley Jn – Site of Former Pannal Jn	0	12	14	60	Y	Y	Y	Y	Y	Y	
LN838	LEH2	Site of Former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	Y	Y	Y	Y	Y	Y	
LN838	LEH3	Site of Former Crimple Jn – Harrogate	15	20	17	24	Y	Y	Y	Y	Y	Y	
LN838	HAY2	Harrogate – Site of Former Starbeck North Jn	20	38	18	60	Y	Y	Y	Y	Y	Y	
LN838	HAY1	Site of Former Starbeck North Jn – Skelton Jn	18	60	1	50	Y	Y	Y	Y	Y	Y	
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN842	CJS	Thorpe Marsh Jn – Applehurst Jn	163	76	163	27	Y	Y	Y	Y	Y	Y	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	Y	Y	Y	Y	Y	Y	
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	Y	Y	Y	Y	Y	Y	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	Y	Y	Y	Y	Y	Y	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	Y	Y	Y	Y	Y	Y	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	Y	Y	Y	Y	Y	Y	
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	Y	Y	Y	Y	Y	Y	
LN852	LBE1	Holbeck Jn – Site of Former Laisterdyke East Jn	0	02	6	49	Y	Y	Y	Y	Y	Y	
LN852	LBE2	Site of Former Laisterdyke East Jn – Site of Former Laisterdyke West Jn	190	24	190	60	Y	Y	Y	Y	Y	Y	
LN852	LBE3	Site of Former Laisterdyke West Jn – Site of Former Hammerton Street Jn	190	60	191	30	Y	Y	Y	Y	Y	Y	
LN852	LBE4	Site of Former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	Y	Y	Y	Y	Y	Y	
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	Y	Y	Y	Y	Y	Y	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	Y	Y	Y	Y	Y	Y	
LN854	MVN2	Turners Lane Jn – Site of Former Goose Hill Jn	48	33	50	31	Y	Y	Y	Y	Y	Y	
LN854	TJC3	Site of Former Goose Hill Jn – Altofts Jn	184	56	186	00	Y	Y	Y	Y	Y	Y	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	Y	Y	Y	Y	Y	Y	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	Y	Y	Y	Y	Y	Y	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	Y	Y	Y	Y	Y	Y	
LN854	ECM4	Holgate Jn – York	188	07	188	40	Y	Y	Y	Y	Y	Y	
LN854	ECM5	York – Skelton Jn	0	00	1	50	Y	Y	Y	Y	Y	Y	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	Y	Y	Y	Y	Y	Y	
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	Y	Y	Y	Y	Y	Y	
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	Y	Y	Y	Y	Y	Y	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	Y	Y	Y	Y	Y	Y	
LN860	MVL3	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	Y	Y	Y	Y	Y	Y	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	Y	Y	Y	Y	Y	Y	
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	Y	Y	Y	Y	Y	Y	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	Y	Y	Y	Y	Y	Y	
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	Y	Y	Y	Y	Y	Y	
LN862	PED2	Barnsley Station Jn – Site of Former Barnsley Jn	6	43	0	00	Y	Y	Y	Y	Y	Y	
LN862	PED1	Site of Former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	Y	Y	Y	Y	Y	Y	
LN862	PEH	Site of Former Huddersfield Jn – Lockwood	13	42	1	18	Y	Y	Y	Y	Y	Y	
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	Y	Y	Y	Y	Y	Y	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	Y	Y	Y	Y	Y	Y	
LN864	DRS1	Dewsbury Railway Street – Change of Mileage	0	10	0	00	N	N	N	N	N	Y	
LN864	DRS1	Change of Mileage – Dewsbury East Jn	0	27	0	00	N	N	N	N	N	N	
LN868	SHB	Wincobank Jn – Site of Former Quarry Jn	161	52	173	48	Y	Y	Y	Y	Y	Y	
LN868	PED2	Site of Former Quarry Jn – Barnsley Station Jn	7	50	6	43	Y	Y	Y	Y	Y	Y	
LN868	BAH2	Barnsley Station Jn – Site of Former Crigglestone Jn	52	58	45	56	Y	Y	Y	Y	Y	Y	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	Y	Y	Y	Y	Y	Y	
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	Y	Y	Y	Y	Y	Y	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	Y	Y	Y	Y	Y	Y	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	Y	Y	Y	Y	Y	Y	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	Y	Y	Y	Y	Y	Y	
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	Y	Y	Y	Y	Y	Y	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	Y	Y	Y	Y	Y	Y	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	Y	Y	Y	Y	Y	Y	
LN876	BOO	Castleford East Jn – Ledston	6	17	4	43	N	N	N	N	N	N	
LN878	SHG	Sherburn Jn – Gascoigne Wood Jn	13	20	14	30	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN880	YMS	York (platforms 4 & 5) – Scarborough (platforms 1 to 5)	0	00	42	06	R3	R3	R3	R3	R1 R2	R3	R1 5mph Scarborough platform 5 R2 Prohibited Scarborough platform 5 with deflated suspension R3 Prohibited Scarborough platform 5
LN880	YMS	York (Platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	Y	Y	Y	Y	Y	R1	
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	Y	Y	Y	Y	Y	N	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	N	N	N	N	N	N	
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	E	N	N	N	N	N	
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	E	N	N	N	N	N	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	Y	Y	Y	Y	Y	Y	
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	Y	Y	Y	Y	Y	Y	
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	Y	Y	Y	Y	Y	Y	
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	Y	Y	Y	Y	Y	Y	
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	Y	Y	Y	Y	Y	Y	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	Y	Y	Y	Y	Y	Y	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	Y	Y	Y	Y	Y	Y	
LN896	DRA1	Drax Branch Jn – Drax Power Station (NR Boundary)	0	00	4	16	Y	N	N	N	N	N	
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	Y	Y	Y	Y	Y	Y	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	Y	Y	Y	Y	Y	Y	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	Y	Y	Y	Y	Y	Y	
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	Y	Y	Y	Y	Y	Y	
LN898	HUL2	Selby South Jn – Site of Former Barlby Jn	31	12	30	40	Y	Y	Y	Y	Y	Y	
LN898	HUL1	Site of Former Barlby Jn – Anlaby Road Jn	30	40	0	73	Y	Y	Y	Y	Y	Y	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	R1	R1 R2	R1 R2	R1	R1 R3	R1 R3	R1 Prohibited Hull platform 1 R2 Prohibited Hull platforms6 with deflated suspension R3 Prohibited Hull Siding A with deflated suspension
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	N	N	N	N	N	N	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	Y	Y	Y	Y	Y	Y	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	Y	Y	Y	Y	Y	Y	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	Y	Y	Y	Y	Y	Y	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	Y	Y	Y	Y	Y	Y	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	Y	Y	Y	Y	Y	Y	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	Y	Y	Y	Y	Y	Y	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	Y	Y	Y	Y	Y	Y	
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	Y	Y	Y	Y	Y	Y	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	Y	Y	Y	Y	Y	Y	
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	Y	Y	Y	Y	Y	Y	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	R1 R3	R2 R3	R2 R3	R1 R3	R1 R3	R1 R3	R1 Prohibited Bridlington platform 7 when laden R2 Prohibited Bridlington platform 6 with deflated suspension Prohibited Bridlington platform 7 when laden and with deflated suspension R3 Prohibited Bridlington platform 8
LN916	HJS	Hessle Road – Springbank North Jn	0	00	1	38	Y	Y	Y	Y	Y	Y	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	N	N	N	N	N	N	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	Y	Y	Y	Y	Y	Y	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	Y	Y	Y	Y	Y	Y	
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
LN922	TJC3	Skipton – Site of Former Skipton North Jn Change of ELR	221	21	221	68	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	Y	Y	Y	Y	Y	Y	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	Y	R1 R2	R1 R2	Y	Y	Y	R1 Prohibited Guiseley Down platform R2 Prohibited between Guiseley and Burley in Wharfedale
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	Y	N	N	Y	Y	Y	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	Y	Y	Y	Y	Y	Y	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	Y	Y	Y	Y	Y	Y	
LN930	SKS1	Skipton Middle – Site of Former Embsay Jn	222	68	220	64	N	N	N	N	N	N	
LN930	SKS2	Site of Former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	N	N	N	N	N	N	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	Y	N	N	Y	Y	Y	

Table D1B (London North Eastern) – Route clearance of diesel multiple units

Last Updated: 29/06/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	Y	E	R1 R2	N	N	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	Y	E	R1 R2	N	N	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	Y	E R1	R2 R3	N	N	N	N	R4 R5	R1 Prohibited between Hornsey Depot and Wood Green North Jn R2 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R3 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R4 Shall be planned for Fast / Main lines only R5 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	Y	N	R1 R2	N	N	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	Y	N	R1 R2	N	N	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	Y	N	R1 R2	N	N	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	Y	N	R1 R2	N	N	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	R1	N	R2 R3	N	N	N	N	R4 R5	R1 Prohibited Grantham Bay platform 3 with deflated suspension R2 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R3 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R4 Shall be planned for Fast / Main lines only R5 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	Y	N	R1 R2	N	N	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	Y	N	R1 R2	N	R5	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal R5 Prohibited between Newark North Gate and Retford South Jn
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	Y	N	R1 R2	N	Y	N	N	R3 R4	R1 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R2 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R3 Shall be planned for Fast / Main lines only R4 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	170	172	180	185	195	220	221	222	Notes
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	R1	E R2	R2 R3	R5	Y	R6	R6	R7 R8	R1 Prohibited Doncaster platforms 2 R2 Prohibited Loversall Carr Jn to South Yorkshire Jn. R3 Passenger operation can be planned for Fast / Main lines only. ECS can be planned for Fast / Main and Slow lines. R4 For all planned movements and unplanned diversions when returning to Fast / Main lines a maximum speed of 70mph applies until the unit has passed the next signal. R5 Prohibited between Loversall Carr Jn and Black Carr Jn R6 Prohibited between Loversall Carr Jn and Doncaster R7 Shall be planned for Fast / Main lines only R8 For unplanned diversions when returning to Fast/Main lines a maximum speed of 70mph applies until the unit has passed the next signal
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	Y	N	Y	Y	Y	Y	Y	Y	
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	N	N	N	N	N	N	N	N	
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	N	N	N	N	N	N	N	N	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	3	20	4	33	E	N	E	N	N	N	N	Y	
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	E	E	E	N	N	N	N	Y	
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	Y	N	Y	N	N	N	N	Y	
LN120	HDB	Langley Jn via Hertford – Stevenage platform 5 (End of line)	28	15	29	00	N	N	N	N	N	N	N	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	E	N	R1	N	N	N	N	R1	R1 Must be planned as a non-stop train between Hitchin and Cambridge
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	E	N	Y	N	N	N	N	N	
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	Y	N	R1	N	N	N	N	R1	R1 Must be planned as a non-stop train between Cambridge and Peterborough.
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	Y	N	Y	N	N	N	N	N	
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	Y	N	N	N	N	N	N	Y	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	Y	N	Y	Y	N	N	N	N	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	Y	N	Y	N	N	N	N	N	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	Y	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	Y	N	N	N	N	N	N	N	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	N	E	E	N	N	N	N	N	
LN170	WEB	Werrington Jn – Site of former Spalding South Jn	79	34	92	58	Y	N	Y	N	N	N	N	N	
LN170	SPD1	Site of former Spalding South Jn – Sleaford South Jn	44	07	62	14	Y	N	Y	N	N	N	N	N	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	Y	N	Y	N	N	N	N	N	
LN170	SPD2	Sleaford North Jn – Site of former Greetwell West Jn	63	48	81	25	Y	N	Y	N	N	N	N	Y	
LN170	SPD3	Site of former Greetwell West Jn – Trent East Jn	81	25	98	56	R1	N	R2	N	Y	N	N	R3	R1 15 mph through Gainsborough Lea Road Down line platform R2 Prohibited Lincoln platform 2 with deflated suspension R3 Prohibited between West Holmes Jn and Trent East Jn
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	Y	N	Y	N	Y	N	N	N	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	Y	N	Y	Y	N	N	N	N	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	Y	N	Y	Y	N	N	N	N	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	Y	N	Y	N	N	N	N	Y	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	Y	N	Y	N	N	N	N	Y	
LN185	ABE1	Allington West Jn – Site of former Barkston East Jn	0	00	4	08	Y	N	Y	N	N	N	N	Y	
LN185	GRS1	Barkston East Jn – Site of former Honington Jn	110	12	112	00	Y	N	Y	N	N	N	N	Y	
LN185	GRS2	Site of former Honington Jn – Sleaford West Jn	112	00	120	29	Y	N	Y	N	N	N	N	Y	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	Y	N	Y	N	N	N	N	Y	
LN185	GRS2	Sleaford East Jn – Site of former Boston Sleaford Line Jn	121	21	137	06	Y	N	Y	N	N	N	N	N	
LN185	GRS3	Site of former Boston Sleaford Line Jn – Boston	106	70	107	24	Y	N	Y	N	N	N	N	N	
LN185	GRS3	Boston – Site of former Firsby East Jn	107	24	122	22	Y	N	Y	N	N	N	N	N	
LN185	GRS4	Site of former Firsby East Jn - Skegness	0	28	9	17	Y	N	Y	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	Y	N	Y	N	N	N	N	Y	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	Y	N	R1	N	N	N	N	R2	R1 Prohibited between Allington West Jn and Route Boundary (LN3635) (Rectory Jn SB) R2 Between Allington West Jn and Route Boundary (LN3635) (Rectory Jn SB), when accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	Y	N	N	N	N	N	N	N	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	Y	N	R1	N	N	N	N	Y	R1 Prohibited between Route Boundary (LN3625) (Nottingham East Jn) and Newark Crossing East Jn
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	Y	N	Y	N	N	N	N	Y	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	Y	N	Y	N	N	N	N	Y	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	Y	N	Y	N	N	N	N	Y	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	Y	N	Y	N	N	N	N	N	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	Y	N	Y	Y	N	N	N	N	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	N	N	N	N	N	N	N	N	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	N	N	N	N	N	N	N	N	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	Y	N	Y	Y	Y	Y	Y	Y	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	Y	N	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	Y	N	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	R1	N	Y	Y	Y	Y	Y	Y	R1 Prohibited York platforms 1 with deflated suspension
LN600	ECM5	York Station – Birtley Jn	0	00	75	26	N	N	Y	Y	Y	Y	Y	Y	
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	R1 R2 R3 R4	N	Y	Y	Y	Y	Y	Y	R1 ECS only between Skelton Jn and Birtley Jn R2 Prohibited Darlington Bay platforms 2 & 3 R3 Prohibited Durham Down platform Down Loop line with footsteps fitted Prohibited Chester-le-Street Down platform Down line with footsteps fitted

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	E	N	Y	Y	Y	Y	Y	Y	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	E	N	Y	Y	N	Y	Y	Y	
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	E R1 R2	N	R3	R4	N	Y	Y	R5	R1 Prohibited Newcastle bay platforms 9-12 R2 Prohibited Newcastle platform 4 Up Main line R3 Prohibited Newcastle platforms 9 and 10 R4 Prohibited Newcastle platform 9 with deflated suspension R5 Prohibited Newcastle Station platforms 5, 6, 7, 8, 9, 10, 11 and 12
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	E R1 R2	N	Y	Y	N	Y	Y	Y	R1 Prohibited Newcastle bay platforms 9-12 Prohibited Newcastle platform 4 Up Main line R2 Prohibited Newcastle platform 4 Up Main line
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	E	N	E	R1	N	Y	Y	Y	R1 Prohibited Manors Down platform when laden
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	R1	N	E	Y	N	Y	Y	R2	R1 ECS only between Heaton South Jn and Berwick upon Tweed R2 R2 Prohibited between Berwick upon Tweed Up Goods Loop (67m 38ch) and Route Boundary (SC147) (Prestonpans Jn)
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	N	N	Y	Y	N	Y	Y	Y	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	N	N	Y	Y	N	Y	Y	N	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	N	N	N	Y	N	Y	Y	N	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	N	N	N	N	N	N	N	N	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	N	N	Y	Y	N	Y	Y	N	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	N	N	Y	Y	N	Y	Y	N	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	N	N	Y	Y	N	Y	Y	N	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	N	N	Y	Y	N	Y	Y	N	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	N	N	Y	R1 R2	R3	Y	Y	N	R1 30mph LEN3/151 Oxbridge Lane underbridge 59m32ch Down line R2 15mph Stockton Up platform R3 Prohibited between Northallerton East Jn and Eaglescliffe South Jn

LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	N	N	Y	R1 R2	Y	Y	Y	N	R1 Prohibited Hartlepool Bay platform R2 Prohibtied Hartlepool Up (disused) platform
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	N	N	Y	Y	Y	Y	Y	N	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	N	N	Y	Y	Y	Y	Y	N	

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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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	N	N	N	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	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	N	N	N	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	N	N	N	N	N	N	N	N	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	Y	N	N	Y	Y	N	N	N	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	Y	N	N	Y	Y	N	N	N	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	Y	N	N	Y	Y	N	N	N	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	N	N	N	R1	Y	N	N	N	R1 15mph Gainsborough Central Up platform 1
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	N	N	N	Y	Y	N	N	N	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	N	N	N	Y	Y	N	N	N	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	R1	N	N	Y	Y	N	N	N	R1 Prohibited between Shireoaks East Jn and Brancliffe East Jn
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	R1	N	Y	Y	Y	R1	R1	R1	R1 Prohibited between Brancliffe East Jn and Woodhouse Jn
LN736	NUJ2	Woodburn Jn – Site of former Nunnery Jn	42	29	41	68	Y	N	Y	R1	Y	Y	Y	Y	R1 5mph Darnall Down platform
LN736	NUJ1	Site of former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	Y	N	Y	Y	Y	Y	Y	Y	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	N	N	N	N	N	N	N	N	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	N	N	N	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	N	N	N	
LN740	PYE1	Site of former Queens Road Jn – Immingham East Jn	106	50	106	31	N	N	N	N	N	N	N	N	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	N	N	N	N	N	N	N	N	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	Y	N	N	Y	N	N	N	N	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	N	N	N	N	N	N	N	N	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	N	N	N	N	N	N	N	N	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	Y	N	N	Y	N	N	N	N	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	Y	N	N	Y	N	N	N	N	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	N	N	N	N	N	N	N	N	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	N	N	N	N	N	N	N	N	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	N	N	N	N	N	N	N	N	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	R1	N	R2	R1	R2	N	N	R2	R1 Prohibited Scunthorpe Up Bay platforms R2 Prohibited between Wrawby Jn and Thorne Jn
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	N	N	N	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	N	N	N	
LN756	NOP2	Site of former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	N	N	N	N	N	N	N	N	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	N	N	N	N	N	N	N	N	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	N	N	N	N	N	N	N	N	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	N	N	N	N	N	N	N	N	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	N	N	N	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	N	N	N	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	N	N	N	N	N	N	N	N	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	N	N	N	Y	N	N	N	Y	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	Y	E R1	N	N	N	N	N	N	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	N	E	N	N	N	N	N	N	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	N	N	N	N	N	N	N	N	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	N	N	N	N	N	N	N	N	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	N	N	N	N	N	N	N	N	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	N	N	N	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	Y	N	N	N	N	N	N	N	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	N	E	N	N	N	N	N	N	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	N	E	N	N	N	N	N	N	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	N	N	N	N	N	N	N	N	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	N	N	N	N	N	N	N	N	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	N	N	N	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	N	N	N	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	N	N	N	N	N	N	N	N	
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	Y	E	Y	N	Y	Y	Y	Y	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	Y	E	Y	R1	Y	Y	Y	Y	R1 Prohibited between Dore South Jn and Dore Station Jn
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	Y	E	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Nunnery Main Line Jn – Site of former Grimesthorpe Jn	158	77	160	47	Y	E	E	Y	Y	Y	Y	Y	
LN804	TJC2	Site of former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	Y	E	E	Y	Y	Y	Y	Y	
LN804	TJC3	Site of former Masborough South Jn – Swinton Jn South	161	77	166	56	Y	E	E	Y	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	Y	N	Y	Y	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn North – Site of former Wath Curve Jn	167	03	168	64	Y	N	N	Y	Y	Y	Y	Y	
LN804	SMJ2	Site of former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	R1	N	N	R1	Y	Y	Y	Y	R1 Prohibited between Moorthorpe Jn and Ferrybridge South Jn
LN804	SMJ2	Ferrybridge South Jn – Site of former Burton Salmon Jn	2	38	0	00	N	N	Y	N	Y	Y	Y	Y	
LN804	SMJ3	Site of former Burton Salmon Jn – Milford Jn	16	69	15	07	N	N	Y	N	Y	Y	Y	Y	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	Y	N	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	170	172	180	185	195	220	221	222	Notes
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	Y	E	Y	N	R1	Y	Y	Y	R1 Prohibited between Beighton Jn and Masborough Jn
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	Y	N	N	Y	Y	Y	Y	Y	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	Y	N	N	Y	Y	Y	Y	Y	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	Y	N	N	Y	Y	Y	Y	Y	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	N	N	N	N	N	N	N	N	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	N	N	N	N	N	N	N	N	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	N	N	N	N	N	N	N	N	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	Y	N	Y	N	Y	Y	Y	Y	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	Y	N	N	Y	Y	Y	Y	N	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	Y	N	N	Y	Y	Y	Y	Y	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	Y	E	E	Y	Y	Y	Y	Y	
LN826	SJM2	Mexborough Jn – Site of former Mexborough North Jn	15	64	14	78	Y	E	E	Y	Y	Y	Y	Y	
LN826	SJM1	Site of former Mexborough North Jn – Swinton Jn South	167	15	166	56	Y	E	E	Y	Y	Y	Y	Y	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	Y	E	N	Y	Y	Y	Y	Y	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	Y	N	N	Y	Y	Y	Y	Y	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	N	E	N	N	N	N	N	N	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	Y	N	Y	Y	Y	Y	Y	Y	
LN836	DOL1	Hare Park Jn – Site of former West Riding Jn	171	70	175	32	Y	N	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Site of former West Riding Jn – Copley Hill West Jn	175	32	184	65	Y	N	R1	Y	Y	Y	Y	Y	R1 5mph Wakefield Westgate Down platform loop with deflated suspension
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	Y	N	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	Y	N	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	Y	N	R1	Y	Y	Y	Y	Y	R1 Prohibited Leeds platform 2 with deflated suspension
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	Y	N	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	0000 M	00 Ch	000 M	0 Ch	170	172	180	185	195	220	221	222	Notes
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 Crimple Jn	14	60	15	20	Y	N	Y	Y	Y	Y	Y	N	
LN838	LEH3	Site of former Crimple 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

Line of route	ELR	Line of Route / Sector Description	0000 M	00 Ch	000 M	0 Ch	170	172	180	185	195	220	221	222	Notes
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	

Line of route	ELR	Line of Route / Sector Description	0000 M	00 Ch	000 M	0 Ch	170	172	180	185	195	220	221	222	Notes
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 Chapeltown 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 Crigglestone Jn	52	58	45	56	Y	N	N	N	Y	Y	Y	Y	
LN868	CHS	Site of former Crigglestone 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 R3	R1 Prohibited Scarborough platforms 3 and 5 R2 5mph Scarborough platform 5 R3 Prohibited Scarborough platform 5 with deflated suspension R4 Prohibited Scarborough Platform 5

Line of route	ELR	Line of Route / Sector Description	0000 M	00 Ch	000 M	0 Ch	170	172	180	185	195	220	221	222	Notes
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	181	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	183	04	N	N	Y	N	N	Y	Y	Y	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	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	

Line of route	ELR	Line of Route / Sector Description	0000 M	00 Ch	000 M	0 Ch	170	172	180	185	195	220	221	222	Notes
LN898	HUL2	Selby South Jn – Site of former Barlby Jn	31	12	30	40	Y	N	Y	Y	Y	N	N	Y	
LN898	HUL1	Site of former Barlby Jn – Anlaby Road Jn	30	40	0	73	Y	N	Y	Y	Y	N	N	Y	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	R1 R2 R4	N	R1 R3 R4	R1 R4	Y	N	N	R1	R1 Prohibited Hull platform 1 R2 Prohibited Hull platform 3 with deflated suspension R3 Prohibited Hull platform 3 R4 Prohibited Hull siding A
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	N	N	N	N	N	N	N	N	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	Y	N	Y	Y	Y	Y	Y	Y	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	N	N	Y	Y	Y	Y	Y	Y	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	Y	N	Y	Y	Y	Y	Y	Y	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	N	N	N	N	N	Y	Y	N	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	Y	N	Y	N	Y	Y	Y	Y	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	Y	N	Y	N	Y	Y	Y	Y	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	Y	N	Y	Y	Y	N	N	Y	
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	Y	N	Y	Y	Y	N	N	Y	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	Y	N	Y	Y	Y	N	N	Y	
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	Y	N	Y	Y	Y	N	N	Y	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	R2	N	R1	Y	Y	N	N	N	R1 Prohibited Beverley to Seamer West Jn R2 Prohibited Bridlington platform 4 with deflated suspension
LN916	HJS	Hessle Road – Springbank North Jn	0	00	1	38	Y	N	Y	N	N	N	N	N	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	N	N	N	N	N	N	N	N	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	Y	N	Y	N	N	N	N	N	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	Y	N	E	Y	Y	N	N	Y	

Line of route	ELR	Line of Route / Sector Description	0000 M	00 Ch	000 M	0 Ch	170	172	180	185	195	220	221	222	Notes
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	R1	N	N	R1	Y	Y	Y	N	R1 Prohibited between Armley Jn and Skipton
LN922	TJC3	Skipton – Site of former Skipton North Jn Change of ELR	221	21	221	68	N	N	N	N	Y	Y	Y	N	
LN922	SKW1	Site of former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn)	221	68	230	00	N	N	N	N	Y	Y	Y	N	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	N	N	N	N	Y	N	N	N	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	N	N	N	N	Y	N	N	N	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	N	N	N	N	Y	N	N	N	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	N	N	N	N	Y	N	N	N	
LN930	SKS1	Skipton Middle – Site of former Embsay Jn	222	68	220	64	N	N	N	N	N	N	N	N	
LN930	SKS2	Site of former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	N	N	N	N	N	N	N	N	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	N	N	N	N	Y	N	N	N	

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Table D1A (East Midlands) – Route clearance of diesel multiple units

Last Updated: 23/09/2023

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	155	156	158	159	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	Y	Y	Y	Y	Y	N	N	
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	Y	Y	Y	Y	Y	N	N	
LN3201	SPC1	St. Pancras platforms 1, 2 ,3 and 4 - Cricklewood	0	12	5	09	Y	Y	E	E	Y	R1 R2	R1 R2	R1 15mph West Hampstead Thameslink Down Fast platform 4 R2 5mph Cricklewood Up Fast platform 3
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	Y	Y	E	E	Y	R1 R2 R3 R4	R1 R2 R3 R4	R1 Prohibited Hendon Down Slow platform R2 Prohibited Hendon Up Slow platform R3 5mph Cricklewood Up Fast platform 3 R4 15mph Luton Airport Parkway Up Slow platform
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	Y	Y	E R1	E R1	Y	R2	R2	R1 Passenger operation between Bedford platforms 1-3 and Bedford St Johns only. R2 Prohibited Wellingborough Up and Down Slow Platform 3
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	Y	Y	E	E	Y	R1 R2 R3 R4 R5	R1 R2 R3 R4 R5	R1 Prohibited Wellingborough Up and Down Slow Platform 3 R2 30mph Wellingborough Up platform 2 R3 15mph Kettering Down Slow platform 2 R4 5mph Market Harborough Down platform R5 15mph Harborough Road underbridge 88m 07ch (between East Langton - Kibworth) up and down lines
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	155	156	158	159	Notes
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	Y	Y	Y	Y	Y	Y	Y	
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	Y	Y	Y	Y	Y	Y	Y	
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	Y	Y	Y	Y	Y	Y	Y	
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	Y	Y	Y	Y	Y	Y	Y	
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	Y	Y	Y	Y	Y	Y	Y	
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	Y	Y	Y	Y	N	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	Y	Y	Y	Y	Y	N	N	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	N	N	N	N	N	N	N	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	N	N	N	N	N	N	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill)	5	19	5	72	N	Y	Y	Y	Y	N	N	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	N	Y	Y	Y	Y	N	N	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	155	156	158	159	Notes
LN3228	TES	Trent East ELR Change – Sheet Stores Jn	0	00	0	30	Y	Y	Y	Y	Y	Y	Y	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	Y	Y	Y	Y	Y	Y	Y	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	Y	Y	Y	Y	Y	R1	R1	R1 15mph Hinckley Up platform
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	Y	Y	Y	Y	Y	Y	Y	
LN3237	RUD	Loughborough South Jn – Network Rail / GCR (N) Boundary	92	45	92	49	N	N	N	N	N	N	N	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	N	N	N	N	N	N	N	Line out of use NC/G1/2010/LNE/021
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	Y	Y	Y	Y	Y	Y	Y	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	Y	Y	Y	Y	Y	Y	N	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	Y	Y	Y	Y	Y	Y	Y	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	Y	Y	Y	Y	Y	Y	Y	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	Y	Y	Y	Y	Y	Y	Y	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	Y	Y	Y	Y	Y	Y	Y	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	Y	Y	Y	Y	Y	Y	Y	
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	Y	Y	Y	Y	Y	Y	Y	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	N	Y	Y	Y	Y	Y	Y	
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	Y	Y	Y	Y	Y	Y	Y	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	Y	Y	Y	Y	Y	Y	Y	
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	N	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	155	156	158	159	Notes
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	Y	N	N	N	N	N	N	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	Y	Y	Y	Y	Y	Y	Y	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	Y	Y	Y	Y	Y	Y	Y	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	Y	Y	Y	Y	Y	Y	Y	
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	Y	Y	Y	Y	Y	Y	Y	
LN3535	BCJ	Birmingham Curve Jn – Branston Jn	126	40	127	19	Y	Y	Y	Y	Y	Y	Y	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	Y	Y	Y	Y	Y	Y	Y	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	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	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	N	Y	Y	Y	Y	Y	Y	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	N	Y	Y	Y	Y	Y	Y	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	Y	Y	Y	Y	Y	Y	Y	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	Y	Y	Y	Y	Y	Y	Y	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	N	N	N	N	N	N	N	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	Y	Y	Y	Y	Y	Y	Y	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	N	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	N	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	Y	Y	Y	Y	Y	Y	Y	

Table D1B (East Midlands) – Route clearance of diesel multiple units

Last Updated: 30/11/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	168	170	172	180	195	196	197	220	221	222	Notes	
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	N	N	E R1	N	N	Y	N	N	N	N	R1	Prohibited with footsteps fitted
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	N	N	E R1	N	N	N	N	N	N	N	R1	Prohibited with footsteps fitted
LN3201	SPC1	St. Pancras platforms 1, 2, 3 and 4 - Cricklewood	0	12	5	09	E	Y	E R1	Y	N	N	N	Y	Y	Y	R1	Prohibited between St Pancras platforms 1, 2, 3 and 4 and Carlton Road Jn
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	E	Y	E	Y	N	N	N	Y	Y	Y		
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	E	Y	E	Y	N	N	N	R1	R1	Y	R1	90mph between Sharnbrook and Wellingborough Station
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	E	Y	E	Y	N	N	N	R1	R1	Y	R1	90mph between Sharnbrook and Wellingborough Station
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	E	Y	E	Y	N	N	N	Y	Y	Y		
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	E	Y	E	Y	N	N	N	Y	Y	Y		
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	E	Y	E	Y	N	N	N	Y	Y	Y		
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	E	Y	E	Y	N	N	N	Y	Y	Y		
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	E	Y	E	Y	Y	N	N	Y	Y	Y		
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	E	Y	E	Y	Y	N	N	Y	Y	Y		
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	E	Y	E	Y	Y	N	N	Y	Y	Y		
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	N	Y	E	Y	Y	N	N	Y	Y	Y		
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	N	Y	E	Y	Y	N	N	Y	Y	Y		

Line of route	ELR	Line of Route / Sector Description	0000 M	00 00 Ch	00 00 M	00 00 Ch	168	170	172	180	195	196	197	220	221	222	Notes R1
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	N	Y	E R1	Y	Y	N	N	Y	Y	Y	R2 Prohibited Trent East Jn to Mansfield Jn
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	N	Y	N	Y	Y	N	N	Y	Y	R1	R1 Between Nottingham and Nottingham East 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
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	N	Y	E R2	Y	R1	N	N	Y	Y	Y	R1 Prohibited between Trent East Jn and Toton South Jn R2 Prohibited Codnor Park Jn to Change of ELR (between Morton Jn and Clay Cross Jn)
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	N	Y	N	N	N	N	N	Y	Y	Y	
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	E	N	N	N	N	N	N	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	N	N	E	N	N	N	N	N	N	N	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	N	N	N	N	N	N	N	N	N	N	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	N	N	N	N	N	N	N	N	N	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360)	5	19	5	72	N	Y	E	N	N	N	N	N	N	Y	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	E	Y	E	N	N	N	N	N	N	Y	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3228	TES	Trent East ELR Change – Sheet Stores Jn	0	00	0	30	N	Y	N	Y	Y	N	N	Y	Y	Y	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	N	Y	N	N	N	N	N	N	N	N	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	N	Y	N	N	N	N	N	Y	Y	N	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3237	RUD	Loughborough South Jn – Network Rail/GCR (N) Boundary	92	45	92	49	N	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	168	170	172	180	195	196	197	220	221	222	Notes
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	N	N	N	N	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	Y	N	N	N	N	N	N	N	Y	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	N	Y	N	Y	N	N	N	N	N	Y	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	N	Y	N	Y	Y	N	N	N	N	Y	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	N	Y	N	Y	Y	N	N	N	N	Y	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	N	Y	N	N	N	N	N	N	N	Y	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	N	Y	N	N	N	N	N	N	N	Y	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	N	Y	E	Y	R1	N	N	N	N	Y	R1 Prohibited between Trent South Jn and Meadow Lane Jn
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	N	Y	N	Y	Y	N	N	N	N	Y	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	N	Y	E	N	N	N	N	N	N	Y	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	N	Y	E	N	N	N	N	N	N	Y	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	N	Y	E	N	N	N	N	N	N	Y	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	N	Y	E	N	N	N	N	N	N	Y	
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	N	Y	N	N	N	N	E	Y	Y	N	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	E	Y	E	E R1	N	N	E R2 R3	Y	Y	R2	R1 Prohibited between Barton South Jn and Route Boundary (MD501) Kingsbury Jn R2 Prohibited between Wichnor Jn and Route Boundary (MD501) Kingsbury Jn R3 Prohibited Lndon Road Jn to Barton North Jn
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	N	Y	N	N	N	N	N	Y	Y	Y	
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	N	N	N	N	N	N	N	N	N	N	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	E	Y	N	Y	N	N	N	Y	Y	Y	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	E	Y	N	Y	N	N	N	Y	Y	Y	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	E	Y	N	Y	N	N	N	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	0000 M	000 0 Ch	000 0 M	000 0 Ch	168	170	172	180	195	196	197	220	221	222	Notes R1
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	N	Y	N	N	N	N	N	N	N	E R1	R2 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	N	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	N	Y	N	Y	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	N	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	N	N	N	N	N	N	N	N	N	N	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	N	Y	N	E	N	N	N	N	N	Y	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	N	Y	N	E	N	N	N	N	N	Y	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	N	N	N	E	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	N	Y	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	N	Y	N	R3	E R2	N	N	N	N	R1	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) R3 Prohibited Netherfield Jn to Route Boundary (LN206) (Coulson)
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	N	Y	N	Y	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	Y	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	Y	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: 01/06/2024

To be read in conjunction with General Notes.

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

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	EH	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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	Brancliffe 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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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) (Tapton 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) (Tapton 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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	325	333	345	Notes
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 Wintersett
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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 Crigglestone Jn	52	58	45	56	N	N	H	N	N	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	N	N	H	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes
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

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	333	345	Notes	
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		

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Table D2B (London North Eastern) – Route clearance of electric multiple units

Last Updated: 23/09/2023

To be read in conjunction with General Notes.

