



Timetable Planning Rules

London North Eastern

2014 TIMETABLE

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Final Principal and Final Proposal for Subsidiary Change timetable
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1 Introduction and General Notes

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

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

Final Rules of the Plan are issued with timetable Bidding Information before the commencement of the development period for the Principal Change timetable to which the Rules apply and cover a 12-month period. Revised Rules of the Plan are issued with timetable Bidding Information before the commencement of the Subsidiary Change timetable development period and show changes applicable to the Subsidiary Change timetable period which have been agreed since the issue of the annual Rules of the Plan.

Rules of the Plan may be changed only through this twice-yearly process or by the change procedure described in the National Rules of the Plan.

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

1.1 Index of Routes

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

LN101	London King's Cross to Shaftholme Jn
LN105	Moorgate to Finsbury Park Jn
LN110	Canonbury West Jn to Finsbury Park Jn
LN120	Alexandra Palace to Langley Jn (via Hertford)
LN125	Hitchin Cambridge Jn to Royston (inclusive)
LN150	Flyover East Jn to Decoy North Jn (Doncaster Area Goods Lines)
LN170	Werrington Jn to Bessacarr Jn (via Lincoln)
LN175	Sleaford South Jn to Sleaford
LN180	Sleaford North Jn to Sleaford
LN185	Allington West Jn to Skegness
LN190	Allington East Jn to Allington North Jn (Allington Chord)
LN195	Grantham Nottingham Branch Jn to Bottesford West Jn
LN200	Wrawby Junction to Pelham Street Junction
LN206	Newark Castle to West Holmes Jn
LN600	Doncaster Loversall Carr Jn to Marshall Meadows
LN626	Northallerton High Jn to Northallerton East Jn
LN627	Longlands Jn – Stockton Cut Jn – Sunderland – Newcastle East Junction
LN631	Darlington to Eaglescliffe South Jn
LN632	Stockton Cut Jn to Saltburn
LN634	Guisborough Jn. to Whitby
LN646	Norton to Ferryhill
LN676	Greensfield Jn to King Edward Bridge Sth Jn
LN678	Darlington to Bishop Auckland
LN682	King Edward Bridge South Junction to Carlisle
LN684	Newcastle Goods Lines
LN694	Benton Nth Jn. to Butterwell Jn and Morpeth North Junction (Blyth and Tyne)
LN736/752	Cleethorpes to Doncaster
LN736	Wrawby Junction to Nunnery Main Line Junction
LN740/742	Marsh West Jn. to Brocklesby Junction via Immingham
LN744	Haborough Junction to Barton on Humber
LN758	Brancliffe East Junction to St Catherines Junction
LN766	Bentley Jn to Hexthorpe Jn (Doncaster Avoiding Line)
LN768	Mansfield West Junction to Shireoaks Junctions
LN774	Barrow Hill to Oxcroft/Bolsover
LN784	High Marnham And Branches to Shirebrook Junctions
LN804	Chesterfield South Junction – Sheffield – Church Fenton via Pontefract
LN806	Tapton Jn. to Masborough Junction via 'Old Road'
LN809	Tinsley South Junction to Tinsley Yard
LN816	Beighton Junction to Woodhouse Junction
LN826	Doncaster to Swinton
LN828/830	Mexborough – Aldwarke Jn. – Woodburn Junction
LN836	Doncaster – Leeds – Neville Hill East Junction
LN838	York – Harrogate – Leeds
LN842	Stainforth Junction to Adwick Junction/Carcroft Junction
LN848	Hare Park Junction to Crofton West Junction
LN850	Wakefield Kirkgate to Wakefield Westgate
LN852	Holbeck Junction to Bradford Interchange
LN854	Hall Royd Jn – Heaton Lodge Junction – Mirfield East Jn – Milford Jn – Colton Jn
LN858	Milner Royd Junction to Mill Lane Junction
LN860/854	Diggle Junction to Horbury Junction and Whitehall Junction

LN862	Barnsley to Huddersfield
LN868/854	Wincobank Junction to Milford Junction via Barnsley
LN872	Altofts Junction to Leeds West Junction
LN875	Castleford to Pontefract
LN880	York to Scarborough
LN882	Wakefield to Goole
LN888	Shaftholme Junction to Ferrybridge North Junction
LN898	Neville Hill East Junction – Micklefield – Hull
LN902	Micklefield – Church Fenton
LN904	Hambleton South Junction to Hambleton West Junction
LN912	Thorne Junction to Gilberdyke
LN914	Hull to Seamer
LN916	Hessle Road Junction to Saltend & Freight Sidings
LN922	Whitehall West Jn – Armley Junction – Hellifield,
LN924	Apperley Junction to Ilkley
LN926	Dockfield Junction to Esholt Junction
LN928	Shipley East Junction to Bradford Forster Square
LN932	Shipley South Junction to Shipley West Junction

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

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

Electrification limits refer to relevant Table 'A'

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

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

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

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

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

1.2.2 Rule Book

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

RULE BOOK MODULE	SECTION	NOTES
G1 General safety responsibilities and personal track safety for non-track workers	5.5 Using the phonetic alphabet;	Operational principles
OTM Working of on-track machines (OTM)	2.2 Before starting a journey	TTPR Section 4.6
	5.6 Carrying out a running brake test	TTPR Section 5.1.2
P1 Single line working	6.5 Warning anyone working on or near the line used for single line working	When planning Single Line Working
	9.3 Right-direction movements	
	9.4 Wrong-direction movements	
S1 Signals and indicators controlling train movements		Operational principles
S2 Observing and obeying fixed signals	3.1 Passenger train at a position-light, shunt-ahead or shunting signal	Operational principles
SP Speeds	2.4 Differential permissible speed indicators	TTPR Section 5.1.2
	2.5 Permissible speed indicators with letters	TTPR Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	TTPR Section 5.1.2
T11 Movement of engineering trains and on-track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions

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

1.3 Definitions

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

If any term in Rules of the Plan is unclear please contact the compiler on the telephone number shown on the cover.

1.3.1 Train Classification

Classification	Description
1	Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (IZ99); or Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99)
2	Ordinary passenger train; or Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01)
3	Freight train which can run at more than 75 mph; or A parcels train; or Empty coaching stock train if specially authorised
4	Freight train which can run up to 75 mph
5	Empty coaching stock train
6	Freight train which can run up to 60 mph
7	Freight train which can run up to 45 mph
8	Freight train which can run at, or is timed to run at, 35 mph or less
0	Light locomotive or locomotives

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

1.3.2 Days of Operation

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

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

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15X	DMU classes 150/153/155/156/158/159
17X	DMU classes 170 and 175
22X	DMU classes 220/221/222
DMU	Any diesel multiple unit
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

Abbreviation	Description
AD	Arrival/Departure Line
AL	Avoiding Line
BS	Leeds Line B
CHC	Copley Hill Chord
CL	Carriage Line
DBH	Down Barrow Hill
DBP	Down Back Platform at Welwyn Garden City
DCF	Down Cambridge Flyover
DF or DFL	Down Fast Line
DG	Two way Goods No.2
DGL	Down Goods Line
DH	Down Harrogate
DHL	Down Hendon Line
DL	Down Line
DM see below	Down Midland – Engine Sheet Jn or Leeds West Junction LN872
DM or DML	Down Main Line
DN	Leeds Line D – Non preferred route for ARS
DPV	Down Passenger Loop
DS or DSL	Down Slow Line
DSG	Down Scunthorpe Goods
DUG	Down and Up Goods
EL	Erewash Line
ESL	East Slow Line
FL	Fast Line – can be numbered eg FL1
GL	Goods Line
GSL	Goods and Slow Line
HS	Holding Siding
LSL	Leeds Line
ML	Main Line
NDS	Up Slow Line from Newcastle Platform 7 to Newcastle South Jn., then Down Slow Line to King Edward Bridge North Jn
NLI	North London Incline
NM	Up Slow Line from Newcastle Platform 7 to Newcastle South Jn., then Up Fast Line to King Edward Bridge North Jn
NNL	Normanton Line
NS	Up Slow Line from Newcastle Platform 7 to King Edward Bridge North Jn
PL	Platform Line
RCL	Reception Line
RRL	Reversing Line

Abbreviation	Description
SL	Slow Line – can be numbered eg SL1
SGL	Slow and Goods Line
TL	Through Line
UBH	Up Barrow Hill
UDB	Up and Down Blackwell
UDS	Up and Down Slow Line
UF or UFL	Up Fast Line
UGL	Up Goods Loop
UH	Up Harrogate
UHL	Up Hendon Line
UL	Up Line
UM see below	Up Midland – Leeds West Jn
UM or UML	Up Main Line
UPV	Up Passenger Loop or Up Broadholme Loop
US see below	Up Shipley/Up Sidings
US or USL	Up Slow Line
WS or WSL	Up West/West Slow Line
2WG	Two way Goods
WY	Peterborough West Yard

1.3.5 Activity and Other Codes

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

Abbreviation	Description
TW	Train stops to pick up or set down a staff, tablet or token on Single Lines. See Section 5.2
U	Train only stops to pick up passengers. Shows as a u in NRT
W	Train stops for watering of coaches
X	Train passes another train at crossing point on single line. See Section 5.2
x	Suppress running line information
	Force running line indication
	Force path and line indications
	Force path indication
#	Force stop with TW

Activity Codes – Notes

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

2 Route Description

2.1 Planning Geography

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

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

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

Locations in bold type are mandatory timing points.

Locations in normal type are non-mandatory timing points.

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

Line references shown in brackets e.g. (LN656) are only for reference purposes.

In the tables below, the following codes apply:

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

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Kings Cross	FL1 FL2 SL1 SL2			Platform detail must be shown
Belle Isle	SL FL	FL1 FL2 SL1 SL2		
Camden Road Central Junction	-	-		To/from Camden – EA 1320
Camden Road Incline Jn				To/from Cedar Junction – CTRL
York Way North Junction	-	-		To/from St Pancras – SO400 Refer to Kent Rules of the Plan
Copenhagen Junction	SL	NLI -	X	See section 5.3
Holloway South Junction	FL SL GL	FL SL	X	
Finsbury Park	FL SL SL2	FL SL SL2		Platform detail must be shown To/from Drayton Park – LN 105 To/from Highbury Vale Jn – LN 110
Harringay Junction	SL2	†	X	To/from Harringay Park Jn – EA 1370
Harringay Up Rev Sdgs	-		S	
Harringay Signal K85		SL2	S	
Harringay	SL	SL SL2	S	
Ferne Park Rec	CL SL2	SL2	S	
Hornsey Dn RS	-	-	S	
Hornsey EMUD				
Hornsey	SL SL2	SL SL2	S	

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Hornsey Signal K453	SL		S	
Hornsey Signal K451	CL		S	
Alexandra Palace	FL SL	FL SL4 SL2 CL		Platform details must be shown for stopping trains and non-stop via platforms
<i>Wood Green North Jn</i>				<i>To/from Hertford North – LN 120</i>
Bounds Green TRSMD		–	S	
New Southgate	FL SL	FL SL	SX	
Oakleigh Park	FL SL	FL SL	S	
New Barnet	FL SL	FL SL	SX	
Hadley Wood	FL SL	FL SL	S	
Potters Bar	FL SL	FL SL		
Brookmans Park	FL SL	FL SL	S	
Welham Green	SL	SL	S	
Marshmoor Crossover		SL FL	X	
Hatfield	FL SL	SL FL	SX	
Welwyn GC Rev Sdgs	–		S	
Welwyn Garden City	FL SL	FL SL		Platform details must be shown for stopping trains and non-stop via platforms
Welwyn FD	FL SL	SL	S	
Welwyn Garden City Carriage Sdgs		–	S	
Digswell Junction	FL	SL	X	
Welwyn North	FL	FL	S	
Woolmer Green Junction	FL SL	FL		
Knebworth	FL SL	FL SL	S	
Langley Junction	SL	–	X	
Langley Redlands		–	S	<i>To/from Hertford North – LN120</i>
Stevenage	FL SL	FL SL DSL		Platform detail must be shown
Stevenage Sig K214		SL	S	Only used for ECS reversal
Hitchin	FL SL DCF	FL SL		Platform detail must be shown for trains calling at Hitchin <i>To/from Royston – LN125</i>
Hitchin Dn Yd			S	<i>To/from Royston – LN125</i>
Hitchin Sigs K232/K224			S	
Hitchin Up Yd			S	
<i>Hitchin North Junction</i>	–	–		<i>To Royston – LN125</i>
Cadwell Signal K718		FL	X	Trains crossing to Fast Line
Arlesey	SL	SL	S	
Biggleswade Plasmor		–	S	
Biggleswade	FL SL	FL SL	SX	
Sandy	FL SL	FL SL		
St Neots	FL SL	FL SL	SX	DSL to UFL and DFL to USL or UFL moves not permitted at St Neots
Huntingdon	FL SL	FL SL		Platform detail must be shown for trains calling at Huntingdon
Huntingdon Sig P40		SL	S	

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Connington Loop	–	FL		
Connington South Jn	SL	FL SL		Mandatory timing point in the Up direction
Holme Junction	FL			Mandatory timing point in the Down direction
Fletton Junction	SL	FL	X	
	GL DM	–		See EA1560
	–	–		See EA1560
Signal P797	–		S	<i>To/from March – EA1560</i>
Peterborough Nene CHS	–		S	
Peterborough	FL SL USL -	FL SL GL DSL -		Platform detail must be shown
Crescent CCD and Cory	–	–	S	
Signal P78		-	S	
Signal P76		-	S	
Peterborough Westwood Sdgs	–	–	S	Reversing movement
Eastfield Junction	–	–	X	Not permitted 12 car 365s
Signal E44			S	Reversing movement
Peterborough West Yard	–	–	S	
New England Nth Jn	FL SL	FL SL GL	X	
Werrington Junction	–	SL	X	
Helpston Jn	SL			<i>To/from Spalding – LN170</i>
Tallington Junction	FL SL	FL SL		Trains on Stamford and Down Slow lines only <i>To/from Uffington – LN3615 Refer to Kent Rules of the Plan</i>
Tallington Redland Aggs		–	S	
Stoke Junction	FL –	FL SL		
Highdyke Jn		–	X	
D1283 G.P.S.		US	S	
Grantham	–	– SL		Upside to Downside shunt moves
Nottingham Branch Jn	–	– DUG	All – X –	Platform detail must be shown
Claypole Loops	–	–		Trains on up/down slow line <i>To/from Allington West Jn – LN195</i>
Newark North Gate	–	–		
Newark Flat Crossing	–	–		<i>To/from Lincoln – LN206</i>
Carlton Loops	–	–	S	
D1341 G.P.S.		UF	S	
Retford	– SL	–		P1 to P2 shunt/access to Worksop line
Signal D156		–	S F	
Babworth Loop	–		S	
Ranskill Loops	–	–	S	Bi-directional loop, down slow after Retford
Loversall Carr Jn	WSL SL –	–		
Decoy North Junction	DFL DS1		X	

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
	DS2 DR –			
Bridge Junction	–	–		To/from Decoy South Jn – LN150 Mandatory West Slow Lines
South Yorkshire Junction				To/from St James Jn – LN832
Doncaster	–	– FL ESL WSL		To/from Hexthorpe Jn – LN826
Doncaster West Yard	–	–	S	Platform detail must be shown
Marshgate Junction				To/from Leeds – LN836
Arksey Loop	–		S	From Marshgate Jn – LN752
Shaftholme Junction	–	–		
				To/from Temple Hirst Jn LN101 To/from Knottingley – LN888

LN105 MOORGATE TO FINSBURY PARK				
TIMING POINT	DOWN	UP	CODE	NOTES
Moorgate	–			Platform details must be shown
Old Street	–	–	S	
Essex Road	–	–	S	
Highbury and Islington	–	–	S	
Drayton Park	–	–		
Finsbury Park	SL			To/from Alexandra Palace – LN101

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK				
TIMING POINT	DOWN	UP	CODE	NOTES
Canonbury West Jn	– SINGLE	– SINGLE		To / from North London Line – EA1320 To/from Alexandra Palace – LN101
Highbury Vale Jn	– SINGLE	– SINGLE		
Finsbury Park	– FL SL SL2	– SL		To / from Alexandra Palace – LN101 To/from North London Line – EA 1320

LN115 COPENHAGEN JUNCTION TO CAMDEN ROAD CENTRAL JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Copenhagen Junction	-	SL	X	To/From Alexandra Palace – LN101
York Way North Junction	-	-		To / from Silo Curve Jn – SO410A
Camden Road Incline Junction				To / from Cedar Jn – SO420
Camden Road Central Junction	-	-	X	To / from North London Line – EA1320

LN120 ALEXANDRA PALACE TO LANGLEY JUNCTION VIA HERTFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
Alexandra Palace	-	FL SL GL		To/from Finsbury Park – LN101
Bounds Green T&RSMD		-	S	
Bowes Park	-	-	S	
Bowes Park RRL	-	-	S	
Palmers Green	-	-	S	
Winchmore Hill	-	-	S	
Grange Park	-	-	S	
Enfield Chase	-	-	S	
Gordon Hill	-	-		
Crews Hill	-	-	S	
Cuffley	-	-	S	
Bayford	-	-	S	
Hertford North CHS	-	-	S	
Hertford North DCS	-	-	S	
Hertford North	-	-		Platform details to be shown
Molewood Junction	-	-	X	
Watton at Stone	-	-	S	
Bragbury Junction	-	-	X	
Signal K940		-	S	
Langley Junction	SL	-		To/from Stevenage – LN101

LN125 HITCHIN TO ROYSTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Hitchin	DCF	-		To/from Stevenage – LN101
Hitchin Up Yard	-	-	S	
<i>Hitchin East Junction</i>	-	-		From Hitchin – LN101
Letchworth Garden City	-	-		
Letchworth CSD	-	-	S	Trains into Letchworth CSD to/from the station must run via Letchworth A/D Line and reverse at Letchworth CS Reception
Letchworth A/D Line	-	-	S	

LN125 HITCHIN TO ROYSTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Letchworth CS Reception			S X	
Baldock	–	–	S	
Ashwell and Morden	–	–	S	
Royston	–	–	S	Platform details must be shown <i>To/from Shepreth Branch Jn – EA1230</i> <i>Refer to East Anglia Rules of the Plan</i>

LN150 FLYOVER EAST JN TO DECOY NORTH JN (DONCASTER AREA GOODS LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Bessacarr Junction	–	–		<i>To/from Black Carr Jn – See below</i> <i>To/from Gainsborough Trent Jn – LN170</i>
Loversall Carr Junction	WSL–	–		<i>To/from Retford – LN101</i> <i>To/from Flyover West Jn – see below</i>
<i>Flyover East Junction</i>	–	–		<i>To Loversall Carr Jn – LN101. Only accessible in the Up direction from the Down Lincoln</i>
<i>Flyover West Junction</i>	–	–		<i>To/from Loversall Carr Jn – see above. Only accessible in the Up direction from the Down Lincoln.</i>
St Catherines Junction	–	–		<i>To/from Firbeck Jn – LN758</i> <i>To/from Decoy South Jn – see below</i>
Decoy South Junction	–	– DLF		Mandatory West Slow lines. <i>To/from St Catherine's Jn – see above. Only accessible in the Up direction from Down Lincoln</i>
Decoy North Junction	DFL DS1 DS2 DR –	–		Mandatory West Slow lines
Doncaster Down Decoy	–	–	S	
Doncaster R. M. T.	–	–	S	<i>Up trains depart via Down Lincoln.</i>
Belmont Yard	–	–	S	
Doncaster Sig. D249	–	–	S	
Bridge Junction	– DSG GL	WSL –		Mandatory West Slow lines. <i>To/from Hexthorpe Junction – LN826</i>
Black Carr Junction	ESL	ESL –		Mandatory East Slow Line. <i>To/from Bessacarr Jn – see above. Only accessible to/from Up East Slow Line</i>
Potteric Carr Junction	–	– ESL		Mandatory East Slow Line <i>To/from Low Ellers Curve Junction – LN758</i>
Doncaster Europort		–	S	
Doncaster Railport		–	S	
Doncaster Up Decoy	–	ESL –	S	
Doncaster L.I.P.	–	–	S	
Doncaster Sig. D254		ESL	S	
Doncaster	–	ESL –		<i>Refer to LN101 for timing rules.</i>

LN170 WERRINGTON JN TO BESSACARR JN VIA LINCOLN				
TIMING POINT	DOWN	UP	CODE	NOTES
Werrington Junction	–	–		<i>To/from Peterborough – LN101</i>
<i>Littleworth SB</i>				
Spalding	–	–		
<i>Blotoft SB</i>				
Sleaford South Junction	–	–		<i>To/from Sleaford –LN185</i> Sleaford South Junction to Sleaford North is currently OOU in the Down direction. Trains to be routed via Sleaford station.
Sleaford North Junction	–	–		<i>To/from Sleaford –LN185</i>
Ruskington	–	–	S	
Metheringham	–	–		
Pelham Street Junction	–	–		<i>To/from Langworth S.B. – LN200</i>
Lincoln Central	–	–		
East Holmes Jn	SL FL	–	X	
West Holmes Junction	–	SL FL		<i>To/from Boultham Jn – LN206</i>
Pyewipe Junction	–	–	X	<i>To/from Boultham Junction –LN206</i>
Saxilby	–	–	S	
Stow Park SB	–	–		
Gainsborough Lea Road	–	–		
Gainsborough Trent Junction	–	–		<i>To/from Gainsborough Central – LN736</i> <i>To/from Clarborough Jn – LN736</i>
Beckingham Loops	–	–		
Bessacarr Junction	–	–		<i>To/from Black Carr Jn – LN150</i> <i>To/from Decoy South Jn – LN150</i>

LN175 SLEAFORD SOUTH JUNCTION TO SLEAFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
Sleaford South Jn	Single			<i>To/from Blotoft SB – LN170</i>
<i>Sleaford East Jn</i>				
Sleaford		Single		<i>To/from Rauceby – LN185</i> <i>To/from Heckington – LN185</i> <i>To/from Sleaford North Jn – LN180</i>

LN180 SLEAFORD NORTH JUNCTION TO SLEAFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
Sleaford North Jn		Single		<i>To/from Metheringham – LN170</i>
<i>Sleaford West Jn</i>	Single			
Sleaford	–	–		<i>To/from Rauceby – LN185</i> <i>To/from Heckington – LN185</i> <i>To/from Sleaford South Jn – LN180</i>

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS				
TIMING POINT	DOWN	UP	CODE	NOTES
Allington West Jn	–	–		<i>To/from Bottesford West Jn – LN195</i>
Allington North Jn			X	<i>To/from Allington East Jn – LN190</i>
Ancaster	–	–	S	
Rauceby	–	–	S	
Sleaford	–	–		<i>To/from Sleaford North Jn – LN180 To/from Sleaford South Jn – LN175</i>
Heckington	–	SINGLE		
Swineshead	–	–	S	
Hubberts Bridge	SINGLE	–		
<i>Sleaford Jn</i>		SINGLE		<i>To/from Boston Docks</i>
Boston	–	–		
<i>Grand Sluice Jn</i>	SINGLE			
Sibsey SB	–	SINGLE		
Bellwater Junction SB	–	–		
Thorpe Culvert	–	–	S	
Wainfleet	–	–		
Havenhouse	–	–	S	
Skegness		–		

LN190 ALLINGTON NORTH JUNCTION TO ALLINGTON EAST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Allington North Junction	–	–	X	<i>To/from Rauceby – LN185</i>
Allington East Junction	–	–	X	<i>To/from Grantham Nottingham Branch Jn – LN195</i>

LN195 GRANTHAM NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Grantham Nottingham Branch Jn	–	–		<i>To/from Grantham – LN101</i>
Allington East Jn	–	–	X	<i>To/from Allington North Jn – LN190</i>
Allington West Junction	–	–		<i>To/from Rauceby – LN185</i>
Bottesford	–	–	S	
Bottesford West Jn	–	–		<i>To/from Bingham – LN3635. Refer to Kent Rules of the Plan</i>

LN200 WRABY JUNCTION TO PELHAM STREET JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Wrawby Junction	–	–		<i>To/from Barnetby LN736</i>
Holton le Moor	–	–		
Market Rasen	–	–	S	
Wickenby SB	–	–		
Langworth SB	–	–		
Welton BP	–	–	S	Petroleum sidings
Pelham Street Junction	–	–		<i>To/from Lincoln Central LN170</i>

LN206 NEWARK CASTLE TO WEST HOLMES JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Newark Castle	–	–		<i>To/from Staythorpe Crossing – LN3625. Refer to Kent Rules of the Plan</i>
Newark Flat Crossing	–	–		
Newark Crossing East Junction	–	–	X	<i>To/from Newark North Gate –LN101</i>
Collingham	–	–	S	
Swinderby	–	–	S	
Hykeham	–	–	S	
Boultham Junction	–	–		<i>To/from Pyewipe Jn –LN170</i>
West Holmes Jn	–	–		<i>To/from Lincoln – LN170</i>

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS				
TIMING POINT	DOWN	UP	CODE	NOTES
Shaftholme Junction	–	–		<i>To/from Knottingley South Jn – LN888</i>
Joan Croft Junction	–	–	X	<i>To/from Applehurst Jn – LN842</i>
Heck Plasmor PS		–	S	
Temple Hirst Junction	–	–		<i>To/from Selby – LN898</i>
Hambleton South Junction	–	–	X	<i>To/from Hambleton West Junction – LN898</i>
Hambleton North Junction	–	–		<i>To/from Hambleton East Junction – LN898</i>
Colton Junction	– LSL NNL	– LSL NNL		Trains To/from Hambleton Junction to be – (blank line) unless crossing. Trains from Church Fenton be LSL or NNL <i>To/from Church Fenton – LN836/898/854</i>
Colton North Junction	LSL	NNL	X	
York Holgate Sidings			S	
<i>Holgate Junction</i>				
York	– AL	– LSL NNL		Platform detail must be shown Trains to Hambleton to be – (blank line) unless crossing at Colton Junction. Trains to Church Fenton to be LSL or NNL.
York LIP/NRM	–	–		
York Yard South Junction	SL	LSL		

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS				
TIMING POINT	DOWN	UP	CODE	NOTES
York NRM	–			
York WND/DB Schenker Stabling	–			
York Yard South	SL	SL		
York Yard North	SL	SL		
Skelton Junction	FL SL	– DL		DL only to be used in Up direction for trains from Poppleton or Slow lines <i>To/from Poppleton – LN838</i>
Skelton Bridge Junction	FL SL	FL SL	X	
Tollerton	FL SL	FL SL		
Thirsk	FL SL	FL SL		
Longlands Junction	–	SL	X	<i>To/from Boroughbridge Road LC – LN627</i>
Northallerton	–	– SL		<i>To/from Eaglescliffe – LN627</i>
Darlington Dn Pass Loop	–		S	
Darlington	–	–		Platform or Loop detail must be shown <i>To/from Dinsdale – LN631/632</i> <i>To/from Heighington – LN678</i>
<i>Darlington North Junction</i>				
Ferryhill South Junction	– SL	–		<i>To/from Norton West Junction – LN646</i>
Ferryhill Yard		–	S	
Thrislington Steetley		–	S	
Tursdale Junction	–	– SL		
Durham	–	–		
Durham Sig T358		–	S	
Durham Sig T357	–		S	
Chester le Street	–	–	S	
Birtley Junction	– SL	–		
Tyne S.S.	–	–	S	
Low Fell Junction	–	– SL	X	<i>To/from Norwood Jn – LN684</i>
King Edward Bridge South Junction	– FL SL UML	–		<i>To/from Norwood Jn – LN682</i> <i>To/from King Edward Bridge East Jn – LN676</i>
King Edward Bridge North Junction		– SL		Slow line only <i>To/from King Edward Bridge East Jn – LN676</i>
Forth Banks	–		S	
Newcastle	– DML SL UML	– SL DSL ML DML 8SL 8DS 8ML NM NS DML		Platform detail must be shown Standard line designations These line designations only to be used when departing from Platform 7 via Platform 8 Old line designations for departing Platform 7 via SL, which is new 'normal' route. To be phased out <i>To/from High Level Bridge Junction – LN627</i>
Manors	– ML	– SL	S	
Heaton South Junction	– GL	– DML SL UML		
Heaton TRSMD		–	S	

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS				
TIMING POINT	DOWN	UP	CODE	NOTES
Heaton North Junction	–	– GL	X	
Benton North Junction	–	–	X	<i>To/from Newsham L.C. – LN694</i>
Cramlington	–	–	S	
Morpeth	– GL	–		<i>To/from Hepscott Jn – LN694</i>
Morpeth Loop				
Morpeth North Junction	–		X	<i>To/from Hepscott Jn – LN694</i>
Pegswood	–	–	S	
Butterwell Junction	–	–	X	<i>To/from Ashington Jn – LN694</i>
Butterwell Opencast		–	S	
Widdrington	–	–	S	
Widdrington Opencast		–	S	
Chevington Loops	–	–	S	
Acklington	–	–	S	
Wooden Gate Junction	–	–	S	
Alnmouth Loops	–	–	S	
Alnmouth for Alnwick	–	–		
Chathill	–	–	S	
Belford	–	–		
Crag Mill Loops	–	–	S	
Tweedmouth FD		–	S	
Berwick upon Tweed	–	–		
Berwick Goods Loops	–	–	S	
Signal EG 403	–			<i>Down trains To Reston – SC14.7. Refer to Scotland Rules of the Plan</i>
Signal EG 402		–		<i>Up trains From Reston – SC147. Refer to Scotland Rules of the Plan</i>

LN626 NORTHALLERTON HIGH JN TO NORTHALLERTON EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Northallerton East Jn.</i>	–			<i>To/from Yarm/Eaglescliffe LN627</i>
<i>Northallerton High Jn</i>		–		<i>To/from Thirsk – LN600</i>

LN627 LONGLANDS JN – STOCKTON CUT JN – SUNDERLAND – GREENSFIELD JN – NEWCASTLE EAST JN AND BRANCHES				
TIMING POINT	DOWN	UP	CODE	NOTES
Longlands Junction	–	– SL		<i>To/from Thirsk – LN600</i>
Boroughbridge Road LC	–	–		
Northallerton	–	–		<i>To/from Thirsk – LN600</i>
<i>Northallerton East Jn.</i>				<i>To/from Northallerton High Jn – LN626</i>
Yarm	–	–	S	a
Eaglescliffe	–	–		<i>To/from Dinsdale – LN627</i>
Stockton Cut Junction	–	–		<i>To/from Bowesfield Jn – LN632</i>
Hartburn Junction	–	–		<i>To/from Bowesfield Jn – LN632</i>
Stockton	–	–	P	
Norton South Junction	–	–		<i>To/from Norton West Jn – LN646</i>
Norton East Junction	–	–	X	<i>To/from Norton West Jn – LN646</i>
Billingham Junction	–	–		<i>To/from Belasis Lane – (LN652)</i>
Belasis Lane	–	–		<i>To/from Haverton Hill/Port Clarence/Seal Sands</i>
Billingham	–	–	S	
Greatham SB	–	–		
Seaton Snook Junction	–	–	X	<i>To/from Seaton on Tees Branch – (LN656)</i>
Seaton Carew	–	–	S	
Seaton Carew DGL	–	–	S	
Hartlepool	–	–		
Horden Viaduct	–	–		Sig 7150 on Up; 7137 on Down
Seaham	–	–		
Ryhope Grange Junction	–	–	F	<i>To/from Hendon – (LN 662)</i>
South Hylton	–	–		
Pallion	–	–	S	
Millfield	–	–	S	
University (Sunderland)	–	–	S	
Sunderland Park Lane	–	–		
Siding 1		–		
Siding 2		–		
Sunderland	–	–		Platform detail must be shown
St Peter's	–	–	S	
Stadium of Light	–	–	S	
Seaburn	–	–	S	
East Boldon	–	–	S	
Boldon East Junction	–	–	X	<i>To/from Boldon North Jn – (LN666)</i>
Brockley Whins				
Boldon North Junction	–	–	F	<i>To/from Tyne Dock</i>
Boldon West Junction	–	–	F	<i>To/from Boldon North Jn – (LN666)</i>
Fellgate	–	–	S	
Pelaw Metro Jn	–	–	X	<i>Tyne & Wear Metro Trains only</i>
Pelaw	–	–		<i>Tyne & Wear Metro trains only</i>

LN627 LONGLANDS JN – STOCKTON CUT JN – SUNDERLAND – GREENSFIELD JN – NEWCASTLE EAST JN AND BRANCHES

TIMING POINT	DOWN	UP	CODE	NOTES
Pelaw Junction	–	–		<i>To/from Jarrow – (LN670) To/from Wardley – (LN672)</i>
Pelaw Goods Loop	–	–	S	
Heworth	–	–	S	
Tyneside CFD	–	–	S	
Park Lane Jn	–	–		
High Level Bridge Jn	–	–		<i>To/from Newcastle – LN600</i>
Greensfield Junction	–	–		<i>To/from High Level Bridge Jn – Access to/from the Down Greensfield West Up only</i>
King Edward Bridge East Jn	–	–		
King Edward Bridge N Jn		– SL		<i>To/from Newcastle – LN600 access to/from Slow line only</i>
King Edward Bridge South Jn	–	–		<i>To/from Birtley Jn – LN600 To/from Norwood Jn – LN682</i>

LN631 DARLINGTON – EAGLESCLIFFE SOUTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Darlington				Refer to LN600 for timing rules
Dinsdale	–	–		
Tees–side Airport	–	–	S	
Allens West	–	–	S	
Eaglescliffe South Junction	–	–		<i>To/from Northallerton or Boroughbridge L.C. – LN627</i>

Thornaby	–	–	–	
Newport East Jn	GL	– GL	F	
Middlesbrough	–	–		
Guisborough Junction	–	–	P	<i>To/from Nunthorpe – LN634</i>
Whitehouse Jn	–	– GL	F	
South Bank Jn	ML GL	–	F	
South Bank	–	–	S	Also Freight Run–round moves
Beam Mill Junction	GL	GL	F	<i>To/from Lackenby – (LN636)</i>
Grangetown (Cleveland)	ML GL	ML GL	F	<i>To/from Tees Dock</i>
Shell Junction	–	ML GL	X	<i>To/from Wilton – (LN638)</i>
Redcar Ore Terminal Junction	–	–	X	<i>To/from Redcar Ore/Mineral Terminals</i>
British Steel Redcar	–	–	S	
Redcar Central	–	–		
Redcar East	–	–	S	
Longbeck	–	–	S	
Marske	–	–	S	
Saltburn West Junction	–	–		
Crag Hall S.B.**	–	–		** (LN642)
Skinningrove BSC	–	–	S	
Boulby Potash Recp	–	–	S	
Saltburn		–		

LN 632 STOCKTON CUT JUNCTION – SALTBURN				
TIMING POINT	DOWN	UP	CODE	NOTES
Stockton Cut Junction	–	–		<i>To/from Hartburn Jn – LN627</i>
Bowesfield Junction	–	–		<i>To/from Hartburn Jn – LN627</i>
Thornaby East Junction	– GL	–	F	

LN634 GUISBOROUGH JUNCTION TO WHITBY				
TIMING POINT	DOWN	UP	CODE	NOTES
Guisborough Junction	-	-		<i>To/from Middlesbrough – LN632</i>
Marton	-	-	S	
Gypsy Lane	-	-	S	
Nunthorpe	-	-		Two platforms
Great Ayton	-	-	S	
Battersby	-	-		Train reverses – See Section 5.3
Kildale	-	-	S	
Commondale	-	-	S	
Castleton Moor	-	-	S	
Danby	-	-	S	
Lealholm	-	-	S	
Glaisdale	-	-		Two platforms
Egton	-	-	S	
Grosmont	-	-	S	<i>To/from North Yorkshire Moors Railway</i>
Sleights	-	-	S	
Ruswarp	-	-	S	
Whitby	-	-		

LN646 NORTON TO FERRYHILL SOUTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Norton West Junction	-	-		<i>To/from Norton South Jn – LN627 To/from Billingham Jn – LN627</i>
Ferryhill South Junction	-	-		<i>To/from Darlington – LN600</i>

LN676 GREENSFIELD JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Greensfield Jn	-	-		<i>To/from High Level Bridge Jn – Access to/from the Down Greensfield West Up only Refer to LN600 for timing rules</i>
King Edward Bridge South Jn	-	-		<i>– To/from Birtley Jn – LN600 To/from Norwood Jn – LN682 Refer to LN600 for timing rules</i>

LN678 DARLINGTON TO BISHOP AUCKLAND				
TIMING POINT	DOWN	UP	CODE	NOTES
Darlington				Refer to LN600 for timing rules
North Road	-	-	S	
Heighington	-	-		
Newton Aycliffe	-	-	S	
Shildon	-	-		
Bishop Auckland				

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE				
TIMING POINT	DOWN	UP	CODE	NOTES
King Edward Bridge South Junction	-	-		<i>To/from Newcastle – LN600 To/from Greensfield Junction – LN676</i>
Norwood Junction	-	-		<i>To/from Low Fell Junction – LN684</i>
Dunston	-	-	S	
Metrocentre	-	-		
Swalwell Junction	-	-	S	Trains reversing only
Blaydon	-	-		
Wylam	-	-	S	
Prudhoe	-	-		
Stocksfield	-	-	S	
Riding Mill	-	-	S	
Corbridge	-	-	S	
Hexham	-	-		Platform detail must be shown
Haydon Bridge	-	-		
Bardon Mill	-	-	S	
Melkridge RJB Disposal Point		-	S	
Haltwhistle	-	-		
Low Row S.B.	-	-		
Brampton (Cumbria)	-	-	S	
Brampton Fell S.B.	-	-		
Corby Gates S.B.	-	-		
Wetheral	-	-	S	
Petteril Bridge Junction	-	-		<i>To/from London Road Jn – NW9901. Refer to LNW Rules of the Plan</i>

LN684 NEWCASTLE AREA GOODS LINES				
TIMING POINT	DOWN	UP	CODE	NOTES
Birtley Junction	- SL	-		<i>To/from Durham – LN600</i>
Low Fell Junction	-	- SL	X	<i>To/from King Edward Bridge South Jn – LN600</i>
Low Fell Royal Mail Terminal	-	-	S	
Norwood Junction	-	-		<i>To/from Metrocentre – LN682</i>

LN694 BENTON NORTH JUNCTION TO BUTTERWELL JUNCTION AND MORPETH NORTH JUNCTION (BLYTH AND TYNE)

TIMING POINT	DOWN	UP	CODE	NOTES
Benton North Junction	–	–	X	<i>To/from Heaton South Jn – LN600</i>
Newsham L.C.	–	–		
Bedlington Furnaceway Sdgs	–	–		
Bedlington North LC	–	–		<i>To/from West Sleekburn – see below</i>
Hepscott Junction				
Morpeth North Junction	–	–		<i>To/from Alnmouth for Alnwick – LN600</i>
Morpeth	–	–		<i>To/from Heaton South Jn – LN600</i>
West Sleekburn Junction	–	–		<i>To/from Bedlington North LC To/from Marchey's House – see below</i>
Winning Junction	–	–		<i>To/from Marchey's House – see below</i>
Freemans LC	–	–		
North Blyth	–	–		
Marchey's House	–	–		<i>To/from Winning Crossing – see above To/from West Sleekburn Jn – see above</i>
Ashington Junction	–	–		Ashington Jn exists solely as a timing location
Lynemouth Alcan	–	–	S	
Butterwell Opencast	–	–		
Butterwell Junction	–	–	X	<i>To/from – Morpeth LN600</i>

LN736/752 CLEETHORPES TO DONCASTER				
TIMING POINT	DOWN	UP	CODE	NOTES
Cleethorpes		–		
New Clee	–	–	S	
Grimsby Docks	–	–	S	
Pasture Street Signal 1000		–	S	<i>Located Cleethorpes end of Down/Up Passenger Loop</i>
Pasture Street Signal 981	–		S	<i>Located on Down/Up Main approaching Grimsby Town</i>
Grimsby Town	–	–		
Grimsby Marsh Junction	–	–	X	<i>To/from Great Coates No.1 S.B. – LN740/742</i>
Great Coates	–	–	S	
Healing	–	–	S	
Stallingborough	–	–		New Mandatory Timing Point
Habrough	–	–		<i>To/from Ulceby – LN744</i>
Brocklesby Junction	ML GL	–		<i>To/from Ulceby – LN740/742</i>
Barnetby	FL DGL SL	–		
Wrawby Junction	–	FL SL DGL		<i>To/from Brigg – LN736 To/from Holton – Le – Moor – LN200</i>
Elsham	–	–		
Appleby LC	–	–		
Foreign Ore Junction	–	–	X	
Santon FOT		–	S	
North Lincoln Junction	DSG	–	X	
Scunthorpe Trent TC	– DSG		S	
Scunthorpe FD			S	
Trent Junction	–	–	X	
Scunthorpe Roxby Gullet ^{**}		–	S	** (LN756)
Scunthorpe	–	–		
Up Gunhouse Loop		–	S	
Althorpe	–	–	S	
Crowle	–	–	SF	
Thorne South	–	–	S	
Thorne Junction	– SL	–		<i>To/from Goole – LN912</i>
Hatfield Colliery	– USL	–	SF	
Hatfield and Stainforth	– SL	– SL		<i>To/from Applehurst Jn –LN842</i>
Kirk Sandall	–	– SL	S	
Kirk Sandall Junction	–	– SL	XF	<i>To/from Low Ellers Curve Jn – LN758</i>
Bentley Junction	– AL	–		<i>To/from Hexthorpe Junction – LN826</i>
<i>Marshgate Junction</i>				<i>To/from Doncaster –LN101</i>

LN736 WRAWBY JUNCTION TO NUNNERY MAIN LINE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Wrawby Junction	-	-		<i>To/from Barnetby – LN736/752</i>
Brigg	-	-		
Kirton Lime Sidings	-	-		
Kirton Lindsay	-	-		
Northorpe SB	-	-		
Gainsborough Central	-	-		
Gainsborough Trent Jns	-	-		<i>To/from Bessacar Jn – LN170 To/from Gainsborough Lea Road LN170</i>
West Burton Power Station	-	-	S	
Clarborough Junction	-	-		<i>To/from Cottam Power Station (LN746)</i>
Retford Low Level	-	-		
Thrumpton West Junction	-	-		<i>To/from Retford High Level – LN101</i>
Worksop	-	-		
Shireoaks East Junction	-	-		<i>To/from Woodend Jn – LN768</i>
Shireoaks	-	-		<i>To/from Woodend Jn – LN768</i>
Brancliffe East Junction	-	-		<i>To/from Dinnington Jn – LN758</i>
Kiveton Park	-	-		
Kiveton Bridge	-	-	S	
Woodhouse Junction	-	-		<i>To/from Beighton Junction – LN816</i>
Woodhouse	-	-	S	
Darnall	-	-	S	
Woodburn Junction	-	-		<i>To/from Broughton Lane Jn – LN828/830</i>
Nunnery Main Line Junction	-	-		<i>To/from Sheffield – LN804</i>

LN740/742 MARSH WEST JN. TO BROCKLESBY JN VIA IMMINGHAM				
TIMING POINT	DOWN	UP	CODE	NOTES
Grimsby Marsh Junction	-	-	X	<i>To/from Habrough – LN736/752</i>
Great Coates No.1 SB	-	-		<i>To/from Yards</i>
Pyewipe Road SB		-		<i>To/from Yards</i>
Immingham East Jn.	-	-		<i>To/from Yards</i>
Immingham TMD	-	-	S	
Immingham West Jn.	-	-		<i>To/from Yards</i>
Humber Road Junction	-	-		<i>To/from Yards</i>
Lindsey Oil Refinery	-	-	S	
Humber Oil Refinery	-	-	S	
Ulceby	-	-	S	<i>To/from Habrough – LN744 To/from Oxmarsh – LN744</i>
Brocklesby Junction	- GL	-		<i>To/from Barnetby – LN736/752</i>

LN744 HABROUGH TO BARTON ON HUMBER				
TIMING POINT	DOWN	UP	CODE	NOTES
Habrough	-	-		<i>To/from Grimsby Town – LN736/752</i>
Ulceby	-	-		<i>To/from Humber Road Jn – LN740/742</i>
Thornton Abbey	-	-	S	
Goxhill	-	-	S	
Oxmarsh	-	-		
New Holland	-	-	S	
Barrow Haven	-	-	S	
Barton on Humber	-	-		

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Brancliffe East Junction	-	-		<i>To/from Shireoaks – LN736</i>
Dinnington Junction	-	-		
Maltby RJB Mining				
Maltby Colliery SB	-	-		
Firbeck Junction	-	-		
Harworth RJB Mining**				** (LN760)
St Catherines Junction	-	-		<i>To/from Decoy South Junction –LN150</i>
Low Eilers Curve Junction	-	-		<i>To/from PottericCarr Junction –LN150</i>
Kirk Sandall Junction	- SL	- SL		<i>To/from Hatfield and Stainforth – LN736/752</i>

LN768 MANSFIELD WEST JUNCTION TO SHIREOAKS JUNCTIONS				
TIMING POINT	DOWN	UP	CODE	NOTES
Mansfield Woodhouse				<i>To/from Kirkby Lane End Jn – LN3273. Refer to Kent Rules of the Plan</i>
Shirebrook			S	
Shirebrook Junction			F	<i>To/from Warsop Jn – LN784</i>
Shirebrook East Junction				<i>To/from Warsop Jn – LN784</i>
Langwith & Whaley Thorns			S	
Cresswell			S	
Elmton & Cresswell Junction			F	
Whitwell Derby SB			F	Please note this SB is currently switched out
Whitwell			S	
Woodend Junction				<i>To/from Shireoaks West Jn – LN736</i>
Shireoaks East Junction				<i>To/from Worksop – LN736</i>

LN774 BARROW HILL TO OXCROFT/BOLSOVER				
TIMING POINT	DOWN	UP	CODE	NOTES
Foxlow Junction			X	<i>To/from To/from Beighton Jn – LN806</i>
Barrow Hill South Junction			X	<i>To/from Tipton Jn – LN806</i>
Hall Lane Junction				
Seymour Junction				
Bolsover Coalite				
Oxcroft Junction				
Oxcroft RJB Mining				

LN784 HIGH MARNHAM AND BRANCHES TO SHIREBROOK JUNCTIONS				
TIMING POINT	DOWN	UP	CODE	NOTES
High Marnham Power Station				
Bevercotes Colliery				<i>Out of use</i>
Boughton Junction			X	
Thoresby RJB Mining**				** (LN788)
Thoresby Colliery Junction				
Clipstone East Junction				<i>To/from Clipstone South Jn – see below</i>
Rufford RJB Mining**				** (LN796)
Rufford Junction**				** (LN790)
Clipstone South Junction				<i>To/from Clipstone East Jn – see above To/from Clipstone West Jn – see below</i>
Clipstone West Junction				<i>To/from Clipstone South Jn – see above</i>
Welbeck RJB Mining**				** (LN802)
Welbeck Colliery Junction				
Warsop Junction				
Shirebrook Junction				<i>To/from Mansfield Woodhouse – LN768</i>
Shirebrook East Junction				<i>To/from Woodend Jn – LN768</i>

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT				
TIMING POINT	DOWN	UP	CODE	NOTES
Chesterfield South Junction	ML DBH	ML EL		<i>To/from Clay Cross North Jn – LN3201. Refer to Kent Rules of the Plan</i>
Chesterfield	ML DBH	ML UBH DBH		Platform numbers to be shown: 1, 2, UBH
Tapton Junction	–	ML UBH DBH		<i>To/from Barrowhill North Jn – LN806</i>
Dronfield	–	–	S	
Dore South Junction	–	–	X	<i>To/from Dore West Jn – see below</i>
Dore & Totley	–	–	S	
Dore West Junction	–	–		<i>To/from Dore South Jn – see above To/from Dore Station Jn – see below</i>
Totley Tunnel East S.B.	–	–		<i>To/from Grindleford – NW9001. Refer to LNW Rules of the Plan</i>
Dore Station Junction	–	–		<i>To/from Dore West Junction – see above</i>
Heeley Up Loop		–	S	
Sheffield Signal S77	DPL		X	
Sheffield Signal S81	–		S	
Sheffield HS	–	–	S	
Sheffield	–			Platform detail must be shown
Nunnery Main Line Junction	–	–		<i>To/from Woodburn Jn – LN736</i>
Mill Race Junction	–	– GL	X	
Brightside Junction	– SL	–	X	
Wincobank Junction	–	– SL		<i>To/from Ecclesfield West SB – LN868/854</i>
Meadowhall	–	–	S	
Holmes Junction	–	–		<i>To/from Rotherham Central – LN828/830</i>
Masborough Junction	–	–	X	<i>To/from Beighton Jn – LN806</i>
Aldwarke Junction	–	–		<i>To/from Rotherham Central – LN828/830 To/from Thrybergh Junction – LN828/830</i>
Swinton	–	–		<i>To/from Mexborough – LN826</i>
Bolton upon Dearne	–	–	S	
Goldthorpe	–	–	S	
Thurnscoe	–	–	S	
Frickley RJB**	–		S	** (LN822)
Moorthorpe Goods Loop	–	–	S	
Moorthorpe	–	–		<i>To/from South Kirkby Jn – LN836</i>
Pontefract Baghill	–	–	S	
Ferrybridge North Junction	–	–		<i>To/from Knottingley – LN888</i>
Ferrybridge PowerGen		–	S	
Ferrybridge HS		–	S	
Ferrybridge NP Depot		–	S	
Milford Junction	–	–		<i>To/from Castleford – LN868/854 To/from Gascoigne Wood Jn – LN898</i>
Milford West Sdgs	–	–	S	
Milford Loop	–	–	S	<i>All trains from the Church Fenton direction</i>

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT				
TIMING POINT	DOWN	UP	CODE	NOTES
				<i>to Milford West Yard must stop here to pick up a radio before shunting via Milford Junction.</i>
Milford Down Sdgs	–		S	
Sherburn Junction	–	–	X	<i>To/from Gascoigne Wood Jn – LN898</i>
Sherburn in Elmet	–	–	S	
Church Fenton	NNL LSL	–		<i>To/from LN836/898/854</i>

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA ‘OLD ROAD’				
TIMING POINT	DOWN	UP	CODE	NOTES
Tapton Junction	–	–		<i>To/from Chesterfield – LN804</i>
Barrow Hill South Junction	–	–	X	<i>To/from Hall Lane Jn – LN774</i>
Barrow Hill SS	–	–	S	
Barrow Hill North Junction	–	–		
Foxlow Junction	–	–	X	<i>To/from Hall Lane Jn – LN774</i>
Beighton Junction	–	–		<i>To/from Woodhouse Junction – LN816</i>
Treeton Junction	–	–	F	
Canklow Junction	–	–	S	
Masborough SS Junction	–	–	S	
Masborough Junction	–	–	X F	<i>To/from Aldwarke Jn – LN804</i>

LN809 SHEPCOTE LANE EAST JN TO TINSLEY YARD				
TIMING POINT	DOWN	UP	CODE	NOTES
Shepcote Lane East Junction	–	–		<i>To/from Broughton Lane Jn – LN812 To/From Tinsley South Junction – LN810</i>
Tinsley Yard				

LN810 TINSLEY SOUTH JUNCTION TO SHEPCOTE LANE EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Tinsley South Junction	–	–		<i>To/from Tinsley East Jn – LN828/830</i>
Shepcote Lane East Junction	–	–		<i>To/from Tinsley Yard – LN809</i>

LN812 BROUGHTON LANE JUNCTION TO SHEPCOTE LANE EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Broughton Lane Junction	–	–		<i>To/From Woodburn Junction- LN828/820</i>
Shepcote Lane East Junction	–	–		<i>To/from Tinsley Yard – LN809</i>

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Beighton Junction	–	–		<i>To/from Barrow Hill North Jn – LN806</i>
Beighton Station Junction	–	–	X	
Beighton Depot		–	S	
Woodhouse Junction	–	–		<i>To/from Woodburn Jn – LN736</i>

LN826 DONCASTER TO SWINTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Bridge Junction	GL		X	<i>To/from Doncaster Decoy North Jn – LN150</i>
Doncaster				<i>Refer to LN101 for timing rules</i>
St James' Junction	GL	GL	X	
Hexthorpe Sdgs	GL	GL	S	
Hexthorpe Junction	–	– GL AL		<i>To/from Bentley Jn – LN736/752</i>
Conisborough Up Loop		–	S	
Conisborough	–	–	S	
Mexborough	–	–		<i>To/from Thrybergh Jn – LN828/830</i>
Swinton	–	–		<i>To/from Aldwarke Jn – LN804</i>

LN828/830 MEXBOROUGH – ALDWARKE JUNCTION – WOODBURN JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Mexborough	–	–		<i>To/from Hexthorpe Junction – LN826</i>
Thrybergh Junction	–	–		
Aldwarke Junction	–	–		<i>Refer to LN804 for timing rules To/from Holmes Jn – LN804</i>
Rotherham Central	–	–		<i>To/from Holmes Junction – LN804</i>
Tinsley East Junction	–	–		
Tinsley South Junction	–	–		<i>To/from Shepcote Lane East Jn LN809</i>
Broughton Lane Junction	–	–		<i>To/from Shepcote Lane East Jn – LN809</i>
Woodburn Junction	–	–		<i>To/from Nunnery Main Line Junction – LN736</i>

