

# **Module LN2**

## **London North Eastern Route**

### **Sectional Appendix**

### **Module 2**

### **ECML South**

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**LIST OF MODULE PAGES AND DATES**

Page	Date Last Changed
1	02 December 2006
2	02 December 2006
3	02 December 2006
4	02 December 2006
5	02 December 2006
6	02 December 2006
7	02 December 2006
8	02 December 2006
9	02 December 2006
10	02 December 2006
11	02 December 2006
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48	02 December 2006
49	02 December 2006
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51	02 December 2006
52	02 December 2006
53	02 December 2006

Page	Date Last Changed
54	02 December 2006
55	02 December 2006
56	02 December 2006
57	02 December 2006
58	02 December 2006
59	02 December 2006
60	02 December 2006
61	02 December 2006
62	02 December 2006
63	02 December 2006
64	02 December 2006
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101	02 December 2006
102	02 December 2006
103	02 December 2006
104	02 December 2006
105	02 December 2006
106	02 December 2006

Page	Date Last Changed
107	02 December 2006
108	02 December 2006
109	02 December 2006
110	02 December 2006
111	02 December 2006
112	02 December 2006
113	02 December 2006
114	02 December 2006
115	02 December 2006
116	02 December 2006
117	02 December 2006
118	02 December 2006
119	02 December 2006
120	02 December 2006
121	02 December 2006
122	02 December 2006
123	02 December 2006
124	02 December 2006
125	02 December 2006
126	02 December 2006
127	02 December 2006

Page	Date Last Changed
128	02 December 2006
129	02 December 2006
130	02 December 2006
131	02 December 2006
132	02 December 2006
133	02 December 2006
134	02 December 2006
135	02 December 2006
136	02 December 2006
137	02 December 2006
138	02 December 2006
139	02 December 2006
140	02 December 2006
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142	02 December 2006
143	02 December 2006
144	02 December 2006
145	02 December 2006
146	02 December 2006
147	02 December 2006
148	02 December 2006