357 MOD = 357 (Modified) and refers to Class 357 units that have had 65mm removed from the width of their footsteps

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	H	N	N	N	E R2 R3	N	N	R1	R1 Prohibited Kings Cross platforms 2 & 4 with deflated suspension R2 Class 360/1 only R3 Prohibited Kings Cross - Belle Isle Jn
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	Y	N	N	N	E R1	E	E	Y	R1 Class 360/1 only
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	Y	N	E R1	E R2 R3 R4 R5 R6	E R8 R9 R10	E R3	E R3	R7	R1 Prohibited between Holloway South / North Jns and Finsbury Park South Jn R2 Prohibited between Holloway South / North Jns and Finsbury Park R3 Prohibited between Hornsey and Wood Green North Jn R4 Prohibited Down Slow and Down Fast lines through Finsbury Park R5 10mph Finsbury Park platform 6 and Disused Up Slow platform R6 10mph Harringay platform 2 R7 Prohibited Hornsey platform 2 Down Slow No.1 R8 Class 360/1 only R9 Prohibited Ferme Park North Jn - Wood Green North Jn R10 Prohibited Finsbury Park Bridge No.13 Down Slow line
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	Y	N	N	N	N	N	N	Y	
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	Y	N	N	N	N	N	N	Y	
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	Y	N	N	N	N	N	N	Y	
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	Y	N	N	N	N	N	N	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	Y	N	N	N	N	N	N	R2	R1 Prohibited on Washer Road and in 12 car formation on South Up Departure line at Eastfield R2 Prohibited New England Jn to Newark North Gate
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	Y	N	N	N	N	N	N	N	
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	Y	N	N	N	N	N	N	N	R1 Prohibited via bridge 303a 138m38ch (Worksop – Gainsborough line underbridge) Down Fast R2 25mph Grantham Station platform 4
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	Y	N	N	N	N	N	N	N	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	Y	R1	N	N	N	N	N	N	R1 Between Doncaster platforms 1, 3, 4, 6, 7 and 8 and Marshgate Jn only R2 Prohibited Doncaster platform 7 R3 15mph Doncaster platform 1
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	Y	N	N	N	N	N	N	N	
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	N	N	N	N	N	N	N	N	
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	H	N	N	N	N	N	N	N	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	3	20	4	33	H	N	E	E	N	N	E	N	
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	Y	N	N	N	N	E	E	E	
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	R1	N	N	N	N	N	N	Y	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	N	N	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	H	N	N	N	N	N	N	R2	R1 See Sectional Appendix Local Instructions R2 Prohibited Norton Way North Bridge No.5 Arrival / Departure line with deflated suspension
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	N	N	N	N	N	N	N	Y	
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	N	N	N	N	N	N	N	N	
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	H	N	N	N	N	N	N	N	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	H	N	N	N	N	N	N	N	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	H	N	N	N	N	N	N	N	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	H	N	N	N	N	N	N	N	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	H	N	N	N	N	N	N	N	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	H	N	N	N	E R1	EH	E	N	R1 Class 360/1 only
LN170	WEB	Werrington Jn – Site of former Spalding South Jn	79	34	92	58	H	N	N	N	N	N	N	N	
LN170	SPD1	Site of former Spalding South Jn – Sleaford South Jn	44	07	62	14	H	N	N	N	N	N	N	N	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	H	N	N	N	N	N	N	N	
LN170	SPD2	Sleaford North Jn – Site of former Greetwell West Jn	63	48	81	25	H	N	N	N	N	N	N	N	
LN170	SPD3	Site of former Greetwell West Jn – Trent East Jn	81	25	98	56	H	N	N	N	N	N	N	N	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	H	N	N	N	N	N	N	N	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	H	N	N	N	N	N	N	N	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	H	N	N	N	N	N	N	N	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	H	N	N	N	N	N	N	N	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	H	N	N	N	N	N	N	N	
LN185	ABE1	Allington West Jn – Site of former Barkston East Jn	0	00	4	08	H	N	N	N	N	N	N	N	
LN185	GRS1	Barkston East Jn – Site of former Honington Jn	110	12	112	00	H	N	N	N	N	N	N	N	
LN185	GRS2	Site of former Honington Jn – Sleaford West Jn	112	00	120	29	H	N	N	N	N	N	N	N	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN185	GRS2	Sleaford East Jn – Site of former Boston Sleaford Line Jn	121	21	137	06	H	N	N	N	N	N	N	N	
LN185	GRS3	Site of former Boston Sleaford Line Jn – Boston	106	70	107	24	H	N	N	N	N	N	N	N	
LN185	GRS3	Boston – Site of former Firsby East Jn	107	24	122	22	H	N	N	N	N	N	N	N	
LN185	GRS4	Site of former Firsby East Jn - Skegness	0	28	9	17	H	N	N	N	N	N	N	N	
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	H	N	N	N	N	N	N	N	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	H	N	N	N	N	N	N	N	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	H	N	N	N	N	N	N	N	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	H	N	N	N	N	N	N	N	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	H	N	N	N	N	N	N	N	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	H	N	N	N	N	N	N	N	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	H	N	N	N	N	N	N	N	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	H	N	N	N	N	N	N	N	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	H	N	N	N	N	N	N	N	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	H	N	N	N	N	N	N	N	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	H	N	N	N	N	N	N	N	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	Y	N	N	N	N	N	N	N	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	Y	N	N	N	N	N	N	N	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	Y	N	N	N	N	N	N	N	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	Y	N	N	N	N	N	N	N	
LN600	ECM5	York Station – Birtley Jn	0	00	75	26	Y	N	N	N	N	N	N	N	
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	Y	N	N	N	N	N	N	N	
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	Y	N	N	N	N	N	N	N	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	Y	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	Y	N	N	N	N	N	N	N	
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	Y	N	N	N	N	N	N	N	
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	Y	N	N	N	N	N	N	N	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	Y	N	N	N	N	N	N	N	
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	Y	N	N	N	N	N	N	N	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	H	N	N	N	N	N	N	N	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	H	N	N	N	N	N	N	N	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	N	N	N	N	N	N	N	N	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	H	N	N	N	N	N	N	N	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	H	N	N	N	N	N	N	N	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	H	N	N	N	N	N	N	N	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	H	N	N	N	N	N	N	N	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	H	N	N	N	N	N	N	N	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	H	N	N	N	N	N	N	N	
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	H	N	N	N	N	N	N	N	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	H R1	N	N	N	N	N	N	N	R1 OPPOS applies between Monkwearmouth Jn and East Boldon
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	H	N	N	N	N	N	N	N	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	H	N	N	N	N	N	N	N	
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	H	N	N	N	N	N	N	N	
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	H	N	N	N	N	N	N	N	
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	H	N	N	N	N	N	N	N	
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
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	H	N	N	N	N	N	N	N	
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	H	N	N	N	N	N	N	N	
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	H	N	N	N	N	N	N	N	
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	H	N	N	N	N	N	N	N	
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	H	N	N	N	N	N	N	N	
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	H	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	H	N	N	N	N	N	N	N	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	H	N	N	N	N	N	N	N	
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	H	N	N	N	N	N	N	N	
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	H	N	N	N	N	N	N	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	
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	51	N	N	N	N	N	N	N	N	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	N	N	N	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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
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	H	N	N	N	N	N	N	N	
LN676	PLG1	Park Lane Jn – Site of former High Street Jn	100	65	101	15	H	N	N	N	N	N	N	N	
LN676	PLG2	Site of former High Street Jn – Greensfield Jn	0	00	0	21	H	N	N	N	N	N	N	N	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	H	N	N	N	N	N	N	N	
LN678	DAE1	Darlington North Jn – Site of former Parkgate Jn	44	36	44	64	H	N	N	N	N	N	N	N	
LN678	DAE1	Site of former Parkgate Jn – Shildon SB	0	00	8	29	H	N	N	N	N	N	N	N	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	H	N	N	N	N	N	N	N	
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	H	N	N	N	N	N	N	N	
LN682	NEC1	Norwood Jn – Site of former Blaydon East Jn	1	71	5	28	H	N	N	N	N	N	N	N	
LN682	NEC2	Site of former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	H	N	N	N	N	N	N	N	
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	H	N	N	N	N	N	N	N	
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	H	N	N	N	N	N	N	N	
LN694	BNE	Benton North Jn – Site of former Earsdon Jn	0	00	2	53	H	N	N	N	N	N	N	N	
LN694	EJM	Site of former Earsdon Jn – Morpeth North Jn	7	08	20	47	H	N	N	N	N	N	N	N	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	H	N	N	N	N	N	N	N	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	N	N	N	N	N	N	N	N	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	N	N	N	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	N	N	N	Line out of use NME/2010/LNE/006 and NME/2010/LNE009

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN706	WSB	West Sleekburn Jn – North Blyth	0	00	3	22	N	N	N	N	N	N	N	N	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	N	N	N	N	N	N	N	N	
LN724	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	Y	N	N	N	N	N	N	N	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	H	N	N	N	N	N	N	N	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	H	N	N	N	N	N	N	N	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	H	N	N	N	N	N	N	N	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	H	N	N	N	N	N	N	N	
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	H	N	N	N	N	N	N	N	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	H	N	N	N	N	N	N	N	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	H	N	N	N	N	N	N	N	R1 Prohibited between Shireoaks East Jn and Brancliffe East Jn
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	H	N	N	N	N	N	N	N	
LN736	NUJ2	Woodburn Jn – Site of former Nunnery Jn	42	29	41	68	H	N	N	N	N	N	N	N	
LN736	NUJ1	Site of former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	H	N	N	N	N	N	N	N	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	N	N	N	N	N	N	N	N	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	N	N	N	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	N	N	N	
LN740	PYE1	Site of former Queens Road Jn – Immingham East Jn	106	50	106	31	N	N	N	N	N	N	N	N	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	N	N	N	N	N	N	N	N	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	H	N	N	N	N	N	N	N	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	N	N	N	N	N	N	N	N	
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	N	N	N	N	N	N	N	N	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	H R1	N	N	N	N	N	N	N	R1 Prohibited between Ulceby South Jn and Brocklesby West Jn
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	H	N	N	N	N	N	N	N	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	N	N	N	N	N	N	N	N	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	N	N	N	N	N	N	N	N	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	N	N	N	N	N	N	N	N	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	H	N	N	N	N	N	N	N	
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	N	N	N	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	N	N	N	
LN756	NOP2	Site of former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	N	N	N	N	N	N	N	N	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	N	N	N	N	N	N	N	N	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	N	N	N	N	N	N	N	N	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	N	N	N	N	N	N	N	N	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	N	N	N	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	N	N	N	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	N	N	N	N	N	N	N	N	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	H	N	N	N	N	N	N	N	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	H	N	N	N	N	N	N	N	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	N	N	N	N	N	N	N	N	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	N	N	N	N	N	N	N	N	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	N	N	N	N	N	N	N	N	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	N	N	N	N	N	N	N	N	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	N	N	N	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	N	N	N	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	N	N	N	N	N	N	N	N	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	N	N	N	N	N	N	N	N	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	N	N	N	N	N	N	N	N	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	N	N	N	N	N	N	N	N	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	N	N	N	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	N	N	N	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	N	N	N	N	N	N	N	N	
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	H	N	N	N	N	N	N	N	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	H	N	N	N	N	N	N	N	
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	H	N	N	N	N	N	N	N	
LN804	TJC1	Nunnery Main Line Jn – Site of former Grimesthorpe Jn	158	77	160	47	H	N	N	N	N	N	N	N	
LN804	TJC2	Site of former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	H	N	N	N	N	N	N	N	
LN804	TJC3	Site of former Masborough South Jn – Swinton Jn South	161	77	166	56	H	N	N	N	N	N	N	N	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	H	N	N	N	N	N	N	N	
LN804	SMJ1	Swinton Jn North – Site of former Wath Curve Jn	167	03	168	64	H	N	N	N	N	N	N	N	
LN804	SMJ2	Site of former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	H	N	N	N	N	N	N	N	
LN804	SMJ2	Ferrybridge South Jn – Site of former Burton Salmon Jn	2	38	0	00	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN804	SMJ3	Site of former Burton Salmon Jn – Milford Jn	16	69	15	07	H	N	N	N	N	N	N	N	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	H	N	N	N	N	N	N	N	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	H	N	N	N	N	N	N	N	
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	H	N	N	N	N	N	N	N	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	H	N	N	N	N	N	N	N	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	H	N	N	N	N	N	N	N	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	H	N	N	N	N	N	N	N	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	H	N	N	N	N	N	N	N	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	H	N	N	N	N	N	N	N	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	H	N	N	N	N	N	N	N	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	H	N	N	N	N	N	N	N	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	H	N	N	N	N	N	N	N	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	H	N	N	N	N	N	N	N	
LN826	SJM2	Mexborough Jn – Site of former Mexborough North Jn	15	64	14	78	H	N	N	N	N	N	N	N	
LN826	SJM1	Site of former Mexborough North Jn – Swinton Jn South	167	15	166	56	H	N	N	N	N	N	N	N	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	H	N	N	N	N	N	N	N	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	H	N	N	N	N	N	N	N	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	H	R1	N	N	N	N	N	N	R1 Prohibited from using the unwired main to main crossover at Wintersett R2 5mph Down Leeds Bridge 1 River Don 156m 43ch (between Marshgate Jn and the avoiding line overbridge) R3 Prohibited Up Leeds Bridge 1 River Don 156m 43ch (between Marshgate Jn and the avoiding line overbridge) R4 Prohibited between the avoiding overbridge and Hare Park Jn
LN836	DOL1	Hare Park Jn – Site of former West Riding Jn	171	70	175	32	H	Y	N	N	N	N	N	N	
LN836	DOL2	Site of former West Riding Jn – Copley Hill West Jn	175	32	184	65	H	Y	N	N	N	N	N	N	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	H	Y	N	N	N	N	N	N	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	H	Y	N	N	N	N	N	N	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	H	Y	N	N	N	N	N	N	
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	H	E	N	N	N	N	N	N	
LN838	LEH1	Armley Jn – Site of former Pannal Jn	0	12	14	60	H	N	N	N	N	N	N	N	
LN838	LEH2	Site of former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	H	N	N	N	N	N	N	N	
LN838	LEH3	Site of former Crimple Jn – Harrogate	15	20	17	24	H	N	N	N	N	N	N	N	
LN838	HAY2	Harrogate – Site of former Starbeck North Jn	20	38	18	60	H	N	N	N	N	N	N	N	
LN838	HAY1	Site of former Starbeck North Jn – Skelton Jn	18	60	1	50	H	N	N	N	N	N	N	N	
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	H	N	N	N	N	N	N	N	
LN842	CJS	Thorpe Marsh Jn – Applehurst Jn	163	76	163	27	H	N	N	N	N	N	N	N	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	H	N	N	N	N	N	N	N	
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	H	N	N	N	N	N	N	N	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	H	N	N	N	N	N	N	N	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	H	N	N	N	N	N	N	N	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	H	N	N	N	N	N	N	N	
LN852	LBE1	Holbeck Jn – Site of former Laisterdyke East Jn	0	02	6	49	H	N	N	N	N	N	N	N	
LN852	LBE2	Site of former Laisterdyke East Jn – Site of former Laisterdyke West Jn	190	24	190	60	H	N	N	N	N	N	N	N	
LN852	LBE3	Site of former Laisterdyke West Jn – Site of former Hammerton Street Jn	190	60	191	30	H	N	N	N	N	N	N	N	
LN852	LBE4	Site of former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	H	N	N	N	N	N	N	N	
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	H	N	N	N	N	N	N	N	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	H	N	N	N	N	N	N	N	
LN854	MVN2	Turners Lane Jn – Site of former Goose Hill Jn	48	33	50	31	H	N	N	N	N	N	N	N	
LN854	TJC3	Site of former Goose Hill Jn – Altofts Jn	184	56	186	00	H	N	N	N	N	N	N	N	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	H	N	N	N	N	N	N	N	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	H	N	N	N	N	N	N	N	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	Y	N	N	N	N	N	N	N	
LN854	ECM4	Holgate Jn – York	188	07	188	40	Y	N	N	N	N	N	N	N	
LN854	ECM5	York – Skelton Jn	0	00	1	50	Y	N	N	N	N	N	N	N	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	H	N	N	N	N	N	N	N	
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	H	N	N	N	N	N	N	N	
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	H	N	N	N	N	N	N	N	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	H	N	N	N	N	N	N	N	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	H	N	N	N	N	N	N	N	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	H	N	N	N	N	N	N	N	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	H	N	N	N	N	N	N	N	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	H	N	N	N	N	N	N	N	
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	H	N	N	N	N	N	N	N	
LN862	PED2	Barnsley Station Jn – Site of former Barnsley Jn	6	43	0	00	H	N	N	N	N	N	N	N	
LN862	PED1	Site of former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	H	N	N	N	N	N	N	N	
LN862	PEH	Site of former Huddersfield Jn – Lockwood	13	42	1	18	H	N	N	N	N	N	N	N	
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	H	N	N	N	N	N	N	N	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	H	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	H	N	N	N	N	N	N	N	
LN868	PED2	Site of former Quarry Jn – Barnsley Station Jn	7	50	6	43	H	N	N	N	N	N	N	N	
LN868	BAH2	Barnsley Station Jn – Site of former Crigglestone Jn	52	58	45	56	H	N	N	N	N	N	N	N	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	H	N	N	N	N	N	N	N	
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	H	N	N	N	N	N	N	N	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	H	N	N	N	N	N	N	N	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	H	N	N	N	N	N	N	N	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	H	N	N	N	N	N	N	N	
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	H	N	N	N	N	N	N	N	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	H	N	N	N	N	N	N	N	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	H	N	N	N	N	N	N	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	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN880	YMS	York (platforms 4 & 5) – Scarborough (platforms 1 to 5)	0	00	42	06	H R1	N	N	N	N	N	N	N	R1 Prohibited Scarborough platform 5
LN880	YMS	York (platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	H	N	N	N	N	N	N	N	
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	H	N	N	N	N	N	N	N	
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	H	N	N	N	N	N	N	N	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	H	N	N	N	N	N	N	N	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	H	N	N	N	N	N	N	N	
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	H	N	N	N	N	N	N	N	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	N	N	N	N	N	N	N	N	
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	N	N	N	N	N	N	N	N	
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	N	N	N	N	N	N	N	N	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	H	N	N	N	N	N	N	N	
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	H	N	N	N	N	N	N	N	
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	H	N	N	N	N	N	N	N	
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	H	N	N	N	N	N	N	N	
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	H	N	N	N	N	N	N	N	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	H	N	N	N	N	N	N	N	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	H	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	H	N	N	N	N	N	N	N	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	H	N	N	N	N	N	N	N	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	H	N	N	N	N	N	N	N	
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	H	N	N	N	N	N	N	N	
LN898	HUL2	Selby South Jn – Site of former Barlby Jn	31	12	30	40	H	N	N	N	N	N	N	N	
LN898	HUL1	Site of former Barlby Jn – Anlaby Road Jn	30	40	0	73	H	N	N	N	N	N	N	N	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	H R1	N	N	N	N	N	N	N	R1 Prohibited Hull platform 1
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	N	N	N	N	N	N	N	N	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	H	N	N	N	N	N	N	N	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	H	N	N	N	N	N	N	N	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	H	N	N	N	N	N	N	N	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	H	N	N	N	N	N	N	N	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	H	N	N	N	N	N	N	N	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	H	N	N	N	N	N	N	N	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	H	N	N	N	N	N	N	N	
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	H	N	N	N	N	N	N	N	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	H	N	N	N	N	N	N	N	
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	H	N	N	N	N	N	N	N	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	H R1	N	N	N	N	N	N	N	R1 Prohibited Bridlington platforms 7 and 8
LN916	HJS	Hessle Road – Springbank North Jn	0	00	1	38	H	N	N	N	N	N	N	N	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	N	N	N	N	N	N	N	N	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	H	N	N	N	N	N	N	N	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	H	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	333	345	357	360	377	378	387	Notes
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	H	Y	N	N	N	N	N	N	
LN922	TJC3	Skipton – Site of former Skipton North Jn Change of ELR	221	21	221	68	H	Y	N	N	N	N	N	N	
LN922	SKW1	Site of former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn)	221	68	230	00	H	N	N	N	N	N	N	N	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	H	Y	N	N	N	N	N	N	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	H	Y	N	N	N	N	N	N	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	H	Y	N	N	N	N	N	N	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	H	Y	N	N	N	N	N	N	
LN930	SKS1	Skipton Middle – Site of former Embsay Jn	222	68	220	64	N	N	N	N	N	N	N	N	
LN930	SKS2	Site of former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	N	N	N	N	N	N	N	N	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	H	Y	N	N	N	N	N	N	

Table D2C (London North Eastern) – Route clearance of electric multiple units

Last Updated: 14/10/2023

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	N	N	R1	N	N	N	R4 Class 387/1 only R5 Prohibited Kings Cross platforms 2 & 4 with deflated suspension
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	N	N	Y	N	EH	N	R1 Class 387/2 and 387/3 to operate ECS only
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	E R1 R2	N	R2	N	EH	N	R1 Prohibited between Holloway South / North Jns and Finsbury Park R2 Class 387/2 and 387/3 prohibited between Hornsey and Wood Green North Jn R3 Class 387/2 and 387/3 to operate ECS only
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	N	N	Y	N	N	N	R1 Class 387/1 only
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	N	N	Y	N	N	N	R1 Class 387/1 only
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	N	N	Y	N	N	N	R1 Class 387/1 only
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	N	N	Y	N	N	N	R1 Class 387/1 only
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	N	N	R1	N	N	N	R3 Class 387/1 only R4 Prohibited New England Jn to Newark North Gate
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	N	N	N	N	N	N	
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	N	N	N	N	N	N	
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	N	N	N	N	N	N	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	N	EH R1	N	E R2	N	N	R4 Prohibited between Loversall Carr Jn and Doncaster R5 Prohibited between Loversall Carr Jn and Potteric Carr Jn
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	N	EH	N	E	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
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	N	N	N	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	R2	20	4	33	E	N	N	N	EH	N	
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	N	N	E	N	EH	N	
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	N	N	E	N	N	N	R1 Class 387/1 only
LN120	HDB	Langley Jn via Hertford – Stevenage platform 5 (End of line)	28	15	29	00	N	N	Y	N	N	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	N	N	N	N	N	N	R3 Class 387/1 only R4 Prohibited Norton Way North Bridge No.5 Arrival / Departure line with deflated suspension
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	N	N	R1	N	N	N	R1 Class 387/1 only
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	N	N	Y	N	N	N	
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	N	N	N	N	N	N	
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	N	N	N	N	N	N	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	N	N	N	N	N	N	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	N	N	N	N	N	N	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	N	N	N	N	N	N	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	N	N	N	N	N	N	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	N	N	N	N	N	N	
LN170	WEB	Werrington Jn – Site of former Spalding South Jn	79	34	92	58	N	N	N	N	N	N	
LN170	SPD1	Site of former Spalding South Jn – Sleaford South Jn	44	07	62	14	N	N	N	N	N	N	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN170	SPD2	Sleaford North Jn – Site of former Greetwell West Jn	63	48	81	25	N	N	N	N	N	N	
LN170	SPD3	Site of former Greetwell West Jn – Trent East Jn	81	25	98	56	N	N	N	N	N	N	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	N	N	N	N	N	N	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	N	N	N	N	N	N	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	N	N	N	N	N	N	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	N	N	N	N	N	N	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	N	N	N	N	N	N	
LN185	ABE1	Allington West Jn – Site of former Barkston East Jn	0	00	4	08	N	N	N	N	N	N	
LN185	GRS1	Barkston East Jn – Site of former Honington Jn	110	12	112	00	N	N	N	N	N	N	
LN185	GRS2	Site of former Honington Jn – Sleaford West Jn	112	00	120	29	N	N	N	N	N	N	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	N	N	N	N	N	N	
LN185	GRS2	Sleaford East Jn – Site of former Boston Sleaford Line Jn	121	21	137	06	N	N	N	N	N	N	
LN185	GRS3	Site of former Boston Sleaford Line Jn – Boston	106	70	107	24	N	N	N	N	N	N	
LN185	GRS3	Boston – Site of former Firsby East Jn	107	24	122	22	N	N	N	N	N	N	
LN185	GRS4	Site of former Firsby East Jn - Skegness	0	28	9	17	N	N	N	N	N	N	
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	N	N	N	N	N	N	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	N	N	N	N	N	N	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	N	N	N	N	N	N	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	N	N	N	N	N	N	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	N	N	N	N	N	N	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	N	N	N	N	N	N	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	N	N	N	N	N	N	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	N	N	N	N	N	N	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	N	N	N	N	N	N	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	N	N	N	N	N	N	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	N	EH	N	E	N	N	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	N	EH	N	E	N	N	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	N	EH	N	E	N	N	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	N	EH	N	E	N	N	
LN600	ECM5	York Station – Birtley Jn	0	00	75	26	N	EH	N	E R1 R2	N	N	R1 When travelling from the Down Slow line to the Down Fast line, or from the Up Slow line to the Up Fast line at Skelton Bridge Jn, must not exceed 100mph until the first clear signal is in view R2 Prohibited Darlington platform 3
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	N	EH	N	E	N	N	
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	N	EH	N	E	N	N	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	N	EH	N	E	N	N	
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	N	EH	N	E R1	N	N	R1 Prohibited Newcastle platforms 4, 9, 10, 11 & 12
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	N	EH	N	E R1	N	N	R2 Prohibited Newcastle platform 4
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	N	EH	N	E	N	N	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	N	EH	N	E	N	N	
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	N	Y	N	N	N	N	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	N	N	N	N	N	N	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	N	N	N	N	N	N	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	N	N	N	N	N	N	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	N	N	N	N	N	N	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	N	N	N	N	N	N	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	N	N	N	N	N	N	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	N	N	N	N	N	N	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	N	N	N	N	N	N	
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	N	N	N	N	N	N	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	N	N	N	N	N	Y	
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	N	N	N	N	N	Y	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	N	N	N	N	N	Y	
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	N	N	N	N	N	N	
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	N	N	N	N	N	N	
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	N	N	N	N	N	N	
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	N	N	N	N	N	Y	
LN629	PDL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	98	01	N	N	N	N	N	Y	
LN630	PUL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	97	77	N	N	N	N	N	Y	
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	N	N	N	N	N	N	
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	N	N	N	N	N	N	
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	N	N	N	N	N	N	
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	N	N	N	N	N	N	
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	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	
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	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	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	N	N	N	N	N	N	
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	N	N	N	N	N	N	
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	N	N	N	N	N	N	
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	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	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	N	N	N	N	N	N	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	N	N	N	N	N	N	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	N	N	N	N	N	N	
LN664	BNW	Boldon East Jn – Boldon North Jn	0	00	0	20	N	N	N	N	N	N	
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	N	N	N	N	N	N	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	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	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	N	N	N	N	N	N	
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	N	N	N	N	N	N	
LN676	PLG1	Park Lane Jn – Site of former High Street Jn	100	65	101	15	N	N	N	N	N	N	
LN676	PLG2	Site of former High Street Jn – Greensfield Jn	0	00	0	21	N	N	N	N	N	N	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN678	DAE1	Darlington North Jn – Site of former Parkgate Jn	44	36	44	64	N	N	N	N	N	N	
LN678	DAE1	Site of former Parkgate Jn – Shildon SB	0	00	8	29	N	N	N	N	N	N	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	N	N	N	N	N	N	
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	N	N	N	N	N	N	
LN682	NEC1	Norwood Jn – Site of former Blaydon East Jn	1	71	5	28	N	N	N	N	N	N	
LN682	NEC2	Site of former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	N	N	N	N	N	N	
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	N	N	N	N	N	N	
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	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	N	
LN694	EJM	Site of former Earsdon Jn – Morpeth North Jn	7	08	20	47	N	N	N	N	N	N	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	N	N	N	N	N	N	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	N	N	N	N	N	N	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	N	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	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	N	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	N	N	N	N	N	N	
LN724	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	N	Y	N	N	N	N	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	N	N	N	N	N	N	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	N	N	N	N	N	N	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	N	N	N	N	N	N	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	N	N	N	N	N	N	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	N	N	N	N	N	N	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	N	N	N	N	N	N	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	N	N	N	N	N	N	
LN736	NUJ2	Woodburn Jn – Site of former Nunnery Jn	42	29	41	68	N	N	N	N	N	N	
LN736	NUJ1	Site of former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	N	N	N	N	N	N	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	N	N	N	N	N	N	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	N	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	N	
LN740	PYE1	Site of former Queens Road Jn – Immingham East Jn	106	50	106	31	N	N	N	N	N	N	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	N	N	N	N	N	N	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	N	N	N	N	N	N	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	N	N	N	N	N	N	
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	N	N	N	N	N	N	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	N	N	N	N	N	N	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	N	N	N	N	N	N	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	N	N	N	N	N	N	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	N	N	N	N	N	N	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	N	N	N	N	N	N	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	N	N	N	N	N	N	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	N	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	N	
LN756	NOP2	Site of former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	N	N	N	N	N	N	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	N	N	N	N	N	N	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	N	N	N	N	N	N	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	N	N	N	N	N	N	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	N	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	N	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	N	N	N	N	N	N	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	N	N	N	N	N	N	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	N	N	N	N	N	N	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	N	N	N	N	N	N	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	N	N	N	N	N	N	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	N	N	N	N	N	N	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	N	N	N	N	N	N	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	N	N	N	N	N	N	
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	N	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	N	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	N	N	N	N	N	N	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	N	N	N	N	N	N	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	N	N	N	N	N	N	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	N	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	N	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	N	N	N	N	N	N	
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	N	N	N	N	N	N	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	N	N	N	N	N	N	
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	N	N	N	N	N	N	
LN804	TJC1	Nunnery Main Line Jn – Site of former Grimesthorpe Jn	158	77	160	47	N	N	N	N	N	N	
LN804	TJC2	Site of former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	N	N	N	N	N	N	
LN804	TJC3	Site of former Masborough South Jn – Swinton Jn South	161	77	166	56	N	N	N	N	N	N	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	N	N	N	N	N	N	
LN804	SMJ1	Swinton Jn North – Site of former Wath Curve Jn	167	03	168	64	N	N	N	N	N	N	
LN804	SMJ2	Site of former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	N	N	N	N	N	N	
LN804	SMJ2	Ferrybridge South Jn – Site of former Burton Salmon Jn	2	38	0	00	N	N	N	N	N	N	
LN804	SMJ3	Site of former Burton Salmon Jn – Milford Jn	16	69	15	07	N	N	N	N	N	N	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	N	N	N	N	N	N	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	N	N	N	N	N	N	
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	N	N	N	N	N	N	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	N	N	N	N	N	N	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	N	N	N	N	N	N	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	N	N	N	N	N	N	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	N	N	N	N	N	N	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	N	N	N	N	N	N	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	N	N	N	N	N	N	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	N	N	N	N	N	N	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	N	N	N	N	N	N	
LN826	SJM2	Mexborough Jn – Site of former Mexborough North Jn	15	64	14	78	N	N	N	N	N	N	
LN826	SJM1	Site of former Mexborough North Jn – Swinton Jn South	167	15	166	56	N	N	N	N	N	N	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	N	N	N	N	N	N	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	N	N	N	N	N	N	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	N	N	N	N	N	N	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	N	N	N	N	N	N	
LN836	DOL1	Hare Park Jn – Site of former West Riding Jn	171	70	175	32	N	N	N	N	N	N	
LN836	DOL2	Site of former West Riding Jn – Copley Hill West Jn	175	32	184	65	N	N	N	N	N	N	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	N	N	N	N	N	N	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	N	N	N	N	N	N	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	N	N	N	N	N	N	
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	N	N	N	N	N	N	
LN838	LEH1	Armley Jn – Site of former Pannal Jn	0	12	14	60	N	N	N	N	N	N	
LN838	LEH2	Site of former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	N	N	N	N	N	N	
LN838	LEH3	Site of former Crimple Jn – Harrogate	15	20	17	24	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN838	HAY2	Harrogate – Site of former Starbeck North Jn	20	38	18	60	N	N	N	N	N	N	
LN838	HAY1	Site of former Starbeck North Jn – Skelton Jn	18	60	1	50	N	N	N	N	N	N	
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	N	N	N	N	N	N	
LN842	CJS	Thorpe Marsh Jn – Applehurst Jn	163	76	163	27	N	N	N	N	N	N	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	N	N	N	N	N	N	
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	N	N	N	N	N	N	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	N	N	N	N	N	N	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	N	N	N	N	N	N	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	N	N	N	N	N	N	
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	N	N	N	N	N	N	
LN852	LBE1	Holbeck Jn – Site of former Laisterdyke East Jn	0	02	6	49	N	N	N	N	N	N	
LN852	LBE2	Site of former Laisterdyke East Jn – Site of former Laisterdyke West Jn	190	24	190	60	N	N	N	N	N	N	
LN852	LBE3	Site of former Laisterdyke West Jn – Site of former Hammerton Street Jn	190	60	191	30	N	N	N	N	N	N	
LN852	LBE4	Site of former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	N	N	N	N	N	N	
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	N	N	N	N	N	N	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	N	N	N	N	N	N	
LN854	MVN2	Turners Lane Jn – Site of former Goose Hill Jn	48	33	50	31	N	N	N	N	N	N	
LN854	TJC3	Site of former Goose Hill Jn – Altofts Jn	184	56	186	00	N	N	N	N	N	N	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	N	N	N	N	N	N	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	N	N	N	N	N	N	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	N	EH	N	N	N	N	
LN854	ECM4	Holgate Jn – York	188	07	188	40	N	EH	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN854	ECM5	York – Skelton Jn	0	00	1	50	N	EH	N	N	N	N	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	N	N	N	N	N	N	
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	N	N	N	N	N	N	
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	N	N	N	N	N	N	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	N	N	N	N	N	N	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	N	N	N	N	N	N	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	N	N	N	N	N	N	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	N	N	N	N	N	N	
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	N	N	N	N	N	N	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	N	N	N	N	N	N	
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	N	N	N	N	N	N	
LN862	PED2	Barnsley Station Jn – Site of former Barnsley Jn	6	43	0	00	N	N	N	N	N	N	
LN862	PED1	Site of former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	N	N	N	N	N	N	
LN862	PEH	Site of former Huddersfield Jn – Lockwood	13	42	1	18	N	N	N	N	N	N	
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	N	N	N	N	N	N	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	N	N	N	N	N	N	
LN864	DRS1	Dewsbury Railway Street – Change of Mileage	0	10	0	00	N	N	N	N	N	N	
LN864	DRS1	Change of Mileage – Dewsbury East Jn	0	27	0	00	N	N	N	N	N	N	
LN868	SHB	Wincobank Jn – Site of former Quarry Jn	161	52	173	48	N	N	N	N	N	N	
LN868	PED2	Site of former Quarry Jn – Barnsley Station Jn	7	50	6	43	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN868	BAH2	Barnsley Station Jn – Site of former Crigglestone Jn	52	58	45	56	N	N	N	N	N	N	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	N	N	N	N	N	N	
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	N	N	N	N	N	N	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	N	N	N	N	N	N	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	N	N	N	N	N	N	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	N	N	N	N	N	N	
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	N	N	N	N	N	N	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	N	N	N	N	N	N	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	N	N	N	N	N	N	
LN876	BOO	Castleford East Jn – Ledston	6	17	4	43	N	N	N	N	N	N	
LN878	SHG	Sherburn Jn – Gascoigne Wood Jn	13	20	14	30	N	N	N	N	N	N	
LN880	YMS	York (platforms 4 & 5) – Scarborough (platforms 1 to 5)	0	00	42	06	N	N	N	N	N	N	
LN880	YMS	York (platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	N	N	N	N	N	N	
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	N	N	N	N	N	N	
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	N	N	N	N	N	N	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	N	N	N	N	N	N	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	N	N	N	N	N	N	
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	N	N	N	N	N	N	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	N	N	N	N	N	N	
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	N	N	N	N	N	N	
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	N	N	N	N	N	N	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	N	N	N	N	N	N	
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	N	N	N	N	N	N	
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	N	N	N	N	N	N	
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	N	N	N	N	N	N	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	N	N	N	N	N	N	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	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	
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	N	N	N	N	N	N	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	N	N	N	N	N	N	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	N	N	N	N	N	N	
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	N	N	N	N	N	N	
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	N	N	N	N	N	N	
LN898	HUL2	Selby South Jn – Site of former Barlby Jn	31	12	30	40	N	N	N	N	N	N	
LN898	HUL1	Site of former Barlby Jn – Anlaby Road Jn	30	40	0	73	N	N	N	N	N	N	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	N	N	N	N	N	N	
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	N	N	N	N	N	N	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	N	N	N	N	N	N	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	N	N	N	N	N	N	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	N	N	N	N	N	N	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	N	N	N	N	N	N	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	N	N	N	N	N	N	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	N	N	N	N	N	N	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	379	380	387	397	508	599	Notes
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	N	N	N	N	N	N	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	N	N	N	N	N	N	
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	N	N	N	N	N	N	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	N	N	N	N	N	N	
LN916	HJS	Hessle Road – Springbank North Jn	0	00	1	38	N	N	N	N	N	N	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	N	N	N	N	N	N	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	N	N	N	N	N	N	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	N	N	N	N	N	N	
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	N	N	N	N	N	N	
LN922	TJC3	Skipton – Site of former Skipton North Jn Change of ELR	221	21	221	68	N	N	N	N	N	N	
LN922	SKW1	Site of former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn)	221	68	230	00	N	N	N	N	N	N	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	N	N	N	N	N	N	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	N	N	N	N	N	N	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	N	N	N	N	N	N	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	N	N	N	N	N	N	
LN930	SKS1	Skipton Middle – Site of former Embsay Jn	222	68	220	64	N	N	N	N	N	N	
LN930	SKS2	Site of former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	N	N	N	N	N	N	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	N	N	N	N	N	N	