LN836 DONCASTER TO HOLBECK JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Doncaster	–	–		<i>Refer to LN101 for timing rules.</i>
Bentley	–	–	S	
Adwick	–	–		
Carcroft Junction	–	–	X	<i>To/from Skellow Junction – LN842</i>
Adwick Junction	–	–		<i>To/from Skellow Junction – LN842</i>
South Elmsall	–	–	S	
South Kirkby Junction	–	–		<i>To/from To/from Moorthorpe – LN804</i>
Hemsworth Loops	–	–	S	
Fitzwilliam	–	–	S	
Hare Park Junction	–	–		<i>To/from Crofton West Jn –LN882</i>
Sandall and Agbrigg	–	–	S	
Wakefield Westgate	–	–		Platform detail must be shown <i>To/from Wakefield Kirkgate –LN868/854</i>
Prison Sidings		–	S	
Wrenthorpe Sidings		–	S	
Outwood	–	–	S	
Copley Hill West Jn	CHC	–	X	<i>Only when crossing to/from E or F lines or UWC/DWC. Next/previous timing point Whitehall Junction</i>
Holbeck Junction	–	–		<i>To/from Mill Lane Jn – LN852</i>
Whitehall Jn		– CHC		<i>To/from E and F lines To/from LeedsWest Jn – LN836. To/from Engine Shed Jn – LN872</i>

LN836/898/854 HOLBECK JUNCTION TO COLTON JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<p>The line codes shown between Leeds and Leeds West Junction in both directions are the lines the train is on at Leeds West Junction. The line codes shown between Leeds West Junction and Whitehall Junction are the lines the trains are on at the East side of Whitehall Junction.</p> <p>Line codes other than those shown are available for ARS/SSI alternative routes but should not be used for normal timetabling purposes. Further details are available from the Operational Production Manager, Network Rail, Leeds.</p>				
TIMING POINT	DOWN	UP	CODE	NOTES
Holbeck Junction	–	–		<i>To/from Wakefield Westgate – LN836/898/854.</i> <i>To/from Mill Lane Jn – LN852</i>
Whitehall Junction	C E UWC	–		<i>To/from Morley LN860/854</i>
Leeds West Junction	Line ABC Line E Line F BS CS ES CN CNS EN	DH DEF UM		F Line in Down direction to be used to Platform 16/17 only Line codes ending in 'S' are for trains to Platforms 11 and 12 east end only via Platforms 11 and 12 West. Line codes ending in 'N' are ARS Non Favourite routes <i>To/from Engine Shed Jn – LN872</i>
Leeds	–	Line B Line DEF BS DS DN DNS EN FS		Platform detail must be shown Line codes ending in 'S' are for trains from Platforms 11 and 12 east end only via Platforms 11 and 12 West. Line codes ending in 'N' are ARS Non Favourite routes
Marsh Lane Junction	– GL	–	X	
Marsh Lane Tilcon	–		S	Only terminating trains
Hunslet East TC**	–		S	** (LN900)
Hunslet Tilcon**	–	–	S	** (LN900)
Neville Hill West Junction	–	FL GL –		Trains in up direction from Neville Hill T&RSMD must be shown FL or GL
Neville Hill T&RSMD	–	–	S	
Neville Hill Up Sidings	–	GL	S	
Neville Hill East Junction	–	GL –	X	
Cross Gates	–	–		
Garforth	–	–	S	
East Garforth	–	–	S	
Micklefield	–	–		<i>To/from Gascoigne Wood Jn – LN898</i>
Church Fenton	LSL NNL	–		<i>To/from Milford Jn – LN804</i>
Ulleskelf	NNL	NNL	S	
Colton South Junction	LSL NNL	NNL LSL	X	
Colton Junction	– LSL	NNL LSL		<i>To/from York – LN600</i>

LN838 YORK – HARROGATE – LEEDS				
TIMING POINT	DOWN	UP	CODE	NOTES
Skelton Junction	–	– DL		<i>To/from York – LN600</i>
Poppleton	–	–		Token exchange point
Hammerton	–	–		Token exchange point
Cattal	–	–		Token exchange point
Knaresborough	–	–		Token exchange point
Starbeck	–	–	S	
Harrogate	–	–		Platform detail must be shown
Hornbeam Park	–	–	S	
Pannal	–	–	S	
Rigton SB	–	–		
Weeton	–	–	S	
Horsforth	–	–		
Headingley	–	–	S	
Burley Park	–	–	S	
Armley Junction	–	UH US		<i>To/from Apperley Jn – LN922</i>
Whitehall Junction	DS US	CE UWC DWC		Line A (UH) + Line B (DH) do not time at Whitehall Jn. Trains are timed at this location to and from LN860/854 and trains using Down Shipley or Up Shipley line to Armley Jn
Leeds West Junction	DH DEF			<i>To/from Leeds – LN836/898/854. In the Up direction see LN836/898/854 for full description of available routes</i>

LN842 HATFIELD & STAINFORTH TO ADWICK JUNCTION FOR DECEMBER 2013				
TIMING POINT	DOWN	UP	CODE	NOTES
Hatfield & Stainforth	–	– SL		<i>To/from Thorne Jn – LN736/752</i>
Applehurst Junction	–	–		<i>To/from Joan Croft Jn – LN600</i>
Skellow Junction	–	–		<i>To/from Carcroft Jn – LN836</i>
Adwick Junction	–	–		<i>To/from South Kirkby Jn – LN836</i>

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION FROM MAY 2014				
TIMING POINT	DOWN	UP	CODE	NOTES
Thorpe Marsh Junction	–	–		<i>To/from Hatfield & Stainforth – LN888</i>
Applehurst Junction	–	–		<i>To/from Joan Croft Jn – LN600</i>
Skellow Junction	–	–		<i>To/from Carcroft Jn – LN836</i>
Adwick Junction	–	–		<i>To/from South Kirkby Jn – LN836</i>

LN848 HARE PARK JUNCTION TO CROFTON WEST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Hare Park Junction	–	–		To/from South Kirby Junction – LN836
Crofton West Junction	–	–		To/from Turners Lane Jn –LN882

LN850 WAKEFIELD KIRKGATE TO WAKEFIELD WESTGATE				
TIMING POINT	DOWN	UP	CODE	NOTES
Wakefield Kirkgate	–	FL SL		Platform details must be shown. To/from Wakefield Westgate – LN836 To/from Calder Bridge Jn – LN882
Wakefield Westgate	–	–		Platform detail must be shown To/from Holbeck Junction LN836

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE				
TIMING POINT	DOWN	UP	CODE	NOTES
Holbeck Junction	—	–		To/from Whitehall Jn – LN836/898/854
Bramley	–	–	S	
New Pudsey	–	–	S	
Mill Lane Junction	–	–		To/from Halifax – LN854/858
Bradford Interchange	–	–		Platform detail must be shown

LN854/858 HALL ROYD JUNCTION TO MILL LANE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Hall Royd Junction	–	–		To/from Littleborough – NW7001. Refer to LNW Rules of the Plan
Hebden Bridge	–	–		
Mytholmroyd	–	–	S	
Sowerby Bridge	–	–	S	
Milner Royd Junction	–	–		To/from Greetland Jn – LN854
Dryclough Junction	–	–		To/from Greetland Jn – LN854
Halifax Reversing Sdg	–	–	S	
Halifax	–	–		
Mill Lane Junction	–	–		To/from Bradford Interchange – LN852

LN854 MILNER ROYD JUNCTION TO HEATON LODGE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Milner Royd Junction	–	–		To/from Hebden Bridge – LN854/858
Greetland Junction	–	–		To/from Dryclough Jn – LN854/858
Brighouse	–	–	S	
Bradley Wood Junction	–	–		To/from Bradley Jn – LN860/854
Heaton Lodge East Junction	–			Down Trains only. To Mirfield East Jn LN860/854
Heaton Lodge Junction		–		Up trains only. From Mirfield East Jn LN860/854

LN860/854 DIGGLE JUNCTION TO HORBURY JUNCTION AND WHITEHALL JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Diggle Junction	–	–		<i>To/from Greenfield – NW7021. Refer to LNW Rules of the Plan</i>
Marsden	–	–		Trains into Platform 3/UPL to be timed using UPV running line
Slaithwaite	–	– UPV	S	
Huddersfield	–	– UPV		Platform detail must be shown
Deighton	–	–	S	
Bradley Junction	–	–	X	<i>To/from Bradley Wood Jn – LN854</i>
Heaton Lodge Junction		–		Up trains only
Heaton Lodge East Junction	–			Down trains only
Mirfield	–	– SL	S	
Mirfield East Junction	–	– SL		
Thornhill LNW Junction		–		Up trains and trains crossing only
Dewsbury Tilcon	–	–	S	
Dewsbury East Junction	–	–	X	
Healey Mills Yard	–	–	S	
Horbury Junction	FL SL	–		<i>To/from Wakefield Kirkgate – LN868/854</i>
Ravensthorpe	–	–	S	
Dewsbury	–	–		Down trains and stopping trains only
Batley	–	–	S	
Morley	–	–		
Cottingley	–	–	S	
Copley Hill East Jn	–			<i>To/from Copley Hill West Jn – LN836</i>
Whitehall Junction	C E	–		<i>To/from LeedsWest Jn – LN836/898/854 To/from Engine Shed Jn – LN872</i>

LN862 BARNSELEY TO HUDDERSFIELD				
TIMING POINT	DOWN	UP	CODE	NOTES
Barnsley				<i>To/from Ecclesfield West SB – LN868/854</i>
Dodworth	–	–	S	
Silkstone Common	–	–	S	
Penistone	–	–		
Denby Dale	–	–	S	
Clayton West Junction	–	–		
Shepley	–	–	S	
Stocksmoor	–	–		
Brockholes	–	–	S	
Berry Brow	–	–	S	
Lockwood	–	–	S	
Springwood Junction	–	–	X	Only trains not terminating in Platform 2
Huddersfield				<i>To/from Heaton Lodge East Jn – LN860/854 for trains continuing beyond Huddersfield. Refer to LN860/854 for timing rules</i>

LN868/854 WINCOBANK JUNCTION TO MILFORD JUNCTION VIA BARNSELEY				
TIMING POINT	DOWN	UP	CODE	NOTES
Wincobank Junction	–	–		<i>To/from Nunnery Mainline Jn – LN804</i>
Meadowhall	–	– SL	S	
Ecclesfield West SB	–	–		
Chapelton	–	–	S	
Elsecar	–	–	S	
Wombwell	–	–	S	
Barnsley	–	–		<i>To/from Penistone – LN862</i>
Darton	–	–	S	
Horbury Junction	FL SL	–		<i>To/from Mirfield East Jn – LN860/854</i>
Wakefield Kirkgate	–	FL SL		Platform details must be shown. <i>To/from Wakefield Westgate – LN836</i> <i>To/from Calder Bridge Jn – LN882</i>
Turners Lane Junction	–	–	X	<i>To/from Calder Bridge Jn – LN882</i>
Normanton	–	–	S	
Altofts Junction	–	–		<i>To/from Methley Jn – LN872</i>
Whitwood Junction	–	–	X	<i>To/from Methley Jn – LN872</i>
Castleford	–	–		<i>To/from Pontefract Monkhill – LN875</i>
Milford Junction	–	–		<i>To/from Church Fenton – LN804</i> <i>To/from Gascoigne Wood Jn – LN898</i>

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Altofts Junction	–	–		<i>To/from Wakefield Kirkgate – LN868/854</i>
Methley Junction	–	–		<i>To/from Whitwood Jn – LN868/854</i>
Woodlesford	–	–	S	
Stourton Junction	– AD	–		
Leeds Signal L928		AD	S	Crew change location
Leeds Signal L929	AD	–	S	Crew change location
Leeds Freightliner Terminal	–	–	S	
Hunslet South Junction		–	S	
Leeds Balm Road		–	S	
Leeds Stourton RMC		–	S	
Hunslet Station Junction	–	– AD	X	
Engine Shed Junction	DM DWC UWC	–		<i>To/from Whitehall Jn – LN836/898/854</i>
Leeds West Junction	E	UM DM		Refer to LN836/898/854

LN875 CASTLEFORD TO PONTEFRACT MONKHILL				
TIMING POINT	DOWN	UP	CODE	NOTES
Castleford	–	–		<i>To/from Milford Jn – LN868/854</i>
Glasshoughton	–	–	S	
Prince of Wales RJB Mining	–	–	S	
Pontefract Monkhill	–	–		<i>To/from Knottingley – LN882</i>

LN880 YORK TO SCARBOROUGH				
TIMING POINT	DOWN	UP	CODE	NOTES
York	–	–		Refer to LN600 for timing rules
Scarborough Bridge Junction	–	–		
Malton	–	–		
Seamer	–	–		<i>To/from Filey – LN914</i>
Scarborough		–		Platform detail must be shown

LN882 WAKEFIELD TO GOOLE				
TIMING POINT	DOWN	UP	CODE	NOTES
Wakefield Kirkgate	–	–		<i>To/from Horbury Jn – LN868/854 To/from Wakefield Westgate –LN836</i>
Wakefield Withams Cobra	–	–	S	
Calder Bridge Junction	–	–		<i>To/from Turners Lane Jn – LN868/854</i>
Oakenshaw Junction	–	–	X	<i>To/from Oakenshaw South Jn</i>
Oakenshaw South Jn		–		<i>To/from Oakenshaw Jn – see above To/from Crofton East Jn – see below</i>
Royston Jn		–		
Monk Bretton Loop		–		
Crofton West Junction	–	–		<i>To/from Hare Park Jn –LN836</i>
Crofton East Junction	–	–		<i>To/from Oakenshaw South Jn</i>
Streethouse	–	–	S	
Featherstone	–	–	S	
Pontefract Tanshelf	–	–	S	
Pontefract Monkhill	–	–		<i>To/from Castleford – LN875</i>
Pontefract East Jn	–	–	X	<i>To/from Ferrybridge North Junction – LN804</i>
Streethouse	–	–	S	
Featherstone	–	–	S	
Pontefract Tanshelf	–	–	S	
Pontefract Monkhill	–	–		<i>To/from Castleford – LN875</i>
Pontefract East Jn	–	–	X	<i>To/from Ferrybridge North Jn – LN804</i>
Knottingley West Junction	–	–	XF	<i>To/from Ferrybridge North Jn –LN804 To/from Knottingley South Jn – LN888</i>
Knottingley	–	–	P	
Knottingley Signal FE6418		–	S	Crew change location
Knottingley Signal FE6402		UGL	S	Crew change location
Knottingley East Junction (England Lane)	–	– UGL	FS	
Sudforth Lane SB	–	–	F	
Whitley Bridge	–	–		
Eggborough Whitley Bridge Jn.	–	–	X	<i>To/from Eggborough Power Station</i>
Hensall	–	–		
Drax Branch Junction	–	–	X	<i>To/from Drax Power Station (LN896)</i>
Snaith	–	–		
Rawcliffe	–	–		
Potters Grange Junction	–	–	X	<i>To/from Thorne Junction – LN912</i>
Goole	–	–		<i>To/from Gilberdyke – LN912</i>

**LN888 SHAFTHOLME JUNCTION TO FERRYBRIDGE NORTH JUNCTION
FOR DECEMBER 2013**

TIMING POINT	DOWN	UP	CODE	NOTES
Shaftholme Junction	–	–		To/from Doncaster – LN101
Knottingley South Jn	–	–		To/from Knottingley East Jn (England Lane) LN882
Knottingley West Junction	–	–	X	To/from Pontefract Monkhill – LN882
Ferrybridge North Junction	–	–		To/from Milford Junction – LN804

**LN888 HATFIELD & STAINFORTH TO FERRYBRIDGE NORTH JUNCTION
FROM MAY 2014**

TIMING POINT	DOWN	UP	CODE	NOTES
Hatfield & Stainforth	–	SL		To/from Thorne Jn – LN736/752
Thorpe Marsh Junction	–	–		
Haywood Junction	–	–		
Knottingley South Jn	–	–		To/from Knottingley East Jn (England Lane) LN882
Knottingley West Junction	–	–		To/from Pontefract Monkhill – LN882
Ferrybridge North Junction	–	–		To/from Milford Junction – LN804

LN889 SHAFTHOLME JUNCTION TO HAYWOOD JUNCTION FROM MAY 2014

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

LN898 MICKLEFIELD TO HULL

TIMING POINT	DOWN	UP	CODE	NOTES
Micklefield	–	–		To/from Cross Gates – LN836/898/854
South Milford	–	–	S	
Gascoigne Wood Junction	–	–		To/from Sherburn Jn – LN804 To/from Milford Jn – LN868/854
Gascoigne Wood RJB	–	–	S	
Hambleton West Junction	–	–		To/from Hambleton South Jn – LN600
Hambleton East Junction	–	–		To/from Hambleton North Jn – LN600
Selby West Junction	–	–	X	To/from Selby Canal Jn – (LN910)
Temple Hirst Junction	–	–		To/from Doncaster – LN600
Selby Canal Junction	–	–	XF	To/from Selby West Jn – see above To/from Selby – see below

LN898 MICKLEFIELD TO HULL				
TIMING POINT	DOWN	UP	CODE	NOTES
Selby	–	–		Platform detail must be shown <i>To/from Selby Canal Jn – (LN910)</i>
Barlby Loop	–	–	S	
Wressle	–	–	S	
Howden	–	–	S	
Eastrington	–	–	S	
Gilberdyke	–	–		<i>To/from Goole – LN912</i>
Broomfleet	–	–	S	
Brough	–	–		
Ferriby	–	– SL	S	<i>Slow Line between Ferriby and Welton Lane LC</i>
Hessle	–	–	S	
Hessle East Junction	–	–	X F	
Dairycoats (Tilcon)	–	–	S	
Hessle Road Junction	–	–		<i>To/from Hull Saltend – LN916</i>
Anlaby Road Junction	–	–	X F	<i>To/from West Parade North Jn. – LN914</i>
Botanic Gardens TMD	–	–	S	
<i>West Parade Junction</i>				<i>To/from West Parade North Jn. – LN914</i>
Hull		–		Platform detail must be shown

LN912 THORNE JUNCTION TO GILBERDYKE				
TIMING POINT	DOWN	UP	CODE	NOTES
Thorne Junction	–	–		<i>To/from Hatfield & Stainforth – LN736/752</i>
Thorne North	–	–	S	
Potters Grange Junction	–	–	X	<i>To/from Rawcliffe – LN882</i>
Goole Docks			S	
Goole Up & Down Goods Loop		–	S	
Goole	–	–		
Saltmarshe	–	–	S	
Gilberdyke	–	–		<i>To/from Brough – LN898</i>

LN914 HULL TO SEAMER				
TIMING POINT	DOWN	UP	CODE	NOTES
Hull	-			Refer to LN898 for timing rules
<i>West Parade Junction</i>				<i>To/from Anlaby Road Jn – LN898</i>
West Parade North Junction	-	-	X	<i>To/from Anlaby Road Jn – LN898</i>
Walton St. Junction	-	-	X	<i>To/from Springbank North Jn – LN916</i>
Cottingham	-	-	S	
Beverley	-	-		
Arram	-	-	S	
Hutton Cranswick	-	-	S	
Driffield	-	-		
Nafferton	-	-	S	
Bridlington	-	-		
Bempton	-	-	S	
Hunmanby	-	-		
Filey	-	-		
Seamer	-	-		<i>To/from Scarborough – LN880</i>

LN916 HESSLE ROAD JUNCTION TO SALTEND & FREIGHT SIDINGS				
TIMING POINT	DOWN	UP	CODE	NOTES
Hessle Road Junction		-		<i>To/from Brough LN898</i>
Springbank South Junction	-	-		
Springbank North Junction	-	-		<i>To/from Walton St. Jn – LN914</i>
Bridges Junction	-	-		
Hull Dock Security Gates	-	-		
Hedon Road Sdgs	-	-		
Hull Coal Terminal	-	-		
Hull Saltend BP		-		

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Armley Junction	–	US UH		<i>To/from Whitehall Jn – LN836/898/854</i>
Kirkstall Loop	–	–	S	
Dockfield Junction	–	–		<i>To/from Baildon – LN926</i>
Shipley	–	–		Platform detail must be shown <i>To/from Frizinghall – see below</i>
Saltaire	–	–	S	
Bingley	–	–	S	
Crossflatts	–	–	S	
Keighley	–	–		
Steeton and Silsden	–	–	S	
Cononley	–	–	S	
Skipton	–	–		Platform detail must be shown
Skipton Loco HS	–	–	S	
Skipton Up HS	–	–	S	
Broughton Road CS	–	–	S	
Down Through Sidings	–	–	S	
Rylstone**	–	–	S	** (LN930)
Skipton Signal L4046		–	S	
Gargrave	–	–	S	
Hellifield	–	–		<i>To/from Settle Jn – NW9901. Refer to LNW Rules of the Plan</i>

LN924 APPERLEY JUNCTION TO ILKLEY				
Apperley Junction	–	–		<i>To/from Guiseley – see below</i>
<i>Esholt Junction</i>				<i>To/from Dockfield Junction – LN926</i>
Guiseley	–	–		
Menston	–	–	S	
Burley in Wharfedale	–	–		
Ben Rhydding	–	–	S	
Ilkley		–		Platform detail must be shown

LN926 DOCKFIELD JUNCTION TO ESHOLT JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Dockfield Junction	–	–		<i>To/from Bradford – LN928</i>
Baildon	–	–	S	
<i>Esholt Junction</i>	–	–		<i>To/from Apperley Jn, – LN922</i>
	–	–		<i>To/from Ilkley LN924</i>

LN928 SHIPLEY EAST JUNCTION TO BRADFORD FORSTER SQUARE				
TIMING POINT	DOWN	UP	CODE	NOTES
Shipley	–	–		Platform detail must be shown <i>To/from Frizinghall – see below</i>
Frizinghall	–	–	S	<i>To/from Shipley – see above</i>
Bradford Forster Square		–		Platform detail must be shown

2.2 Route Opening Hours

Subject to constraints imposed by Rules of the Route, all routes are open continuously, except as shown below. The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. If there is doubt about a signalbox's opening hours check with the appropriate Network Rail Operations Manager.

When the routes shown are required for services diverted under the Rules of the Route, opening hours will be increased as necessary on a temporary basis.

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

PLT denotes passage of last train.

LN170 WERRINGTON JN TO BESSACARR JN VIA LINCOLN			
ROUTE SECTION	SX	SO	SUN
Werrington Junction to Spalding	0626 – 2126	0626 – 2126	Closed
Spalding to Sleaford	0830 – 1715	0830 – 1715	Closed
Sleaford to Lincoln	0615 – 2135	0615 – 2135	Closed
Lincoln to Gainsborough	From 0600 Mon	Until 2200	1045 - 2200
The following signal boxes are equipped to be switched-out. Opening hours are:			
Mill Green	0830 – 1715	0830 – 1715	Closed
Gosberton	0830 – 1715	0830 – 1715	Closed
Blotoft	0830 – 1725	0830 – 1725	Closed
Sleaford South	0825 – 1725	0825 – 1725	Closed
Gainsborough Lea Road	0810 – 1522	Closed	Closed
Gainsborough to Bessacarr Junction	Open continuously from 0930 (Mon)	0001 – 2130	Closed

LN 185 ALLINGTON WEST JUNCTION TO SKEGNESS			
ROUTE SECTION	SX	SO	SUN
Allington West Jn to Boston	0610 – 2310	0610 – 2310	0835 – 2135
Boston to Skegness	0620 – 2156	0620 – 2156	0925 – 2125

LN190 ALLINGTON NORTH JUCTION TO ALLINGTON EAST JUNCTION			
ROUTE SECTION	SX	SO	SUN
Allington North Junction to Allington East Junction	0515 – 2309	0515 – 2309	0905 – 2320

LN195 GRANTHAM NOTTINGHAM JN TO BOTTESFORD WEST JN			
ROUTE SECTION	SX	SO	SUN
Grantham Nottingham Jn to Allington West Junction	0515 – 2305	0515 – 2305	0905 – 2320
Allington West Junction to Bottesford West Junction	0515 – 2305	0515 – 2305	0905 – 2320

LN200 WRABBY JUNCTION TO PELHAM STREET JUNCTION			
ROUTE SECTION	SX	SO	SUN
Wrawby Junction to Pelham Street Junction	Continuous	Until 2320	From 1045

LN206 NEWARK CASTLE TO PYEWIPE JUNCTION			
ROUTE SECTION	SX	SO	SUN
Newark Castle to Swinderby	Continuous	Until 2300	From 1525
Swinderby to West Holmes/Pyewipe Jn.	Continuous	Until 2320	From 1045

LN626 NORTHALLERTON HIGH JN NORTHALLERTON EAST JN			
ROUTE SECTION	SX	SO	SUN
Northallerton High Jn to Northallerton East Jn.	Continuous	0000 – 2359	0830 – 2400

LN627 LONGLANDS JN – STOCKTON CUT JN – SUNDERLAND – GREENSFIELD JN – NEWCASTLE EAST JN AND BRANCHES			
ROUTE SECTION	SX	SO	SUN
Stockton Cut to Billingham	Continuous	0000 – 2359	0801 – 2400
Billingham Junction to Belasis Lane	Continuous	0000 – 2000	2200 – 2400
Greatham to Sunderland (excl)	0500 – 2215 0505 – 2220 MThFO 0505 – 2345 TO 0345 – 2225 WO	0500 – 2300 0500 – 2300	0900 – 2100 0900 – 2100
Sunderland (excl) to South Hylton	0525 – 0030	0525 – 0030	0630 – 0030
Sunderland to Boldon Colliery	0415 – 0030 WO 0515 – 0030 WSX	0525 – 0030	0630 – 0030

LN631 DARLINGTON – EAGLESCLIFFE SOUTH JUNCTION			
ROUTE SECTION	SX	SO	SUN
Darlington South to Allens West	0515 – 2345	0515 – 2345	0730 – 2345
Low Gates to Eaglescliffe	Continuous	0000 – 2359	0830 – 2400

LN632 STOCKTON CUT JN – SALTBURN			
ROUTE SECTION	SX	SO	SUN
Newport East to Saltburn	Continuous	0000 – 2359	0830 – 2400 Middlesbrough open from 0730
Saltburn West Jn. to Boulby	Continuous	0000 – 2359	0830 – 2400

LN634 GUISBOROUGH JN. TO WHITBY			
ROUTE SECTION	SX	SO	SUN
Guisborough Junction to Whitby	0636 – 2124	0636 – 2124	0800 – 2000 (Summer months only) As required for NYMR (Winter Months Only)

LN646 NORTON TO FERRYHILL			
ROUTE SECTION	SX	SO	SUN
Norton South to Ferryhill	Continuous	0000 – 1401	Closed
Norton East Junction to Norton West Junction	As required	As required	Closed

LN678 DARLINGTON TO BISHOP AUCKLAND			
ROUTE SECTION	SX	SO	SUN
Darlington North Road to Bishop Auckland	0645 – 2230	0645 – 2230	0930 – 1930

LN676 GREENSFIELD JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION			
ROUTE SECTION	SX	SO	SUN
Greensfield Jn to King Edward Bridge Jn	Continuous	Continuous	Continuous

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE			
ROUTE SECTION	SX	SO	SUN
Blaydon to Petteril Bridge	Open continuously from 0540 (Mon)	0001 – 2340	0840 - 2200

LN694 BENTON NORTH JUNCTION TO BUTTERWELL JUNCTION AND MORPETH NORTH JUNCTION (BLYTH AND TYNE)			
ROUTE SECTION	SX	SO	SUN
Benton Junction to Morpeth (via Bedlington)	0530 – 2100	0900 - 1530	Closed
Bedlington to Blyth	0530 – 2100	0900 - 1530	Closed
Marcheys House to Lynemouth	0530 – 2100	0900 - 1530	Closed

LN736/752 CLEETHORPES TO DONCASTER			
ROUTE SECTION	SX	SO	SUN
Haborough to Grimsby (excl)	0450 – 0002	0450 – 0002	0930 – 0045

LN736 WRABBY JUNCTION TO NUNNERY MAIN LINE JUNCTION			
ROUTE SECTION	SX	SO	SUN
Wrawby Junction (excl) to Gainsborough Central	1400 – 2359 (Mon – Fri) 0000 – 0600 (Tue – Fri)	00.00 – 2100	Closed
Gainsborough Trent Junction	0540 – 2359	0000 – 2152	1340 – 2140
West Burton	Continuous	0000 – 2000	1800 – 2400
Clarborough Junction and Retford High Level to Worksop	Continuous	0000 – 2359	1400 – 2400
Worksop to Shireoaks	Continuous	0000 – 2200	1400 – 2400
Shireoaks (excl) to Woodburn Junction (excl)	0505 – 2359	0500 – 2359	1350 – 2300
Woodburn Junction to Nunnery ML Junction	Continuous	0000 – 2400	1350 – 2400

LN740/742 MARSH WEST JN. TO BROCKLESBY JN VIA IMMINGHAM			
ROUTE SECTION	SX	SO	SUN
Immingham/Grimsby Light Railway	Open as Required		
Haborough Junction /Brocklesby Junction to Immingham East	Continuous	Continuous	Continuous
Humber Road Junction to Immingham West	Continuous	0000 – 2400	0801 – 2400

LN744 HABROUGH TO BARTON ON HUMBER			
ROUTE SECTION	SX	SO	SUN
Ulceby to Barton on Humber	0620 – 2232	0620 – 2232	1000 – 1940

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION			
ROUTE SECTION	SX	SO	SUN
Branscliffe East Junction to St Catherine's Junction	Continuous	0000 – 1530	1400 – 2400

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS JUNCTIONS			
ROUTE SECTION	SX	SO	SUN
Mansfield Woodhouse to Shireoaks Junctions	Continuous	0000 – 2300	1400 – 2400

LN774 BARROW HILL TO OXCROFT/BOLSOVER			
ROUTE SECTION	SX	SO	SUN
Barrow Hill to Oxcroft/Bolsover	0530 – 2209	0530 – 1445	1500 – 2100

LN784 HIGH MARNHAM AND BRANCHES TO SHIREBROOK JUNCTIONS			
ROUTE SECTION	SX	SO	SUN
High Marnham and Branches to Shirebrook Junctions	Continuous	0000 – 2200	1500 – 2400

LN804 CHESTERFIELD SOUTH JN. – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT

ROUTE SECTION	SX	SO	SUN
Swinton Junction to South Kirkby	Continuous	0000 – 2400	0900 – 2400
Moorthorpe (excl) to Church Fenton (excl)	Continuous	0000 – 2300	0750 – 2400

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

ROUTE SECTION	SX	SO	SUN
Chesterfield to Masborough Junction via 'Old Road'	Continuous	0000 – 2200	1600 – 2400

LN809 TINSLEY SOUTH JUNCTION TO TINSLEY YARD

ROUTE SECTION	SX	SO	SUN
Tinsley South Junction to Tinsley Yard	Continuous	0000 – 2359	1350 – 2400

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION

ROUTE SECTION	SX	SO	SUN
Beighton Junction (excl) to Woodhouse Junction (excl)	Continuous	0001 – 2200	1330 – 2359

LN828/830 MEXBOROUGH – ALDWARKE JUNCTION – WOODBURN JUNCTION

ROUTE SECTION	SX	SO	SUN
Rotherham Central (excl) to Woodburn Junction	Continuous	0000 – 2359	1350 – 2400

LN838 YORK – HARROGATE – LEEDS

ROUTE SECTION	SX	SO	SUN
Skelton Junction to Harrogate (excl)	0650 – 2226 0635 – 2235	0650 – 2226 0635 – 2235	1140 – 2150 1115 – 2210
Harrogate to Armley Junction	0540 – 0010 0540 – 0010	0540 – 0010 0540 – 0010	0930 – 0015 0945 – 2355

LN850 WAKEFIELD KIRKGATE – WAKEFIELD WESTGATE			
ROUTE SECTION	SX	SO	SUN
Wakefield Kirkgate to Wakefield Westgate	Continuous	0000 – 2359	0845 – 2400

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE			
ROUTE SECTION	SX	SO	SUN
Holbeck Junction (Exc) to Bradford Interchange	0500 – 0040	0520 – 0100	0740 – 0015

LN854/858 HALL ROYD JUNCTION TO MILL LANE JUNCTION			
ROUTE SECTION	SX	SO	SUN
Hebden Bridge to Milner Royd Junction	Continuous	Continuous	0820 – 2359
Dryclough Junction to Greetland Junction	0520 – 0035	0535 – 2355	0845 – 2315
Milner Royd Junction to Mill Lane Junction	0530 – 0010 0500 – 0040	0555 – 0025 0520 – 0100	0810 – 0015 0740 – 0015

LN854 MILNER ROYD JUNCTION TO HEATON LODGE JUNCTION			
ROUTE SECTION	SX	SO	SUN
Milner Royd Junction to Heaton Lodge Junction	Continuous	Continuous	0840 – 2359

LN860/854 DIGGLE JUNCTION TO HORBURY JUNCTION AND WHITEHALL JUNCTION			
ROUTE SECTION	SX	SO	SUN
Healey Mills to Horbury Junction	Continuous	0001 – 2359	0845 – 2359

LN862 BARNSELY TO HUDDERSFIELD			
ROUTE SECTION	SX	SO	SUN
Barnsley Station Junction to Huddersfield	0600 – 2359 0555 – 2355	0600 – 2359 0555 – 2355	0945 – 2015 0910 – 2034

LN868/854 WINCOBANK JUNCTION TO MILFORD JUNCTION VIA BARNSELY			
ROUTE SECTION	SX	SO	SUN
Milford Junction to Castleford	Continuous	0000 – 2300 0000 – 2400	0800 – 2400 0840 – 2400
Castleford to Horbury Junction	Continuous	0000 – 2400	0845 – 2400
Horbury Junction to Barnsley Station Junction	0600 – 2359	0600 – 2359	0945 – 2015
Barnsley to Wincobank Junction (excl)	0445 – 0005 FSX 0445 – 2350 FO	0445 – 2350	0825 – 2330

LN872 ALTOFTS JUNCTION – LEEDS WEST JUNCTION			
ROUTE SECTION	SX	SO	SUN
Altofts Junction – Leeds (excl)	Continuous	0000 – 2400	0830 – 2400

LN875 CASTLEFORD TO PONTEFRACT			
ROUTE SECTION	SX	SO	SUN
Castleford (excl) to Pontefract Monkhill (excl)	Continuous	0000 – 2400	0940 – 2400

LN880 YORK TO SCARBOROUGH			
ROUTE SECTION	SX	SO	SUN
York to Scarborough	0625 – 2330	0625 – 2330	0845 – 2330

LN882 WAKEFIELD TO GOOLE			
ROUTE SECTION	SX	SO	SUN
Wakefield Kirkgate to Knottingley (excl)	Continuous	0000 – 2400	0845 – 2400
Knottingley (excl) to Whitley Bridge and Eggborough	Continuous	0000 – 2000	0830 – 2400*
Whitley Bridge (excl) to Drax Branch Jn. and Drax	Continuous	0000 – 2000	0830 – 2400*
Drax Branch Jn. (excl) to Goole	0500 – 2359	0500 – 2359	0845 – 2340

* From 0830 – 1400 the opening hours are funded by an outside party

LN898 MICKLEFIELD TO HULL			
ROUTE SECTION	SX	SO	SUN
Micklefield/Milford/Sherburn in Elmet to Hambleton East	Continuous	0000 – 2300	0800 – 2400
Hambleton East to Gilberdyke (excl)	0552– 2238	0602 – 2245	0850– 2300
Gilberdyke to Hull (excl)	0510 – 2352	0510– 0014	0835 - 2359
Selby to Temple Hirst	0550 – 2234	0602 – 2245	0900 – 2250*

* Signal Box opening hours are 1030 to 2215 (SUN) Any trains planned outside these hours require special arrangements to be made with the L.O.M.

LN912 THORNE JUNCTION. TO GILBERDYKE			
ROUTE SECTION	SX	SO	SUN
Thorne Junction to Gilberdyke	0522 – 2310	0522 – 2310	0845 – 2340

LN914 HULL TO SEAMER			
ROUTE SECTION	SX	SO	SUN
Hull to Bridlington	0545 – 2345	0545 – 2345	0900 – 2100
Bridlington (excl) to Seamer	0625 – 2118	0630 – 2118	0950 – 1950

LN922 ARMLEY JUNCTION TO HELLIFIELD, ILKLEY AND BRADFORD			
ROUTE SECTION	SX	SO	SUN
Skipton (excl) to Hellifield (NW Region)	Continuous	Continuous	Continuous

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Engineers' Trains Restrictions

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

* Source GE/RT 8000-OTM

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

Sectional running times (SRTs) are agreed between Train Operators and Network Rail as part of the agreement of Rules of the Plan: normally they will not change from one timetable to the next. Network Rail will, however, re-calculate SRTs for particular train/route combinations in the following circumstances:

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

Rules of the Plan values can be calculated in a number of legitimate ways including:

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

On certain routes a 5% allowance is included in the calculation to take account of the lack of explicit engineering allowances in Rules of the Plan.

Network Rail carries out rounding of the calculated SRTs to obtain values in half minutes. Rounding is carried out cumulatively over a route, with intermediate times being rounded down and arrival at final destination being rounded up. However, during this process the accumulative value of the SRTs should never be more than +/- half-a-minute from the accumulative value of the 'raw' data at important locations such as junctions and major stations.

Network Rail carries out other adjustments to the rounded SRTs, e.g. to remove obvious anomalies where differences in rounding cause a train to have a longer SRT than that of another train with poorer performance. On intensively used, slow speed route sections, Network Rail may adjust SRTs for different train types to show the same numeric values in order to make maximum use of available line capacity.

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are agreed between Train Operators and Network Rail on an individual basis and are supplied by the method agreed in each instance.

LN101 London Kings Cross to Doncaster Shaftholme Jn.
Finsbury Park – Holloway South Jn on GL for all movements removed.
Finsbury Park – Holloway South Jn on SL2 Start to Pass 2½ minutes for class 313/317 and 365.
Finsbury Park – Holloway South Jn on SL2 Pass to Pass 2 minutes for class 313/317 and 365.
Finsbury Park – Haringay on SL Start to Stop 2 minutes for class 313/317 and 365.
Finsbury Park – Haringay on SL Start to Pass 1½ minutes for class 313/317 and 365.
Finsbury Park – Haringay on SL Pass to Stop 1½ minutes for class 313/317 and 365.
Finsbury Park – Alexandra Palace on SL1 Start to Stop 3½ minutes for class 365.
Finsbury Park – Alexandra Palace on SL1 Pass to Pass 2½ minutes for class 365.
Finsbury Park – Alexandra Palace on SL2 Start to Stop 4 minutes for class 313/317 and 365.
Finsbury Park – Alexandra Palace on SL2 Start to Pass 3½ minutes for class 313/317 and 365.
Finsbury Park – Alexandra Palace on SL2 Pass to Stop 3½ minutes for class 313/317 and 365.
Finsbury Park – Alexandra Palace on SL2 Pass to Stop 3 minutes for class 313/317 and 365.
Hornsey – Alexandra Palace on SL Start to Stop 2 minutes for class 313/317 and 365.
Hornsey – Alexandra Palace on SL Start to Pass 1½ minutes for class 313/317 and 365.
Hornsey – Alexandra Palace on SL Pass to Stop 1½ minutes for class 313/317 and 365.
Hornsey – Alexandra Palace on SL Pass to Pass 1½ minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park on SL1 Start to Pass 3 minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park on SL1 Start to Stop 3½ minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park on SL1 Start to Pass 3 minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park on SL1 Pass to Stop 3 minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park Pass on SL1 to Pass 2½ minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park on SL2 Start to Stop 3½ minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park on SL2 Start to Pass 3 minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park on SL2 Pass to Stop 3 minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park Pass on SL2 to Pass 2½ minutes for class 313/317 and 365.
Alexandra Palace – Finsbury Park Pass on UGL for all movements removed.
Alexandra Palace – Haringay Up Reversing Sidings on SL2 Start to Stop 4½ minutes for class 313/317 and 365.
Alexandra Palace – Haringay Up Reversing Sidings on SL2 Pass to Stop 4½ minutes for class 313/317 and 365.
Alexandra Palace – Haringay Up Reversing Sidings on GL for all movements removed.
Alexandra Palace – Hornsey on SL Start to Stop 2 minutes for class 313/317 and 365.
Alexandra Palace – Hornsey on SL Start to Pass 1½ minutes for class 313/317 and 365.
Alexandra Palace – Hornsey on SL Pass to Stop 1½ minutes for class 313/317 and 365.
Alexandra Palace – Hornsey on SL Pass to Pass 1½ minutes for class 313/317 and 365.
Bowes Park – Alexandra Palace Start to Stop 1½ minutes for class 313/317 and 365.
Bowes Park – Alexandra Palace Start to Pass 1½ minutes for class 313/317 and 365.
Hornsey EMUD – Finsbury Park on GL for all movements removed.
Hornsey EMUD – Finsbury Park on SL2 Start to Stop 4 minutes for class 313/317 and 365.
Hornsey EMUD – Finsbury Park on SL2 Start to Pass 4 minutes for class 313/317 and 365.
Haringay – Finsbury Park on GL for all movements removed.
Haringay – Finsbury Park on SL Start to Stop 2 minutes for class 313/317 and 365.
Haringay – Finsbury Park on SL Start to Pass 1½ minutes for class 313/317 and 365.
Haringay – Finsbury Park on SL Pass to Stop 1½ minutes for class 313/317 and 365.
Sandy – Hitchin on FL Start to Stop 10 minutes for class 317.
Sandy – Hitchin on FL Start to Stop 9 minutes for class 365.
Sandy – Hitchin on FL Start to Pass 9½ minutes for class 317.
Sandy – Hitchin on FL Start to Pass 8½ minutes for class 365.

Sandy – Hitchin on FL Pass to Pass 8½ minutes for class 317.
Sandy – Hitchin on FL Pass to Stop 8½ minutes for class 365.
Sandy – Hitchin on FL Pass to Stop 9½ minutes for class 317.
Ashwell & Morden – Baldock Start to Stop 5 minutes for class 313
Ashwell & Morden – Baldock Start to Stop 4½ minutes for class 317/365
Letchworth Garden City – Hitchin Start to Stop 4 minutes for class 313/317 and 365.
Letchworth Garden City – Hitchin Start to Pass 3½ minutes for class 313/317 and 365.
Letchworth Garden City – Hitchin Pass to Stop 3½ minutes for class 313/317 and 365.
Letchworth Garden City – Hitchin Pass to Pass 3 minutes for class 313/317 and 365.
Royston – Letchworth Garden City Start to Stop 10 minutes for class 313.
Royston – Letchworth Garden City Start to Stop 9½ minutes for class 317.
Royston – Letchworth Garden City Start to Stop 9 minutes for class 365.
Royston – Letchworth Garden City Start to Pass 9½ minutes for class 313.
Royston – Letchworth Garden City Start to Pass 9 minutes for class 317.
Royston – Letchworth Garden City Start to Pass 8½ minutes for class 365.
Royston – Letchworth Garden City Pass to Stop 9 minutes for class 317.
Royston – Letchworth Garden City Pass to Stop 8½ minutes for class 365.
Royston – Letchworth Garden City Pass to Pass 8½ minutes for class 317.
Royston – Letchworth Garden City Pass to Pass 7½ minutes for class 365.
Letchworth Garden City – Royston Start to Stop 9 minutes for class 317.
Letchworth Garden City – Royston Pass to Stop 9½ minutes for class 313.
Letchworth Garden City – Royston Pass to Pass 7½ minutes for class 313.

LN101 London Kings Cross to Doncaster Shaftholme Jn.
Belle Isle to Finsbury Park Pass to Pass on the Fast Line to be increased by ½ minute for Class HST 7-125.
Werrington Junction to Peterborough Pass to Stop on the Fast Line 5 minutes for Class 158.

Effective from May 2014

LN110 Canonbury West Junction to Finsbury Park

Canonbury West Junction to Highbury Vale Pass to Pass to be increased to 2 minutes for all Freight traffic, existing 2 minute Sectional Running Times to remain unaltered. This applies to Northbound traffic only.

Highbury Vale to Finsbury Park Pass to Pass to be increased to 2 minutes for all Freight traffic, existing 2 minute Sectional Running Times to remain unaltered. This applies to Northbound traffic only.

LN125 Hitchin to Royston.

Hitchin to Letchworth Garden City Pass to Pass increased by ½ minute for Class 365.

LN600 Doncaster Shaftholme Jn to Marshall Meadows.

Shaftholme Jn to Doncaster Pass to Stop to be increased from 3 minutes to 4 minutes for Class 180

Shaftholme Jn to Doncaster Stop to Stop to be increased from 5 minutes to 7 minutes for Class 180

Heaton South Junction to Manors. Pass to Stop to be increased by ½ minute for class 142.

High Level Bridge to Greenfield Jn Pass to Pass increased from ½ minute to 1 minute for Class 185

Birtley Jn to Durham Pass to Stop to be increase from 6 minutes to 6½ minutes for Class 185 **FROM MAY14**

LN627 Longlands Jn - Stockton Cut Jn - Sunderland – Greensfield Jn – King Edward Bridge South Jn and Branches.

Stockton Cut Jn to Eaglescliffe Pass to Pass 2½ minutes for class 60-66S20 (60/F/66/2000)

Eaglescliffe to Boroughbridge Level Crossing 21 minutes for class 60-66S20 (60/F/66/2000)

Boroughbridge Level Crossing to Longlands Jn 1½ minutes for class 60-66S20 (60/F/66/2000)

LN627 Longlands Jn - Stockton Cut Jn - Sunderland – Greensfield Jn – King Edward Bridge South Jn and Branches.

Revision of Freight SRTs on the Durham Coast with updated mandatory timing Points on this route following review made by Freightliner. **FROM MAY14**

LN860/854 DIGGLE JUNCTION TO HORBURY JUNCTION AND WHITEHALL JUNCTION LN860/854.

FROM MAY14

CL185 stop to Pass from Huddersfield to Diggle is to be amended to 7 minutes

CL185 Pass to Stop from Mirfield East Jn to Dewsbury is to be amended to 2½

CL170 Pass to Stop from Mirfield East Jn to Dewsbury is to be amended to 2½

CL185 Pass to pass from High Level Bridge to Greensfield Jn to be amended to 1

CL185 Pass to Stop from Birtley Jn to Durham to be amended to 6½

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

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

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

5.2 Headways

5.2.1 Headway Values

All times are in minutes. All routes are shown.

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

AB indicates locations where absolute block signalling applies: here the headway is to be calculated from the transit time of the first of each pair of trains running between the consecutive block posts being considered. To this transit time shall be added 2 minutes to allow for the signaller's actions. Exceptions are shown as AB and appear together with the actual headway value to be used, which includes the allowance for signallers' actions. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

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

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

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

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

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Kings Cross to Hitchin	3	3	
Hitchin to Peterborough	3 – Fast 4 – Slow	3 – Fast 4 – Slow	
Helpston to Stoke Junction	4 – Fast 5 – Slow	4 – Fast 5 – Slow	

LN105 MOORGATE TO FINSBURY PARK			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN120 ALEXANDRA PALACE TO LANGLEY JUNCTION VIA HERTFORD			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	(Amended back to 5 minutes for consistency of headways following operator comments)
Exceptions:			
Alexandra Palace to Gordon Hill	3	3	
Gordon Hill to Hertford	5	5	
Hertford to Langley	3½	3½	Following a train not stopping at Watton – At -Stone
Hertford to Langley	5	5	Following a train stopping at Watton – At -Stone

LN125 HITCHIN TO ROYSTON			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN150 FLYOVER EAST JUNCTION TO DECOY NORTH JUNCTION (Doncaster Area Goods Line)			
TIMING POINT	DOWN	UP	NOTES
			Subject to further review.

LN170 WERRINGTON JN TO BESSACARR JN VIA LINCOLN			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes
Exceptions:			
Beckingham SB to Bessacarr Jn	4	4	

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes
Exceptions:			
Sleaford to Heckington	Single line		TB planned as AB
Hubberts Bridge to Sibsey	Single line		TB planned as AB

LN190 ALLINGTON NORTH JUNCTION TO ALLINGTON EAST JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes

LN195 GRANTHAM NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes

LN200 PELHAM STREET JUNCTION TO WRABBY JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes

LN206 NEWARK CASTLE TO WEST HOLMES JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	6 Pass.	6 Pass.	<u>Down</u> 6 Freight following Pass. 8 when Freight following Freight <u>Up</u> 6 Freight following Pass. 8 when Freight following Freight
Exceptions:			
Approaching West Holmes Jn	5 if following a train stopping at Hykeham		
Approaching Newark Flat Crossing East Jn		5 if following a train stopping at Collingham	

LN220 BLACK CARR JUNCTION TO BESSACARR JUNCTION			
TIMING POINT	DOWN	UP	NOTES
			Subject to further review.

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
York to Skelton Junction	3	3	
Skelton Junction to Northallerton	4 – Fast 5 – Slow	4 – Fast 5 – Slow	
Low Fell Junction to Norwood Junction	Single line		TB
King Edward Bridge South Junction to Heaton South Junction	3	3	
Benton North Junction to Signal EG402/403	5*	5*	* May be 4 if Class 1 service is following Class 1 service

LN627 LONGLANDS JUNCTION – STOCKTON CUT JN – SUNDERLAND – GREENSFIELD JN – NEWCASTLE EAST JUNCTION AND BRANCHES			
TIMING POINT	DOWN	UP	NOTES
Longlands Jn to Eaglescliffe	6 following Pass 7 following Freight	6 following Pass 7 following Freight	
Eaglescliffe Junction to Hartburn Junction	4	4	
Bowesfield Junction to Hartburn Junction	4	4	
Hartburn Junction to Norton South	4	4	
Norton South to Billingham Junction	4 following pass 5 following Freight	4 following pass 6 following Freight	
Billingham Jn. to Belasis Lane	AB	AB	
Belasis Lane to Haverton Hill	Single Line		NTS/OTS Working
Belasis Lane to Port Clarence/Seal Sands	Single Line		NTS/OTS Working
Billingham Junction to Greatham	AB	AB	
Greatham – Hartlepool	4 following non stop passenger 5 following stopper/ Freight	4 following non stop passenger 5 following stopper/ Freight	
Hartlepool – Horden Viaduct	TCB but treat as AB*	6 following passenger 7 following Freight	*In Down direction, a train stopping at Hartlepool can depart 4" after preceding train but {2} required before Horden
Horden Viaduct-Seaham	TCB but treat as AB*	TCB but treat as AB+	*In Down Direction, 2nd train pass Horden 1" after passenger arrive/pass Seaham; 2" after goods from south passes Seaham. A goods from Seaham Harbour does not affect headway from Horden +In Up Direction, 2nd train can pass/depart Seaham 1" (passenger) 2"(goods going to Hartlepool) after 1st train pass Horden. Goods trains to Seaham Harbour can pass Seaham 5" after preceding train
Seaham to Sunderland	5	5	
South Hylton to Sunderland	4	4	
Sunderland to Park Lane Junction	4	4	

LN631 DARLINGTON – EAGLESCLIFFE SOUTH JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	

LN632 STOCKTON CUT JUNCTION – SALTBURN			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Middlesbrough – Redcar	5	5	
Redcar – Saltburn West Junction	8	8	
Saltburn West Junction – Saltburn	Single line		
Saltburn West Junction – Crag Hall	Single line		TB
Crag Hall – Boulby	Single line		NST

LN634 GUISBOROUGH JN. TO WHITBY			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	Single line		TCB Guisborough Jn to Nunthorpe NSTR Nunthorpe to Whitby
Passing points:			
Nunthorpe			
Battersby			
Glaisdale			

LN646 NORTON TO FERRYHILL SOUTH JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes

LN676 GREENSFIELD JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway			Refer to LN627

LN678 DARLINGTON TO BISHOP AUCKLAND			
TIMING POINT	DOWN	UP	NOTES
Darlington – Heighington	Single line		TCB planned as AB
Heighington – Shildon	AB	AB	
Shildon – Bishop Auckland	Single line		TCB planned as AB

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes Bardon Mill SB is out of use. Haltwhistle to Haydon Bridge should be timed as one block section
Exceptions:			
King Edward Bridge South Junction to Blaydon	4	4	
Prudhoe to Hexham	7 following non-stop	7 following non-stop	Down 10 following stopping train Up 9½ following stopping train

LN694 BENTON NORTH JUNCTION TO BUTTERWELL JUNCTION AND MORPETH NORTH JUNCTION (BLYTH AND TYNE)			
TIMING POINT	DOWN	UP	NOTES
Butterwell Junction to Butterwell	Single line		TCB planned as AB
Morpeth North Junction to Hepscoth Junction	4	4	
Morpeth to Bedlington North Junction	Single line		TCB planned as AB
Bedlington North Junction to Newsham	AB [†]	AB [†]	
Newsham to Benton North Junction	Single line		TCB planned as AB
Bedlington North to Lynemouth	AB [‡]	AB [‡]	To be timed section to section +2 minutes
Marchey's House Junction and West Sleekburn Junction to Freemans	AB	AB	To be timed section to section +2 minutes
Freemans to North Blyth/Alcan Terminal	Single Line		OTNS
† Bedlington South to Newsham to be treated as a single line pending bridge strengthening.			
‡ Marchey's House to Ashington to be treated as a single line pending bridge strengthening.			