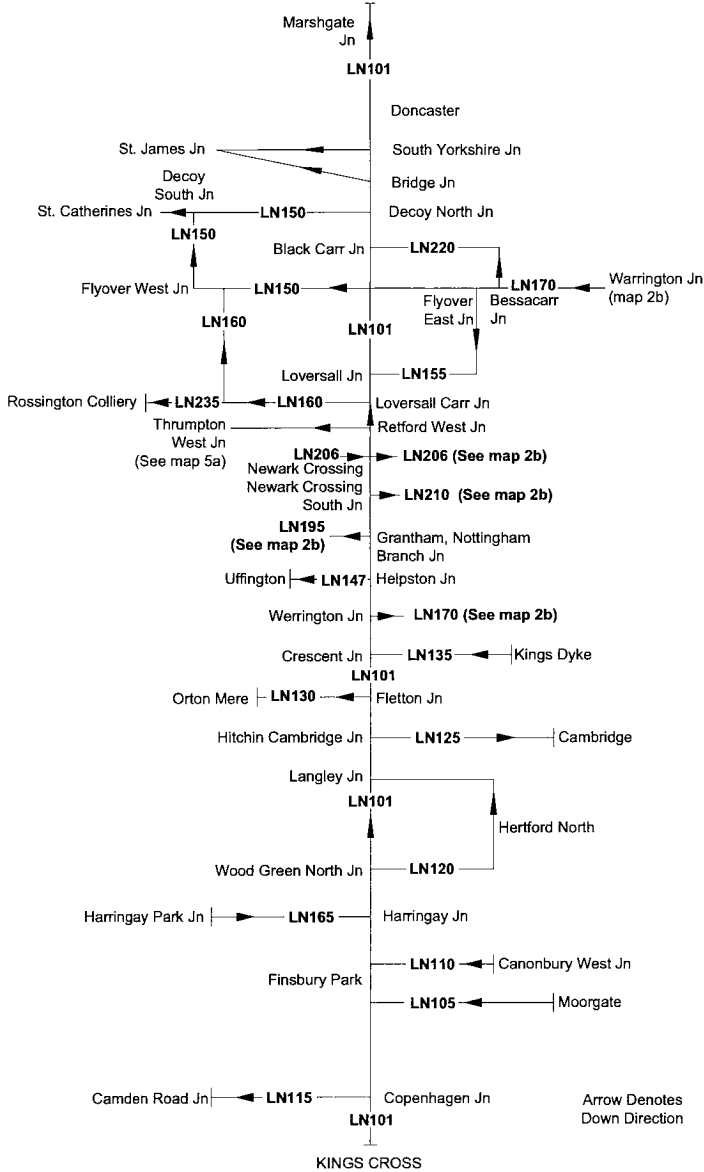
TABLE OF CONTENTS

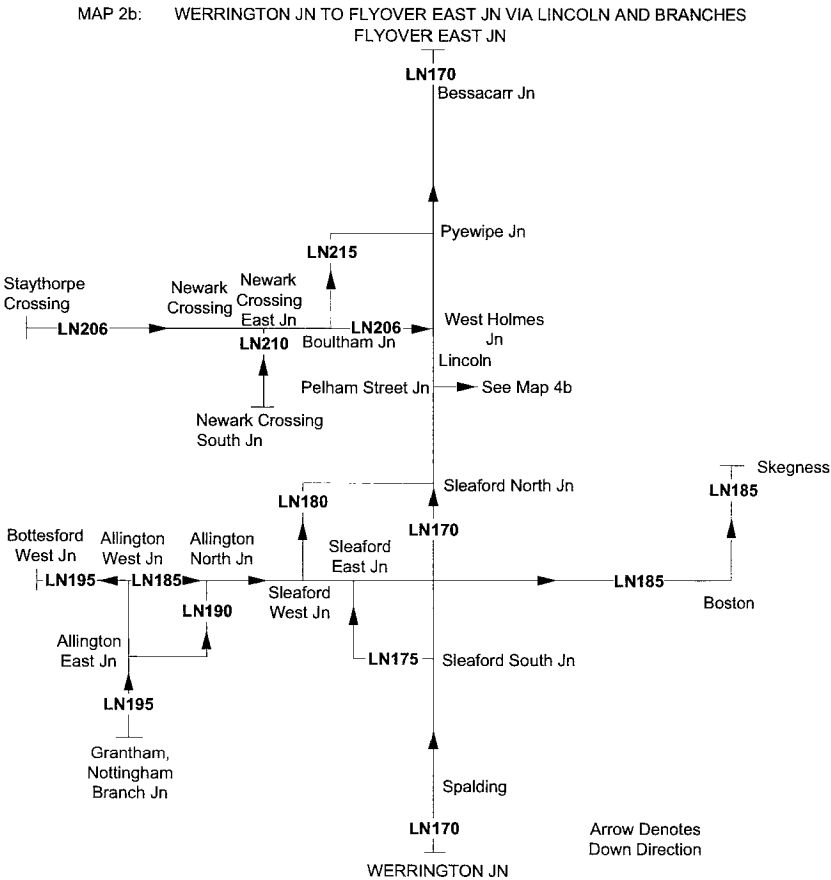
	<u>Page</u>
Maps	5
Exceptionally Poor Rail Adhesion	7
Table A Diagrams	9
Special Working Arrangement	107
Route Clearance	111
Local Instructions	127

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MAPS

MAP 2a: KINGS CROSS TO SHAFTHOLME JN AND BRANCHES  
SHAFTHOLME JN





**Exceptionally Poor Rail Adhesion**  
**Table of Contents**

LN101- KINGS CROSS TO SHAFTHOLME JN	<b><u>Page</u></b> 8
-------------------------------------	-------------------------

LN101 (KINGS CROSS TO SHAFTHOLME JN)

Location	Line(s) Affected	Mileage (Between)
Approaching Grantham Station	Up & Down	105 m 38 ch