Table D2D (London North Eastern) – Route clearance of electric multiple units

Last Updated: 21/12/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	Y	N	Y	N	N	N	
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	Y	E	Y	N	E	E R1	R4 Diesel operations only
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	Y	E R1	Y	E R2	E	E R3	R1 Prohibited between Hornsey and Wood Green North Jn R2 Prohibited between Holloway South / North Jns and Finsbury Park South Jn R3 Diesel operations only
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	Y	N	Y	N	E	E R1	R1 Diesel operations only
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	Y	N	Y	N	E R1 R3	E R2 R3	R1 With leading pantograph raised only Langley Jn to Hitchin, Cambridge Jn R2 Diesel operations only R3 Dead-hauled only Hitchin, Cambridge Jn to St Neots
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	Y	N	Y	N	EH	N	
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	Y	N	Y	N	EH	R1 R2 R3	R1 Prohibited between Fletton Jn and Nene Carriage Siding NWR boundary R2 ECS only Nene Carriage Siding NWR boundary to Crescent Jn R3 Diesel operations only
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	R1	N	E R2	N	H	E R3 R4	Prohibited Werrington Jn - Newark North Gate Prohibited between Spittal Thameslink Sidings and Newark North Gate Dead-haul only between New England North Jn and Newark North Gate R5 Diesel operations only
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	N	N	N	N	H	E R1	R1 Single unit only in electric mode

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	N	N	N	N	EH	EH	
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	N	N	N	N	EH	EH	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	N	N	N	N	EH R1	EH R1	R1 Prohibited Doncaster bay platforms 5 & 7
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	N	N	N	N	EH	EH	
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	N	N	Y	N	N	N	
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	N	N	Y	N	N	N	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	R3	20	4	33	E	N	E	E	E	E	
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	E	E	N	N	E	E R1	R2 Single unit only in electric mode
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	R1	N	Y	E R2	E R3 R4	E R3 R4 R5	R1 Prohibited Hertford North Down Bay platform 3 R2 Prohibited between Bowes Park (including reverse sidings) and Langley Jn R3 Prohibited use of PTS:2328B access to Hertford Up Sidings R4 Prohibited use of PTS:2331B access to Hertford Down Sidings R5 Single unit only in electric mode
LN120	HDB	Langley Jn via Hertford – Stevenage platform 5 (End of line)	28	15	29	00	N	N	Y	N	N	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	R1 R2	N	R1 R3	N	E	E R4	R5 See Sectional Appendix Local Instructions R6 ECS only between Letchworth Garden City - Baldock on the Arrival / Departure line R7 Prohibited Norton Way North Bridge No.5 Arrival / Departure line with deflated suspension R8 Diesel operations only
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	Y	N	Y	N	E	E R1	R1 Diesel operations only
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	N	N		N	H	R1	R1 Diesel operations only
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	N	N	N	N	H	E R1	R1 Single unit only in electric mode
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	N	N	N	N	N	N	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	N	N	N	N	N	N	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	N	N	N	N	N	N	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	N	N	N	N	N	N	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	E	Y	N	N	N	N	
LN170	WEB	Werrington Jn – Site of former Spalding South Jn	79	34	92	58	N	N	N	N	N	N	
LN170	SPD1	Site of former Spalding South Jn – Sleaford South Jn	44	07	62	14	N	N	N	N	N	N	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	N	N	N	N	N	N	
LN170	SPD2	Sleaford North Jn – Site of former Greetwell West Jn	63	48	81	25	N	N	N	N	N	N	
LN170	SPD3	Site of former Greetwell West Jn – Trent East Jn	81	25	98	56	N	N	N	N	N	N	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	N	N	N	N	N	N	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	N	N	N	N	N	N	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	N	N	N	N	N	N	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	N	N	N	N	N	N	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	N	N	N	N	N	N	
LN185	ABE1	Allington West Jn – Site of former Barkston East Jn	0	00	4	08	N	N	N	N	N	N	
LN185	GRS1	Barkston East Jn – Site of former Honington Jn	110	12	112	00	N	N	N	N	N	N	
LN185	GRS2	Site of former Honington Jn – Sleaford West Jn	112	00	120	29	N	N	N	N	N	N	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN185	GRS2	Sleaford East Jn – Site of former Boston Sleaford Line Jn	121	21	137	06	N	N	N	N	N	N	
LN185	GRS3	Site of former Boston Sleaford Line Jn – Boston	106	70	107	24	N	N	N	N	N	N	
LN185	GRS3	Boston – Site of former Firsby East Jn	107	24	122	22	N	N	N	N	N	N	
LN185	GRS4	Site of former Firsby East Jn - Skegness	0	28	9	17	N	N	N	N	N	N	
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	N	N	N	N	N	N	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	N	N	N	N	N	N	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	N	N	N	N	N	N	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	N	N	N	N	N	N	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	N	N	N	N	N	N	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	N	N	N	N	N	N	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	N	N	N	N	N	N	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	N	N	N	N	N	N	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	N	N	N	N	N	N	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	N	N	N	N	N	N	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	N	N	N	N	N	N	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	N	N	N	N	EH	EH	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	N	N	N	N	EH	EH	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	N	N	N	N	EH	EH	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	N	N	N	N	EH R1	EH R1	R1 Prohibited York platform 3 / 801 points
LN600	ECM5	York Station – Birtley Jn	0	00	75	26	N	N	N	N	EH R1	EH R1	R1 Prohibited York platform 3 / 801 points
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	N	N	N	N	EH	EH	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	N	N	N	N	EH	EH	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	N	N	N	N	EH	EH	
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	N	N	N	N	EH R1	EH R1	R1 Prohibited Newcastle platforms 2, 5, 6, 7, 8, 9, 10, 11 and 12
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	N	N	N	N	EH	EH	
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	N	N	N	N	EH	EH	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	N	N	N	N	EH	EH	
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	N	N	N	N	EH	EH	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	N	N	N	N	N	N	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	N	N	N	N	N	N	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	N	N	N	N	N	N	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	N	N	N	N	N	N	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	N	N	N	N	N	N	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	N	N	N	N	N	N	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	N	N	N	N	N	N	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	N	N	N	N	N	N	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	N	N	N	N	N	N	
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	N	N	N	N	N	N	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	N	N	N	N	N	N	
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	N	N	N	N	N	N	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	N	N	N	N	N	N	
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	N	N	N	N	N	N	
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	N	N	N	N	N	N	
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	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	
LN630	PUL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	97	77	N	N	N	N	N	N	
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	N	N	N	N	N	N	
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	N	N	N	N	N	N	
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	N	N	N	N	N	N	
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	N	N	N	N	N	N	
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	N	N	N	N	N	N	
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	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	
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	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	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	N	N	N	N	N	N	
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	N	N	N	N	N	N	
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	N	N	N	N	N	N	
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	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	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	N	N	N	N	N	N	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	N	N	N	N	N	N	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	N	N	N	N	N	N	
LN664	BNW	Boldon East Jn – Boldon North Jn	0	00	0	20	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	N	N	N	N	N	N	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	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	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	N	N	N	N	N	N	
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	N	N	N	N	N	N	
LN676	PLG1	Park Lane Jn – Site of former High Street Jn	100	65	101	15	N	N	N	N	N	N	
LN676	PLG2	Site of former High Street Jn – Greensfield Jn	0	00	0	21	N	N	N	N	N	N	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	N	N	N	N	N	N	
LN678	DAE1	Darlington North Jn – Site of former Parkgate Jn	44	36	44	64	N	N	N	N	N	N	
LN678	DAE1	Site of former Parkgate Jn – Shildon SB	0	00	8	29	N	N	N	N	N	N	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	N	N	N	N	N	N	
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	N	N	N	N	N	N	
LN682	NEC1	Norwood Jn – Site of former Blaydon East Jn	1	71	5	28	N	N	N	N	N	N	
LN682	NEC2	Site of former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	N	N	N	N	N	N	
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	N	N	N	N	N	N	
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	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	N	
LN694	EJM	Site of former Earsdon Jn – Morpeth North Jn	7	08	20	47	N	N	N	N	N	N	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	N	N	N	N	N	N	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	N	N	N	N	N	N	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN704	ISC	Newsham North Jn – Network Rail Boundary (Blyth Bates Terminal)	0	00	0	36	N	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	N	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	N	N	N	N	N	N	
LN724	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	N	N	N	N	N	N	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	N	N	N	N	N	N	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	N	N	N	N	N	N	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	N	N	N	N	N	N	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	N	N	N	N	N	N	
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	N	N	N	N	N	N	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	N	N	N	N	N	N	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	N	N	N	N	N	N	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	N	N	N	N	N	N	
LN736	NUJ2	Woodburn Jn – Site of former Nunnery Jn	42	29	41	68	N	N	N	N	N	N	
LN736	NUJ1	Site of former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	N	N	N	N	N	N	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	N	N	N	N	N	N	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	N	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	N	
LN740	PYE1	Site of former Queens Road Jn – Immingham East Jn	106	50	106	31	N	N	N	N	N	N	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	N	N	N	N	N	N	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	N	N	N	N	N	N	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	N	N	N	N	N	N	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	N	N	N	N	N	N	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	N	N	N	N	N	N	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	N	N	N	N	N	N	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	N	N	N	N	N	N	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	N	N	N	N	N	N	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	N	N	N	N	N	N	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	N	N	N	N	N	N	
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	N	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	N	
LN756	NOP2	Site of former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	N	N	N	N	N	N	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	N	N	N	N	N	N	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	N	N	N	N	N	N	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	N	N	N	N	N	N	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	N	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	N	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	N	N	N	N	N	N	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	N	N	N	N	N	N	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	N	N	N	N	N	N	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	N	N	N	N	N	N	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	N	N	N	N	N	N	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	N	N	N	N	N	N	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	N	N	N	N	N	N	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	N	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	N	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	N	N	N	N	N	N	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	N	N	N	N	N	N	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	N	N	N	N	N	N	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	N	N	N	N	N	N	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	N	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	N	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	N	N	N	N	N	N	
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	N	N	N	N	N	N	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	N	N	N	N	N	N	
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	N	N	N	N	N	N	
LN804	TJC1	Nunnery Main Line Jn – Site of former Grimesthorpe Jn	158	77	160	47	N	N	N	N	N	N	
LN804	TJC2	Site of former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	N	N	N	N	N	N	
LN804	TJC3	Site of former Masborough South Jn – Swinton Jn South	161	77	166	56	N	N	N	N	N	N	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	N	N	N	N	N	N	
LN804	SMJ1	Swinton Jn North – Site of former Wath Curve Jn	167	03	168	64	N	N	N	N	N	N	
LN804	SMJ2	Site of former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	N	N	N	N	N	N	
LN804	SMJ2	Ferrybridge South Jn – Site of former Burton Salmon Jn	2	38	0	00	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN804	SMJ3	Site of former Burton Salmon Jn – Milford Jn	16	69	15	07	N	N	N	N	N	N	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	N	N	N	N	N	N	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	N	N	N	N	N	N	
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	N	N	N	N	N	N	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	N	N	N	N	N	N	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	N	N	N	N	N	N	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	N	N	N	N	N	N	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	N	N	N	N	N	N	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	N	N	N	N	N	N	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	N	N	N	N	N	N	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	N	N	N	N	N	N	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	N	N	N	N	N	N	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	N	N	N	N	N	N	
LN826	SJM2	Mexborough Jn – Site of former Mexborough North Jn	15	64	14	78	N	N	N	N	N	N	
LN826	SJM1	Site of former Mexborough North Jn – Swinton Jn South	167	15	166	56	N	N	N	N	N	N	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	N	N	N	N	N	N	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	N	N	N	N	N	N	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	N	N	N	N	N	N	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	N	N	N	N	N	N	
LN836	DOL1	Hare Park Jn – Site of former West Riding Jn	171	70	175	32	N	N	N	N	N	N	
LN836	DOL2	Site of former West Riding Jn – Copley Hill West Jn	175	32	184	65	N	N	N	N	N	N	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	N	N	N	N	N	N	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	N	N	N	N	N	N	
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	N	N	N	N	N	N	
LN838	LEH1	Armley Jn – Site of former Pannal Jn	0	12	14	60	N	N	N	N	N	N	
LN838	LEH2	Site of former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	N	N	N	N	N	N	
LN838	LEH3	Site of former Crimple Jn – Harrogate	15	20	17	24	N	N	N	N	N	N	
LN838	HAY2	Harrogate – Site of former Starbeck North Jn	20	38	18	60	N	N	N	N	N	N	
LN838	HAY1	Site of former Starbeck North Jn – Skelton Jn	18	60	1	50	N	N	N	N	N	N	
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	N	N	N	N	N	N	
LN842	CJS	Thorpe Marsh Jn – Applehurst Jn	163	76	163	27	N	N	N	N	N	N	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	N	N	N	N	N	N	
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	N	N	N	N	N	N	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	N	N	N	N	N	N	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	N	N	N	N	N	N	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	N	N	N	N	N	N	
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	N	N	N	N	N	N	
LN852	LBE1	Holbeck Jn – Site of former Laisterdyke East Jn	0	02	6	49	N	N	N	N	N	N	
LN852	LBE2	Site of former Laisterdyke East Jn – Site of former Laisterdyke West Jn	190	24	190	60	N	N	N	N	N	N	
LN852	LBE3	Site of former Laisterdyke West Jn – Site of former Hammerton Street Jn	190	60	191	30	N	N	N	N	N	N	
LN852	LBE4	Site of former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	N	N	N	N	N	N	
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	N	N	N	N	N	N	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	N	N	N	N	N	N	
LN854	MVN2	Turners Lane Jn – Site of former Goose Hill Jn	48	33	50	31	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN854	TJC3	Site of former Goose Hill Jn – Altofts Jn	184	56	186	00	N	N	N	N	N	N	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	N	N	N	N	N	N	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	N	N	N	N	N	N	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	N	N	N	N	N	N	
LN854	ECM4	Holgate Jn – York	188	07	188	40	N	N	N	N	N	N	
LN854	ECM5	York – Skelton Jn	0	00	1	50	N	N	N	N	N	N	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	N	N	N	N	N	N	
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	N	N	N	N	N	N	
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	N	N	N	N	N	N	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	N	N	N	N	N	N	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	N	N	N	N	N	N	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	N	N	N	N	N	N	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	N	N	N	N	N	N	
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	N	N	N	N	N	N	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	N	N	N	N	N	N	
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	N	N	N	N	N	N	
LN862	PED2	Barnsley Station Jn – Site of former Barnsley Jn	6	43	0	00	N	N	N	N	N	N	
LN862	PED1	Site of former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	N	N	N	N	N	N	
LN862	PEH	Site of former Huddersfield Jn – Lockwood	13	42	1	18	N	N	N	N	N	N	
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	N	N	N	N	N	N	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	N	N	N	N	N	N	
LN864	DRS1	Dewsbury Railway Street – Change of Mileage	0	10	0	00	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN864	DRS1	Change of Mileage – Dewsbury East Jn	0	27	0	00	N	N	N	N	N	N	
LN868	SHB	Wincobank Jn – Site of former Quarry Jn	161	52	173	48	N	N	N	N	N	N	
LN868	PED2	Site of former Quarry Jn – Barnsley Station Jn	7	50	6	43	N	N	N	N	N	N	
LN868	BAH2	Barnsley Station Jn – Site of former Crigglestone Jn	52	58	45	56	N	N	N	N	N	N	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	N	N	N	N	N	N	
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	N	N	N	N	N	N	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	N	N	N	N	N	N	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	N	N	N	N	N	N	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	N	N	N	N	N	N	
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	N	N	N	N	N	N	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	N	N	N	N	N	N	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	N	N	N	N	N	N	
LN876	BOO	Castleford East Jn – Ledston	6	17	4	43	N	N	N	N	N	N	
LN878	SHG	Sherburn Jn – Gascoigne Wood Jn	13	20	14	30	N	N	N	N	N	N	
LN880	YMS	York (platforms 4 & 5) – Scarborough (platforms 1 to 5)	0	00	42	06	N	N	N	N	N	N	
LN880	YMS	York (platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	N	N	N	N	N	N	
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	N	N	N	N	N	N	
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	N	N	N	N	N	N	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	N	N	N	N	N	N	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	N	N	N	N	N	N	
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	N	N	N	N	N	N	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	N	N	N	N	N	N	
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	N	N	N	N	N	N	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	N	N	N	N	N	N	
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	N	N	N	N	N	N	
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	N	N	N	N	N	N	
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	N	N	N	N	N	N	
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	N	N	N	N	N	N	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	N	N	N	N	N	N	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	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	
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	N	N	N	N	N	N	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	N	N	N	N	N	N	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	N	N	N	N	N	N	
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	N	N	N	N	N	N	
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	N	N	N	N	N	N	
LN898	HUL2	Selby South Jn – Site of former Barlby Jn	31	12	30	40	N	N	N	N	N	N	
LN898	HUL1	Site of former Barlby Jn – Anlaby Road Jn	30	40	0	73	N	N	N	N	N	N	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	N	N	N	N	N	N	
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	N	N	N	N	N	N	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	N	N	N	N	N	N	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	N	N	N	N	N	N	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	N	N	N	N	N	N	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	N	N	N	N	N	N	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	N	N	N	N	N	N	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	N	N	N	N	N	N	
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	N	N	N	N	N	N	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	N	N	N	N	N	N	
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	N	N	N	N	N	N	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	N	N	N	N	N	N	
LN916	HJS	Hessle Road – Springbank North Jn	0	00	1	38	N	N	N	N	N	N	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	N	N	N	N	N	N	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	N	N	N	N	N	N	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	N	N	N	N	N	N	
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	N	N	N	N	N	N	
LN922	TJC3	Skipton – Site of former Skipton North Jn Change of ELR	221	21	221	68	N	N	N	N	N	N	
LN922	SKW1	Site of former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn)	221	68	230	00	N	N	N	N	N	N	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	N	N	N	N	N	N	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	N	N	N	N	N	N	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	N	N	N	N	N	N	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	N	N	N	N	N	N	
LN930	SKS1	Skipton Middle – Site of former Embsay Jn	222	68	220	64	N	N	N	N	N	N	
LN930	SKS2	Site of former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	N	N	N	N	N	N	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	N	N	N	N	N	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	M	Ch	M	Ch	319	321	325	360	Notes
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

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	360	Notes
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

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	360	Notes
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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	360	Notes
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 – Sinfin	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	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	325	360	Notes
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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Table D3A (London North Eastern) – Route clearance of coaching stock

Last Updated: 18/03/2023

To be read in conjunction with General Notes.

Network Rail documentation may refer to either Mark 1-3 stock or C1-3 gauge as detailed below:

C1 = standard passenger coaching stock gauge for Mark 1 and Mark 2 coaches with 9'0" wide bodywork and 64'6" or (57') long underframes.

C3 = standard passenger coaching stock gauge for Mark 3 coaches which are 23 metres (75') long overall.

Mk3 (MOD) = Mk 3 coaches (Modified) and refers to Mk 3 coaches which have been fitted with powered bodyside plug doors.

Mk3 DVT (MOD) = Mk3 DVT (Modified) and refers to Mk3 DVTs that have had centre pivot lateral bump stops modified to ESG-S-MO15, reducing lateral body movement.

Mk4 DVTs can operate over all routes cleared for Mark 4 coaching stock. Any restrictions applied to Mk4 coaching stock also apply to Mk 4 DVTs.

Mk3 coaches used with Class 43 power cars and fitted with external power-operated sliding doors, manufactured by Vapor Stone Rail Systems, and CET are compatible with all routes shown as cleared for Mk3 coaches.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	Y	Y	Y	N	N	N	Y	Y	N	
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1 Prohibited with footsteps fitted
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1 Prohibited with footsteps fitted
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1 Prohibited with footsteps fitted
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1 Prohibited with footsteps fitted
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1 Prohibited with footsteps fitted
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1 Prohibited with footsteps fitted
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1 Prohibited with footsteps fitted

LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	Y	Y	Y	N	N	Y	Y	N	N		
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1	Prohibited with footsteps fitted
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	Y	Y	Y	EH R1	N	Y	Y	Y	N	R1	Prohibited with footsteps fitted
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	Y	Y	Y	EH R1 R2	N	R1	Y	Y	R3 R4	R1 R2 R3 R4	Prohibited between Doncaster and Marshgate Jn Prohibited with footsteps fitted Prohibited between Loversall Carr Jn to Black Carr Jn Prohibited Doncaster platform 2
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	Y	Y	Y	N	N	N	Y	Y	Y		
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	N	N	N	N	N	N	N	N	N		
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	N	N	N	N	N	N	N	N	N		
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	3	20	4	33	Y	Y	Y	N	N	Y	Y	Y	N		
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	Y	Y	Y	EH R1	N	Y	EH	Y	N	R1	Prohibited with footsteps fitted
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	Y	Y	Y	N	N	Y	Y	Y	N		
LN120	HDB	Langley Jn via Hertford – Stevenage platform 5 (End of line)	28	15	29	00	N	N	N	N	N	N	N	N	N		
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	Y	Y	Y	N	N	Y	Y	Y	N		
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	Y	Y	Y	N	N	Y	Y	Y	N		
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	Y	Y	Y	N	N	Y	Y	Y	N		
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	Y	Y	Y	N	N	N	Y	N	N		
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	Y	Y	Y	N	N	N	Y	N	N		
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	Y	Y	Y	N	N	N	Y	Y	N		
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	Y	Y	Y	N	N	N	Y	Y	N		
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	Y	Y	Y	N	N	N	Y	Y	N		

LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	Y	Y	Y	N	N	N	Y	Y	N	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	Y	Y	Y	N	N	N	Y	Y	N	
LN170	WEB	Werrington Jn – Site of former Spalding South Jn	79	34	92	58	Y	Y	Y	N	N	N	Y	Y	N	
LN170	SPD1	Site of former Spalding South Jn – Sleaford South Jn	44	07	62	14	Y	Y	Y	N	N	N	Y	Y	N	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	Y	Y	Y	N	N	N	Y	Y	N	
LN170	SPD2	Sleaford North Jn – Site of former Greetwell West Jn	63	48	81	25	Y	Y	Y	N	N	N	Y	Y	N	
LN170	SPD3	Site of former Greetwell West Jn – Trent East Jn	81	25	98	56	Y	Y	Y	N	N	N	Y	Y	N	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	Y	Y	Y	N	N	N	Y	Y	N	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	Y	Y	Y	N	N	N	Y	Y	N	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	Y	Y	Y	N	N	N	Y	Y	N	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	Y	Y	Y	N	N	N	Y	N	N	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	Y	Y	Y	N	N	N	Y	N	N	
LN185	ABE1	Allington West Jn – Site of former Barkston East Jn	0	00	4	08	Y	Y	Y	N	N	N	N	N	N	
LN185	GRS1	Barkston East Jn – Site of former Honington Jn	110	12	112	00	Y	Y	Y	N	N	N	N	N	N	
LN185	GRS2	Site of former Honington Jn – Sleaford West Jn	112	00	120	29	Y	Y	Y	N	N	N	N	N	N	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	Y	Y	Y	N	N	N	Y	N	N	
LN185	GRS2	Sleaford East Jn – Site of former Boston Sleaford Line Jn	121	21	137	06	Y	Y	Y	N	N	N	N	N	N	R1 10mph Heckington Up Main platform with deflated suspension
LN185	GRS3	Site of former Boston Sleaford Line Jn – Boston	106	70	107	24	Y	Y	Y	N	N	N	N	N	N	
LN185	GRS3	Boston – Site of former Firsby East Jn	107	24	122	22	Y	Y	Y	N	N	N	N	N	N	
LN185	GRS4	Site of former Firsby East Jn - Skegness	0	28	9	17	Y	Y	R1	N	N	N	N	N	N	R1 Prohibited Skegness platforms 6 and 7

LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	Y	Y	Y	N	N	N	N	N	N	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	Y	Y	Y	N	N	N	Y	N	N	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	Y	Y	Y	N	N	N	N	N	N	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	Y	Y	Y	N	N	N	Y	N	N	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	Y	Y	Y	N	N	N	Y	N	N	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	Y	Y	Y	N	N	N	Y	N	N	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	Y	Y	Y	N	N	N	Y	N	N	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	Y	Y	Y	N	N	N	Y	N	N	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	Y	Y	Y	N	N	N	Y	Y	N	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	Y	Y	N	N	N	N	N	N	N	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	Y	Y	N	N	N	N	N	N	N	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	Y	Y	Y	N	N	N	Y	Y	Y	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	Y	Y	Y	N	N	N	Y	Y	Y	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	Y	Y	Y	N	N	N	Y	Y	Y	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	Y	Y	Y	N	N	N	Y	Y	Y	
LN600	ECM5	York Station – Birtley Jn	0	00	75	26	Y	Y	Y	N	N	N	Y	Y	Y	
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	Y	Y	Y	N	N	N	Y	Y	Y	
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	Y	Y	Y	N	N	N	Y	Y	Y	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	Y	Y	Y	N	N	N	Y	Y	Y	

LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	Y	Y	R1	N	N	N	R1	Y	R2 R3 R4	R1 R2 R3 R4	Prohibited Newcastle platforms 5, 6, 7, 8, 9, 10, 11 and 12 Prohibited Newcastle platforms 9, 10 and 12 Prohibited Newcastle platforms 7 and 8 from 3028-B Crossover Prohibited Newcastle platforms 4 and 11 with deflated suspension
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	Y	Y	R1	N	N	N	R1	Y	R2 R3	R1 R2 R3	Prohibited Newcastle platforms 5, 6, 7, 8, 9, 10, 11 and 12 Prohibited Newcastle platforms 7 and 8 from 3028-B Crossover Prohibited Newcastle platform 4 with deflated suspension
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	Y	Y	Y	N	N	N	Y	Y	Y		
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	Y	Y	Y	N	N	N	Y	Y	Y		
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	Y	Y	Y	N	N	N	Y	Y	Y		
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	Y	Y	Y	N	N	N	Y	Y	Y		
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	Y	Y	Y	N	N	N	N	N	E R1	R1	Prohibited between Newcastle Forth Jn and Newcastle West Jn
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	N	N	N	N	N	N	N	N	N		
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	Y	Y	Y	N	N	N	Y	Y	Y		
LN627	LLP1	Longlands Jn (Down line) – Boroughbridge Road LC	28	58	29	72	Y	Y	Y	N	N	N	Y	Y	Y		
LN627	LLP3	Longlands Jn (Up line) – Boroughbridge Road LC	0	69	0	00	Y	Y	Y	N	N	N	Y	Y	Y		

LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	Y	Y	Y	N	N	N	Y	Y	Y		
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	Y	Y	Y	N	N	N	Y	Y	R1	R1	Prohibited between Norton-on-Tees South Jn and Billingham Jn
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	Y	Y	Y	N	N	N	R1	Y	N	R1	Prohibited Hartlepool Bay and Up (disused) platforms
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	Y	Y	Y	N	N	N	Y	Y	N		
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	R1	R1	Y	N	N	N	Y	Y	N	R1	30mph maximum speed
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	R1	R1	Y	N	N	N	Y	Y	N	R1	30mph maximum speed
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	R1	R1	Y	N	N	N	Y	Y	N	R1	30mph maximum speed
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	Y	Y	Y	N	N	N	R1	Y	N	R1	20mph Heworth down platform
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	Y	Y	Y	N	N	N	Y	Y	N		
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	Y	Y	Y	N	N	N	Y	Y	Y		
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	R1	R1	N	N	N	N	N	N	N	R1	Permitted for the purposes of track recording and maintenance only
LN629	PDL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	98	01	N	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	N		
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	Y	Y	Y	N	N	N	Y	N	Y		
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	Y	Y	Y	N	N	N	N	N	Y		
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	Y	Y	Y	N	N	N	N	N	R1 R2 R3 R4	R1 R2 R3 R4	Prohibited Redcar East Up platform with deflated suspension Prohibited Longbeck Down platform with deflated suspension Prohibited Marske Down platform with deflated suspension Prohibited Saltburn platform 2 with deflated suspension
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	Y	Y	Y	N	N	N	N	N	R1	R1	Prohibited between 00m 50ch and Battersby Jn
LN634	MBW2	Battersby Jn (End of line) – Grosmont Jn	11	61	29	66	R1	R1	R1	N	N	N	N	N	N	R1	Special authority required to use the Run-Round Loop at Battersby

LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	Y	Y	Y	N	N	N	N	N	N	
LN636	No ELR	Beam Mill Jn – Network Rail Boundary	18	03	18	67	Y	Y	Y	N	N	N	N	N	N	
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	Y	Y	Y	N	N	N	N	N	N	
LN642	SSK1	Saltburn West Jn – Network Rail Boundary (Cleveland Potash)	27	05	34	29	Y	Y	Y	N	N	N	N	N	N	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	Y	Y	Y	N	N	N	N	N	Y	
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	Y	Y	Y	N	N	N	Y	Y	Y	
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	Y	Y	Y	N	N	N	N	N	N	
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	N	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	N	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	N	N	N	N	N	N	N	N	N	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	Y	Y	N	N	N	N	N	N	N	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	N	N	N	N	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	N	
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	Y	Y	N	N	N	N	N	N	N	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	Y	Y	N	N	N	N	N	N	N	
LN670	JAW1	Pelaw Jn – Network Rail Boundary (Shell Mex Depot Jarrow)	0	09	3	36	Y	Y	N	N	N	N	N	N	N	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	N	N	N	N	N	N	N	N	N	
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	Y	Y	Y	N	N	N	Y	Y	Y	
LN676	PLG1	Park Lane Jn – Site of former High Street Jn	100	65	101	15	Y	Y	Y	N	N	N	Y	Y	N	
LN676	PLG2	Site of former High Street Jn – Greensfield Jn	0	00	0	21	Y	Y	Y	N	N	N	Y	Y	N	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	Y	Y	Y	N	N	N	Y	Y	Y	
LN678	DAE1	Darlington North Jn – Site of former Parkgate Jn	44	36	44	64	Y	Y	Y	N	N	N	N	N	N	

LN678	DAE1	Site of former Parkgate Jn – Shildon SB	0	00	8	29	Y	Y	Y	N	N	N	N	N	N	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	Y	Y	Y	N	N	N	N	N	N	
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	Y	Y	Y	N	N	N	Y	Y	Y	
LN682	NEC1	Norwood Jn – Site of former Blaydon East Jn	1	71	5	28	Y	Y	Y	N	N	N	Y	Y	Y	
LN682	NEC2	Site of former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	Y	Y	Y	N	N	N	Y	Y	N	
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	Y	Y	Y	N	N	N	Y	Y	Y	
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	Y	Y	Y	N	N	N	Y	Y	Y	
LN694	BNE	Benton North Jn – Site of former Earsdon Jn	0	00	2	53	Y	Y	Y	N	N	N	Y	Y	N	
LN694	EJM	Site of former Earsdon Jn – Morpeth North Jn	7	08	20	47	Y	Y	Y	N	N	N	Y	Y	N	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	Y	Y	Y	N	N	N	Y	Y	N	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	N	N	N	N	N	N	N	N	N	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	N	N	N	N	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	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	N	N	N	N	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	N	N	N	N	N	N	N	N	N	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	Y	Y	Y	N	N	N	N	N	N	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	Y	Y	Y	N	N	N	N	N	N	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	Y	Y	Y	N	N	N	N	N	N	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	Y	Y	Y	N	N	N	N	N	N	
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	Y	Y	Y	N	N	N	N	N	N	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	Y	Y	Y	N	N	N	N	N	N	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	Y	Y	Y	N	N	N	N	N	N	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	Y	Y	Y	N	N	N	N	N	N	

LN736	NUJ2	Woodburn Jn – Site of former Nunnery Jn	42	29	41	68	Y	Y	Y	N	N	N	N	N	Y	
LN736	NUJ1	Site of former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	Y	Y	Y	N	N	N	N	N	Y	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	Y	Y	Y	N	N	N	N	N	N	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	Y	Y	Y	N	N	N	N	N	N	
LN740	PYE2	Network Rail Boundary (ABP) – Site of former Queens Road Jn	4	33	0	00	Y	Y	Y	N	N	N	N	N	N	
LN740	PYE1	Site of former Queens Road Jn – Immingham East Jn	106	50	106	31	Y	Y	Y	N	N	N	N	N	N	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	Y	Y	Y	N	N	N	N	N	N	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	Y	Y	Y	N	N	N	N	N	N	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	Y	Y	Y	N	N	N	N	N	N	
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	Y	Y	Y	N	N	N	N	N	N	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	Y	Y	Y	N	N	N	N	N	N	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	Y	Y	Y	N	N	N	N	N	N	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	Y	Y	N	N	N	N	N	N	N	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	N	N	N	N	N	N	N	N	N	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	Y	Y	Y	N	N	N	N	N	N	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	Y	Y	Y	N	N	N	N	N	N	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	Y	Y	Y	N	N	N	N	N	N	
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	N	N	N	N	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	N	N	N	N	
LN756	NOP2	Site of former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	N	N	N	N	N	N	N	N	N	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	Y	Y	Y	N	N	N	N	N	N	

LN758	BKS	St Catherines Jn –Low Ellers Curve Jn	15	17	15	55	Y	Y	N	N	N	N	N	N	N	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	Y	Y	N	N	N	N	N	N	N	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	N	N	N	N	N	N	N	N	N	
LN762	YDS	St Catherines Jn – Decoy South Jn (St Catherines Curve)	15	17	15	71	Y	Y	Y	N	N	N	N	N	N	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	N	N	N	N	N	N	N	N	N	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding line)	3	24	0	00	Y	Y	Y	N	N	N	N	N	N	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	Y	Y	Y	N	N	N	N	N	N	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	Y	Y	N	N	N	N	N	N	N	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	N	N	N	N	N	N	N	N	N	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	N	N	N	N	N	N	N	N	N	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	N	N	N	N	N	N	N	N	N	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	N	N	N	N	N	N	N	N	N	
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	R1	R1	N	N	N	N	N	N	N	R1 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	Y	Y	N	N	N	N	N	N	N	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	Y	Y	N	N	N	N	N	N	N	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	Y	Y	N	N	N	N	N	N	N	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	Y	Y	N	N	N	N	N	N	N	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	Y	Y	N	N	N	N	N	N	N	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	N	N	N	N	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	Y	Y	N	N	N	N	N	N	N	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	Y	Y	N	N	N	N	N	N	N	

LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	Y	Y	Y	EH R1	N	Y	N	N	N	R1	Prohibited with footsteps fitted
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	Y	Y	Y	EH R1	N	Y	N	N	R2	R1 R2	Prohibited with footsteps fitted Prohibited Sheffield platform 2c
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	Y	Y	Y	EH R1	N	Y	N	N	R2	R1 R2	Prohibited with footsteps fitted Prohibited Sheffield platform 2c
LN804	TJC1	Nunnery Main Line Jn – Site of former Grimesthorpe Jn	158	77	160	47	Y	Y	Y	EH R1	N	Y	N	N	Y	R1	Prohibited with footsteps fitted
LN804	TJC2	Site of former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	Y	Y	Y	EH R1	N	Y	N	N	Y	R1	Prohibited with footsteps fitted
LN804	TJC3	Site of former Masborough South Jn – Swinton Jn South	161	77	166	56	Y	Y	Y	EH R1	N	Y	N	N	Y	R1	Prohibited with footsteps fitted
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	Y	Y	Y	EH R1	N	Y	N	N	Y	R1	Prohibited with footsteps fitted
LN804	SMJ1	Swinton Jn North – Site of former Wath Curve Jn	167	03	168	64	Y	Y	Y	N	N	N	N	N	Y		
LN804	SMJ2	Site of former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	Y	Y	Y	N	N	N	N	N	Y		
LN804	SMJ2	Ferrybridge South Jn – Site of former Burton Salmon Jn	2	38	0	00	Y	Y	Y	N	N	N	Y	Y	Y		
LN804	SMJ3	Site of former Burton Salmon Jn – Milford Jn	16	69	15	07	Y	Y	Y	N	N	N	Y	Y	Y		
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	Y	Y	Y	N	N	N	N	N	Y		
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	Y	Y	Y	N	N	N	N	N	N		
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	Y	Y	Y	N	N	N	N	N	N		
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	Y	Y	Y	N	N	N	N	N	Y		
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	Y	Y	Y	N	N	N	N	N	Y		
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	Y	Y	Y	N	N	N	N	N	N		
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	Y	Y	Y	N	N	N	N	N	N		
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	Y	Y	Y	N	N	N	N	N	N		
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	Y	Y	Y	N	N	N	N	N	N		

LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	Y	Y	Y	N	N	N	N	N	Y		
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	Y	Y	Y	N	N	N	N	N	Y		
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	Y	Y	Y	EH R1	N	Y	N	N	Y	R1	Prohibited with footsteps fitted
LN826	SJM2	Mexborough Jn – Site of former Mexborough North Jn	15	64	14	78	Y	Y	Y	EH R1	N	Y	N	N	N	R1	Prohibited with footsteps fitted
LN826	SJM1	Site of former Mexborough North Jn – Swinton Jn South	167	15	166	56	Y	Y	Y	EH R1	N	Y	N	N	N	R1	Prohibited with footsteps fitted
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	Y	Y	Y	N	N	N	N	N	Y		
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	Y	Y	Y	N	N	N	N	N	Y		
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	Y	Y	Y	N	N	N	N	N	Y		
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	Y	Y	Y	N	N	N	Y	Y	Y		
LN836	DOL1	Hare Park Jn – Site of former West Riding Jn	171	70	175	32	Y	Y	Y	N	N	N	Y	Y	Y		
LN836	DOL2	Site of former West Riding Jn – Copley Hill West Jn	175	32	184	65	Y	Y	Y	N	N	N	Y	Y	Y		
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	Y	Y	Y	N	N	N	Y	Y	Y		
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	Y	Y	Y	N	N	N	Y	Y	Y		
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	Y	Y	Y	N	N	N	Y	Y	R1 R2	R1 R2	Prohibited Leeds platform 2 with deflated suspension Prohibited Leeds platform 6
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	Y	Y	Y	N	N	N	Y	Y	Y		
LN838	LEH1	Armley Jn – Site of former Pannal Jn	0	12	14	60	Y	Y	Y	N	N	N	Y	N	N		
LN838	LEH2	Site of former Pannal Jn – Site of former Crimple Jn	14	60	15	20	Y	Y	Y	N	N	N	Y	N	N		
LN838	LEH3	Site of former Crimple Jn – Harrogate	15	20	17	24	Y	Y	Y	N	N	N	Y	N	N		
LN838	HAY2	Harrogate – Site of former Starbeck North Jn	20	38	18	60	Y	Y	Y	N	N	N	N	N	N		
LN838	HAY1	Site of former Starbeck North Jn – Skelton Jn	18	60	1	50	Y	Y	Y	N	N	N	N	N	N		

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

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

LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	Y	Y	Y	N	N	N	N	Y	Y		
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	Y	Y	Y	N	N	N	Y	N	Y		
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	Y	Y	Y	N	N	N	N	N	Y		
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	Y	Y	Y	N	N	N	N	N	Y		
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	Y	Y	Y	N	N	N	N	N	Y		
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	Y	Y	Y	N	N	N	N	N	Y		
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	Y	Y	Y	N	N	N	N	N	Y		
LN876	BOO	Castleford East Jn – Ledston	6	17	4	43	N	N	N	N	N	N	N	N	N		
LN878	SHG	Sherburn Jn – Gascoigne Wood Jn	13	20	14	30	Y	Y	Y	N	N	N	Y	N	Y		
LN880	YMS	York (platforms 4 & 5) – Scarborough (platforms 1 to 5)	0	00	42	06	R1 R2	R1 R2	R2	N	N	N	N	N	R3	R1 R2 R3	Prohibited Scarborough platform 3 when laden Prohibited Scarborough platform 5 Prohibited Scarborough Bay platform 4
LN880	YMS	York (platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	Y	Y	Y	N	N	N	N	N	Y		
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	Y	Y	Y	N	N	N	Y	N	Y		
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	Y	Y	Y	N	N	N	Y	Y	Y		
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	Y	Y	Y	N	N	N	Y	N	Y		
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	Y	Y	Y	N	N	N	N	N	R1	R1	Prohibited between Kellingley Colliery Branch Jn and Engine Shed Jn
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	Y	Y	Y	N	N	N	N	N	N		
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	N	N	N	N	N	Y	N	N	N		
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	Y	Y	Y	N	N	N	N	N	N		
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	Y	Y	Y	N	N	N	N	N	N		
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	Y	Y	Y	N	N	N	N	N	N		
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	Y	Y	Y	N	N	N	N	N	N		
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	Y	Y	Y	N	N	N	Y	Y	Y		

LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	Y	Y	Y	N	N	N	Y	Y	Y		
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	Y	Y	Y	N	N	N	Y	Y	Y		
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	N	N	N	N	N	N	N	N	Y		
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	Y	Y	Y	N	N	N	N	N	Y		
LN896	DRA1	Drax Branch Jn – Drax Power Station (NR Boundary)	0	00	4	16	N	N	N	N	N	N	N	N	N		
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	Y	Y	Y	N	N	N	Y	Y	Y		
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	Y	Y	Y	N	N	N	Y	N	Y		
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	Y	Y	Y	N	N	N	Y	N	Y		
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	Y	Y	Y	N	N	N	Y	N	Y		
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	Y	Y	Y	N	N	N	N	N	Y		
LN898	HUL2	Selby South Jn – Site of former Barlby Jn	31	12	30	40	Y	Y	Y	N	N	N	N	N	Y		
LN898	HUL1	Site of former Barlby Jn – Anlaby Road Jn	30	40	0	73	Y	Y	Y	N	N	N	N	N	Y		
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	Y	Y	Y	N	N	N	N	N	R1 R2 R3	R1 Prohibited Hull Siding platform A R2 Prohibited Hull Sidings B-E R3 Prohibited Hull platforms 1 and 3	
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	N	N	N	N	N	N	N	N	N		
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	Y	Y	Y	N	N	N	Y	Y	Y		
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	Y	Y	Y	N	N	N	Y	N	Y		
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	Y	Y	Y	N	N	N	Y	N	Y		
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	Y	Y	Y	N	N	N	Y	N	Y		
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	Y	Y	Y	N	N	N	Y	N	Y		
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	Y	Y	Y	N	N	N	Y	N	Y		
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	Y	Y	Y	N	N	N	N	N	N		

LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	Y	Y	Y	N	N	N	N	N	N	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	Y	Y	Y	N	N	N	N	N	Y	
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	Y	Y	Y	N	N	N	N	N	Y	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	Y	Y	Y	N	N	N	N	N	R1	R1 Prohibited Bridlington platform 5
LN916	HJS	Hessle Road – Springbank North Jn	0	00	1	38	Y	Y	Y	N	N	N	N	N	N	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	N	N	N	N	N	N	N	N	N	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	Y	Y	Y	N	N	N	N	N	N	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	Y	Y	Y	N	N	N	N	N	N	
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	Y	Y	Y	N	N	N	R1 R2	N	N	R1 30mph Shipley platform 2 R2 40mph Bingley Down platform
LN922	TJC3	Skipton – Site of former Skipton North Jn Change of ELR	221	21	221	68	Y	Y	Y	N	N	N	N	N	N	
LN922	SKW1	Site of former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn)	221	68	230	00	Y	Y	Y	N	N	N	N	N	N	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	Y	Y	Y	N	N	N	N	N	N	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	Y	Y	Y	N	N	N	N	N	N	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	Y	Y	Y	N	N	N	N	N	N	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	Y	Y	Y	N	N	N	Y	N	N	
LN930	SKS1	Skipton Middle – Site of former Embsay Jn	222	68	220	64	Y	Y	Y	N	N	N	N	N	N	
LN930	SKS2	Site of former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	Y	Y	Y	N	N	N	N	N	N	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	Y	Y	Y	N	N	N	N	N	N	

Table D3A (East Midlands) – Route clearance of coaching stock

Last Updated: 14/07/2018

To be read in conjunction with General Notes.

Network Rail documentation may refer to either Mark 1-3 stock or C1-3 gauge as detailed below:

C1 = standard passenger coaching stock gauge for Mark 1 and Mark 2 coaches with 9'0" wide bodywork and 64'6" or (57') long underframes.

C3 = standard passenger coaching stock gauge for Mark 3 coaches which are 23 metres (75') long overall.

Mk3 (MOD) = Mk 3 coaches (Modified) and refers to Mk 3 coaches which have been fitted with powered bodyside plug doors.

Mk3 DVT (MOD) = Mk3 DVT (Modified) and refers to Mk3 DVTs that have had centre pivot lateral bump stops modified to ESG-S-MO15, reducing lateral body movement.

Mk4 DVTs can operate over all routes cleared for Mark 4 coaching stock. Any restrictions applied to Mk4 coaching stock also apply to Mk 4 DVTs.

Mk3 coaches used with Class 43 power cars and fitted with external power-operated sliding doors, manufactured by Vapor Stone Rail Systems, and CET are compatible with all routes shown as cleared for Mk3 coaches.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	Y	Y	Y	N	N	N	N	
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	Y	Y	Y	N	N	N	N	
LN3201	SPC1	St. Pancras platforms 1, 2, 3 and 4 - Cricklewood	0	12	5	09	Y	Y	Y	N	N	N	N	
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	Y	Y	Y	N	N	N	N	
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	Y	Y	Y	N	N	N	N	
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	Y	Y	Y	N	N	N	N	
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	Y	Y	Y	N	N	N	N	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	Y	Y	Y	N	N	N	N	
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	Y	Y	Y	EH R1 R2	N	Y	N	R1 Prohibited between Leicester and Loughborough R2 Prohibited with footsteps fitted
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	Y	Y	Y	EH R1 R2	N	Y	N	R1 Prohibited between Trent South Jn and Change of ELR (Spondon) R2 Prohibited with footsteps fitted
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	Y	Y	Y	N	N	Y	N	
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	Y	Y	Y	N	N	N	N	
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	Y	Y	Y	N	N	N	N	
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	Y	Y	Y	EH R1 R2	N	R1	N	R1 Prohibited between Toton North Jn and Change of ELR R2 Prohibited with footsteps fitted
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	Y	Y	Y	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	Y	Y	Y	N	N	N	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	Y	Y	Y	N	N	N	N	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	N	N	N	N	N	N	N	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	N	N	N	N	N	N	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill)	5	19	5	72	Y	Y	Y	N	N	N	N	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	Y	Y	Y	N	N	N	N	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
LN3228	TES	Trent East ELR Change – Sheet Stores Jn.	0	00	0	30	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	Y	Y	Y	N	N	N	N	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	Y	Y	Y	N	N	N	N	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	Y	Y	Y	N	N	N	N	
LN3237	RUD	Loughborough South Jn – Network Rail / GCR (N) Boundary	92	45	92	49	Y	Y	Y	N	N	N	N	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	N	N	N	N	N	N	N	Line out of use NC/G1/2010/LNE/021
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	Y	Y	Y	N	N	N	N	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	Y	Y	Y	N	N	N	N	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	Y	Y	Y	N	N	N	N	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	Y	Y	Y	N	N	N	N	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	Y	Y	Y	N	N	N	N	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	Y	Y	N	N	N	N	N	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	Y	Y	Y	N	N	N	N	
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	Y	Y	Y	N	N	N	N	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	Y	Y	Y	N	N	N	N	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	Y	Y	Y	N	N	N	N	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	Y	Y	Y	N	N	N	N	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	Y	Y	Y	N	N	N	N	
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	Y	Y	Y	N	N	N	N	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	Y	Y	Y	EH	N	Y	N	
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	Y	Y	Y	N	N	N	N	
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	Y	Y	Y	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	Y	Y	Y	EH R1	N	Y	N	R1 Prohibited with footsteps fitted
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	Y	Y	Y	N	N	N	N	
LN3535	BCJ	Birmingham Curve Jn – Branston Jn	126	40	127	19	Y	Y	Y	N	N	N	N	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	Y	Y	Y	N	N	N	N	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	Y	Y	Y	N	N	N	N	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	Y	Y	Y	N	N	N	N	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	Y	Y	Y	N	N	N	N	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	Y	Y	Y	N	N	N	N	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	Y	Y	Y	N	N	N	N	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	Y	Y	Y	N	N	N	N	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	Y	Y	Y	N	N	N	N	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	Y	Y	Y	N	N	N	N	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	Y	Y	Y	N	N	N	N	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	Y	Y	Y	N	N	N	N	
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	Y	Y	Y	N	N	N	N	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	Y	Y	Y	N	N	N	N	

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Table D4A (London North Eastern) – Route clearance of locomotives

Last Updated: 04/03/2023

To be read in conjunction with General Notes.

ine of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	8	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	9	Y	Y	Y	N	Y	Y	Y	Y	
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	9	Y	Y	Y	N	Y	Y	Y	Y	
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	9	N	N	N	N	N	N	N	N	
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	9	Y	Y	Y	N	Y	Y	Y	Y	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	3	20	4	33	9	Y	Y	Y	N	Y	Y	Y	Y	
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	10	Y	Y	Y	N	Y	Y	Y	Y	
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	9	Y	Y	Y	N	Y	Y	Y	Y	
LN120	HDB	Langley Jn via Hertford – Stevenage platform 5 (End of line)	28	15	29	00	9	N	N	N	N	N	N	N	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	9	Y	Y	Y	N	Y	Y	Y	Y	
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	8	N	N	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	9	Y	Y	Y	N	Y	Y	Y	Y	
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	10	Y	Y	Y	N	Y	Y	Y	Y	
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	9	Y	Y	Y	N	Y	Y	Y	Y	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	8	Y	Y	Y	N	Y	Y	Y	Y	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	8	Y	Y	Y	N	Y	Y	Y	Y	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	8	Y	Y	Y	N	Y	Y	Y	Y	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	8	Y	Y	Y	N	Y	Y	Y	Y	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	9	Y	Y	Y	N	Y	Y	Y	Y	
LN170	WEB	Werrington Jn – Site of Former Spalding South Jn	79	34	92	58	8	Y	Y	Y	N	Y	Y	Y	Y	
LN170	SPD1	Site of Former Spalding South Jn – Sleaford South Jn	44	07	62	14	8	Y	Y	Y	N	Y	Y	Y	Y	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	8	Y	Y	Y	N	Y	Y	Y	Y	
LN170	SPD2	Sleaford North Jn – Site of Former Greetwell West Jn	63	48	81	25	8	Y	Y	Y	N	Y	Y	Y	Y	
LN170	SPD3	Site of Former Greetwell West Jn – Trent East Jn	81	25	98	56	8	Y	Y	Y	N	Y	Y	Y	Y	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	8	Y	Y	Y	N	Y	Y	Y	Y	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	8	Y	Y	Y	N	Y	Y	Y	Y	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	8	Y	Y	Y	N	Y	Y	Y	Y	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	8	Y	Y	Y	N	Y	Y	Y	Y	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	8	Y	Y	Y	N	Y	Y	Y	Y	
LN185	ABE1	Allington West Jn – Site of Former Barkston East Jn	0	00	4	08	8	Y	Y	Y	N	Y	Y	Y	Y	
LN185	GRS1	Barkston East Jn – Site of Former Honington Jn	110	12	112	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN185	GRS2	Site of Former Honington Jn – Sleaford West Jn	112	00	120	29	8	Y	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	8	Y	Y	Y	N	Y	Y	Y	Y	
LN185	GRS2	Sleaford East Jn – Site of Former Boston Sleaford Line Jn	121	21	137	06	8	Y	Y	Y	N	Y	Y	Y	Y	
LN185	GRS3	Site of Former Boston Sleaford Line Jn – Boston	106	70	107	24	8	Y	Y	Y	N	Y	Y	Y	Y	
LN185	GRS3	Boston – Site of Former Firsby East Jn	107	24	122	22	7	Y	Y	Y	N	Y	Y	Y	Y	
LN185	GRS4	Site of Former Firsby East Jn - Skegness	0	28	9	17	7	Y	Y	R1	N	R1	R1	R1	R1	R1 Prohibited Skegness platform 7
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	8	Y	Y	Y	N	Y	Y	Y	Y	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	8	Y	Y	Y	N	Y	Y	Y	Y	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	8	Y	Y	Y	N	Y	Y	Y	Y	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	8	Y	Y	Y	N	Y	Y	Y	Y	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	8	Y	Y	Y	N	Y	Y	Y	Y	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	8	Y	Y	Y	N	Y	Y	Y	Y	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	8	Y	Y	Y	N	Y	Y	Y	Y	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	8	Y	Y	Y	N	Y	Y	Y	Y	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	9	Y	Y	Y	N	Y	Y	Y	Y	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	9	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	9	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	10	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	9	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	9	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM5	York Station – Birtley Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	75	26	9 *	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	9	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	9	Y	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	9	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	9	R1	R1	R1	N	R1	R1	R1	R2	R1 Prohibited Newcastle platform 10 R2 Prohibited Newcastle platforms 9, 10 11 and 12
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	9	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	9	Y	Y	Y	N	Y	Y	Y	Y	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	9	Y	Y	Y	N	Y	Y	Y	Y	
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	9	Y	Y	Y	N	Y	Y	Y	Y	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	9	Y	Y	Y	N	Y	Y	Y	Y	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	8	Y	Y	Y	N	Y	Y	Y	Y	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	8	Y	Y	Y	N	Y	Y	Y	Y	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	8	Y	Y	R1	N	R1	R1	R1	R1	R1 Prohibited Hartlepool Down Bay platform 3
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	8	Y	Y	Y	N	Y	Y	Y	Y	
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	8	Y	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes	
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	5	R1	R1	R1	N	Y	R1	R1	Y	R1	Movement of all freight trains (including Engineering and 'Departmental' trains) greater than RA5 over High Level Bridge (LEN3/323) must first be authorised by the Infrastructure Manager's structures engineer or their on-call representative.
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	8	R1	R1	R1	N	R1	R1	R1	R1	R1	Permitted for the purposes of track recording and maintenance only
LN629	PDL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	98	01	8	N	N	N	N	N	N	N	N		
LN630	PUL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	97	77	8	N	N	N	N	N	N	N	N		
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	8	Y	Y	Y	N	Y	Y	Y	Y		
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	8	Y	Y	Y	N	Y	Y	Y	Y		
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	8	Y	Y	Y	N	Y	Y	Y	Y		
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	7	Y	Y	Y	N	Y	Y	Y	Y		
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	7	Y	Y	Y	Y	Y	Y	Y	Y		
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	7	Y	Y	Y	Y	Y	Y	Y	Y		
LN636	No ELR	Beam Mill Jn – Network Rail Boundary	18	03	18	67	8	Y	Y	Y	N	Y	Y	Y	Y		
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	8	Y	Y	Y	N	Y	Y	Y	Y		
LN642	SSK1	Saltburn West Jn – Network Rail Boundary (Cleveland Potash)	27	05	34	29	8	Y	Y	Y	N	Y	Y	Y	Y		
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	8	Y	Y	Y	N	Y	Y	Y	Y		
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	8	Y	Y	Y	N	Y	Y	Y	Y		
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	8	Y	Y	Y	N	Y	Y	Y	Y		
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	8	Y	Y	Y	N	Y	Y	Y	Y		

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN652	POC2	Phillips Siding Jn – Seal Sands Branch Jn	3	25	5	01	8	Y	Y	Y	N	Y	Y	Y	Y	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	8	Y	Y	Y	N	Y	Y	Y	Y	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	8	Y	Y	Y	N	Y	Y	Y	Y	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	8	Y	Y	Y	N	Y	Y	Y	Y	
LN664	BNW	Boldon East Jn – Boldon North Jn	0	00	0	20	8	Y	Y	Y	N	Y	Y	Y	Y	
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	8	Y	Y	Y	N	Y	Y	Y	Y	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	8	Y	Y	Y	N	Y	Y	Y	Y	
LN670	JAW1	Pelaw Jn – Network Rail Boundary (Shell Mex Depot Jarrow)	0	09	3	36	8	Y	Y	Y	N	Y	Y	Y	Y	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	8	R1	R1	R1	N	R1	R1	R1	R1	Line out of use (temporarily) NC/G1/2011/LNE/STNC/001 until 30 April 2023
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	8	Y	Y	Y	N	Y	Y	Y	Y	
LN676	PLG1	Park Lane Jn – Site of Former High Street Jn	100	65	101	15	8	Y	Y	Y	N	Y	Y	Y	Y	
LN676	PLG2	Site of Former High Street Jn – Greensfield Jn	0	00	0	21	8	Y	Y	Y	N	Y	Y	Y	Y	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	8	Y	Y	Y	N	Y	Y	Y	Y	
LN678	DAE1	Darlington North Jn – Site of Former Parkgate Jn	44	36	44	64	8	Y	Y	Y	N	Y	Y	Y	Y	
LN678	DAE1	Site of Former Parkgate Jn – Shildon SB	0	00	8	29	8	Y	Y	Y	N	Y	Y	Y	Y	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	8	Y	Y	Y	N	Y	Y	Y	Y	
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	8	Y	Y	Y	N	Y	Y	Y	Y	
LN682	NEC1	Norwood Jn – Site of Former Blaydon East Jn	1	71	5	28	8	Y	Y	Y	N	Y	Y	Y	Y	
LN682	NEC2	Site of Former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	8	Y	Y	Y	N	Y	Y	Y	Y	
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	8	Y	Y	Y	N	Y	Y	Y	Y	

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LN694	BNE	Benton North Jn – Site of Former Earsdon Jn	0	00	2	53	8	Y	Y	Y	N	Y	Y	Y	Y	
LN694	EJM	Site of Former Earsdon Jn – Morpeth North Jn	7	08	20	47	8	Y	Y	Y	N	Y	Y	Y	Y	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	8	Y	Y	Y	N	Y	Y	Y	Y	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	8	Y	Y	Y	N	Y	Y	Y	Y	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	8	Y	Y	Y	N	Y	Y	Y	Y	
LN704	ISC	Newsham North Jn – Network Rail Boundary (Blyth Bates Terminal)	0	00	0	36	-	N	N	N	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	8	Y	Y	Y	N	Y	Y	Y	Y	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	NUJ2	Woodburn Jn – Site of Former Nunnery Jn	42	29	41	68	8	Y	Y	Y	N	Y	Y	Y	Y	
LN736	NUJ1	Site of Former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	8	Y	Y	Y	N	Y	Y	Y	Y	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	8	Y	Y	Y	N	Y	Y	Y	Y	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	8	Y	Y	Y	N	Y	Y	Y	Y	

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LN740	PYE2	Network Rail Boundary (ABP) – Site of Former Queens Road Jn	4	33	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN740	PYE1	Site of Former Queens Road Jn – Immingham East Jn	106	50	106	31	8	Y	Y	Y	N	Y	Y	Y	Y	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	8	Y	Y	Y	N	Y	Y	Y	Y	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	8	Y	Y	Y	N	Y	Y	Y	Y	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	8	Y	Y	Y	N	Y	Y	Y	Y	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	8	Y	Y	Y	N	Y	Y	Y	Y	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	8	Y	Y	Y	N	Y	Y	Y	Y	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	8	Y	Y	Y	N	Y	Y	Y	Y	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	8	Y	Y	Y	N	Y	Y	Y	Y	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	8	Y	Y	Y	N	Y	Y	Y	Y	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	8	Y	Y	Y	N	Y	Y	Y	Y	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	8	Y	Y	Y	N	Y	Y	Y	Y	
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	10	Y	Y	Y	N	Y	Y	Y	Y	
LN756	NOP1	Scunthorpe Trent Jn – Site of Former Dawes Lane Jn	0	00	0	28	8	Y	Y	Y	N	Y	Y	Y	Y	
LN756	NOP2	Site of Former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	8	Y	Y	Y	N	Y	Y	Y	Y	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	8	Y	Y	Y	N	Y	Y	Y	Y	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	8	Y	Y	Y	N	Y	Y	Y	Y	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	8	Y	Y	Y	N	Y	Y	Y	Y	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	7	R1	R1	R1	N	R1	R1	R1	R1	
LN762	YDS	St Catherines Jn – Decoy South Jn (St Catherines Curve)	15	17	15	71	8	Y	Y	Y	N	Y	Y	Y	Y	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	8	Y	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	8	Y	Y	Y	N	Y	Y	Y	Y	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	9	Y	Y	Y	N	Y	Y	Y	Y	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	7	Y	Y	Y	N	Y	Y	Y	Y	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	7	Y	Y	Y	N	Y	Y	Y	Y	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	7	Y	Y	Y	N	Y	Y	Y	Y	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	7	Y	Y	Y	N	Y	Y	Y	Y	
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	7	R1	R1	R1	N	R1	R1	R1	R1	R1 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	8	Y	Y	Y	N	Y	Y	Y	Y	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	8	Y	Y	Y	N	Y	Y	Y	Y	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	8	Y	Y	Y	N	Y	Y	Y	Y	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	8	Y	Y	Y	N	Y	Y	Y	Y	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	10	Y	Y	Y	N	Y	Y	Y	Y	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	-	N	N	N	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	7	Y	Y	Y	N	Y	Y	Y	Y	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	7	Y	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	8	Y	Y	Y	N	Y	Y	Y	Y	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	8	Y	Y	Y	N	Y	Y	Y	Y	
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	8	Y	Y	Y	N	Y	Y	Y	Y	
LN804	TJC1	Nunnery Main Line Jn – Site of Former Grimesthorpe Jn	158	77	160	47	8	Y	Y	Y	N	Y	Y	Y	Y	
LN804	TJC2	Site of Former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	8	Y	Y	Y	N	Y	Y	Y	Y	
LN804	TJC3	Site of Former Masborough South Jn – Swinton Jn South	161	77	166	56	8	Y	Y	Y	N	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	8	Y	Y	Y	N	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn North – Site of Former Wath Curve Jn	167	03	168	64	8	Y	Y	Y	N	Y	Y	Y	Y	
LN804	SMJ2	Site of Former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	9	Y	Y	Y	N	Y	Y	Y	Y	
LN804	SMJ2	Ferrybridge South Jn – Site of Former Burton Salmon Jn	2	38	0	00	9	Y	Y	Y	N	Y	Y	Y	Y	
LN804	SMJ3	Site of Former Burton Salmon Jn – Milford Jn	16	69	15	07	9	Y	Y	Y	N	Y	Y	Y	Y	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	10	Y	Y	Y	N	Y	Y	Y	Y	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	8	Y	Y	Y	N	Y	Y	Y	Y	
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	8	Y	Y	Y	N	Y	Y	Y	Y	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	8	Y	Y	Y	N	Y	Y	Y	Y	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	10	Y	Y	Y	N	Y	Y	Y	Y	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	10	Y	Y	Y	N	Y	Y	Y	Y	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	10	Y	Y	Y	N	Y	Y	Y	Y	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	8	Y	Y	Y	N	Y	Y	Y	Y	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	10	Y	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	8	Y	Y	Y	N	Y	Y	Y	Y	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	8	Y	Y	Y	N	Y	Y	Y	Y	
LN826	SJM2	Mexborough Jn – Site of Former Mexborough North Jn	15	64	14	78	8	Y	Y	Y	N	Y	Y	Y	Y	
LN826	SJM1	Site of Former Mexborough North Jn – Swinton Jn South	167	15	166	56	8	Y	Y	Y	N	Y	Y	Y	Y	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	8	Y	Y	Y	N	Y	Y	Y	Y	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	8	Y	Y	Y	N	Y	Y	R1	Y	R1 Class 33 locomotives with unmodified lifeguards are not permitted between Tinsley South Jn and Parkgate Jn due to the presence of raised check rails
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	8	Y	Y	Y	N	Y	Y	Y	Y	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	9	Y	Y	Y	N	Y	Y	Y	Y	
LN836	DOL1	Hare Park Jn – Site of Former West Riding Jn	171	70	175	32	9	Y	Y	Y	N	Y	Y	Y	Y	
LN836	DOL2	Site of Former West Riding Jn – Copley Hill West Jn	175	32	184	65	9	Y	Y	Y	N	Y	Y	Y	Y	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	9	Y	Y	Y	N	Y	Y	Y	Y	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	9	Y	Y	Y	N	Y	Y	Y	Y	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	8	Y	Y	Y	N	Y	Y	Y	Y	
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	8	Y	Y	Y	N	Y	Y	Y	Y	
LN838	LEH1	Armley Jn – Site of Former Pannal Jn	0	12	14	60	8	Y	Y	Y	N	Y	Y	Y	R1	R1 10mph through Wescoe Hill Tunnel on the Down
LN838	LEH2	Site of Former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	8	Y	Y	Y	N	Y	Y	Y	Y	
LN838	LEH3	Site of Former Crimple Jn – Harrogate	15	20	17	24	8	Y	Y	Y	N	Y	Y	Y	R1	R1 Prohibited at Bridge 39 (between Hornbeam Park and Harrogate) on the Up, 10mph through Bridge 39 on the Down.
LN838	HAY2	Harrogate – Site of Former Starbeck North Jn	20	38	18	60	8	Y	Y	R1	N	R1	R1	R1	R1	R1 Prohibited Harrogate Bay platform 2
LN838	HAY1	Site of Former Starbeck North Jn – Skelton Jn	18	60	1	50	8	Y	Y	Y	N	Y	Y	Y	Y	
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	8	Y	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN842	CJS	Thorpe Marsh Jn – Applehurst Jn	163	76	163	27	8	Y	Y	Y	N	Y	Y	Y	Y	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	8	Y	Y	Y	N	Y	Y	Y	Y	
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	9	Y	Y	Y	N	Y	Y	Y	Y	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	9	Y	Y	Y	N	Y	Y	Y	Y	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	8	Y	Y	Y	N	Y	Y	Y	Y	
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	9	Y	Y	Y	N	Y	Y	Y	Y	
LN852	LBE1	Holbeck Jn – Site of Former Laisterdyke East Jn	0	02	6	49	8	Y	Y	Y	N	Y	Y	Y	Y	
LN852	LBE2	Site of Former Laisterdyke East Jn – Site of Former Laisterdyke West Jn	190	24	190	60	8	Y	Y	Y	N	Y	Y	Y	Y	
LN852	LBE3	Site of Former Laisterdyke West Jn – Site of Former Hammerton Street Jn	190	60	191	30	8	Y	Y	Y	N	Y	Y	Y	Y	
LN852	LBE4	Site of Former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	8	Y	Y	Y	N	Y	Y	Y	Y	
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	8	Y	Y	Y	N	Y	Y	Y	Y	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	9	Y	Y	Y	N	Y	Y	Y	Y	
LN854	MVN2	Turners Lane Jn – Site of Former Goose Hill Jn	48	33	50	31	9	Y	Y	Y	N	Y	Y	Y	Y	
LN854	TJC3	Site of Former Goose Hill Jn – Altofts Jn	184	56	186	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	9	Y	Y	Y	N	Y	Y	Y	Y	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	9	Y	Y	Y	N	Y	Y	Y	Y	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	9	Y	Y	Y	N	Y	Y	Y	Y	
LN854	ECM4	Holgate Jn – York	188	07	188	40	9	Y	Y	Y	N	Y	Y	Y	Y	
LN854	ECM5	York – Skelton Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	1	50	9 *	Y	Y	Y	N	Y	Y	Y	Y	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	8	Y	Y	R1	N	R1	R1	R1	R1 R2	R1 10mph over bridge MRB/58 between 39m 50ch and 39m 56ch R2 Locos with roof mounted air horns must not exceed 5mph when passing in the Down direction under bridge No. 10 at 31m 70ch

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	9	Y	Y	Y	N	Y	Y	Y	Y	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	9	Y	Y	Y	N	Y	Y	Y	Y	
LN860	MVL3	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	9	Y	Y	Y	N	Y	Y	Y	Y	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	9	Y	Y	Y	N	Y	Y	Y	Y	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	9	Y	Y	Y	N	Y	Y	Y	Y	
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	8	Y	Y	Y	N	Y	Y	Y	Y	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	8	Y	Y	Y	N	Y	Y	Y	Y	
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	8	Y	Y	Y	N	Y	Y	Y	Y	
LN862	PED2	Barnsley Station Jn – Site of Former Barnsley Jn	6	43	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN862	PED1	Site of Former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	8	Y	Y	Y	N	Y	Y	Y	Y	
LN862	PEH	Site of Former Huddersfield Jn – Lockwood	13	42	1	18	8	Y	Y	Y	N	Y	Y	Y	Y	
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	8	Y	Y	Y	N	Y	Y	Y	Y	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN864	DRS1	Dewsbury Railway Street – Change of Mileage	0	10	0	00	6	Y	Y	Y	N	Y	Y	Y	Y	
LN864	DRS1	Change of Mileage – Dewsbury East Jn	0	27	0	00	6	Y	Y	Y	N	Y	Y	Y	Y	
LN868	SHB	Wincobank Jn – Site of Former Quarry Jn	161	52	173	48	8	Y	Y	Y	N	Y	Y	Y	Y	
LN868	PED2	Site of Former Quarry Jn – Barnsley Station Jn	7	50	6	43	8	Y	Y	Y	N	Y	Y	Y	Y	
LN868	BAH2	Barnsley Station Jn – Site of Former Crigglestone Jn	52	58	45	56	7	Y	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	25	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	Notes
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	7	Y	Y	Y	N	Y	Y	Y	Y	
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	8	Y	Y	Y	N	Y	Y	Y	Y	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	8	Y	Y	Y	N	Y	Y	Y	Y	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	8	Y	Y	Y	N	Y	Y	Y	Y	
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	8	Y	Y	Y	N	Y	Y	Y	Y	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	8	Y	Y	Y	N	Y	Y	Y	Y	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	8	Y	Y	Y	N	Y	Y	Y	Y	
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	8	Y	Y	Y	N	Y	Y	Y	Y	
LN880	YMS	York (platforms 4 & 5) -Scarborough (platforms 1 to 5)	0	00	42	06	8	R1	R1	R1	N	R1	R1	R1	R1	R1 Prohibited Scarborough platforms 3 and 5
LN880	YMS	York (platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	3	N	N	N	N	N	N	N	N	
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	8	Y	Y	Y	N	Y	Y	Y	Y	
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	8	Y	Y	Y	N	Y	Y	Y	Y	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	8	Y	Y	Y	N	Y	Y	Y	Y	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	8	Y	Y	Y	N	Y	Y	Y	Y	
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	8	Y	Y	Y	N	Y	Y	Y	Y	

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LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	8	Y	Y	Y	N	Y	Y	Y	Y	
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	8	Y	Y	Y	N	Y	Y	Y	Y	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	9	Y	Y	Y	N	Y	Y	Y	Y	
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	9	Y	Y	Y	N	Y	Y	Y	Y	
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	9	Y	Y	Y	N	Y	Y	Y	Y	
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	9	Y	Y	Y	N	Y	Y	Y	Y	
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	9	Y	Y	Y	N	Y	Y	Y	Y	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	8	Y	Y	Y	N	Y	Y	Y	Y	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	9	Y	Y	Y	N	Y	Y	Y	Y	
LN896	DRA1	Drax Branch Jn – Drax Power Station (NR Boundary)	0	00	4	16	8	Y	Y	Y	N	Y	Y	Y	Y	
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	8	Y	Y	Y	N	Y	Y	Y	Y	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	8	Y	Y	Y	N	Y	Y	Y	Y	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	8	Y	Y	Y	N	Y	Y	Y	Y	
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	8	Y	Y	Y	N	Y	Y	Y	Y	
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN898	HUL2	Selby South Jn – Site of Former Barlby Jn	31	12	30	40	8	Y	Y	Y	N	Y	Y	Y	Y	
LN898	HUL1	Site of Former Barlby Jn – Anlaby Road Jn	30	40	0	73	8	Y	Y	Y	N	Y	Y	Y	Y	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	8	Y	Y	R1	N	R1	R1	R1	R1	R1 Prohibited Hull platforms 3 and 4
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	10	Y	Y	Y	N	Y	Y	Y	Y	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	9	Y	Y	Y	N	Y	Y	Y	Y	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	10	Y	Y	Y	N	Y	Y	Y	Y	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	10	Y	Y	Y	N	Y	Y	Y	Y	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	9	Y	Y	Y	N	Y	Y	Y	Y	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	9	Y	Y	Y	N	Y	Y	Y	Y	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	9	Y	Y	Y	N	Y	Y	Y	Y	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	8	Y	Y	Y	N	Y	Y	Y	Y	
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	8	Y	Y	Y	N	Y	Y	Y	Y	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	8	Y	Y	Y	Y	Y	Y	Y	Y	

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LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	7	Y	Y	Y	N	Y	Y	Y	Y	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	6	R1	R1	R1	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	N	Y	Y	Y	Y	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	7	Y	Y	Y	N	Y	Y	Y	Y	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	8	Y	Y	Y	N	Y	Y	Y	Y	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	8	Y	Y	Y	N	Y	Y	Y	Y	
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	8	Y	Y	Y	N	Y	Y	Y	Y	
LN922	TJC3	Skipton – Site of Former Skipton North Jn Change of ELR	221	21	221	68	8	Y	Y	Y	N	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	N	Y	Y	Y	Y	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	7	Y	Y	Y	N	Y	Y	Y	Y	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	7	Y	Y	Y	N	Y	Y	Y	Y	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	5	R1	R1	R1	N	Y	N	N	Y	R1 Route prohibited to Class 08, 09 and 20 locomotives that conform to RA6
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	8	Y	Y	Y	N	Y	Y	Y	Y	
LN930	SKS1	Skipton Middle – Site of Former Embsay Jn	222	68	220	64	8	Y	Y	Y	N	Y	Y	Y	Y	
LN930	SKS2	Site of Former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	8	Y	Y	Y	N	Y	Y	Y	Y	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	8	Y	Y	Y	N	Y	Y	Y	Y	

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Table D4B (London North Eastern) – Route clearance of locomotives