LN736/752 CLEETHORPES TO DONCASTER			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Cleethorpes to Grimsby Town	Single line		
	<u>Down</u> 4 All stations can depart 3 minutes behind non-stop. <u>Up</u> 4 Non-stop can arrive 3 minutes behind all stations		
Grimsby Town to Habrough	AB Great Coates to Stalling-borough + 2 minutes	AB Stalling-borough to Marsh Junction + 2 minutes	<u>Up</u> Non-stop can arrive Grimsby Town 7 minutes behind stopping train
Brocklesby to Barnetby	5 DM 8 DG	AB*	* Between Barnetby East and Brocklesby Junction, second train can pass Barnetby same time as first train passes Brocklesby Jn.
Barnetby to Appleby	AB	AB	To be timed section to section +2 minutes
Kirk Sandall Junction to Doncaster	4 3 stopping Pass'r or Freight following non-stop	4	
Trent Jn. To Roxby Gullet	Single Line		Staff Working

LN736 WRAWBY JUNCTION TO NUNNERY MAIN LINE JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes
Exceptions:			
LN736 WRAWBY JUNCTION TO NUNNERY MAIN LINE JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes
Exceptions:			
Wrawby Junction to Brigg	6*	6*	* Single line TCB
Brigg to Kirton Lime Sidings	AB	AB	
Kirton Lime Sidings to Gainsborough Central	9**	8**	** Single line TCB Passing loop at Northorpe
Gainsborough Trent Junction to Retford	5	5	
Retford to Worksop	6	5	
Shireoaks to Brancliffe East Junction	AB	4	

LN740/742 MARSH WEST JUNCTION TO BROCKLESBY JUNCTION VIA IMMINGHAM			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	6	6	

LN744 HABROUGH JUNCTION TO BARTON ON HUMBER			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes
Exceptions:			
Oxmarsh Crossing to Barton on Humber	Single line		OTS

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway			
Brancliffe East Junction to Dinnington Junction	AB	AB	To be timed section to section +2 minutes
Dinnington Junction to Maltby Colliery SB	Single line		TB
Maltby Colliery SB to Firbeck Junction	Single Line		TCB
Firbeck Junction to St. Catherines Junction.	Single Line		TCB

LN766 BENTLEY JN TO HEXTHORPE JN (DONCASTER AVOIDING LINE)			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	

LN768 MANSFIELD WEST JUNCTION TO SHIREOAKS JUNCTIONS			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes Elmton & Cresswell Signal Box is switched out until further notice.

LN774 BARROW HILL TO OXCROFT/BOLSOVER			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	Single line		OTS

LN784 HIGH MARNHAM AND BRANCHES TO SHIREBROOK JUNCTIONS			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes
Exceptions:			
High Marnham to Boughton Junction	Single line		OTS
Bevercotes Colliery to Boughton Junction	Single line		Out of use

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT			
TIMING POINT	DOWN	UP	NOTES
Standard Headway Chesterfield South to Sheffield Sheffield to Church Fenton	4 3	4 3	
Exceptions:			
Dore Station Junction to Dore West Junction	Single line		TCB
Dore South Junction to Dore West Junction	Single line		TCB
Dore Station Junction to Sheffield	4	4	<u>Down</u> Trains stopping at Dore or signal stop at Dore may be 3 minutes behind at Dore Station Jn <u>Up</u> Trains may depart 3 minutes apart from Sheffield but must be 4 minutes behind at Dore Station Jn
Sheffield to Nunnery Main Line Junction	3	3	<u>Down</u> 2½ when preceding/following train to Woodburn Junction <u>Up</u> 2½ when preceding/following train from Woodburn Junction
Wincobank Junction to Holmes Junction	3	3	<u>Down</u> 2½ from Rothertham Central when following non- stop
Swinton to Ferrybridge North Junction	4	4	
Ferrybridge North Junction to Milford Junction	4 Passenger 6 Freight	4 Passenger 6 Freight	
Milford Junction to Church Fenton	4	5	
Rotherham Central to Holmes Junction	Single line		TCB

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

LN809 TINSLEY SOUTH JUNCTION TO TINSLEY YARD			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	Single line		TCB

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN826 DONCASTER TO SWINTON			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Doncaster to Hexthorpe Junction	4	4	<u>Down</u> 3 stopping Passenger or Freight following non-stop from Doncaster <u>Up</u> 3 non-stop can arrive behind stopping Passenger at Doncaster

LN828/830 MEXBOROUGH – ALDWARKE JUNCTION – WOODBURN JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	Single line		TCB
Exceptions:			
Aldwarke Junction to Tinsley East Junction	4	4	

LN836 DONCASTER TO HOLBECK JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
South Kirkby Junction to Hare Park Junction	4	4	<u>Down</u> 3 from Branch following train from Doncaster at South Kirkby Jn. 2 if from a stand
Wakefield Westgate to Holbeck Junction	4	4	<u>Down</u> 3½ on approach to Holbeck Jn if 1st train has an excess of pathing, engineering or performance allowances. <u>Up</u> 3½ Loco hauled or stopping DMU following electric service

LN836/898/854 HOLBECK JUNCTION TO COLTON JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	<p><u>Down</u> A stopping service can follow 3 minutes behind non-stop from Leeds, and can arrive York 3 minutes behind stopping service</p> <p><u>Up</u> A stopping service can follow 3 minutes behind non-stop from York or Church Fenton. Non-stop can arrive Leeds 3 minutes behind stopping service</p>
Exceptions:			
Leeds – Leeds West Junction	2	2	E and F Lines Only
Holbeck Junction – Leeds	3	3	

LN838 YORK TO HARROGATE			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes
Exceptions:			
Poppleton to Hammerton	Single line		ET
Cattal to Knaresborough	Single line		ET
Harrogate to Horsforth	6½ 8	6½ 8	<p>Following Non-Stop service</p> <p>Following Stopping service</p>
Horsforth to Armley Junction	5	4½	
Armley Junction to Whitehall Junction	3	3	
Whitehall Junction to Leeds	2½	2½	

LN842 HATFIELD AND STAINFORTH TO ADWICK JUNCTION FOR DECEMBER 2013			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION FROM MAY 2014			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN848 HARE PARK JUNCTION TO CROFTON WEST JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN850 WAKEFIELD KIRKGATE TO WAKEFIELD WESTGATE			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	Single line		TCB

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	
Exceptions:			
Mill Lane Junction – Bradford Interchange	3½ – train from Halifax followed by train from Leeds 2½ – train from Leeds followed by train from Halifax	2 – trains diverging at Mill Lane Junction	

LN854/858 HALL ROYD JUNCTION TO MILL LANE JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Hall Royd Jn. to Hebden Bridge	4	4	
Hebden Bridge to Milner Royd Jn.	AB	AB	To be timed section to section +2 minutes Trains must be 6* minutes apart at Milner Royd Junction
Milner Royd Junction to Halifax	5	5½	
Halifax to Mill Lane Junction	6	6½	
* 3 for Stopping Passenger from Halifax/Greetland Junction following non stop passenger from Haliax/Greetland Jn			

LN854 MILNER ROYD JUNCTION TO HEATON LODGE JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	

LN860/854 DIGGLE JUNCTION TO HORBURY JUNCTION AND WHITEHALL JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Diggle Junction to Marsden	AB	AB	To be timed section to section +2 minutes This section is TCB. It is operated as one section Marsden to Diggle Junction as though it were AB.
Marsden to Springwood Junction	4	5*	<u>Up</u> * 4½ stopping passenger from Huddersfield following non-stop and arriving Marsden in front of non-stop * 4 minutes if following a Class 185.
Huddersfield to Heaton Lodge Junction	4	3	<u>Down</u> 3½ stopping passenger following non-stop
Heaton Lodge to LNW/Mirfield East Junctions – Dewsbury	3	3	
Thornhill LNW Junction to Horbury Junction	5	6	
Dewsbury – Morley	4	4	<u>Down</u> 5 if non-stop passenger following stopping train <u>Up</u> 5 if non-stop passenger following stopping train
Morley – Whitehall Junction	4	4	<u>Down</u> 3 passing Whitehall Junction if non-stop passenger following stopping train. <u>Up</u> 3 passing Whitehall Junction if stopping passenger following non-stop

LN862 BARNSELY TO HUDDERSFIELD			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	Single line		TCB
Exceptions:			
Clayton West Junction – Stocksmoor	AB	AB	To be timed section to section +2 minutes

LN868/854 WINCOBANK JUNCTION TO MILFORD JUNCTION VIA BARNSELY			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Wincobank Junction to Ecclesfield West	5	5	
Ecclesfield West to Barnsley	8	8	
Barnsley to Horbury Junction	8	8	
Horbury Junction to Wakefield Kirkgate	5	6	
Wakefield Kirkgate to Whitwood Junction	4	5	
Whitwood Junction to Methley Junction	3	3	
Whitwood Junction to Castleford	3 Pass 4 Freight	3 Pass 4 Freight	
Castleford to Milford Junction	6 Pass 10 Freight	6 Pass 10 Freight	Maximum of 2 trains between Castleford and Milford Junction at the same time.

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN875 CASTLEFORD TO PONTEFRACT			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	5 Pass 6 Freight	5 Pass 6 Freight	

LN880 YORK TO SCARBOROUGH			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes

LN882 WAKEFIELD TO GOOLE			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Wakefield K to Oakenshaw Junction	3	3	
Pontefract East Goods Junction to Knottingley West Junction	3	3	
Knottingley East Junction to Drax Branch Junction	5 Pass 6 Freight	5 Pass 6 Freight	
Drax Branch Junction to Drax PS	6	6	
Drax Branch Junction to Goole	Single line		TCB planned as AB

LN888 SHAFTHOLME JUNCTION TO FERRYBRIDGE NORTH JUNCTION FOR DECEMBER 2013			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Shaftholme Junction to Knottingley South Junction	4 Pass 6 Freight	4 Pass 6 Freight	

LN888 HATFIELD & STAINFORTH TO FERRYBRIDGE NORTH JUNCTION FROM MAY 2014			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Haywood Junction to Knottingley South Junction	4 Pass 6 Freight	4 Pass 6 Freight	

LN889 SHAFTHOLME JUNCTION to HAYWOOD JUNCTION FROM MAY 2014			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4 Pass 6 Freight	4 Pass 6 Freight	

LN898 MICKLEFIELD TO HULL			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Selby West to Selby	3	4	
Selby to Gilberdyke	6 following non-stop. 8 following stopping train or Freight	4 following non-stop 6 following stopping train or Freight	
Gilberdyke to Melton Lane Gilberdyke to Melton Lane	AB 5 following non-stop 6 following stopping train or Freight	AB 5 following non-stop 6 following stopping train or Freight	To be timed section to section +2 minutes
Melton Lane to Hull	5 3 stopping train arriving in front of non-stop	4 non-stop 3 stopping train following non-stop	
Temple Hirst Jn to Selby Canal Jn	TCB	TCB	Planned as AB

LN912 THORNE JUNCTION TO GILBERDYKE			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Saltmarshe to Gilberdyke	AB	AB	To be timed section to section +2 minutes

LN914 HULL TO SEAMER			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB	AB	To be timed section to section +2 minutes
Exceptions:			
Hull – Beverley	6	6	
Bridlington – Hunmanby	Single line		TCB
Filey – Seamer	Single line		TCB

LN916 HESSLE ROAD JUNCTION TO SALTEND & FREIGHT SIDINGS			
TIMING POINT	DOWN	UP	NOTES
Standard Headway Springbank South Jn to Dock Security Gates	Single line		Section Split at Bridges Junction
Passing point			
Hessle Road Junction to Springbank South Junction			

LN922/924/928 ARMLEY JUNCTION TO HELLIFIELD, ILKLEY AND BRADFORD			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Shipley West Junction to Keighley	4 following non-stop 6 following stopping	4 following non-stop 6 following stopping	
Keighley to Skipton	5 following non-stop 6 following stopping	5 following non-stop 6 following stopping	
Skipton – Gargrave	8½ following non-stop 10 following stopping	8½ following non-stop 10 following stopping	
Skipton to Rylstone	Single line		OTNS
Gargrave to Hellifield	AB	AB	To be timed section to section +2 minutes
Apperley Junction to Springs Junction	Single line		TCB
FOR DEC13 TIMETABLE			
Esholt Junction to Burley	TCB	TCB	Planned as AB
Burley to Ilkley	TCB		Planned as AB – SRT +1 minute
Ilkley to Ben Rhydding		TCB	Planned as AB – SRT +1 minute
Ben Rhydding to Esholt Junction		TCB	Planned as AB
FROM MAY14 ONWARDS			
Esholt Junction to Guiseley	TCB		Planned as AB – SRT +1 minute
Guiseley to Burley-In-Wharfedale	TCB		Planned as AB – SRT +1 minute
Burley-In-Wharfedale to Ilkley	TCB		Planned as AB – SRT +1 minute
Ilkley to Ben Rhydding		TCB	Planned as AB – SRT +1 minute
Ben Rhydding to Guiseley		TCB	Planned as AB – SR T +1 minute
Guiseley to Esholt Junction		TCB	Planned as AB – SR T +1 minute

LN926 DOCKFIELD JUNCTION TO ESHOLT JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	Single line		TCB

5.2.2 General Capacity Constraints

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

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

None

5.3 Junction Margins and Station Planning Rules

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

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

STANDARD VALUES – MINIMUM	
Attachment of Locomotives/Units	
22x	7
DMU	6
EMU (gangwayed)	4
EMU (Non gangwayed)	3
EMU (Northern Trains)	7
Locomotive	15
Change End London Area – Empty Trains	
3 – 6 cars	5 ^s
7 – 9 cars	6 ^s
10 – 12 cars	7 ^s
\$ Only applies to fully gangwayed trains or trains in a platform.	
Connectional Allowance	5 minutes
Detachment of Locomotives/Units:	
22X	7
DMU	5
EMU (gangwayed)	3
EMU (non gangwayed)	2
EMU (Northern Trains)	7
Locomotive	10 [%] % 12 if locomotive attached at other end of train
Dwell Time	
DMU (E)	1
DMU (Other)	45 seconds. To be shown as alternating 1 and ½ minute stops
DMU reversing on through services	3* * 4 East Midlands Trains services
EMU	½
HST/LH/22X/180	1½
Tyne & Wear Metro cars	24 seconds. To be shown as ½ stop and SRT shortened by 6 seconds
Locomotive Change	
At same end	16
Locomotive Run–Round	
Passenger	16
Freight	20
Platform End Conflicts	
1 st train arrive to 2 nd train depart	1

STANDARD VALUES – MINIMUM	
Platform Re-occupation	
Following EMU/DMU in same direction	3
following EMU/DMU in opposite direction	5
Following LH/HST in same direction	4
Following LH/HST in opposite direction	6
Reversal	
No change in composition	8
HST 2+7 or 2+8 includes Serco New Measurement Train	7
HST 2+7 or 2+8 Re-manned	5
Turnround	
DMU*	4
* Where turnround times are specified at locations for trains from specific origins, request should be made to the Operational Planning Manager, Leeds Network Rail for times from other locations as a longer turnround may apply.	
EMU London Suburban	6
EMU	4
HST/LH	35
Terminating CrossCountry trains prior to ECS move to Depot – Safety Check Unit (SCU):-	
1 x 22X	8 SCU and depart in same direction as arrival
1 x 22X	10 SCU and depart in reverse direction to arrival
2 x 22X	15 SCU and depart in same direction as arrival
2 x 22X	20 SCU and depart in reverse direction to arrival

THE FOLLOWING PAGES SHOW-THE EXCEPTIONS TO THESE STANDARD VALUES

EXCEPTIONS TO THE STANDARD VALUES:

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION		
London King's Cross		
Connectional Allowance	15	
Junction Margins and Platform re-occupation – Crossing via Throat		
Depart/Arrive Platforms 1 – 8	5	
Depart/Arrive Platforms 9 – 11	4	
Arrive/Depart	2*	
	* May be reduced to 1 if both trains are EMUs	
Minimum Turnround		
	SX only Peak All Times 0700 – 0959 1600 – 1859	Off Peak
Suburban EMU	6	40
	All Times	
From Yorkshire and stations south thereof (East Coast)	30	
From Newcastle	35	
From Scotland	40	
From Hull (Hull Trains)	30 20 for arrivals during the following hours: Monday to Friday 0700 – 1000hrs and 1600 – 1900hrs Saturday All day Sunday 1700 – 2100hrs	
From Sunderland (Grand Central)	35 20 for arrivals originating from York during contingency timetable 20 for weekend trains subject to engineering diversions	
Station Working		
Platform 1. Trains starting from Platform 1 using signal K287 must depart via FL2 to Belle Isle and then FL to Holloway. Trains required to depart via FL1 must start behind K285 signal.		
Station Watering Points	Platforms 0 – 11	

Belle Isle Junction		
Junction Margins		
All crossing margins	3 minutes	

Copenhagen Junction

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

Junction Margins

First Movement	Second Movement	Margin
Train from NLI to Down Slow Line	Train from Up Slow Line to North London Incline	5
Train from Up Slow Line to North London Incline	Train passing on Down Slow	4½
Train passing on Down Slow	Train from Up Slow Line to North London Incline	4

Holloway South Junction

Adjustment to sectional running times

Movement Down	Reason	Value
Belle Isle to Holloway South Jn	DF or DS to DG pass to pass, approach control and differential junction speed	½

Movement Up	Reason	Value
Holloway South Jn to Belle Isle	US2 to UF or US pass to pass	½

Junction Margins

First Movement	Second Movement	Margin
Up train passes Belle Isle	Pass from SL2	1½
Up trains cross to/from SL	Next train passes Finsbury Park	2^
Down train cross to SL/FL	Next train passes Belle Isle	1½
Down train cross to GL	Next train passes Belle Isle	2
Down FL train pass Finsbury Park	Cross from DSL to DFL	1½*

^ - May be 1½ if 2nd train is also crossing to/from SL

* - May be 1 if 2nd train is calling at Finsbury Park

Finsbury Park		
Dwell Time		
EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 7 to DSL	Depart platform 8 to DSL	2
Arrive USL from UFL	Pass UFL	2½
Depart Platform 4 to DFL	Arrive Platform 4 from UFL	4
Pass DFL	Depart DSL to DFL	1½ [^]
Pass DFL	Pass DSL to DFL	2 ^{\$}
* Must not be two successive 2½ margins		
\$ May be 1½ if second train has 1 minute or more pathing time approaching Finsbury Park		
^ Headway passing Alexandra Palace may be reduced to 2½ minutes.		
Platform Re-occupation		
In same direction	2½	
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Alexandra Palace to Finsbury Park	UF to US (all movements) Approach Control and Differential Junction Speed	1 EMU 1½ HST/LH/ 180/225
Movement Down	Reason	Value
Finsbury Park to Alexandra Palace	DS to DF (all movements) Differential Junction Speed	½

Harringay		
Junction Margins		
First Movement	Second Movement	Margin
Depart US2 (K85) to Hornsey EMUD	Arrive/Pass Finsbury Park	5

Alexandra Palace		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Finsbury Park to Alexandra Palace	DF to Down Hertford and also DF to DS pass to pass; approach control and differential junction speed	1 313/317 1½ HST/LH/ 180/225/365
	DF to Down Hertford and also DF to DS start to pass	1
	DS to Down Hertford also DS to DF pass to pass	½
Alexandra Palace to Potters Bar	DF to DS pass to pass	1
	DS to DF pass to pass	1 180/EMU 1½ HST/LH/ 225
Movement Up		
Movement Up	Reason	Value
Potters Bar to Alexandra Palace	US4 to UF pass to pass; approach control and differential junction speed	1 Except HST/225 1½ HST/225
	US1 to US2 pass to pass; approach control and differential junction speed	½ EMU
Alexandra Palace to Finsbury Park	Up Hertford to UF pass to pass; differential junction speed	1 180/EMU 1½ HST/LH/ 225
	Up Hertford to US4 pass to pass; differential junction speed	½ 180 1 HST/LH/ 225
	US1 to UF pass to pass; differential junction speed	1 180/EMU 1½ HST/LH
	US2 to US pass to pass; differential junction speed	½ EMU
	For services departing from Bounds Green Depot to US2 Start to pass; for acceleration purposes	1½ HST/LH
Junction Margins		
First Movement		
Pass DFL	Second Movement	Margin
Pass DFL	Depart DSL to DFL	1½
Pass UFL	Pass DSL to DFL	2*
Pass UFL	Depart USL to UFL	1½
Pass USL	Depart USL2 to USL	1½
Pass USL	Pass USL2 to USL	2*
Pass USL2	Depart US to US2	1½
Pass USL2	Pass USL to USL2	2*
Arrive/pass DSL from DFL	Pass USL to UFL	2*
* May be reduced to 1½ if second train has 1 minute or more pathing time approaching Alexandra Palace	Pass DFL	3

New Southgate		
Junction Margins		
First Movement	Second Movement	Margin
Cross UFL to USL	Up fast passes Potters Bar	Same time

New Barnet		
Junction Margins		
First Movement	Second Movement	Margin
Down train to cross to SL	Next fast train passes Alexandra Palace	½
Up train cross to SL	Next train passes Potters Bar	1
Fast passes Alexandra Palace	Depart/pass USL to UFL	Same time
Fast passes Alexandra Palace	Depart USL to UFL	1 before
Fast passes Alexandra Palace	Pass USL to UFL	Same time
Fast passes Potters Bar	Depart/pass DSL to DFL	Same time

Potters Bar		
Adjustment to sectional running times		
Movement Down	Reason	Value
Alexandra Palace to Potters Bar	DF to DS pass to pass and pass to stop; approach control and differential junction speed	1
	DS to DF pass to pass and pass to stop; approach control and differential junction speed	½ EMU 1 HST/LH/ 180 /225
Potters Bar to Welwyn Garden City	DF to DS pass to pass and pass to stop	1
	DS to DF pass to pass	1 EMU/180 1½ HST/LH/ 225
Movement Up	Reason	Value
Welwyn Garden City to Potters Bar	UF to US pass to pass; approach control and differential junction speed	1
	US to UF pass to pass; approach control and differential junction speed	1
Potters Bar to Alexandra Palace	UF to US pass to pass	1
	US to UF pass to pass	½ EMU/180 1 HST/LH/ 225
Junction Margins		
First Movement	Second Movement	Margin
Down train to cross to SL	Before next fast train passes Down Fast	2½
Up train cross UFL to USL	Before next fast train passes	3½
Pass UFL	Depart USL to UFL	1½
Pass UFL	Pass USL to UFL	2½
Pass DFL	Depart DSL to DFL	1½
Pass DFL	Pass DSL to DFL	2

Marshmoor Crossover		
Junction Margins		
First Movement	Second Movement	Margin
Up Fast Potters Bar	Pass USL to UFL	Same time

Hatfield		
Junction Margins		
First Movement	Second Movement	Margin
Cross to USL at Hatfield North	Before next train passes Welwyn Garden City	1½
Down fast pass Welwyn G.C.	Pass DSL to DFL	1

Welwyn Garden City		
Adjustment to sectional running times		
Movement Down	Reason	Value
Potters Bar to Welwyn Garden City	DF to DS pass to pass; approach control and differential junction speed	1
	DS to DF pass to pass; approach control and differential junction speed	1
Welwyn Garden City to Hatfield or Potters Bar	DS to DF pass to pass	1 180/EMU 2 HST/LH/ 225
Movement Up	Reason	Value
Woolmer Green to Welwyn Garden City	UF to US pass to pass; approach control and differential junction speed	1
	US to UF pass to pass	1 EMU/180 2 HST/LH/ 225
	Down platforms to to US via flyover Speed restricted route	1
Connectional Allowance	4	
Dwell Time	½. To be increased to 1 if significant changes to the timetable or SRTs are agreed	
Junction Margins		
First Movement	Second Movement	Margin
Cross to DSL	Pass DFL	3
Pass DFL	Depart DSL to DFL	2
Pass UFL	Depart USL to UFL	2
Cross to USL	Pass UFL	3
Depart Yard	Pass Up/Down	5
Pass Up/Down	Depart Yard	2
All FCC trains to Welwyn Garden City CS require a 5 minute operational stop in the platforms. This is to permit station staff to ensure windows are closed prior to the train passing through the carriage washer		
Turnrounds	All shunt movements to be timed	

Welwyn Garden City	
Platform Re-occupation	
In same direction	3
In opposite direction	4

Digswell		
Junction Margins		
First Movement	Second Movement	Margin
Up train to cross to SL	Up fast passes Welwyn Garden City	3½
Down Fast train passes Welwyn Garden City	Pass DSL to DFL	2½*
Down Fast train passes Welwyn Garden City	Depart from USL	2
* May be reduced to 1½ mins for trains with pathing allowance after Welwyn Garden City and calling at Welwyn North		

Woolmer Green		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Woolmer Green Jn	DF – DS when DF from Welwyn GC; differential junction speed	½ HST/180/225
Movement Up	Reason	Value
After Woolmer Green Jn	US – UF when UF to Welwyn GC; differential junction speed	½ HST/180/225
Junction Margins		
First Movement	Second Movement	Margin
Down train to cross to SL	Next train pass	3
Pass UFL	Pass from USL	2

Stevenage		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Stevenage to Hitchin	DF to DS pass to pass; junction differential	½ 180 /EMU 1 HST/LH/ 225
	DS to DF pass to pass (use for Hertford diversions)	1 180/EMU 1½ HST/LH/ 225
Woolmer Green to Stevenage	DF to DS pass to pass; approach control and differential junction speed	1
	DS to DF pass to pass; approach control and differential junction speed	½ 180 /EMU 1 HST/LH/ 225
Movement Up	Reason	Value
Hitchin to Stevenage	UF to US pass to pass (use for Hertford diversions); approach control and differential junction speed	1 EMU 1½ HST/LH 180/225
	UF to US pass to stop (use for Hertford diversions); approach control and differential junction speed	½ HST/LH/ 180
	US to UF pass to pass; approach control and differential junction speed	1
Stevenage to Woolmer Green	UF to US pass to pass	1
	US to UF pass to pass	1 180/EMU 1½ HST/LH/ 225
Connectional Allowance	4	
Dwell Time		
EMU	½ Off Peak	1 PEAK (arrivals in King's Cross/Moorgate 07.00-09.59 and departures from King's Cross/Moorgate 16.00-18.59)
LH/HST/222	1½	
Junction Margins		
First Movement	Second Movement	Margin
Cross to DSL	Pass DFL	3
Cross to USL	Pass UFL	3
Pass DFL	Depart DSL to DFL	2
Pass DFL	Pass DSL to DFL	2½*
Pass UFL	Depart USL to UFL	2
Pass UFL	Pass USL to UFL	2½*
Depart DSL in Up direction	Arrive DSL	6
Depart DSL in Up direction	Arrive DSL from DML	4
* May be reduced to 2 minutes if second train has 1 or more minutes pathing time approaching Stevenage		

Stevenage	
Platform Re-occupation	
In same direction	3
Minimum Turnaround	
3-6 cars	5
7-12 cars	10
Station Working	
Up trains must be routed SL from Hitchin if UFL platform at Stevenage is occupied by an originating down passenger service.	
Turnround	
Suburban EMU services : 8 maximum SX, 10 maximum SO	

Hitchin		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Stevenage to Hitchin	DF to Cambridge (via DCF) pass to pass; approach control and differential (EMU differential included in the SRT)	1 HST/LH/ /225 Also see 5.1
	DF to Cambridge (via flat junction) pass to pass; approach control and differential	½ EMU 1 HST/LH/225
	DF to DS pass to pass crossing at Hitchin South Jcn; junction differential	½
	DS to DF or Cambridge (via flat junction) pass to pass; approach control and differential	½ /EMU 1 HST/LH/ 225
	DS to DF pass to pass	1 222/EMU 1½ HST/LH/ 225
Movement Up	Reason	Value
Sandy to Hitchin	UF to US pass to pass; approach control and differential	1½ EMU 2 HST/LH/ 180/225
	US to UF pass to pass; approach control	1
Hitchin to Stevenage	UF to US pass to pass	½
	Up Cambridge to Up Fast pass to pass; differential	1 EMU 2 HST/LH/ 180 /225
	US to UF pass to pass crossing at Hitchin South Jn ; differential	1 HST/LH 180/225/365
	US to UF at Cambridge Jn	½ 317 1½ 180/365 2 HST/LH/ 225
Connectional Allowance		
		4
Dwell Time		
EMU	½. Down services with 1 minute or more station dwell time should be advertised to depart after ½ minute	

Hitchin		
Junction Margins		
First Movement	Second Movement	Margin
Arrive USL from UFL	Pass Up Main	4
Pass UFL	Pass from USL to UFL	2
Down train to depart towards Royston	Before next fast Up or Down passes	3½
Depart to Royston	Arrive from Peterborough	3½
Down or Up fast passes	Depart to Royston	1*
Arrive DSL from DFL	Pass DFL	2½
Pass Up Fast/Up Slow	Pass to Royston	3
Pass to Royston	Pass Up Main	3
Pass to Royston via Flyover	Down Pass at Hitchin	3
Pass to Royston via Flyover	Depart to Sandy	3
* 1½ minutes when train on Down Slow arrives exactly same time as train passes Down Fast		
Platform Re-occupation		
In same direction	3	

Cadwell		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Up Fast passes Hitchin	Cross USL to UFL	1

Biggleswade		
Junction Margins		
First Movement	Second Movement	Margin
Down train cross to SL	Next fast train passes Hitchin	Same time
Depart/Pass UFL to USL	Next fast train passes Sandy	2½
Arrive DS from US	Depart US or UF to Hitchin	1
Arrive DS from US	Pass Sandy on US (not stopping Biggleswade)	½
Arrive DS from US	Pass Sandy on UF (not stopping Biggleswade)	2½
Arrive DS from US	Pass Hitchin on DF (not stopping Biggleswade)	1 before
Arrive Plasmor	Pass Hitchin on DS (not stopping Arlesley/Biggleswade)	3 before
Arrive Plasmor	Down depart Arlesey	Same time
Pass Sandy UF	Depart DS to Up	3
Pass Sandy UF	Depart K235 to DS	3
Pass Sandy DF	Depart DS to Up	Same time
Pass Sandy DF	Depart K235 to DS	Same time
Pass Sandy DS (not stopping)	Depart Plasmoor	1 before
Pass Sandy DS (not stopping)	Depart K235 to DS	1 before

Biggleswade		
Down depart on DS	Depart Plasmor	2
Down depart on DS	Depart K235 to DS	3
US pass Sandy (not stopping)	Depart DS to US	4½
US depart	Depart DS to US	3½
Depart DS to Up	Pass Sandy DS (not stopping)	8½*
Depart DS to Up	Arrive DS	6*
Depart DS to Up	Pass Sandy DF	6½*
Depart DS to US	Pass Sandy UF	4½*
UF depart	Depart K235 to DS	2

* Reduces by 2 minutes where both movements involve passenger stock

Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Hitchin to Biggleswade	DF to DS ; approach control	1 EMU

Sandy		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Hitchin to Sandy	DF to DS pass to pass; approach control	1 EMU 2 HST/LH/ 180/225
	DS to DF pass to pass; differential	1
Sandy to Huntingdon	DF to DS pass to pass; approach control	1
	DS to DF pass to pass; differential	1 180/EMU 2 HST/LH/ 225
Movement Up	Reason	Value
Huntingdon to Sandy	UF to US pass to pass; approach control and differential	1 EMU 2 HST/LH/ 180/225
	US to UF pass to pass; differential	1
Sandy to Hitchin	UF to US pass to pass; approach control	1
	US to UF pass to pass; differential	1 180/EMU 2 HST/LH/ 225
Junction Margins		
First Movement	Second Movement	Margin
Down train pass FL to SL	Next DF train passes	3
Up train crosses FL to SL	Next UF train passes	3
Pass Up Fast	Depart USL cross UFL	2
Pass Down Fast	Depart DSL cross DFL	2

St Neots		
Dwell Time		
	1 Up peak Trains arriving Kings Cross/Moorgate 0700 – 0959 SX	
	1 Down peak Trains departing Kings Cross/Moorgate 1600 – 1859 SX	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Sandy to St.Neots	DF to DS ; approach control	1 EMU

Junction Margins		
First Movement	Second Movement	Margin
Down train to clear to SL	Before next non-stop train passes Sandy	Same time
Pass Up fast	Depart USL to UFL	1½ before fast passes Sandy

Huntingdon		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Sandy to Huntingdon	DF to DS pass to pass ; approach control	1 EMU 2 HST/LH/ 180/225
	DS to DF pass to pass ; differential	1
Huntingdon to Holme	DF to DS pass to pass ; approach control	½ EMU 1 HST/LH/180/ 225
Movement Up	Reason	Value
Connington South Jn to Huntingdon	UF to US pass to pass ; approach control	1 EMU 2 HST/LH/ 180/225
Dwell Time		
	1 Up peak Trains arriving Kings Cross/Moorgate 0700 – 0959 SX	
	1 Down peak Trains departing Kings Cross/Moorgate 1600 – 1859 SX	
Junction Margins		
First Movement	Second Movement	Margin
Up train to arrive	Before next non stop train passes	3
Down train to clear to SL	Before next non stop train passes	3
Pass Down Fast	Depart DSL to DFL	1½
Empty EMU to arrive Up platform from DFL	Before next non stop train passes	3½
Depart Up Bay	Arrive Up Slow Platform	3
Arrive Up Bay from P33 signal	Arrive Up Slow Platform	3½
Platform Reoccupation	3 minutes	

Connington Loop		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main	Depart Loop	3 after fast passes Connington South Jn

Connington South Junction		
Minimum Turnaround		
4 cars	5	
8 cars	6	
12 cars	7	
Junction Margins		
First Movement	Second Movement	Margin
Up train cross to SL	Before next Up fast train passes	4
Cross Down to Up	Before Down fast passes Holme	5
Cross Down to Up	After Down fast passes Holme	1
Cross Down to Up	After Up train passes	2

Holme Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
After Holme Jn	DS – DF when DF to Peterborough; differential junction speed	1 HST/180/ 225
Junction Margins		
First Movement	Second Movement	Margin
Pass DFL	Pass from DSL	2½
Pass DFL	Depart from DSL	2

Fletton Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down train to clear to SL	Before next non stop passes Holme	Same time
Pass Up Main	Pass/depart USL	3 after non– stop passes Peterborough
Pass Up Main	Pass/depart USL	4 after stopping train departs Peterborough

Peterborough		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
After Peterborough for departures from Platforms 2, 4 and 5 via USL towards Werrington Jn	Via slow speed connections	½ All
Connectional Allowance	8	
Dwell Time		
DMU/EMU	2	
LH/HST	2	
170	1½	
Junction Margins		
In the following tables, 'A' denotes a parallel move to Peterborough East, then normal headway. 'P' denotes a parallel move.		

Platforms 1, 2 and 3															
2 nd move →	Dep PI 1 to UF	Dep PI 1 to US	Dep PI 2 to UF	Dep PI 3 to UF	Pass PI 3 to UF	Dep PI 1 to DF	Dep PI 2 to DF	Arr PI 1 from DF	Arr PI 2 from DF	Arr PI 1 from UF	Arr PI 2 from UF	Arr PI 3 from UF	Arr PI 1 from US/WY	Arr PI 2 from US/WY	
1 st move ↓															
Depart PI 1 to UF	–	3	3	3	5	–	–	5	5	4	4	4	4	4	
Depart PI 1 to US	3	–	P	P	P	–	–	5	P	–	–	P	4	–	
Depart PI 2 to UF	3	P	–	3	5	–	–	5	5	P	4	4	P	4	
Depart PI 3 to UF	3	P	3	–	–	–	–	5	5	P	P	4	P	P	
Pass PI3 to UF	2	P	2	–	–	2	2	3	3	4	4	4	P	5	
Depart PI 1 to DF	P	P	P	P	5	–	4	4	4	5	5	5	5	5	
Depart PI 2 to DF	P	P	–	P	5	4	–	P	4	5	5	5	P	5	
Arrive PI 1 from DF	–	–	2	2	4	–	P	–	3	4	P	4	–	4	
Arrive PI 2 from DF	2	P	–	2	4	2	–	3	–	P	5	4	P	5	
Arrive PI 1 from UF	–	–	P	P	4	–	2	3	P	–	4	4	–	3	
Arrive PI 2 from UF	2	P	–	2	4	2	–	3	4	4	–	4	P	4	
Arrive PI 3 from UF	2	P	2	–	–	1	1	3	3	4	4	–	P	3	
Arrive PI 1 from US/WY	1	1	P	P	P	–	P	4	P	4	P	P	–	–	
Arrive PI 2 from US/WY	2	P	–	P	4	2	–	3	4	4	4	4	3	–	

Platforms 4 and 5		
First Movement	Second Movement	Margin
Time between trains in the same direction in the same platform		4
Time between trains in the opposite direction in the same platform		5
Calling on restrictive aspect 3 mins between movements in same direction	Plus 1 running time for arrival	
Arrive Platform 4 from north	Arrive Platform 5 from south/Nene	3
Arrive Platform 5 from south/Nene	Arrive Platform 4 from north	3
Arrive 2-Way Goods lines from north	Arrive Platform 5 from south	3
Depart 2-Way Goods lines to north	Arrive Platform 5 from south	4
Arrive Platform 5 from south	Depart 2-Way Goods lines to north	Parallel
Arrive Platform 5 from south	Arrive/pass on the 2-Way Goods from the north	Parallel

Platforms 4 and 5		
First Movement	Second Movement	Margin
Time between trains in the same direction in the same platform		4
Time between trains in the opposite direction in the same platform		5
Calling on restrictive aspect 3 mins between movements in same direction	Plus 1 running time for arrival	
Arrive Platform 4 from north	Arrive Platform 5 from south/Nene	3
Arrive Platform 5 from south/Nene	Arrive Platform 4 from north	3
Arrive Platform 5 from south	Depart 2-Way Goods to north	Parallel
Arrive Platform 5 from south	Arrive/pass 2-Way Goods from the north	Parallel
Arrive Platform 4 from south	Depart 2-Way Goods to north/Down Main/West Yard	Parallel

Platforms 4 and 5 north end movements									
2 nd move → 1 st move ↓	Dep PI 4 to DSL	Dep PI 4 to DM/ W Yd	Dep PI 5 to DSL	Dep PI 5 to DM/ W Yd	Arr PI 4 from Up Stamfd	Arr PI 5 from Up Stamfd	Arr PI 4 from UM/US	Arr PI 5 from UM/US	Pass Down Main
Dep PI 4 to D Stamford	–	3	3	3	5	5	5	5	P
Dep PI 4 to DM/W Yd	3	–	P	3	5	P	6	6	7
Dep PI 5 to DS	3	P	–	3	P	5	P	5	P
Dep PI 5 to DM/W Yd	3	3	3	–	5	5	5	5	6
Arrive PI 4 from Up Stamford	–	–	P	1	–	4	4	4	P
Arrive PI 5 from Up Stamford	1	P	–	–	4	–	P	4	P
Arrive PI 4 from UM/USL	–	–	P	1	4	P	–	4	5
Arrive PI 5 from UM/USL	1	1	–	–	4	4	4	–	5
Pass Down Main	P	2	P	2	P	P	5	5	–
Arrive PI 2/3 from UM/US	P	P	P	P	P	P	3	3	P

Platform 4 and 5 south end movements											
2 nd move → 1 st move ↓	Dep PI 4 to Nene	Dep PI 5 to Nene	Dep PI 4 to March	Dep PI 5 to March	Dep PI 5 via 2 way	Arr PI 4 from DM/ DS	Arr PI 5 from DM/ DS	Arr PI 4 from Nene	Arr PI 5 from Nene	Arr PI 4 from March	Arr PI 5 from March
Dep PI 4 to Nene Sdgs	–	4	3	3	P	4	4	7	7	4	P
Dep PI 5 to Nene Sdgs	4	–	3	3	3	4	5	7	7	4	4
Dep PI 4 to March	3	3	–	3	A	4	4	3	3	4	P
Dep PI 5 to March	3	3	3	–	–	4	4	3	3	4	4
Dep PI 5 via 2 way	P	3	A	–	–	P	4	P	3	7	7
Arr PI 4 from DM/DS	–	1	–	1	P	–	4	3	3	3	P
Arr PI 5 from DM/DS	1	–	1	–	–	4	–	3	3	4	4
Arr PI 4 from Nene	–	1	–	1	P	4	4	–	4	4	P
Arr PI 5 from Nene	1	–	1	–	–	4	4	4	–	4	4
Arr PI 4 from March	–	1	–	1	1	4	4	4	3	–	4
Arr PI 5 from March	P	–	P	–	–	P	4	P	3	4	–

Peterborough continued		
Junction Margins		
North End Movements		
First Movement	Second Movement	Margin
Up Pass Platform 3 from Up Slow	Arrive Platform 1 from Up Fast	3
Up Pass Platform 3 from Up Slow	Pass Platform 1 to Up Slow	3
Up Pass Platform 3 from Up Slow	Arrive Platform 2 from Up Fast	3
Up Pass Platform 3 from Up Slow	Down Pass Down Fast to Up Slow/Pass Pt 4/5 to US	2
Up Pass Platform 3 from Up Slow	Arrive Platform 5 from Up Fast	3
Up Pass Platform 3 from Up Slow	Arrive / Pass Platform 5 / 6 from Up Fast	3
Up Pass Platform 3 from Up Fast	Pass Down Fast/Pass Plat 4 to Up Slow	2
Up Pass Platform 3 from Up Fast	Arrive/Pass Platform 4 from Up Slow	4 / 3
Up Arrive Platform 3 from Up Slow	Arrive Platform 1 from Up Fast	3
Up Arrive Platform 3 from Up Slow	Arrive Platform 2 from Up Fast	3
Up Pass Platform 3 from Up Fast	Pass Platform 4/5 to Up Slow	3
Up Arrive Platform 3 from Up Fast	Down Pass Down Fast to Up Slow	3
Up Arrive Platform 3 from Up Slow	Pass Plat 4 to US	3
Dep/Pass Pt 4/5 to Down Stamford	Arrive 2-Way Goods from Up Stamford	4
Dep Pt 5 to Down Stamford	Pass Plat 5 from Up Slow/Fast	4
Dep Pt 5 to Down Stamford	Pass Plat 5 from Up Stamford	4
Dep Pt 5 to Down Stamford	Dep Plat 6 to Down Fast/Up Slow	3
Dep Pt 5 to Down Stamford	Pass Plat 6 to Down Fast/Up Slow	3½
Dep Pt 5 to Down Stamford	Arrive Plat 6 to Up Fast/Up Slow	3
Dep Pt 5 to Down Stamford	Pass Plat 6 from Up Slow/Up Stamford	2½
Dep Pt 5 to Down Stamford/Down Fast/Up Slow	Arrive/Pass Plat 7 from Up Stamford	3½
Dep Pt 5 to Down Fast	Pass Plat 4 to Down Stamford	3
Dep Pt 5 to Down Fast	Pass Plat 4/5 from Up Slow/Up Fast/Up Stamford	3½
Dep Pt 5 to Down Fast	Dep Plat 6 to Down Stamford/Up Slow	3
Dep Pt 5 to Down Fast	Pass Plat 6 to Down Stamford /Up Slow	3½
Dep Pt 5 to Down Fast	Arrive Plat 6 from Up Slow/Up Stamford	3½
Dep Pt 5 to Down Fast	Arrive Plat 6 from Up Fast	3½
Dep Pt 5 to Down Fast	Pass Plat 6 from Up Fast Up Slow/Up Stamford	3
Dep Pt 5 to Up Slow	Dep/Pass Plat 1/2 to Down Fast	3
Dep Pt 5 to Up Slow	Arr Plat 1/2 from Up Fast	3
Dep Pt 5 to Up Slow	Up Pass Plat 3 from Up Fast	3
Dep Pt 5 to Up Slow	Up Arrive Plat 3 from Up Fast	3½
Dep Pt 5 to Up Slow	Pass Plat 4 to Down Stamford	3
Dep Pt 5 to Up Slow	Pass Plat 6 to Down Fast	3½
Dep Pt 5 to Up Slow	Arrive/Pass Plat 6 from Up Fast	3½
Dep Pt 5 to Up Slow	Arrive/Pass Plat 6 from Up Stamford	3
Pass Pt 5 to Down Stamford	Pass Plat 5 from Up Slow/ Up Stamford	3½
Pass Pt 5 to Down Stamford	Pass Plat 5 from Up Fast	3½
Pass Pt 5 to Down Stamford	Dep Plat 6 to Down Fast	2
Pass Pt 5 to Down Stamford	Dep Plat 6 to Up Slow	2
Pass Pt 5 to Down Stamford	Arrive Plat 6 from Up Slow/Up Fast/Up Stamford	3
Pass Pt 5 to Down Stamford	Pass Plat 6 from Up Fast/Up Slow/Up Stamford	3
Pass Pt 5 to Down Stamford	Arrive/Pass Plat 7 from Up Stamford	3
Pass Pt 5 to Down Fast	Pass Down Fast to Up Slow	3½
Pass Pt 5 to Down Fast	Dep/Pass Platform 4 to Up Slow	3 / 3½

Pass Pt 5 to Down Fast	Pass Platform 4 to Down Stamford	3
Pass Pt 5 to Down Fast	Pass Platform 4 from Up Slow/Fast/Stamford	3
Pass Pt 5 to Down Fast	Pass Platform 5 from Up Slow/Up Fast/Up Stamford	4
Pass Pt 5 to Down Fast	Dep/Pass Platform 6 to Down Stamford	2½ / 3
Pass Pt 5 to Down Fast	Dep Platform 6 to Up Slow	2½
Pass Pt 5 to Down Fast	Pass Platform 6 to Up Slow	3
Pass Pt 5 to Down Fast	Arrive Platform 6 from Up Slow/Fast	3½
Pass Pt 5 to Down Fast	Arrive Platform 6 from Up Stamford	3
Pass Pt 5 to Down Fast	Pass Platform 6 from Up Slow/Fast	3
Pass Pt 5 to Down Fast	Pass Platform 6 from Up Stamford	3
Pass Pt 5 to Up Slow	Arr Plat 1/2 from Up Fast	3½
Pass Pt 5 to Up Slow	Pass Plat 3 from Up Fast	3
Pass Pt 5 to Up Slow	Arrive Plat 3 from Up Fast	3
Pass Pt 5 to Up Slow	Pass Plat 4 to Down Stamford	2½
Pass Pt 5 to Up Slow	Pass Plat 4 to Down Fast/from Up Fast	3½
Pass Pt 5 to Up Slow	Pass Plat 4 from Up Stamford	3
Pass Pt 5 to Up Slow	Pass Plat 5 from Up Fast	4
Pass Pt 5 to Up Slow	Pass Plat 5 from Up Stamford	3½
Pass Pt 5 to Up Slow	Dep Plat 6 to Down Stamford	2
Pass Pt 5 to Up Slow	Dep Plat 6 to Down Fast	2
Pass Pt 5 to Up Slow	Pass Plat 6 to Down Fast/Down Stamford	3
Pass Pt 5 to Up Slow	Arrive Plat 6 from Up Fast	4
Pass Pt 5 to Up Slow	Arrive/Pass Plat 6 from Up Stamford	3 / 3½
Pass Pt 5 to Up Slow	Pass Plat 6 from Up Fast	3½
Arrive Pt 5 from Up Slow	Arrive Plat 1 - 3 from Up Fast	3
Arrive Pt 5 from Up Slow	Pass Plat 1 to Up Slow	3
Arrive Pt 5 from Up Slow	Pass Plat 3 from Up Fast	3
Arrive Pt 5 from Up Slow	Pass Plat 4 to Down Stamford/Fast/Up Slow	3
Arrive Pt 5 from Up Slow	Pass Plat 4 from Up Fast	3
Arrive Pt 5 from Up Slow	Pass Plat 4 from Up Stamford	3
Arrive Pt 5 from Up Slow	Arrive/Pass Plat 6 from Up Fast	3 / 3½
Arrive Pt 5 from Up Slow	Arrive/Pass Plat 6 from Up Stamford	3 / 3½
Arrive Pt 5 from Up Fast	Arrive Plat 3 from Up Slow	2½
Arrive Pt 5 from Up Fast	Pass Plat 4 to Down Stamford/Fast/Up Slow	3
Arrive Pt 5 from Up Fast	Pass Plat 4 from Up Slow	3
Arrive Pt 5 from Up Fast	Pass Plat 4 from Up Stamford	3
Arrive Pt 5 from Up Fast	Arrive Plat 6 from Up Slow	3½
Arrive Pt 5 from Up Fast	Arrive/Pass Plat 6 from Up Stamford	3½ / 4
Arrive Pt 5 from Up Fast	Pass Plat 6 from Up Slow	3½
Arrive Pt 5 from Up Stamford	Pass Plat 4 to Down Stamford	2½
Arrive Pt 5 from Up Stamford	Arrive Plat 6 from Up Slow/Fast	3½
Arrive Pt 5 from Up Stamford	Pass Plat 6 from Up Slow/Fast	3
Pass Pt 5 from Up Slow	Arrive Plat 1 from Up Slow/Fast	4 / 3½
Pass Pt 5 from Up Slow	Pass Plat 1 to Up Slow	3
Pass Pt 5 from Up Slow	Arrive Plat 2 from Up Fast	3½
	Pass Plat 3 from Up Fast	3
Pass Pt 5 from Up Slow	Arrive Plat 3 from Up Fast	3½
Pass Pt 5 from Up Slow	Pass Plat 4 to Down Stamford/Dn Fast/Up Slow	4
Pass Pt 5 from Up Slow	Pass Plat 4 from Up Fast	3½
Pass Pt 5 from Up Slow	Pass Plat 4 from Up Stamford	3½
Pass Pt 5 from Up Slow	Pass Plat 6 Down Stamford/Fast/Up Slow	3
Pass Pt 5 from Up Slow	Arrive Plat 6 from Up Fast	4
Pass Pt 5 from Up Slow	Arrive Plat 6 from Up Stamford	3½
Pass Pt 5 from Up Slow	Pass Plat 6 from Up Fast	3½
Pass Pt 5 from Up Slow	Pass Plat 6 from Up Stamford	3

Pass Pt 5 from Up Slow	Pass Plat 5 to Down Stamford/Fast	4
Pass Pt 5 from Up Fast	Pass Plat 5 to Down Stamford/Up Slow	4
Pass Pt 5 from Up Stamford	Pass Plat 5 to Down Fast/Up Slow	4
Pass Pt 5 from Up Fast	Pass Plat 5 to Down Fast	3½
Pass Pt 5 from Up Slow	Pass Plat 5 to Up Slow	3½
Pass Pt 5 from Up Stamford	Pass Plat 5 to Down Stamford	3½
Pass Pt 5 from Up Fast	Arrive Plat 3 from Up Slow	2½
Pass Pt 5 from Up Fast	Pass Plat 4/5 to Down Stamford/Fast/Up Slow	3½
Pass Pt 5 from Up Fast	Pass Plat 4 from Up Slow	4
Pass Pt 5 from Up Fast	Pass Plat 4 from Up Stamford	3½
Pass Pt 5 from Up Fast/Stamford	Pass Plat 6 to Down Stamford/Fast/Up Slow	2½
Pass Pt 5 from Up Fast/Stamford	Arrive Plat 6 from Up Slow	3½
Pass Pt 5 from Up Fast/Stamford	Arrive Plat 6 from Up Stamford	3
Pass Pt 5 from Up Fast/Stamford	Pass Plat 6 from Up Slow	3
Pass Pt 5 from Up Fast/Stamford	Pass Plat 6 from Up Stamford	2½
Pass Pt 5 from Up Stamford	Pass Plat 4/5 to Down Stamford/Fast/Up Slow	3 / 3½
Pass Pt 5 from Up Stamford	Arrive Plat 5/6 from Up Slow/Fast	4
Pass Pt 5 from Up Stamford	Pass Plat 6 to Down Stamford/Fast/Up Slow	3
Pass Pt 5 from Up Stamford	Pass Plat 6 from Up Slow	3½
Pass Pt 5 from Up Stamford	Pass Plat 6 from Up Fast	3
Dep Pt 6 to Down Stamford	Dep Plat 5 to Down Fast/Up Slow	3
Dep Pt 6 to Down Stamford	Arrive Plat 5 from Up Slow/Stamford	4
Dep Pt 6 to Down Stamford	Arrive Plat 5/6 from Up Fast	4
Dep Pt 6 to Down Stamford	Pass Plat 5/6 from Up Slow/Stamford/Up Fast	4
Dep Pt 6 to Down Stamford	Arrive Plat 6 from Up Slow	4
Dep Pt 6 to Down Stamford	Arrive/Pass Plat 7 from Up Stamford	4
Dep Pt 6 to Down Stamford	Arrive 2-Way Goods from Up Stamford	4
Dep Pt 6 to Down Fast	Pass Down Fast	4½
Dep Pt 6 to Down Fast	Pass Down Fast to Up Slow	4
Dep Pt 6 to Down Fast	Dep Platform 4 to Down Stamford/Up Slow	3½ / 4
Dep Pt 6 to Down Fast	Pass Platform 4 to Down Stamford/Up Slow	3
Dep Pt 6 to Down Fast	Arrive Platform 4 from Up Slow/Up Fast/Up Stamford	4
Dep Pt 6 to Down Fast	Pass Platform 4 from Up Stamford/Up Slow/Up Fast	3½
Dep Pt 6 to Down Fast	Dep Platform 5 to Down Stamford/ Down Fast /Up Slow/	3
Dep Pt 6 to Down Fast	Pass Platform 5 to Down Stamford	3½
Dep Pt 6 to Down Fast	Pass Platform 5 to Up Slow	3½
Dep Pt 6 to Down Fast	Arrive Platform 5 from Up Slow	4
Dep Pt 6 to Down Fast	Arrive Platform 5 from Up Fast	4
Dep Pt 6 to Down Fast	Arrive Platform 5 from Up Stamford	4
Dep Pt 6 to Down Fast	Pass Platform 5 from Up Stamford	4
Dep Pt 6 to Down Fast	Pass Platform 5 from Up Fast/Slow	4
Dep Pt 6 to Down Fast	Arrive Platform 6 from Up Slow/Stamford	4
Dep Pt 6 to Down Fast	Arrive Platform 6 from Up Fast	4
Dep Pt 6 to Down Fast	Pass Platform 6 from Up Fast/Slow	4
Dep Pt 6 to Down Fast	Pass Platform 6 from Up Stamford	4
Dep Pt 6 to Up Slow	Dep Platform 1 to Down Fast	3½
Dep Pt 6 to Up Slow	Arrive Platform 1 from Up Fast	4
Dep Pt 6 to Up Slow	Depart Platform 2 to Down Fast	3½
Dep Pt 6 to Up Slow	Arrive Platform 2 from Up Fast	3½
Dep Pt 6 to Up Slow	Pass Platform 3 from Up Fast	3½
Dep Pt 6 to Up Slow	Arrive Platform 3 from Up Fast	4
Dep Pt 6 to Up Slow	Pass Down Fast	4
Dep Pt 6 to Up Slow	Depart Platform 4 to Down Stamford/Fast	3½