Dated: 02/12/06

## TABLE A DIAGRAM

### Table of Contents

	<u>Page</u>
LN101- KINGS CROSS TO SHAFTHOLME JN	11
LN105- MOORGATE TO FINSBURY PARK JN	41
LN110- CANONBURY WEST JN TO FINSBURY PARK JN	42
LN115- COPENHAGEN JN. TO CAMDEN ROAD CENTRAL JN.	43
LN120- WOOD GREEN NORTH JN. TO LANGLEY JN VIA HERTFORD	44
LN125- HITCHIN, CAMBRIDGE JN TO CAMBRIDGE	47
LN130- FLETTON JN. TO ORTON MERE	54
LN135- KINGS DYKE TO CRESCENT JN.	55
LN147- HELPSTON JN. TO UFFINGTON	56
LN150- FLYOVER EAST JN TO DECOY NORTH JN	57
LN155- FLYOVER EAST JN TO LOVERSALL JN (UP LOVERSALL CURVE)	58
LN160- LOVERSALL CARR JN. TO FLYOVER WEST JN.	59
LN165- HARRINGAY PARK JN TO HARRINGAY JN	60
LN170- WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN	61
LN175- SLEAFORD SOUTH JN TO SLEAFORD EAST JN	75
LN180- SLEAFORD WEST JN TO SLEAFORD NORTH JN	76
LN185- ALLINGTON WEST JN TO SKEGNESS	77
LN190- ALLINGTON EAST JN. TO ALLINGTON NORTH JN.	94
LN195- GRANTHAM, NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN	95
LN206- STAYTHORPE CROSSING TO WEST HOLMES JN.	98
LN210- NEWARK CROSSING CURVE	103
LN215- BOULTHAM JN. TO PYEWIPE JN.	104
LN220- BESSACARR JN. TO BLACK CARR JN	105
LN235- ROSSINGTON COLLIERY BRANCH	106

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
LN101	001	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
KINGS CROSS		0 00			<table><tr><td>TCB RA9</td><td>Kings Cross SB (K) AC:York ECR</td><td>NRN 023</td><td>CSR 32</td></tr></table>	TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 32
TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 32						
Kings Cross (K)		0 20			All lines 0 00 to 0 64 Bi-directional working				
Gasworks Tunnel (483m 528 yards)		0 22 to 0 46							
		0 30 *							
					Key to running lines. 2F = No.2 Fast (A) 1F = No.1 Fast (B) 2S = No.2 Slow (C) 1S = No.1 Slow (D)				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
LN101	002	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06			
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks					
			<table><tr><td>TCB RA8</td><td>Kings Cross SB (K) AC:York ECR</td><td><div>NRN</div><div>023</div><div>CSR</div><div>32</div></td></tr></table> <p>① On the Down Fast line between 1m 60ch and 4m 60ch, the permissible speed of locomotive-hauled trains of Mark 1 &amp; 2 coaching stock and light locomotives, or loco-hauled trains of short formation as detailed in Rule Book Module TW3, Section 2, is 60 mph.</p> <p>CSR Channel change Down 1m 58ch (Up 2m 12ch)</p> <p>DG = Down Goods UG = Up Goods</p> <div><div>CSR</div><div>33</div></div>			TCB RA8	Kings Cross SB (K) AC:York ECR	<div>NRN</div> <div>023</div> <div>CSR</div> <div>32</div>
TCB RA8	Kings Cross SB (K) AC:York ECR	<div>NRN</div> <div>023</div> <div>CSR</div> <div>32</div>						
Belle Isle	0 55 *							
Copenhagen Jn	0 64							
	0 65 *							
	0 66 *							
Copenhagen Tunnel (543m 594 yards)	0 65 to 1 12 *							
	1 34							
	1 40 *							
	1 44							
Holloway	1 57							
	1 63							
	1 70							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
LN101	003	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
Finsbury Park Jn <b>FINSBURY PARK</b>					<table><tr><td>TCB RA9</td><td>Kings Cross SB (K) AC:York ECR</td><td><table><tr><td>NRN 023</td><td>CSR 33</td></tr></table></td></tr></table>	TCB RA9	Kings Cross SB (K) AC:York ECR	<table><tr><td>NRN 023</td><td>CSR 33</td></tr></table>	NRN 023	CSR 33
		TCB RA9	Kings Cross SB (K) AC:York ECR	<table><tr><td>NRN 023</td><td>CSR 33</td></tr></table>	NRN 023	CSR 33				
		NRN 023	CSR 33							
		2 07 *		<div>CSR Channel change Up 2m 12ch (Down 1m 56ch)</div>	<table><tr><td>CSR 32</td></tr></table>	CSR 32				
		CSR 32								
		2 26 *								
		2 28 *								
		2 33								
		2 41								
		2 56 *								
2 67 *										
3 05 *										
			<p>UC = Up Canonbury UM = Up Moorgate DM = Down Moorgate DC = Down Canonbury</p> <p>① = To/From Canonbury West Jn see LN110 seq 1 ② = To/From Moorgate see LN105 seq 1</p> <p>No AWS on Down and Up Goods</p> <p>③ The permissible speed of locomotive-hauled trains of Mark 1 &amp; 2 coaching stock and light locomotives, or loco-hauled trains of short formation as detailed in Rule Book Module TW3, Section 2 is 60 mph on the Down Fast line between 1m 60ch and 4m 60ch and 75mph on the Up Fast line between 3m 29ch and 2m 26ch.</p> <p>DS1 = Down Slow No 1 DS2 = Down Slow No 2</p>							