Last Updated: 09/11/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	9	Y	Y	Y	Y	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	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	Y	Y	Y	Y	
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	9	Y	Y	Y	Y	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	Y	Y	Y	Y	
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	9	N	N	N	N	N	N	N	N	N	N	
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	3	20	4	33	9	Y	Y	Y	Y	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	Y	Y	Y	Y	Y	Y	
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN120	HDB	Langley Jn Down – Stevenage platform 5 (end of line)	28	15	29	00	9	N	N	N	N	N	N	N	N	N	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	9	Y	Y	Y	Y	Y	Y	Y	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	WEB	Werrington Jn – Site of Former Spalding South Jn	79	34	92	58	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD1	Site of Former Spalding South Jn – Sleaford South Jn	44	07	62	14	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD2	Sleaford North Jn – Site of Former Greetwell West Jn	63	48	81	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD3	Site of Former Greetwell West Jn – Trent East Jn	81	25	98	56	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	ABE1	Allington West Jn – Site of Former Barkston East Jn	0	00	4	08	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS1	Barkston East Jn – Site of Former Honington Jn	110	12	112	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS2	Site of Former Honington Jn – Sleaford West Jn	112	00	120	29	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS2	Sleaford East Jn – Site of Former Boston Sleaford Line Jn	121	21	137	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS3	Site of Former Boston Sleaford Line Jn – Boston	106	70	107	24	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS3	Boston – Site of Former Firsby East Jn	107	24	122	22	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS4	Site of Former Firsby East Jn - Skegness	0	28	9	17	7	R1	R1	R1 R2	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited Skegness platform 7 R2 Prohibited Skegness platforms 3 and 6
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM5	York Station – Birtley Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	75	26	9 *	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	9	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited Newcastle platforms 9, 10 11 and 12
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited Hartlepool Down Bay platform 3
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	5	R1	R1	Y	R1	R1	R1	R1	R1	R1	R1	R1 Movement of all freight trains (including Engineering and 'Departmental' trains) greater than RA5 over High Level Bridge (LEN3/323) must first be authorised by the Infrastructure Manager's structures engineer or their on-call representative
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Permitted for the purposes of track recording and maintenance only
LN629	PDL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	98	01	8	N	N	N	N	N	N	N	N	N	N	
LN630	PUL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	97	77	8	N	N	N	N	N	N	N	N	N	N	
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN636	No ELR	Beam Mill Jn – Network Rail Boundary	18	03	18	67	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN642	SSK1	Saltburn West Jn – Network Rail Boundary (Cleveland Potash)	27	05	34	29	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN652	POC2	Phillips Siding Jn – Seal Sands Branch Jn	3	25	5	01	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN664	BNW	Boldon East Jn – Boldon North Jn	0	00	0	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN670	JAW1	Pelaw Jn – Network Rail Boundary (Shell Mex Depot Jarrow)	0	09	3	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	Line out of use (temporarily) NC/G1/2011/LNE/STNC/001 until 30 April 2023
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN676	PLG1	Park Lane Jn – Site of Former High Street Jn	100	65	101	15	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN676	PLG2	Site of Former High Street Jn – Greensfield Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN678	DAE1	Darlington North Jn – Site of Former Parkgate Jn	44	36	44	64	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN678	DAE1	Site of Former Parkgate Jn – Shildon SB	0	00	8	29	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN682	NEC1	Norwood Jn – Site of Former Blaydon East Jn	1	71	5	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN682	NEC2	Site of Former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN694	BNE	Benton North Jn – Site of Former Earsdon Jn	0	00	2	53	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN694	EJM	Site of Former Earsdon Jn – Morpeth North Jn	7	08	20	47	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN704	ISC	Newsham North Jn – Network Rail Boundary (Blyth Bates Terminal)	0	00	0	36	-	N	N	N	N	N	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	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	NUJ2	Woodburn Jn – Site of Former Nunnery Jn	42	29	41	68	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN736	NUJ1	Site of Former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN740	PYE2	Network Rail Boundary (ABP) – Site of Former Queens Road Jn	4	33	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN740	PYE1	Site of Former Queens Road Jn – Immingham East Jn	106	50	106	31	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN756	NOP1	Scunthorpe Trent Jn – Site of Former Dawes Lane Jn	0	00	0	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN756	NOP2	Site of Former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN762	YDS	St Catherines Jn – Decoy South Jn (St Catherines Curve)	15	17	15	71	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	7	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 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	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	-	N	N	N	N	N	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	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Nunnery Main Line Jn – Site of Former Grimesthorpe Jn	158	77	160	47	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC2	Site of Former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC3	Site of Former Masborough South Jn – Swinton Jn South	161	77	166	56	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn North – Site of Former Wath Curve Jn	167	03	168	64	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ2	Site of Former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ2	Ferrybridge South Jn – Site of Former Burton Salmon Jn	2	38	0	00	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ3	Site of Former Burton Salmon Jn – Milford Jn	16	69	15	07	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN826	SJM2	Mexborough Jn – Site of Former Mexborough North Jn	15	64	14	78	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN826	SJM1	Site of Former Mexborough North Jn – Swinton Jn South	167	15	166	56	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL1	Hare Park Jn – Site of Former West Riding Jn	171	70	175	32	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Site of Former West Riding Jn – Copley Hill West Jn	175	32	184	65	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN838	LEH1	Armley Jn – Site of Former Pannal Jn	0	12	14	60	8	R1	R1	Y	Y	Y	Y	R1	Y	R1	R1	R1 10mph through Wescoe Hill Tunnel on the Down
LN838	LEH2	Site of Former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN838	LEH3	Site of Former Crimple Jn – Harrogate	15	20	17	24	8	R1	R1	Y	R2	R2	R2	R1	R2	R1	R1	R1 Prohibited at Bridge 39 (between Hornbeam Park and Harrogate) on the Up, 10mph through Bridge 39 on the Down R2 10mph through Bridge 39 (between Hornbeam Park and Harrogate) on the Up
LN838	HAY2	Harrogate – Site of Former Starbeck North Jn	20	38	18	60	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited Harrogate Bay platform 2
LN838	HAY1	Site of Former Starbeck North Jn – Skelton Jn	18	60	1	50	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN842	CJS	Thorpe Marsh Jn – Applehurst Jn	163	76	163	27	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN852	LBE1	Holbeck Jn – Site of Former Laisterdyke East Jn	0	02	6	49	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN852	LBE2	Site of Former Laisterdyke East Jn – Site of Former Laisterdyke West Jn	190	24	190	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN852	LBE3	Site of Former Laisterdyke West Jn – Site of Former Hammerton Street Jn	190	60	191	30	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN852	LBE4	Site of Former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	9	Y	Y	R1	Y	Y	Y	Y	Y	Y	Y	R1 30mph Brighouse platform (disused) Down Main (34m 19ch)
LN854	MVN2	Turners Lane Jn – Site of Former Goose Hill Jn	48	33	50	31	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN854	TJC3	Site of Former Goose Hill Jn – Altofts Jn	184	56	186	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN854	ECM4	Holgate Jn – York	188	07	188	40	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN854	ECM5	York – Skelton Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	1	50	9 *	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	8	R1 R2	R1 R2	R2	R2	R2	R2	R2	R2	R2	R2	R1 Locos with roof mounted air horns must not exceed 5mph when passing in the Down direction under bridge No. 10 at 31m 70ch R2 10mph over bridge MRB/58 between 39m 50ch and 39m 56ch

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN860	MVL3	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN862	PED2	Barnsley Station Jn – Site of Former Barnsley Jn	6	43	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN862	PED1	Site of Former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN862	PEH	Site of Former Huddersfield Jn – Lockwood	13	42	1	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN864	DRS1	Dewsbury Railway Street – Change of Mileage	0	10	0	00	6	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN864	DRS1	Change of Mileage – Dewsbury East Jn	0	27	0	00	6	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN868	SHB	Wincobank Jn – Site of former Quarry Jn	161	52	173	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN868	PED2	Site of Former Quarry Jn – Barnsley Station Jn	7	50	6	43	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN868	BAH2	Barnsley Station Jn – Site of Former Crigglestone Jn	52	58	45	56	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN876	BOO	Castleford East Jn – Ledston	6	17	4	43	-	N	N	N	N	N	N	N	N	N	N	
LN878	SHG	Sherburn Jn – Gascoigne Wood Jn	13	20	14	30	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN880	YMS	York (platforms 4 & 5) –Scarborough (platforms 1 to 5)	0	00	42	06	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited Scarborough platforms 3 and 5
LN880	YMS	York (Platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	3	N	N	N	N	N	N	N	N	N	N	
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	8	Y	Y	R1	Y	Y	Y	Y	Y	Y	Y	R1 5mph Wakefield Kirkgate platform 3
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	9	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN896	DRA1	Drax Branch Jn – Drax Power Station (NR Boundary)	0	00	4	16	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL2	Selby South Jn – Site of Former Barlby Jn	31	12	30	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL1	Site of Former Barlby Jn – Anlaby Road Jn	30	40	0	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited Hull platforms 3
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/5	37/7 37/9	43	47/2	47/4	47/7	56	57	58	59	Notes
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	Y	R1	R1	R1	R1	R1	R1	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	Y	Y	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	8	Y	Y	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	Y	Y	
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	8	Y	Y	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	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	Y	Y	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	5	R1	N	Y	N	N	N	N	N	N	N	R1 Route prohibited to Class 37/5 locomotives that conform to RA6
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	8	Y	Y	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	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	Y	Y	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4C (London North Eastern) – Route clearance of locomotives

Last Updated: 04/03/2023

To be read in conjunction with General Notes.

Class 67 – Additional speed restrictions are detailed on the current Vehicle/Infrastructure Summary of Compatibility documentation

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	9	Y	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	Y	
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	9	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	9	Y	Y	R1	Y	Y	Y	Y	R1 100mph over Structure ECM1/54 Down Fast line (15m 22ch)
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	9	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	9	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	9	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	9	Y	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	Y	
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	8	Y	Y	R1	Y	Y	Y	Y	R1 100mph over Structure ECM1/296 Down Fast line (135m 28ch)
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	9	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	9	Y	Y	Y	Y	Y	Y	Y	
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	9	Y	Y	Y	Y	Y	Y	Y	
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	9	N	N	N	N	N	R1	N	R1 Prohibited in diesel mode
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	9	Y	Y	Y	Y	Y	Y	Y	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	3	20	4	33	9	Y	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	Y	Y	Y	
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	9	Y	Y	Y	Y	Y	Y	Y	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	9	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	9	Y	Y	Y	Y	Y	Y	Y	
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	9	Y	Y	Y	Y	Y	Y	Y	
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	10	Y	Y	Y	Y	Y	Y	Y	
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	9	Y	Y	Y	Y	Y	Y	Y	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	8	Y	Y	Y	Y	Y	Y	Y	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	8	Y	Y	Y	Y	Y	Y	Y	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	8	Y	Y	Y	Y	Y	Y	Y	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	8	Y	Y	Y	Y	Y	Y	Y	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	9	Y	Y	Y	Y	Y	Y	Y	
LN170	WEB	Werrington Jn – Site of Former Spalding South Jn	79	34	92	58	8	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD1	Site of Former Spalding South Jn – Sleaford South Jn	44	07	62	14	8	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	8	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD2	Sleaford North Jn – Site of Former Greetwell West Jn	63	48	81	25	8	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD3	Site of Former Greetwell West Jn – Trent East Jn	81	25	98	56	8	Y	Y	Y	Y	Y	Y	Y	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	8	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	8	Y	Y	Y	Y	Y	Y	Y	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	8	Y	Y	Y	Y	Y	Y	Y	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	8	Y	Y	Y	Y	Y	Y	Y	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	8	Y	Y	Y	Y	Y	Y	Y	
LN185	ABE1	Allington West Jn – Site of Former Barkston East Jn	0	00	4	08	8	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS1	Barkston East Jn – Site of Former Honington Jn	110	12	112	00	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN185	GRS2	Site of Former Honington Jn – Sleaford West Jn	112	00	120	29	8	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	8	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS2	Sleaford East Jn – Site of Former Boston Sleaford Line Jn	121	21	137	06	8	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS3	Site of Former Boston Sleaford Line Jn – Boston	106	70	107	24	8	Y	Y	Y	Y	Y	Y	Y	
LN185	GRS3	Boston – Site of Former Firsby East Jn	107	24	122	22	7	Y	Y	N	Y	Y	Y	Y	
LN185	GRS4	Site of Former Firsby East Jn - Skegness	0	28	9	17	7	R1	R1	N	Y	Y	R1	R1	R1 Prohibited Skegness platform 7
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	8	Y	Y	Y	Y	Y	Y	Y	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	8	Y	Y	Y	Y	Y	Y	Y	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	8	Y	Y	Y	Y	Y	Y	Y	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	8	Y	Y	Y	Y	Y	Y	Y	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	8	Y	Y	Y	Y	Y	Y	Y	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	8	Y	Y	Y	Y	Y	Y	Y	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	8	Y	Y	Y	Y	Y	Y	Y	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	8	Y	Y	Y	Y	Y	Y	Y	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	9	Y	Y	Y	Y	Y	Y	Y	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	9	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	9	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	10	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	9	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	9	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM5	York Station – Birtley Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	75	26	9 *	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	9	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	9	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	9	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	9	R1	R1	R1	R3	R2	Y	R1	R1 Prohibited Newcastle platforms 9, 10 11 and 12 R2 Prohibited Newcastle Platform 10 R3 Prohibited Newcastle platforms 9, 10 and 12
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	9	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	9	Y	Y	Y	Y	Y	Y	Y	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	9	Y	Y	Y	Y	Y	Y	Y	
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	9	Y	Y	Y	Y	Y	Y	Y	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	9	Y	Y	Y	Y	Y	Y	Y	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	8	Y	Y	Y	Y	Y	Y	Y	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	8	Y	Y	Y	Y	Y	Y	Y	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	8	R1	R1	R1	Y	Y	R1	R1	R1 Prohibited Hartlepool Down Bay platform 3
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	8	Y	Y	Y	Y	Y	Y	Y	
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	5	R1	R1	R2	R3 R4	N	R1	Y	R1 Movement of all freight trains (including Engineering and 'Departmental' trains) greater than RA5 over High Level Bridge (LEN3/323) must first be authorised by the Infrastructure Manager's structures engineer or their on-call representative R2 Assistance/locomotive-hauled/light engine movements are permitted over High Level Bridge (LEN3/323) during perturbed working only R3 Perturbed working only (in exceptional circumstances only to move / turn vehicles in event of failure) R4 - Single line working only
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	8	R1	R1	R1	R1	R1	R1	R1	R1 Permitted for the purposes of track recording and maintenance only
LN629	PDL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	98	01	8	N	N	N	N	N	N	N	
LN630	PUL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	97	77	8	N	N	N	N	N	N	N	
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	8	Y	Y	Y	Y	Y	Y	Y	
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	8	Y	Y	Y	Y	Y	Y	Y	
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	8	Y	Y	Y	Y	Y	Y	Y	
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	7	N	Y	N	Y	Y	Y	Y	
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	7	N	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	7	N	Y	N	Y	Y	Y	Y	
LN636	No ELR	Beam Mill Jn – Network Rail Boundary	18	03	18	67	8	Y	Y	Y	Y	Y	Y	Y	
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	8	Y	Y	Y	Y	Y	Y	Y	
LN642	SSK1	Saltburn West Jn – Network Rail Boundary (Cleveland Potash)	27	05	34	29	8	Y	Y	Y	Y	Y	Y	Y	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	8	Y	Y	Y	Y	Y	Y	Y	
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	8	Y	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	8	Y	Y	Y	Y	Y	Y	Y	
LN652	POC2	Phillips Siding Jn – Seal Sands Branch Jn	3	25	5	01	8	Y	Y	Y	Y	Y	Y	Y	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	8	Y	Y	Y	Y	Y	Y	Y	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	8	Y	Y	Y	Y	Y	Y	Y	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	8	Y	Y	Y	Y	Y	Y	Y	
LN664	BNW	Boldon East Jn – Boldon North Jn	0	00	0	20	8	Y	Y	Y	Y	Y	Y	Y	
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	8	Y	Y	Y	Y	Y	Y	Y	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	8	Y	Y	Y	Y	Y	Y	Y	
LN670	JAW1	Pelaw Jn – Network Rail Boundary (Shell Mex Depot Jarrow)	0	09	3	36	8	Y	Y	Y	Y	Y	Y	Y	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	8	R1	R1	R1	R1	R1	R1	R1	Line out of use (temporarily) NC/G1/2011/LNE/STNC/001 until 30 April 2023
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	
LN676	PLG1	Park Lane Jn – Site of Former High Street Jn	100	65	101	15	8	Y	Y	Y	Y	Y	Y	Y	
LN676	PLG2	Site of Former High Street Jn – Greensfield Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	8	Y	Y	Y	Y	Y	Y	Y	
LN678	DAE1	Darlington North Jn – Site of Former Parkgate Jn	44	36	44	64	8	Y	Y	Y	Y	Y	Y	Y	
LN678	DAE1	Site of Former Parkgate Jn – Shildon SB	0	00	8	29	8	Y	Y	Y	Y	Y	Y	Y	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	8	Y	Y	Y	Y	Y	Y	Y	
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	8	Y	Y	Y	Y	Y	Y	Y	
LN682	NEC1	Norwood Jn – Site of Former Blaydon East Jn	1	71	5	28	8	Y	Y	Y	Y	Y	Y	Y	
LN682	NEC2	Site of Former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	8	Y	Y	Y	Y	Y	Y	Y	
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	8	Y	Y	Y	R1	Y	Y	Y	R1 Prohibited Royal Mail Terminal platform
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN694	BNE	Benton North Jn – Site of Former Earsdon Jn	0	00	2	53	8	Y	Y	Y	Y	Y	Y	Y	
LN694	EJM	Site of Former Earsdon Jn – Morpeth North Jn	7	08	20	47	8	Y	Y	Y	Y	Y	Y	Y	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	8	Y	Y	Y	Y	Y	Y	Y	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	8	Y	Y	N	Y	Y	Y	Y	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	8	Y	Y	Y	Y	Y	Y	Y	
LN704	ISC	Newsham North Jn – Network Rail Boundary (Blyth Bates Terminal)	0	00	0	36	-	N	N	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	8	Y	Y	Y	Y	Y	Y	Y	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	8	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	8	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	8	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	8	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	8	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	8	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	8	Y	Y	Y	Y	Y	Y	Y	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	8	Y	Y	Y	Y	Y	Y	Y	
LN736	NUJ2	Woodburn Jn – Site of Former Nunnery Jn	42	29	41	68	8	Y	Y	Y	Y	Y	Y	Y	
LN736	NUJ1	Site of Former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	8	Y	Y	Y	Y	Y	Y	Y	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	8	Y	Y	Y	Y	Y	Y	Y	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	8	Y	Y	Y	Y	Y	Y	Y	
LN740	PYE2	Network Rail Boundary (ABP) – Site of Former Queens Road Jn	4	33	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN740	PYE1	Site of Former Queens Road Jn – Immingham East Jn	106	50	106	31	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	8	Y	Y	Y	Y	Y	Y	Y	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	8	Y	Y	Y	Y	Y	Y	Y	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	8	Y	Y	Y	Y	Y	Y	Y	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	8	Y	Y	Y	Y	Y	Y	Y	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	8	Y	Y	Y	Y	Y	Y	Y	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	8	Y	Y	Y	Y	Y	Y	Y	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	8	Y	Y	Y	Y	Y	Y	Y	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	8	Y	Y	Y	Y	Y	Y	Y	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	8	Y	Y	Y	Y	Y	Y	Y	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	8	Y	Y	Y	Y	Y	Y	Y	
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	10	Y	Y	Y	Y	Y	Y	Y	
LN756	NOP1	Scunthorpe Trent Jn – Site of Former Dawes Lane Jn	0	00	0	28	8	Y	Y	Y	Y	Y	Y	Y	
LN756	NOP2	Site of Former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	8	Y	Y	Y	Y	Y	Y	Y	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	8	Y	Y	Y	Y	Y	Y	Y	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	8	Y	Y	Y	Y	Y	Y	Y	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	8	Y	Y	Y	Y	Y	Y	Y	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	7	Y	Y	N	Y	Y	Y	Y	
LN762	YDS	St Catherines Jn – Decoy South Jn (St Catherines Curve)	15	17	15	71	8	Y	Y	Y	Y	Y	Y	Y	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	8	Y	Y	Y	Y	Y	Y	Y	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	8	Y	Y	Y	Y	Y	Y	Y	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	9	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	7	Y	Y	N	Y	Y	Y	Y	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	7	Y	Y	N	Y	Y	Y	Y	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	7	Y	Y	N	Y	Y	Y	Y	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	7	Y	Y	N	Y	Y	Y	Y	
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	7	R1	R1	N	R1	R1	R1	R1	R1 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	8	Y	Y	Y	Y	Y	Y	Y	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	8	Y	Y	Y	Y	Y	Y	Y	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	8	Y	Y	Y	Y	Y	Y	Y	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	8	Y	Y	Y	Y	Y	Y	Y	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	10	Y	Y	Y	Y	Y	Y	Y	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	-	N	N	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	7	Y	Y	N	Y	Y	Y	Y	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	7	Y	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	8	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	8	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	8	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC1	Nunnery Main Line Jn – Site of Former Grimesthorpe Jn	158	77	160	47	8	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC2	Site of Former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	8	Y	Y	Y	Y	Y	Y	Y	
LN804	TJC3	Site of Former Masborough South Jn – Swinton Jn South	161	77	166	56	8	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	8	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ1	Swinton Jn North – Site of Former Wath Curve Jn	167	03	168	64	8	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ2	Site of Former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	9	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ2	Ferrybridge South Jn – Site of Former Burton Salmon Jn	2	38	0	00	9	Y	Y	Y	Y	Y	Y	Y	
LN804	SMJ3	Site of Former Burton Salmon Jn – Milford Jn	16	69	15	07	9	Y	Y	Y	Y	Y	Y	Y	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	10	Y	Y	Y	Y	Y	Y	Y	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	8	Y	Y	Y	Y	Y	Y	Y	
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	8	Y	Y	Y	Y	Y	Y	Y	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	8	Y	Y	Y	Y	Y	Y	Y	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	10	Y	Y	Y	Y	Y	Y	Y	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	10	Y	Y	Y	Y	Y	Y	Y	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	10	Y	Y	Y	Y	Y	Y	Y	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	8	Y	Y	Y	Y	Y	Y	Y	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	10	Y	Y	Y	Y	Y	Y	Y	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	8	Y	Y	Y	Y	Y	Y	Y	
LN826	SJM2	Mexborough Jn – Site of Former Mexborough North Jn	15	64	14	78	8	Y	Y	Y	Y	Y	Y	Y	
LN826	SJM1	Site of Former Mexborough North Jn – Swinton Jn South	167	15	166	56	8	Y	Y	Y	Y	Y	Y	Y	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	8	Y	Y	Y	Y	Y	Y	Y	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	8	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	9	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL1	Hare Park Jn – Site of Former West Riding Jn	171	70	175	32	9	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Site of Former West Riding Jn – Copley Hill West Jn	175	32	184	65	9	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	9	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	9	Y	Y	Y	Y	Y	Y	Y	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	8	Y	Y	Y	Y	Y	Y	Y	
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	8	Y	Y	Y	Y	Y	Y	Y	
LN838	LEH1	Armley Jn – Site of Former Pannal Jn	0	12	14	60	8	R1	R1	Y	R1	Y	Y	R1	R1 10mph speed restriction through Wescoe Hill Tunnel on the Down
LN838	LEH2	Site of Former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	8	Y	Y	Y	Y	Y	Y	Y	
LN838	LEH3	Site of Former Crimple Jn – Harrogate	15	20	17	24	8	R1	R1	Y	Y	Y	Y	R1	R1 10mph through Bridge 39 on the Down
LN838	HAY2	Harrogate – Site of Former Starbeck North Jn	20	38	18	60	8	R1	R1	R1	R1	Y	R1	R1	R1 Prohibited Harrogate Bay platform 2
LN838	HAY1	Site of Former Starbeck North Jn – Skelton Jn	18	60	1	50	8	Y	Y	Y	Y	Y	Y	Y	
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	8	Y	Y	Y	Y	Y	Y	Y	
LN842	CJS	Thorpe Marsh Jn – Applehurst Jn	163	76	163	27	8	Y	Y	Y	Y	Y	Y	Y	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	9	Y	Y	Y	Y	Y	Y	Y	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	9	Y	Y	Y	Y	Y	Y	Y	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	8	Y	Y	Y	Y	Y	Y	Y	
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	9	Y	Y	Y	Y	Y	Y	Y	
LN852	LBE1	Holbeck Jn – Site of Former Laisterdyke East Jn	0	02	6	49	8	Y	Y	Y	Y	Y	Y	Y	
LN852	LBE2	Site of Former Laisterdyke East Jn – Site of Former Laisterdyke West Jn	190	24	190	60	8	Y	Y	Y	Y	Y	Y	Y	
LN852	LBE3	Site of Former Laisterdyke West Jn – Site of Former Hammerton Street Jn	190	60	191	30	8	Y	Y	Y	Y	Y	Y	Y	
LN852	LBE4	Site of Former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	8	Y	Y	Y	Y	Y	Y	Y	
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	8	Y	Y	Y	Y	Y	Y	Y	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	9	Y	Y	Y	Y	Y	Y	Y	
LN854	MVN2	Turners Lane Jn – Site of Former Goose Hill Jn	48	33	50	31	9	Y	Y	Y	Y	Y	Y	Y	
LN854	TJC3	Site of Former Goose Hill Jn – Altofts Jn	184	56	186	00	8	Y	Y	Y	Y	Y	Y	Y	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	9	Y	Y	Y	Y	Y	Y	Y	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	9	Y	Y	Y	Y	Y	Y	Y	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	9	Y	Y	Y	Y	Y	Y	Y	
LN854	ECM4	Holgate Jn – York	188	07	188	40	9	Y	Y	Y	Y	Y	Y	Y	
LN854	ECM5	York – Skelton Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	1	50	9 *	Y	Y	Y	Y	Y	Y	Y	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	8	R1	R1	R1	R1	R1	R1	R1	R1 10mph over bridge MRB/58 between 39m 50ch and 39m 56ch.
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	9	Y	Y	Y	Y	Y	Y	Y	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	9	Y	Y	Y	Y	Y	Y	Y	
LN860	MVL3	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	9	Y	Y	Y	Y	Y	Y	Y	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	9	Y	Y	Y	Y	Y	Y	Y	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	9	Y	Y	Y	Y	Y	Y	Y	
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	8	Y	Y	Y	Y	Y	Y	Y	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	8	Y	Y	Y	Y	Y	Y	Y	
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	8	Y	Y	Y	Y	Y	Y	Y	
LN862	PED2	Barnsley Station Jn – Site of Former Barnsley Jn	6	43	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN862	PED1	Site of Former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	8	Y	Y	Y	Y	Y	Y	Y	
LN862	PEH	Site of Former Huddersfield Jn – Lockwood	13	42	1	18	8	Y	Y	Y	Y	Y	Y	Y	
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	8	Y	Y	Y	Y	Y	Y	Y	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN864	DRS1	Dewsbury Railway Street – Change of Mileage	0	10	0	00	6	Y	Y	N	N	Y	Y	Y	
LN864	DRS1	Change of Mileage – Dewsbury East Jn	0	27	0	00	6	Y	Y	N	N	Y	Y	Y	
LN868	SHB	Wincobank Jn – Site of former Quarry Jn	161	52	173	48	8	Y	Y	Y	Y	R1	Y	Y	R1 Prohibited Up line between Wombwell and Elescar
LN868	PED2	Site of Former Quarry Jn – Barnsley Station Jn	7	50	6	43	8	Y	Y	Y	Y	Y	Y	Y	
LN868	BAH2	Barnsley Station Jn – Site of Former Crigglestone Jn	52	58	45	56	7	Y	Y	N	Y	Y	Y	Y	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	7	R1	Y	N	Y	Y	Y	Y	R1 10mph over bridge No.3 and bridge No.4

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	8	Y	Y	Y	Y	Y	Y	Y	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	8	Y	Y	Y	Y	Y	Y	Y	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	8	Y	Y	Y	Y	Y	Y	Y	
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	8	Y	Y	Y	Y	Y	Y	Y	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	8	Y	Y	Y	Y	Y	Y	Y	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	8	Y	Y	Y	Y	Y	Y	Y	
LN876	BOO	Castleford East Jn – Ledston	6	17	4	43	-	N	N	N	N	N	N	N	
LN878	SHG	Sherburn Jn – Gascoigne Wood Jn	13	20	14	30	8	Y	Y	Y	Y	Y	Y	Y	
LN880	YMS	York (platforms 4 & 5) –Scarborough (platforms 1 to 5)	0	00	42	06	8	R1	R1	R1	R2	Y	R1	R1	R1 Prohibited Scarborough Platforms 3 and 5 R2 Prohibited Scarborough Platform 5
LN880	YMS	York (Platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	3	N	N	N	Y	N	N	N	
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	8	Y	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	8	Y	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	8	Y	Y	Y	Y	Y	Y	Y	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	8	Y	Y	Y	Y	Y	Y	Y	
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	8	Y	Y	Y	Y	Y	Y	Y	
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	8	Y	Y	Y	Y	Y	Y	Y	
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	8	Y	Y	Y	Y	Y	Y	Y	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	9	Y	Y	Y	Y	Y	Y	Y	
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	9	Y	Y	Y	Y	Y	Y	Y	
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	9	Y	Y	Y	Y	Y	Y	Y	
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	9	Y	Y	Y	Y	Y	Y	Y	
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	9	Y	Y	Y	Y	Y	Y	Y	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	8	Y	Y	Y	Y	Y	Y	Y	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	9	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN896	DRA1	Drax Branch Jn – Drax Power Station (NR Boundary)	0	00	4	16	8	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	8	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	8	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	8	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	8	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL2	Selby South Jn – Site of Former Barlby Jn	31	12	30	40	8	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL1	Site of Former Barlby Jn – Anlaby Road Jn	30	40	0	73	8	Y	Y	Y	Y	Y	Y	Y	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	8	R1	R1	R1	R1	R1	R2	R1	R1 Prohibited Hull platform 3 R2 Prohibited Hull platforms 3 and 4
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	10	Y	Y	Y	Y	Y	Y	Y	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	9	Y	Y	Y	Y	Y	Y	Y	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	10	Y	Y	Y	Y	Y	Y	Y	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	10	Y	Y	Y	Y	Y	Y	Y	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	9	Y	Y	Y	Y	Y	Y	Y	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	9	Y	Y	Y	Y	Y	Y	Y	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	9	Y	Y	Y	Y	Y	Y	Y	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	8	Y	Y	Y	Y	Y	Y	Y	
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	8	Y	Y	Y	Y	R1	Y	Y	R1 Prohibited from passing under Bridge No.2 at 0m 45ch on Up Seamer Line STNC NC/G1/2012/ICP-G/LNE002V until 30 June 2014
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	7	N	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	97/3	Notes
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	6	N	R1	N	N	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	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	7	R1 R2 R3	Y	R1 R2 R3	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	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	8	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	
LN922	TJC3	Skipton – Site of Former Skipton North Jn Change of ELR	221	21	221	68	8	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	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	7	N	Y	N	Y	Y	Y	Y	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	7	N	Y	N	Y	Y	Y	Y	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	5	N	N	N	N	N	Y	Y	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	8	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	
LN930	SKS2	Site of Former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	8	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	

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	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes	
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		

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	RA	86	87	88	90	91	92	Notes
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	9	N	N	Y	H	H	N	
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	10	Y	Y	N	Y	Y	Y	
LN147	PMJ	Helpston Jn – Route Boundary (LN3615)	16	71	13	60	9	N	N	Y	N	N	N	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	8	Y	Y	Y	Y	Y	N	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	8	Y	Y	Y	Y	Y	Y	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	8	Y	Y	Y	Y	Y	Y	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	8	Y	Y	Y	Y	Y	Y	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	9	H	H	Y	H	H	N	
LN170	WEB	Werrington Jn – Site of Former Spalding South Jn	79	34	92	58	8	H	H	Y	H	H	N	
LN170	SPD1	Site of Former Spalding South Jn – Sleaford South Jn	44	07	62	14	8	H	H	Y	H	H	N	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	8	H	H	Y	H	H	N	
LN170	SPD2	Sleaford North Jn – Site of Former Greetwell West Jn	63	48	81	25	8	H	H	Y	H	H	N	
LN170	SPD3	Site of Former Greetwell West Jn – Trent East Jn	81	25	98	56	8	H	H	Y	H	H	N	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	8	H	H	Y	H	H	N	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	8	H	H	Y	H	H	N	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	8	H	H	Y	H	H	N	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	8	H	H	Y	H	H	N	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	8	H	H	Y	H	H	N	
LN185	ABE1	Allington West Jn – Site of Former Barkston East Jn	0	00	4	08	8	N	N	Y	N	N	N	
LN185	GRS1	Barkston East Jn – Site of Former Honington Jn	110	12	112	00	8	N	N	Y	N	N	N	
LN185	GRS2	Site of Former Honington Jn – Sleaford West Jn	112	00	120	29	8	N	N	Y	N	N	N	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	8	H	H	Y	H	H	N	
LN185	GRS2	Sleaford East Jn – Site of Former Boston Sleaford Line Jn	121	21	137	06	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN185	GRS3	Site of Former Boston Sleaford Line Jn – Boston	106	70	107	24	8	N	N	Y	N	N	N	
LN185	GRS3	Boston – Site of Former Firsby East Jn	107	24	122	22	7	N	N	Y	N	N	N	
LN185	GRS4	Site of Former Firsby East Jn - Skegness	0	28	9	17	7	N	N	Y	N	N	N	
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	8	N	N	Y	N	N	N	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	8	N	N	Y	N	H R1	N	R1 75mph maximum speed
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	8	N	N	Y	N	N	N	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	8	H	H	Y	H	H	N	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	8	H	H	Y	H	H	N	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	8	H	H	Y	H	H	N	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	8	H	H	Y	H	H	N	
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	8	H	H	Y	H	H	N	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	8	H	H	Y	H	H	N	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	9	N	N	Y	N	N	N	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	9	N	N	Y	N	N	N	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	9	Y	Y	Y	Y	Y	Y	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	10	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	9	Y	Y	Y	Y	Y	Y	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	9	Y	Y	Y	Y	Y	Y	
LN600	ECM5	York Station – Birtley Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	75	26	9 *	Y	Y	Y	Y	Y	Y	
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	9	Y	Y	Y	Y	Y	Y	
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	9	Y	Y	Y	Y	Y	Y	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	9	Y	Y	Y	Y	Y	Y	
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	9	R1	R1	R2	R1	R1	R1	R1 Prohibited Newcastle platforms 9, 10 11 and 12 R2 Prohibited Newcastle platforms 9, 10 and 12