Dep Pt 6 to Up Slow	Pass Platform 4 to Down Stamford	4
Dep Pt 6 to Up Slow	Pass Platform 4 to Down Fast	4
Dep Pt 6 to Up Slow	Arrive Platform 4 from Up Fast	4
Dep Pt 6 to Up Slow	Arrive Platform 4 from Up Stamford	4
Dep Pt 6 to Up Slow	Pass Platform 4 from Up Fast	3½
Dep Pt 6 to Up Slow	Pass Platform 4 from Up Fast	3½
Dep Pt 6 to Up Slow	Dep Platform 5 to Down Stamford/Fast	3½
Dep Pt 6 to Up Slow	Pass Platform 5 to Down Fast	4
Dep Pt 6 to Up Slow	Arrive Platform 5/6 from Up Fast	4
Dep Pt 6 to Up Slow	Arrive/Pass Platform 5 from Up Stamford	4
Dep Pt 6 to Up Slow	Pass Platform 5 from Up Fast	4
Dep Pt 6 to Up Slow	Pass Platform 6 to Down Stamford/Fast	4
Dep Pt 6 to Up Slow	Arrive Platform 6 from Up Stamford	4
Dep Pt 6 to Up Slow	Pass Platform 6 from Up Fast	4
Dep Pt 6 to Up Slow	Pass Platform 6 from Up Stamford	4
Pass Pt 6 to Down Stamford	Dep Platform 5 to Down Fast/Up Slow/Down Fast/Up Slow	2
Pass Pt 6 to Down Stamford	Arrive Platform 5 from Up Stamford/Up Slow	3
Pass Pt 6 to Down Stamford	Arrive Platform 5 from Up Fast	3
Pass Pt 6 to Down Stamford	Pass Platform 5 from Up Fast/Up Slow	3½
Pass Pt 6 to Down Stamford	Pass Platform 5 from Up Stamford	3½
Pass Pt 6 to Down Stamford	Arrive Platform 6 from Up Fast/Up Slow	4
Pass Pt 6 to Down Stamford	Arrive Platform 6 from Up Stamford	4
Pass Pt 6 to Down Stamford	Arrive Platform 7 from Up Stamford	3½
Pass Pt 6 to Down Stamford	Pass Platform 7 from Up Stamford	3
Pass Pt 6 to Down Stamford	Arrive 2-Way Goods from Up Stamford	4
Pass Pt 6 to Down Fast	Pass Down Fast	4
Pass Pt 6 to Down Fast	Pass Down Fast to Up Slow	2½
Pass Pt 6 to Down Fast	Depart platform 4 to Down Stamford/Up Slow	3
Pass Pt 6 to Down Fast	Pass platform 4 to Down Stamford/Up Slow	3½ / 4
Pass Pt 6 to Down Fast	Arrive Platform 4 from Up Fast/Up Slow	3½
Pass Pt 6 to Down Fast	Arrive Platform 4 from Up Stamford	3
Pass Pt 6 to Down Fast	Pass Platform 4 from Up Slow/Fast/Stamford	3½
Pass Pt 6 to Down Fast	Depart platform 5 to Down Stamford/Up Slow	2½
Pass Pt 6 to Down Fast	Pass platform 5 to Down Stamford/Up Slow	3
Pass Pt 6 to Down Fast	Arrive Platform 5 from Up Slow/Fast	3
Pass Pt 6 to Down Fast	Arrive Platform 5 from Up Stamford	3
Pass Pt 6 to Down Fast	Pass Platform 5 from Up Stamford/Slow	3
Pass Pt 6 to Down Fast	Pass Platform 5/6 from Up Fast	3
Pass Pt 6 to Down Fast	Arrive Platform 6 from Up Slow	3½
Pass Pt 6 to Down Fast	Arrive Platform 6 from Up Fast	3½
Pass Pt 6 to Down Fast	Arrive Platform 6 from Up Stamford	3½
Pass Pt 6 to Down Fast	Pass Platform 6 from Up Stamford/Slow	3½
Pass Pt 6 to Up Slow	Dep Platform 1/2 to Down Fast	3
Pass Pt 6 to Up Slow	Arr Platform 1/2 from Up Fast	3½
Pass Pt 6 to Up Slow	Arr Platform 3/4 from Up Fast	4
Pass Pt 6 to Up Slow	Pass Down Fast	3½
Pass Pt 6 to Up Slow	Dep Platform 4 to Down Stamford/Fast	3
Pass Pt 6 to Up Slow	Pass Platform 4 to Down Stamford/Fast	3½
Pass Pt 6 to Up Slow	Arr Platform 4 from Up Stamford	3
Pass Pt 6 to Up Slow	Pass Platform 4 from Up Fast	3½
Pass Pt 6 to Up Slow	Pass Platform 4 from Up Stamford	3
Pass Pt 6 to Up Slow	Dep/Pass Platform 5 to Down Stamford	2½ / 3
Pass Pt 6 to Up Slow	Dep Platform 5 to Down Fast	2½
Pass Pt 6 to Up Slow	Pass Platform 5 to Down Fast	3
Pass Pt 6 to Up Slow	Arr Platform 5/6 from Up Fast	3
Pass Pt 6 to Up Slow	Arr Platform 5/6 from Up Stamford	3½ / 4

Pass Pt 6 to Up Slow	Pass Platform 5/6 from Up Fast	4
Pass Pt 6 to Up Slow	Pass Platform 5/6 from Up Stamford	4
Arrive Pt 6 from Up Slow	Arrive Platform 1/2 from Up Fast	3
Arrive Pt 6 from Up Slow	Pass Platform 3 from Up Fast	3
Arrive Pt 6 from Up Slow	Arrive Platform 3 from Up Slow	3½
Arrive Pt 6 from Up Slow	Arrive Platform 3 from Up Fast	3
Arrive Pt 6 from Up Slow	Pass Down Fast	2
Arrive Pt 6 from Up Slow	Pass Down Fast to Up Slow	2½
Arrive Pt 6 from Up Slow	Pass Platform 4 to Down Stamford/Fast/Up Slow	3
Arrive Pt 6 from Up Slow	Arrive/Pass Platform 4 from Up Fast/Up Stamford	3
Arrive Pt 6 from Up Slow/Fast/Stamford	Pass Platform 5 to Down Fast/Stamford/Up Slow	3½
Pass Pt 6 from Up Slow/Fast/Stamford	Pass Platform 5 to Down Fast/Stamford/Up Slow	3
Arrive Pt 6 from Up Slow	Arrive Platform 5 from Up Fast/Up Stamford	3½
Arrive Pt 6 from Up Slow	Pass Platform 5 from Up Fast	3
Arrive Pt 6 from Up Slow	Pass Platform 5 from Up Stamford	3
Arrive Pt 6 from Up Fast	Pass Platform 3 from Up Slow	3
Arrive Pt 6 from Up Fast	Arrive Platform 3 from Up Slow	3½
Arrive Pt 6 from Up Fast	Pass Down Fast	4
Arrive Pt 6 from Up Fast	Pass Down Fast to Up Slow	4
Arrive Pt 6 from Up Fast	Pass Platform 4 to Down Stamford/Fast/ Slow	4
Arrive Pt 6 from Up Fast	Arrive Platform 4/5 from Up Slow/Stamford	3½
Arrive Pt 6 from Up Fast	Pass Platform 4 from Up Slow	3
Arrive Pt 6 from Up Fast	Pass Platform 4 from Up Stamford	3
Arrive Pt 6 from Up Fast/Stamford	Pass Platform 5 from Up Slow	3
Arrive Pt 6 from Up Fast	Pass Platform 5 from Up Stamford	3
Arrive Pt 6 from Up Stamford	Pass Platform 4 to Down Stamford	4
Arrive Pt 6 from Up Stamford	Arrive Platform 5 from Up Fast/Slow	3½
Pass Pt 6 from Up Slow	Arrive Platform 1/2 from Up Fast	3½
Pass Pt 6 from Up Slow	Pass Platform 3 from Up Fast	3
Pass Pt 6 from Up Slow	Arrive Platform 3 from Up Slow	3½
Pass Pt 6 from Up Slow	Arrive Platform 3 from Up Fast	3
Pass Pt 6 from Up Slow	Pass Down Fast	3
Pass Pt 6 from Up Slow	Pass Down Fast to Up Slow	3
Pass Pt 6 from Up Slow/Fast/ Stamford	Pass Platform 4 to Down Stamford	3
Pass Pt 6 from Up Slow/Fast/ Stamford	Pass Platform 4 to Down Fast/Up Slow	3
Pass Pt 6 from Up Slow	Arrive Platform 4 from Up Fast/Stamford	3½
Pass Pt 6 from Up Slow	Pass Platform 4 from Up Fast/Up Stamford	3
Pass Pt 6 from Up Slow	Arrive Platform 5 from Up Fast	3½
Pass Pt 6 from Up Slow	Arrive Platform 5 from Up Stamford	3½
Pass Pt 6 from Up Slow	Pass Platform 5 from Up Fast/Up Stamford	3
Pass Pt 6 from Up Slow/Fast/ Stamford	Pass Platform 6 to Down Stamford/Fast/Up Slow	4
Pass Pt 6 from Up Slow	Arrive Platform 6 from Up Fast	4
Pass Pt 6 from Up Slow	Arrive Platform 6 from Up Stamford	4
Pass Pt 6 from Up Fast	Pass Platform 3 from Up Slow	3
Pass Pt 6 from Up Fast	Pass Down Fast	3
Pass Pt 6 from Up Fast	Pass Down Fast to Up Slow	3
Pass Pt 6 from Up Fast	Arrive Platform 4 from Up Slow	3½
Pass Pt 6 from Up Fast	Arrive Platform 4 from Up Stamford	3½
Pass Pt 6 from Up Fast	Pass Platform 4/5 from Up Slow/Stamford	3
Pass Pt 6 from Up Fast	Arrive Platform 5 from Up Slow	3½
Pass Pt 6 from Up Fast	Arrive Platform 5 from Up Stamford	3½

Pass Pt 6 from Up Fast/ Stamford	Arrive Platform 6 from Up Slow	4
Pass Pt 6 from Up Stamford	Arrive Platform 6 from Up Stamford	4
Pass Pt 6 from Up Stamford	Arrive Platform 5 from Up Slow/Fast	3
Pass Pt 6 from Up Stamford	Pass Platform 5 from Up Slow	2½
Pass Pt 6 from Up Stamford	Pass Platform 5 from Up Fast	4
Pass Pt 6 from Up Stamford	Arrive Platform 6 from Up Fast	4
Dep Pt 7 to Down Stamford	Arrive Platform 7 from Up Stamford	4
Dep Pt 7 to Down Stamford	Pass Platform 7 from Up Stamford	4
Dep/Pass Pt 7 to Down Stamford	Arrive 2-Way Goods from Up Stamford	4
Arrive/Pass Pt 7 from Up Stamford	Pass Platform 4/5/6 to Down Stamford	3½
Arrive/Pass Pt 7 from Up Stamford	Pass Platform 4 to Down Stamford	3½
Dep 2-Way Goods to Down Stamford	Arrive/Pass Platform 7 from Up Stamford	4
Dep 2-Way Goods to Down Stamford	Arrive 2-Way Goods from Up Stamford	4
Train Watering Points		
	Platforms 1, 3 and Nene Sidings	
Turnround		
To/from Spalding	5	
To/from Lincoln	7	
To/from Doncaster, or North or West of Lincoln	10	
To/from East Anglia	10	
Suburban EMU services	12. May be reduced to Suburban EMU turnaround to be 6 minutes absolute minimum all day.	

New England North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down Freight to clear to Down Stamford line	Before Down train passes Peterborough (DFL)	3
Down Freight to clear to Down Stamford line	Before Up train passes Tallington (UFL)	2
Down Freight to clear to Down Stamford line	Before Up train passes Werrington Junction (USL)	2
Down Freight to clear to Down Stamford line	Before Up train passes Helpston (from Stamford)	1
Up Freight (from Ketton) to clear to Peterborough Yard – A/D lines	Before Down train passes Peterborough	3
Up Freight (from Ketton) to clear to Peterborough Yard – A/D lines	Before Up train passes Tallington	2

Werrington Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Sleaford	Up train passes Tallington	1½
Up train passes Tallington	Pass to Sleaford	6
Pass to Sleaford	Down train passes Peterborough	3
Pass to Sleaford	Down train departs Peterborough	1
Pass to Sleaford	Up train passes Tallington US	Same Time
Pass US to UF	Pass to Sleaford from DF	3
Pass to Sleaford	Down train passes Peterborough going to US	1
Pass US to UF	Pass to Sleaford from US	5
Pass Tallington UF	Pass US to UF	4½

Werrington Junction		
Pass US to UF	Pass Tallington UF	1½
Pass US to UF	Pass Tallington US	Same Time
Pass to Sleaford from US	Pass from Sleaford	4
Pass to Sleaford from US	Pass Tallington US	Same Time
Pass to Sleaford from US	Pass US to UF	3½

Helpston Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Slow to Tallington	Pass from Stamford	4
Pass from Stamford	Pass Down Slow to Tallington Junction	3

Tallington Junction		
Junction Margins		
First Movement	Second Movement	Margin
Train clear to SL	Next train pass Up/Down Main	4
Pass Up or Down Main	Pass from SL	3
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Tallington	DF-DS approach control and differential junction speed	2 HST/180/225
Movement Up	Reason	Value
Approaching Tallington	UF – US; approach control and differential junction speed	2 HST/180/225
After Tallington	US – UF; approach control and differential junction speed	2 HST/180/225

Stoke Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
After Stoke Jn	DS – DF; differential junction speed	1 HST/180/225
Movement Up	Reason	Value
Approaching Stoke Jn * When UF from Grantham	UF – US*; approach control and differential junction speed	1 HST/180/225
Junction Margins		
First Movement	Second Movement	Margin
Pass DFL	Depart DSL	1½ ^{\$}
Pass DFL	Pass DSL to DFL	3
Cross to Up Slow before next Up train passes		4
\$ maximum of (2) approaching Stoke on DSL permitted for trains following Down Fast. Otherwise * stop at Stoke Junction to be shown.		

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

Grantham		
Adjustments to Sectional Running Times (to be shown after this location)		
Movement	Reason	Value
Down Fast to P4/Up & Down Slow	Approach control and differential junction speed at Grantham South Jn	1½ HST/ 180/225
Stoke Jn to Nottingham Branch Jn to Allington triangle; pass to pass	Approach control and differential junction speed at Grantham South Jn	2 Freight
Up Fast only to Up Slow (to Highdyke Jn)	Approach control and differential junction speed	2 Freight
P4/Up & Down Slow to Up Fast	Differential junction speed at Grantham South Jn	2 HST/180/ 225
Allington triangle to Nottingham Branch Jn to Stoke Jn; pass to pass	Differential junction speed at Grantham South Jn	2 Freight
Connectional Allowance	7	
Dwell Time		
365	1	
DMU	2*. * 4 for reversing trains	
LH/HST	1½	
Minimum Turnround	7 – DMU/EMU	

Junction Margins		
In the following tables, 'P' denotes a parallel move.		
Time in-between trains in the same direction in the same platform – 4 mins		
First Movement	Second Movement	Margin
Arrive Platform 4 from Stoke	Depart Platform 3 to Barkston/Nottingham	2
Arrive Platform 4 from Stoke	Arrive Platform 3 from Barkston/Nottingham	4
Arrive Platform 3 from Barkston/Nottingham	Arrive Platform 4 from Stoke	4

North End movements								
2 nd move →	Arr PI 3/4 * from Barkston	Arr PI 3/4 * from Nottm	Dep PI 3/4 * to Barkston	Dep PI 3/4 * to Nottm	Pass Down Main	Dep Down Main	Pass Up Main	Arr Up Main
1 st move ↓								
Arr PI 3/4 * from Barkston	–	4	2	2	3	1	3	4
Arr PI 3/4 * from Nottm	4	–	2	2	P	P	P	P
Dep PI 3/4 * to Barkston	8	7	–	4	7	6	P	P
Dep PI 3/4 * to Nottm	7	7	4	–	P	P	P	P
Pass Down Main	6	P	2	P	–	–	P	P
Dep Down Main	7	P	3	P	–	–	P	P
Pass Up Main	7	P	P	P	P	P	–	–
Arr Up Main	6	P	P	P	P	P	–	–

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

Grantham		
South End movements		
First Movement	Second Movement	Margin
Up Train from Up/Down Slow depart Grantham	Down train passes/arrives Grantham	5
Down train passes/arrives Grantham	Up Train from Up/Down Slow depart Grantham	2
Up train passes	Up Train from Up/Down Slow depart Grantham	2
Up train departs	Up Train from Up/Down Slow depart Grantham	3

Claypole Loop
Restrictions
In Down directions, train in excess of 350 yards (50 SLU) in length are only permitted to stand for a maximum of 15 minutes

Newark North Gate		
Advertised Differential	Trains to Nottingham should be advertised to depart 2 minutes earlier	
Adjustments to Sectional Running Times		
Movement (to be shown after Newark)	Reason	Value
UDPL/P3 to Down Main when Down Main to Retford	Junction differential when joining the Main line	½ HST/180/225
Newark Crossing East Jn via P3/UDG to the Up Main; pass to pass	Junction differential when joining the Main line	2 Freight
Movement (to be shown approaching Newark)	Reason	Value
Up Main to P3/UDPL	Approach control and differential junction speed	½ HST/180/225
Down Main to Newark Crossing East Jn via P3/UDG; pass to pass	Approach control and differential junction speed	2 Freight
Connectional Allowance	7	
Dwell Time		
DMU/EMU	1½*. * 4 for reversing trains	
LH/HST	1½	
Junction Margins		
First Movement	Second Movement	Margin
Up train pass	Down train arrives in Platform 3/GL	4
Up train depart Platform 3/GL	Down train arrives in Platform 3/GL	4½
Down train arrives in Platform 3/GL	Up train arrive	4
Down train arrives in Platform 3/GL	Up train depart	1
Down train arrives into loop	Down train passes Newark NG	5
Down train arrives into loop	Up train passes Newark NG	4
Down train passes Newark NG	Down train depart loop	1
Up Train arrive loop	Up train pass Newark NG	5
Up Train depart Newark NG	Up train depart loop	2½
Minimum Turnround	7 – DMU/EMU 20 – East Coast	

Newark North Gate	
Platform Re-occupation	
In same direction	4

Newark Flat Crossing						
Adjustment to Sectional Running Time (to be shown after this location)						
Movement Down		Reason			Value	
Newark Northgate to Retford start to pass		Not at linespeed by Newark Flat Crossing			1 Class 91/180 /1½ HST	
Newark Northgate to Retford start to stop		Not at linespeed by Newark Flat Crossing			1 HST/180 1½ Class 91	
Junction Margins						
2 nd move → 1 st move ↓	Down ECML passing Newark Flat Crossing	Down ECML calling Newark NG passing Flat Crossing	Up ECML passing Newark Flat Crossing	Up ECML calling Newark NG passing Flat Crossing	Nottm – Lincoln pass	Lincoln – Nottm pass
Down ECML passing Newark Flat Crossing	–	–	–	–	2½	2
Down ECML calling Newark NG passing Flat Crossing	–	–	–	–	3	2½
Up ECML passing Newark Flat Crossing	–	–	–	–	3½	3
Up ECML calling Newark NG passing Flat Crossing	–	–	–	–	3	2½
Nottingham– Lincoln pass	4½	3½	4½	5	–	–
Lincoln– Nottingham pass	4½	4	4½	5	–	–

Carlton Loop		
Junction Margins		
First Movement	Second Movement	Margin
Down train arrive	Next Down pass Newark North Gate	2
Down train arrive	Next Down depart Newark North Gate	1
Down train passes Newark North Gate	Depart Loop	5
Down train departs Newark North Gate	Depart Loop	7
Up train passes Retford	Arrive Loop	2
Up train departs Retford	Arrive Loop	4½
Depart Loop	Up train passes Newark North Gate	1
Depart Loop	Up train arrives Newark North Gate	2

Retford High Level		
Adjustment to Sectional Running Time		
Movement	Reason	Value
Newark Flat Crossing/Carlton Loop to Retford to Thrumpton West Jn (not stopping at Retford)	Not at linespeed passing Retford	2 Approach Retford
Thrumpton West Jn to Retford to Newark Flat Crossing/Carlton Loop (not stopping at Retford)	Not at linespeed passing Retford	2 After Retford
Down freight trains to Babworth loop	Slow Speed Crossover	2 Approach Retford
Connectional Allowance	10	
Dwell Time	HST/LH 1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Worksop and shunt to single line	Down train arrives	8
Arrive from Worksop and shunt to siding	Down train arrives	10
Depart to Worksop	Next train arrives from Worksop	7
Depart to Worksop	Down train arrives	5
Pass Up or Down	Depart Up or Down platform	2
Minimum Turnround	10 – DMU/EMU. ECS moves to Single Line, Down Slow or Siding may require extended turnrounds	

Babworth Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Down Loop via Platform 2 at Retford	Pass Down Main at Retford	1½
Pass Down Main at Retford	Depart Down Loop	2

Ranskill Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Loop	Down train passes Retford	2
Arrive Loop	Down train departs Retford	1
Down train passes Retford	Depart Loop	5
Down train departs Retford	Depart Loop	7
Arrive Loop	Up train passes Loversall Carr	Same time
Up train passes Retford	Depart Loop	1
Up train arrives Retford	Depart Loop	2

Loversall Carr Junction		
Adjustments to Sectional Running Times		
Movements Down	Reason	Value
All Passenger trains to West Slow Line approaching Loversall Carr	Differential Speed	1
Movements Up	Reason	Value
All Passenger trains from Up East Slow Line approaching Retford	Acceleration	1
Junction Margins		
First Movement	Second Movement	Margin
Cross to Down SL	Next train passes	4½
Depart US to UF	After train passes	2
Pass US to UF	After train passes	3

Decoy North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Cross to WSL	Next train passes Loversall Carr	3
Down pass/arrive Doncaster	Pass DSL to FL	Same time

Doncaster		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains arriving Platform 5	TPWS	½
Movements Up	Reason	Value
Trains stopping or passing Doncaster if diverging from Up Fast Up East Slow Thorne Slow into platform 1 or towards Down side . Approaching Doncaster	Approach control	1 Passgr 2 Freight
Trains from Up Leeds line if diverging to Down Side. Approaching Doncaster	Approach control	1 (Except DMU/EMUs)
Trains from Up Leeds line if diverging to Up East Slow line. Approaching Doncaster	Approach control	2
Trains arriving Platforms 6 and 7	TPWS	½

Doncaster		
Connectional Allowance	7	
Dwell Time		
DMU	2	
HST/LH	2	
XC 22x	2 (Can be 1½ if no transfer of catering trolleys)	
TPE	2	
Junction Margins		
South End Movements		
First Movement	Second Movement	Margin
Depart Platform 1 to South	Arrive from Carrage Sidings to depart 1 to North	
Arrive Platform 3B from Down	Pass Up/Down Main	3½
Depart Plat 3B to Sheffield/WSL	Pass Up/Down Main	4
Depart Plat 3B to Sheffield/WSL	Arrive from Down Main/Slow	5
Depart Plats 3B/4/5/8 to Sheffield	Arrive Platforms 3B/4/5 from Sheffield	6
Arrive Plats 3B/4/5 from Sheffield	Depart Platforms 3B/4/5/8 to Sheffield	2
Arrive Platform 8 from Sheffield	Depart Platforms 3B/4/5 to Sheffield	Parallel
Pass Up/Down Main	Depart Platform 3B to Sheffield	1
Pass Up/Down Main	Arrive Platform 3B from Sheffield/WSL	3½
Arrive Platform 4/5 from Sheffield	Arrive Platform 8 from Down Main/Slow	4
Arrive Plat 4/8 from Down Main/Slow	Arrive Platform 3 from Sheffield	3
Depart Platform 4/5 to Sheffield	Arrive Platforms 4, 5, 8 from Down M/S	4
Arrive Plat 3B from Sheffield	Arrive Platforms 4, 5, 8 from Down M/S	3½
Arrive Plats 4, 5, 8 from Sheffield/SL	Depart Goods Lines	2
North End Movements		
First Movement	Second Movement	Margin
Pass/Arrive Up Main (from Leeds)	Pass Down main (to York)	3½
Arrive Platforms 1/3 from Leeds	Depart to York/Thorne	1
Pass Down Main (to York)	Pass Up Main (from Leeds)	3½
Pass Down Main (to York)	Arrive Plat 1/3 (from Leeds)	4
Depart Down Main (to York)	Pass Up Main (from Leeds)	4
Depart Down Main (to York)	Arrive Plat 1/3 (from Leeds)	5
Depart Plat 4 to Leeds/York	Depart Plat 8 to Thorne	2
Pass Up Main (from York)	Arrive Up Main (from Leeds)	4
Pass Plat 1/3 from East Slow	Arrive Plat 1/3 from York/Leeds	5
Depart Plat 8 to Thorne	Depart Plat 4 to Leeds or York	2
Depart Plats 4, 6, 7, 8 to Thorne	Arrive from Leeds or York	4½
Depart Plats 4, 6, 7, 8 to Thorne	Pass from Leeds or York	4
Depart Goods Lines to Thorne	Depart Plat 4 to Leeds or York	4
Arrive/Depart Plats 4, 6, 7, 8 from Thorne	Pass Up Main/Down Main	4
Arrive Plats 4, 6, 7, 8 from Thorne	Arrive Plats 1/3	3½
Arrive Plat 1 from Leeds/York	Arrive Plat 3B from Thorne	2
Arrive Plat 1/3 from Leeds/York	Arrive Plats 4, 6, 7, 8 from Thorne	4
Arrive Plat 3B from South	Arrive Plat 1 from Leeds	6*
Arrive Plat 1 from Leeds/York	Arrive Plat 3B from South	4*
Pass Up Main/Down Main	Arrive Plats 4, 6, 7, 8 from Thorne/York	4
Pass Up Main/Down Main	Depart to Thorne from Down Side	1
Arrive Plat 1 from Leeds	Arrive Plat 3 from York	4
Depart Plats 4, 6, 7, 8 to York	Pass Down Main (to Leeds)	4½
Depart Plat 3B to Leeds/York	Arrive Plat 3B from Leeds/York	5

Doncaster		
Depart Plats 4, 6, 7, 8 to North	Arrive Plats 4, 6, 7, 8 from North	5 when conflicting
Depart Plats 1/3 to Thorne	Arrive Plats 1/3 from Thorne	3
Arrive Plats 6, 7 from North	Follow to same platforms	3
Arrive Plats 4, 8 from North	Follow to same platforms	3½
Arrive Plats 4, 6, 7, 8 from North	Dep Goods Lines	2
* refers to Overlap Restrictions		
Minimum Turnround		
	7 – Leeds EMU services, but not 2 consecutive	
	10 – DMU/EMU from Leeds, Sheffield, Humberside area, Lincolnshire and Peterborough. Any reduction must be specially agreed	
Operating Restrictions –		
Doncaster Station. Trains from the Sheffield direction arriving into Platform 3B will hold the overlap so trains cannot arrive into Platform 1 from the Up Main line/Leeds Line. Trains from the Shaftholme Junction direction can access Platform 1 simultaneously by using the Down Thorne Slow line which will add an extra 1 minute running time. This should be shown in the timetable as Adjustment allowance.		
Doncaster West Yard. Electrically hauled trains shunting to or from Doncaster West Yard must be routed to stand behind Signal D1488 or on to the Thorne Lines due to the presence of an OHL Neutral Section		
Platform Re-occupation		
In same direction	4 (3 DMU)	
In opposite direction	5 (4 DMU)	
Train Watering Points		
Platforms 2, 5, 6, 7, Middle Road, West Yard Road 6		

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

LN105 MOORGATE TO FINSBURY PARK		
Moorgate		
Platform end confliction		
	2½	

Highbury Vale Junction		
Junction Margins		
First Movement	Second Movement	Margin
Train from Canonbury West Junction	Train to Canonbury West Junction	2½

LN115 COPENHAGEN JUNCTION TO CAMDEN ROAD CENTRAL JUNCTION		
York Way North Junction		
Junction Margins		
Movement		Margin
Fouling Move		2½
Where trains are required to stand at Copenhagen Junction and are likely to be in excess of 620 metres in length then these should be held at York Way North Junction		

Camden Road Central Junction		
Junction Margins		
		Margin
Up Trains towards Camden Road on the North London Line	Down Train towards Copenhagen Junction on the North London Incline Line	3
Down Train travelling towards Copenhagen Junction on the North London Incline Line	Up Train travelling towards Camden Road on the North London Line	3

LN120 ALEXANDRA PALACE TO LANGLEY JUNCTION VIA HERTFORD		
Bowes Park		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Reversing Siding	Next train depart/pass Alexandra Palace	1
Arrive/pass Alexandra Palace	Depart Reversing Siding	Same time
Depart Reversing Siding	Fast passes Gordon Hill	Same time
Depart Reversing Siding	All stations departs Winchmore Hill	Same time

Gordon Hill		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Up Bay	Arrive /Pass Up Platform	3
Arrive Up Bay	Depart Up Platform	1
Arrive Up Main	Depart Up Bay	1
Depart Up Bay	Arrive/Pass Up Platforms	3
Depart / Pass Up Main	Arrive Down Bay	3
Pass Up Main	Depart Up Bay	2

Hertford North		
Dwell Time		
EMU	1 Up peak Trains arriving Kings Cross/Moorgate 0700 – 0959 SX	
	1 Down peak Trains departing Kings Cross/Moorgate 1600 – 1859 SX	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains Arriving Down Bay	Approach Control	½

Junction Margins		
First Movement	Second Movement	Margin
Pass Up main	Depart Down Bay	2½
Depart / Pass Up Main	Arrive Up Main from Down Main	4
Arrive Down Bay	Arrive/Pass Down Main	4
Arrive Down Bay	Depart Down Main to Up Main	1
Arrive Down Main	Depart Down Bay	1
Depart Down Main	Arrive Down Bay	4
Depart Down bay	Arrive / Pass Down Main	3½
Depart Down bay	Arrive Up Main	4

Molewood Junction		
First Movement	Second Movement	Margin
Up Train Pass	Passenger Train Pass	3
Up Train Pass	Freight Train Pass	3½

Bragbury Junction		
First Movement	Second Movement	Margin
Down Train Pass	Up Passenger Train Pass	2½
Down Train Pass	Up Freight Train Pass	3

Langley South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Down to Up	Same time as down train departs Watton	Same time
Pass Down to Up	Before next fast train from Branch passes Langley Junction	5

LN125 HITCHIN TO ROYSTON		
Letchworth		
Hitchin to Letchworth	DS to DCF pass to pass	All operators to have ½ minute adjustment incorporated in to their SRTs for DCF movements
Dwell Time		
EMU	1 Up peak Trains arriving Kings Cross/Moorgate 0700 – 0959 SX	
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass from A/D line	Arrive Down platform	3½
Depart/pass from C S reception	Arrive/pass to C S reception from Up direction	3
Pass/Depart Up Platform	Arrive from A/D line	3
Platform Re-occupation in the same direction 3 minutes		
Turnrounds	All shunt movements to be timed	

Baldock		
Dwell Time		
EMU	1 Up peak Trains arriving Kings Cross/Moorgate 0700 – 0959 SX	
Junction Margins		
First Movement	Second Movement	Margin
Depart Up platform	Arrive up platform from Down	3½
Up fast pass Letchworth	Arrive up platform from Down	½
Up fast arrive Letchworth	Arrive up platform from Down	same time

Royston		
Dwell Time		
EMU	1 Up peak Trains arriving Kings Cross/Moorgate 0700 – 0959 SX	
Junction Margins		
First Movement	Second Movement	Margin
All crossing margins at south end		3½
All crossing margins at north end		4
Platform Re-occupation in the same direction 3 minutes		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Shepreth Branch Junction to Royston	Arrive from Up Cambridge into platform 2 or attaching to unit already in platform 1; approach control	½
Movement Down	Reason	Value
Royston to Shepreth Branch Junction	Platform 1 to Down Cambridge; differential junction speed	½
Minimum Turnround	Absolute minimum of 5 minutes for Suburban EMU services	

LN150 FLYOVER EAST JN TO DECOY NORTH JN (DONCASTER AREA GOODS LINES)		
Decoy South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from St Catherines Junction	Re-occupy single line	3

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

LN170 WERRINGTON JN TO BESSACARR JN VIA LINCOLN

Spalding

Dwell Time

EMU	1
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Minimum Turnround	4 trains from Peterborough
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Sleaford South Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Spalding	Pass to Sleaford	3
Pass from Sleaford	Pass Sleaford North Junction	4
Arrive from Sleaford North Junction	Pass from Sleaford	4

Sleaford North Junction

Junction Margins

First Movement	Second Movement	Margin
Pass Sleaford to Lincoln	Pass Lincoln to Sleaford	3
Pass Lincoln to Sleaford	Pass Spalding to Lincoln	?
Pass Spalding to Lincoln	Pass Lincoln to Sleaford	?

Pelham Street Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Market Rasen	Pass to Sleaford	3
Pass to Sleaford	Pass from Market Rasen	4

Lincoln

Attach DMU	3
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Dwell Time

All	2
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Junction Margins

First Movement	Second Movement	Margin
Terminating train arrive from North or East arrive	Terminating train from North or East arrive	7
Arrive from Market Rasen	Arrive from Metheringham	5

Minimum Turnround	12 trains from Sheffield, Nottingham, Cleethorpes or Peterborough
	15 trains from beyond Sheffield, Nottingham or Peterborough

Where minimum turnrounds have been increased and shorter turnrounds already apply for some trains in the 2000 timetable, existing values may continue to be used for a similar number of trains, provided they are not further reduced. In the event that the service is amended by changes to the overall pattern, the new values will apply.

West Holmes Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Gainsborough	Pass from Newark	3½
Pass from Newark	Pass to Gainsborough	3

Pyewipe Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass West Holmes Junction to Gainsborough	Pass to Boultham Junction	5
Pass to Boultham Junction	Pass West Holmes Junction to Gainsborough	3
Pass from Boultham Junction	Pass to Boultham Junction	4

Gainsborough Lea Road	
Dwell Time	
All	1

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS		
Allington West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Nottingham towards Grantham	Pass from Sleaford	4
Pass from Sleaford	Pass to Grantham	4

Allington North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Sleaford towards Allington West Junction	Pass from Allington East towards Sleaford	3½
Pass from Allington East towards Sleaford	Pass from Sleaford towards Allington West Junction	2½

Sleaford		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Down train from Lincoln or Grantham arrive Platform 1	Up train from Spalding or Skegness arrive Platform 2	3
Up train from Spalding or Skegness arrive Platform 2	Down train from Lincoln or Grantham arrive Platform 1	2
Down train from Lincoln or Grantham arrive Platform 3	Up train from Spalding or Skegness arrive Platform 2	4
Up train from Spalding or Skegness arrive Platform 2	Down train from Lincoln or Grantham arrive Platform 3	4
Up train departs to Lincoln from Platform 3	Down train from Grantham arrive	6
Down train from Lincoln or Grantham arrive	Up train departs to Lincoln from Platform 3	1
Up train departs to Lincoln or Grantham from Platform 3	Up train from Spalding or Skegness arrive	4
Train arrives from Grantham	Train from Lincoln pass Sleaford N Junction	2
Train from Lincoln arrives Platform 3	Train from Grantham arrive	6
Arrive from Spalding or Skegness	Depart to Spalding or Skegness	1
Arrive from Lincoln	Depart to Lincoln	2
Depart to Spalding	Arrive from Skegness	6
Depart to Skegness	Arrive from Spalding	7
Minimum Turnround	5 trains from Peterborough, Lincoln or Grantham	
	10 trains from beyond Peterborough, Lincoln or Grantham	

Heckington		
Adjustment to sectional running time		
Movement Down	Reason	Value
Departing Heckington	Only applies to trains consisting of 5 or more vehicles. HN13 signal which protects Great Hale Drove LC on the Down line, will not clear until the train clears the track circuit in rear.	3
Junction Margins		
First Movement	Second Movement	Margin
Train from Sleaford	Train to Sleaford	3
Restriction. No acceptance into Up platform until 2 minutes after train has arrived off the Single Line from Sleaford.		

Hubberts Bridge		
Junction Margins		
First Movement	Second Movement	Margin
Train from Boston	Train to Boston	3
Restriction. No acceptance into Down platform until 2 minutes after train has arrived off Single Line from Boston		

Boston		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains bound for Boston Docks. Approaching Boston Station	To cover the time required for: a) the train to stop adjacent Sleaford Siding G.F. and collect a radio from the shunter; b) the train to draw forward towards Boston station	3
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Hubberts Bridge	Depart to Hubberts Bridge	Same time
Arrive from Skegness	Depart to Skegness	2
Minimum Turnround		
	8	

Sibsey		
Junction Margins		
First Movement	Second Movement	Margin
Train from Boston	Train to Boston	3

Skegness	
Minimum Turnround	7 trains from Nottingham
	15 trains from beyond Nottingham
Where minimum turnrounds have been increased and shorter turnrounds already apply for some trains in the 2000 timetable, existing values may continue to be used for a similar number of trains, provided they are not further reduced. In the event that the service is amended by changes to the overall pattern, the new values will apply	
Platforming	Due to the lack of platform lighting, only Platforms 3 and 4 should be used during the hours of darkness.

LN190 ALLINGTON EAST JUNCTION TO ALLINGTON NORTH JUNCTION		
Allington East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Nottingham towards Grantham	Pass towards Allington North	3
Pass towards Allington North	Pass from Nottingham towards Grantham	2½

Allington North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Sleaford towards Allington West Junction	Pass from Allington East towards Sleaford	3½
Pass from Allington East towards Sleaford	Pass from Sleaford towards Allington West Junction	2½

LN206 NEWARK CASTLE TO PYEWIPE JUNCTION	
Newark Castle	
Dwell Time	
All	1
Minimum Turnround	8 trains from Nottingham

Newark Flat Crossing		
Junction Margins		
First Movement	Second Movement	Margin
Lincoln – Nottingham pass	Down train pass ECML	4½
Lincoln – Nottingham pass	Down train calling Newark North Gate pass ECML	4
Down train pass Newark Flat Crossing	Lincoln – Nottingham pass	2
Down train stopping Newark North Gate	Lincoln – Nottingham pass	2½
Lincoln – Nottingham pass	Up train pass ECML	4½
Lincoln – Nottingham pass	Up train calling Newark North Gate pass ECML	5
Up train pass ECML	Lincoln – Nottingham pass	3
Up train stopping Newark North Gate pass ECML	Lincoln – Nottingham pass	2½

Newark Flat Crossing		
Nottingham – Lincoln pass	Down train pass ECML	4½
Nottingham – Lincoln pass	Down train stopping Newark Nth Gate pass ECML	3½
Down train pass ECML	Nottingham – Lincoln pass	2½
Down train stopping Newark Nth Gate pass ECML	Nottingham – Lincoln pass	3
Nottingham – Lincoln pass	Up train pass ECML	4½
Nottingham – Lincoln pass	Up train stopping Newark North Gate pass ECML	5
Up train pass ECML	Nottingham – Lincoln pass	3½
Up train stopping Newark North Gate pass ECML	Nottingham – Lincoln pass	3

Newark Flat Crossing East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Newark Flat Crossing East Junction – for trains to Newark North Gate	Slow speed junction	½ Class 15X only
Movement Up	Reason	Value
After Newark Flat Crossing East Junction– for trains from Newark North Gate	Slow speed junction	½ Class 15X only
Junction Margins		
First Movement	Second Movement	Margin
Pass from Nottingham	Arrive from Newark North Gate	4
Arrive/pass from Newark North Gate	Pass to Nottingham or Newark North Gate	4
Pass to Nottingham	Arrive from Newark North Gate	4
Pass to Nottingham	Depart to Newark North Gate	3
Depart to Newark North Gate	Pass to Nottingham	5
Depart to Newark North Gate	Pass from Nottingham	5
Depart to Nottingham (after reversal)	Pass/arrive from Nottingham	5
Minimum Reversal	3½	

Boultham Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Lincoln	Pass from Pywipe Junction	3
Pass from Pyewipe Junction	Pass to Lincoln	4
Pass from Pyewipe Junction	Pass to Pyewipe Junction	4

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS		
Shaftholme Junction		
Adjustments to Sectional Running Times		
Movement Up		
Pass from Knottingley. Approaching Doncaster	Differential junction speed	1 Freight 1½ Passenger
Junction Margins		
First Movement	Second Movement	Margin
Up train from Branch	Pass Down Main	5
Down train pass to Branch	Before next fast train	4
Up train from Branch	Down train to Branch	5
Down train pass to Temple Hirst	Up train pass from Branch	4
Down train pass to Temple Hirst	Up train start from Branch	1
Up train pass from Temple Hirst	Up train pass from Branch	4
Up train pass from Temple Hirst	Up train start from Branch	2

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

Temple Hirst Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Pass from Selby. Approaching Shaftholme Junction	Differential junction speed	1 HST/170/180
Pass from Hambleton South Junction Approaching Shaftholme Junction	Differential Junction Speed	-½ 180/222
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger pass to Branch	Before next Up/Down train	4
Down Freight pass to Branch	Before next Up/Down train	5
Pass Up Main	Pass to Branch	4
Down Passenger to Branch	Up Passenger/Freight from Branch	5
Down Freight to Branch	Up Passenger/Freight from Branch	6
Up Passenger from Branch	Down Passenger/Freight to Branch	5
Up Freight from Branch	Down Passenger/Freight to Branch	6

Hambleton South Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Hambleton West, if stopping at Hambleton West.	Approach control	1
Junction Margins		
First Movement	Second Movement	Margin
Down ML train pass Hambleton North Junction	Pass Hambleton South Junction from Hambleton West Junction	4*
Pass Hambleton South Junction to Hambleton West Junction	Down ML pass Hambleton North Junction	4
Pass Hambleton South Junction from Hambleton West Junction	Down ML train pass Hambleton North Junction	4
Up ML train passes Hambleton North Junction	Pass Hambleton South Junction from Hambleton West Junction	5 ^{\$}
* 1 minute if second train stopped at Hambleton South Junction		
\$ 2 if second train stopped at Hambleton South Junction		

Hambleton North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Branch	Pass Up Main	4
Pass Up Main	Pass from Branch	3
Pass Up Main	Depart from Branch	1
Pass Down Main	Depart from Branch	2
Pass Down Main	Pass from Branch	3

Colton Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass NNL to Church Fenton	Pass from Hambleton	4
Pass from Hambleton	Pass NNL to Church Fenton	4

Colton North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up LSL pass Colton Junction	Down crossing movement pass Colton Junction	3
Down crossing movement pass Colton Junction	Up LSL pass Colton Junction	5
Up crossing movement pass Colton Junction	Down ML/NNL pass Colton Junction	3
Down ML/NNL pass Colton Junction	Up crossing movement pass Colton Junction	5

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

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

York					
Adjustments to Sectional Running Times					
Movement	Reason	Value			
Bay Platforms	TPWS	½			
Approaching Platforms 11x from the south	Approach control	1			
Connectional Allowance		8			
Dwell Time					
DMU	3				
HST/LH	3				
XC Services (HST & 22x)	2				
TPE	2				
Grand Central	2				
Minimum Turnround		HST EWD	LH EWD	HST Sun	LH Sun
To/from London King's Cross		25	25	25	25
XC		20 (10 by exception and in agreement with Network Rail)			
TPE		8			
DMU/EMU		10 from Leeds, Sheffield, Newcastle, Middlesbrough, Scarborough, Hull, Harrogate and Manchester Victoria			
		15 from Blackpool which may be reduced to a minimum of 10 minutes by the number of minutes additional station dwell at Leeds of the incoming service			
Junction Margins outside 'Leaf Fall Period'					
First Movement	Second Movement	Margin			
Trains following same direction		3			
Arrive	Depart conflicting move	1			
Between first departing and second arriving	South end and Scarborough line (or as below)	5			
Between first departing and second arriving	North end	4			

York		
Junction Margins during 'Leaf Fall Period'		
First Movement	Second Movement	Margin
Arrive from Scarborough	Depart to Scarborough	1
Depart to Scarborough	Arrive from Scarborough	8
Note: Trains from Scarborough are not permitted to pass S4 signal at Haxby Road until the Down train has cleared the Single Line. No trains are to be planned into Platform 5 during this period.		
Junction Margins – Alternative Rules		
ARS coding now means the following alternative rules can apply for platform 11. By using the suffix 'x' to the platform number, ARS will always use the short overlap for that train, but this results in the train being cautioned upon approach to York.		
First Movement	Second Movement	Margin
Arrive Platform 11x from Down Leeds	Arrive Platform 10 from Down Main	No conflict
Arrive Platform 11x from South	Arrive/Depart platform 10 from the North	No conflict
Platform 11x is not available from the North or from the down Main due to there being no short overlap.		
Overlap restrictions		
The following moves have an extended overlap which clears approximately ½ minute after arriving. The overlap must be clear for a minimum of 3 mins before the train arrives and 3 minutes after arrival must elapse before it is reoccupied by an arriving train, 1 minute for a departing train.		
Movement	Conflict	
Arrive/Depart Platform 2 from East	Arrive Platform 4 from South	
Arrive Platform 3 from North/East	Arrive/depart Platform 1	
Arrive Platform 3 from North/South	Arrive Platform 4 from East	
Arrive Platform 4 from East	Arrive Platform 3 from North/South	
Arrive Platform 10 from North	Arrive Platform 11 from Down Main	
Arrive Platform 10 from North	Depart Platform 11 to the South*	
Arrive Platform 11 from South	Arrive or Depart platform 10 to/from North	
Arrive Platform 5 from South	Arrive/depart Platform 4 to/from East and Platform 8 to/from North when the routes are set at the same time	
Arrive Platform 5 from South	Arrive Platform 3 from North and depart Platform 8 to North at the same time	
*It is possible to depart Platform 11 to Holgate Sidings (only) the same time as an arrival from the north in Platform 10.		
The parallel move of arriving Platform 5/8 from the North at the same time as departing Platform 9/10/11/to North can be timetabled using the line code AL on the departing services.		
Platform Re-occupation		
In same direction	4	
In opposite directions	5	
Preferred Platform Usage		
Trains should where possible use the following platforms:		

York	
Up East Coast/CrossCountry Trains via Doncaster	Platform 3
Down East Coast/CrossCountry Trains via Doncaster	Platform 9
CrossCountry Trains via Leeds/T.P.E to the North	Platform 11 (10 as 2 nd choice)
CrossCountry Trains /T.P.E via Leeds from the North	Platform 5
Down Scarborough	Platform 5
Up Scarborough	Platform 4
Down Freight trains	Via York Yard South
Train Watering Points	Restricted use in Platforms 1, 2 and siding. Platforms 9 and 10

Skelton Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass towards Harrogate/Down Slow	Pass Down Fast/Slow	3
Pass to Harrogate	Pass from Harrogate	4
Pass from Harrogate	Pass to Harrogate	3½
Pass from Harrogate	Pass Down Fast/Slow	3½
Pass Down Fast/Slow	Pass from Harrogate	3
Pass Up Slow	Pass from Harrogate	3
Pass Up Fast	Pass from Harrogate	2½
Pass to/from Harrogate	Next move through SL junction	3

Skelton Bridge Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger pass to Down Slow	Down train departs York	Same time
Down Freight pass to Down Slow	Down train departs York	1
Up Freight pass to Up Slow	Up train passes Tollerton on Up Fast	Same time
Up Fast Line train passes Skelton Junction	Up Freight pass to Up Slow	1
Up Freight pass to Up Slow	Down train departs York	1
Pass Down Fast (Skelton Junction)	Cross to Up Slow	4

Tollerton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Crossing from DF to DS. Approaching Tollerton	Differential junction speed	½
Crossing from DS to DF Approaching Tollerton \$ Approaching Thirsk	Differential junction speed	1* 2\$

Tollerton		
Movement Up		
Crossing from UF to US Approaching Tollerton \$	Differential junction speed	1 ½\$
Crossing from US to UF Approaching Skelton	Differential junction speed	½
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Fast	Cross Up Slow to Up Fast	3½
Cross Up Fast to Up Slow	Pass Up Fast	4
Down train pass to Down Slow	Next train passes	4
Pass Down Fast	Cross Down Slow to Down Fast	2½

Thirsk		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Crossing from Down Slow to Down Fast * Approaching Thirsk ** Approaching Northallerton	Approach Control Acceleration	1* 1**
Movements Up	Reason	Value
Crossing from Up Slow to Up Fast Approaching Tollerton	Acceleration	1
Dwell Time		
DMU/EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Down train clear to Down Slow	Next train passes	4
Pass Up Fast	Depart Up Slow to Up Fast	1½
Pass Up Fast	Pass Up Slow to Up Fast	3
Pass Down Fast	Depart Down Slow to Down Fast	2

Longlands Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Main (Northallerton)	Pass from Down Slow	2
Pass Down Main (Northallerton)	Depart from Down Slow	1

Northallerton		
Dwell Time		
DMU	1	
HST/LH	1½*. * 3 when station is unstaffed	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Eaglescliffe	Pass Down Main	4½
Depart to Eaglescliffe	Pass Up Main	4½
Depart to Eaglescliffe	Arrive Up Main	4
Arrive/pass Up Main	Depart to Eaglescliffe	1
Arrive/pass Up Main	Pass to Eaglescliffe	3
Pass Up Main	Pass/arrive from Eaglescliffe	3
Depart Up Main	Arrive from Eaglescliffe	4*
Passenger Pass Up Main to SL	Pass Up Main	4
Passenger Depart Up Main to SL	Pass Up Main	4½
Freight Pass Up Main to SL	Pass Up Main	5
Depart Down Platform to Up	Pass Down Main	5½
Depart Down Platform to USL	Pass Up Main	4½
* 3 if train from Eaglescliffe has pathing allowance		

Darlington									
Adjustments to Sectional Running Times									
Movement Down			Reason				Value		
Train to Platform 4B via Bypass Line			Slower approach speed				2		
Trains from Down Main to Platform 1 – 3			Approach control				1		
Trains from Up Saltburn terminating in Platforms 2 & 3			TPWS				½		
Non-stop trains from Eaglescliffe to the Down Main. After Darlington			Acceleration				2		
Movements Up			Reason				Value		
Train to Platform 4B			Approach control				1		
Connectional Allowance			7						
Dwell Time									
185			1½						
22x			2 1½						
DMU/EMU			2						
LH/HST			2						
Junction Margins									
South end movements									
2 nd move →	Dep to York	Pass to York	Arr from E'cliffe	Pass from York	Dep to E'cliffe	Arr Plat 4A from E'cliffe	Arr Plat 4 from York via Bypass	Arr Plat 1 – 3 from York	Arr Plat 1 from N'castle
1 st move ↓									
Arr from E'cliffe	1	4		4	1			4*	P
Pass to York			4		2	4			
Dep to York			5*	5	3	5*		5*	

Darlington									
Dep to E'cliffe	3	5	5*	5		5*		5*	
Pass from York	1		4*		1	4*			4½
Arr Plat 4 from York						4*			
Arr Plat 4A from Ecliffe							4		P
North End movements									
2 nd move →	Pass from York	Arrive Plat 4 from York	Depart to N'castle	Depart to Bishop Auckland	Pass to York	Arrive Plat 1 from N'castle	Arrive Plat 4 from N'castle	Arrive from Bishop Auckland	
1 st move ↓									
Pass from York			3			4½	4		
Dep to Newcastle				3			5*	4*	
Arr Plat 1 from N'castle	5				4				
Arr Plat 1 from Bishop Auckland			1	1		4			
Arr Plat 4A from Bishop Auckland		4 – via bypass		1			4		
Dep Plat 1 for Bishop Auck			3 (Plat 4)			5	5*		
* These margins can be reduced by 1 if the second train has at least 1 minute pathing allowance approaching Darlington									
Up Loop movements									
First Movement				Second Movement				Margin	
Arrive Up Loop				Pass Up Main				6	
Pass Up Main				Depart Up Loop				2	
Depart to Eaglescliffe				Depart Up Loop				3	
Depart to York				Depart Up Loop				3	
Minimum Turnround									
DMU			5 for trains from Bishop Auckland and Saltburn. There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Darlington.						
			10 trains from York						
			15 trains from Leeds or beyond						
HST			25 trains to/from Bristol/Reading and north thereof						
			35 trains to/from south of Bristol, and South Wales and beyond Reading						
LH			35 trains to/from Bristol/Reading and north thereof						
			45 trains to/from south of Bristol, and South Wales and beyond Reading						
Train Watering Points			Platforms 2 and 3						

Ferryhill South Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train to Slow Line	Approach control	1 Freight 1½ DMU
Movements Up		
Movement Up	Reason	Value
Train from Slow Line	Acceleration	1½ DMU 2 Freight
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger pass to SL	Next Down/Up train passes	4
Down Freight pass to SL	Next Down/Up train passes	5
Operating/Planning Restriction		
All trains booked to stand on the Up Slow Line for over 10 minutes that are less than 69 SLUs/1449 ft/441 metres, must be shown to stand in the Up Goods Loop (Line Code GL). The length of Ferryhill South Up Goods Loop is 70 SLUs/1470 ft/448 metres. Any trains standing for less than 10 minutes or that are longer than the Up Goods Loop; need to stand on the Up Slow Line (Line Code SL).		