14

London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	005	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Wood Green South Jn	4 65 *		<p>TCB Kings Cross SB (K) NRN CSR RA9 AC: York ECR 023 34</p> <p>UCL = Up Carriage Line worked as a siding DCL = Down Carriage Line worked as a siding ① - On the Down Fast line between 1m 60ch and 4m 60ch, the permissible speed of locomotive hauled trains of Mark 1 &amp; 2 coaching stock and light locomotives or loco-hauled trains of short formation as detailed in Rule Book Module TW3, Section 2, is 60 mph.</p> <p>② = Bounds Green Depot DH = Down Hertford UH = Up Hertford</p> <p>TOWS Wood Green Tunnels. Separate system for each bore.</p>		
ALEXANDRA PALACE	4 75 4 78				
Wood Green North Jn	5 04 *				
Wood Green F.S. OHNS	5 07				
	5 15				
	5 22				
Wood Green Tunnels (644m / 705 yards)	5 39 *				
	5 41 *				
	to				
	5 73				
	5 73 *				
	5 76 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
LN101	006	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
NEW SOUTHGATE		6 35		TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 34
Barnet Tunnel (553m 605 yards)		7 40 * 7 42 to 7 70		TOWS Barnet Tunnels separate systems for each bore.			
OAKLEIGH PARK		7 73 * 8 30		C. Down Slow at 8 11 (740 yards before reaching signal K.505). (Secured out of use) C. Down Slow at 8 61 (715 yards before reaching signal K.509). (Secured out of use)			
Barnet South Crossovers		8 74 to 9 00					
NEW BARNET		9 12					
Barnet North Crossover		9 18					
Hadley Wood South Tunnel (351m 384 yards)		10 21 to 10 39		TOWS Hadley South Tunnel separate system for each bore.			
HADLEY WOOD		10 46					
Hadley Wood North Tunnel (212m 232 yards)		10 80 to 10 70		TOWS Hadley North Tunnel separate systems for each bore.			

London North Eastern Route Sectional Appendix Module LN

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	007	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Potters Bar Tunnel (1110m 1214 yards)		11 23 *			<div>TCB RA9</div> <div>Kings Cross SB (K) AC:York ECR</div> <div>NRN 023</div> <div>CSR 34</div>
		11 25			TOWS Potters Bar Tunnel separate system for each bore
		12 00			
		12 03 *			
		12 36			
		12 40 *			
		12 53			
		12 57			
		13 21			
		14 25 *			
		14 37			
POTTERS BAR		14 47 *			<div>CSR Channel Change Down 14m 28ch Up 13m 46ch</div> <div>CSR 35</div>
Potters Bar TSC OHNS		15 50			
BROOKMANS PARK		16 06			
WELHAM GREEN		17 54			
Marshmoor		19 29			
HATFIELD					
Welwyn F.S. OHNS					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
LN101	008	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06				
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks						
			<table><tr><td>TCB RA9</td><td>Kings Cross SB (K) AC:York ECR</td><td>NRN 023</td><td>CSR 35</td></tr></table>			TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 35
TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 35						
	19 63 *		① Through siding not TCB working						
	19 65 *		② Up Yard Sidings						
Welwyn Garden City Up Yard <b>WELWYN GARDEN CITY</b>	20 25		UBP - Up Back Platform (160m 525 feet)						
	20 25		DBP - Down Back Platform (160m 525 feet)						
	21 07 *								
	21 18								
	21 24 *								
	21 36								
Digswell									