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	9	Y	Y	Y	Y	Y	Y	
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	9	Y	Y	Y	Y	Y	Y	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	9	Y	Y	Y	Y	Y	Y	
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South	0	00	1	54	9	Y	Y	Y	Y	Y	Y	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	9	Y	Y	Y	Y	Y	Y	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	8	N	N	Y	N	N	N	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	8	N	N	Y	N	N	N	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	8	H	H	Y	H	H	N	
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	8	H	H	Y	H	H	N	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	8	H	H	Y	H	H	N	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	8	H	H	Y	H	H	N	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	8	H	H	Y	H	H	N	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	8	H R1	H R1	Y	H R1	H R1 R2	N	R1 Prohibited Hartlepool Down Bay platform 3 R2 Prohibited Hartlepool Up (disused) platform
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	8	N	N	Y	N	H	N	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	8	H R1	H R1	Y	H R1	H	N	R1 Prohibited between Sunderland South Jn and East Boldon
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	8	H	H	Y	H	H	N	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	8	H	H	Y	H	H	N	
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	8	H	H	Y	H	H R1	N	R1 20mph Heworth down platform
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	8	H	H	Y	H	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	5	R1	R1	R2 R3	R1	R1	R1	R1 Movement of all freight trains (including Engineering and 'Departmental' trains) greater than RA5 over High Level Bridge (LEN3/323) must first be authorised by the Infrastructure Manager's structures engineer or their on-call representative. Locomotive-hauled passenger services are permitted over High Level Bridge (LEN3/323) during perturbed working only. R2 R2- Perturbed working only (in exceptional circumstances only to move / turn vehicles in event of failure) R3 - Single line working only
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	8	N	N	Y	N	N	N	
LN629	PDL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	98	01	8	N	N	Y	N	N	N	
LN630	PUL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	97	77	8	N	N	Y	N	N	N	
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	8	H	H	Y	H	H	N	
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	8	N	N	Y	N	N	N	
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	8	N	N	Y	N	N	N	
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	7	N	N	Y	N	N	N	
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	7	N	N	Y	N	N	N	
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	7	N	N	Y	N	N	N	
LN636	No ELR	Beam Mill Jn – Network Rail Boundary	18	03	18	67	8	N	N	Y	N	N	N	
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	8	N	N	Y	N	N	N	
LN642	SSK1	Saltburn West Jn – Network Rail Boundary (Cleveland Potash)	27	05	34	29	8	N	N	Y	N	N	N	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	8	H	H	Y	H	H	N	
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	8	N	N	Y	N	N	N	
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	8	N	N	Y	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN652	POC2	Phillips Siding Jn – Seal Sands Branch Jn	3	25	5	01	8	N	N	Y	N	N	N	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	8	N	N	Y	N	N	N	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	8	N	N	Y	N	N	N	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	8	N	N	Y	N	N	N	
LN664	BNW	Boldon East Jn – Boldon North Jn	0	00	0	20	8	N	N	Y	N	N	N	
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	8	N	N	Y	N	N	N	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	8	N	N	Y	N	N	N	
LN670	JAW1	Pelaw Jn – Network Rail Boundary (Shell Mex Depot Jarrow)	0	09	3	36	8	N	N	Y	N	N	N	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	8	N	N	R1	N	N	N	Line out of use (temporarily) NC/G1/2011/LNE/STNC/001 until 30 April 2023
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	8	Y	Y	Y	Y	Y	Y	
LN676	PLG1	Park Lane Jn – Site of Former High Street Jn	100	65	101	15	8	H	H	Y	H	H	N	
LN676	PLG2	Site of Former High Street Jn – Greensfield Jn	0	00	0	21	8	H	H	Y	H	H	N	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	8	Y	Y	Y	Y	Y	Y	
LN678	DAE1	Darlington North Jn – Site of Former Parkgate Jn	44	36	44	64	8	N	N	Y	N	N	N	
LN678	DAE1	Site of Former Parkgate Jn – Shildon SB	0	00	8	29	8	N	N	Y	N	N	N	
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	8	N	N	Y	N	N	N	
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	8	H	H	Y	H	H	H	
LN682	NEC1	Norwood Jn – Site of Former Blaydon East Jn	1	71	5	28	8	H	H	Y	H	H R1	H	R1 Prohibited Dunston Down platform with deflated suspension
LN682	NEC2	Site of Former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	8	H R2	H R2	Y	H R2	H R1 R2	H R2	R1 30mph Wylam Down platform R2 15mph through Whitchester Tunnel
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	8	Y	Y	R1	Y	Y	Y	R1 Prohibited Royal Mail Terminal platform
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN694	BNE	Benton North Jn – Site of Former Earsdon Jn	0	00	2	53	8	H	H	Y	H	H	N	
LN694	EJM	Site of Former Earsdon Jn – Morpeth North Jn	7	08	20	47	8	H	H	Y	H	H	N	
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	8	H	H	Y	H	H	N	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	8	N	N	Y	N	N	N	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	8	N	N	Y	N	N	N	
LN704	ISC	Newsham North Jn – Network Rail Boundary (Blyth Bates Terminal)	0	00	0	36	-	N	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	8	N	N	Y	N	N	N	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	8	N	N	Y	N	N	N	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	8	N	N	Y	N	N	N	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	8	N	N	Y	N	N	N	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	8	N	N	Y	N	N	N	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	8	N	N	Y	N	N	N	
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	8	N	N	Y	N	N	N	
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	8	N	N	Y	N	N	N	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	8	N	N	Y	N	N	N	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	8	N	N	Y	N	N	N	
LN736	NUJ2	Woodburn Jn – Site of Former Nunnery Jn	42	29	41	68	8	N	N	Y	N	N	N	
LN736	NUJ1	Site of Former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	8	N	N	Y	N	N	N	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	8	N	N	Y	N	N	N	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	8	N	N	Y	N	N	N	
LN740	PYE2	Network Rail Boundary (ABP) – Site of Former Queens Road Jn	4	33	0	00	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN740	PYE1	Site of Former Queens Road Jn – Immingham East Jn	106	50	106	31	8	N	N	Y	N	N	N	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	8	N	N	Y	N	N	N	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	8	N	N	Y	N	N	N	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	8	N	N	Y	N	N	N	
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	8	N	N	Y	N	N	N	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	8	N	N	Y	N	N	N	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	8	N	N	Y	N	N	N	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	8	N	N	Y	N	N	N	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	8	N	N	Y	N	N	N	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	8	N	N	Y	N	N	N	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	8	N	N	Y	N	N	N	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	8	N	N	Y	N	H R1	N	R1 Prohibited between Wrawby Jn and Kirk Sandall
LN754	SAN	Scunthorpe Foreign Ore Branch	0	00	1	16	10	N	N	Y	N	N	N	
LN756	NOP1	Scunthorpe Trent Jn – Site of Former Dawes Lane Jn	0	00	0	28	8	N	N	Y	N	N	N	
LN756	NOP2	Site of Former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	8	N	N	Y	N	N	N	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	8	N	N	Y	N	N	N	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	8	N	N	Y	N	N	N	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	8	N	N	Y	N	N	N	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	7	N	N	Y	N	N	N	
LN762	YDS	St Catherines Jn – Decoy South Jn (St Catherines Curve)	15	17	15	71	8	N	N	Y	N	N	N	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	8	N	N	Y	N	N	N	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	8	N	N	Y	N	N	N	
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	9	N	N	Y	N	N	N	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	7	N	N	Y	N	N	N	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	7	N	N	Y	N	N	N	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	7	N	N	Y	N	N	N	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	7	N	N	Y	N	N	N	
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	7	N	N	Y	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	8	N	N	Y	N	N	N	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	8	N	N	Y	N	N	N	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	8	N	N	Y	N	N	N	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	8	N	N	Y	N	N	N	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	10	N	N	Y	N	N	N	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	-	N	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	7	N	N	Y	N	N	N	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	7	N	N	Y	N	N	N	
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	8	N	N	Y	N	N	N	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	8	N	N	Y	N	N	N	
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN804	TJC1	Nunnery Main Line Jn – Site of Former Grimesthorpe Jn	158	77	160	47	8	N	N	R1	N	N	N	R1 Prohibited Nunnery Main line Jn - Mill Race Jn on the Down
LN804	TJC2	Site of Former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	8	N	N	Y	N	N	N	
LN804	TJC3	Site of Former Masborough South Jn – Swinton Jn South	161	77	166	56	8	N	N	Y	N	N	N	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	8	N	N	Y	N	N	N	
LN804	SMJ1	Swinton Jn North – Site of Former Wath Curve Jn	167	03	168	64	8	N	N	Y	N	N	N	
LN804	SMJ2	Site of Former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	9	N	N	Y	N	N	N	
LN804	SMJ2	Ferrybridge South Jn – Site of Former Burton Salmon Jn	2	38	0	00	9	H	H	Y	H	H	N	
LN804	SMJ3	Site of Former Burton Salmon Jn – Milford Jn	16	69	15	07	9	H	H	Y	H	H	N	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	10	N	N	Y	N	N	N	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	8	N	N	Y	N	N	N	
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	8	N	N	Y	N	N	N	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	8	N	N	Y	N	N	N	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	8	N	N	Y	N	N	N	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	10	N	N	Y	N	N	N	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	10	N	N	Y	N	N	N	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	10	N	N	Y	N	N	N	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	8	N	N	Y	N	N	N	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	10	N	N	Y	N	N	N	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	8	N	N	Y	N	N	N	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	8	N	N	Y	N	N	N	
LN826	SJM2	Mexborough Jn – Site of Former Mexborough North Jn	15	64	14	78	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN826	SJM1	Site of Former Mexborough North Jn – Swinton Jn South	167	15	166	56	8	N	N	Y	N	N	N	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	8	N	N	Y	N	N	N	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	8	N	N	Y	N	N	N	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	8	N	N	Y	N	N	N	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	9	R1	R1	Y	R1	R1	N	R1 Prohibited from using the unwired main to main crossover at Wintersett
LN836	DOL1	Hare Park Jn – Site of Former West Riding Jn	171	70	175	32	9	Y	Y	Y	Y	Y	N	
LN836	DOL2	Site of Former West Riding Jn – Copley Hill West Jn	175	32	184	65	9	Y	Y	Y	Y	Y	N	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	9	Y	Y	Y	Y	Y	N	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	9	Y	Y	Y	Y	Y	N	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	8	Y	Y	Y	Y	Y	N	
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	8	Y	Y	Y	Y	Y	N	
LN838	LEH1	Armley Jn – Site of Former Pannal Jn	0	12	14	60	8	H	H	Y	H	H	N	
LN838	LEH2	Site of Former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	8	H	H	Y	H	H	N	
LN838	LEH3	Site of Former Crimple Jn – Harrogate	15	20	17	24	8	H R1	H R1	Y	H R1	H R1	N	R1 Prohibited between Hornbeam Park and Harrogate
LN838	HAY2	Harrogate – Site of Former Starbeck North Jn	20	38	18	60	8	N	N	R1	N	N	N	R1 Prohibited Harrogate Bay platform 2
LN838	HAY1	Site of Former Starbeck North Jn – Skelton Jn	18	60	1	50	8	N	N	Y	N	N	N	
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	8	H	H	Y	H	H	N	
LN842	CJS	Thorpe Marsh Jn – Applehurst Jn	163	76	163	27	8	N	N	Y	N	N	N	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	8	N	N	Y	N	N	N	
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	8	N	N	Y	N	N	N	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	9	N	N	Y	N	N	N	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	9	N	N	Y	N	N	N	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	8	H	H	Y	H	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	9	H	H	Y	H	H	N	
LN852	LBE1	Holbeck Jn – Site of Former Laisterdyke East Jn	0	02	6	49	8	H	H	Y	H	H	N	
LN852	LBE2	Site of Former Laisterdyke East Jn – Site of Former Laisterdyke West Jn	190	24	190	60	8	H	H	Y	H	H	N	
LN852	LBE3	Site of Former Laisterdyke West Jn – Site of Former Hammerton Street Jn	190	60	191	30	8	H	H	Y	H	H	N	
LN852	LBE4	Site of Former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	8	H	H	Y	H	H	N	
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	8	H	H	Y	H	H	N	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	9	H	H	Y	H	H	N	
LN854	MVN2	Turners Lane Jn – Site of Former Goose Hill Jn	48	33	50	31	9	H	H	Y	H	H	N	
LN854	TJC3	Site of Former Goose Hill Jn – Altofts Jn	184	56	186	00	8	H	H	Y	H	H	N	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	9	H	H	Y	H	H	N	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	9	H	H	Y	H	H	N	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	9	Y	Y	Y	Y	Y	Y	
LN854	ECM4	Holgate Jn – York	188	07	188	40	9	Y	Y	Y	Y	Y	Y	
LN854	ECM5	York – Skelton Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	1	50	9 *	Y	Y	Y	Y	Y	Y	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	8	N	N	Y	N	N	N	
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	8	N	N	Y	N	N	N	
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	9	N	N	Y	N	N	N	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	9	N	N	Y	N	N	N	
LN860	MVL3	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	9	N	N	Y	N	N	N	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	9	N	N	Y	N	N	N	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	9	N	N	Y	N	N	N	
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	8	N	N	Y	N	N	N	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	8	N	N	Y	N	N	N	
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN862	PED2	Barnsley Station Jn – Site of Former Barnsley Jn	6	43	0	00	8	N	N	Y	N	N	N	
LN862	PED1	Site of Former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	8	N	N	Y	N	N	N	
LN862	PEH	Site of Former Huddersfield Jn – Lockwood	13	42	1	18	8	N	N	Y	N	N	N	
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	8	N	N	Y	N	N	N	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	8	N	N	Y	N	N	N	
LN864	DRS1	Dewsbury Railway Street – Change of Mileage	0	10	0	00	6	N	N	N	N	N	N	
LN864	DRS1	Change of Mileage – Dewsbury East Jn	0	27	0	00	6	N	N	N	N	N	N	
LN868	SHB	Wincobank Jn – Site of Former Quarry Jn	161	52	173	48	8	N	N	R1	N	N	N	R1 Prohibited Wombwell - Elsecar on the Up
LN868	PED2	Site of Former Quarry Jn – Barnsley Station Jn	7	50	6	43	8	N	N	Y	N	N	N	
LN868	BAH2	Barnsley Station Jn – Site of Former Crigglestone Jn	52	58	45	56	7	N	N	Y	N	N	N	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	7	N	N	Y	N	N	N	
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	8	N	N	Y	N	N	N	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	8	N	N	Y	N	N	N	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	8	N	N	Y	N	N	N	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	8	N	N	Y	N	N	N	
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	8	N	N	Y	N	N	N	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	8	N	N	Y	N	N	N	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	8	N	N	Y	N	N	N	
LN876	BOO	Castleford East Jn – Ledston	6	17	4	43	-	N	N	N	N	N	N	
LN878	SHG	Sherburn Jn – Gascoigne Wood Jn	13	20	14	30	8	N	N	Y	N	N	N	
LN880	YMS	York (platforms 4 & 5) –Scarborough (platforms 1 to 5)	0	00	42	06	8	N	N	R1	N	N	N	R1 Prohibited Scarborough platfrorm 5
LN880	YMS	York (Platform 2 and maintenance sidings) – Connection to Up line	0	0	0	15	3	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	8	H	H	Y	H	H	N	
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	8	H	H	Y	H	H	N	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	8	H	H	Y	H	H	N	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	8	N	N	Y	N	N	N	
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	8	N	N	Y	N	N	N	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn.	49	41	48	76	8	N	N	Y	N	N	N	
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	8	N	N	Y	N	N	N	
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	8	N	N	Y	N	N	N	
LN888	CJS	Stainforth Jn – Thorpe Marsh Jn	166	70	163	76	9	N	N	Y	N	N	N	
LN888	HTM	Thorpe Marsh Jn – Haywood Jn	69	56	67	66	9	N	N	Y	N	N	N	
LN888	KWS	Haywood Jn – Knottingley West Jn	67	66	58	20	9	H	H	Y	H	H	N	
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	9	N	N	Y	N	H	N	
LN889	KWS	Shaftholme Jn – Haywood Jn	68	75	67	66	9	N	N	Y	N	H	N	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	8	N	N	Y	N	N	N	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	9	N	N	Y	N	N	N	
LN896	DRA1	Drax Branch Jn – Drax Power Station (NR Boundary)	0	00	4	16	8	N	N	Y	N	N	N	
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	8	N	N	Y	N	N	N	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	8	N	N	Y	N	N	N	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	8	N	N	Y	N	N	N	
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	8	N	N	Y	N	N	N	
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	8	N	N	Y	N	N	N	
LN898	HUL2	Selby South Jn – Site of Former Barlby Jn	31	12	30	40	8	N	N	Y	N	N	N	
LN898	HUL1	Site of Former Barlby Jn – Anlaby Road Jn	30	40	0	73	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	8	N	N	R1	N	N	N	R1 Prohibited Hull Paragon platform 3
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	10	N	N	Y	N	N	N	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	9	H	H	Y	H	H	N	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	10	H	H	Y	H	H	N	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	10	H	H	Y	H	H	N	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	9	H	H	Y	H	H	N	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	9	H	H	Y	H	H	N	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	9	H	H	Y	H	H	N	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	8	N	N	Y	N	N	N	
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	8	N	N	Y	N	N	N	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	8	N	N	R1	N	N	N	R1 Prohibited on the Down
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	7	N	N	Y	N	N	N	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	6	N	N	N	N	N	N	
LN916	HJS	Hessle Road – Springbank North Jn	0	00	1	38	8	N	N	Y	N	N	N	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	7	N	N	Y	N	N	N	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	8	N	N	Y	N	N	N	
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	8	N	N	Y	N	N	N	
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	8	Y	Y	Y	Y	R1 R2	N	R1 30mph Shipley Platform 2 R2 40mph Bingley Down Platform
LN922	TJC3	Skipton – Site of Former Skipton North Jn Change of ELR	221	21	221	68	8	N	N	Y	N	N	N	
LN922	SKW1	Site of Former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn)	221	68	230	00	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	7	N	N	Y	N	N	N	
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	7	N	N	Y	N	N	N	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	5	N	N	N	N	N	N	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	8	Y	Y	Y	Y	Y	N	
LN930	SKS1	Skipton Middle – Site of Former Embsay Jn	222	68	220	64	8	N	N	Y	N	N	N	
LN930	SKS2	Site of Former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	8	N	N	Y	N	N	N	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	8	N	N	Y	N	N	N	

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Table D2B (East Midlands) – Route clearance of electrical multiple units

Last Updated: 21/12/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	380	387	390	700	730	745	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	N	N	E	N	E	R1	N	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	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	N	
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	Y	N	Y	N	R1	N	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	N	
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	N	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	N	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	N	N	N	EH R1	N	N	N	R1 Prohibited Leicester platform 4
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	N	N	N	EH R1	N	N	EH R2	R1 Prohibited Leicester platform 4 R2 Prohibited Leicester to Syston North Jn
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	N	N	N	EH	N	N	EH	
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	N	N	N	EH	N	N	EH	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	N	N	N	EH	N	N	EH	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	380	387	390	700	730	745	Notes
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	N	EH	N	EH R1 R2	N	N	EH	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	N	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	N	N	N	N	N	N	N	
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	N	N	N	N	N	N	N	
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	N	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	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	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	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	N	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	Y	N	Y	N	Y	N	N	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	R1	N	Y	N	Y	N	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	N	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	N	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	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	380	387	390	700	730	745	Notes
LN3228	TES	Trent East ELR Change – Sheet Stores Jn.	0	00	0	30	N	N	N	N	N	N	N	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	N	N	N	N	N	N	N	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	N	N	N	EH	N	N	N	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	N	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	N	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	N	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	N	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	N	N	N	N	N	N	N	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	N	N	N	N	N	N	N	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	N	N	N	N	N	N	N	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	N	N	N	N	N	N	N	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	N	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	N	
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	N	N	N	N	N	N	N	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	N	N	N	N	N	N	N	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	N	N	N	N	N	N	N	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	N	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	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	380	387	390	700	730	745	Notes
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	N	EH	N	EH	N	N	N	
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	EH R6	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 R6 Prohibited Leicester Jn to Route Boundary (MD501) (Kingsbury Jn)
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	N	N	N	N	N	N	N	
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	N	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	EH	
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	EH	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	N	N	N	EH R1	N	N	EH	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	N	
LN3535	BCJ	Birmingham Curve Jn – Branston Jn	126	40	127	19	N	N	N	N	N	N	N	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	N	N	N	N	N	N	N	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	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	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	377	380	387	390	700	730	745	Notes
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	N	N	N	N	N	N	H	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	N	N	N	EH R1	N	N	EH R2	R1 45mph over bridge 23 Leicester Road on the Down Line at 105m 65ch R2 Prohibited for tranist moves Up Corby to Up Peterborough Man on the Down Corby
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	N	N	N	EH R1 R2	N	N	EH R3	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 R3 Prohibited Syston East Jn to Syston South Jn
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	N	N	N	EH	N	N	N	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	N	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	N	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	N	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	N	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	N	N	N	N	N	N	N	

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Table D4A (East Midlands) – Route clearance of locomotives

Last Updated: 18/11/2017

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC1	St. Pancras platforms 1, 2, 3 and 4 - Cricklewood	0	12	5	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	Notes
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
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	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3210	JRT1	Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) – Carlton Road Jn (Tottenham Lines)	0	18	0	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	5	N	N	N	R1 R2 R3	R1 R2 R3	R1 R2 R3 R4	N	N	R1 15mph maximum speed R2 OHLE must be switched off and Block To Electric Traction (BTET) imposed no requirement for earthing R3 Locomotives must not stand under insulators positioned directly above the track as the exhaust can damage the Overhead Line Equipment R4 Route prohibited to Class 33/0 and 33/1
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	3	N	N	N	N	N	N	N	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill)	5	19	5	72	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3228	TES	Trent East ELR Change – Sheet Stores Jn	0	00	0	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3237	RUD	Loughborough South Jn – Network Rail/GCR (N) Boundary	92	45	92	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	8	N	N	N	N	N	N	N	N	Line out of use NC/G1/2010/LNE/021
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	Notes
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	7	Y	Y	Y	Y	Y	Y	Y	Y	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3535	BCJ	Birmingham Curve Jn – Branson Jn	126	40	127	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	9	Y	Y	Y	Y	Y	Y	Y	Y	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	RA	08	09	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	Notes
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	8	Y	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	8	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4B (East Midlands) – Route clearance of locomotives

Last Updated: 18/11/2017

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	8	Y	Y	Y	Y	Y	Y	Y	
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC1	St Pancras platforms 1, 2, 3 and 4 - Cricklewood	0	12	5	09	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	8	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	8	Y	Y	Y	Y	Y	Y	Y	
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	8	Y	Y	Y	Y	Y	Y	Y	
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	8	Y	Y	Y	Y	Y	Y	Y	
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	8	Y	Y	Y	Y	Y	Y	Y	
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	8	Y	Y	Y	Y	Y	Y	Y	
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	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	Notes
LN3210	JRT1	Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) – Carlton Road Jn (Tottenham Lines)	0	18	0	03	8	Y	Y	Y	Y	Y	Y	Y	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	5	N	N	N	N	N	N	N	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	3	N	N	N	N	N	N	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill)	5	19	5	72	8	Y	Y	Y	Y	Y	Y	Y	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	8	Y	Y	Y	Y	Y	Y	Y	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	8	Y	Y	Y	Y	Y	Y	Y	
LN3228	TES	Trent East ELR Change – Sheet Stores Jn.	0	00	0	30	8	Y	Y	Y	Y	Y	Y	Y	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	8	Y	Y	Y	Y	Y	Y	Y	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	8	Y	Y	Y	Y	Y	Y	Y	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3237	RUD	Loughborough South Jn – Network Rail/GCR (N) Boundary	92	45	92	49	8	Y	Y	Y	Y	Y	Y	Y	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	8	N	N	N	N	N	N	N	Line out of use NC/G1/2010/LNE/021
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	8	Y	Y	Y	Y	Y	Y	Y	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	8	Y	Y	Y	Y	Y	Y	Y	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	8	Y	Y	Y	Y	Y	Y	Y	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	8	Y	Y	Y	Y	Y	Y	Y	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	7	Y	Y	Y	Y	Y	Y	Y	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	8	Y	Y	Y	Y	Y	Y	Y	
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	8	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	8	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	8	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	Notes
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	8	Y	Y	Y	Y	Y	Y	Y	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	8	Y	Y	Y	Y	Y	Y	Y	
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	8	Y	Y	Y	Y	Y	Y	Y	
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	8	Y	Y	Y	Y	Y	Y	Y	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	8	Y	Y	Y	Y	Y	Y	Y	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	8	Y	Y	Y	Y	Y	Y	Y	
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3535	BCJ	Birmingham Curve Jn – Branson Jn	126	40	127	19	8	Y	Y	Y	Y	Y	Y	Y	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	8	Y	Y	Y	Y	Y	Y	Y	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	9	Y	Y	Y	Y	Y	Y	Y	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	8	Y	Y	Y	Y	Y	Y	Y	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	8	Y	Y	Y	Y	Y	Y	Y	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	8	Y	Y	Y	Y	Y	Y	Y	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	8	Y	Y	Y	Y	Y	Y	Y	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	8	Y	Y	Y	Y	Y	Y	Y	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	8	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	8	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	8	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	8	Y	Y	Y	Y	Y	Y	Y	

Table D4C (East Midlands) – Route clearance of locomotives

Last Updated: 12/06/2021

To be read in conjunction with General Notes.

Class 67 – Additional speed restrictions are detailed on the current Vehicle/Infrastructure Summary of Compatibility documentation

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC1	St Pancras platforms 1, 2, 3 and 4 - Cricklewood	0	12	5	09	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
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	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
LN3210	JRT1	Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) – Carlton Road Jn (Tottenham Lines)	0	18	0	03	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	5	N	N	N	N	N	Y	N	R1 R2 R3 R4	N	R1 15mph R2 OHLE must be switched off and Block To Electric Traction (BTET) imposed no requirement for earthing R3 Locomotives must not stand under insulators positioned directly above the track as the exhaust can damage the Overhead Line Equipment R4 Prohibited in DC mode
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	3	N	N	N	N	N	Y	N	N	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill)	5	19	5	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3228	TES	Trent East ELR Change – Sheet Stores Jn	0	00	0	30	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3237	RUD	Loughborough South Jn – Network Rail/GCR (N) Boundary	92	45	92	49	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	8	N	N	N	N	N	Y	N	N	N	Line out of use NC/G1/2010/LNE/021
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	8	Y	Y	Y	Y	N	Y	R1	Y	Y	R1 Prohibited between Ambergate and Whatstandwell
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	8	Y	Y	Y	Y	Y	Y	R1	Y	Y	R1 Prohibited Down Main line between Mansfield and Mansfield Woodhouse
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	8	Y	Y	Y	Y	Y	Y	R1	Y	Y	R1 Prohibited Up Stoke line through Meir Tunnel
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3535	BCJ	Birmingham Curve Jn – Branson Jn	126	40	127	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	8	Y	Y	Y	Y	Y	Y	N	Y	Y	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4D (East Midlands) – Route clearance of locomotives

Last Updated: 18/11/2017

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	8	N	N	Y	N	N	N	
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	8	N	N	Y	N	N	N	
LN3201	SPC1	St Pancras platforms 1, 2, 3 and 4 - Cricklewood	0	12	5	09	8	Y	Y	Y	Y	N	N	
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	8	Y	Y	Y	Y	N	N	
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	8	H	H	Y	H	N	N	
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	8	H	H	Y	H	N	N	
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	8	H	H	Y	H	N	N	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	8	H	H	Y	H	N	N	
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	8	H	H	Y	H	N	N	
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	8	H	H	Y	H	N	N	
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	8	H	H	Y	H	N	N	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	8	H	H	Y	H	N	N	
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	8	H	H	Y	H	N	N	
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	8	H	H	Y	H	N	N	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	8	H	H	Y	H	N	N	
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	8	N	N	Y	N	H R1 R2 R3	N	R1 Prohibited between Trent South Jn and Attenborough Jn R2 15mph on the up line over bridge 23 Nottingham Canal (123m24ch) R3 Prohibited Nottingham Platform 1

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	8	N	N	Y	N	H R1	N	R1 75mph maximum speed
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	8	H R1	H R1	Y	H R1	H R2 R3	N	R1 Permitted between Trent East Jn to Stapleford and Sandiacre via Up Main/Erewash and Down Erewash/Down Goods R2 Permitted between Toton Jn and Toton TMD only R3 75mph maximum speed
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	8	N	N	Y	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	8	N	N	Y	N	N	EH	
LN3210	JRT1	Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) – Carlton Road Jn (Tottenham Lines)	0	18	0	03	8	N	N	Y	N	N	EH	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	3	N	N	N	N	N	N	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	5	N	N	N	N	N	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill)	5	19	5	72	8	H	H	Y	H	H	N	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	8	N	N	Y	N	N	EH	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	8	H	H	Y	H	H	N	
LN3228	TES	Trent East ELR Change – Sheet Stores Jn	0	00	0	30	8	H	H	Y	H	H	N	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	8	H	H	Y	H	H	N	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	8	H	H	Y	H	N	N	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	8	N	N	Y	N	N	EH	
LN3237	RUD	Loughborough South Jn – Network Rail/GCR (N) Boundary	92	45	92	49	8	N	N	Y	N	N	N	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	8	N	N	Y	N	N	N	Line out of use NC/G1/2010/LNE/021
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	8	N	N	Y	N	N	N	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	8	N	N	Y	N	N	N	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	8	N	N	Y	N	N	N	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	8	N	N	Y	N	N	EH	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	7	N	N	Y	N	N	EH	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	8	N	N	Y	N	H R1 R2	N	R1 Prohibited between Trent South Jn to Meadow Lane Jn R2 75mph maximum speed
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	8	N	N	Y	N	H R1	N	R1 75mph maximum speed
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	8	N	N	Y	N	N	EH	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	8	N	N	Y	N	N	EH	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	8	N	N	Y	N	N	EH	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	8	N	N	Y	N	N	N	
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	8	H	H	Y	H	N	N	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	8	H	H	Y	H	N	N	
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	8	H	H	Y	H	N	N	
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	8	N	N	Y	N	N	N	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	8	H	H	Y	H	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	8	H	H	Y	H	N	N	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	8	H	H	Y	H	N	N	
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	8	N	N	Y	N	N	EH	
LN3535	BCJ	Birmingham Curve Jn – Branson Jn	126	40	127	19	8	N	N	Y	N	N	EH	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	8	N	N	Y	N	N	N	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	8	N	N	Y	N	N	N	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	RA	86	87	88	90	91	92	Notes
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	9	N	N	Y	N	N	N	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	8	N	N	Y	N	N	N	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	8	N	N	Y	N	N	N	
LN3615	GSM3	Melton Jn – Syston South Jn.	113	36	103	77	8	N	N	Y	N	N	N	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	8	N	N	Y	N	N	N	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	8	N	N	Y	N	H R1	N	R1 75mph maximum speed
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	8	N	N	Y	N	H R1	N	R1 75mph maximum speed
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	8	N	N	Y	N	H R1	N	R1 75mph maximum speed
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	8	N	N	Y	N	H R1	N	R1 75mph maximum speed
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	8	N	N	Y	N	H R1	N	R1 75mph maximum speed

Table D5A – Route Clearance of Freight Vehicles (London North Eastern and East Midlands)

Last Updated: 02/11/2024

To be read in conjunction with General Notes.

The notations (used in these tables) are explained as follows for freight vehicles or loads conforming to the Group Standards:

Y Permitted to operate over the route without restriction.

R Permitted to operate over part or all of the route but restrictions apply. See “Notes” column for details.

S Permitted for, or prohibited to, specific traffic. See “Notes” column for details.

* Route does not conform to Group Standard W6A Lower Gauge as defined in GE/RT8073. Certain W6A vehicles are prohibited from all or part of the route; these restrictions are detailed on the Summary of Compatibility for the vehicles concerned.

N Prohibited from operating over the route

Conditions of Operation

When operating within a possession the notations detailed within the table may not apply subject to a risk assessment and the application of appropriate control measures (in accordance with company and Group Standards).

Freight traffic, other than containers/swap bodies, which exceed W6A gauge shall only operate in accordance with GORT3056-K

Vehicles conveying containers/swap bodies are also subject to the procedure detailed in GO/RM3056, Section J Intermodal Traffic.

Temporary authority for a specific wagon and container/swapbody combination may be granted by the Infrastructure Manager’s Gauging Engineer. This authority shall be detailed and issued on an RT3973/CON form.

Note

GO/RM3056 Section J Intermodal Traffic contains details of the wagon type (by TOPS code) and container/swapbody (by height, width and/or size code) combinations that conform to the gauges shown as column headings in this table.

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN101	Kings Cross – Copenhagen Jn	Y	N	N	N	N	N	N	
LN101	Copenhagen Jn – Holloway South / North Jns	Y *	R1	R1	R1	R1	R1	R1	R1 PROHIBITED on the Fast Lines

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN101	Holloway South / North Jns – Wood Green North Jn	Y *	Y	Y	Y	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 R2 R3 R4 R5 R6 R7 R8 R9 R13 R14 R15 R16	R1 PROHIBITED on the Up Fast between Holloway South Jn and Wood Green South Jn R2 PROHIBITED on the Down Fast between Holloway South Jn and Wood Green South Jn R3 PROHIBITED across Ferme Park Flyover R4 PROHIBITED from Doncaster Up bay platform 2 R5 PROHIBITED from Doncaster Down bay platform 5, 6 and 7 R6 PROHIBITED from Bounds Green Depot R7 PROHIBITED from the Down Washer Carriage between Ferme Park and Wood Green South Jn R8 PROHIBITED between Holloway Jn North and Finsbury Park (North) Jn on the Down Slow R9 PROHIBITED between Holloway Jn South and Wood Green South Jn on the Up Fast R13 - PROHIBITED on Peterborough Eastfield South Down Arrival R14 - PROHIBITED on Peterborough Eastfield North Down Departure R15 - PROHIBITED Werrington Jn to Black Carr Jn R16 - PROHIBITED from Balby Tunnel on the Up Fast line and the Down Fast line
LN101	Wood Green North Jn – Langley Jn	Y *	Y	Y	N	N	N	N	
LN101	Langley Jn – Peterborough	Y	Y	Y	Y	R1	Y	Y	R1 PROHIBITED from Huntingdon Up bay platform 1