Tursdale Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Slow Line	Acceleration	1½ DMU 2 Freight
Movements Up		
Movement Up	Reason	Value
Train to Slow Line	Approach control	1
Junction Margins		
First Movement	Second Movement	Margin
Up Passenger passes on FL	Down Freight passes from SL	4
Up Passenger passes on FL	Down Freight departs from SL	2
Up Passenger pass to SL	Before next train passes	4
Up Freight pass to SL	Before next train passes	5
Pass to/from SL	Next train to/from SL	4
Down Freight pass/depart from SL	Up Passenger passes	3½
Down Passenger passes	Down Freight depart from SL	3½

Durham		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Terminating train in Down platform	Approach control	½
Dwell Time		
DMU/EMU	1	
LH/HST	1½	
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger clear to platform/SL	Next train passes	4
Down Freight clear to platform/SL	Next train passes	5
Up train terminating shunt to DF	Next Up service	8
Up train arriving on Down side	Next Down/Up pass	4
Minimum Turnround		
DMU	5 trains from Newcastle area. 10 minutes must be allowed if the service is to be replatformed.	

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

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

Chester-le-Street		
Dwell Time		
DMU(A/S)	½	
DMU(E)/185	1	

Birtley Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger pass to SL/GL	Next Down pass	4
Down Freight pass to SL/GL	Next Down pass	5
Up Passenger from SL/GL	Next Down pass	4
Down Fast pass	Up Passenger from SL/GL	3
Up Fast pass	Up Passenger from SL/GL	2
Up Freight from SL/GL	Next Down pass	5
Down Fast pass	Up Freight from SL/GL	3
Up Fast pass	Up Freight from SL/GL	2
Up train from SL/GL	Down train to SL/GL	6
Down Freight to GL	Up Passenger/Freight from SL	6
Down Passenger/Freight to SL	Up Freight from GL	4

Tyne Yard
To be evaluated

Low Fell Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up Passenger pass to SL/GL	Next Up pass King Edward Bridge	2
Up Freight pass to SL/GL	Next Up pass King Edward Bridge	4
Up Passenger pass to SL/GL	Next Down pass Birtley Junction	3
Up Freight pass to SL/GL	Next Down pass Birtley Junction	4
After Down ML passes King Edward Bridge	Down Passenger from SL/GL	1
After Down ML passes King Edward Bridge	Down Freight from SL/GL	2
Pass SL/GL to King Edward Bridge/Norwood Junction	Pass from King Edward Bridge/Norwood Junction	5
Arrive Low Fell RMT from Low Fell Junction/Norwood Junction	Pass Low Fell Junction to Low Fell RMT	6
Arrive Low Fell RMT from Low Fell Junction/Norwood Junction	Pass Low Fell Junction to Norwood Junction	2
Arrive/pass from Low Fell RMT	Depart/pass to Low Fell RMT	4

Low Fell RMT
To be evaluated

King Edward Bridge South Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains towards Greensfield Jn	Differential junction speed	½ Passenger
Movements Up	Reason	Value
Trains from Greensfield Junction	Differential junction speed	½ Passenger
Junction Margins		
First Movement	Second Movement	Margin
Down pass to SL or Gateshead line	Up train pass	3
Down or Up pass	Down pass to SL or Gateshead line	3
Pass from King Edward Bridge East/North Junction	Pass to King Edward Bridge East/North Junction	3
Pass Up Main	Pass from Norwood Junction (wrong direction)	3

King Edward Bridge North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from King Edward Bridge South Junction	Pass to King Edward Bridge South Junction	3

Newcastle		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train departing from Platforms 5,6,7 and 8 to Morpeth, timed FL. Approaching Heaton South Jn.	Differential junction speed at Argyle Street Junction	½
Trains arriving Platforms 9, 10, 11 and 12	TPWS	1
Movements Up	Reason	Value
Trains arriving Platforms 5,6,7 and 8 from Morpeth timed FL. Approaching Newcastle.	Differential junction speed at Argyle Street Junction	½
Trains arriving Platform 1	TPWS	½
Connectional Allowance	8	
Conflicting Moves		
Movement	Margin	
Between trains in the same direction Platforms 2 – 4.	4	
Between arrivals from opposite directions	4	
First Movement	Second Movement	Margin
Arrive Plat 2 from South	Arrive Platform 1	4
Depart Plat 3 to South	Arrive Platform 4 from North	4
West End movements		
Movement	Margin	
Between first arriving and second departing	1	
Between two consecutive arrivals	3	
Between first departing and second arriving (LH/HST)	5	

Newcastle		
Between first departing and second arriving (DMU)		4
Between two consecutive departures		3
First Movement	Second Movement	Margin
Depart Platform 2/3 to West	Arrive Platform 2/3 from Forth Banks	4
Arrive Platform 8 from West	Arrive Platform 7 from East	3
Arrive Platform 8 from West	Depart Platform 7 to Up Slow Line	1
Arrive Platform 7 from East	Arrive Platform 8 from West	3
Depart Platform 7 to West	Depart Platform 8 to East	2
Depart Platform 7 to Up Slow Line	Arrive Platform 8 from West	3
Depart Platform 3/4 to West	Arrive opposite Platformform from East	3
Arrive Platform 3/4 from East	Depart opposite Platformform to West	3
Arrive Platform 3 from down main	Arrive Platform 4 from up main	1
Arrive Platform 4 from up main	Arrive Platform 3 from down main	1
East End movements		
Movement	Margin	
Between first arriving and second departing	1	
Between two consecutive arrivals	3	
Between two consecutive departures	3	
First Movement	Second Movement	Margin
Depart to North/High Level Bridge	Arrive from North	4
Depart to North/High Level Bridge	Arrive from High Level Bridge (first via High Level Bridge Central Junction)	5
Depart to North/High Level Bridge	Arrive from High Level Bridge (first via Newcastle East Junction)	4
Depart Platform 3/4 to North via UFL	Arrive from UF	6
Depart Platform 2 to North	Depart Platform 1 to High Level Bridge	2
Arrive/depart Platform 1	Arrive Platform 2 from South	3
Depart Platforms 5,6,7 and 8 to DFL	Arrive from North on Up Fast Line	6
Arrive from North on Up Fast Line	Depart Platform. 5,6,7 and 8 to Down Fast Line	1 min before first train arrives
Dwell Time		
DMU	2	
HST/LH	3	
XC Services (22x&HST)	2	
Maximum Turnround	60 minutes in through platforms	
Minimum Turnround		
East Coast	35	
TPE	10	
XC	20 (10 by exception and in agreement with Network Rail)	
DMU/EMU	5 To/from Sunderland or Metro Centre	
	7 [#] To/from Hexham, Morpeth or Seaham	
	10 To/from Carlisle, Hartlepool, Middlesbrough or Darlington	
	20 To/from York and beyond, and north of Carlisle	
# May be reduced to 5 minutes if the train has two or more minutes pathing time approaching Newcastle		
Operating Restrictions		
Class 22X trains using Platforms 5/6 must be planned to use the furthest platform dependant on the direction of arrival (i.e Platform 5 ex KEB direction and Platform 6 ex HLB/Scotland direction). No other units to be planned to use Platform 5/6 whilst a Class 22X train is occupying either platform due to overlap and signal sighting issues.		

Newcastle	
Class 22x trains should not be planned to use Platforms 7 and 8	
Trains conveying containers should only be planned to run SL or Platform 7 or Platform 2 (in this preference) due to RT3973 restrictions through the station.	
Train Watering Points	Platforms 2, 3; restrictive use of Platforms 4, 5 and 6; Newcastle Forth Siding; Heaton Depot

King Edward Bridge East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from King Edward Bridge East/North Junction (not applicable to trains to/from High Level Bridge)	Pass to King Edward Bridge East/North Junction	2½ Passnger 3 Freight

Greensfield Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to High Level Bridge Junction or Park Lane	Pass from other direction	2½ Passnger 3 Freight

High Level Bridge Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Greensfield Junction	Pass from Park Lane Junction	3
Pass from Park Lane Junction	Pass to Greensfield Junction	3½
Restriction		
Freights timed across the High Level Bridge cannot be timed to pass any other train on the bridge. Also no freight service can be timed to use the curve between Greensfield Junction and High Level Bridge Junction.		

Heaton South Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Slow Line	Differential junction speed	½ DMU 1 Freight
Movements Up	Reason	Value
Trains to Slow Line	Differential junction speed	½ DMU
Junction Margins		
First Movement	Second Movement	Margin
All crossing margins		4

Benton North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Branch	Up train pass Heaton South Junction	6
Up train pass Heaton South Junction	Pass to Branch	2
Off Branch	Re-occupy Branch	4
Arrive Loop from either direction		Same time
Up train depart Loop	Up train arrive Loop from Newsham	6

Morpeth		
Dwell Time		
DMU	1	
HST/LH	1½*. * To be increased to 3 when the station is unstaffed	
Junction Margins		
First Movement	Second Movement	Margin
Passenger arrive Down Loop (Morpeth North Jn)	Pass Morpeth Down Main	1½
Freight arrive Down Loop (Morpeth North Jn)	Pass Morpeth Down Main	3½
Down terminating train shunt to Branch	Down/Up non-stop pass	5
Down Freight pass to Branch	Down/Up non-stop pass	6
Up Passenger pass Morpeth	Arrive from reversing siding	3
Up Passenger arrive Up Loop	Up non-stop pass	6
Up Freight arrive Up Loop	Up non-stop pass	7
Pass from Branch	Pass to Branch	4
Minimum Turnround	10 Shunt via sidings	

Morpeth North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Depart/Pass from Branch	Up pass Morpeth	6
Pass to Branch	Up pass Morpeth	7
Pass from Branch	Pass to Branch	4
Down Passenger pass Morpeth	Depart Down Loop	2
Up train pass Morpeth	Depart from Branch	1
Down Passenger pass Morpeth	Depart from Branch	2

Pegswood		
Dwell Time		
DMU	½	

Butterwell Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up Passenger train passes Alnmouth	Pass to Branch (before Up train)	5
Up Freight train passes Alnmouth	Pass to Branch (before Up train)	9
Pass to Branch (after Up train)	Up train passes Morpeth	Same time

Widdrington	
Dwell Time	
DMU	½

Chevington Loops		
Junction Margins		
First Movement	Second Movement	Margin
Down passenger arrive	Non-stop pass Morpeth	4 mins after
Down freight arrive	Non-stop passes Morpeth	2 mins after
Down passenger pass Morpeth	Down depart Loop	8
Up passenger arrive	Non stop pass Alnmouth	Same time
Up freight arrive	Non stop passes Alnmouth	1

Acklington	
Dwell Time	
DMU	½

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

Alnmouth for Alnwick		
Dwell Time		
DMU	1	
HST/LH	1½*. * To be increased to 3 when the station is unstaffed	
Junction Margins		
First Movement	Second Movement	Margin
Up Passenger clear inside	Non stop pass	5
Up Freight clear inside	Non stop pass	6

Chathill	
Dwell Time	
DMU	½

Belford		
Down Passenger clear inside	Non stop pass	5
Down Freight clear inside	Non stop pass	6

Crag Mill Loops		
Junction Margins		
First Movement	Second Movement	Margin
Up Passenger clear inside	Non stop passes Belford	5
Up Freight clear inside	Non stop passes Belford	6
Down Passenger pass Belford	Freight depart Down Loop	2
Up Passenger pass Belford	Freight depart Up Loop	1

Tweedmouth		
Junction Margins		
First Movement	Second Movement	Margin
Up Freight clear inside	Non stop passes Berwick	6

Berwick		
Dwell Time		
HST/LH	1½	
Junction Margins		
First Movement	Second Movement	Margin
Down Freight clear inside	Non-stop pass	6
Up Freight clear inside	Non-stop pass	6
Depart Up Main	Pass Up Main	6

LN627 LONGLANDS JUNCTION – STOCKTON CUT JN – SUNDERLAND – GREENSFIELD JN – NEWCASTLE EAST JUNCTION AND BRANCHES	
Longlands Junction	
Refer to LN600	

Northallerton	
Refer to LN600	

Northallerton East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass/Depart from Northallerton to Eaglescliffe	Pass Boroughbridge Rd. from Eaglescliffe	6
Pass Boroughbridge Rd. from Eaglescliffe	Pass/Depart from Northallerton to Eaglescliffe	1

Eglescliffe
Refer to LN631/632

Stockton Cut Junction
Refer to LN631/632

Hartburn Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Bowesfield Junction	Pass to Stockton Cut Junction	3
Pass to Stockton Cut Junction	Pass from Bowesfield Junction	3

Stockton		
Junction Margins		
First Movement	Second Movement	Margin
Depart Down platform to south	Arrive Down platform from south	4
Minimum Turnround	5 Trains from Newcastle, Sunderland, Middlesbrough, Saltburn or Darlington	

Norton Junctions		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

Billingham/Billingham Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Branch	Depart Billingham	3
Pass to Branch	Pass Billingham	4
Pass/depart Billingham	Pass to Branch	4

Belasis Lane		
Operating Stop		
2 All trains running to/from Port Clarence or Seal Sands Branches for purpose of token exchange.		
Greatham		
Adjustment to Sectional Running Times : Up Direction		
Coming from various Works sites on Down Side	Acceleration from Slow Speed crossover	1
Junction Margins		
First Movement	Second Movement	Margin
Down depart to Works sites on Down Side	Pass Billingham Junction	4
Down pass to Hartlepool	Depart Works site on Down Side	Same time
Down pass from Hartlepool	Depart Works site on Down Side	Same time
Pass from Works sites on Down Side	Down pass to Hartlepool	4½
Pass from Works sites on Down Side	Down arrive, going to Works sites on Down Side	5½
Restrictions:		
<ul style="list-style-type: none"> Trains leaving Down line, going to various Works sites on Down side, require a 30 second 'OP' stop at Greatham 		

Seaton Snook Junction /Seaton Carew		
Junction Margins		
First Movement	Second Movement	Margin
Up depart to branch from Up main	Up arrive Seaton Carew	4½
Up depart to branch from Down main	Up depart Seaton Carew	2
Up depart to branch from Up or Down Main	Up pass Greatham (not stopping Seaton Carew)	6
Up depart to branch from Down main	Down pass Greatham	2
Up pass Greatham	Up depart to branch from Down main	½
Pass from branch	Up arrive Seaton Carew	4½
Pass from branch	Up pass Greatham (not stopping Seaton Carew)	6
Down Depart Seaton Carew to Hartlepool	Up depart DGL	2½
Down pass Greatham to Hartlepool (not stopping Seaton Carew)	Up depart DGL	4
Down Depart Seaton Carew to Hartlepool	Down depart DGL	3½
Down pass Greatham to Hartlepool (not stopping Seaton Carew)	Down depart DGL	5
Restrictions:		
<ul style="list-style-type: none"> Trains going to Seaton on Tees branch require a 1 minute OP Stop at junction Only one train at a time allowed on Seaton on Tees branch 		

Hartlepool		
Dwell Time		
All Southbound	1	
All Northbound	1½	
Junction Margins		
First Movement	Second Movement	Margin
Depart/pass to Newcastle	Arrive platform from Newcastle	4
MU Depart platform to Stockton	Arrive/pass from Stockton	5 To be 5½
HST/LH Depart platform to Stockton	Arrive/pass from Stockton	5 To be 6
Pass To/from Hartlepool Docks	Arrive/pass from Newcastle	7
Pass Up on Up Line	Depart to Hartlepool Docks	1
<i>National standard</i>		
Pass Up on Up Line	Pass to Hartlepool Docks	2
Minimum Turnround		
	5 Trains from Newcastle or Sunderland	
	10 All other trains	
Restrictions:		
<ul style="list-style-type: none"> Hartlepool Docks: only one train at a time on branch (presently out of use) Services terminating in the through platform should not be planned to shunt to another location 		

Seaham		
Junction Margins		
First Movement	Second Movement	Margin
Depart/pass to Hartlepool	Depart Seaham Harbour	2½
Pass from Seaham Harbour	Up Depart Seaham	1½
Pass from Seaham Harbour	Up Pass to Hartlepool	2
Depart to Seaham Harbour	Up arrive/Up pass to Hartlepool	6½
Minimum Turnround		
	10 via Dawdon	
Restrictions:		
<ul style="list-style-type: none"> Up goods trains going to Seaham Harbour require a 30 second 'OP' stop at Seaham station Seaham Harbour: only one train at a time on branch		

Ryhope Grange		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Going from Ryhope Grange Sidings	Acceleration from slow speed	1
Movement Up		
Going to Ryhope Grange Sidings	Approach Control	1
Junction Margins		
First Movement	Second Movement	Margin
Depart to Hendon Branch	Pass Up	3½
Pass to Ryhope Grange Sidings	Pass Down	4½
Restrictions		
<ul style="list-style-type: none"> Hendon Branch, one train Token Working. A 'TW' stop is required for all traffic to/from the Branch (Note: line currently Out Of Use) If a train is being propelled out of Ryhope Grange Sidings, no Up trains can pass. Margin of 1" before 		

movement commences is acceptable; otherwise a train from Sunderland must follow train towards Seaham (Note: Sidings currently Out of Use)

South Hylton

Platform Re-occupation	3
Minimum Turnround	4

Sunderland

Dwell Time

Southbound services	1
Northbound	1½
Metro Services	30 seconds

Junction Margins

First Movement	Second Movement	Margin
Depart to South Hylton/Sidings	Passenger Arrive/pass ex Hartlepool	4
Depart to South Hylton/Sidings	Freight pass ex Hartlepool	5
Depart to South Hylton	Arrive ex Sidings	3
Arrive/pass from Hartlepool	Depart to South Hylton/Sidings	1
Depart to Pelaw from Up or Down platform	Arrive from Pelaw into same platform	3½
Metro arrive from Pelaw	Heavy Rail (Under 70metres) arrive from Pelaw	3
Metro depart to South Hylton	Heavy Rail (Over 70metres) arrive from Pelaw	3
Heavy Rail (under 69 metres) arrive ex Hartlepool	Metro depart from Park Lane	1
Heavy Rail (over 69 metres) depart to Pelaw	Metro depart from Park Lane	2
Heavy Rail (under 69metres) depart to Pelaw	Metro depart to Pelaw	3
Pass to Hartlepool (Freight)	Arrive from Newcastle/Metro	3
Metro depart to Pelaw	Pass from Hartlepool	5

Minimum Turnround All shunts to be timed for ARS purposes	5 Same platform
	14 Via north end
	9 Via sidings, may be reduced to 8 to facilitate pattern departure

Platform Re-occupation	3
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Boldon East/West Junctions

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Tyne Dock Branch Approaching Pelaw Junction	Acceleration	2

Junction Margins

First Movement	Second Movement	Margin
All crossing margins		4

Boldon North Junction

Operating Stop	2 All trains running to/from Tyne Dock for purposes of token exchange.
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Pelaw Metro Junction
Junction Margins – See Pelaw Junction

Pelaw Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains into Pelaw Goods Loops Approaching Pelaw Jn	Approach Control	1
Junction Margins		
First Movement	Second Movement	Margin
Pass to Wardley	Pass from Sunderland	3½
Pass from Jarrow	Pass from Newcastle	3
Pass to Sunderland	Pass Metro Jn to Sunderland (Metro)	3
Pass Metro Jn from Sunderland (Metro)	Pass from Sunderland	3
Pass Metro Jn to Sunderland (Metro)	Pass to Sunderland (Freight)	2
Pass from Sunderland (Freight)	Pass Metro Jn from Sunderland (Metro)	2

Heworth	
Dwell Time	
All	1

Park Lane Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Greensfield Junction	Pass to High Level Bridge Junction	3
Pass to High Level Bridge Junction	Pass from Greensfield Junction	3
Pass from Greensfield Junction	Pass to Greensfield Junction	3

High Level Bridge Junction
Refer to LN600

Greensfield Junction
Refer to LN600/LN627

King Edward Bridge East Junction
Refer to LN600

King Edward Bridge North Junction
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Refer to LN600

King Edward Bridge South Junction
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Refer to LN600

LN631 DARLINGTON – EAGLESCLIFFE SOUTH JUNCTION
Darlington

Eaglescliffe		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Non-stop trains from Darlington * After Eaglescliffe	Differential junction speed	1 Passenger 2 Freight*
Movement Up	Reason	Value
Non-stop trains towards Darlington ** Approaching Eaglescliffe	Approach control	1 Passenger 2 Freight**
Junction Margins		
First Movement	Second Movement	Margin
Pass/arrive from Northallerton	Depart to Darlington	1
Pass/arrive from Northallerton	Pass to Darlington	3
Pass/depart to Darlington	Pass/arrive from Northallerton	4

LN632 STOCKTON CUT JUNCTION – SALT BURN
Darlington

Stockton Cut Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Hartburn Junction	Pass to Bowesfield Junction	3
Pass to Bowesfield Junction Junction	Pass from Hartburn Junction	4

Bowesfield Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hartburn Junction	Pass from Stockton Cut Junction	4
Pass from Stockton Cut Junction	Pass to Hartburn Junction	2½

Thornaby		
Junction Margins		
First Movement	Second Movement	Margin
Pass/arrive from Bowesfield Junction	Pass from GL	4
Pass from GL	Pass/arrive from Bowesfield Junction	4
Pass from GL	Pass to GL	5

Newport East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Cross ML to GL (either direction)	Pass/depart Thornaby	Same time
Arrive Middlesbrough	Cross GL to ML (either direction)	Same time

Middlesbrough		
Connectional Allowance	5	
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Down platform	Arrive Down platform from opposite direction	3
Depart Down platform to west	Arrive Down platform from west	4½
Depart Down platform to west	Arrive Up platform	3 [#]
Arrive Up platform	Depart Down platform to west	3 [#]
Arrive Up platform	Shunt Down platform to West Dock	1
Terminate Down platform	Arrive second train	7*
# Can be simultaneous if Arrival into Up platform is given 1 adjustment between Guisborough Junction and Middlesbrough		
* May be reduced by 1 minute if ECS of first train is via Guisborough Junction.		
Minimum Turnround	5 Trains from Saltburn, Whitby, or Bishop Auckland There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Middlesbrough	
	7½ ^{\$} Trains from Newcastle & Metro Centre	
	10 ^{\$} Trains from and Hexham	
	15 Trains from Carlisle ^{\$}	
TPE	10 (same platform) 12 (shunt)	
\$ These times may be reduced by the amount of pathing time south of Sunderland or additional dwell time at Sunderland or Hartlepool to a minimum of 5 mins		
Restrictions		
All freight trains to be routed on Goods Lines between Newport East Junction and Whitehouse Junction.		
Train Watering Points	Station and down sidings	

Guisborough Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Whitby	Pass from Redcar	3
Pass from Redcar	Pass to Whitby	2

Whitehouse Junction		
Junction Margins		
First Movement	Second Movement	Margin
Cross ML to GL	Depart Middlesbrough	2 before
Cross GL to ML	Cross ML to GL	4

South Bank Junction		
Junction Margins		
First Movement	Second Movement	Margin
Cross ML to GL	Depart Middlesbrough	Same time
Cross to/from GL	Cross to/from GL	4
Down Passenger pass Guisborough Junction	Up Freight crosses Up Goods to Up Main	6
Restrictions		
All freights that require to run-round at South Bank should be shown to do so at South Bank station (due to TRUST reporting). When the run-round is taking place no other train should be timed on the Goods Lines between South Bank Junction and Grangetown Junction.		

Grangetown Junction		
Junction Margins		
First Movement	Second Movement	Margin
Cross to ML	Cross to GL	4
Cross ML to GL	Pass Guisborough Junction	Same time
Down Passenger service passes Guisborough Junction or departs South Bank	Up Freight routed ML to GL passes Redcar Central	Same time
Restrictions		
When a run-round is taking place at Grangetown no other train should be timed on the Goods Lines between South Bank Junction and Grangetown Junction.		

Redcar Central		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Down platform to the West	Arrive Down platform from the West	5
Minimum Turnround		
5	There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Redcar	
Restrictions		
Trains to Crag Hall cannot pass or depart until the previous train has arrived at Crag Hall, or the train from Crag Hall has passed Saltburn West Junction		

Saltburn West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Saltburn	Pass to Saltburn/Boulby	3
Pass to Boulby	Pass from Saltburn	4

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

LN634 MIDDLESBROUGH TO WHITBY		
Guisborough Junction		
Refer to LN632		

Marton		
Dwell Time		
All	½	

Gypsy Lane		
Dwell Time		
All	½. Compulsory stop on Down only	

Nunthorpe	
Crossing Margin	
	Down train must arrive 3 minutes before Up service. An Up train cannot arrive in platform when a Down train has been accepted from Middlesbrough
Dwell Time	
All	1
Minimum Turnround	
	5

Great Ayton	
Dwell Time	
All	½.

Battersby		
Crossing/Reversing Margin		
	First arriving train departs second	15
	Second arriving train departs first	10
Example:		
1 st Train from Middlesbrough	arr. xx.00	
2 nd Train from Whitby	arr. xx.05	
2 nd Train departs to Middlesbrough	dep. xx.10	
1 st Train departs to Whitby	dep. xx.15	
Dwell Time		
All	5 (minimum required for train reversing and not crossing another service)	
Note: Trains crossing at Battersby occupy the same section of track and platform and must have 5 minutes between consecutive departures due to TPWS requirements		

Kildale	
Dwell Time	
All	½.

Comondale	
Dwell Time	
All	½.

Castleton Moor	
Dwell Time	
All	½* * 1 for 07XX Middlesborough to Whitby/16XX Whitby to Middlesborough

Danby	
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Danby	
Dwell Time	
All	½* * 1 for 07XX Middlesborough to Whitby/16XX Whitby to Middlesborough

Glaisdale	
Dwell Time	
All	3 when trains do not cross 5 when train cross

Egton	
Dwell Time	
All	½* * 1 for 07XX Middlesborough to Whitby/16XX Whitby to Middlesborough

Grosmont		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrives Glaisdale from Grosmont direction.	NYMR train departs Grosmont towards Whitby	5
NYMR train arrives Grosmont from Whitby	Depart Glaisdale towards Grosmont direction.	5

Sleights	
Dwell Time	
All	1½. Compulsory stop on Down (Eastbound) only

Ruswarp	
Dwell Time	
All	1½. Compulsory stop Up (Westbound) only

Whitby	
Minimum Turnround	
	12

LN676 GREENSFIELD JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION	
Greensfield Jn	
Refer to LN600/LN627	

LN678 DARLINGTON TO BISHOP AUCKLAND

Darlington

Refer to LN600

Heighington

Junction Margins

First Movement	Second Movement	Margin
Arrive from Darlington	Depart to Darlington	2

Shildon

Junction Margins

First Movement	Second Movement	Margin
Arrive from Bishop Auckland	Arrive from Darlington	3

Bishop Auckland

Minimum Turnround	5. DMU. There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Bishop Auckland or Darlington
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LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE

Norwood Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Newcastle	Pass to Tyne Yard	3
Pass to Tyne Yard	Pass from Newcastle	3
Pass from Tyne Yard	Pass to Tyne Yard	4

Metrocentre

Dwell Time

DMU	1
	1. Arrive loaded to depart ECS
	1. Arrive ECS to depart loaded

Junction Margins

First Movement	Second Movement	Margin
Depart ECS to Swalwell Junction	Arrive from Newcastle	4
Depart loaded to Newcastle	Arrive from Carlisle	4

Minimum Turnround	9 Via Swalwell Junction
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Swalwell Junction		
Junction Margins		
First Movement	Second Movement	Margin
Depart to Up (after reversal)	Pass Metrocentre on Down	3
Depart to Up (after reversal)	Depart Metrocentre on Down	1½
Pass/arrive Metrocentre on Up	Depart from Down (after reversal)	1

Hexham		
Dwell Time		
DMU	1	
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Depart to Newcastle from Down platform	Differential junction speed	½
Junction Margins		
First Movement	Second Movement	Margin
Depart to Newcastle from Down platform	Arrive from Newcastle	6
Shunt to Middle Road	Arrive from Newcastle	5
Depart to Carlisle	Arrive from Middle Road	3
Minimum Turnround	5 Same platform , no shunt from Newcastle, Sunderland or Hartlepool	
	8 Same platform, no shunt from beyond Hartlepool.	
	15 Replatform, shunt Down to Up	

LN694 BENTON NORTH JUNCTION TO BUTTERWELL JUNCTION AND MORPETH NORTH JUNCTION (BLYTH AND TYNE)		
Newsham		
Junction Margins		
First Movement	Second Movement	Margin
Pass/arrive from Benton	Depart to Benton	2
Pass to Benton	Depart to Bedlington	Same time*
Arrive from Bedlington	Depart to Bedlington	Same time*
Arrive from Bedlington	Arrive from Benton	4
Depart to Bedlington	Pass/arrive from Benton	6
* The section from Newsham to Bedlington South is to be treated as a single line pending viaduct strengthening.		
Operating Restriction		
Run-round facility – maximum length is 64 SLUs/1351 ft/412 metres (plus loco). Whilst run round is taking place, no train can be on the line from Benton.		

Bedlington North		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Up train entering Furnaceway Sidings After Bedlington North	Approach control	2
Junction Margins		
First Movement	Second Movement	Margin
Pass to West Sleekburn	Pass from Morpeth	4
Pass from Morpeth	Pass to Morpeth	4
Pass from Morpeth	Pass to West Sleekburn	4
Pass/arrive from Newsham	Pass/depart from West Sleekburn	Same time*
Arrive from Newsham	Pass/depart from Hepscott	Same time*
* The section from Bedlington South to Newsham is to be treated as a single line pending viaduct strengthening.		
Operating Restrictions		
1. An Up train from Morpeth cannot stand at Bedlington North as it will foul the single line.		
2. Run-round facility in Furnaceway Sidings – maximum length is 58 SLUs/1230 ft/375 m (plus loco). Whilst train is moving to/from sidings, no train can pass Newsham in the Down direction.		

Hepscott Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Morpeth/Morpeth North Junction	Pass from other Branch	4
Arrive Loop	Arrive Loop from other direction	3

Morpeth North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Off Branch	Re-occupy Branch	4

West Sleekburn Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down train towards Winning Approaching West Sleekburn	Slow speed junction	1
Junction Margins		
First Movement	Second Movement	Margin
Pass to Winning Junction	Pass from Marchey's House	4
Pass from Marchey's House	Pass to Winning Junction	4

Marchey's House		
Junction Margins		
First Movement	Second Movement	Margin
Pass to West Sleekburn Junction	Pass from Winning Junction	4
Pass to Winning Junction	Pass to West Sleekburn Junction	4
Pass to Winning Junction	Pass from Winning Junction	4*
Pass from Ashington	Pass to West Sleekburn Junction	5*
Pass from Ashington	Depart to Ashington	2*
Operating Restrictions		
* Trains are not permitted to cross between Marchey's House and Ashington due to a weight restriction on Black Bridge Viaduct. The Section to Ashington is to be treated as a single line pending viaduct strengthening.		

Winning		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Marchey's House	Pass from West Sleekburn	6
Pass from West Sleekburn	Pass to Marchey's House	4

Freemans		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Winning	Pass from Winning	4
Operating Restriction One train only allowed between Freemans and North Blyth Alcan/Battleship Wharf at any one time.		

LN736/752 CLEETHORPES TO DONCASTER		
Cleethorpes		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Grimsby	Depart to Grimsby	1
Minimum Turnround	8 Barton services	
	10 Lincoln services	
	15 Doncaster/Newark and beyond	
Train Watering Points	Available at the station	

New Clee	
Dwell Time	
Request stop only	No dwell allowance

Grimsby Docks	
Dwell Time	
Cleethorpes – Barton on Humber services	½

Grimsby Docks Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Grimsby Town from Cleethorpes	Depart Loop for Cleethorpes	Same Time
Arrive Loop from Grimsby Town	Depart Cleethorpes (non stop)	3 before Up train arrives in Loop
Arrive Loop from Grimsby Town	Depart Cleethorpes (stopping)	Depart Grimsby Docks 3 after Up train arrives in Loop

Grimsby Town		
Dwell Time		
Barton services	1	
All other services	1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Bay	Arrive from Cleethorpes	3
Arrive from Cleethorpes	Arrive in Bay	3
Arrive in Bay	Depart to Habrough	1
Arrive from Cleethorpes	Depart to Cleethorpes	1
Minimum Turnround		
	8 Barton services	
	10 Lincoln services	
	15 Doncaster/Newark and beyond	

Marsh Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Grimsby	Pass from Branch	3
Pass from Branch	Pass to Grimsby (non stop)	5
Pass from Branch	Pass to Grimsby (stopping Great Coates)	3

Great Coates		
Dwell Time		
Cleethorpes – Barton on Humber services	½	

Healing		
Dwell Time		
Cleethorpes – Barton on Humber services	½	

Stallingborough		
Dwell Time		
Cleethorpes – Barton on Humber services	½	

Habrough		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Ulceby	Depart to Ulceby	At same time
Arrive/pass from Brocklesby	Depart to Ulceby	At same time
Depart to Ulceby	Arrive/pass from Brocklesby	4

Brocklesby		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Cleethorpes	Pass to Doncaster/Retford	Pass Ulceby 1 after train to Cleethorpes passes Brocklesby
Pass from Ulceby	Pass to Cleethorpes	4
Pass from Ulceby to DGL	Pass from Cleethorpes	4

Wrawby Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Train to Up Slow Line from Scunthorpe/Brigg/ Lincoln. Approaching Wrawby Jn.	Approach Control	2
Junction Margins		
First Movement	Second Movement	Margin
Pass from Newark/Retford	Pass to Doncaster/Retford	3
Pass to Doncaster/Retford	Pass from Newark/Retford	4

Foreign Ore Branch Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Branch	Down train pass Appleby	2
Down train pass Appleby	Pass from Branch	6
Pass from Branch	Re-occupy Branch	5

North Lincoln Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from GL	Pass/arr Scunthorpe from Wrawby Junction	6
Pass/arr Scunthorpe from Wrawby Junction	Pass from GL	Same time

Trent Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Up side	Before Up passenger departs Scunthorpe	2
Pass to Up side	Before Up passes Scunthorpe	3
Pass from Down side	Before down pass/arr Scunthorpe	5
Pass from Trent FD	Pass to Trent FD	5

Scunthorpe Roxby Gullet/Dragonby Sidings		
Operating Restriction		
Trains running to/from Roxby Gullet/Dragonby Sidings require to be in possession of a Train Staff issued by North Lincoln Junction. A second train cannot proceed along the branch to Roxby Gullet/Dragonby Sidings until the first train has completed its journey on the branch and the Train Staff is surrendered by the driver and returned to North Lincoln Junction, to be re-issued to the second train. A minimum of 30 minutes for Dragonby services and a minimum of 45 minutes for Roxby Gullet services should be allowed for this to take place before the second train can proceed on the branch.		
This also applies to trains returning from Roxby Gullet/Dragonby Sidings to North Lincoln Junction.		

Scunthorpe		
Dwell Time		
All		1
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 to Doncaster	Arr/pass Platform 1 from Doncaster	4
Pass to E line	Depart from Scunthorpe	3
Depart from Scunthorpe	Pass to E line	4
Train departing from or passing through Up or Down platforms	Departure to Doncaster from Plat. 2 (Down) of train from the East end (Up) bay (incls. Shunt moves)	7
Minimum Turnround		
	5 (10 if replatformed) from Doncaster or Cleethorpes.	
	10 from beyond Doncaster	
If the turnround is substantially more than 10 minutes, then the train must be replatformed to the East End Bay		

Gunhouse Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Loop	Stopping depart Althorpe	4
Arrive Loop	Non-stop arrives Scunthorpe	8
Stopping service depart Althorpe	Depart Loop	3
Depart Loop	Non-stop arrives Scunthorpe	Same time

Thorne Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Train from Up Slow Line. Approaching Crowle	Differential Junction Speed	1
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hull	Pass from Hull	4
Pass from Hull	Pass to Hull/Cleethorpes	4*
Pass to Cleethorpes	Pass from Hull	3
Pass from Cleethorpes	Pass from Hull if calling at Hatfield and Stainforth	3
* May be reduced to 3 if the service calls at Hatfield and Stainforth		

Hatfield Colliery		
Operating Restriction Only one train can be accommodated in the colliery at once. Trains can depart the colliery in the Down direction on the Up Slow Line or the Down Fast Line		
Junction Margins		
First Movement	Second Movement	Margin
Depart Colliery	Pass Hatfield & Stainforth on Up Fast/Up Slow	8
Depart Colliery	Arrive Colliery	20

Hatfield and Stainforth		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Applehurst Jn. to Up Slow Line Approaching Thorne Jn	Acceleration	1
Trains from Applehurst Jn. to Up Fast Line Approaching Thorne Jn.	Acceleration	2
Junction Margins		
First Movement	Second Movement	Margin
Pass to Branch	Pass/Arrive from Doncaster	4
Pass/Arrive from Doncaster	Pass to Branch	2½
Pass to Branch	Arrive from Thorne	3

Kirk Sandall Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Branch to SL	Pass from Doncaster ML	*
Pass from Branch	Pass to Doncaster	4
Pass to Doncaster	Pass from Branch	3
Pass from Branch	Pass to Branch	4
* Same time as train passes/departs Doncaster or 1 before a freight train passes Bentley Junction		

LN736 WRABBY JUNCTION TO NUNNERY MAIN LINE JUNCTION		
General note A light engine must run between Wrawby Junction and Gainsborough Trent Junction, and Gainsborough Trent Junction and Wrawby Junction via Brigg for signalling integrity purposes before a passenger train runs, when no trains have passed over this route for six days or more.		

Brigg		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Wrawby	Depart to Wrawby	1

Kirton Lime Sidings		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Northorpe	Pass to Northorpe	3

Northorpe SB		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Loop from either direction	Pass ML	6*
* May be reduced to 4 minutes if second train has 2 minutes pathing approaching Northorpe SB		

Gainsborough Central		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Single line	Depart to Single line	Same time

Gainsborough Trent Junctions								
Junction Margins								
1 st move → 2 nd move ↓	Retford to Wrawby Jn	Retford to Lincoln	Don to Wrawby Jn	Don to Lincoln	Lincoln to Don	Lincoln to Retford	Wrawby Jn to Don	Wrawby Jn to Retford
Retford to Wrawby Jn	–	5	4	3	3	No conflict	3	No conflict
Retford to Lincoln	5	–	4	–	3	No conflict	4	4
Don to Wrawby Jn	4	4	–	5	No conflict	No conflict	No conflict	No conflict
Don to Lincoln	3	–	5	–	No conflict	No conflict	3	3
Lincoln to Doncaster	3	3	No conflict	No conflict	–	–	5	4
Lincoln to Retford	No conflict	No conflict	No conflict	No conflict	–	–	3	5
Wrawby Jn to Don	3	4	No conflict	4	5	4	–	4
Wrawby Jn to Retford	No conflict	4	No conflict	4	4	5	4	–

West Burton East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from West Burton PS	Pass to Claborough Junction	4
Pass to Claborough Junction	Pass from West Burton PS	3

West Burton West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to West Burton PS	Pass from Trent Junction	4
Pass from Trent Junction	Pass to West Burton PS	3

Clarborough Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Cottam PS	Pass from West Burton SB	4
Pass from West Burton SB	Pass to Cottam PS	3

Retford Low Level

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Arrive from UGL	Pass to Clarborough Junction	3
Pass to Clarborough Junction	Arrive from UGL	5

Minimum Turnround	10 Only from Worksop direction via UGL from Low Level Up platform to Low Level Down platform. Not permitted from Gainsborough direction
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Manton Wood

Junction Margins

First Movement	Second Movement	Margin
Arrive reception from Worksop	Pass to Worksop	4
Pass Down Main	Arrive Up reception	3

Worksop		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Departing Down platform to Mansfield. Approaching Shireoaks East Jn.	Differential junction speed	½
Departing Up platform to Mansfield. Approaching Shireoaks East Jn.	Differential junction speed	1
Departing Up platform to Sheffield. Approaching Shireoaks East Jn.	Differential junction speed	½
Departing from Worksop Up Reception	Acceleration	{3}
FROM MAY14 ONWARDS		
Movement Up	Reason	Value
Terminating services with extended dwell, (greater than 1½ minutes)	Approach Control	1
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Up platform to Shireoaks East Junction	Arrive Up platform from west	4
Minimum Turnround		
	6 Same platform for trains from Nottingham or Sheffield	
	10 Replatform for trains from Nottingham or Sheffield. If replatforming is required, ECS can only be shunted from Worksop Up platform to Worksop Down platform at Worksop East crossover for trains from Sheffield or Nottingham. For trains from the Gainsborough direction, the ECS can only be shunted from Worksop Down platform to Worksop Up platform via Worksop West crossover.	

Shireoaks East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Worksop Yard Approaching Shireoaks	Differential junction speed	1
Non-stop trains to Mansfield Approaching Shireoaks East Jn	Differential junction speed	2
Movement Up	Reason	Value
Train from Mansfield to Worksop Approaching Worksop	Differential junction speed	½
Train to Worksop Yard Approaching Shireoaks East Jn	Differential junction speed	1
Junction Margins		
First Movement	Second Movement	Margin
Pass from Woodend Junction	Pass to Shireoaks station	3
Pass to Shireoaks station	Pass from Woodend Junction	3

Shireoaks Station (West Junction)		
Junction Margins: Times based on Shireoaks station		
First Movement	Second Movement	Margin
Pass to Woodend Junction	Arrive/pass from Shireoaks East Junction	5
Pass from Shireoaks East Junction	Pass to Woodend Junction	3
Depart Shireoaks station to Sheffield	Pass to Woodend Junction	3
Pass from Woodend Junction	Pass to Woodend Junction	4

Brancliffe East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train to Maltby Between Shireoaks & Brancliffe East Jn.	Differential junction speed	1
Movement Up	Reason	Value
Train from Maltby Between Brancliffe East Jn. & Shireoaks	Differential junction speed	1
Junction Margins		
First Movement	Second Movement	Margin
Pass to Dinnington	Pass from Kiveton Park	4
Pass from Kiveton Park	Pass to Dinnington	3

Woodhouse Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Beighton Junction	Pass from Kiveton Park	4
Pass from Kiveton Park	Pass to Beighton Junction	4
Arrive Sidings	Depart Sidings	2

Woodburn Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Tinsley East Junction	Pass to Tinsley East Junction	4
Pass from Tinsley East Junction	Pass to Woodhouse Junction	4
Pass to Woodhouse Junction	Pass from Tinsley East Junction	3
Pass to Deepcar	Pass from Tinsley East Jn/Nunnery ML Jn	4
Pass from Woodhouse Jn/Tinsley East Jn	Pass to Deepcar	3

LN740/742 MARSH WEST JN. TO BROCKLESBY JUNCTION VIA IMMINGHAM	
Great Coates No. 1 Signal Box	
Operating Stop	All trains to/from Pyewipe Road must have a 2 minute 'OP' stop for token exchange purposes

Immingham East Junction	
Operating Stop	All trains to/from Pyewipe Road must have a 2 minute 'OP' stop for token exchange purposes

Humber Road Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Immingham East/West Junction	Pass to Immingham East Junction	4
Pass to Immingham East Junction	Pass from Immingham West Junction	4
Pass to Immingham East Junction	Pass from Immingham East Junction	4

Ulceby	
Refer to LN744	

LN744 HABROUGH JUNCTION TO BARTON ON HUMBER		
Ulceby		
Dwell Time		
All	1/2	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Barton	Arrive from Barton	4
Depart to Barton	Pass from Immingham or Brocklesby	4
Pass from Immingham	Arrive from Habrough/Barton	4
Pass from Brocklesby	Depart to Barton	3
Pass from Brocklesby	Arrive from Barton	4

Thornton Abbey	
Dwell Time	
All	1/2

Goxhill	
Dwell Time	
All	1/2

New Holland	
Dwell Time	
All	½

Barrow Haven	
Dwell Time	
All	½

Barton on Humber	
Minimum Turnround	5

LN758 BRANCLIFFE EAST JUNCTION TO ST CATHERINES JUNCTION		
Dinnington Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Single line	Pass to Single line	3

Maltby Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Loop from either direction	Arrive from other direction	3
Arrive from Dinnington	Depart to Dinnington	4
Arrive from St Catherines Junction	Depart to St Catherines Junction	2

Firbeck Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to St Catherines Junction	Pass from Harworth Colliery	3

St Catherines Junction Loop		
Junction Margins		
First Movement	Second Movement	Margin
All conflicts		3

LN768 MANSFIELD WEST JUNCTION TO SHIREOAKS JUNCTIONS		
Shirebrook Junction		
Junction Margins		
First Movement	Second Movement	Margin

LN768 MANSFIELD WEST JUNCTION TO SHIREOAKS JUNCTIONS

Shirebrook Junction

Pass from Shirebrook East Junction	Pass to Clipstone Junctions	3
Pass to Clipstone Junctions	Pass from Shirebrook East Junction	4

Shirebrook East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Shirebrook Junction	Pass from Clipstone Junctions	4
Pass from Clipstone Junctions	Pass to Shirebrook Junction	4
Pass to/from Clipstone Junctions	Pass to/from Clipstone Junctions	4

Whitwell

Dwell Time

All	1. 0800 – 1800 EWD
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Creswell

Dwell Time

All	1. 0800 – 1800 EWD
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Langwith Whaley–Thorns

Dwell Time

All	1. 0800 – 1800 EWD
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Woodend Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Shirebrook	Pass from Shireoaks West Jn	7
Pass from Shireoaks West Jn	Pass from Shirebrook	8

LN774 BARROW HILL TO OXCROFT/BOLSOVER

Hall Lane Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Foxlow Junction	Pass from Barrow Hill North Junction	4
Pass from Barrow Hill North Junction	Pass to Foxlow Junction	4
All margins to/from single lines		4

Seymour Junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4

LN784 HIGH MARNHAM AND BRANCHES TO SHIREBROOK JUNCTIONS

Boughton Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Single line	Re-occupy Single line	4

Thoresby Colliery Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Ollerton	Depart from Run-round	2
Depart Run-round	Pass from Ollerton/arrive Run-round	6

Clipstone East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Clipstone West Junction	Pass from Clipstone South Junction	4
Pass from Clipstone South Junction	Pass to Clipstone West Junction	4

Rufford Junction/Clipstone Colliery Junction

Junction Margins

First Movement	Second Movement	Margin
All margins to/from single lines		4

Clipstone West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Clipstone South Junction	Pass from Clipstone East Junction	5
Pass from Clipstone East Junction	Pass to Clipstone South Junction	3

Welbeck Colliery Junction

To be evaluated

Warsop Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Shirebrook East Junction	Pass from Shirebrook Junction	4
Pass from Shirebrook Junction	Pass to Shirebrook East Junction	4

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT		
Chesterfield		
Dwell Time		
DMU	1	
HST/22X	1½* * 2 minutes for East Midlands Trains HST services	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Tapton Junction	Arrive from Chesterfield South Junction	4
Depart Platform 1 to Dore	Arrive Platform 1 from Tapton Junction	3½
Depart to Chesterfield South Junction	Arrive same platform from Tapton Junction	3½
Arrive/Pass from Tapton Junction	Depart to Barrow Hill	1
Arrive/Pass from Tapton Junction	Pass to Barrow Hill	3
Depart/pass to Barrow Hill	Arrive/pass from Tapton Junction	5
Minimum Turnround	5 from Sheffield (Empty DMU to form Passenger service)	
	10 from Sheffield, Derby or Nottingham	
	20 from beyond Sheffield, Derby or Nottingham	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Freight crossing Down Main to Down Barrow Hill. Chesterfield South Jn – Chesterfield	Deceleration	½

Tapton Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger crossing Down Main to Down Barrow Hill. * Approaching Tapton Jn ** After Tapton Jn	Differential Junction Speed	½*
	Acceleration	½**
Freight crossing Down Main to Down Barrow Hill. ** After Tapton Jn	Acceleration	1½**
Passenger crossing Down Barrow Hill to Down Main. *** After Tapton Jn	Acceleration	1***
Freight crossing Down Barrow Hill to Down Main. * Approaching Tapton Jn *** After Tapton Jn	Differential Junction Speed	½*
	Acceleration	5***
Movement Up	Reason	Value
Passenger crossing Up Main to Up Barrow Hill \$ Approaching Tapton Jn \$\$ Approaching Chesterfield \$\$\$ Approaching Clay Cross North Jn (non-stop only)	Deceleration	½ ^{\$}
	Differential Junction Speed	½ ^{\$\$}
	Acceleration	½ ^{\$\$\$}
Freight crossing Up Main to Up Barrow Hill \$ Approaching Tapton Jn \$\$ Approaching Chesterfield % Approaching Chesterfield South Jn \$\$\$ Approaching Clay Cross North Jn	Deceleration	½ ^{\$}
	Differential Junction Speed	1 ^{\$\$}
	Acceleration	1 [%]
	Acceleration	1 ^{\$\$\$}
Passenger crossing Up Barrow Hill to Up Main \$ Approaching Tapton Jn \$\$ Approaching Chesterfield	Approach Control	1½ ^{\$}
	Differential Junction Speed	½ ^{\$\$}
	Acceleration	½ [%]

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

Dronfield		
Dwell Time		
DMU	½	
22X	1½	

Dore South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Sheffield	Pass from Dore West Junction	3 after Down train passes Dore Station Junction
Pass from Dore West Junction	Pass to Sheffield	6 before Down train passes Dore Station Jn
Pass from Dore West Junction	Pass to Dore West Junction	4
Operating/Planning Restriction		
Owing to the restrictive overlap at S48 signal, Up trains/locos must not be planned to stand on Dore West/South curve.		

Dore Station Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Dore West Junction	Pass from Chesterfield	3½ Passngr 5 Freight
Pass from Chesterfield	Pass to Dore West Junction	3½
Pass from single line	Re-occupy single line	3½
Depart single line (signal stop)	Re-occupy single line	4½
Down services routed DPL via Sheffield Signal S77	Down train in rear routed Down Main	1 minutes after 1st train passes S77

Dore & Totley	
Dwell Time	
Class 1	1
Class 2	½

Dore West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Sheffield	Pass to Sheffield	4
Pass from Sheffield	Pass to Chesterfield	2½
Pass from Chesterfield	Pass to Chesterfield	3½
Pass to Chesterfield	Pass from Sheffield	4
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train stopping at Dore & Totley station Approaching Totley T.E	Acceleration	1
Train from Dore South Junction Approaching Totley T.E	Acceleration	1½ Passnger 1 Freight
Movement Up	Reason	Value
Trains towards Dore South Junction Approaching Dore West Jn	Approach control	1½ Passnger 2 Freight

Heeley Up Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Loop	Before next train dep Sheffield	1
Pass Dore Station Junction	Depart Loop	1

Sheffield			
Adjustments to Sectional Running Times			
Movement Up		Reason	Value
Trains departing from Platforms 1 – 5 Approaching Dore Station Junction		Differential linespeed	½
Connectional Allowance		7	
Dwell Time			
XC (22x & HST)	2		
TPE	2		
All other services	3. Through 1, 2, 5, 6 and 8		
Minimum Turnround			
	HST	LH	DMU
To/from London St Pancras	20 ^{\$}		20
Fuel		60	60
Lincoln, Wakefield or Huddersfield			7
To/from Hope Valley			10
From beyond Manchester, Doncaster, Adwick, Huddersfield or Leeds			15
East Midlands Trains reversals	7		4
Other not specified above			10*
XC	20 (10 by exception and in agreement with Network Rail)		
* Reductions to be specially agreed			
\$ Must not be 2 consecutive 20 min turnrounds St Pancras/Sheffield			
Where minimum turnrounds have been increased and shorter turnrounds already apply for some trains in the 2000 timetable, existing values may continue to be used for a similar number of trains. In the event that the service is amended by changes to the overall pattern, the new values will apply.			
Overlap restrictions			
A minimum of 3 minutes should be allowed between the following movements			
Movement		Conflict	
Arrive Platform 1a from South		Arrive Platform 1b from North (and vice versa)	
Arrive Platform 2 from South		Depart Down Station Siding (and vice versa)	
Arrive Platform 2 from North		Arrive Down Station Siding/Platform 1 from South (and vice versa)	
Arrive Platform 6 from North		Arrive/depart Platform 7 (and vice versa)	
Arrive Platform 8 from North		Arrive Platform 7 (and vice versa)	
Junction Margins			
First Movement		Second Movement	Margin
Platform End Conflicts			
First Movement		Second Movement	Margin
Train Arrive		Conflicting movement depart	1
Depart Platform 1 or 1A to the North		Arrive Platform 1A from the South	3 (no restriction if departure is from 1B)
Depart Platform 1 to the North		Arrive platform 1 or 1B from the South	3 2 if departure is from 1B
Depart Platform 1A to the South		Arrive Platform 1 from the North	3 (no

Sheffield		
		restriction if arrival is to Platform 1B)
Depart Platform 1 to the South	Arrive Platform 1 from the North	3 2 if arrival is to Platform 1B
Depart Platform 1 to the South	Arrive Platform 1 from the North	3 2 if arrival is to Platform 1B
Depart Platform 1 or 2 to North	Arrive Platform 1 or 2 from North	4
Depart Platform 3, 4, or 5 to North	Arrive Platform 3, 4, or 5 from North	3*
Depart Platform 3, 4, or 5 to North	Arrive Platform 1 or 2 from North	4
Depart Platform 1 or 2 to South	Arrive Platform 1, 2, 2c or 5 from South	4½
Arrive Platform 1 from South	Arrive Platform 2 from North	4
Arrive Platform 2 from North	Arrive Platform 1 from South	4
Arrive Platform 2 from North	Depart Platform 1 to South	2
Depart Platform 2c or 5 to South	Arrive Platform 2c or 5 from South	4½
Depart to South	Arrive Platform 7 or 8 from South	5
Depart Platform 7 to South	Arrive Platform 6 from North	3
Arrive Platform 6 to 8 from North	Depart Platform 7 to South	1
Arrive Platform 7 from South	Arrive Platform 6 or 8 from North	3
Arrive Platform 6 or 8 from North	Arrive Platform 7 from South	3
Depart Platform 2 or 5 to the North	Arrive same Platform from the South	4
Depart Platforms 2, 5, 6 or 8 to the South	Arrive same Platform from the North	4
Arrive Platform 8 from the South	Arrive Platform 6 from the North	4
* 4 via 'A' line when conflict occurs		
Restrictions		
Passenger services can not arrive on Platform 6 from the South		
Passenger services cannot depart Platforms 6 or 8 to the North		
Trains following into the same platform – not called on – 4 from South, 3 from North		
ECS services arriving into Platform 6 to be routed via DPL from SHEF77		
Services arriving into Platform 7 and 8 to be routed via DPL from SHEF77.		
Northend Bay Platform couplings are preferred to take place in Platform 3		

Nunnery Main Line Junction		
Junction Margins connoiseur		
First Movement	Second Movement	Margin
Pass UM	Pass to Woodburn Junction	2½
Pass to Woodburn Junction	Pass UM	3

Mill Race Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass UML	Pass to GL	Same time as Up service passes Nunnery ML Junction
Pass to GL	Pass UML	3 before Up service passes Wincobank Jn/Brightside Junction

Brightside Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Down ML	Pass from Slow	1 after Down service passes Wincobank Junction
Pass from Slow	Pass Down ML	1½ before Down service passes Nunnery ML Junction
Pass UML	Pass from Slow	½ before Up ML service passes Nunnery ML Jn
Pass from Up/Dn Goods	Pass on Up Main (non-stop)	3½ before Up non-stop passes Wincobank Jn.
Pass from Up/Dn Goods	Pass on Up Main (stopping at Meadowhall)	2½ before Up stopping train passes Wincobank Jn.
Pass on Up Main	Pass from Up/Dn Goods	2½ after Up train passes Wincobank Jn.

Wincobank Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Non-stop trains to Barnsley	Approach control	1
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Main	Pass from Barnsley	3 non-stop
Pass from Barnsley	Pass Down Main	3

Meadowhall		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains via Masborough Junction stopping at Meadowhall. Approaching Holmes Junction	Differential junction speed	-½ DMU
Dwell Time		
All	1	
Minimum Turnround		5. Platform 4 only from Barnsley
Junction Margins		
First Movement	Second Movement	Margin
Depart Platforms 1 – 4	Arrive same platform from same direction	3
Depart Platform 4 to Barnsley	Arrive Platform 4 from Barnsley	4
Depart Platform 4 to SL	Arrive Platform 4 from Sheffield	3
Arrive Platform 2 from Sheffield	Depart Platform 3 from Barnsley	1

Holmes Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains via Masborough Junction stopping at Meadowhall. Approaching Meadowhall	Faster approach speed	-½ DMU
Junction Margins		
First Movement	Second Movement	Margin
Pass from Aldwarke Junction	Pass to Rotherham Central	2½
Pass to Rotherham Central	Pass from Aldwarke Junction	3½*
Pass from Rotherham Central	Pass to Rotherham Central	3
Pass to Rotherham Central	Pass Down ML	3½
Pass UML	Pass from Rotherham Central	2½
* May be reduced by ½ minute if second train has at least 1 minute pathing allowance between Aldwarke Junction and Holmes Junction.		

Masborough Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Treeton Junction	Pass to Treeton Junction	4
Pass to Treeton Junction	Pass from Treeton Junction	5
Pass to Holmes Junction	Pass from Treeton Junction	2 after Up service passes Holmes Jn
Pass from Treeton Junction	Pass to Holmes Junction	1½ before Up service passes Aldwarke Jn

Rotherham Central		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Holmes Junction	Depart to Holmes Junction	1½
Arrive/pass from Woodburn Junction	Depart to Holmes Junction	1
Pass/depart to Holmes Junction	Arrive/pass from Woodburn Junction	4

Aldwarke UES		
Junction Margins		
First Movement	Second Movement	Margin
Train arrives Aldwarke UES from north	Pass Aldwarke Junction	3
Train arrives Aldwarke UES from south	Pass Aldwarke Junction	4

Aldwarke Junction			
Adjustments to Sectional Running Times			
Movement Down	Reason		Value
Trains from Masborough Junction. Approaching Swinton	Differential junction speed		-1½ 142/150
Trains from Rotherham Central Approaching Swinton	Differential junction speed		1 185/22X 1½ 158
Trains to the Roundwood Chord Approaching Aldwarke Junction	Approach control		1½
Movement Up	Reason		Value
Trains from Roundwood Chord to Masborough Jn Approaching Holmes Junction	Accleration		1
Junction Margins			
Junction Margins			
2 nd move →	Pass from Rotherham Central	Pass UML from Swinton	Pass to Thrybergh Junction
1 st move ↓			
Pass UML from Swinton	2½	3*	3
Pass from Rotherham Central	No conflict	4	3
Pass to Thrybergh Jn	3	4	
Pass DML from Masborough Jn	2½	No conflict	
Pass from Thrybergh Jn	4	4*	4
* Different routes Trains from Rotherham Central to Roundwood Chord can run via UML and not conflict with train on DML			

Swinton Junction					
Adjustments to Sectional Running Times					
Movement Down		Reason			Value
Trains to Doncaster direction Approaching Swinton Junction		Differential junction speed			1 Freight
Movement Up		Reason			Value
Trains from Doncaster direction Approaching Aldwarke Junction		Acceleration			½ LH/HST/ 22X
Junction Margins					
2 nd move →	Pass from Moorthorpe	Arrive from Moorthorpe	Pass to Doncaster	Depart to Doncaster	Depart to Sheffield from other route
1 st move ↓					
Pass to Doncaster	4	4½	No conflict	No conflict	
Depart to Doncaster	5	5	No conflict	No conflict	
Pass from Moorthorpe	No conflict	No conflict	4	1	2
Arrive from Moorthorpe	No conflict	No conflict	4	1	Simultaneous
Pass from Doncaster	3	Simultaneous	No conflict	No conflict	2

Moorthorpe		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass from South Kirkby Junction	Pass to Pontefract Baghill	4
Arrive/pass from South Kirkby Junction	Depart to Pontefract Baghill	1
Depart/pass to Pontefract Baghill	Arrive/pass from South Kirkby Junction	4
Arrive Down Loop	Arrive/pass Moorthorpe station	5
Arrive Up Loop	Arrive/pass Moorthorpe station	5
Minimum Turnround	5 Arrive loaded from Sheffield before departing ECS to Sheffield	

Ferrybridge		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

Milford Junction			
Adjustments to Sectional Running Times			
Movement Down		Reason	Value
Train Ferrybridge to Church Fenton Approaching Milford Junction		Approach control	1
Train from Castleford to Gascoigne Wood Approaching Milford Junction		Approach control	1
Movement Up			
Trains from Church Fenton to Ferrybridge Approaching Milford Junction		Approach control	1
Trains from Gascoigne Wood to Castleford Approaching Castleford		Acceleration	1 Passenger 2 Freight
Trains from Milford West Sdgs to Castleford/ Ferrybridge North Junction After Milford Junction		Acceleration	3 Freight
Junction Margins			
First Movement		Second Movement	Margin
All conflicting moves			4
Planning Restriction			
Any propelling movement into Milford West Sidings must stop to pick up a radio requiring 2 minute OP stop, prior to propelling at Milford Junction.			
Service from Hambleton West		Service from Church Fenton	
Gascoigne Wood Junction arr	xxOP00	Milford Loop arr	xxOP00
Gascoigne Wood Junction dep	xxOP02	Milford Loop dep	xxOP02
Milford Junction arr	xxPRRM08	Milford Junction arr	xxPRRM06
Milford Junction dep	xxPRRM10	Milford Junction dep	xxPRRM08
Milford West Siding arr	xxPR17	Milford West Siding arr	xxPR15

Sherburn Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train crossing to LSL at Church Fenton Approaching Church Fenton	Approach control	1
Movement Up		
Movement Up	Reason	Value
Non stop crossing from LSL at Church Fenton	Acceleration	1
Stopping train from LSL at Church Fenton After Church Fenton	Acceleration	½
Junction Margins		
First Movement	Second Movement	Margin
Pass to Milford Junction	Pass from Gascoigne Wood	Same time as southbound service passes Milford Junction
Pass from Gascoigne Wood	Pass to Milford Junction	Same time as southbound service passes Church Fenton or 1 minute behind southbound service departing Sherburn in Elmet.

Church Fenton
Refer to LN836/898/854

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'		
Barrow Hill South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Branch	Pass from Beighton Junction	4
Pass from Beighton Junction	Pass to Branch	3

Barrow Hill North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from sidings	Pass from Beighton Junction	4
Pass from Beighton Junction	Pass from sidings	3

Foxlow Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Branch	Pass to Chesterfield	4
Pass to Chesterfield	Pass from Branch	3

Beighton Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Down Barrow Hill Line to Woodhouse Junction Approaching Beighton Junction	Approach Control	½ Passenger 1 Freight
Movement Up	Reason	Value
Pass from Woodhouse Junction to Up Barrow Hill Line. Approaching Barrow Hill	Acceleration	½ Passenger 1 Freight
Junction Margins		
First Movement	Second Movement	Margin
Pass from Sheffield	Pass to Rotherham	4
Pass to Rotherham	Pass from Sheffield	4

LN826 DONCASTER TO SWINTON		
St James Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hexthorpe Junction	Pass to Bridge Junction	5½

Hexthorpe Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Sheffield	Pass to GL	3
Pass to GL	Pass from Doncaster	4
Pass to Doncaster	Pass from Avoiding Line	3
Pass from Avoiding Line	Pass to Doncaster	4

Mexborough		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Swinton	Pass from Thrybergh Junction	4
Pass from Thrybergh Junction	Pass to Swinton	4
Pass from Thrybergh Junction	Pass to Thrybergh Junction	4
Pass to Thrybergh Junction	Pass from Thrybergh Junction	5
Adjustments to Sectional Running Times		
Movement	Reason	
Services from Thrybergh Junction from the Down Trains Approaching Mexborough towards Thrybergh Jn	Differential Junction Speed	{½} Class 1 & 5
Movement	Reason	
Services from Thrybergh Junction from the Up Trains Approaching Hexthorpe Jn from Thrybergh	Acceleration	{½} Class 1 & 5

LN828/830 MEXBOROUGH – ALDWARKE JUNCTION – WOODBURN JUNCTION		
Thrybergh Junction		
Junction Margins		
First Movement	Second Movement	Margin
Train from Single Line	Train to Single Line	4

Tinsley East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Woodburn Junction	Pass to Woodburn Junction	4

Tinsley South Junction		
OPERATING RESTRICTION		
Tinsley Yard is subject to one train working, all trains must be planned with an 'OP' stop of 6 minutes for Staff working and for the driver to receive authority to proceed or to replace the staff. FOR DEC13 TIMETABLE		
All trains towards Shepcote Lane Junction must be planned with an "OP" stop of 2 minutes for driver instructions.		
FROM MAY14 ONWARDS		

Broughton Lane Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Tinsley Yard	Pass from Tinsley South Junction	4
Pass to Tinsley South Junction	Pass from Tinsley Yard	3
OPERATING RESTRICTION		
All trains towards Shepcote Lane Junction must be planned with an "OP" stop of 2 minutes for driver instructions.		
FROM MAY14 ONWARDS		

Carcroft Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Branch	Pass Up Main line	1 before Up non-stop passes South Kirkby Jn Same time as Up stopping service departs South Elmsall
Pass Up Main	Arrive Adwick from Doncaster	2½ after non-stop passes Adwick 1 after up stopping train departs Adwick
Pass to Branch	Pass Down Main	Same time as Class 1 stopping service depart Doncaster 1 minute before Class 1 non-stop departs Doncaster
Pass Up Main	Arrive Adwick from Branch	2½ after non-stop passes Adwick
Pass to Branch	Pass from Branch (and vice versa)	4 (Single Lead)

Adwick
Restriction A terminating train running ECS towards Skellow Junction can only arrive when route is set towards Skellow Junction at Carcroft Junction

Adwick Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main	Pass from Branch	3
Pass from Branch	Pass Up Main	4
Pass to/from Branch	Pass to/from Branch (single lead)	4

South Kirkby Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Moorthorpe Approaching Hare Park	Acceleration	1 except 22X and Freight Classes 6/7/8
Trains from Doncaster	Differential junction speed	-½ 221X
Movement Up	Reason	Value
Trains to Moorthorpe that have stopped at Fitzwilliam; Approaching South Kirkby Jn.	Differential junction speed	½ 142/150
Trains to Moorthorpe	Approach release	½ HST
Trains to Doncaster	Differential junction speed	-1 22X
Trains from Moorthorpe that are stopping at Fitzwilliam	Differential Junction Speed	{½} 142/150
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Main	Pass to Branch	3
Pass to Branch	Pass Down Main	4 Passenger 5 Freight

Hemsworth Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Down Loop	Pass Down Main	Arrive 1 before Down Passngr passes South Kirkby Jn (frm Moorthorpe). Arrive 2 before Down Passngr passes South Kirkby Jn (frm Doncaster).
Pass Down Main	Depart Down Loop	Depart 1 before Down non-stop Passngr train passes Hare Park Junction. Depart 1 after Down stopping Passenger departs Fitzwilliam.

Hemsworth Loop		
Arrive in Up Loop	Pass Up Main	Arrive Up Loop 1½ before Up Passngr passes Hare Park Jn. Arrive Up Loop 3 before Up stopping Passngr departs Fitzwilliam.
Pass Up Main	Depart Up Loop	Depart same time as Up Passngr passes South Kirkby Jn

Hare Park Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains to Crofton West Junction – Approaching Hare Park	Approach Control	1
Movement Up	Reason	Value
Passenger trains from Crofton West Junction Approaching South Kirkby	Acceleration Hare Park – South Kirkby	1
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main	Pass to Branch	3
Pass to Branch	Pass Up Main	4
Pass Up Main	Pass from Branch	3

Wakefield Westgate		
Connectional Allowance		
	7	
Dwell Time		
373	2½	
EMU/DMU	1	
LH/HST	1½	
Junction Margins		
First Movement	Second Movement	Margin
Depart Down Main	Arrive Down Main	3
Pass Down Main	Arrive Down from Wakefield Kirkgate	2½
Depart Up to Wrenthorpe Sidings	Arrive Up Main	5
Depart Up to Wrenthorpe Sidings	Depart Down Main	3
Depart Down Main to Wakefield Kirkgate	Arrive Down Main	4½
Depart Up Main	Arrive Up Main	3½*
Depart Down platform in Up direction	Arrive Up Main	Simultaneous
Depart Down platform in Up direction to Wakefield Kirkgate	Depart Up	3
Depart/pass Up Main	Arrive Up or Down from Wakefield Kirkgate	4½
Depart Up Main	Arrive from Wrenthorpe Sidings	3
Arrive Down Main from Wakefield Kirkgate	Arrive Up Main	Simultaneous
Arrive Down from Wakefield Kirkgate	Depart Up Main	2
Depart / pass Down Main	Depart Wrenthorpe to Up or Down	3
* May be reduced by 1 minute if second train has at least 1 minute pathing allowance approaching Wakefield Westgate, however this should not be used for consecutive trains		
Minimum Turnround		
Arrive ECS from sidings, depart loaded	1	
Arrive loaded, depart ECS	1½	
Arrive ECS not from sidings, depart loaded	2	
No shunting from Knottingley or Leeds	5	
No shunting from Manchester	10	

Copley Hill West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Copley Hill East	Pass Holbeck Junction to Wakefield	3
Pass Holbeck Junction to Wakefield	Pass to Copley Hill East	4*
Pass from Copley Hill East	Pass to Copley Hill East	4*
* May be reduced by one minute if the second train has at least 1 minute pathing time approaching Copley Hill		

LN836/898/854 HOLBECK JUNCTION TO COLTON JUNCTION		
Holbeck Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Wakefield	Pass to Bradford	2½
Pass to Bradford	Pass from Wakefield	3

Armley Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Shipley (Passenger)	Cross from Down Harrogate to Shipley	3
Pass Up Shipley (Freight)	Cross from Down Harrogate to Shipley	4
Cross from Down Harrogate to Shipley	Pass Up Shipley	3
Cross from Down Harrogate to Shipley	Freight depart Down Shipley	2
Pass to Harrogate	Cross from Up Shipley to Up Harrogate	3
Cross from Up Shipley Slow to Up Harrogate	Pass to Harrogate	2½

Whitehall Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass To/from Leeds	Freight depart ex Engine Shed or Armley Jn	1
Pass To/from Leeds	Freight pass ex Engine Shed or Armley Jn	4
Freight pass ex Armley Jn or Engine Shed	Pass To/from Leeds	3*
Freight depart ex Armley Jn or Engine Shed	Pass To/from Leeds	4*
Pass to Copley Hill Chord	Pass from Morley	4½ [#]
Pass from Copley Hill Chord	Pass to Copley Hill Chord	3
Pass from Morley	Pass to Copley Hill Chord	3

* May be reduced by 1 minute for Light Diesel locomotives
May be reduced by one minute if the second train has at least 1 minute pathing time approaching Whitehall Jn

Leeds West Junction (Crossing moves from Methley Junction)		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Leeds	Pass to Leeds	3½*
Pass to Leeds	Pass from Leeds	2

* May be reduced by one minute if the second train has at least 1 minute pathing time approaching Leeds West Jn

Leeds				
Connectional Allowance	10			
Dwell Time				
TPE,XC Peak	3 (07:30 to 09:30, 16:00 to 18:00)			
TPE,XC Off Peak	2			
All other Passenger	3			
Freight	3 Driver's TRTS activity			
Junction Margins				
WEST END (for all crossing movements between Platform end and Leeds West Junction Signals)				
EAST END (for all crossing movements between Platform end and Marsh Lane exclusive)				
Minimum Turnround	HST EWD	LH EWD	HST Sun	LH Sun
To/from London King's Cross	25	25	25	25
To/from London St Pancras	20		20	

Leeds		
EMU from Bradford FS/Skipton/Ilkley	5 But not two consecutive. The total of two consecutive turnrounds must not be less than 15 minutes.	
Short distance DMU	7*(except by special arrangement) * Between 1600 and 1900 EWD, trains to/from Sheffield via Barnsley may turn round in 5 minutes, where the incoming service has a total of 5 minutes performance and pathing allowance approaching Engine Shed Junction/Leeds West Junction.	
EMU from Doncaster	10 Can reduce to 7 but not two consecutive	
Long distance DMU	15	
XC	20 (10 by exception and in agreement with Network Rail)	
TPE	8 (5 for trains starting from York)	
Platform End Conflicts		
First Movement	Second Movement	Margin
Arrive	Depart	1
Depart	Arrive	4½*
Arrive/Depart 7 or 9 to East	Arrive 8CD from West	4*
Arrive Plat.8CD from West	Arrive 7AB from East	4*
Arrive/Depart 10AB from West	Arrive 11/11AB from East	4*
Depart 11CD/12CD to West via Through Road	Arrive 11AB/12AB from West	
Arrive 11/11AB from East	Arrive/Depart 10AB from West	4*
Through Line Margins		3½
Arrive in through platform from opposite ends		4
Following into through/bay platform after first arrival		4*
* May be reduced by one minute for trains that have at least 1 minute pathing time between Whitehall and Leeds West Junctions or Neville Hill West Junction and Leeds		
Platform Preferred Usage		
Trains should where possible use the following platforms		
East Coast turnrounds (91/HST)	Platform 6	
CrossCountry Trains Eastbound	Platform 9 or 11	
CrossCountry Trains Westbound	Platform 11 or 12	
Through T.P.E. Eastbound	Platform 15	
Through T.P.E. Westbound	Platform 16	
Leeds NW/Harrogate lines	Platforms 1 – 5	
Calderdale/Doncaster lines turnrounds	Platforms 10/11A/12A	
Huddersfield/Normanton lines turnrounds	Platforms 12A/13/17	
Platform Re-occupation	3 (same direction)	
Platforming Restriction		
Trains from the West via the Through Road, planned to stop in Platform 12CD must not exceed 5 x 23m vehicles.		
Restriction		
Under normal circumstances Freight trains must not be timetabled Eastbound through Platforms 15 and 16		
East Coast services not to be planned in Platforms 15 and 16 as services exceed platform length		
Train Watering Points	Leeds Station Platforms 1, 2, 3, 5, 6, 8, 11, 13 and 14	

Marsh Lane Junction		
Junction Margins		
First Movement	Second Movement	Margin
Cross to DGL	Depart Leeds	½
Arrive Leeds	Cross to/from UGL	Same time

Neville Hill West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Neville Hill Depot	Pass from Leeds (ML)	4
Pass to Up Sidings from Down	Pass from Cross Gates	4
Pass to Up Sidings from Down	Pass from Leeds (ML)	4
Pass from Branch to Down	Pass from Cross Gates	4
Pass from Leeds (ML)	Pass from Depot to UFL	3
Pass from Neville Hill Depot	Pass from Cross Gates	4
Pass from Cross Gates	Pass from Neville Hill Depot to UGL	3

Cross Gates	
Dwell Time	
DMU	1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX

Garforth	
Dwell Time	
DMU	1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX

East Garforth	
Dwell Time	
DMU	1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX

Micklefield		
Junction Margins		
First Movement	Second Movement	Margin
Pass from York	Arrive from Selby	3½
Pass from York	Freight pass from Selby	4½
Arrive/pass from York	Trains arriving from Leeds, going forward towards Hull	4½*
Pass from York	Pass to Hull	4
Arrive from York	Pass to Hull	4½
Pass to Hull	Arrive from York	3
Pass to Hull	Pass from York	3
Depart to Hull	Pass from York	3½
Pass from Hull	Arrive from York	3
Depart to Hull/York	Following train pass to other direction	3
* If a train is arriving/passing from York, a train travelling towards Selby cannot be accepted into Micklefield station as the junction signal is to the west of the station.		
Restrictions Trains of classes 4, 6, 7 and 8 which are over 2000 tonnes in weight must be given a clear run from Hambleton to Micklefield. No pathing time is to be planned.		

Church Fenton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train crossing to LSL at Church Fenton Approaching Church Fenton	Approach control	1
Non-stop train from Sherburn crossing to LSL Approaching Colton Junction	Acceleration	2
Movement Up	Reason	Value
Non stop train from LSL crossing to NNL Approaching Church Fenton	Approach control	2
Junction Margins		
First Movement	Second Movement	Margin
Pass from York	Depart to Leeds	2.5
Pass to York (Normanton lines)	Depart to Milford (Platform 3)	1
Pass to York (Normanton lines)	Pass to Milford (Platform 3)	3½
Pass/depart Platform 3 to Milford	Pass/arrive from Milford	4*
Arrive from York	Pass from York	3
Pass/arrive from York	Depart to York (crossing NNL)	1
Depart to York (crossing NNL)	Pass from York	3½
Depart to York (crossing NNL)	Arrive from York	5
Pass/depart to York (Platform 3)	Pass from York	5
Pass/depart to York (Platform 3)	Arrive from York	4
Pass from York (LSL or NNL)	Arrive Platform 3 via different line from NNL	3 \$
Pass from York (LSL)	Pass to York (crossing from DL to NNL)	4
* May be reduced by ½ if stopping at Sherburn		
\$ May be reduced to 2 if second train has a minimum of 2 minutes pathing time on approach.		

Colton South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up LSL pass Colton Junction	Down Crossing movement from NNL pass Colton Junction	6
Up LSL pass Colton Junction	Down Crossing movement depart from NNL signals at Colton South Junction	2
Down Crossing movement pass Colton Junction	Up LSL pass Colton Junction	3
Up Crossing movement pass Colton Junction	Down NNL pass Colton Junction	6
Down NNL pass Colton Junction	Up Crossing movement pass Colton Junction	3

LN838 YORK – HARROGATE – LEEDS		
Skelton Junction		
Refer to LN600		

Poppleton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Hammerton	Depart to Hammerton	3
A train off single line shall arrive at least 2 minutes before the train in the opposite direction arrives		

Hammerton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Poppleton	Depart to Poppleton	3

Cattal		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Knaresborough	Depart to Knaresborough	3
A train off single line shall arrive at least 2 minutes before the train in the opposite direction arrives		

Knaresborough		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from York	Depart to York	4
Arrive from Harrogate ECS (to shunt)	Following depart Starbeck	5
Minimum Turnround		
Arrive loaded from Harrogate, depart ECS	5	
Arrive ECS from Harrogate, depart loaded	9	
Arrive loaded, depart loaded	12	

Starbeck
Restriction Trains crossing at Starbeck must do so within 1 minute of each other except on isolated occasions to avoid excessive level crossing closure.

Harrogate		
Dwell Time		
All	2	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 to Leeds	Arrive Platform 1 from Leeds	4
Depart Platform 1 to Leeds	Arrive Platform 1 from York	3
Minimum Turnround		
Same platform	10	
Replatform	15	

Horsforth		
Junction Margins		
First Movement	Second Movement	Margin
Train terminates	Next train depart to Harrogate	10
Minimum Turnround	Terminates from Leeds – Depart to Leeds	
Arrive loaded, depart ECS	7	
Arrive ECS, depart loaded	8	
Arrive loaded, depart loaded	10	

Armley Junction
Please refer to LN836/898/854

LN842 STAINFORTH JUNCTION TO ADWICK JUNCTION/CARCROFT JUNCTION		
Applehurst Junction For December 2013		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Joan Croft Junction	Pass from Skellow Junction	4
Pass from Skellow Junction	Pass to Joan Croft Junction	3

Skellow Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Adwick Junction	Pass from Carcroft Junction	4
Pass from Carcroft Junction	Pass to Adwick Junction	4

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION/CARCROFT JUNCTION		
Applehurst Junction From May 14		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Joan Croft Junction	Pass from Skellow Junction	4
Pass from Skellow Junction	Pass to Joan Croft Junction	3

Skellow Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Adwick Junction	Pass from Carcroft Junction	4
Pass from Carcroft Junction	Pass to Adwick Junction	4

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE		
Bradford Interchange		
Dwell Time		
All	3	
Junction Margins		
First Movement	Second Movement	Margin
First train arrives	Second train departs	1
First train departs to Halifax or Leeds	Second train arrives from Halifax, if conflicting	5
First train departs to Halifax or Leeds	Second train arrives from Leeds	6*
* if incoming train has pathing time approaching Bradford the margin could be reduced to 5 mins		
Minimum Turnround		
From Leeds, Huddersfield or Hebden Bridge	5	
From other locations	10	
From London	30	
Restriction		
Trains may only be planned to arrive into an occupied platform when that train is booked to be attached to a train already in the platform		

LN854/858 HALL ROYD JUNCTION TO MILL LANE JUNCTION		
Hebden Bridge		
Platform Re-occupation		
First Movement	Second Movement	Margin
Dep Platform 1 to Leeds	Arr Platform 1 ex Leeds	3½
Minimum Turnround		
From Leeds utilising same platform	6	
From Leeds and replatformed	10	

Milner Royd Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hebden Bridge from Halifax	Pass towards Greetland	2
Pass towards Greetland	Pass from Halifax	3½
Arrive from Elland '* stop' (no pathing allowed between Elland and Milner Royd)	Pass from Halifax	3
Pass from Halifax	Pass from Elland	5
Pass to Halifax	Pass to Elland	7
Pass from Halifax	Depart from Elland direction	4

Dryclough Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Greetland Jn	Depart from Halifax (to Milner Royd Jn)	1
Depart from Halifax (to Milner Royd Junction)	Pass from Greetland Jn	4½*
* May be reduced to 3½ minutes if train from Greetland has pathing time approaching Dryclough Junction		

Halifax		
Dwell Time		
All	1	
Junction Margins		
All conflicting moves at south end		5*
* May be reduced to 4 minutes if second train has pathing time approaching Halifax		
Minimum Turnround		
From Leeds using same platform	5	
From Leeds and replatformed	10	
Restriction		
Trains from Bradford turning round in platform must depart 7 minutes before next train arrives		

LN854 MILNER ROYD JUNCTION TO HEATON LODGE JUNCTION

Greetland Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Greetland Jn to Bradley Wood Jn – trains to Huddersfield	Approach control	1 158 non-stop

Junction Margins

First Movement	Second Movement	Margin
Pass to Dryclough Junction	Pass from Milner Royd Junction	3½
Pass to Dryclough Junction	Depart from Milner Royd Junction	4½ at Elland
Pass from Milner Royd Junction	Pass to Dryclough Junction	5
Start from Milner Royd Junction	Pass to Dryclough Junction	1 at Elland

Bradley Wood Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Bradley Wood Jn to Greetland Jn – trains from Huddersfield	Acceleration	½ 158 non-stop

Junction Margins

First Movement	Second Movement	Margin
Pass to Bradley Junction	Up pass from Heaton Lodge Junction	3½
Up pass from Heaton Lodge Junction	Pass to Bradley Junction	3½
Pass from Bradley Junction	Pass to Bradley Junction	2½

LN860/854 DIGGLE JUNCTION TO HORBURY JUNCTION AND WHITEHALL JUNCTION

Marsden

Junction Margins

First Movement	Second Movement	Margin
Depart Up Loop (in Down direction)	Pass Down Main	5
Depart Up Loop (in Down direction)	Pass Up Main	3½
Pass Diggle Junction	Depart Up Loop	1

Minimum Turnround	5 from Huddersfield or Leeds
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Springwood Junction

Based on Huddersfield

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 1 or 4 towards Marsden	Arrive Platform 4 from Penistone	4
Depart Platform 1 or 4 towards Marsden	Depart Platform 1 or 4 towards Penistone	2
Depart Platform 1 or 4 towards Penistone	Depart Platform 1 or 4 towards Marsden	2
Arrive Platform 4 from Penistone	Arrive Platform 1 from Leeds	3
Arrive Platform 1 or 4 from Penistone	Depart Platform 2 to Penistone	Simultaneous

Huddersfield		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Reversing and terminating trains Platforms 5/6	Approach control	½
Trains terminating Platform 4 if already occupied	Approach control	½
Dwell Time		
Local services	1	
North Trans-Pennine services	1½	
Platform End Conflicts		
First Movement	Second Movement	Margin
Depart Platforms 4/5/6 to Leeds	Arrive Platforms 5/6 from Leeds	4
Depart Platforms 4/5/6 to Leeds	Arrive Platforms 4 from Leeds	4½
Arrive Platform 4 from West	Depart Platforms 5/6	1
Minimum Turnround		
From Leeds, Sheffield or Manchester	5	
From other locations beyond Leeds, Sheffield or Manchester	10	
Overlap restrictions		
A minimum of 3 minutes should be allowed between the following movements		
Movement	Conflict	
Arrive Platform 1 from East	Arrive Platform 4 from Penistone	
Arrive Platform 4 from Penistone	Arrive Platform 1 from East	
Arrive/depart Platforms 5/6	Arrive Platform 4 from West *	
Arrive Platform 4 from West	Arrive Platforms 5/6	
Shunt Move Arrive Platform 4/5/6 from HU771 Signal	Pass Platform 8 from West	
* Overlap restriction does not apply if arrival from West has ½ pathing time approaching Huddersfield.		
Class 153 Units are not able to attach in Platform 6		
Train Watering Points	Platform 4 emergency use only	
Platform Restrictions		
Platform 5: Only 2 car class 14x or 150 can be signalled into no. 5 from signal HU770 (UML). 2 car trains longer than class 14x or 150 can only be shunted in from HU771 sub-signal.		
Platform 6: No train can be signalled into No. 6 from signal HU770 (UML) if it is already occupied by any unit. When partially occupied, trains can only be shunted in from HU771 sub-signal.		

Bradley Junction		
Junction Margins		
First Movement	Second Movement	Margin
Westbound train pass Heaton Lodge	Pass from Bradley Wood Junction	4½ ^{\$}
Pass from Bradley Wood Junction	Westbound pass Heaton Lodge	3*
Pass from Bradley Wood Junction	Eastbound pass Heaton Lodge East Junction	4
Depart from Bradley Wood Junction	Westbound pass from Heaton Lodge Junction	4½
Depart from Bradley Wood Junction	Depart Deighton eastbound	1½
Depart Deighton eastbound	Depart from Bradley Wood Junction	3
Depart Deighton westbound	Depart from Bradley Wood Junction	1½
Eastbound pass Heaton Lodge East Junction	Pass/depart from Bradley Wood Junction	1½
Pass/depart from Bradley Wood Junction	Pass to Bradley Wood Junction	3½
Pass to Bradley Wood Junction	Eastbound pass Heaton Lodge East Junction	4
\$ 2 if second train departs Bradley Junction		
* 4½ if first train stops at Deighton		

Heaton Lodge Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass UM	Pass from SL to UM	3
Pass UM	Dep from SL to UM	2
Pass from SL	Pass UM	3
Trains on Up Slow Line timed to be passed by a train on the Up Main, should be timed to stop at Heaton Lodge Jn		

Heaton Lodge East Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Passenger trains crossing to Up at Mirfield East Junction not stopping at Mirfield	Approach control	½

Mirfield East Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains crossing to USL	Approach control	½ 158
Trains on UM	Approach control already included in SRT	
Junction Margins		
First Movement	Second Movement	Margin
Passenger pass UM	Non-stop Passenger/Freight DM to UM	4
Passenger pass UM	Passenger that has stopped at Mirfield crosses DM to UM	2
Train cross UM to US	Train cross DM to UM	3

Thornhill LNW Junction		
Junction Margins		
First Movement	Second Movement	Margin
Freight pass to Healey Mills	Passenger pass from Dewsbury	3*
Passenger pass to Healey Mills	Passenger pass from Dewsbury	2 ^{\$}
* 4½ if second train stops at Ravensthorpe \$ 2½ if second train stops at Ravensthorpe		
Restriction Up trains from Dewsbury cannot be accepted into Ravensthorpe station when a train has already been routed towards Healey Mills, due to the overlap extending across Thornhill LNW Junction		

Dewsbury		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Down platform	Pass Down Main	3
Pass Down Main	Depart Down Platform (stopping service)	1

Whitehall Junction		
Refer to LN836/898/854		

LN862 BARNSELY TO HUDDERSFIELD		
Penistone		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Barnsley	Depart to Barnsley	1
Arrive off single line from Clayton West Junction	Depart single line to Clayton West Junction	1
Arrive from Clayton West Junction	Arrive from Barnsley	3
Arrive from Barnsley	Arrive from Clayton West Junction	3
Minimum Turnround 10 From Sheffield or Huddersfield		

Clayton West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Penistone	Pass to Penistone	3

Stocksmoor		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Huddersfield	Depart to Huddersfield	1

LN868/854 WINCOBANK JUNCTION TO MILFORD JUNCTION VIA BARNLSLEY		
Meadowhall		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Barnsley to Platform 4	Approach Control	1
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 4 to Barnsley	Arrive Platform 4 from Barnsley	4
Depart Platform 4 to Sheffield via SL	Arrive Platform 4 from Sheffield via DF	3
Minimum Turnround	5 Platform 4 only from Barnsley or Sheffield	

Barnsley		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Penistone	Depart to Penistone	Same time
Depart to Wakefield	Arrive from Penistone	4
Arrive from Penistone	Depart to Horbury Junction	2
Depart to Sheffield from Down platform	Arrive Down platform from Sheffield	4½
Depart Down platform to north	Arrive Down platform from north	4
Minimum Turnround		
From Sheffield, Huddersfield or Leeds	7	
From Sheffield, Huddersfield or Leeds including shunt	12	
From other locations excluding London St Pancras beyond Sheffield, Huddersfield or Leeds including shunt if required	15	
From London St Pancras including shunt if required	20	

Horbury Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Barnsley After Horbury Junction	Differential junction speed	1
Movement Up	Reason	Value
Trains to Barnsley Approaching Horbury Junction	Differential junction speed	½
Junction Margins		
First Movement	Second Movement	Margin
Pass to Healey Mills	Pass from Branch	3
Pass from Branch	Pass to Healey Mills	4 (UF) 3 (US)

Wakefield Kirkgate		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Horbury Jn. To Calder Bridge Jn.	Differential junction speed.	1
Connectional Allowance	4	
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Wakefield Westgate/Horbury Jn	Depart to Wakefield Westgate/Horbury Jn	1
Depart to Wakefield Westgate	Arrive/pass from Horbury Junction	4
Depart Platform 3 to Wakefield Westgate	Depart Platform 1 to Horbury Junction	3
Depart to Horbury Junction	Arrive from Wakefield Westgate	3
Depart to Horbury Junction	Arrive from Pontefract	3
Depart to Horbury Junction	Arrive from Horbury Junction	4
Depart to Normanton	Arrive same platform from west	3
Depart to Calder Bridge	Arrive from Calder Bridge	4
Arrive Platform 3 from Wakefield Westgate	Arrive Platform 2 from Normanton	3**
Arrive Platform 3 from Pontefract	Arrive Platform 2 from Normanton	3**
Arrive Platform 2 from Normanton	Arrive or Pass Platform 3	3
** Can be simultaneous if Arrival into Platform 2 from Normanton is given an additional 2 adjustment allowance		
Minimum Turnround	10	

Turners Lane Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Wakefield Kirkgate	Pass from Calder Bridge	3
Pass from Calder Bridge	Pass to Wakefield Kirkgate	3
Adjustments to Sectional Running Times FROM MAY14		
Movement Up	Reason	Value
Trains running to Calder Bridge	Approach Control	2

Altofts Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Whitwood Junction	Pass from Methley Junction	4
Pass from Methley Junction	Pass to Whitwood Junction	4
Pass from Europort	Class 1/3/5 from Leeds/Castleford	7
Pass from Europort	Class 2/4/6/7 from Leeds/Castleford	5
Pass from Europort	Pass to Castleford	5
Pass to Europort	Class 1/3/5 from Leeds/Castleford	8
Pass to Europort	Pass to Castleford	7
Pass to Europort	Pass to Leeds	4
Pass to Europort	Class 2/4/6/7 from Leeds/Castleford	4

Whitwood Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Altofts Junction	Pass to Methley Junction	2½
Pass to Methley Junction	Pass from Altofts Junction	3

Castleford		
Dwell Time		
3 (reverse in Down platform)		
Junction Margins		
First Movement	Second Movement	Margin
Depart Down platform to Whitwood Junction	Arrive Down platform from Pontefract Monkhill	3
Depart Down platform to Pontefract Monkhill	Arrive from Whitwood Junction	2½
Pass Up Main	Arrive from Pontefract Monkhill	3
Depart Down platform to Pontefract Monkhill	Pass Up Main	4
Arrive Down platform from Pontefract Monkhill	Pass Up Main	4
Minimum Turnround		
6 from Leeds		

LN872 ALTOFTS JUNCTION – LEEDS WEST JUNCTION		
Methley Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Castleford (not stopping at Woodlesford) Approaching Stourton Junction	Acceleration	1
Movement Up	Reason	Value
Trains to Castleford (not stopping at Woodlesford) Approaching Methley Junction	Differential junction speed	1
Junction Margins		
First Movement	Second Movement	Margin
Pass from Whitwood Junction	Pass to Altofts – stopping Passenger and Freight	3
Pass from Whitwood Junction	Pass to Altofts – non stop Passenger	4
Passenger from Altofts Jn. and not calling at Woodlesford pass	Passenger from Whitwood Jn. and stopping at Woodlesford depart	2
Pass to Altofts	Pass from Whitwood Junction	3
Pass to Whitwood Junction	Pass from Whitwood Junction	3

Woodlesford		
Junction Margins		
First Movement	Second Movement	Margin
Up stopping train depart	Up non-stop passenger pass Stourton Jn.	3

Stourton Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Methley Junction to FLT or A/D Line. Approaching Stourton Junction	Braking to lower speed lines	1
Movement Up	Reason	Value
Trains from FLT or A/D Line Approaching Methley Junction	Acceleration	2
Junction Margins		
First Movement	Second Movement	Margin
Pass from FLT or A/D Line	Pass Down Midland	4
Pass Down Midland	Pass from FLT or A/D Line	3
Pass from FLT or A/D Line	Pass to FLT or A/D Line	4
Up Passenger Pass from Engine Shed Jn.	Freight from Stourton RMC/Balm Rd. passes Hunslet South Jn.	4
Up Freight. Pass from Engine Shed Jn.	Freight from Stourton RMC/Balm Rd. passes Hunslet South Jn.	5

Hunslet Station Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down train pass Stourton Junction	Pass to FLT or A/D Line	5
Pass to FLT or A/D Line from Up main	Down train pass Stourton Junction	3½

Engine Shed Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Whitehall Junction	Pass to Leeds	5
Pass to Leeds	Pass from Whitehall Junction	3
Pass from Whitehall Junction	Pass to Whitehall Junction	5
Pass to Leeds	Depart L4491 signal to Holbeck	1
Pass to Methley	Arrive L4491 signal from Leeds/Whitehall Road	3
Pass from Methley	Depart Holbeck depot	1
Pass from Whitehall Road	Depart Holbeck depot	4
Arrive Holbeck Depot	Pass to Leeds/Whitehall Road.	4

LN880 YORK TO SCARBOROUGH		
York		
Refer to LN600		

Malton		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

Seamer		
Dwell Time		
All except DMU(E)	½	
DMU(E)	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart to York	Arrive/pass from Filey	5
Arrive/pass from Filey	Depart to York	1
Arrive/pass from Filey	Pass to York	4
Arrive from Filey	Depart to Filey	1

Scarborough		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Seamer	Depart to Seamer	1
Depart to Seamer	Arrive from Seamer	4
Minimum Reversal 5 DMU		
Minimum Turnround		
TPE	10	
From Hull or York	10	
From Leeds	15	
From points beyond Hull or Leeds	20**	
** This may be reduced to a minimum of 10 minutes by the number of minutes of additional station dwell at Hull, Bridlington, or York, of the incoming service		
Train Watering Points Scarborough station. Both the platform line on which the train is standing and the adjacent platform line from which the watering will take place must be blocked whilst the operation takes place		

LN882 WAKEFIELD TO GOOLE		
Wakefield Kirkgate		
Dwell Time		
All	1	
Minimum Turnround 7 Platform 3 only		

Calder Bridge Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Turners Lane Junction	Pass from Wakefield Kirkgate	3
Pass from Wakefield Kirkgate	Pass to Turners Lane Junction	3
Arrive Up Goods Loop	Pass Up Main	4

Oakenshaw Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Oakenshaw South Junction	Pass from Crofton West Junction	3
Pass to Crofton West Junction	Pass to Oakenshaw South Junction	3
Pass to Oakenshaw South Junction	Pass to Oakenshaw South Junction	4

Crofton West Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains to Hare Park Approaching Crofton West Junction	Approach Control	1

Crofton West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hare Park Junction	Pass from Crofton East Junction	4
Pass from Crofton East Junction	Pass to Hare Park Junction	3

Crofton East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Oakenshaw South Junction	Pass from Crofton West Junction	3
Pass from Crofton West Junction	Pass to Oakenshaw South Junction	3

Pontefract Monkhill		
Junction Margins		
First Movement	Second Movement	Margin
Depart to Castleford	Arrive from Crofton East Junction	4½
Arrive from Crofton East Junction	Depart to Castleford	4
Passenger depart to Glasshoughton	EDU shunt arrive from Pontefract East Jn. (Monkhill Goods Branch Single Line)	3
Minimum Turnround 11 trains from Wakefield, via Pontefract East Junction		

Pontefract East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Ferrybridge	Pass to Knottingley West Junction	4
Pass to Knottingley West Junction	Pass from Ferry bridge	3

Knottingley West Junction								
Adjustments to Sectional Running Times								
Movement Up				Reason				Value
Trains from Pontefract to Knottingley C & W (Knottingley Depot) Approaching Knottingley West Junction				Approach control				1
Junction Margins								
2 nd move →	From Shaft-holme to Crofton	From Shaft-holme to Ferry-bridge	From Goole to Crofton	From Goole to Ferry-bridge	From Ferry-bridge to Goole	From Ferry-bridge to Shaft-holme	From Crofton to Goole	From Crofton to Shaft-holme
1 st move ↓								
From Shaftholme to Crofton	–	4	4	4	No conflict	No conflict	No conflict	No conflict
From Shaft-holme to Ferrybridge	4	–	4	4	No conflict	No conflict	4	4
From Goole	4	4	–	4	No	4	No	4

Knottingley West Junction								
to Crofton					conflict		conflict	
From Goole to Ferrybridge	4	4	4	–	No conflict	4	4	4
From Ferrybrge to Goole	No conflict	No conflict	No conflict	No conflict	–	4	4	3
From Ferrybridge to Shaftholme	No conflict	No conflict	3	3	4	–	3	4
From Crofton to Goole	No conflict	3	No conflict	3	4	3	–	4
From Crofton to Shaftholme	No conflict	3	3	3	3	4	4	–

Operating Restriction

Knottingley West Junction must be clear before train is allowed to depart Ferrybridge Signal 624 for environmental reasons. This does not apply to those trains worked by Class 59, 60 or 66 locomotives

Knottingley

Minimum Turnround	5 minutes for trains from Leeds or Wakefield. When required ECS can run via England Lane and UGL
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Knottingley East Junction (England Lane)

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Freight trains from Knottingley TMD or Knottingley South Junction. After Knottingley East Jn	Differential junction speed	3.

Junction Margins

First Movement	Second Movement	Margin
Pass from Shaftholme	Pass to Crofton	5
Pass to Crofton	Pass from Shaftholme Junction	3
Pass from Knottingley South Junction	Pass to Knottingley South Junction	5

Sudforth Lane S.B.

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Sudforth Lane Sidings towards Whitley Bridge. Approaching Whitley Bridge	Acceleration	2

Movement Up	Reason	Value
Trains from Sudforth Lane Sidings towards Knottingley East Jn. After Sudforth Lane SB	Differential junction speed	2

Whitley Bridge Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Eggborough PS	Pass Down Goole	4
Pass Down Goole	Pass from Eggborough PS	4

Drax Branch Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Drax PS	Pass Down Goole	4
Pass Down Goole	Pass from Drax PS	4

Snaith		
Operating Instruction		
All Up trains to stop for level crossing purposes		

Rawcliffe		
Operating Instruction		
All Down trains to stop for level crossing purposes		

LN888 SHAFTHOLME JUNCTION TO FERRYBRIDGE NORTH FOR DECEMBER 2013		
Knottingley South Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains towards Knottingley East Junction Approaching Knottingley Sth Jn.	Approach control	2
Freight trains towards Knottingley West Junction. Approaching Knottingley Sth Jn.	Approach control	2
Movement Up	Reason	Value
Trains from Knottingley East Junction After Knottingley Sth Jn	Acceleration	1
Freight trains from Knottingley West Junction After Knottingley Sth Jn.	Acceleration	2
Junction Margins		
First Movement	Second Movement	Margin
Pass from Knottingley East Junction	Pass to Knottingley East Junction	3
Pass from Knottingley West Junction	Pass to Knottingley East Junction	3
Pass to Knottingley East Junction	Pass from Knottingley West Junction	4

Thorpe Marsh Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Haywood Junction	Pass from Applehurst Junction	3
Pass from Applehurst Junction	Pass to Haywood Junction	3

Haywood Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Thorpe Marsh Junction	Pass to Shaftholme Junction	3
Pass to Shaftholme Junction	Pass from Thorpe Marsh Junction	3

Knottingley South Jn		
First Movement	Second Movement	Margin
Pass from Knottingley East Junction	Pass to Knottingley East Junction	3
Pass from Knottingley West Junction	Pass to Knottingley East Junction	3
Pass to Knottingley East Junction	Pass from Knottingley West Junction	4
First Movement	Second Movement	Margin
Pass from Knottingley East Junction	Pass to Knottingley East Junction	3
Pass from Knottingley West Junction	Pass to Knottingley East Junction	3
Pass to Knottingley East Junction	Pass from Knottingley West Junction	4

LN898 MICKLEFIELD TO HULL		
Micklefield		
Refer to LN836/898/854		

Gascoigne Wood		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger trains from Sherburn/Milford Junction. Approaching Hambleton West Jn	Differential junction speed	½
Freight trains from Micklefield. Approaching Hambleton West Jn	Differential junction speed	-2
Movement Up	Reason	Value
Passenger trains to Sherburn/Milford Junction Approaching Gascoigne Wood Jn	Approach control	1
Freight trains to Micklefield Approaching Gascoigne Wood Jn	Differential junction speed	-1
Junction Margins		
First Movement	Second Movement	Margin

Gascoigne Wood		
Pass from Micklefield	Pass to/from Sherburn Junction	3½
Pass to/from Micklefield	Pass from Milford Junction	5
Pass from Micklefield	Depart from Milford Junction	2½
Pass to Micklefield	Depart from Milford Junction	2
Pass from Sherburn Junction	Pass to Sherburn Junction	3½
Pass to Sherburn Junction	Pass from Micklefield	3
Pass to Sherburn Junction	Pass from Milford Junction/West Yard	5
Pass to Sherburn Junction	Pass from Sherburn Junction	4½*
Freight depart/pass from Milford Junction	Pass to Micklefield	3½
Freight depart/pass from Milford Junction	Freight pass to Milford Junction	3
Freight pass to Milford Junction	Freight pass from Milford Junction	6
* 4 if non-stop at Sherburn		

Hambleton West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hambleton South Junction	Pass from Selby	3½
Pass from Selby	Pass to Hambleton South Junction	2½

Hambleton East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Hambleton North Junction Approaching Selby	Differential junction speed	½
Movement Up	Reason	Value
Trains to Hambleton North Junction Approaching Hambleton East Junction	Approach control	½

Selby		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Leeds	Arrive Platform 3 from Leeds via Up main	7
Depart to Leeds or Doncaster from Platform 1	Arrive Platform 1 from Leeds or Doncaster	4½
Depart to Leeds or Doncaster from Platforms 1/2/3	Arrive Platform 2 from Hull	3
Depart to Doncaster from Platform 2	Arrive Platform 3 from Leeds	6
Depart to Doncaster from Platform 2	Depart Platform 3 to Leeds	2
Arrive from Leeds (Platform 3)	Arrive from Hull (Platform 2)	3
Arrive from Doncaster (Platform 1)	Arrive from Leeds (Platform 3)	3½
Freight crosses at Selby West Junction to Temple Hirst Junction	Depart Selby to Leeds	1
Note: Trains conveying passengers are not permitted to arrive in Platform 2 from Leeds.		
Minimum Turnround		
From Doncaster or York	5*	
From Leeds	7*	
From beyond Doncaster, Leeds or York	10*	
* An additional 10 minutes is required if the train needs to be replatformed		

Gilberdyke		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Services approaching Gilberdyke non stop to Goole	Differential junction speed	½

Gilberdyke		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Selby	Pass/arrive from Goole	4
Depart to Selby	Pass/arrive from Goole	4½
Pass/arrive from Goole	Pass to Selby	4
Pass/arrive from Goole	Depart to Selby	1

Brough	
Dwell Time	
All	1

Hessle East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Yards	Before stopping service departs Hessle	1
Pass from Yards	After fast service departs Brough	3
Pass from Yards	After fast service passes Brough	2
Depart Hessle	Pass from Yards	5
Pass Brough	Pass from Yards	8
Depart Brough	Pass from Yards	10

Hessle Road Junction		
Junction Margins		
First Movement	Second Movement	Margin
Depart/pass from Branch	Pass to Hull	4
Pass to Hull	Depart/pass from Branch	3
Pass to/from Branch	Next train to/from Branch	4

Anlaby Road Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Branch	Before Down service arrives Hull	5
Arrive Hull	Pass from Branch	1

Hull		
Dwell Time		
All	3 plus any differential allowance for arriving train	
Fuelling allowances		
The following allowances must be made when fuelling is required (only one trip at any one time)		
HST	40	
2 cars	10	
3 cars	15	
4 cars	20	
6 cars	30	
8 cars	40	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platforms 4 to 7 from Selby or Bridlington	Depart Platform 2 or 3 to Selby	Same time
Arrive Platforms 2 or 3 from Selby or Bridlington	Depart Platforms 4 to 7 to Selby or Bridlington	1
Arrive from Selby	Arrive from Bridlington and vice versa	3
Depart Platform 2 or 3 to Selby	Depart Platforms 4 to 7 to Selby or Bridlington	0
Depart Platforms 4 to 7 to Selby or Bridlington	Depart Platform 2 or 3 to Selby or Bridlington	3
Depart to Selby	Arrive from Selby or Bridlington	4
Depart to Bridlington	Arrive from Bridlington	5
Depart to Bridlington	Arrive from Selby	4
ECS from Botanic Gardens must arrive 5 minutes in front of or behind where conflicts occur		
Minimum Turnround		
From Beverley	7	
From Bridlington/Doncaster/Leeds/ Scarborough and York	10	
From beyond Doncaster/Leeds/ York	20	
TPE	8	
Train Watering Points		
	Available at the station	

LN912 THORNE JUNCTION TO GILBERDYKE		
Goole		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Services approaching Goole with an extended dwell (greater than 2 minutes)	Approach Control	1½
Up freight arriving into Goole Loop Approaching Goole	Approach Control	2
Services approaching Goole non stop from Brough	Acceleration	½
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Doncaster	Depart to Knottingley	Same time
Depart to Knottingley	Arrive from Doncaster	5
Terminate from Doncaster or Knottingley	Arrive from Doncaster or Knottingley	8
Arrive in East End siding	Arrive from Hull	5
Down Freight pass/arr	Up train pass/dep	Same time
Down Passenger pass/arr	Up Freight depart/pass	Same time
Up Freight pass/dep	Down Freight pass/arr	8
Up Passenger dep/pass	Down Freight pass/arr	7
Minimum Turnround		
	10 trains from Doncaster, Hull Leeds and Sheffield. Must be replatformed	
Restrictions		
Freight trains must not be timed to pass each other over Goole Swing Bridge. The following two margins should therefore apply		
Up Freight passes Goole same time as Down freight passes Goole		
Down Freight passes Goole 10 minutes before Up Freight passes Goole		

LN914 HULL TO SEAMER	
Hull	
Refer to LN898	

Cottingham	
Dwell Time	
All	1 Trains arriving Hull 0730 – 0900 weekdays, or departing Hull 1600 – 1800 weekdays

Beverley		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Down platform to Hull	Arrive Down platform from Hull	4
Minimum Turnround		
From Hull Same platform	5	
From Hull replatform, also From Doncaster, Leeds or York	10	
From beyond Doncaster, Leeds or York.	20*	
* May be reduced to a minimum of 10 minutes if the incoming/outgoing services have additional station dwell at Hull		

Driffield		
Dwell Time		
All	1	

Bridlington		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Seamer arriving at Bridlington whilst another train is in the Bridlington to Driffield section.	Approach release BN108 signal	1
Dwell Time		
All	3	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Scarborough	Depart to Scarborough	1
Depart to Hull	Arrive Bay platforms from Hull	4
Minimum Turnround		
From Doncaster, Hull, Leeds or York	10	
From beyond Doncaster, Leeds or York.	20*	
* May be reduced to a minimum of 10 minutes if the incoming/outgoing services have additional station dwell at Hull		

Hunmanby		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Bridlington	Arrive from Filey	3

Filey		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Scarborough	Depart to Scarborough	1
Minimum Turnround		
From Scarborough	5	
Arrive loaded, return ECS or arrive ECS, return loaded	8	
From other locations	10	

Seamer		
Refer to LN880		

LN916 HESSLE ROAD JUNCTION TO SALTEND & FREIGHT SIDINGS		
Springbank South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Single Line	Re-occupy Single Line	3

Hull Dock Security Gates		
Operating Stop	4 All trains to stop for handover of 2 way radio.	