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN101	Peterborough – Doncaster, Marshgate Jn	R1	Y	Y	Y	R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13	R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14	R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14	R1 PNA wagons restricted to 40mph through Newark North Gate when operating in tare condition R2 PROHIBITED Werrington Jn to South Yorkshire Jn R3 PROHIBITED on the Up Platform Loop through Doncaster platform 1 R4 PROHIBITED from Doncaster Up bay platform 2 R5 PROHIBITED from Doncaster Down bay platform 5, 6 and 7 R6 PROHIBITED on the Down Platform Loop through Doncaster platform 8 R7 PROHIBITED from Doncaster West Yard R8 PROHIBITED between Doncaster North Jn and Marshgate Jn on the Down Leeds Goods R9 PROHIBITED between Doncaster North Jn and Marshgate Jn on the Down Leeds Slow R10 PROHIBITED between Doncaster North Jn and Marshgate Jn on the Up Slow R11 PROHIBITED between Doncaster North Jn and Marshgate Jn on the Thorne Slow R12 PROHIBITED Werrington Jn to Shaftholme Jn R13 PROHIBITED on Peterborough Eastfield South Down Arrival R14 PROHIBITED on Peterborough Eastfield North Down Departure
LN101	Doncaster, Marshgate Jn – Shaftholme Jn	Y *	Y	Y	Y	Y	Y	Y	
LN101	Helpston Junction – Peterborough (Stamford Lines)	Y	Y	Y	Y	N	N	N	
LN101	Decoy North Junction – Bridge Junction (Down Side Sidings)	Y	Y	Y	Y	N	N	N	
LN101	Potteric Carr Junction – Bridge Junction (Up Side Sidings)	Y	Y	Y	Y	N	N	N	
LN105	Moorgate – Finsbury Park Jn	N	N	N	N	N	N	N	
LN110	Canonbury West Jn – Finsbury Park Jn	Y	Y	Y	Y	Y	Y	Y	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN115	Copenhagen Jn – Camden Road Central Jn	Y	Y	Y	Y	Y	Y	Y	
LN120	Wood Green North Jn – Langley Jn via Hertford	Y *	Y	Y	Y	R1 R2 R3	R1 R2 R3	R1 R2 R3	R1 PROHIBITED from Bounds Green Depot R2 PROHIBITED from Gordon Hill Up bay platform 1 R3 PROHIBITED from Hertford North Station Down bay platform 3
LN120	Langley Jn via Hertford – Stevenage platform 5 (End of line)	N	N	N	N	N	N	N	
LN125	Hitchin, Cambridge Jn – Cambridge	Y *	Y	Y	N	N	N	N	
LN126	Hitchin North Jn – Hitchin East Jn	Y	Y	Y	Y	Y	Y	Y	
LN135	Kings Dyke – Crescent Jn	Y	Y	Y	Y	Y	N	N	
LN145	Marholm Jn – Glinton Jn	Y	Y	Y	Y	Y	Y	Y	
LN147	Helpston Jn – Uffington	Y	Y	Y	N	Y	N	N	
LN150	Flyover East Jn – Decoy North Jn	Y	Y	Y	Y	Y	Y	Y	
LN155	Flyover East Jn – Loversall Jn (Up Loversall Curve)	Y	Y	Y	Y	Y	Y	Y	
LN160	Loversall Carr Jn – Flyover West Jn	Y	Y	Y	Y	Y	Y	Y	
LN165	Harringay Park Jn – Harringay Jn	Y	Y	Y	N	Y	Y	Y	
LN170	Werrington Jn – Spalding South Jn., Former site of	Y	Y	Y	Y	Y	Y	Y	
LN170	Spalding South Jn., Former site of – Sleaford South Jn	Y	Y	Y	Y	Y	Y	Y	
LN170	Sleaford South Jn – Greetwell Jn., Former site of	Y *	Y	Y	Y	Y	Y	Y	
LN170	Greetwell Jn., Former site of – Gainsborough Trent West Jn	Y *	Y	Y	Y	R1 R2 R3 R4	R1 R2 R3 R4	R1 R2 R3 R4	R1 PROHIBITED Lincoln Central Up bay platform 1 and 2 R2 PROHIBITED Lincoln Central platform 3 (Up Passenger Loop 1) R3 PROHIBITED Lincoln Central platform 4 (Down Passenger Loop 1) R4 PROHIBITED Lincoln Central platform 5 (Down Passenger Loop 2)
LN170	Gainsborough Trent West Jn – Bessacarr Jn	Y *	Y	Y	Y	Y	Y	Y	
LN170	Bessacarr Jn – Doncaster, Flyover East Jn	Y	Y	Y	Y	Y	Y	Y	
LN175	Sleaford South Jn – Sleaford East Jn	Y	Y	Y	Y	Y	Y	Y	
LN180	Sleaford West Jn – Sleaford North Jn	Y	Y	Y	N	N	N	N	
LN185	Allington West Jn – Barkston East Jn., Former site of	Y	Y	Y	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN185	Barkston East Jn., Former site of – Boston, Sleaford Line Jn., Former site of	Y *	Y	Y	N	N	N	N	
LN185	Boston, Sleaford Line Jn., Former site of – Skegness	Y *	N	N	N	N	N	N	
LN190	Allington East Jn – Allington North Jn	Y	Y	Y	N	N	N	N	
LN195	Grantham, Nottingham Branch Jn – Bottesford West Jn	Y	Y	Y	N	N	N	N	
LN200	Wrawby Jn – Pelham Street Jn	Y	Y	Y	N	N	N	N	
LN206	Staythorpe Crossing – Boultham Jn	Y	Y	Y	N	N	N	N	
LN206	Boultham Jn – West Holmes Jn	Y	Y	Y	Y	Y	N	Y	
LN210	Newark Crossing Curve	Y	Y	Y	N	N	N	N	
LN215	Boultham Jn – Pyewipe Jn	Y	Y	Y	Y	Y	N	Y	
LN220	Bessacarr Jn – Black Carr Jn	Y	Y	Y	Y	Y	Y	Y	
LN235	Rossington Colliery Branch	Y	Y	Y	Y	Y	Y	Y	
LN600	Shaftholme Jn – Colton Jn	Y *	Y	Y	Y	Y	Y	Y	
LN600	Colton Jn – York	Y *	Y	Y	Y	R1	R1	R1	R1 PROHIBITED Holgate Jn to York
LN600	York – Newcastle via East Coast Main Line	Y *	Y	Y	Y	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 PROHIBITED York to Skelton Jn R2 PROHIBITED Darlington platform 1 (permitted at the north end to access Up/Down Station Loop) R3 PROHIBITED Darlington bay platform 2 R4 PROHIBITED Darlington bay platform 3 R5 PROHIBITED Darlington platform 4 R6 PROHIBITED Darlington Down Bypass R7 PROHIBITED over King Edwards Bridge on the Up Main R8 PROHIBITED over King Edwards Bridge on the Down Main R9 PROHIBITED Newcastle platforms 2, 3, 4, 5/6, 7/8, 9, 10, 11 and 12
LN600	Newcastle – Reston GSP	Y *	Y	Y	Y	R1 R2	R1 R2	R1 R2	R1 PROHIBITED between Newcastle East Jn and Argyle St Jn on the Up R2 PROHIBITED between Newcastle East Jn and Argyle St Jn on the Down
LN600	Birtley Junction – Low Fell Junction via Tyne Yard	Y	Y	Y	Y	Y	Y	Y	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN618	Holgate Jn – Skelton Jn (avoiding York station)	Y *	Y	Y	Y	Y	Y	Y	
LN620	King Edward Bridge East Jn – King Edward Bridge North Jn	Y	Y	Y	Y	Y	Y	Y	
LN622	Forth Branch	Y	N	N	N	N	N	N	
LN624	Northallerton, Castle Hills Jn – Castle Hills West GF	Y	N	N	N	N	N	N	
LN626	Northallerton High Jn – Northallerton East Jn	Y	Y	Y	N	N	N	N	
LN627	Northallerton, Longlands Jn – Billingham Jn	Y *	Y	Y	R1	R1	R1	R1	R1 Between Eaglescliffe South Jn and Stockton Cut only
LN627	Billingham Jn – Ryhope Grange	Y *	Y	Y	N	N	N	N	
LN627	Ryhope Grange – Boldon East Jn	Y *	N	N	N	N	N	N	
LN627	Boldon East Jn – Boldon West Jn	Y *	Y	Y	N	N	N	N	
LN627	Boldon West Jn – Park Lane Jn	Y *	Y	Y	Y	Y	N	N	
LN627	Park Lane Jn – Newcastle East Jn	Y *	Y	Y	N	N	N	N	
LN627	Dawdon Junction – Seaham Harbour (NR Limit) [1m 36ch]	Y *	N	N	N	N	N	N	
LN628	South Hylton – Sunderland South Jn	Y *	-	-	-	-	N	-	*Nexus Metro Trains*
LN629	Pelaw Metro Jn – Pelaw South Jn	Y *	-	-	-	-	N	-	*Nexus Metro Trains*
LN630	Pelaw North Jn – Pelaw Metro Jn	Y *	-	-	-	-	N	-	*Nexus Metro Trains*
LN631	Darlington South Jn – Eaglescliffe South Jn	Y *	Y	Y	Y	Y	Y	Y	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN632	Stockton Cut Jn – Saltburn	Y *	Y	Y	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 R2 R3 R4 R5 R6 R7 R8 R9	R1 PROHIBITED Shell Jn to Saltburn R2 PROHIBITED from Tees Yard R3 PROHIBITED on the Up Goods No 2 between Thornaby East Jn and Newport East Jn R4 PROHIBITED on the Down Goods between Thornaby East Jn and Newport East Jn R5 PROHIBITED on the Up Main between Newport East Jn and Whitehouse R6 PROHIBITED on the Down Main between Newport East Jn and Whitehouse R7 PROHIBITED on the Up Main between South Bank Jn and Grangetown Jn R8 PROHIBITED on the Down Main between South Bank Jn and Shell Jn R9 PROHIBITED on the Grangetown Beam Mill line
LN632	Thornaby East Jn – Newport East Jn via Tees Yard	Y *	Y	Y	N	N	N	N	
LN632	Newport East Jn – Middlesborough Goods Yard	Y *	N	N	N	N	N	N	*Middlesborough Goods Yard = DB Schenker responsibility*
LN632	Redcar Ore Terminal Jn – Redcar Ore Terminal (NR Limit) [20m 25ch]	Y *	Y	Y	N	N	N	N	*Redcar Ore Terminal = Corus responsibility*
LN634	Guisborough Jn – Whitby	Y *	N	N	N	N	N	N	
LN636	Beam Mill Jn – Slag Road (Lackenby)	Y	Y	Y	N	N	N	N	
LN638	Grangetown (Shell Jn) – Cleveland Freightliner Terminal (Wilton)	Y	Y	Y	R1	R1	R1	R1	R1 PROHIBITED ICI Wilton Jn to Cleveland Freightliner Terminal (Wilton) (non NR Infrastructure) *Part NR Infrastructure - NR Boundary at 1m 03ch*
LN640	ICI Wilton Coal Terminal	-	-	-	-	-	-	-	*Not NR Infrastructure*
LN642	Saltburn West Jn – Boulby Potash Mine	Y	N	N	N	N	N	N	*Part NR Infrastructure - - NR Boundary at 34m 29ch*
LN644	Hartburn Curve	Y	Y	Y	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN646	Norton-on-Tees South – Ferryhill South Jn	Y	Y	S1	N	N	N	N	S1 The following combinations are permitted: 2146 h x 2500 w box on **FCA** wagons **All lines** 2667 h x 2500 w box on **FKA** wagons **All lines** 2665 h x 2500 w (S21) 2675 h x 2500 w box on **FKA** wagons **Up Line** STNC NC/G1/2009/ICP-G/LNE007 applies, valid to 30/12/11
LN648	Norton-on-Tees West – Norton-on-Tees East	Y	Y	Y	N	N	N	N	
LN652	Billingham Jn – Phillips Road	Y	Y	Y	N	N	N	N	
LN652	Belasis Lane – Seal Sands via Phillips Road	Y	N	N	N	N	N	N	
LN652	Belasis Lane Junction – ICI Haverton Hill	Y	Y	Y	N	N	N	N	*Part not NR Infrastructure*
LN656	Seaton-on-Tees Branch	Y	N	N	N	N	N	N	
LN662	Ryhope Grange – Hendon	Y	Y	Y	N	N	N	N	
LN664	Boldon East Jn – Boldon North Jn	Y	Y	Y	Y	Y	N	Y	
LN666	Boldon West Jn – Tyne Dock (NR limit) [1m 26ch]	Y	Y	Y	Y	Y	N	N	
LN670	Jarrow Branch	Y	N	N	N	N	N	N	
LN672	Wardley – Pelaw Jn	-	-	-	-	-	-	-	Line 'Out of Use (Temporary)'
LN674	High Level Bridge Jn – Greensfield Jn (West Curve)	Y *	Y	Y	N	N	N	N	
LN676	Park Lane Jn – King Edward Bridge South Jn	Y	Y	Y	Y	Y	N	N	
LN678	Darlington North Jn – Eastgate	S1 *	N	N	N	N	N	N	S1 Freight vehicles conforming to the W6a profile are permitted, EXCEPT IFA-S IFA-U wagons *Line not NR Infrastructure beyond Bishop Auckland*
LN682	King Edward Bridge South Jn – Norwood Jn	Y *	Y	Y	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN682	Norwood Jn – Carlisle South Jn	S1 *	S2	N	N	N	N	N	S1 Freight vehicles conforming to the W6a profile are permitted, EXCEPT IFA-S IFA-U wagons S2 The following combinations are permitted: 2438 h x 2438 w box on FEA wagons **All lines** 2667 h x 2500 w box on FKA wagons **All Lines** 2665 h x 2550 w (S21) on **FKA** wagons **Up Line** 2675 h x 2550 w box on KFA wagons **Up Line**
LN682	Carlisle South Jn – Carlisle North Jn	Y	Y	Y	Y	Y	N	N	
LN684	Low Fell Jn – Norwood Jn	Y	Y	Y	N	N	N	N	
LN694	Benton North Jn – Morpeth North Jn via Bedlington	Y	Y	Y	N	N	N	N	
LN696	Hepscott Jn – Morpeth Jn	Y	Y	Y	N	N	N	N	
LN700	Butterwell North Branch	Y	N	N	N	N	N	N	
LN702	Bedlington North – Lynemouth Alcan	Y	Y	Y	N	N	N	N	
LN704	Bates Branch	-	-	-	-	-	-	-	Line 'Out of Use'
LN706	West Sleekburn Jn – North Blyth	Y	N	N	N	N	N	N	
LN708	Winning Jn – Marchey's House Jn	Y	N	N	N	N	N	N	
LN736	Cleethorpes – Grimsby Docks	Y	N	N	N	N	N	N	
LN736	Grimsby Docks – Marsh Jn	Y	Y	N	N	N	N	N	
LN736	Marsh Jn – Wrawby Jn	Y	Y	Y	N	R1	N	R1	R1 W10 & W12 Clearance between Brocklesby East & West Jn – Wrawby Jn Only
LN736	Wrawby Jn – West Burton East Jn	Y	Y	Y	N	N	N	N	
LN736	West Burton East Jn – Thrumpton West Jn	Y	Y	N	N	N	N	N	
LN736	Thrumpton West Jn – Manton Colliery Jn	Y	Y	Y	Y	N	N	N	
LN736	Manton Colliery Jn – Brancliffe East Jn	Y	Y	Y	N	N	N	N	
LN736	Brancliffe East Jn – Woodburn Jn	Y	N	N	N	N	N	N	
LN736	Nunnery Curve	Y	Y	Y	N	N	N	N	
LN736	Nunnery Main Line Jn – Nunnery Jn	Y	Y	Y	Y	Y	Y	Y	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN736	West Burton East Jn to West Burton West Jn East End Reception & Departure Lines	Y	Y	N	N	N	N	N	
LN736	West Burton East Jn – West Burton West Jn West End Reception & Departure Lines	Y	Y	N	N	N	N	N	
LN738	Great Coates No. 1 – Union Dock	Y	Y	Y	Y	Y	Y	Y	
LN740	Grimsby, Marsh West Jn – Humber Road Jn	Y	Y	Y	Y	Y	Y	Y	
LN740	Immingham East Jn – Immingham NR/ABP Boundary [106m 50ch]	Y	Y	Y	Y	Y	Y	Y	
LN741	Habrough Jn – Ulceby South Jn	Y	Y	Y	N	N	N	N	
LN742	Killingholme – Brocklesby East & West Jns	Y	Y	Y	N	Y	N	Y	
LN744	Ulceby North Jn – Barton On Humber	Y *	N	N	N	N	N	N	
LN746	Cottam Power Station Branch	Y	N	N	N	N	N	N	
LN748	Retford Western Jn – Thrumpton West Jn	Y	Y	Y	Y	N	N	N	
LN750	Woodburn Jn – Deepcar	Y *	N	N	N	N	N	N	
LN752	Wrawby Jn – Marshgate Jn	Y *	Y	Y	N	N	N	N	
LN754	Scunthorpe Foreign Ore Branch	Y	N	N	N	N	N	N	
LN756	Scunthorpe Trent Jn – Roxby	Y	Y	Y	N	N	N	N	
LN758	Brancliffe East Jn – St Catherine's Jn [14m 62ch]	Y	Y	Y	R1	R1	R1	R1	R1 PROHIBITED Brancliffe East Jn and Dinnington Jn
LN758	St Catherine's Jn [14m 62ch] – Low Ellers Curve Jn [15m 55ch]	Y	Y	Y	Y	Y	Y	N	
LN758	Low Ellers Curve Jn [15m 55ch] – Kirk Sandall Jn	Y	N	N	N	Y	Y	N	
LN758	Maltby Colliery Branch	Y	N	N	N	N	N	N	
LN760	Firbeck Jn — Harworth Colliery	Y	N	N	N	N	N	N	
LN762	St. Catherines Jn – Decoy South Jn (St. Catherine's Curve)	Y	Y	Y	Y	Y	Y	Y	
LN764	Low Ellers Curve	Y	Y	Y	Y	Y	Y	Y	
LN766	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	Y *	Y	Y	N	N	N	N	
LN768	Mansfield Woodhouse – Shireoaks East Jn	Y *	N	N	N	N	N	N	
LN772	Warsop Jn – Shirebrook Jn	Y	N	N	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	**W7**	**W8**	**W9**	**W10**	**W10A**	**W12**	
LN774	Barrow Hill North Jn – Oxcroft Disposal Point	Y	N	N	N	N	N	N	
LN776	Hall Lane Jn – Foxlow Jn	Y	N	N	N	N	N	N	
LN778	Seymour Jn to Bolsover	Y	N	N	N	N	N	N	
LN782	Woodend Jn – Shireoaks West Jn	Y	N	N	N	N	N	N	
LN784	High Marnham – Thoresby Colliery Jn	-	-	-	-	-	-	-	Line Out of Use (Temporary)
LN784	Thoresby Colliery Jn – Shirebrook East Jn	Y *	N	N	N	N	N	N	
LN786	Bevercotes Colliery Branch	-	-	-	-	-		-	Line not normally in use
LN788	Thoresby Colliery Branch	Y	N	N	N	N	N	N	
LN802	Welbeck Colliery Branch	Y	N	N	N	N	N	N	
LN804	Tapton Jn – Dore South Jn	Y *	Y Up Line S1 Down Line	Y Up Line S1 Down Line	N	N	N	N	S1 The following combinations are permitted: 2590 h x 2438 w box 2590 h x 2500 w box on **FEA FSA/FTA KFA** wagons **Down Line** 2615 h x 2500 w (S16) FT 2615 h x 2550 w (S16) FT on **KFA** wagons **Down Line** 2625 h x 2500 w (S17) FT 2625 h x 2550 w (S17) FT on **FEA FSA/FTA** wagons **Down Line** 2896 h x 2438 w box 2896 h x 2500 w box on **FLA** wagons **Down Line** STNC NC/G1/2009/ICP-G/LNE009 applies, valid to 31/12/12

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	**W7**	**W8**	**W9**	**W10**	**W10A**	**W12**	
LN804	Dore South Jn – Sheffield Station	Y *	Y Up Line S1 Down Line	Y Up Line S1 Down Line	N	N	N	N	S1 The following combinations are permitted: 2590 h x 2438 w box on **FSA/FTA** wagons **Down Line** STNC NC/G1/2009/ICP-G/LNE010 applies, valid to 31/12/12
LN804	Sheffield Station – Nunnery Main Line Jn	Y *	Y Up Line S1 Down Line	Y Up Line S1 Down Line	N	N	N	N	S1 The following combinations are permitted: 2590 h x 2438 w box 2590 h x 2500 w box on **FEA FSA/FTA KFA** wagons **Down Line** 2625 h x 2550 w (S17) FT on **FSA/FTA** wagons **Down Line** 2896 h x 2438 w box on **FLA** wagons **Down Line** STNC NC/G1/2009/ICP-G/LNE010 applies, valid to 31/12/12
LN804	Nunnery Main Line Jn – Gascoigne Wood	Y *	Y	Y	R1 R2	R1 R2	R1 R2	R1 R2	R1 Between Masborough Jn and Moorthorpe Jn only R2 PROHIBITED from using the training crossover at Moorthorpe Station
LN804	Holmes Junction to CF Booth Scrapyard (NR Limit)	Y	N	N	N	N	N	N	
LN806	Tapton Jn – Masborough Jn	Y *	Y	Y	R1 R2	R1 R2	R1 R2	R1 R2	R1 PROHIBITED from Westthorpe Run Round R2 PROHIBITED from Barrow Hill Up sidings
LN807	Dore South Jn – Dore West Jn	Y	N	N	N	N	N	N	
LN808	Dore Station Jn – Totley Tunnel East	Y *	N	N	N	N	N	N	
LN809	Shepcote Lane West Jn – Tinsley Yard East End	Y	Y	Y	Y	Y	Y	Y	
LN810	Shepcote Lane West Jn – Tinsley South Jn	Y	Y	Y	Y	Y	Y	Y	
LN812	Shepcote Lane East Jn – Broughton Lane Jn	Y	Y	Y	Y	Y	Y	Y	
LN816	Beighton Jn – Woodhouse Jn	Y	Y	N	N	N	N	N	
LN818	Holmes Curve	Y	Y	Y	N	N	N	N	
LN824	Moorthorpe Jn – South Kirkby Jn	Y	Y	Y	Y	Y	Y	Y	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN826	Doncaster South Yorkshire Jn – Swinton Jn North / South	Y	Y	Y	Y	Y	Y	Y	
LN828	Mexborough Jn – Aldwarke Jn via Kilnhurst	Y *	Y	Y	Y	Y	Y	Y	
LN830	Aldwarke Jn – Woodburn Jn	Y	Y	Y	R1 R2 R3 R4	R1 R2 R3 R4	R1 R2 R3 R4	R1 R2 R3 R4	R1 PROHIBITED between Tinsley East Jn and Rotherham Central Jn on the Up Tinsley R2 PROHIBITED between Tinsley East Jn and Rotherham Central Jn on the Down Tinsley R3 PROHIBITED between Rotherham Central station and Aldwarke New Site on the Up Tinsley R4 PROHIBITED between Rotherham Central station and Aldwarke New Site on the Down Tinsley
LN832	Doncaster Bridge Jn – St James Jn	Y	Y	Y	Y	Y	Y	Y	
LN836	Doncaster, Marshgate Jn – Hare Park Jn	Y *	Y	Y	Y	N	N	N	
LN836	Hare Park Jn – Neville Hill East Jn	Y *	Y	Y	N	N	N	N	
LN838	Leeds Armley Jn – York Skelton Jn via Harrogate	S1 *	N	N	N	N	N	N	S1 Freight vehicles conforming to the W6a profile and above 3650mm in height 10mph speed restriction through Wescoe Hill Tunnel on the Down: and 10mph speed restriction through Br39 on the Down. The Rail Head Treatment Train FEA wagon is permitted without restriction.
LN840	Leeds Engine Shed Jn – Whitehall East Jn	Y	Y	Y	N	N	N	N	
LN842	Stainforth Jn – Applehurst Jn	Y *	Y	Y	N	Y	Y	N	
LN842	Applehurst Jn – Adwick Jn	Y *	Y	N	N	N	N	N	
LN842	Skellow Jn – Adwick Jn	Y *	N	N	N	N	N	N	
LN844	Applehurst Loop	Y	Y	Y	N	Y	Y	N	
LN846	Carcroft Jn – Skellow Jn	Y	Y	N	N	N	N	N	
LN848	Hare Park Jn – Crofton West Jn	Y	Y	Y	Y	N	N	N	
LN850	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	Y	Y	Y	N	N	N	N	
LN852	Holbeck Jn – Bradford Interchange	Y *	N	N	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN854	Hall Royd Jn – Turners Lane Jn	Y *	Y	Y	N	N	N	N	
LN854	Turners Lane Jn – Altofts Jn	Y *	Y	Y	Y	N	N	N	
LN854	Altofts Jn – Sherburn Jn	Y *	Y	Y	N	N	N	N	
LN854	Sherburn Jn – Colton Jn	Y *	Y	Y	Y	N	N	N	
LN854	Healey Mills TMD – Horbury Jn	Y *	N	N	N	N	N	N	
LN858	Milner Royd Jn – Bradford, Mill Lane Jn	Y *	N	N	N	N	N	N	
LN859	Greetland Jn – Dryclough Jn	Y	N	N	N	N	N	N	
LN860	LNW/LNE Route Boundary (Diggle) [15m 11ch] – Springwood Jn	Y *	Y	S1	N	N	N	N	S1 The following combinations are permitted: 2590 h x 2438 w box 2590 h x 2500 w box on **FCA FEA FSA/FTA KFA** wagons **All lines** 2595 h x 2550 w box on **IKA** wagons **All lines** 2615 h x 2500 w (S16) FT 2615 h x 2550 w (S16) FT on **KFA** wagons **All lines** 2625 h x 2500 w (S17) FT 2625 h x 2550 w (S17) FT on **FEA FSA/FTA** wagons **All lines** 2667 h x 2500 w box on **FLA** wagons **All lines** 2665 h x 2550 w (S21) 2705 h x 2550 w (S25) on **FAA** wagons **All lines** 2896 h x 2438 w box 2896 h x 2500 w box on **FLA** wagons **All lines** STNC NC/G1/2001/ICP-G/LNE012 applies to 31/12/10
LN860	Springwood Jn – Thornhill LNW Jn	Y *	Y	Y	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN860	Thornhill LNW Jn – Copley Hill East Jn	Y	S1	S1	N	N	N	N	S1 The following combinations are permitted: 2590 h x 2438 w box on **FSA/FTA KFA** wagons **Down Line** 2590 h x 2438 w box on **FEA FSA/FTA KFA** wagons 2590 h x 2500 w box on **FSA/FTA** wagons **Up Line, 10 mph at Br 23 Wood Lane** [34m 22ch] 2590 h x 2438 w box on **FEA** wagons 2590 h x 2500 w box on **KFA** wagons 2615 h x 2500 (S16) FT on **KFA** wagons Down line, 10 mph at Morley Tunnel [36m 25ch to 38m 19ch] STNC NC/G1/2009/ICP-G/LNE1 applies, valid to 31/12/12
LN861	Bradley Jn – Bradley Wood Jn	Y	Y	Y	N	N	N	N	
LN862	Barnsley Station Jn – Huddersfield	Y *	N	N	N	N	N	N	
LN864	Dewsbury Railway Street Branch	Y	N	N	N	N	N	N	
LN868	Wincobank Jn – Horbury Jn	R1 *	N	N	N	N	N	N	R1- Prohibited Site of former Quarry Jn and Horbury Jn
LN870	Wakefield Turners Lane – Calder Bridge Jn	Y	Y	Y	Y	N	N	N	
LN872	Altofts Jn – Hunslet South [193m 36ch] Jn	Y	Y	Y	Y	N	N	N	
LN872	Hunslet South [193m 36ch] Jn – Leeds West Jn	Y	Y	Y	N	N	N	R1	PROHIBITED Hunslet Station Jn to Leeds West Jn
LN874	Methley Jn – Whitwood Jn	Y	Y	Y	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN875	Castleford West Jn – Pontefract West Jn	Y *	Y	Y	N	N	N	N	
LN876	Castleford East Jn – Ledston	-	-	-	-	-	-	-	Line 'Out of Use'
LN878	Sherburn Jn – Gascoigne Wood	Y	Y	Y	Y	Y	N	Y	
LN880	York – Scarborough	Y *	N	N	N	N	N	N	
LN882	Wakefield Kirkgate West Jn – Calder Bridge Jn	Y *	Y	Y	N	N	N	N	
LN882	Calder Bridge Jn – Crofton West Jn	Y *	Y	Y	Y	N	N	N	
LN882	Crofton West Jn – Goole Potters Grange Jn	Y *	Y	Y	N	N	N	N	
LN882	Mineral Jn – Goole Docks	Y	Y	Y	N	N	N	N	
LN882	Whitley Bridge Junction – NR/Power Station Boundary [0m 03ch]	Y	Y	Y	N	N	N	N	
LN884	Oakenshaw South Jn – Oakenshaw Jn	Y	N	N	N	N	N	N	
LN886	Monk Bretton Loop – Crofton East Jn	Y	N	N	N	N	N	N	
LN888	Shaftholme Jn – Knottingley West Jn	Y	Y	R1	R1	R1	R1	R1	R1 PROHIBITED Haywood Jn to Knottingly West Jn
LN888	Knottingley West Jn – Ferrybridge North Jn	Y	Y	Y	N	N	N	N	
LN889	Saftholme Jn – Haywood Jn	Y	Y	Y	Y	Y	Y	Y	
LN892	Pontefract East Jn – Ferrybridge South Jn	Y	Y	Y	N	N	N	N	
LN894	Knottingley South Jn – Knottingley East Jn	Y	Y	Y	N	N	N	N	
LN896	Drax Power Station Branch	Y	Y	Y	N	N	N	N	
LN898	Neville Hill East Jn – Gascoigne Wood Jn	Y *	Y	Y	N	N	N	N	
LN898	Gascoigne Wood Jn – Selby West Jn	Y	Y	Y	Y	Y	N	Y	
LN898	Selby West Jn – Millfield Farm UWC	Y *	R1	R1	R1	R1	R1	R1	R1 Prohibited from Selby Up bay platform 3
LN898	Millfield Farm UWC – Hull, Anlaby Road Jn	Y *	Y	Y	N	N	N	N	
LN898	Hull, Anlaby Road Jn – Hull	Y *	N	N	N	N	N	N	
LN898	Hessle East Jn – Dairycoates NR limit [0m 70ch]	Y	Y	Y	N	N	N	N	
LN900	Neville Hill West Jn – Hunslet East	Y	N	N	N	N	N	N	
LN902	Micklefield Jn – Church Fenton North Jn	Y *	Y	Y	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN904	Hambleton South Jn – Hambleton West Jn	Y	Y	Y	Y	Y	N	Y	
LN906	Hambleton East Jn – Hambleton North Jn	Y	Y	Y	Y	Y	N	Y	
LN908	Selby West Jn – Canal Jn	Y	Y	Y	Y	Y	N	Y	
LN910	Temple Hirst Jn – Selby South Jn	Y	Y	Y	R1	R1	N	R1	R1 Prohibited from Selby South Up sidings
LN912	Thorne Jn – Gilberdyke Jn	Y	Y	Y	N	N	N	N	
LN914	West Parade Jn (Hull) – West Parade North Jn	S1 *	N	N	N	N	N	N	S1 Freight vehicles conforming to the W6a profile are permitted, EXCEPT IFA-S IFA-U wagons
LN914	West Parade North Jn – Seamer West Jn	Y	N	N	N	N	N	N	
LN916	Hessle Road – Saltend	Y *	Y	Y	N	N	N	N	
LN918	Springbank North Jn – Walton Street Jn	Y	N	N	N	N	N	N	
LN920	Anlaby Road Jn – West Parade North Jn	Y	N	N	N	N	N	N	
LN922	Whitehall West Jn – Hellifield South Jn	Y *	Y	N	N	N	N	N	
LN924	Apperley Jn – Ilkley	Y *	N	N	N	N	N	N	
LN926	Dockfield Jn – Esholt Jn	Y	N	N	N	N	N	N	
LN928	Shipley East Jn – Bradford Forster Square	Y *	N	N	N	N	N	N	
LN930	Skipton Middle Jn – Rylstone	Y	N	N	N	N	N	N	
LN932	Shipley South Jn – Shipley West Jn	Y *	N	N	N	N	N	N	
LN3140	Bedford St. John's (Exclusive) – Bedford Station	Y *	Y	Y	N	N	N	N	
LN3201	St. Pancras – Cricklewood	Y *	R1	R1	N	N	N	N	R1 **W8 W7 Prohibited** EXCEPT Up Hendon, Down Hendon between Cricklewood Curve Jn and West Hampstead North Jn
LN3201	Cricklewood – Bedford	Y *	Y	Y	N	N	N	N	
LN3201	Bedford – Wellingborough	Y *	N	N	N	N	N	N	
LN3201	Wellingborough – Wigston Sth Jn	S1 *	N	N	N	N	N	N	S1 Freight vehicles conforming to the W6a profile are permitted, EXCEPT IFA-S, IFA-U wagons
LN3201	Wigston South Jn – Leicester	Y *	Y	R1	R1	R1	N	N	R1 PROHIBITED Wigston South Jn to Wigston North Jn
LN3201	Leicester – Ratcliffe Jn	Y	Y	R1	R1	R1	N	N	R1 PROHIBITED Sytton South Jn to Ratcliffe Jn

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN3201	Ratcliffe Jn – Spondon	Y *	Y	R1	R1	R1	R1	R1	R1 Between Trent West Jn and Sheet Stores Jn only
LN3201	Spondon – Derby London Rd Jn	Y *	Y	Y	N	N	N	N	
LN3201	Derby London Road Jn – Clay Cross Sth Jn	Y *	Y	Y	N	N	N	N	
LN3201	Clay Cross Sth Jn – Tapton Jn (Chesterfield)	Y *	Y	Y	R1 R2	R1 R2	R1 R2	R1 R2	R1 PROHIBITED on the Up Fast between former Clay Cross South Jn and Tapton Jn R2 PROHIBITED on the Down Fast between former Clay Cross South Jn and Tapton Jn
LN3201	Wymington Deviation	Y *	Y	N	N	N	N	N	
LN3201	Chaddesden Sidings – Derby Jn	Y	N	N	N	N	N	N	
LN3204	Trent South Jn – Nottingham East Jn	Y *	Y	Y	R1	R1	R1	R1	R1 PROHIBITED Trent East Jn to Nottingham East Jn
LN3207	Trent East Jn – Chesterfield South Jn	Y *	Y	Y	R1 R2 R3	R1 R2 R3	R1 R2 R3	R1 R2 R3	R1 PROHIBITED from Toton Yards R2 PROHIBITED from Stapleford and Sandiacre Yards R3 PROHIBITED from Codnor Park Sidings
LN3207	Toton North Jn – Staton and Staveley Sidings (Mapperley Goods Branch)	Y	N	N	N	N	N	N	
LN3210	Junction Road Jn – Carlton Road Jn (Tottenham Lines)	Y	N	N	N	N	N	N	
LN3213	Moorgate – Kentish Town Jn	N	N	N	N	N	N	N	
LN3214	Canal Tunnel Jn – Belle Isle Jn	Y	N	N	N	N	N	N	
LN3219	Cricklewood Curve Jn –o Dudding Hill Jn	Y *	Y	N	N	N	N	N	
LN3222	Brent Curve Jn – Dudding Hill Jn	Y	Y	N	N	N	N	N	
LN3228	Trent East Jn – Sheet Stores Jn	Y	Y	Y	Y	Y	Y	Y	
LN3231	Wigston South Jn – Glen Parva Jn	Y	Y	N	N	N	N	N	
LN3232	Wigston North Jn – Hinckley	Y *	Y	Y	Y	Y	N	N	
LN3234	Syston East Jn – Syston North Jn	Y	Y	N	N	N	N	N	
LN3237	Loughborough South Jn – Hotchley Hill	Y	Y	N	N	N	N	N	
LN3240	Little Eaton Jn –o Denby	Y	N	N	N	N	N	N	
LN3246	Ambergate Jn – Matlock	Y	N	N	N	N	N	N	
LN3249	Lenton South Jn – Lenton North Jn	Y	N	N	N	N	N	N	
LN3252	Mansfield Jn to Trowell South Jn	Y *	N	N	N	N	N	N	
LN3255	Radford Jn – Kirkby Lane End Jn	Y	N	N	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	**W7**	**W8**	**W9**	**W10**	**W10A**	**W12**	
LN3258	Bestwood Park Jn – Calverton Colliery	Y	N	N	N	N	N	N	
LN3261	Trent South Jn – Toton South Jn (High Level Lines)	Y *	Y	N	N	N	N	N	
LN3264	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	Y *	Y	Y	N	N	N	N	
LN3270	Codnor Park Jn – Ironville Jn GF	-	-	-	-	-	-	-	*Section now classified as a siding and subsumed by LN3207*
LN3273	Codnor Park Jn – Shirebrook Jn	Y	N	N	N	N	N	N	
LN3340	Alrewas (Inclusive) – Wichnor Jn	Y	Y	Y	Y	Y	Y	Y	
LN3501	Derby London Road Jn – Tamworth (Exclusive)	Y *	Y	Y	R1 R2 R3	R1 R2 R3	R1 R2 R3	R1 R2 R3	R1 PROHIBITED Derby London Road Jn to Stenson Jn R2 PROHIBITED from New Wetmore Sidings R3 PROHIBITED from Central Rivers Depot
LN3505	North Stafford Jn – Stoke Jn (Exclusive)	Y	Y	N	N	N	N	N	
LN3515	Melbourne Jn – Sinfin	Y	N	N	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN3520	Sheet Stores Jn – Stenson Jn	Y *	Y	Y	Y	Y	Y	Y	S1 The following combinations are permitted: 2438 h x 2438 w box on **FEA KFA** wagons **Up Line** 2590 h x 2438 w box on **FEA FSA/FTA KFA** wagons **Up Line** 2590 h x 2500 w box on **FEA FSA/FTA KFA** wagons **Up Line** 2615 h x 2500 w S16 FT on **KFA** wagons **Up Line** 2615 h x 2550 w S16 FT on **KFA** wagons **Up Line** 2625 h x 2500 w ST17 FT on **FEA FSA/FTA** wagons **Up Line** 2625 h x 2550 w ST17 FT on **FEA FSA/FTA** wagons **Up Line** 2896 h x 2438 w box on **FLA** wagons **Up Line** 2896 h x 2500 w box on **FAA** wagons **Up Line** STNC NC/G1/2001/ICP-G/M&C002 applies to 31/12/10
LN3525	Knighton Jn – Leicester Jn	Y	N	N	N	N	N	N	
LN3535	Birmingham Curve Jn – Branston Jn	Y	N	N	N	N	N	N	
LN3601	Kettering North Jn – Manton Jn	Y	Y	N	N	N	N	N	
LN3605	Corby BSC Works – Corby North	Y	N	N	N	N	N	N	
LN3610	Corby Automotive Terminal – Corby North	Y	N	N	N	N	N	N	
LN3615	Uffington – Syston South Jn	Y *	Y	R1 R2	R1 R2	R1 R2	N	N	R1 W10 Prohibited: The following combinations are permitted: Up to: 2895 high x 2500 wide box on **FIA FKA FSA/FTA IFA IKA KFA FEA** wagons R2 PROHIBITED from Melton Mowbray Up Goods Yard.
LN3620	Melton Jn GF – Asfordby	Y	N	N	N	N	N	N	

Line of Route	Line of Route / Sector Description	Gauge							Notes
		W6	W7	W8	W9	W10	W10A	W12	
LN3625	Nottingham East Jn – Newark Castle	Y *	Y	Y	N	N	N	N	
LN3635	Bottesford West Jn (Exclusive) – Netherfield Jn	Y *	Y	Y	N	N	N	N	
LN3645	Netherfield Jn – Gedling Colliery	Y	N	N	N	N	N	N	

Table D5B – Locomotive Gauge Clearance Table (London North Eastern)

Last Updated: 10/12/2022

To be read in conjunction with General Notes.

- All locomotives conform to locomotive gauge, apart from Class 37s (when fitted with roof horns).
- Locomotive gauge restrictions apply to all locomotives unless clearance is provided in the Route Clearance D4 Tables.
- Locomotives that are not listed in the Route Clearance D4 Tables are permitted to operate over routes that conform to locomotive gauge, subject to the restrictions detailed in the table below and the conditions stated in the locomotive's Summary of Compatibility document. Locomotives that are not listed in the Route Clearance D4 Tables require a valid Summary of Compatibility prior to operation over Network Rail infrastructure.
- Locomotives are PROHIBITED from using crossovers within platforms (code word LACER) unless their overall length (over buffers) is 18.288m or less.
- Gauge clearance for steam locomotives is considered under a separate process.

The notations (used in these tables) are explained as follows for locomotive gauge conformant vehicles:

Y Route conforms to locomotive gauge without restriction.

R Route conforms (or partly conforms) to locomotive gauge but restrictions apply. See “Notes” column for details.