Bridges Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hull Docks	Pass from Hull Docks	5
Pass to Hull Docks	Start from Hull Docks	3

LN922/924/928 ARMLEY JUNCTION TO HELLIFIELD, ILKLEY AND BRADFORD		
Kirkstall Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Down Loop	Pass Armley Junction in Down direction	1
Pass Apperley Junction in Down direction	Depart Down Loop	Same time
Arrive Up Loop	Pass Apperley Junction in Up direction	Same time
Pass Armley Junction in Up direction	Depart Up Loop	Same time

Apperley Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Ilkley to Leeds Approaching Armley Junction	Acceleration	½
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main	Pass to Branch	3
Pass to Branch	Pass Up Main	3
Pass from Branch	Pass to Branch	3

Dockfield Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Ilkley	Pass to Ilkley/Leeds	3
Pass to Shipley Platform 2	Pass from Shipley Platform 3	3
Pass to Leeds	Pass from Ilkley	2½
Pass from Shipley Platform 3	Pass to Shipley Platform 2	3
Pass from Shipley Platform 1	Pass from Shipley Platform 3 (one train to Leeds, one to Ilkley)	2½
Pass from Shipley Platform 3	Pass from Shipley Platform 1 (one train to Leeds, one to Ilkley)	2½
Note: When a loco hauled or HST service approaches Platform 3 from Bradford it has to pass the Starting signal to platform the train, thus the route has to be cleared across Shipley East and Dockfield Junction. Therefore 4 minutes must be allowed after any other movement across Shipley East/Dockfield Jn		

Shipley		
Adjustments to Sectional Running Times		
Movement Up F.Sq/Down Shipley	Reason	Value
Trains from Bradford to Skipton Approaching Shipley	Approach control	½
Trains from Bradford to Skipton Approaching Saltaire	Acceleration from low speed	½
Movement Up Shipley/Dn F.Sq.		
Reason	Value	
Trains from Skipton to Bradford Approaching Shipley	Approach control	½
Trains from Skipton to Bradford Approaching Frizinghall	Acceleration from low speed	1
Dwell Time		
DMU/EMU	1	
LH/HST	1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platform 3 from Bradford	Depart Platform 5 to Bradford	1
Depart Platform 3 or 5 to Bradford	Arrive Platform 3 or 5 from Bradford	4
Arrive Platform 3 or 4 from Dockfield Jn.	Depart Platform 5 to Bradford	3
Depart Platform 5 to Bradford	Arrive Platform 3 or 4 from Dockfield Jn	4
Depart Platform 3 to Bradford	Arrive Platform 5 from Bradford	4

Shipley		
Arrive Platform 5 from Keighley	Depart Platform 2 to Keighley	1
Depart Platform 2 or 5 to Keighley	Arrive Platform 5 from Keighley	4½
Restrictions		
Trains arriving in Platform 5 from Skipton will require a signal overlap that crosses Shipley South Junction therefore 3 minutes should be allowed between arrivals from Skipton into Platform 5 and arrivals into Platform 3 from Bradford		
Trains arriving in Platform 5 from Bradford will require a signal overlap that crosses Shipley West Junction therefore 3 minutes should be allowed between arrivals from Bradford into Platform 5 and arrivals into Platform 2 from Leeds.		

Saltaire	
Dwell Time	
	1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD

Bingley	
Dwell Time	
DMU	1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD
EMU	1

Crossflatts	
	1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD

Keighley		
Dwell Time		
DMU/EMU		1
LH/HST		1½
Junction Margins		
First Movement	Second Movement	Margin
Train terminate Keighley	Following train arrive Keighley	7
Minimum Turnround	10 including shunt	

Steeton and Silsden	
	1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD

Skipton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger trains arriving in Platform 1 or 4	Approach control	½
Down Passenger trains routed via/depart Platform 4	Differential junction speed	1
Down Freight trains routed via Platform 4	Differential junction speed	2
Up trains routed via Platform 3	Approach control	2
Dwell Time		
All	2	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Leeds	Arrive from Leeds	4
Arrive from Leeds	Depart to Leeds	1
Depart to sidings	Arrive from North	5
Arrive from sidings	Depart to sidings	2
Arrive from North	Depart to sidings	1
Arrive Platform 1	Arrive Platform 2 from North	3
Arrive Platform 2 from North	Arrive Platform 1	3
Arrive Platform 2X from South	Arrive Platform 3 from North	5
Depart Platforms 1/3/4 to the South	Arrive Platform 2 from North	3
Re-occupy platforms in either direction		4
Minimum Turnround		
DMU/EMU	5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes.	
Other Restriction		
Up Freight trains requiring to be held for pathing purposes to stand at Signal L4046. Only one train can be planned between Rylstone and Skipton, including Run-Round movement, at any one time. A train for Rylstone cannot arrive at Skipton until the previous train from Rylstone has departed.		
Train Watering Points		
	Available at the station	

Gargrave		
Dwell Time		
All	½	

Guiseley/Esholt Junctions		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Guiseley from Leeds	Depart to Leeds	Same time
Arrive Guiseley from Bradford	Depart to Bradford	1
Arrive Guiseley from Leeds	Depart to Bradford	1
Depart Guiseley to Bradford	Arrive from Leeds	5

Guiseley	
Dwell Time	
All	1

Burley-in-Wharfedale	
Dwell Time	
All	1

Ilkley		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains arriving in Platform 2	Approach control	½
Trains arriving into an occupied platform	Approach control	½
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platform 2	Depart Platform 1	1
Depart Platform 1	Arrive Platform 2	5
Depart Platform 1	Arrive Platform 1	4
Depart Platform 2	Arrive Platform 2	5
Minimum Turnround	5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes.	
Operating Note: The last arriving train of the night should be planned to run in and be berthed on top of the penultimate arrival in Platform 1 for cleaning and maintenance purposes.		

Bradford Forster Square		
Minimum Turnround		
5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes.		
Platform End Conflicts		
First Movement	Second Movement	Margin
Arrive Platform 2 or 3	Depart Platform 1, 2 or 3	1
Depart Platform 2 or 3	Arrive Platform 2 or 3	3
Depart Platform 1	Arrive Platform 1, 2 or 3	5
Train Watering Points	Available at the station	

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting. Trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director.

STATION	PLATFORM	USABLE LENGTH	NOTES
Acklington	Down	114	
Acklington	Up	114	
Adwick	Down	104	
Adwick	Up	104	
Alexandra Palace	Down Hertford	169	
Alexandra Palace	Down Slow	170	
Alexandra Palace	Up Fast	167	
Alexandra Palace	Up Slow	169	
Allens West	Down	122	
Allens West	Up	97	
Alnmouth for Alnwick	Down	233	
Alnmouth for Alnwick	Up	233	
Althorpe	Down	102	
Althorpe	Up	102	
Ancaster	Down	87	
Ancaster	Up	88	
Arlesey	Down	245	
Arlesey	Up	245	
Arram	Down	79	
Arram	Up	81	
Ashwell and Morden	Down	168	
Ashwell and Morden	Up	167	
Baildon	Single	102	
Baldock	Down	168	
Baldock	Up	168	
Bardon Mill	Down	88	
Bardon Mill	Up	91	
Barnetby	Down Fast	103	
Barnetby	Down Slow	103	
Barnetby	Up Fast	103	
Barnetby	Up Slow	103	
Barnsley	Down	163	
Barnsley	Up	102	
Barrow Haven	Single	61	
Barton on Humber	Single	55	
Batley	Down	119	

STATION	PLATFORM	USABLE LENGTH	NOTES
Batley	Up	126	
Battersby	Single	155	
Bayford	Down	123	
Bayford	Up	122	
Bempton	Single – Down	117	
Bempton	Single – Up	93	
Ben Rhydding	Down	99	
Ben Rhydding	Up	99	
Bentley (S Yorkshire)	Down	104	
Bentley (S Yorkshire)	Up	104	
Berry Brow	Single	51	
Berwick upon Tweed	Down	233	
Berwick upon Tweed	Up	234	
Beverley	Down	104	
Beverley	Up	104	
Biggleswade	Down Fast	247	
Biggleswade	Down Slow	247	
Biggleswade	Up Fast	246	
Biggleswade	Up Slow	246	
Billingham	Down	146	
Billingham	Up	146	
Bingley	Down	111	
Bingley	Up	111	
Bishop Auckland	Single	80	
Blaydon	Down	97	
Blaydon	Up	97	
Bolton upon Dearne	Down	96	
Bolton upon Dearne	Up	96	
Boston	Down	173	
Boston	Up	174	
Bottesford	Down	139	
Bottesford	Up	121	
Bowes Park	Down	138	
Bowes Park	Up	138	
Bradford Forster Square	1	273	
Bradford Forster Square	2	266	
Bradford Forster Square	3	101	
Bradford Interchange	1	209	
Bradford Interchange	2	203	
Bradford Interchange	3	119	
Bradford Interchange	4	103	
Bramley	Down	102	
Bramley	Up	102	
Brampton (Cumbria)	Down	106	
Brampton (Cumbria)	Up	107	

STATION	PLATFORM	USABLE LENGTH	NOTES
Bridlington	4	168	
Bridlington	5	168	
Bridlington	6	138	
Bridlington	7	214	Out of use to passenger trains
Brigg	Down	140	
Brigg	Up	154	
Brighouse	Down	97	
Brighouse	Up	97	
British Steel Redcar	Down	60	
British Steel Redcar	Up	60	
Brockholes	Single	49	
Brockley Whins	Down	65	
Brockley Whins	Up	65	
Brookmans Park	Down Fast	123	
Brookmans Park	Down Slow	123	
Brookmans Park	Up Fast	123	
Brookmans Park	Up Slow	123	
Broomfleet	Down	95	
Broomfleet	Up	95	
Brough	Down	184	
Brough	Up	184	
Burley in Wharfedale	Down	98	
Burley in Wharfedale	Up	98	
Burley Park	Down	97	
Burley Park	Up	97	
Castleford	Down	90	
Castleford	Up	97	
Castleton Moor	Single	77	
Cattal	Down	86	
Cattal	Up	86	
Chapelton	Down	85	
Chapelton	Up	85	
Chathill	Down	83	
Chathill	Up	164	
Chester le Street	Down	104	
Chester le Street	Up	104	
Chesterfield	1	212	
Chesterfield	2	204	
Church Fenton	1	101	
Church Fenton	2	132	
Church Fenton	3	132	Down direction
Church Fenton	3	121	Up direction
Church Fenton	4	119	
Cleethorpes	1	202	DMU restricted to 170

STATION	PLATFORM	USABLE LENGTH	NOTES
Cleethorpes	2	205	DMU restricted to 174
Cleethorpes	3	205	DMU restricted to 174
Cleethorpes	4	203	
Collingham	Down	54	
Collingham	Up	52	
Comondale	Single	51	
Conisbrough	Down	117	
Conisbrough	Up	97	
Cononley	Down	116	
Cononley	Up	95	
Corbridge	Down	97	
Corbridge	Up	100	
Cottingham	Down	108	
Cottingham	Up	108	
Cottingley	Down	60	
Cottingley	Up	60	
Cramlington	Down	101	
Cramlington	Up	101	
Creswell	Down	79	
Creswell	Up	79	
Crews Hill	Down	126	
Crews Hill	Up	126	
Cross Gates	1	151	
Cross Gates	2	148	
Crossflatts	Down	102	
Crossflatts	Up	102	
Crowle	Down	90	
Crowle	Up	89	
Cuffley	Down	126	
Cuffley	Up	126	
Danby	Single	90	
Darlington	1	354	Up direction
Darlington	1	347	Down direction to T887 signal
Darlington	2	181	
Darlington	3	200	
Darlington	4	458	Both directions
Darlington	4	238	Up direction to T888 signal
Darlington	4a	134	Down direction to T895 signal
Darlington	4b	251	Down direction clear of 1080B points
Darnall	Down	108	
Darnall	Up	108	
Darton	Down	104	
Darton	Up	104	
Deighton	Down	60	

STATION	PLATFORM	USABLE LENGTH	NOTES
Deighton	Up	60	
Denby Dale	Single	59	
Dewsbury	Down	150	
Dewsbury	Up	166	
Dinsdale	Down	97	
Dinsdale	Up	97	
Dodworth	Single	95	
Doncaster	1	327	Down direction
Doncaster	1	234	Down direction to D1481 Signal
Doncaster	1	318	Up direction to D278 Signal
Doncaster	2	105	
Doncaster	3a	246	Up direction from D292 to D282 Signal
Doncaster	3b	165	
Doncaster	4	299	Down Direction
Doncaster	4	257	Up Direction
Doncaster	5	57	
Doncaster	6	109	
Doncaster	7	105	
Doncaster	8	325	Down Direction
Doncaster	8	285	Up Direction
Dore & Totley	Single	100	
Drayton Park	Down	124	
Drayton Park	Up	124	
Driffield	Down	124	
Driffield	Up	103	
Dronfield	Down	111	
Dronfield	Up	111	
Dunston	Down	85	
Dunston	Up	85	
Durham	Down	295	
Durham	Up	234	
Eaglescliffe	Down	208	
Eaglescliffe	Up	190	
East Boldon	Down	65	
East Boldon	Up	65	
East Garforth	Down	102	
East Garforth	Up	102	
Eastrington	Down	90	
Eastrington	Up	90	
Egton	Single	80	
Elsecar	Down	130	
Elsecar	Up	99	
Enfield Chase	Down	126	
Enfield Chase	Up	125	

STATION	PLATFORM	USABLE LENGTH	NOTES
Essex Road	Down	128	
Essex Road	Up	128	
Featherstone	Down	72	
Featherstone	Up	72	
Fellgate	Down	65	
Fellgate	Up	65	
Ferriby	Down	110	
Ferriby	Up	170	
Filey	Down	119	
Filey	Up	112	
Finsbury Park	1	245	
Finsbury Park	2	245	
Finsbury Park	3	257	To sighting point of K384 signal. Full length 263m
Finsbury Park	4	249	
Finsbury Park	5	246.5	
Finsbury Park	6	178	
Finsbury Park	7	239.5	
Finsbury Park	8	168	
Fitzwilliam	Down	93	
Fitzwilliam	Up	93	
Frizinghall	Down	98	
Frizinghall	Up	98	
Gainsborough Central	Down	138	
Gainsborough Central	Up	138	
Gainsborough Lea Road	Down	145	
Gainsborough Lea Road	Up	144	
Garforth	1	151	
Garforth	2	149	
Gargrave	Down	118	
Gargrave	Up	118	
Gilberdyke	Down	110	
Gilberdyke	Up	110	
Glaisdale	Down	92	
Glaisdale	Up	86	
Glasshoughton	Down	99	
Glasshoughton	Up	99	
Goldthorpe	Down	92	
Goldthorpe	Up	92	
Goole	Down	115	
Goole	Up	104	
Gordon Hill	Bay	122	
Gordon Hill	Down	122	

STATION	PLATFORM	USABLE LENGTH	NOTES
Gordon Hill	Up	122	
Goxhill	Down	83	
Goxhill	Up	83	
Grange Park	Down	129	
Grange Park	Up	129	
Grantham	1	290	
Grantham	2	289	
Grantham	3	64	Platform 4 side. Additional 31m on Platform 2 side
Grantham	4	249	
Great Ayton	Single	84	
Great Coates	Down	55	
Great Coates	Up	80	
Grimsby Docks	Single	97	
Grimsby Town	1	135	
Grimsby Town	2	137	Down direction
Grimsby Town	2	136	Up direction
Grimsby Town	3	138	
Grosmont	Single	83	
Guseley	Down	119	
Guseley	Up	109	
Gypsy Lane	Single	98	81m only in Down direction
Habrough	Down	81	
Habrough	Up	71	
Hadley Wood	Down Fast	126	
Hadley Wood	Down Slow	186	
Hadley Wood	Up Fast	126	
Hadley Wood	Up Slow	186	
Halifax	Down	187	
Halifax	Up	186	
Haltwhistle	Down	97	
Haltwhistle	Up	97	
Hammerton	Down	89	
Hammerton	Up	86	
Harringay	Down	125	
Harringay	Up	126	
Harrogate	1	221	Trains from Leeds, departing in York direction
Harrogate	1	191	To H26 signal. Trains from Leeds or York, departing in Leeds direction
Harrogate	3	243	
Hartlepool	2	136	Down direction
Hartlepool	2	125	Up direction
Hartlepool	2	136	Down direction
Hartlepool	2	125	Up direction
Hartlepool	3	76	
Hatfield	Down Fast	170	

STATION	PLATFORM	USABLE LENGTH	NOTES
Hatfield	Down Slow	170	
Hatfield	Up Slow	170	
Hatfield and Stainforth	Down	150	
Hatfield and Stainforth	Up	148	
Havenhouse	Down	48	
Havenhouse	Up	34	
Haydon Bridge	Down	108	
Haydon Bridge	Up	110	
Headingley	Down	97	
Headingley	Up	97	
Healing	Down	56	
Healing	Up	56	
Hebden Bridge	Down	110	
Hebden Bridge	Up	109	
Heckington	Down	96	
Heckington	Up	108	
Heighington	Down	103	
Heighington	Up	90	
Hensall	Down	50	
Hensall	Up	50	
Hertford North	1	154	
Hertford North	2	153	
Hertford North	3	145	
Hessle	Down	105	
Hessle	Up	105	
Heworth	Down	120	
Heworth	Up	120	
Hexham	Down	102	
Hexham	Up	102	
Highbury and Islington	Down	126	
Highbury and Islington	Up	128	
Hitchin	Down	249	
Hitchin	Up	247	
Honley	Single	51	
Hornbeam Park	Down	87	
Hornbeam Park	Up	86	
Hornsey	Down	124	
Hornsey	Up	126	
Horsforth	Down	115	
Horsforth	Up	115	
Howden	Down	123	
Howden	Up	120	
Hubberts Bridge	Down	78	
Hubberts Bridge	Up	39	
Huddersfield	1	180	

STATION	PLATFORM	USABLE LENGTH	NOTES
Huddersfield	2	52	
Huddersfield	4	213	Down direction
Huddersfield	4	172	Up direction to HU764 signal
Huddersfield	5	39	2 Car Class 158 can be accommodated
Huddersfield	6	73	
Huddersfield	8	147	
Hull	2	180	
Hull	3	175	
Hull	4	175	
Hull	5	234	
Hull	6	231	
Hull	7	229	
Hunmanby	Down	92	
Hunmanby	Up	92	
Huntingdon	1	166	
Huntingdon	2	295	
Huntingdon	3	247	
Hutton Cranswick	Down	83	
Hutton Cranswick	Up	60	
Hykeham	Down	78	
Hykeham	Up	80	
Ilkley	1	199	
Ilkley	2	199	
Keighley	Down	225	
Keighley	Up	201	
Kildale	Single	38	
Kirk Sandall	Down	104	
Kirk Sandall	Up	104	
Kirton Lindsey	Single	129	
Kiveton Bridge	Down	75	
Kiveton Bridge	Up	75	
Kiveton Park	Down	75	
Kiveton Park	Up	74	
Knaresborough	Down	82	
Knaresborough	Up	83	
Knebworth	Down Fast	169	
Knebworth	Down Slow	169	
Knebworth	Up Fast	169	
Knebworth	Up Slow	169	
Knottingley	Down	93	
Knottingley	Up	66	
Langwith Whaley Thorns	Down	79	
Langwith Whaley Thorns	Up	79	
Lealholm	Single	100	
Leeds	1	301	

STATION	PLATFORM	USABLE LENGTH	NOTES
Leeds	2	236	
Leeds	3	133	
Leeds	4	152	
Leeds	5	201	
Leeds	6	279	
Leeds	7	99	
Leeds	8	337	
Leeds	8ab	161	
Leeds	8cd	156	
Leeds	9	270	
Leeds	9b	101	
Leeds	9cd	149	
Leeds	10	99	
Leeds	11	368	
Leeds	11ab	142	
Leeds	11cd	150	
Leeds	12	309	
Leeds	12ab	86	
Leeds	12cd Westbound	144	
Leeds	12cd Eastbound	123	
Leeds	13	105	
Leeds	14	77	
Leeds	15	216	
Leeds	15a	99	
Leeds	15b	99	
Leeds	16	225	
Leeds	16a	103	
Leeds	16d	102	
Leeds	17	105	
Letchworth	Down	184	
Letchworth	Up	184	
Lincoln	1	92	
Lincoln	2	54	
Lincoln	3	144	
Lincoln	4	144	
Lincoln	5	144	
Lockwood	Single	56	
London King's Cross	0	305	Buffer Stop to top of ramp
London King's Cross	1	295	Buffer Stop to K285 signal
London King's Cross	1	298	Buffer Stop to top of ramp
London King's Cross	1	360	Buffer Stop to K287 signal
London King's Cross	2	294	Buffer Stop to top of ramp
London King's Cross	2	294	Buffer Stop to K283 signal
London King's Cross	3	294	Buffer Stop to top of ramp

STATION	PLATFORM	USABLE LENGTH	NOTES
London King's Cross	3	294	Buffer Stop to K281 signal
London King's Cross	4	292	Buffer Stop to top of ramp
London King's Cross	4	300	Buffer Stop to K279 signal
London King's Cross	5	278	Buffer Stop to top of ramp
London King's Cross	5	285	Buffer Stop to K277 signal
London King's Cross	6	287	Buffer Stop to top of ramp
London King's Cross	6	312	Buffer Stop to K275 signal
London King's Cross	7	287	Buffer Stop to top of ramp
London King's Cross	7	298	Buffer Stop to K273 signal
London King's Cross	8	279	Buffer Stop to K271 signal
London King's Cross	8	279	Buffer Stop to top of ramp
London King's Cross	9	170	Buffer Stop to K269 signal
London King's Cross	9	167	Buffer Stop to top of ramp
London King's Cross	10	174	Buffer Stop to K267 signal
London King's Cross	10	170	Buffer Stop to top of ramp
London King's Cross	11	174	Buffer Stop to K265 signal
London King's Cross	11	170	Buffer Stop to top of ramp
Longbeck	Down	84	
Longbeck	Up	83	
Malton		150	
Manors	Down	84	
Manors	Up	82	
Market Rasen	Down	71	
Market Rasen	Up	74	
Marsden	Down	65	
Marsden	Up	95	
Marsden	Up Passenger Loop	51	
Marske	Down	137	
Marske	Up	134	
Marton	Single	81	
Meadowhall	1	105	
Meadowhall	2	105	
Meadowhall	3	105	
Meadowhall	4	105	
Menston	Down	98	
Menston	Up	98	
Metheringham	Down	57	
Metheringham	Up	57	
MetroCentre	Down	100	
MetroCentre	Up	100	
Mexborough	Down	104	
Mexborough	Up	112	
Micklefield	Down	89	

STATION	PLATFORM	USABLE LENGTH	NOTES
Micklefield	Up	90	
Middlesbrough	Down	205	
Middlesbrough	Up	201	
Millfield	Down	65	
Millfield	Up	65	
Mirfield	Down Fast	77	
Mirfield	Up Fast	84	
Mirfield	Up Slow	102	
Monkwearmouth	Up	72	Check Down and Up
Moorthorpe	Down	110	
Moorthorpe	Up	120	
Morley	Down	103	
Morley	Up	102	
Morpeth	Down	232	
Morpeth	Up	234	
Mytholmroyd	Down	102	
Mytholmroyd	Up	102	
Nafferton	Down	80	
Nafferton	Up	58	
New Barnet	Down Fast	177	
New Barnet	Down Slow	160	
New Barnet	Up Fast	165	
New Barnet	Up Slow	165	
New Clew	Single	144	
New Holland	Single	43	
New Pudsey	Down	122	
New Pudsey	Up	122	
New Southgate	Down Fast	172	
New Southgate	Down Slow	172	
New Southgate	Up Fast	172	
New Southgate	Up Slow	172	
Newark Castle	Down	97	
Newark Castle	Down	97	
Newark Castle	Up	66	
Newark Castle	Up	66	
Newark North Gate	Down	255	
Newark North Gate	Passenger Loop	302	Down direction
Newark North Gate	Passenger Loop	238	Up direction
Newark North Gate	Up	255	
Newcastle	1	161	
Newcastle	10	114	
Newcastle	11	106	
Newcastle	12	108	

STATION	PLATFORM	USABLE LENGTH	NOTES
Newcastle	2	362	
Newcastle	3	304	
Newcastle	4	268	
Newcastle	5	68	
Newcastle	6	97	Platforms 5 and 6 can be combined with a total length of 217m
Newcastle	7	115	
Newcastle	8	41	Platforms 7 and 8 combined with a total length of 209m in Down direction, and 212m in Up direction
Newcastle	9	112	
Newton Aycliffe	Down	59	
Newton Aycliffe	Up	59	
Normanton	Down	77	
Normanton	Up	61	
North Road	Single	60	
Northallerton	Down	244	
Northallerton	Up	270	
Nunthorpe	Down	86	
Nunthorpe	Up	84	
Oakleigh Park	Down Fast	173	
Oakleigh Park	Down Slow	173	
Oakleigh Park	Up Fast	174	
Oakleigh Park	Up Slow	174	
Old Street	Down	128	
Old Street	Up	128	
Outwood	Down	93	
Outwood	Up	93	
Pallion	Down	65	
Pallion	Up	65	
Palmers Green	Down	127	
Palmers Green	Up	137	
Pannal	Down	91	
Pannal	Up	91	
Park Lane	Down	65	
Park Lane	Up	65	
Pegswood	Down	89	
Pegswood	Up	89	
Penistone	Down	102	
Penistone	Up	121	
Peterborough	1	326	No longer a bay platform
Peterborough	2	319	
Peterborough	3	265	
Peterborough	4	265	

STATION	PLATFORM	USABLE LENGTH	NOTES
Peterborough	5	265	
Peterborough	6	188	
Peterborough	7	188	
Pontefract Baghill	Down	127	
Pontefract Baghill	Up	102	
Pontefract Monkhill	Down	66	
Pontefract Monkhill	Up	76	
Pontefract Tanshelf	Down	72	
Pontefract Tanshelf	Up	72	
Poppleton	Down	84	
Poppleton	Up	84	
Potters Bar	Down Fast	166	
Potters Bar	Down Slow	166	
Potters Bar	Up Fast	164	
Potters Bar	Up Slow	164	
Prudhoe	Down	87	
Prudhoe	Up	95	
Rauceby	Down	91	
Rauceby	Up	91	
Ravensthorpe	Down	85	
Ravensthorpe	Up	85	
Rawcliffe	Single	46	Includes 8m of substandard width
Redcar Central	Down	102	
Redcar Central	Up	128	
Redcar East	Down	84	
Redcar East	Up	83	
Retford	1	255	
Retford	2	253	
Retford	3	135	Low Level Platforms
Retford	4	135	Low Level Platforms
Riding Mill	Down	88	
Riding Mill	Up	100	
Rotherham Central	Down	92	
Rotherham Central	Up	92	
Royston	Down	169	
Royston	Up	236	
Ruskington	Down	57	
Ruskington	Up	57	
Ruswarp	Single	101	Down direction
Ruswarp	Single	80	Up direction
Saltaire	Down	102	
Saltaire	Up	102	

Saltburn	1	156	
Saltburn	2	157	
Saltmarshe	Down	71	
Saltmarshe	Up	71	
Sandal and Agbrigg	Down	93	
Sandal and Agbrigg	Up	93	
Sandy	Down Slow	246	
Sandy	Up Slow	246	
Saxilby	Down	107	
Saxilby	Up	97	
Scarborough	1	277	
Scarborough	2	183	
Scarborough	3	163	
Scarborough	4	129	
Scarborough	5	122	
Scunthorpe	Down	181	
Scunthorpe	Up	138	43m beyond signal S334 not included
Seaburn	Down	65	
Seaburn	Up	65	
Seaham	Down	115	
Seaham	Up	115	
Seamer	Down	120	
Seamer	Up	125	
Seaton Carew	Down	125	
Seaton Carew	Up	125	
Selby	Bay Platform	120	
Selby	Down	200	
Selby	Up	257	
Sheffield	1	330	
Sheffield	1a	132	Down direction to S112 signal
Sheffield	1a	68	Up direction to S101 signal
Sheffield	1b	146	Down direction clear of 4060B points
Sheffield	1b	143	Up direction to S116 signal
Sheffield	2	345	Down direction to S127 signal
Sheffield	2	329	Up direction to S104 signal
Sheffield	2c	58	54m on east side
Sheffield	3	145	
Sheffield	4	112	
Sheffield	5	326	Down direction
Sheffield	5	237	Up direction to S106 signal
Sheffield	6	351	
Sheffield	7	107	135m on east side
Sheffield	8	368	To S139 signal in down direction
Sheffield	8	378	Up direction
Shepley	Down	58	
Shepley	Up	49	
Sherburn in Elmet	Down	77	

Sherburn in Elmet	Up	83	
Shildon	Down	81	
Shildon	Up	105	
Shipley	1	102	
Shipley	2	106	Down direction
Shipley	2	115	Up Direction
Shipley	3	240	Down direction
Shipley	3	215	Up Direction
Shipley	4	98	
Shipley	5	98	
Shirebrook	Down	79	
Shirebrook	Up	79	
Shireoaks	Down	132	
Shireoaks	Up	127	
Silkstone Common	Single	102	
Skegness	2	201	
Skegness	3	201	
Skegness	4	245	
Skegness	5	245	
Skegness	6	242	
Skegness	7	242	
Skipton	1	99	
Skipton	2	200	Up direction
Skipton	2	197	Down direction
Skipton	3	183	Down direction
Skipton	3	155	Up direction
Skipton	4	182	Down direction
Skipton	4	154	Up direction
Slaithwaite	Down	60	
Slaithwaite	Up	60	
Sleaford	1	224	
Sleaford	2	186	
Sleaford	3	186	
Sleights	Single	74	
Snaith	Single	42	
South Bank	Down	75	
South Bank	Up	74	
South Elmsall	Down	91	
South Elmsall	Up	91	
South Hylton		130	
South Milford	Down	68	
South Milford	Up	91	
Sowerby Bridge	Down	97	
Sowerby Bridge	Up	102	
Spalding	Down	145	
Spalding	Up	183	
St Neots	Down Fast	249	

St Neots	Down Slow	249	
St Neots	Up Fast	249	
St Neots	Up Slow	249	
St Peters	Down	65	
St Peters	Up	65	
Stadium of Light	Down	65	
Stadium of Light	Up	65	
Stallingborough	Down	85	
Stallingborough	Up	86	
Starbeck	Down	139	
Starbeck	Up	139	
Steeton and Silsden	Down	102	
Steeton and Silsden	Up	102	
Stevenage	Down Fast	247	
Stevenage	Down Slow	247	
Stevenage	Up Fast	247	
Stevenage	Up Slow	247	
Stocksfield	Down	109	
Stocksfield	Up	119	
Stocksmoor	Down	66	
Stocksmoor	Up	66	
Stockton	Down	104	
Stockton	Up	104	
Streethouse	Down	72	
Streethouse	Up	72	
Sunderland	1	72	Up direction
Sunderland	1	77	Down direction
Sunderland	2	61	Up direction
Sunderland	2	84	Down direction. Platforms 1 and 2 can be combined with a total length of 179 metres in the Up direction and 206 metres in the Down direction.
Sunderland	3	60	Down and Up directions
Sunderland	4	72	Down direction
Sunderland	4	80	Up direction. Platforms 3 and 4 can be combined with a total length of 174 metres in the Down direction and 177 metres in the Up direction.
Swinderby	Down	75	
Swinderby	Up	60	
Swineshead	Down	94	
Swineshead	Up	89	
Swinton (S Yorkshire)	1	92	
Swinton (S Yorkshire)	2	92	
Swinton (S Yorkshire)	3	92	
Teesside Airport	Down	76	
Teesside Airport	Up	76	
Thirsk	Down	135	

Thirsk	Up	148	
Thornaby	Down	143	
Thornaby	Up	146	
Thorne North	Down	89	
Thorne North	Up	90	
Thorne South	Down	90	
Thorne South	Up	90	
Thornton Abbey	Down	55	
Thornton Abbey	Up	55	
Thorpe Culvert	Down	61	
Thorpe Culvert	Up	62	
Thurnscoe	Down	92	
Thurnscoe	Up	92	
Ulceby	Single	44	
Ulleskelf	Down	106	
Ulleskelf	Up	106	
University	Down	65	
University	Up	65	
Wadsley Bridge	Single	111	Out of use
Wainfleet	Down	96	
Wainfleet	Up	96	
Wakefield Kirkgate	1	92	
Wakefield Kirkgate	2	120	
Wakefield Kirkgate	3	103	
Wakefield Westgate	Down	255	
Wakefield Westgate	Up	255	
Watton at Stone	Down	126	
Watton at Stone	Up	126	
Weeton	Down	88	
Weeton	Up	86	
Welham Green	Down	129	
Welham Green	Up	129	
Welwyn Garden City	Down Back	185	
Welwyn Garden City	Down Slow	185	
Welwyn Garden City	Up Back	185	
Welwyn Garden City	Up Slow	185	
Welwyn North	Down	170	
Welwyn North	Up	170	
Wetheral	Down	80	
Wetheral	Up	74	
Whitby	1	177	
Whitley Bridge	Down	65	
Whitley Bridge	Up	59	
Whitwell	Down	79	
Whitwell	Up	79	

Widdrington	Down	90	
Widdrington	Up	90	
Winchmore Hill	Down	136	
Winchmore Hill	Up	135	
Wombwell	Down	134	
Wombwell	Up	99	
Woodhouse	Down	84	
Woodhouse	Up	84	
Woodlesford	Down	100	
Woodlesford	Up	71	
Worksop	Down	121	
Worksop	Up	113	
Wressle	Down	95	
Wressle	Up	79	
Wylam	Down	92	
Wylam	Up	107	
Yarm	Down	78	
Yarm	Up	78	
York	1	184	
York	10	315	Down direction
York	10	266	Up direction
York	11	329	Down direction
York	11	329	Up direction
York	2	169	
York	3	242	Down direction
York	3	272	Up direction
York	4	157	
York	5	391	Down direction
York	5	410	Up direction
York	6	264	
York	7	249	
York	8	138	
York	9	318	Down direction
York	9	375	Up direction

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following stations. All lengths are in SLUs (Standard Length Unit); an SLU measures 21 Feet, and metres. All lengths are exclusive of an allowance of one locomotive. Check Sectional Appendix for locations where standage is not quoted. Bids for trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director. See also Section 4.5

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Claypole	Up	92/588	
Claypole	Down	50/320	In Down directions, train in excess of 350 yards (50 SLU) in length are only permitted to stand for a maximum of 15 minutes
Newark Northgate	Up/Down	76/486	Bi-directional
Carlton	Up	117/748	
Carlton	Down	117/748	
Retford	Up	118/755	Up Platform Loop
Ranskill	Up	118/755	
Ranskill	Down	118/755	

5.5 Timing Allowances

All allowances shown are in minutes.

LH/HST/22x	Refers to non-freight locomotive hauled trains and all trains capable of running over 100 mph. Performance allowance does not apply to empty coaching stock moves and freight services
MU/LL	Refers to all forms of multiple unit, whether diesel or electric as well as to light locomotives, not capable of running at over 100 mph. Performance allowance does not apply to light locomotives
Cl 4	Refers to locomotive hauled Class 4 freight trains
Cl 6	Refers to locomotive hauled Class 6 freight trains

All allowances are indicative for the Final Principle Rules and are subject to change.

SX Daytime allowances apply at all times except where specified differently in Sections 5.5.2, 5.5.3, 5.5.4, 5.5.5 and 5.5.6

E refers to engineering allowance
P refers to performance allowances

5.5.1 SX Daytime (See routes for applicable times)

On Monday different allowances apply on some routes until the end of the 'Sunday' allowances at the times specified in the tables below. Please refer to Section 5.5.4 for the 'Sunday' allowances section to identify the routes to which those allowances apply.

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION					
TIMING SECTION	TYPE	LH	MU	CL 6	REMARKS
Down – Weekdays FOR DECEMBER 2013					
Approach Welwyn Garden City	E		1		Terminating trains only
Approach Huntingdon	E		2		Terminating at Huntingdon
Approach Peterborough	E		2		Terminating at Peterborough
	P	2*			* 1 for Hull Trains & East Coast Trains
Approach Grantham	P	1			East Coast Trains Only
Approach Stoke Junction	E		2*	2	* Trains towards Nottingham direction only
Approach Retford	P	1			East Coast Trains Only
Approach Loversall Carr Junction	P	2*	2		* Not East Coast Trains
Approach Doncaster	P	1			East Coast Trains Only

Down – Weekdays FROM MAY 2014 ONWARDS					
Approach Welwyn Garden City	E		1		Terminating trains only
Approach Huntingdon	E		2		Terminating at Huntingdon
Approach Peterborough	E		2		Terminating at Peterborough
	P	1			
Approach Grantham	P	1*			* Not Hull Trains
Approach Stoke Junction	E		2*	2	* Trains towards Nottingham direction only
Approach Retford	P	1			East Coast Trains Only
Approach Doncaster	P	1	1		

Up – Weekdays FOR DECEMBER 2013					
Approach Newark	P	1			
Approach Peterborough	E		2*	2	* Trains terminating at Peterborough or proceeding towards the March direction only. Applies to trains from the Stamford direction, but not from the Spalding direction.
	P	1*	2		Trains to Kings Cross or from Stamford direction only. * East Coast Trains Only
South of Finsbury Park	E	2	2*	2	* 1minute for inner suburban only starting at rden City, Hertford or South thereof and any inners
South of Sandy	P	3*			* Located at N. R.'s discretion; * 2 minutes applies st East Coast Trains services

Up – Weekdays FROM MAY 2014 ONWARDS					
Approach Newark	P	4			
Approach Peterborough	E		2*	2	* Trains terminating at Peterborough or proceeding towards the March direction only. Applies to trains from the Stamford direction, but not from the Spalding direction.
	P	1*	2		Trains to Kings Cross or from Stamford direction only. * Not Hull Trains
Approach Welwyn Garden City	E	4	4	4	
South of Finsbury Park	E	4	4	4	
South of Sandy	P	2			* Located at N. R.'s discretion

LN105 MOORGATE TO FINSBURY PARK

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Moorgate	E		1		

LN120 ALEXANDRA PALACE TO LANGLEY JUNCTION VIA HERTFORD

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Gordon Hill	E		1		Terminating trains only
Approach Hertford North	E		1		
Approach Langley Junction	E		1		Trains terminating at Stevenage
	P	2			
Up – Weekdays					
Approach Hertford	E	1*	1	1	* Class 4 Only
Approach Alexandra Palace	P	2			

LN125 HITCHIN TO ROYSTON					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Letchworth	E		2		Terminating trains only. 1 minute if via Hertford
Approach Royston	E		2		Terminating trains only. 1 minute if via Hertford

LN170 WERRINGTON JN TO BESSACARR JN VIA LINCOLN					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Spalding	E	4	4	4	Terminating trains only
Approach Sleaford	E	4	4	4	
Approach Lincoln	E	1	1	1	
Approach Gainsborough Trent Jn	E	1	1	1	Trains to Doncaster only
Approach Bessacarr Junction	P		2		
	E	2		2	
Up – Weekdays					
Approach Lincoln	E	1	1	1	
	P		2		Trains from Sheffield route direction
Approach Sleaford	E	1	1	1	
Approach Werrington Junction	E	4	4	4	

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Skegness	E	2	2	2	

LN195 GRANTHAM NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Allington West Junction	E	2	2	2	
Up – Weekdays					
Approach Allington West Junction	E	2	2	2	Applies to all trains approaching Allington West Junction
	P		3		Non – stop trains towards Peterborough only. May be reduced by the amount of any additional dwell time at Nottingham. For details of Nottingham dwell times refer to Section 5.3 of the Kent Rules of the Plan

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Lincoln	E	2	2	2	

LN206 NEWARK CASTLE TO WEST HOLMES JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Pywipe Junction/Lincoln	E	1	1	1	
Up – Weekdays					
Approach Newark Castle/Newark Flat Crossing East Junction	E	1	1	1	

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach York	E	2	4		Trains terminating at York, from the Doncaster direction
	P	1*	2 ^{\$}		* 2 minutes for East Coast Trains Nil for East Midlands. \$ 3 for trains from Hull. 1 for trains from Selby.
Approach Birtley Junction	E	3*	3*	3*	* 1 for XC services, 1 minute joining ECML at York. nil joining at Darlington or north thereof
	P		1		
Morpeth – Berwick	E		1		Applies to any train terminating in this section of route. Refer to SC147 in Section 5.5.1 of the Scotland Rules of the Plan for the allowances that apply to trains that run beyond Berwick ..
Approach Berwick	E	2			
Approaching Reston EG402	E			4	
Up – Weekdays					
Approach Heaton South Junction	E	2	4 [#]	4	# 1 for trains starting at or south of Berwick.
	P		2		
Approach Darlington	E	1			
Approach Skelton Junction	E	1	2*	1	* 1 minute for trains starting at Newcastle, Sunderland or Middlesbrough.
	P		1		For trains from Newcastle/Sunderland
Approach Shaftholme Junction	P	1*	2 ^{\$}		*nil for CrossCountry Trains services starting at York, nil for East Midlands services. \$ Applies to trains to Peterborough and south thereof, 1 for trains from Selby only

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
					Refer to LN627 for timing rules

LN627 LONGLANDS JN – STOCKTON CUT JN – SUNDERLAND – GREENSFIELD JN – NEWCASTLE EAST JN AND BRANCHES

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Sunderland	E	2	2	2	From Hartlepool direction
Approach Pelaw Metro Jn	E		1		Tyne & Wear Metro only
Approach Park Lane Jn.	E			6	MSX 0025 – 0515
Approach Newcastle	P		2		
Up – Weekdays					
Approach Pelaw Junction	E			8	MSX 0025 – 0515
Approach Sunderland	E	1	1	1	Heavy Rail and terminating Tyne and Wear
	P		1		Metro only. Terminating Heavy Rail trains only
Approach South Hylton	E		1		
Approach Hartlepool	P		1		Terminating trains only
Approach Northallerton	E	1	1	2	

LN631 DARLINGTON – EAGLESCLIFFE SOUTH JUNCTION

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Eastbound – Weekdays					
Approach Eaglescliffe	E	½			LH & HST only
	P		1		
Westbound – Weekdays					
Approach Darlington	E	2*	1	2	* 3½ for LH & HST Only
	P		2		

LN632 STOCKTON CUT JN – SALT BURN					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Eastbound – Weekdays					
Approach Middlesbrough/Tees	E	2	2*	2	Terminating trains only or reversing through trains * 1 minute from Darlington
	P		1		For trains from Sunderland and York direction
Approach Saltburn	E	2	2*	2	Approaching destination or last diverging junction * 1 minute from Darlington
	P		1		
Westbound – Weekdays					
Approach Middlesbrough/Tees	E	2	1*	2	* Terminating trains only
	P		2		

LN634 MIDDLESBROUGH TO WHITBY					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Eastbound – Weekdays					
Approach Whitby	E		1		
	P		2		
Westbound – Weekdays					
Approach Guisborough Junction	E		1		

LN646 NORTON TO FERRYHILL JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Ferryhill South Junction	E	2	2	2	

LN676 GREENSFIELD JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
					Refer to LN600/LN627 for timing rules

LN678 DARLINGTON TO BISHOP AUCKLAND

Timing Section	Type	LH HST	MU	CI 6	Remarks
Up – Weekdays					
Approaching Bishop Auckland	P	1	1		
Approaching Darlington	P	1	1		

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Hexham	E		2		Terminating trains only
Approach Petteril Bridge Junction	E	2	2	2	
Up – Weekdays					
Approach King Edward Bridge Jn	E	2	2	2	Not for trains starting at Metro Centre

LN694 BENTON NORTH JUNCTION TO BUTTERWELL JUNCTION AND MORPETH NORTH JUNCTION (BLYTH AND TYNE)

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Bedlington	E	2	2	2	From Morpeth direction

LN736/752 CLEETHORPES TO DONCASTER					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Scunthorpe	E	1*	1	2	*2 for Class 4
Approach Crowle	E	1*		1	* Class 4 only
Approach Hatfield	E	2*		2	* Class 4 only
Approach Doncaster	E	2	2	2	
	P	3	2*		*1 minute for trains starting at Goole or Scunthorpe
Up – Weekdays					
Approach Scunthorpe	P		1		Terminate only
	E	3*	1 [#]	3	* Class 4 only. # Terminate Only
Approach Wrawby	E	2*		2	* Class 4 only
Approach Marsh Junction/Grimsby Town	E	2	3*	2	* 1 minute from Barton on Humber, 2 minutes from Lincoln
	P		2		Terminating Grimsby Town only
Approach Cleethorpes	P		4*		2 minutes may be shown as advertised differential * 1 minute for trains from Barton on Humber

LN736 WRABY JUNCTION TO NUNNERY MAIN LINE JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Retford	E	2	2	2	
Approach Worksop	P		1		
Approach Nunnery Main Line Junction	E	1	1	1	
	P		1½		
Up – Weekdays					
Approach Worksop	E	2	2	2	Terminating trains only
	P		½		Terminating trains only
Approach Retford	E	2	2	2	Terminating trains only
	P		2		Terminating trains only
Approach Claborough Junction	E	2	2	2	

LN740/742 MARSH WEST JN. TO BROCKLESBY JN VIA IMMINGHAM					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Ulceby	E	1		1	
Up – Weekdays					
Approach Humber Rd Junction	E	2		2	

LN766 BENTLEY JN TO HEXTHORPE JN (DONCASTER AVOIDING LINE)					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Hexthorpe Junction	E	1	1	1	
Up – Weekdays					
Approach Bentley Junction	E	1	1	1	

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Dore Station Junction	E	1	1	1	
Approach Milford Junction	E	3	3	2	
Up – Weekdays					
Approach Pontefract Baghill/ Ferrybridge North Junction	E	2	3	2	
Approach Moorthorpe	E	3	3	3	
Approach Nunnery Main Line Junction	E	1	1	1	* 2 minutes for Cleethorpes – Manchester services, 3 minutes for trains starting at Doncaster or trains from Barnsley route, or stopping trains from Leeds via South Kirkby Junction. Nil for East Midlands services.
	P	1*	4*		
Approach Chesterfield	P		2		Terminating trains only

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Masborough Junction	E	2	2	2	
Up – Weekdays					
Approach Beighton Junction	E	2	2	2	

LN826 DONCASTER TO SWINTON					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Doncaster	E	1	1	1	* 3 minutes for trains terminating at Doncaster. Nil for East Midlands services.
	P	1*	2*		

LN828/830 MEXBOROUGH – ALDWARKE JN – WOODBURN JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Rotherham Central	E	1½	1½	2	

LN836 DONCASTER TO HOLBECK JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Adwick	E		1		Terminating trains only
Approach Wakefield Westgate	E	1			East Coast Trains Only
Approach Holbeck Junction/ Copley Hill W Junction	E	2#	2	2	\$ Nil for East Midlands or East Coast services. # 1 for XC, East Coast services * 3 minutes for stopping services from Sheffield
	P	1 ^{\$}	2*		
Up – Weekdays					
Approach Doncaster	E		2		Leeds to Doncaster terminating trains only
	P	1	2		Trains terminating at Doncaster. Not for trains starting at Adwick

LN836/898/854 HOLBECK JUNCTION TO COLTON JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Colton Junction	E	2	2	2	Only trains from south/west of Milford Junction
Up – Weekdays					
Approach Neville Hill West Jn	P	2*	2		* Not for trains starting from York

LN838 YORK – HARROGATE – LEEDS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up (Harrogate to York) – Weekdays					
Approach Knaresborough	E		2		
	P		1		Terminating trains only
Approach York	P		2		
Down (Leeds to Harrogate) – Weekdays					
Approach Harrogate	E	2	2		Terminating trains only
	P		1		Terminating trains only
Up (Harrogate to Leeds) – Weekdays					
Approach Armley Junction	E	2	2		
	P		2		

LN842 STAINFORTH JUNCTION TO ADWICK JN/CARCROFT JN FOR DECEMBER 2013					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Applehurst Junction	E	3	3	3	

LN842 THORPE MARSH JUNCTION TO ADWICK JN/CARCROFT JN FROM MAY 2014					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Applehurst Junction	E	3	3	3	

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Holbeck Junction	P		2		1 minute for trains from Halifax, Hebden Bridge or Huddersfield.

LN854/858 HALL ROYD JUNCTION TO MILL LANE JUNCTION

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Mill Lane Junction	E	2	2*		* 1 Trains starting from Halifax, Hebden Bridge or Huddersfield
Up – Weekdays					
Approach Halifax	P		1		Terminating trains and trains to Huddersfield only

LN854 MILNER ROYD JUNCTION TO HEATON LODGE JUNCTION

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Bradley Wood Junction	E		1		Trains to Huddersfield only
Up – Weekdays					
Approach Brighouse	E		1		Terminating trains only

LN860/854 DIGGLE JUNCTION TO HORBURY JUNCTION AND WHITEHALL JUNCTION

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Huddersfield	E		1		Terminating trains only
	P		1		Terminating trains only
Approach Whitehall Junction	E	2	2*	2	* 1 stopping all stations
FOR DECEMBER 2013 TIMETABLE	P		2		1 minute for trains from Huddersfield, Marsden or Brighouse.
FOR MAY 2014 TIMETABLE ONWARDS	P		1*		* Applies to stopping services services only.
Approach Healey Mills/Horbury Junction	E	2	1	2	
Up – Weekdays					
Approach Heaton Lodge Junction	E		1		Stopping services from Leeds and Wakefield
	P		1		Stopping services from Leeds and Wakefield

LN862 BARNSELY TO HUDDERSFIELD

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Penistone	P		1		
Approach Huddersfield	E	1	1		
	P		½		
Up – Weekdays					
Approach Barnsley	E	1	1		
	P		1		

LN868/854 WINCOBANK JUNCTION TO MILFORD JUNCTION VIA BARNSELY					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Barnsley	E	1		1	
Approach Horbury Junction	P	2*	2 ^{\$}		* Trains from Manchester. \$ Trains from Manchester. 1 minute for trains from Huddersfield terminating at Wakefield.
Approach Castleford	E	1*		1	From Normanton direction only. * Class 4 only
Approach Miford	E	1*		1	* Class 4 only
Up – Weekdays					
Approach Castleford	E	1	1	1	
Approach Barnsley	P		1		Trains starting from Leeds only
Approach Wincobank Junction	E	1		1	

LN872 ALTOFTS JUNCTION – LEEDS WEST JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Engine Shed Junction	E	2	2*	2	Approaching Stourton for trains that terminate or call * 1 minute for trains from Knottingley direction
	P		2		

LN880 YORK TO SCARBOROUGH					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Malton	E	1	1	1	
Approach Scarborough	P	3	1		
Up – Weekdays					
Approach York	P	2	1		
	E	1	1	1	

LN882 WAKEFIELD TO GOOLE					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Pontefract	E		1*		* Trains terminating from Wakefield direction
	P		1*		
Approach Knottingley	E	1	1	1	
	P		1		
Approach Goole	P		2		
Up – Weekdays					
Approach Knottingley	P		1		
Approach Wakefield Kirkgate	E		1		
	P		1		

LN898 MICKLEFIELD TO HULL					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Selby	P		2		Terminating trains only. 1 minute for trains starting at Doncaster, Leeds or York
Approaching Gilberdyke	P	1	1		
Approaching Hessle Road Junction	E	2	2	2	
Approach Hull FOR DECEMBER 2013 FOR MAY 2014 ONWARDS	E				\$ 4 minutes for trains from York direction
	P	2	2 ^{\$}		
	P	2	1 ^{\$}		
Up – Weekdays					
Approach Hambleton North Jn	E	2	2	2	From East of Selby only
Approach Sherburn	E	2	2	2	From East of Selby only
Approach Milford Junction	E	2	2	2	From East of Selby only
Approach Micklefield	E	2	2	2	From East of Selby only
Approach Temple Hirst	E	2	2	2	From East of Selby only

LN912 THORNE JUNCTION TO GILBERDYKE					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approaching Gilberdyke	P	1	1		
Approach Goole	P		1		Terminating trains only

LN914 HULL TO SEAMER					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Bridlington	E	2	2		Terminating trains only
	P		1		
Approach Seamer	E	2	2*		* Not trains starting Filey and continuing to York or beyond
Up – Weekdays					
Approach Bridlington	P		1		
Approach Hull	E	2	2*		* 1 minute starting Beverley
	P		1		

LN922/924/928 ARMLEY JUNCTION TO HELLIFIELD, ILKLEY AND BRADFORD					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Skipton	E	2	1*	2	* 2 minutes for DMU
	P		1		Terminating trains only
Approach Ilkley	E		1		
	P		1		
Approach Bradford Forster Square	E	2	1*	2	* 2 minutes for DMU
	P		1		
Up – Weekdays					
Approach Skipton	E	2	2	2	
	P		1		
Approach Armley Junction	E	2	1*	2	* 2 minutes for DMU
	P		1*		* 2 minutes for trains from north of Skipton

5.5.2 SX Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Monday night/Tuesday morning to Fridaynight/Saturday morning					
Kings Cross – Hitchin Cambridge Jn	E	3	3	3	- 00:01 TWThF – 05:45 TWThF All trains to be timed over the Slow lines with an additional [3] approaching Holloway in the Up and Hitchin in the Down.
Hitchin Cambridge Jn to Peterborough	E	10*	10*	10*	23:00 MTWTh – 06:00 TWThF All trains over the Fasto to be timed with an additional [10] approaching Hitchin Cambridge Jn in the Up and Fletton Jn in the Down * SL Trains timed over the Slows to be timed with an additiobnal [3] approaching Cambridge Jn in the Up and Fletton Jn in the Down.
Peterborough – Stoke	E	2	2	2	2300 - 0530 MX Down. All trains to be timed Slow line 2300 - 0530 MX Up. All trains to be timed Slow line
Stoke - Grantham	E	20	20	20	0105 MX – 0520 MX. All trains to be timed Slow line (B)
Grantham - Newark	E	20	20	20	0115 MX – 0530 MX. All trains to be timed Slow line (B)
Newark - Loversall Carr Junction	E	20	20	20	0130 MX – 0530 MX. All trains to be timed Slow line (B)
Loversall Carr Junction – Doncaster	E	5*	5*	5*	2250 SX – 0530MX
(A) Only one allowance per train between Kings Cross and Hitchin					
(B) Only one allowance per train between Stoke Jn – Loversall Carr Jn. To commence on the Down after the passage of 1D36 Kings Cross – Leeds and finish before the passage of 1A01 Leeds – Kings Cross. No other train should be timed to pass these services within SLW times.					
* 3 mins trains timed SL/GL					

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance					
Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning					
Doncaster – Colton Junction					NIL
Colton Junction – York	E	3	3	3	2235 SX – 0550 MX. To be coordinated with Church Fenton – Colton Jn. Only one allowance Church Fenton – York.
York – Skelton Junction	E	3	3	3	0030 MX – 0545 MX
Longlands Junction – Darlington South Junction	E	15	15	15	2300 SX – 0530 MX (B)
	E	2			Diverted Sleeper Services Only
Darlington South Junction – Tursdale Junction	E	15	15	15	2300 SX – 0530 MX (B)
	E	2			Diverted Sleeper Services Only
Tursdale Junction – Durham	E	15	15	15	2300 SX – 0530 MX (B)
	E	2			Diverted Sleeper Services Only
Durham – King Edward Bridge	E	15	15	15	2310 SX – 0520 MX (B)
	E	2			Diverted Sleeper Services Only
King Edward Bridge – Newcastle Newcastle – Heaton South Junction	E	2	2	2	2240 SX – 2335 SX (D) All FL trains to be timed over same line 2335 SX – 0525 MX (D) All trains to be timed over one line
	E	2	2	2	2330 SX – 0500 MX (D) All trains to be timed over one line
Heaton South Jn – Alnmouth	E	10	10	25	2305 SX – 0600 MX (C)
Alnmouth – Berwick	E	10	10	25	2305 SX – 0600 MX (C)
Berwick – Signals EG 402/3	E	10	10	25	2305 SX – 0600 MX (C)
A – Only one allowance per train between Stoke Junction and Loversall Carr Junction, to finish before the passage of 1A01 0505 Leeds – Kings Cross. No other train should be timed to pass these services within SLW times					
B – Maximum 17 minutes allowance per train between Longlands Jn. and King Edward Bridge					
C – Refer to ECML Route Strategy in Rules of the Route. Only one allowance per train between Heaton South Junction and Monktonhall Jn. This allowance to be utilised in conjunction with Scotland allowances EG402/3 to Monktonhall Jn to allow for all combinations of possessions.					
D – only one allowance per train King Edward Bridge to Heaton South Jn					

LN784 HIGH MARNHAM AND BRANCHES TO SHIREBROOK JUNCTIONS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Weekdays					
Boughton Junction – Shirebrook Junctions	E	2	2	2	2200 SX – 0600 MX. Single Line Working. All trains to be timed over same line.

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning					
Chesterfield South – Tipton Junction	E	5	5	5	0100 MX – 0525 MX trains timed Main Line 2330 SX – 0530 MX trains timed Erewash/Barrow Hill Lines

ROUTES 836/854/860/898					
Monday Night/Tuesday Morning to Friday Night/Saturday Morning					
Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning					
Church Fenton – Colton Junction	E	3	3	3	2300 SX – 0600 MX. To be coordinated with Colton Jn – York. Only one allowance between Church Fenton and York

LN868/854 WINCOBANK JUNCTION TO MILFORD JUNCTION VIA BARNSELY					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning					
Horbury Junction – Wakefield Kirkgate	E	3	3	3	2200 SX – 0600 MX

5.5.3 SO Daytime (See routes for applicable times)

The values shown in SX Daytime apply to SO Daytime

5.5.4 SO Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Saturday night/Sunday morning					
London Kings Cross to Hitchin Cambridge Jn	E	3	3	3	23:50 SO – 07:50 Sun All trains to be timed over the Slow Lines with an additional [3] approaching Holloway in the Up and Hitchin in the Down
Hitchin Cambridge Jn to Peterborough	E	10*	10*	10*	23:50 SO – 07:50 Sun All trains over the Fast to be timed with an additional [10] approaching Hitchin Cambridge Jn in the Up and Fletton Jn in the Down. * 3 Trains timed SL All trains over the Slows to be timed with an additional [3] approaching Hitchin Cambridge Jn in the Up and Fletton Jn in the Down.

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Saturday night/Sunday morning					
Colton Junction – York	E	3	3	3	2300 Sat – 0800 Sun. To be coordinated with Church Fenton – Colton Jn. Only one allowance Church Fenton – York
Newcastle – Heaton South Junction	E	2	2	2	2145 Sat – 1000 Sun All trains to be timed over the same line

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Saturday night/Sunday morning					
Chesterfield South – Tapton Junction	E	5	5	5	0015 Sun – 0840 Sun trains timed Main Line 2200 Sat – 1600 Sun trains timed Erewash/Barrow Hill Line

LN836/898/854 HOLBECK JUNCTION TO COLTON JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up Saturday night/Sunday morning					
Church Fenton – Colton Jn	E	3	3	3	2330 Sat – 0830 Sun. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York.

5.5.5 SUNDAY Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION					
TIMING SECTION	TYPE	LH	MU	CL 6	REMARKS
Down – Sundays					
Approach Welwyn Garden City	E		1		Terminating trains only
Approach Huntingdon	E		2		Terminating at Huntingdon
Approach Peterborough	E		2		Terminating at Peterborough
	P	2*			* 1 for Hull Trains & East Coast Trains
Approach Grantham	P	1			East Coast Trains Only
Approach Stoke Junction	E		2*	2	* Trains towards Nottingham direction only
Approach Retford	P	1			East Coast Trains Only
Approach Loversall Carr Junction	P	2*	2		* Not East Coast Trains
Approach Doncaster	P	1			East Coast Trains Only
Up – Sundays					
Approach Newark	P	1			
Approach Peterborough	E		2*	2	* Trains terminating at Peterborough or proceeding March direction only. Applies to trains from the rection, but not from the Spalding direction.
	P	1*	2		Trains to Kings Cross or from Stamford direction only. * East Coast Trains Only
South of Finsbury Park	E	2	2*	2	* 1minute for inner suburban only starting at Welwyn, Hertford or South thereof and any inners via Hertford
South of Sandy	P	3*			* Located at N. R.'s discretion; * 2 minutes applies to East Coast Trains services

LN105 MOORGATE TO FINSBURY PARK					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Sundays					
Approach Moorgate	E		1		

LN120 ALEXANDRA PALACE TO LANGLEY JUNCTION VIA HERTFORD					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Gordon Hill	E		1		Terminating trains only
Approach Hertford North	E		1		
Approach Langley Junction	E		1		Trains terminating at Stevenage
Up – Sundays					
Approach Alexandra Palace	E	2		3	
Approach Hertford	E	1*	1	1	* Class 4 only

LN125 HITCHIN TO ROYSTON					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Letchworth	E		2		Terminating trains only. 1 minute if via Hertford
Approach Royston	E		2		Terminating trains only. 1 minute if via Hertford

LN170 WERRINGTON JN TO BESSACARR JN VIA LINCOLN					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Spalding	E	4	4	4	Terminating trains only
Approach Sleaford	E	4	4	4	
Approach Lincoln	E	1	1	1	
Approach Gainsborough Trent Junction	E	1	1	1	Trains to Doncaster only
Approach Bessacarr Junction	P		2		
Up – Sundays					
Approach Lincoln	E	1	1	1	
	P		2		Trains from Sheffield direction only
Approach Sleaford	E	1	1	1	
Approach Werrington Jn	E	4	4	4	

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Skegness	E	2	2	2	

LN195 GRANTHAM NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Allington West Junction	E	2	2	2	
Up – Sundays					
Approach Allington West Junction	E	2	2	2	Applies to all trains approaching Allington West Junction
	P		3		Non – stop trains towards Peterborough only. May be reduced by the amount of any additional dwell time at Nottingham. For details of Nottingham dwell times refer to Section 5.3 of the Kent Rules of the Plan

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Lincoln	E	2	2	2	

LN206 NEWARK CASTLE TO WEST HOLMES JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Pyewipe Junction/Lincoln	E	1	1	1	
	P		1		
Up – Sundays					
Approach Newark Castle/Newark Flat Crossing East Junction	E	1	1	1	
	P		1		

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach York	E	2	4		Trains terminating at York, from the Doncaster direction
	P	3*	2 ^{\$}		* 2 minutes for trains from Chesterfield direction and East Coast Trains 1 minute for trains starting at Leeds. Nil for East Midlands. \$ 3 for trains from Hull. 1 for trains from Selby.
Approach Birtley Junction	E	3	3*	3*	* 1 minute for XC services 1 minute joining ECML at York. nil joining at Darlington or north thereof
	P		1		
Morpeth – Berwick	E		1		Applies to any train terminating in this section of route. Refer to SC147 in Section 5.5.1 of the Scotland Rules of the Plan for the allowances that apply to trains that run beyond Berwick ..
Approach Berwick	E	2			
Approaching Reston EG402	E			4	
Up – Sundays					
Approach Heaton South Junction	E	2	4 [#]	4	# 1 for trains starting at or south of Berwick.
	P		2		
Approach Darlington	E	1			
Approach Skelton Junction	E	1	2*	1	* 1 for trains starting at Newcastle , Sunderland or Middlesbrough
	P		1		For trains from Newcastle/Sunderland
Approach Shaftholme Junction	P	1*	2 ^{\$}		*nil for CrossCountry Trains services starting at York, nil for East Midlands services. \$ Applies to trains to Peterborough and south thereof, 1 for trains from Selby only

LN627 LONGLANDS JN – STOCKTON CUT JN – SUNDERLAND – GREENSFIELD JN – NEWCASTLE EAST JN AND BRANCHES

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Sunderland	E	2	2	2	From Hartlepool direction
Approach Pelaw Junction	E		1		Tyne & Wear Metro only
Approach Newcastle	P		2		
Up – Sundays					
Approach Sunderland	E	1	1	1	Heavy Rail and terminating Tyne and Wear Metro only
	P		1		Terminating Heavy Rail trains only
Approach South Hylton	E		1		
Approach Hartlepool	P		1		Terminating trains only
Approach Northallerton	E	1	1	2	

LN631 DARLINGTON TO EAGLESCLIFFE SOUTH JUNCTION

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Eastbound – Sundays					
Approach Eaglescliffe	E	½			LH and HST only
	P		1		For trains from Sunderland and York
	P		1		
Westbound – Sundays					
Approach Darlington	E	2*	1	2	* 3½ for LH and HST only
	P		2		

LN632 STOCKTON CUT JN -- TO SALTBURN					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Eastbound – Sundays					
Approach Middlesbrough/Tees	E	2	2*	2	Terminating trains only or reversing through trains * 1 minute from Darlington direction
	P		1		For trains from Sunderland and York
Approach Saltburn	E	2	2*	2	Approaching destination or last diverging junction * 1 minute from Darlington direction
	P		1		
Westbound – Sundays					
Approach Middlesbrough/Tees	E	2	1*	2	* Terminating trains only
	P		2		

LN634 MIDDLESBROUGH TO WHITBY					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Eastbound – Sundays					
Approach Whitby	E		1		
	P		2		
Westbound – Sundays					
Approach Guisborough Junction	E		1		
	P		2		

LN646 NORTON TO FERRYHILL SOUTH JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Ferryhill South Junction	E	2	2	2	

LN676 GREENSFIELD JN – KING EDWARD BRIDGE SOUTH JN					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
					Refer to LN627 for timing rules

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Hexham	E		2		Terminating trains only
Approach Petteril Bridge Junction	E	2	2	2	
Up – Sundays					
Approach King Edward Bridge Jn	E	2	2	2	Not starting Metro Centre

LN694 BENTON NORTH JUNCTION TO BUTTERWELL JUNCTION AND MORPETH NORTH JUNCTION (BLYTH AND TYNE)

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Sundays					
Approach Bedlington	E	2	2	2	From Morpeth direction

LN736/752 CLEETHORPES TO DONCASTER

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Scunthorpe	E	1*	1	2	* 2 minutes for Class 4
Approach Crowle	E	1*		1	* Class 4 only
Approach Hatfield	E	2*		2	* Class 4 only
Approach Doncaster	E	2	2	2	
	P	3	2*		*1 minute for trains starting at Goole or Scunthorpe
Up – Sundays					
Approach Scunthorpe	P		1		Terminating trains only
	E	3*	1#	3	* Class 4 only # Terminate only
Approach Wrawby Junction	E	2*		2	* Class 4 only
Approach Marsh Jn/Grimsby Town	E	2	3*	2	*1 minute for trains from Barton on Humber, 2 from Lincoln
	P		2		Nil for trains from Barton on Humber
Approach Cleethorpes	P		2		1 minute for trains from Barton on Humber

LN736 WRABBY JUNCTION TO NUNNERY MAIN LINE JUNCTION

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Retford	E	2	2	2	
Approach Worksop	P		1		
Approach Nunnery Main Line Junction	E	1	1	1	
	P		1½		
Up – Sundays					
Approach Worksop	E	2	2	2	Terminating trains only
	P		½		Terminating trains only
Approach Retford	E	2	2	2	Terminating trains only
	P		2		Terminating trains only
Approach Clarborough Junction	E	2	2	2	

LN740/742 MARSH WEST JN. TO BROCKLESBY JN VIA IMMINGHAM

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Ulceby	E	1		1	
Up – Sundays					
Approach Humber Rd Junction	E	2		2	

LN758 BRANCLIFFE EAST JUNCTION TO ST. CATHERINE'S JUNCTION

Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach St. Catherine's Jn	E	15	15	15	Applies only to the first train on the route.
Up – Sundays					
Approach Brancliffe Jn	E	15	15	15	Applies only to the first train on the route.

LN766 BENTLEY JN TO HEXTHORPE JN (DONCASTER AVOIDING LINE)					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Hexthorpe Junction	E	1	1	1	
Up – Sundays					
Approach Bentley Junction	E	1	1	1	

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Dore Station Junction	E	2	2*	2	* 1 minute for trains starting at Chesterfield
Approach Milford Junction	E	3	3	2	
Up – Sundays					
Approach Pontefract Baghill/Ferrybridge North Junction	E	2	3	2	
Approach Moorthorpe	E	3	3	3	
Approach Nunnery Main Line Junction	E	2	1	2	
	P	1*	4*		* 2 minutes for Cleethorpes – Manchester services, 3 minutes for trains starting at Doncaster or trains from Barnsley route, or stopping trains from Leeds via South Kirkby Junction. Nil for East Midlands services.
Approach Chesterfield	P		2		Terminating services only

LN806 CHESTERFIELD TO MASBOROUGH JUNCTION VIA 'OLD ROAD'					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Masborough Junction	E	2	2	2	
Up – Sundays					
Approach Beighton Junction	E	2	2	2	

LN826 DONCASTER TO SWINTON					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Sundays					
Approach Doncaster	E	2	1	2	
	P	1*	2*		* 3 minutes for trains terminating at Doncaster. Nil for East Midlands services.

LN828/830 ROTHERHAM CENTRAL TO WOODBURN JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Sundays					
Approach Rotherham Central	E	1½	1½	2	

LN836 DONCASTER TO HOLBECK JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Adwick	E		1		Terminating trains only
Approach Wakefield Westgate	E	1			East Coast Trains Only
Approach Holbeck Junction/Copley Hill W Junction	E	3*	2*	3	* 1 for East Coast Trains, XC services
	P		2*		* 3 minutes for stopping services from Sheffield
Up – Sundays					
Approach Doncaster	E		2		Leeds to Doncaster terminating trains only
	P		2		Trains terminating at Doncaster. Not for trains starting at Adwick

LN836/898/854 HOLBECK JUNCTION TO COLTON JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Colton Junction	E	2	2	2	Only trains from south/west of Milford Jn
Up – Sundays					
Approach Neville Hill West Jn	P	2*	2		* Not for trains starting from York

LN838 YORK TO HARROGATE					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up (Harrogate to York) – Sundays					
Approach Knaresborough	E		2		
	P		1		Terminating trains only
Approach York	P		2		
Down (Leeds to Harrogate)– Sundays					
Approach Harrogate	E	2	2		Terminating trains only
	P		1		Terminating trains only
Up (Harrogate to Leeds) – Sundays					
Approach Armley Junction	E	2	2		
	P		2		

LN842 STAINFORTH JUNCTION ADWICK JUNCTION/CARCROFT JUNCTION FOR DECEMBER 2013					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Applehurst Junction	E	3	3	3	

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION/CARCROFT JUNCTION FROM MAY 2014					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Applehurst Junction	E	3	3	3	

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Up – Sundays					
Approach Holbeck Junction	P		2*		* 1 minute for trains from Halifax, Hebden Bridge or Huddersfield.

LN854/858 HALL ROYD JUNCTION TO MILL LANE JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Mill Lane Junction	E	2	2*		* 1 minute for trains starting from Halifax, Hebden Bridge or Huddersfield
Up – Sundays					
Approach Halifax	P		1		Terminating trains and trains to Huddersfield only
Approach Hebden Bridge	P		1		Terminating trains only

LN854 MILNER ROYD JUNCTION TO HEATON LODGE JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Bradley Wood Junction	E		1		Trains to Huddersfield only

LN860/854 DIGGLE JUNCTION TO HORBURY JUNCTION AND WHITEHALL JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Huddersfield	E		1		Terminating trains only
	P		1		Terminating trains only
Approach Whitehall Junction FOR DECEMBER 2013 TIMETABLE	E	2	2*	2	* 1 minute stopping all stations
	P		2		1 minute for trains from Huddersfield, Marsden or Hebden Bridge
FOR MAY 2014 TIMETABLE ONWARDS	P		1*		* Applies to stopping services services only.
Approach Healey Mills	E	2	1	2	
Up – Sundays					
Approach Huddersfield/Marsden	E		1		Terminating trains only
Approach Heaton Lodge Junction	P		1		Stopping services from Leeds direction

LN862 BARNSELY TO HUDDERSFIELD					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Penistone	P		1		
Approach Huddersfield	E	1	1		
	P		½		
Up – Sundays					
Approach Barnsley	E	1	1		
	P		1		

LN868/854 WINCOBANK JUNCTION TO MILFORD JUNCTION VIA BARNSELY					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Barnsley	E	1		1	
Approach Wakefield Kirkgate	P		1		Terminating trains only. 2 minutes for services from Manchester direction
Approach Castleford	E	1*		1	From Normanton direction only. * Class 4 only
Approach Milford	E	1*		1	* Class 4 only
Up – Sundays					
Approach Castleford	E	1	1	1	
Approach Barnsley	P		1		Trains starting from Leeds only
Approach Wincobank Junction	E	1		1	

LN872 ALTOFTS JUNCTION – LEEDS WEST JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Engine Shed Junction	E	2	2*	2	Approaching Stourton for trains that terminate or call * 1 minute for trains from Knottingley direction
	P		2		

LN880 YORK TO SCARBOROUGH					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Malton	E	1	1	1	
Approach Scarborough	P	3	1		
Up – Sundays					
Approach York	E	1	1	1	
	P	2	1		

LN882 WAKEFIELD TO GOOLE					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Pontefract	E		1*		* Trains terminating from Wakefield direction
	P		1*		* Trains terminating from Wakefield direction
Approach Knottingley	E	1	1	1	
	P		1		
Approach Goole	P		2		
Up – Sundays					
Approach Knottingley	P		1		
Approach Wakefield Kirkgate	E		1		
	P		1		

LN898 MICKLEFIELD TO HULL					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Selby	P		2		Terminating trains only. 1 minute for trains starting at Doncaster, Leeds or York
Approaching Gilberdyke	P	1	1		
Approaching Hessle Road Junction	E	2	2	2	
Approach Hull	E				
FOR DECEMBER 2013	P	2	2 ^{\$}		\$ 4 minutes for trains from York direction
FROM MAY 2014 ONWARDS	P	2	1 ^{\$}		\$ 4 minutes for trains from York direction
Up – Sundays					
Approach Hambleton North Junction	E	2	2	2	From East of Selby only
Approach Sherburn	E	2	2	2	From East of Selby only
Approach Milford Junction	E	2	2	2	From East of Selby only
Approach Micklefield	E	2	2	2	From East of Selby only
Approach Temple Hirst	E	2	2	2	From East of Selby only

LN912 THORNE JUNCTION TO GILBERDYKE					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approaching Gilberdyke	P	1	1		
Approach Goole	P		1		Terminating trains only

LN914 HULL TO SEAMER					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Bridlington	E	2	2		Terminating trains only
	P		1		
Approach Seamer	E	2	2*		* Does not apply to trains starting from Filey and continuing to York or beyond
Up – Sundays					
Approach Bridlington	P		1		
Approach Hull	E	2	2*		* 1 minute for trains starting from Beverley
	P		1		

LN922 ARMLEY JUNCTION TO HELLIFIELD, ILKLEY AND BRADFORD					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Skipton	E	2	1*	2	* 2 minutes for DMU.
	P		1		Terminating trains only
Approach Ilkley	E		1		
	P		1		
Approach Bradford Forster Square	E	2	1*	2	* 2 minutes for DMU
	P		1		
Up – Sundays					
Approach Skipton	E	2	2	2	
	P		1		
Approach Armley Junction	E	2	1*	2	* 2 minutes for DMU
	P		1*		* 2 minutes for trains from north of Skipton

5.5.6 Sunday Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Kings Cross – Hitchin Cambridge Jn	E	3	3	3	00:01 M – 05:45 M All trains to be timed over the Slow lines with an additional [3] approaching Holloway in the Up and Hitchin in the Down.
Hitchin Cambridge Jn to Peterborough	E	10*	10*	10*	23:00 Su – 06:00 M All trains over the Fast to be timed with an additional [10] approaching Hitchin Cambridge Jn in the Up and Fletton Jn in the Down * 3 SL Trains timed over the Slows to be timed with an additional [3] approaching Cambridge Jn in the Up and Fletton Jn in the Down.
Peterborough – Stoke	E	2	2	2	23:10 Su – 05:30 MO Down. All trains to be timed Slow line 23:10 – 05:30 MO Up. All trains to be timed Slow line
* 3 mins trains timed SL/GL					

LN600 DONCASTER SHAFTHOLME JUNCTION TO MARSHALL MEADOWS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Loversall Carr Junction – Doncaster	E	5*	5*	5*	2230 Sun – 0530 Mon * 3 for trains timed SL/GL
Colton Junction – York	E	3	3	3	2200 Sun – 0550 Mon (A)
York – Skelton Junction	E	2	2	2	2240 Sun – 0545 Mon all trains to be timed over same line
Skelton Junction – Longlands Junction	E	2	2	2	2130 Sun – 0555 Mon all trains to be timed to run Slow line
Longlands Junction – Darlington South Junction	E	15	15	15	2145 Sun – 0545 Mon (B)
Darlington South Jn – Tursdale Jn	E	15	15	15	2230 Sun – 0545 Mon (B)
Tursdale Junction – Durham	E	15	15	15	2235 Sun – 0525 Mon (B)
Durham – King Edward Bridge	E	15	15	15	2230 Sun – 0525 Mon (B)
King Edward Bridge – Newcastle	E	2	2	2	2240 Sun – 2335 Sun All FL trains to be timed over the same line (C) 2335 Sun – 0525 Mon All trains to be timed over same line (C)
Newcastle to Heaton South Jn	E	2	2	2	2245 Sun – 0500 Mon All trains to be timed over same line (C)
(A) To be coordinated with Church Fenton – Colton. Only one allowance between Church Fenton and York					
(B) Only one allowance per train between Longlands and King Edward Bridge South					
(C) Only one allowance between KEB and Heaton South Junction					

LN736/752 CLEETHORPES TO DONCASTER					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Wrawby Junction – Thorne Junction	E	2	2	2	2340 Sun – 0530 Mon.
Thorne Jn – Kirk Sandall Jn	E	2	2	2	2345 Sun – 0445 Mon all trains to be timed via slow lines

LN784 HIGH MARNHAM AND BRANCHES TO SHIREBROOK JUNCTIONS					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Boughton Junction – Shirebrook Junctions	E	2	2	2	2200 Sun – 0600 Mon. Single Line Working. All trains to be timed over same line

LN804 CHESTERFIELD SOUTH JN – SHEFFIELD – CHURCH FENTON VIA PONTEFRACT					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Chesterfield South – Tapton Junction	E	5	5	5	0050 Mon – 0525 Mon trains timed Main Line 2330 Sun – 0530 Mon trains timed Erewash/Barrow Hill Line

LN836/898/854 HOLBECK JUNCTION TO COLTON JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up Sunday night/Monday morning					
Church Fenton – Colton Jn	E	3	3	3	2300 Sun – 0600 Mon. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York

LN860/854 DIGGLE JUNCTION TO HORBURY JUNCTION AND WHITEHALL JUNCTION					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Heaton Lodge Jn – Thornhill LNW Jn					0015 Mon – 0530 Mon Up trains to be timed on Slow line

LN868/854 WINCOBANK JUNCTION TO MILFORD JUNCTION VIA BARNSELY					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance					
Down and Up – Sunday night/Monday morning					
Horbury Junction – Wakefield Kirkgate	E	3	3	3	0830 Sun – 0600 Mon

LN922 ARMLEY JUNCTION TO HELLIFIELD, ILKLEY AND BRADFORD					
Timing Section	Type	LH HST EPU CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance					
Down and Up – Sunday night/Monday morning					
Shipley East Junction – Skipton	E	20	20	20	0001 Mon – 0515 Mon (A)
Skipton – Hellifield	E	20	20	20	2145 Sun – 0530 Mon (A)
(A) Only one allowance per train between Kirkstall Junction and Hellifield, to be co-ordinated with LNW allowances. Refer to Section 5.5.6 of the LNW Rules of the Plan					

6 Timetabling Considerations

6.1 Advertised and Working Times

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

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

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

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

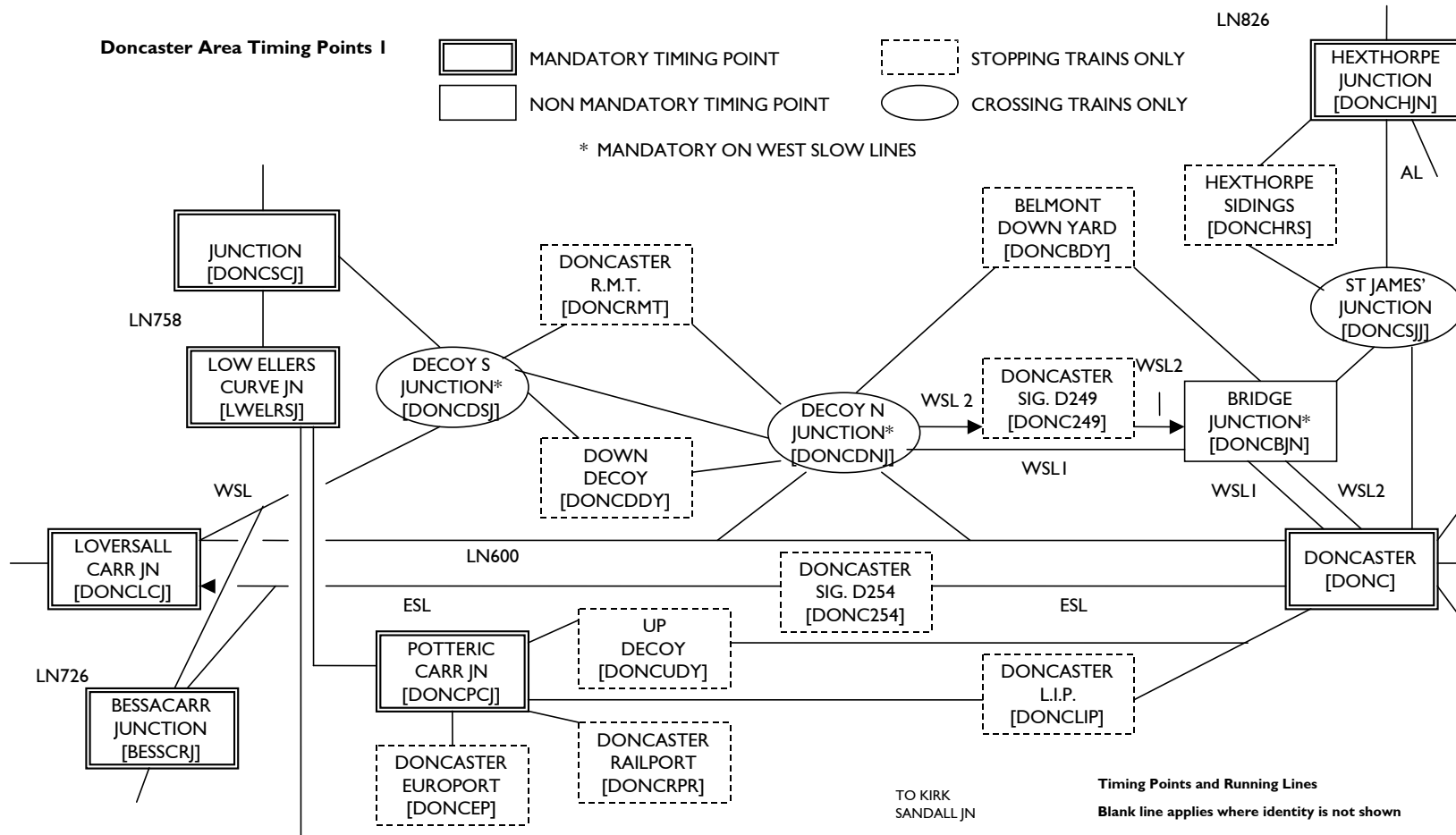
6.2 Timing of Light Locomotives

It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Area Timing Specialist.

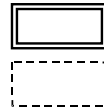
7 Appendix A Timing Point Diagrams

The following diagrams are supplementary to the information shown in Section 2.1

LN600 DONCASTER LOVERSALL CARR TO MARSHALL MEADOWS



Doncaster Area Timing Points 2

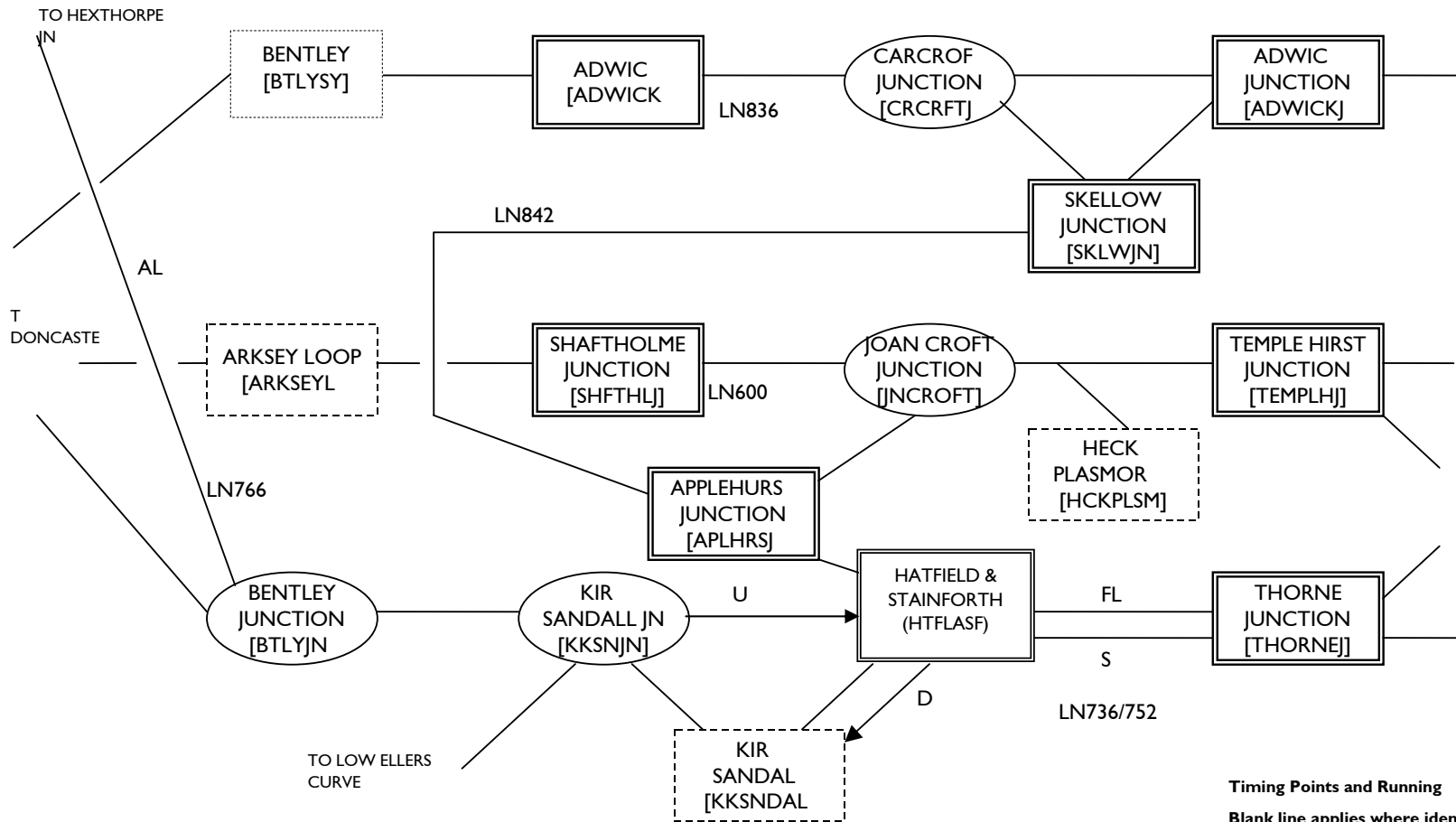


MANDATORY TIMING POINT



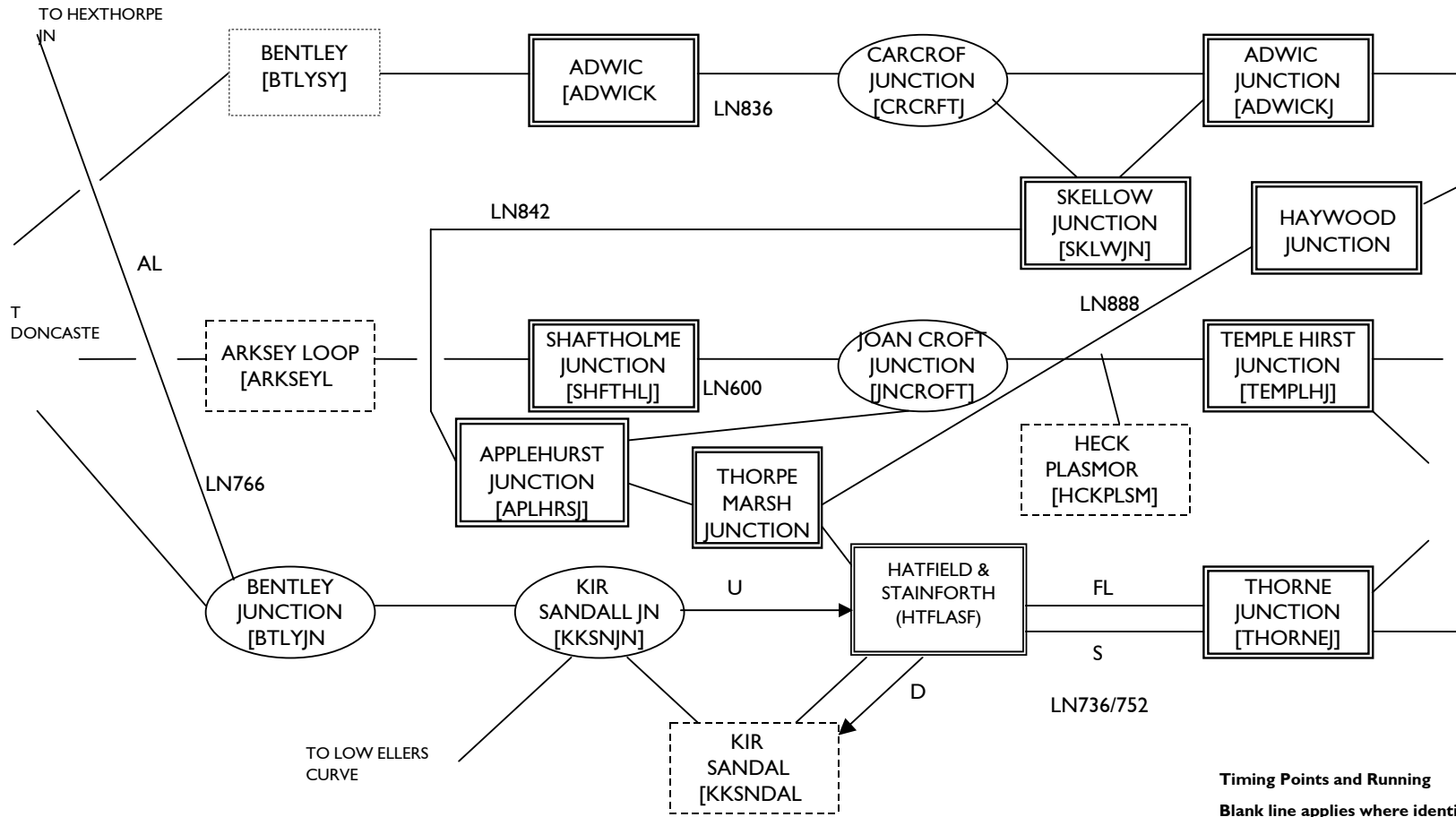
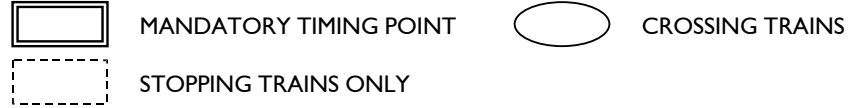
CROSSING TRAINS

STOPPING TRAINS ONLY

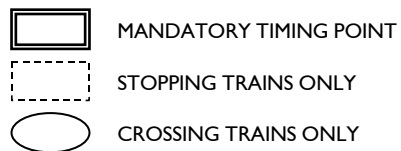


Timing Points and Running
Blank line applies where identity is not shown

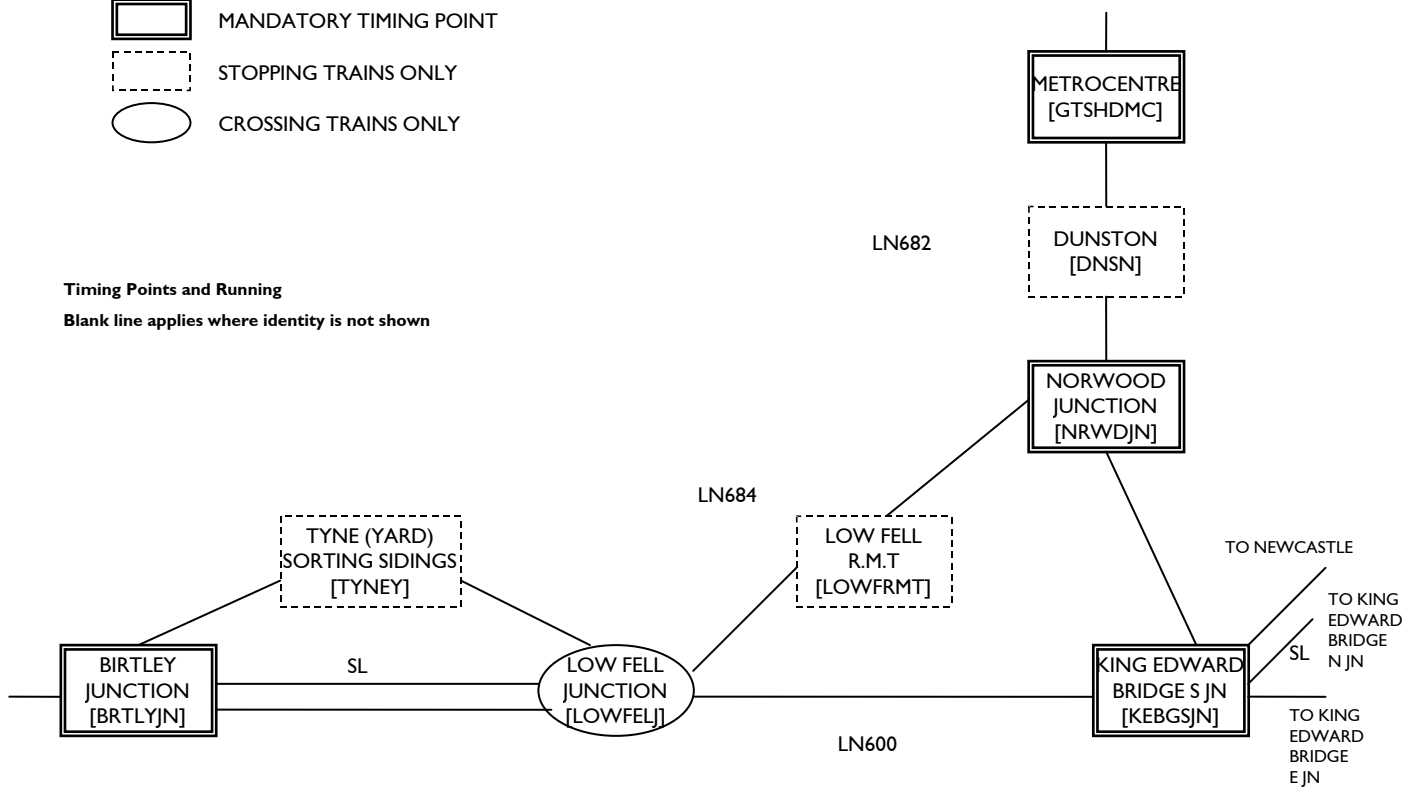
Doncaster Area Timing Points 2 - PROPOSED



Newcastle Area Timing Points I



Timing Points and Running
Blank line applies where identity is not shown



Newcastle Area Timing Points 2



MANDATORY TIMING POINT

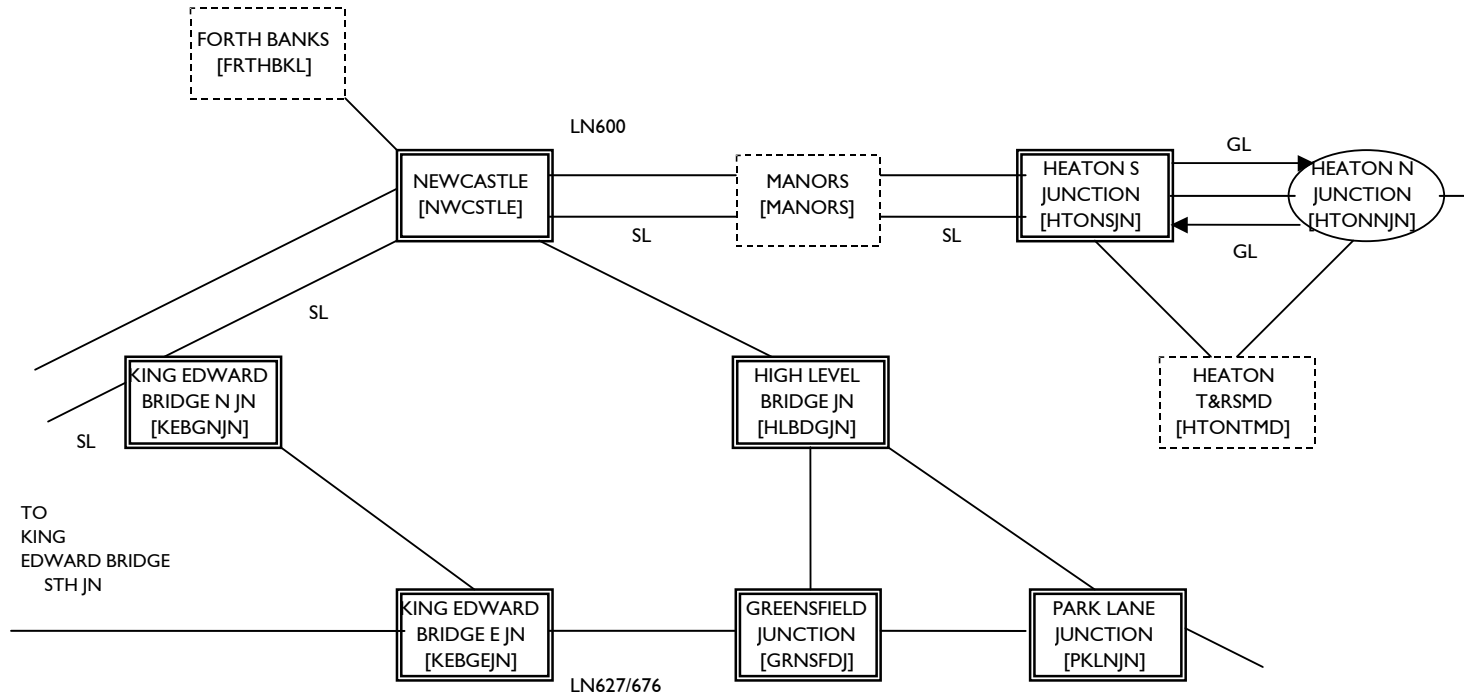
STOPPING TRAINS ONLY



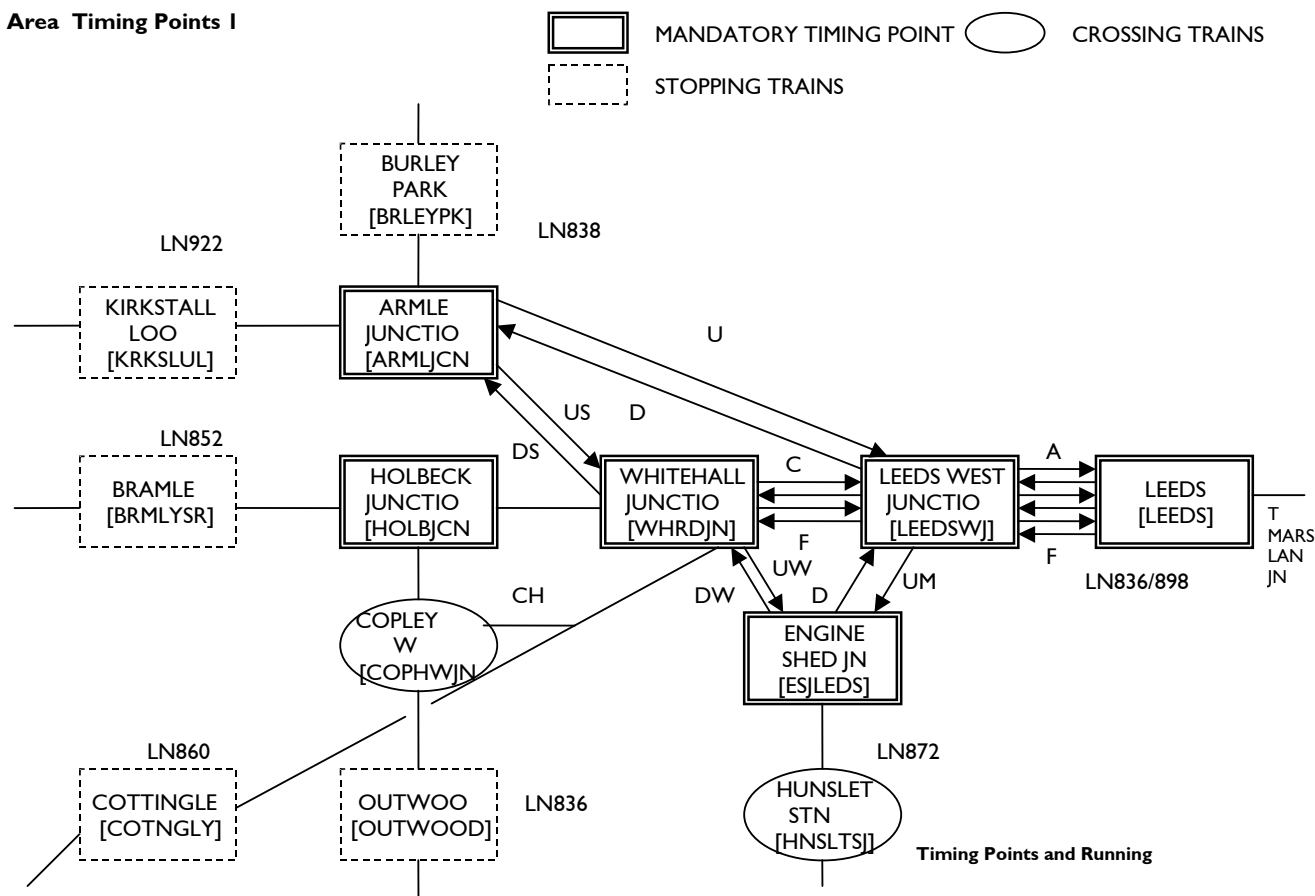
CROSSING TRAINS ONLY

Timing Points and Running Lines

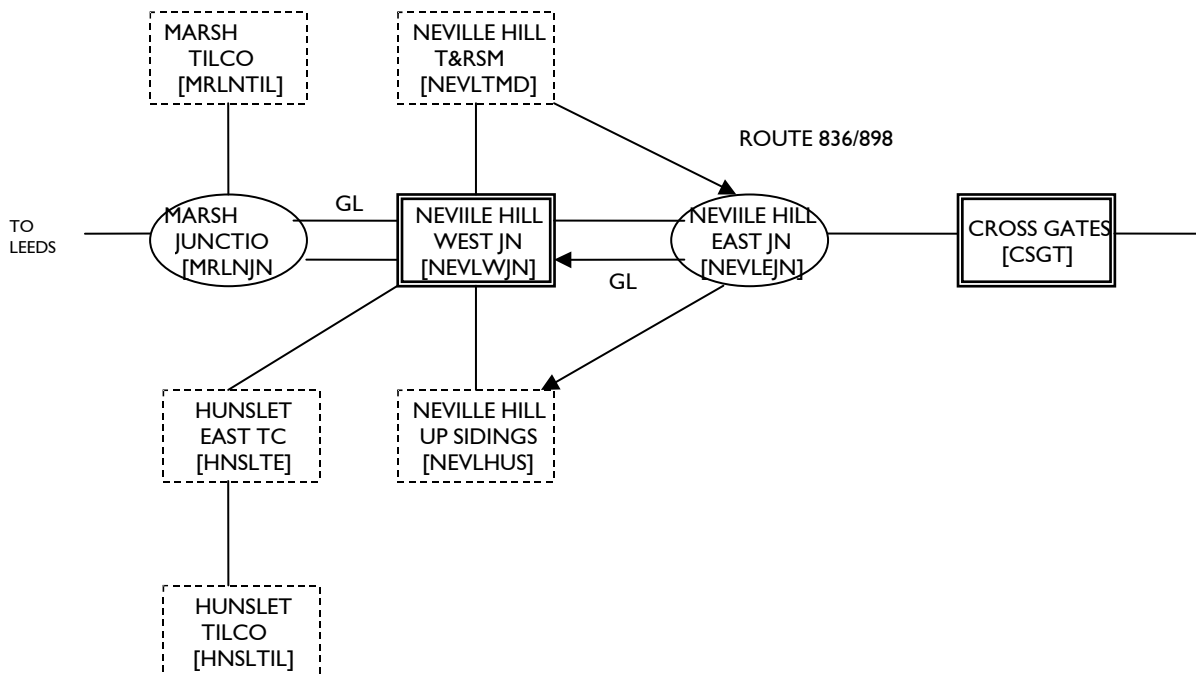
Blank line applies where identity is not shown



Leeds Area Timing Points I



Timing Points and Running



Timing Points and Running
Blank line applies where identity is not shown