N Route does not conform to locomotive gauge

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	9	Y	
LN101	ECM1	Copenhagen Jn – Holloway South/North Jns	0	64	1	44	9	Y	
LN101	ECM1	Holloway South/North Jns – Wood Green North Jn	1	44	5	07	9	Y	
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	9	Y	
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	9	Y	
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	9	Y	
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	8	Y	
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	9	Y	
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	9	Y	
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	8	Y	
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	9	Y	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	9	Y	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	RA	Loco Gauge	Notes
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	9	Y	
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	9	N	
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	9	Y	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) – Finsbury Park Jn	3	20	4	33	9	Y	
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	10	Y	
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	9	R1	R1 Prohibited Hertford North bay platform 3
LN120	HDB	Langley Jn via Hertford – Stevenage platform 5 (End of line)	28	15	29	00	9	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230) (Meldreth)	32	11	45	60	9	Y	
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	03	9	Y	
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	9	Y	
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	10	Y	
LN147	PMJ	Helpston Jn – Route Boundary (LN3615) (Uffington SB)	16	71	13	60	9	Y	
LN150	SPD5	Flyover East – Decoy North Jn	116	20	117	46	8	Y	
LN155	LCJ	Flyover East Jn – Loversall Jn (Up Loversall Curve)	152	79	152	36	8	Y	
LN160	LCR	Loversall Carr Jn – Rossington Colliery Jn	152	00	152	12	8	Y	
LN160	FWR1	Rossington Colliery Jn – Flyover West Jn	152	12	153	19	8	Y	
LN165	HPW	Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn	0	14	0	03	9	Y	
LN170	WEB	Werrington Jn – Site of Former Spalding South Jn	79	34	92	58	8	Y	
LN170	SPD1	Site of Former Spalding South Jn – Sleaford South Jn	44	07	62	14	8	Y	
LN170	SPD2	Sleaford South Jn – Sleaford North Jn	62	14	63	48	8	Y	
LN170	SPD2	Sleaford North Jn – Site of Former Greetwell West Jn	63	48	81	25	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN170	SPD3	Site of Former Greetwell West Jn – Trent East Jn	81	25	98	56	8	Y	
LN170	MAC3	Trent East Jn – Trent West Jn	73	25	73	11	8	Y	
LN170	SPD4	Trent West Jn – Bessacarr Jn	98	68	115	72	8	Y	
LN170	SPD5	Bessacarr Jn – Doncaster, Flyover East Jn	115	72	116	20	8	Y	
LN175	SSE	Sleaford South Jn – Sleaford East Jn	0	00	0	43	8	Y	
LN180	SNW	Sleaford West Jn – Sleaford North Jn	1	34	3	42	8	Y	
LN185	ABE1	Allington West Jn – Site of Former Barkston East Jn	0	00	4	08	8	Y	
LN185	GRS1	Barkston East Jn – Site of Former Honington Jn	110	12	112	00	8	Y	
LN185	GRS2	Site of Former Honington Jn – Sleaford West Jn	112	00	120	29	8	Y	
LN185	GRS2	Sleaford West Jn – Sleaford East Jn	120	29	121	21	8	Y	
LN185	GRS2	Sleaford East Jn – Site of Former Boston Sleaford Line Jn	121	21	137	06	8	Y	
LN185	GRS3	Site of Former Boston Sleaford Line Jn – Boston	106	70	107	24	8	Y	
LN185	GRS3	Boston – Site of Former Firsby East Jn	107	24	122	22	7	Y	
LN185	GRS4	Site of Former Firsby East Jn – Skegness	0	28	9	17	7	Y	
LN190	ACD	Allington East Jn – Allington North Jn (Allington Chord)	0	00	0	25	8	Y	
LN195	NOG1	Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB)	106	08	111	60	8	Y	
LN200	NOB3	Wrawby Jn – Pelham Street Jn	12	55	41	26	8	Y	
LN206	NOB1	Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR	16	02	32	00	8	Y	
LN206	NOB2	Coulson Change of ELR – Boultham Jn	32	00	32	40	8	Y	
LN206	NOB2	Boultham Jn – West Holmes Jn	32	40	32	70	8	Y	
LN210	NSE	Newark Crossing South Jn – Newark Crossing East Jn	0	00	0	21	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN215	BHP	Boultham Jn – Pyewipe Jn	0	00	0	65	8	Y	
LN220	BCB	Bessacarr Jn – Black Carr Jn	115	72	116	44	8	Y	
LN235	FWR1	Rossington Colliery Jn – End of Line	152	12	151	69	9	Y	
LN235	FWR2	Rossington Colliery – End of Line	153	31	151	69	9	Y	
LN600	ECM2	Shaftholme Jn – Temple Hirst Jn	160	16	169	16	9	Y	
LN600	ECM3	Temple Hirst Jn – Colton Jn	169	16	182	79	10	Y	
LN600	ECM4	Colton Jn – Colton North Jn	182	79	183	65	9	Y	
LN600	ECM4	Colton North Jn – York Station	183	65	188	40	9	Y	
LN600	ECM5	York Station – Birtley Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	75	26	9*	R1	R1 Prohibited Darlington platform 1
LN600	ECM5	Birtley Jn – Low Fell Jn (including via Tyne Yard)	75	26	77	37	9	Y	
LN600	ECM5	Low Fell Jn – King Edward Bridge South Jn	77	37	79	42	9	Y	
LN600	ECM5	King Edward Bridge South Jn – Newcastle West Jn	79	42	80	05	9	R1	R1 Prohibited over King Edward Bridge (Up Slow line)
LN600	ECM6	Newcastle West Jn – Newcastle	80	05	80	16	9	R1 R2 R3	R1 Prohibited Newcastle platform 3 (Up Main line) R2 Prohibited Newcastle bay platform 9 R3 Prohibited Newcastle bay platform 12
LN600	ECM7	Newcastle – Newcastle East Jn	0	00	0	14	9	Y	
LN600	ECM7	Newcastle East Jn – Heaton South Jn	0	14	1	65	9	Y	
LN600	ECM7	Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn)	1	65	69	67	9	Y	
LN618	HOS	Holgate Jn – Skelton Jn via York Yard South.	0	00	1	54	9	Y	
LN620	KEB	King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve)	0	00	0	13	9	Y	
LN622	NEN1	Newcastle Forth Jn – Forth Banks	0	11	0	73	8	Y	
LN624	REB4	Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway)	0	04	0	18	8	Y	
LN626	LEN2	Northallerton High Jn – Northallerton East Jn	0	00	0	36	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN627	LLP1	Longlands Jn (Down Line) – Boroughbridge Road LC	28	58	29	72	8	Y	
LN627	LLP3	Longlands Jn (Up Line) – Boroughbridge Road LC	0	69	0	00	8	Y	
LN627	LLP2	Boroughbridge Road LC – Northallerton East Jn	42	21	42	79	8	Y	
LN627	LEN3	Northallerton East Jn – Billingham Jn	42	79	63	69	8	Y	
LN627	LEN3	Billingham Jn – Ryhope Grange Jn	63	69	87	63	8	Y	
LN627	LEN3	Ryhope Grange Jn – Sunderland South Jn	87	63	89	56	8	Y	
LN627	LEN3	Sunderland South Jn – Boldon East Jn	89	56	94	63	8	Y	
LN627	LEN3	Boldon East Jn – Boldon West Jn	94	63	95	16	8	Y	
LN627	LEN3	Boldon West Jn – Pelaw Metro Jn	95	16	97	64	8	Y	
LN627	LEN3	Pelaw Metro Jn – Park Lane Jn	97	64	100	65	8	Y	
LN627	LEN3	Park Lane Jn – High Level Bridge Jn	100	65	101	33	8	Y	
LN627	LEN3	High Level Bridge Jn – Newcastle East Jn	101	33	101	59	5	Y	
LN628	NEK	South Hylton – Sunderland South Jn	3	20	0	00	8	Y	
LN629	PDL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	98	01	8	Y	
LN630	PUL	Pelaw Metro Jn – Network Rail Boundary (Metro Operating)	97	64	97	77	8	Y	
LN631	DSN1	Darlington South Jn – Eaglescliffe South Jn	0	29	8	58	8	Y	
LN632	DSN2	Stockton Cut Jn – Redcar Change of Mileage	10	13	21	72	8	Y	
LN632	DSN3	Redcar Change of Mileage – Saltburn	22	16	27	57	8	Y	
LN634	MBW1	Guisborough Jn – Battersby Jn	0	00	10	54	7	Y	
LN634	MBW2	Battersby Jn (End of Line) – Grosmont Jn	11	61	29	66	7	Y	
LN634	MBW3	Grosmont Jn – Whitby	24	44	30	61	7	Y	
LN636	No ELR	Beam Mill Jn – Network Rail Boundary	18	03	18	67	8	Y	
LN638	WCI	Shell Jn – Network Rail Boundary	0	00	1	03	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN642	SSK1	Saltburn West Jn – Network Rail Boundary (Cleveland Potash)	27	05	34	29	8	Y	
LN644	BOH	Hartburn Jn – Bowesfield SB (Hartburn Curve)	0	00	0	44	8	Y	
LN646	STF	Norton-on-Tees South – Ferryhill South Jn	0	00	10	72	8	Y	
LN648	NWE	Norton-on-Tees West – Norton-on-Tees East	0	29	0	00	8	Y	
LN652	POC1	Billingham Jn – Phillips Siding Jn	0	00	3	25	8	Y	
LN652	POC2	Phillips Siding Jn – Seal Sands Branch Jn	3	25	5	01	8	Y	
LN652	SES	Seal Sands Branch Jn – End of NR maintenance	0	00	2	44	8	Y	
LN656	SOT	Seaton Snook Jn – Seaton-on-Tees	0	00	1	51	8	Y	
LN662	HNB	Ryhope Grange – Hendon	0	00	1	53	8	Y	
LN664	BNW	Boldon East Jn – Boldon North Jn	0	00	0	20	8	Y	
LN666	BGE	Boldon West Jn – Boldon North Jn	0	00	0	32	8	Y	
LN666	GLT	Boldon North Jn – Tyne Dock	0	32	1	26	8	Y	
LN670	JAW1	Pelaw Jn – Network Rail Boundary (Shell Mex Depot Jarrow)	0	09	3	36	8	Y	
LN672	FEP	Wardley – Pelaw Jn	19	70	20	75	8	R1	R1 Prohibited between Wardley and Pelaw Jn on the Down Leamside line
LN674	HLK	High Level Bridge Jn – Greensfield Jn (West Curve)	0	00	0	21	8	Y	
LN676	PLG1	Park Lane Jn – Site of Former High Street Jn	100	65	101	15	8	Y	
LN676	PLG2	Site of Former High Street Jn – Greensfield Jn	0	00	0	21	8	Y	
LN676	HLK	Greensfield Jn – King Edward Bridge South Jn	0	16	0	48	8	Y	
LN678	DAE1	Darlington North Jn – Site of Former Parkgate Jn	44	36	44	64	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN678	DAE1	Site of Former Parkgate Jn – Shildon SB	0	00	8	29	8	R1	R1 Prohibited between Heighington and Newton Aycliffe on the Down line
LN678	DAE2	Shildon SB – Bishop Auckland	8	29	11	23	8	R1 R2	R1 Prohibited Shildon platform (Down line) R2 Prohibited Shildon platform (Up line)
LN682	NEC1	King Edward Bridge South Jn – Norwood Jn	0	48	1	71	8	Y	
LN682	NEC1	Norwood Jn – Site of Former Blaydon East Jn	1	71	5	28	8	Y	
LN682	NEC2	Site of Former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn)	3	78	58	00	8	R1	R1 Prohibited through Whitchester Tunnel (Down line)
LN684	NLF	Low Fell Jn – Limit of Electrification	0	00	1	26	8	Y	
LN684	NLF	Limit of Electrification – Norwood Jn	1	26	1	42	8	Y	
LN694	BNE	Benton North Jn – Site of Former Earsdon Jn	0	00	2	53	8	Y	
LN694	EJM	Site of Former Earsdon Jn – Morpeth North Jn	7	08	20	47	8	R1	R1 Prohibited Bedlington disused platform (Up line)
LN696	HJM	Hepscott Jn – Morpeth Jn	19	44	20	47	8	Y	
LN700	BWO2	Butterwell Jn – Signal B1	0	00	0	48	8	Y	
LN702	BWC	Bedlington North – Network Rail Boundary (Lynemouth Colliery)	0	00	4	14	8	Y	
LN704	ISC	Newsham North Jn – Network Rail Boundary (Blyth Bates Terminal)	0	00	0	36	0	Y	
LN706	WSB	West Sleekburn Jn – North Blyth	0	00	3	22	8	Y	
LN708	MWJ	Winning Jn – Marchey's House Jn	0	31	0	00	8	Y	
LN736	MAC3	Cleethorpes – Grimsby Docks	112	40	110	11	8	Y	
LN736	MAC3	Grimsby Docks – Marsh West Jn	110	11	107	69	8	Y	
LN736	MAC3	Marsh West Jn – Wrawby Jn	107	69	94	12	8	Y	
LN736	MAC3	Wrawby Jn – West Burton East Jn	94	12	72	18	8	Y	
LN736	MAC3	West Burton East Jn – Thrumpton West Jn (Up)	72	18	63	28	8	R1 R2	R1 Prohibited through Clarborough Tunnel (Down line) R2 Prohibited through Clarborough Tunnel (Up line)

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN736	MAC3	Thrumpton West Jn (Up) – Manton Wood	63	28	58	54	8	Y	
LN736	MAC3	Manton Wood – Brancliffe East Jn	58	54	53	57	8	Y	
LN736	MAC3	Brancliffe East Jn – Woodburn Jn	53	57	42	29	8	Y	
LN736	NUJ2	Woodburn Jn – Site of Former Nunnery Jn	42	29	41	68	8	Y	
LN736	NUJ1	Site of Former Nunnery Jn – Nunnery Main Line Jn	159	33	158	77	8	Y	
LN738	MWN	Great Coates No. 1 – Network Rail Boundary (ABP)	108	34	108	44	8	Y	
LN740	MWN	Marsh West Jn – Network Rail Boundary (ABP)	107	69	108	44	8	Y	
LN740	PYE2	Network Rail Boundary (ABP) – Site of Former Queens Road Jn	4	33	0	00	8	Y	
LN740	PYE1	Site of Former Queens Road Jn – Immingham East Jn	106	50	106	31	8	Y	
LN740	BRI2	Immingham East Jn – Humber Road Jn	106	31	104	05	8	Y	
LN741	HAU	Habrough – Ulceby South Jn	0	32	1	45	8	Y	
LN742	KIL2	Killingholme – Immingham West Change of Mileage	2	70	0	00	8	Y	
LN742	KIL1	Immingham West Change of Mileage – Humber Rd Jn	105	10	104	05	8	Y	
LN742	BRI2	Humber Rd Jn – Ulceby North Jn	104	05	100	44	8	Y	
LN742	BRI1	Ulceby North Jn – Brocklesby West Jn	100	44	99	20	8	Y	
LN744	BAR	Ulceby North Jn – Barton on Humber	100	44	110	18	8	Y	
LN746	TYB1	Cottam Power Station – Clarborough Jn	71	79	68	32	8	Y	
LN748	WHR	Retford Western Jn – Thrumpton West Jn	64	29	63	28	8	Y	
LN750	MAC3	Woodburn Jn – Deepcar	42	29	33	35	8	Y	
LN752	DOW	Wrawby Jn – Marshgate Jn	33	34	0	03	8	R1	R1 Prohibited Scunthorpe Up bay platform
LN754	SAN	Scunthorpe Foreign Ore Branch – 0	0	00	1	16	10	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN756	NOP1	Scunthorpe Trent Jn – Site of Former Dawes Lane Jn	0	00	0	28	8	Y	
LN756	NOP2	Site of Former Dawes Lane Jn – NR Boundary (Roxby)	0	25	3	60	8	Y	
LN758	BKS	Brancliffe East Jn – St Catherines Jn	0	00	15	17	8	Y	
LN758	BKS	St Catherines Jn – Low Ellers Curve Jn	15	17	15	55	8	Y	
LN758	BKS	Low Ellers Curve Jn – Kirk Sandall Jn	15	55	20	49	8	Y	
LN760	HAC	Firbeck Jn – Harworth Colliery	11	20	14	21	7	Y	
LN762	YDS	St. Catherines Jn – Decoy South Jn (St. Catherines Curve)	15	17	15	71	8	Y	
LN764	UDS	Low Ellers Curve Jn – Potteric Carr Jn	15	55	16	56	8	Y	
LN766	HJB	Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line)	3	24	0	00	8	Y	
LN768	PSE	Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn	143	00	154	30	8	R1 R2	R1 Prohibited between Littlewood (143m 40ch) and Shirebrook on the Down Mansfield R2 Prohibited between Langwith Whaley-Thorns and Creswell on the Down Mansfield
LN772	SWP	Warsop Jn – Shirebrook Jn	0	00	0	45	9	Y	
LN774	BAC2	Barrow Hill North Jn – Seymour Jn SB	149	53	152	21	7	Y	
LN774	BAC3	Seymour Jn SB – Oxcroft Disposal Point	155	06	0	78	7	Y	
LN776	HLF1	Hall Lane Jn – Change of ELR	0	44	0	00	7	Y	
LN776	HLF2	Change of ELR – Foxlow Jn	150	47	150	64	7	Y	
LN778	BOC1	Seymour Jn – Bolsover	7	51	5	21	7	Y	
LN782	SHW	Woodend Jn – Shireoaks West Jn	153	71	154	36	8	Y	
LN784	HIM	High Marnham – Thoresby Colliery Jn	27	48	17	16	8	Y	
LN784	HIM	Thoresby Colliery Jn – Warsop Jn	17	16	10	59	8	Y	
LN784	HIM	Warsop Jn – Shirebrook South Jn	10	59	10	19	8	Y	
LN784	HIM	Shirebrook South Jn – Shirebrook East Jn	10	19	9	72	10	Y	
LN786	BEC	Boughton Jn – Network Rail Boundary (Bevercotes Colliery)	0	00	4	22	-	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN788	TYC	Thoresby Colliery Jn – Thoresby Colliery	0	00	0	42	7	Y	
LN802	WKC	Welbeck Colliery Jn – Network Rail Boundary (RJB)	0	00	2	63	7	Y	
LN804	TJC1	Route Boundary (LN3201) (Tapton Jn) – Dore South Jn	146	64	153	71	8	Y	
LN804	TJC1	Dore South Jn – Sheffield Station	153	71	158	40	8	R1	R1 Prohibited between the Junction at Queens Road (157m 44ch) and Sheffield South Jn on the Down Main
LN804	TJC1	Sheffield Station – Nunnery Main Line Jn	158	40	158	77	8	Y	
LN804	TJC1	Nunnery Main Line Jn – Site of Former Grimesthorpe Jn	158	77	160	47	8	R1	R1 Prohibited between Nunnery Main Line Jn and Mill Race Jn on the Down Main line
LN804	TJC2	Site of Former Grimesthorpe Jn – Site of Masborough South Jn	160	47	163	74	8	Y	
LN804	TJC3	Site of Former Masborough South Jn – Swinton Jn South	161	77	166	56	8	Y	
LN804	SMJ1	Swinton Jn South – Swinton Jn North	166	56	167	03	8	Y	
LN804	SMJ1	Swinton Jn North – Site of Former Wath Curve Jn	167	03	168	64	8	Y	
LN804	SMJ2	Site of Former Wath Curve Jn – Ferrybridge South Jn	17	15	2	38	9	Y	
LN804	SMJ2	Ferrybridge South Jn – Site of Former Burton Salmon Jn	2	38	0	00	9	Y	
LN804	SMJ3	Site of Former Burton Salmon Jn – Milford Jn	16	69	15	07	9	Y	
LN804	MGW	Milford Jn – Gascoigne Wood SB	7	65	6	27	10	Y	
LN806	CHR	Route Boundary (LN3201) (Tapton Jn) – Masborough Jn	146	64	162	24	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN807	MAS	Dore South Jn – Dore West Jn	153	73	154	16	8	Y	
LN808	DWS	Dore Station Jn – Dore West Jn	0	60	0	00	8	Y	
LN808	MAS	Dore West Jn – Route Boundary (NW9001) (Chinley North Jn)	154	16	154	20	8	Y	
LN809	BTJ	Shepcote Lane West Jn – Tinsley Yard East End	161	24	160	52	10	Y	
LN810	SEL	Shepcote Lane West Jn – Tinsley South Jn	161	24	161	63	10	Y	
LN812	BLJ	Shepcote Lane East Jn – Broughton Lane Jn	161	20	161	67	10	Y	
LN816	BEW	Beighton Jn – Woodhouse Jn	48	06	46	56	8	Y	
LN818	HCD	Holmes Jn – Rotherham Central Jn	0	00	0	62	10	Y	
LN824	SKM	Moorthorpe Jn – South Kirkby Jn	0	57	0	05	8	Y	
LN826	PED5	South Yorkshire Jn – Mexborough Jn	22	57	15	64	8	Y	
LN826	SJM2	Mexborough Jn – Site of Former Mexborough North Jn	15	64	14	78	8	Y	
LN826	SJM1	Site of Former Mexborough North Jn – Swinton Jn South	167	15	166	56	8	Y	
LN828	WME	Mexborough Jn – Aldwarke Jn	10	17	7	26	8	Y	
LN830	WME	Aldwarke Jn – Woodburn Jn	7	25	0	00	8	Y	
LN832	SJB	Doncaster, Bridge Jn – St. James Jn	22	54	22	38	8	Y	
LN836	DOL1	Doncaster Marshgate Jn – Hare Park Jn	156	28	171	70	9	Y	
LN836	DOL1	Hare Park Jn – Site of Former West Riding Jn	171	70	175	32	9	Y	
LN836	DOL2	Site of Former West Riding Jn – Copley Hill West Jn	175	32	184	65	9	Y	
LN836	DOL2	Copley Hill West Jn – Whitehall West Jn	184	65	185	25	9	Y	
LN836	DOL2	Whitehall West Jn – Whitehall East Jn	185	25	185	28	9	Y	
LN836	DOL2	Whitehall East Jn – Leeds	185	28	185	70	8	Y	
LN836	HUL4	Leeds – Neville Hill East Jn	20	50	18	25	8	Y	
LN838	LEH1	Armley Jn – Site of Former Pannal Jn	0	12	14	60	8	R1 R2	R1 Prohibited through Wescoehill Tunnel on the Down Harrogate line R2 Prohibited between Weeton and Rigton LC on the Up Harrogate line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN838	LEH2	Site of Former Pannal Jn – Site of Former Crimple Jn	14	60	15	20	8	Y	
LN838	LEH3	Site of former Crimple Jn – Harrogate	15	20	17	24	8	Y	
LN838	HAY2	Harrogate – Site of Former Starbeck North Jn	20	38	18	60	8	R1	R1 Prohibited Harrogate Bay platform 2
LN838	HAY1	Site of Former Starbeck North Jn – Skelton Jn	18	60	1	50	8	R1	R1 Prohibited between Knaresborough and Knaresborough single line Jn on the Up line
LN840	TJC3	Leeds Engine Shed Jn – Whitehall East Jn	195	20	195	52	8	Y	
LN842	CJS	Stainforth Jn – Applehurst Jn	166	70	163	27	8	Y	
LN842	CJS	Applehurst Jn – Skellow Jn	163	27	160	59	8	Y	
LN842	SKA	Skellow Jn – Adwick Jn	0	61	0	00	8	Y	
LN844	JCA	Applehurst Jn – Joan Croft Jn	0	49	0	00	9	Y	
LN846	CJS	Carcroft Jn – Skellow Jn	160	08	160	59	9	Y	
LN848	HPC	Hare Park Jn – Crofton West Jn	171	70	173	22	8	Y	
LN850	WWK	Wakefield Westgate South Jn – Wakefield Kirkgate West Jn	0	00	0	26	9	Y	
LN852	LBE1	Holbeck Jn – Site of Former Laisterdyke East Jn	0	02	6	49	8	R1	R1 Prohibited between New Pudsey and former Laisterdyke East Jn on the Down line
LN852	LBE2	Site of Former Laisterdyke East Jn – Site of Former Laisterdyke West Jn	190	24	190	60	8	Y	
LN852	LBE3	Site of Former Laisterdyke West Jn – Site of Former Hammerton Street Jn	190	60	191	30	8	Y	
LN852	LBE4	Site of Former Hammerton Street Jn – Mill Lane Jn	191	30	191	75	8	R1	R1 Prohibited between former Hammerton St Jn and Mill Lane Jn on the Down line
LN852	MRB	Mill Lane Jn – Bradford Interchange	40	01	40	27	8	Y	
LN854	MVN2	Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn	22	62	48	33	9	R1 R2	R1 Prohibited between Route Boundary (NW7001) (Hall Royd Jn) and Hebden Bridge (Up L & Y) R2 Prohibited through Weasel Hall Tunnel (Up L & Y)

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN854	MVN2	Turners Lane Jn – Site of Former Goose Hill Jn	48	33	50	31	9	Y	
LN854	TJC3	Site of Former Goose Hill Jn – Altofts Jn	184	56	186	00	8	Y	
LN854	NOC	Altofts Jn – Sherburn Jn	23	57	13	20	9	Y	
LN854	NOC	Sherburn Jn – Colton Jn	13	20	5	41	9	Y	
LN854	ECM4	Colton Jn – Holgate Jn	182	79	188	07	9	Y	
LN854	ECM4	Holgate Jn – York	188	07	188	40	9	Y	
LN854	ECM5	York – Skelton Jn * York platform 2 RA3, platform 4 RA8 and platform 5 RA8	0	00	1	50	9*	Y	
LN858	MRB	Milner Royd Jn – Mill Lane Jn	29	20	40	01	8	R1 R2 R3	R1 Prohibited between Hipperholme Tunnel and Lightcliffe Tunnel on the Down line R2 Prohibited on the Down line through Beacon Hill Tunnel R3 Prohibited on the Down line through Wyke Tunnel
LN859	GRD	Greetland Jn – Dryclough Jn	1	11	0	00	8	Y	
LN860	MVL3	Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn	15	11	25	20	9	Y	
LN860	MVL3	Springwood Jn – Change of ELR (Heaton Lodge Jn)	25	20	29	00	9	Y	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line)	29	00	29	45	9	Y	
LN860	MVL4	Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line)	29	00	29	74	9	Y	
LN860	MVN2	Heaton Lodge Jn – Heaton Lodge East Jn	37	18	37	47	9	Y	
LN860	MVN2	Heaton Lodge East Jn – Thornhill LNW Jn	37	47	39	72	8	Y	
LN860	MDL1	Thornhill LNW Jn – Copley Hill East Jn	32	16	42	03	8	R1 R2	R1 Prohibited between Cottingley and Copley Hill East Jn on the Up Huddersfield line R2 Prohibited between Batley and Morley on the Down Huddersfield line
LN861	BBW	Bradley Jn – Bradley Wood Jn	0	00	1	17	8	Y	
LN862	PED2	Barnsley Station Jn – Site of Former Barnsley Jn	6	43	0	00	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN862	PED1	Site of Former Barnsley Jn – Site of Former Huddersfield Jn	29	13	28	37	8	Y	
LN862	PEH	Site of Former Huddersfield Jn – Lockwood	13	42	1	18	8	R1	R1 Prohibited between Stocksmoor and Brockholes on the Down/Up Huddersfield Single line
LN862	PEH	Lockwood – Springwood Jn	1	18	0	40	8	Y	
LN862	MVL3	Springwood Jn – Huddersfield	0	40	0	00	8	Y	
LN864	DRS1	Dewsbury Railway Street – Change of Mileage	0	10	0	00	6	Y	
LN864	DRS1	Change of Mileage – Dewsbury East Jn	0	27	0	00	6	Y	
LN868	SHB	Wincobank Jn – Site of Former Quarry Jn	161	52	173	48	8	Y	
LN868	PED2	Site of Former Quarry Jn – Barnsley Station Jn	7	50	6	43	8	Y	
LN868	BAH2	Barnsley Station Jn – Site of Former Crigglestone Jn	52	58	45	56	7	Y	
LN868	CHS	Site of former Crigglestone Jn – Horbury Jn	1	53	0	00	7	Y	
LN870	CTL	Wakefield Turners Lane – Calder Bridge Jn	0	50	0	00	8	Y	
LN872	TJC3	Altofts Jn – Hunslet South Jn	185	73	193	40	8	Y	
LN872	TJC3	Hunslet South Jn – Engine Shed Jn	193	40	195	20	8	Y	
LN872	ELN	Engine Shed Jn – Leeds West Jn	195	20	195	53	8	R1	R1 Prohibited between Hunslet South Jn and Hunslet Station Jn on the Down Midland line
LN874	MEW2	Methley Jn – Whitwood Jn	1	12	0	01	8	Y	
LN875	CPM2	Castleford West Jn – Cutsyke Jn	0	00	0	61	8	Y	
LN875	CPM1	Cutsyke Jn – Pontefract West Jn	59	02	56	42	8	Y	
LN876	BOO	Castleford East Jn – Ledston	6	17	4	43	-	Y	
LN878	SHG	Sherburn Jn – Gascoigne Wood Jn	13	20	14	30	8	Y	
LN880	YMS	York (Platform 4) – Commencement of single line section @ 0m 18ch (Up line)	0	00	0	18	6	Y	
LN880	YMS	York (Platform 5) – commencement of single line section @ 0m 18ch (Dn line)	0	00	0	18	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN880	YMS	Commencement of single line section @ 0m 18ch to Scarborough (Platforms 1 to 5) – Scarborough (Platforms 1 to 5)	0	18	42	06	8	R1 R2 R3	R1 Prohibited Scarborough platform 3 R2 Prohibited Scarborough platform 4 R3 Prohibited Scarborough platform 5
LN880	YMS	York (Platform 2 and maintenance sidings) – Connection to Up line	0	00	0	15	3	Y	
LN882	WAG1	Wakefield Kirkgate West Jn – Calder Bridge Jn	47	43	48	28	8	Y	
LN882	WAG1	Calder Bridge Jn – Crofton West Jn	48	28	49	40	8	Y	
LN882	WAG1	Crofton West Jn – Knottingley West Jn	49	40	58	20	8	Y	
LN882	WAG1	Knottingley West Jn – Engine Shed Jn	58	20	73	52	8	Y	
LN882	WAG2	Engine Shed Jn – Goole Potters Grange Jn	0	64	0	00	8	Y	
LN884	OAJ	Oakenshaw South Jn – Oakenshaw Jn	49	41	48	76	8	Y	
LN886	TJC3	Monk Bretton – Oakenshaw South Jn	176	22	181	75	8	Y	
LN886	OSC	Oakenshaw South Jn – Crofton East Jn	181	75	183	04	8	Y	
LN888	KWS	Shaftholme Jn – Knottingley West Jn	68	75	58	20	9	Y	
LN888	FKW	Knottingley West Jn – Ferrybridge North Jn	2	71	2	27	9	Y	
LN892	PEF	Pontefract East Jn – Ferrybridge South Jn	3	06	2	38	8	Y	
LN894	KES	Knottingley South Jn – Knottingley East Jn	0	00	0	20	9	Y	
LN896	DRA1	Drax Branch Jn – Drax Power Station (NR Boundary)	0	00	4	16	8	Y	
LN898	HUL4	Neville Hill East Jn – Micklefield Jn	18	25	10	63	8	Y	
LN898	HUL4	Micklefield Jn – Micklefield Change of ELR	10	63	10	60	8	Y	
LN898	HUL3	Micklefield Change of ELR – Gascoigne Wood Jn	10	60	6	27	8	Y	
LN898	HUL3	Gascoigne Wood Jn – Selby West Jn	6	27	0	36	8	Y	
LN898	HUL3	Selby West Jn – Selby South Jn	0	36	0	00	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN898	HUL2	Selby South Jn – Site of Former Barlby Jn	31	12	30	40	8	Y	
LN898	HUL1	Site of Former Barlby Jn – Anlaby Road Jn	30	40	0	73	8	Y	
LN898	HUL1	Anlaby Road Jn – Hull	0	73	0	00	8	R1	R1 Prohibited Hull Dock Platform A
LN900	HUE	Neville Hill West Jn – Hunslet East	0	00	0	55	10	Y	
LN902	CFM	Micklefield Jn – Church Fenton North Jn	15	62	10	31	9	Y	
LN904	HSC	Hambleton South Jn – Hambleton West Jn	174	10	175	33	10	Y	
LN906	HNC	Hambleton East Jn – Hambleton North Jn	3	34	4	00	10	Y	
LN908	SEC	Selby West Jn – Canal Jn	0	00	0	32	9	Y	
LN910	TCW1	Temple Hirst Jn – Selby Canal Jn	169	16	173	59	9	Y	
LN910	TCW1	Selby Canal Jn – Selby South Jn	173	59	174	11	9	Y	
LN912	TJG1	Thorne Jn – Thorne North Change of ELR	7	69	9	09	8	Y	
LN912	TJG2	Thorne North Change of ELR – Gilberdyke Jn	14	06	0	00	8	Y	
LN914	HBS	West Parade Jn – West Parade North Jn	0	25	0	72	8	Y	
LN914	HBS	West Parade North Jn – Walton Street Jn	0	72	1	29	7	Y	
LN914	HBS	Walton Street Jn – Seamer West Jn	1	29	50	43	6	R1 R2	R1 Prohibited from Bridlington platform 4 (Down line) R2 Prohibited from Bridlington bay platform 7
LN916	HJS	Hessle Road – Springbank North Jn	0	00	1	38	8	Y	
LN916	HJS	Springbank North Jn – Network Rail Boundary	1	38	5	62	7	Y	
LN918	SPW	Springbank North Jn – Walton Street Jn	1	54	1	29	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN920	AWP	Anlaby Road Jn – West Parade North Jn	0	00	0	24	8	Y	
LN922	TJC3	Whitehall West Jn – Skipton	195	57	221	01	8	R1	R1 Prohibited between the connection to the Kirkstall Loop and Apperley Jn on the Up Shipley Main line
LN922	TJC3	Skipton – Site of Former Skipton North Jn Change of ELR	221	21	221	68	8	Y	
LN922	SKW1	Site of Former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn)	221	68	230	00	8	Y	
LN924	ILK1	Apperley Jn – Burley in Wharfedale	202	03	208	02	7	R1	R1 Prohibited Guiseley Down platform
LN924	ILK2	Burley in Wharfedale – Ilkley	208	02	211	20	7	Y	
LN926	GUE2	Dockfield Jn – Esholt Jn	3	41	0	00	5	Y	
LN928	SBF	Shipley East Jn – Bradford Forster Square	205	54	208	50	8	Y	
LN930	SKS1	Skipton Middle – Site of Former Embsay Jn	222	68	220	64	8	Y	
LN930	SKS2	Site of Former Embsay Jn – Network Rail Boundary (Tilcon Siding)	0	00	6	50	8	Y	
LN932	BIB	Shipley South Jn – Shipley West Jn	0	00	0	17	8	Y	

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Table D5B – Locomotive Gauge Clearance table (East Midlands)

Last Updated: 03/04/2021

To be read in conjunction with General Notes.

- All locomotives conform to locomotive gauge, apart from Class 37s (when fitted with roof horns).
- Locomotive gauge restrictions apply to all locomotives unless clearance is provided in the Route Clearance D4 Tables.
- Locomotives that are not listed in the Route Clearance D4 Tables are permitted to operate over routes that conform to locomotive gauge, subject to the restrictions detailed in the table below and the conditions stated in the locomotive's Summary of Compatibility document. Locomotives that are not listed in the Route Clearance D4 Tables require a valid Summary of Compatibility prior to operation over Network Rail infrastructure.
- Locomotives are PROHIBITED from using crossovers within platforms (code word LACER) unless their overall length (over buffers) is 18.288m or less.
- Gauge clearance for steam locomotives is considered under a separate process.

The notations (used in these tables) are explained as follows for locomotive gauge conformant vehicles:

Y Route conforms to locomotive gauge without restriction.

R Route conforms (or partly conforms) to locomotive gauge but restrictions apply. See “Notes” column for details.

N Route does not conform to locomotive gauge

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	8	R1	R1 Prohibited from the Run Round Siding line between Bedford St Johns and Bedford Station Jn
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	8	Y	
LN3201	SPC1	St. Pancras platforms 1, 2 ,3 and 4 – Cricklewood	0	12	5	09	8	R1	R1 Prohibited between Kentish Town Jn and Carlton Road Jn on the Up & Down Slow line
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	8	R1	R1 Prohibited through Ampthill Tunnel on the Up Slow line
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	8	R1	R1 Prohibited between Bedford North Jn and Sharnbrook Jn on the Up Fast line
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	8	R1 R2	R1 Prohibited between Kettering North Jn and Market Harborough Jn on the Down Main line R2 Prohibtied between Market Harborough and Kilby Bridge Jn on the Up Main line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	8	Y	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	8	Y	
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	8	Y	
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	8	Y	
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	8	Y	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	8	Y	
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	8	Y	
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	8	Y	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	8	Y	
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	8	Y	
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	8	Y	
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	8	Y	
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	8	Y	
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	8	Y	
LN3210	JRT1	Change of ELR (Between Tottenham North Curve No.2 and No.1 Tunnels) – Carlton Road Jn (Tottenham Lines)	0	18	0	03	8	Y	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	5	N	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	3	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (EA1360) (Dudding Hill)	5	19	5	72	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	8	Y	
LN3228	TCC	Trent East Jn – Trent East Change of ELR	119	70	119	56	8	Y	
LN3228	TES	Trent East Change of ELR – Sheet Stores Jn	0	00	0	30	8	Y	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	8	Y	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)0	15	31	2	62	8	Y	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	8	Y	
LN3237	RUD	Loughborough South Jn – Network Rail/GCR (N) Boundary	92	45	92	49	8	Y	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	8	Y	
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	8	R1	R1 Prohibited between Ambergate and Whatstandwell on the Single line
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	8	Y	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	8	Y	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	8	Y	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	8	Y	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	7	Y	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	8	Y	
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	8	Y	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	8	Y	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	8	Y	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield Change of ELR	137	11	140	40	8	Y	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	8	R1	R1 Prohibited between Mansfield and Mansfield Woodhouse on the Down Main line
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	8	Y	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	8	R1 R2	R1 Prohibited through Meir Tunnel on the Up Stoke line R2 Prohibited through Meir Tunnel on the Down Stoke line
LN3515	MJS1	Melbourne Jn – Sinfin	131	15	130	37	8	Y	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	8	Y	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	8	Y	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	8	Y	
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	8	Y	
LN3535	BCJ	Birmingham Curve Jn – Branston Jn	126	40	127	19	8	Y	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	8	R1 R2	R1 Prohibited through Corby Tunnel on the Down Corby line R2 Prohibited through Seaton Tunnel on the Down Corby line
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	8	Y	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	8	Y	
LN3615	PMJ	Route Boundary (LN147) (Helpston Jn) – Uffington SB	13	60	12	75	9	Y	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	8	Y	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	8	Y	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	8	Y	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	8	Y	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	8	Y	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	8	Y	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	8	Y	
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	8	Y	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	8	Y	