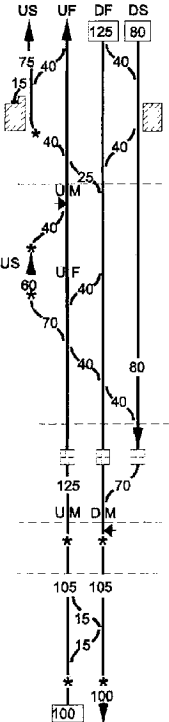


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
LN101	009	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06								
Location			Running lines & speed restrictions		Signalling & Remarks								
Mileage M Ch					NRN CSR								
<b>WELWYN NORTH</b>					<table><tr><td>TCB</td><td>Kings Cross SB (K)</td><td>NRN</td><td>CSR</td></tr><tr><td>RA9</td><td>AC:York ECR</td><td>023</td><td>36</td></tr></table>	TCB	Kings Cross SB (K)	NRN	CSR	RA9	AC:York ECR	023	36
TCB	Kings Cross SB (K)	NRN	CSR										
RA9	AC:York ECR	023	36										
Welwyn South Tunnel (408m 446 yards)					TOWS 3 systems Welwyn South Tunnels Cuttings between Tunnels, Welwyn North Tunnels. TOWS must not be used when Woolmer Green emergency crossover is to be used								
Welwyn North Tunnel (956m 1046 yards)													
Woolmer Green GSP Crossover													
Woolmer Green													
<b>KNEBWORTH</b>													
Langley Jn FS OHNS													
Langley Jn Up													
Langley Jn Down													
Lafarge Siding													
<b>STEVENAGE</b>													

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
LN101	010	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Hitchin 'A' GF		29 70							
		31 11 *							
		31 18							
		31 27							
		31 50							
HITCHIN		31 74							
		31 79							
		32 06 *							
Cambridge Jn		32 11							
		32 12 *							
		32 47							
Hitchin TSC OHNS		32 57							
Cadwell		33 42							
<table><tr><td>TCB RA8</td><td>Kings Cross SB (K) AC:York ECR</td><td>NRN 023</td><td>CSR 36</td></tr></table> <p>Hot Axle Box Detectors on the Up Fast and Up Slow lines at 29 70</p> <p>Yard Line worked as a Siding</p> <p>Class 373/2 trains must not exceed 20mph on the Up Slow and 50mph on the Down Slow passing over Underbridge 102 located at 32 03</p> <p>C. Up Slow at 33 09 (1146 yards before reaching signal K.710) (Secured out of use)</p>						TCB RA8	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 36
TCB RA8	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 36						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	011	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>ARLESEY</b>		37 03			<div>TCB RA8 Kings Cross SB (K) AC:York ECR</div> <div>NRN 023 CSR 36</div> <p>C. Up Slow at 33 47 (740 yards before reaching signal K.714). (Secured out of use)</p> <p>① = Down Fast to Down Slow connection speed is 40mph</p> <p>Hot Axle Box Detectors on the Up Fast and Up Slow lines at 42 10</p> <p>CSR Channel Change Down 42m 20ch Up 43m 51ch</p> <div>CSR 37</div>
Jiggs Lane Public Bridleway LC		38 41 *			<div>Peterborough SB (P)</div>
		38 61			
East Road LC R/G		39 33 *			
Holme Green LC R/G		39 34			
Biggleswade Crossovers		40 06			
		40 42			
to					
Biggleswade TSC OHNS		40 58			
		40 64			
<b>BIGGLESWADE</b>		41 13			
No 42 LC R/G		42 10			
		42 12 *			
		42 40 *			
		43 19 *			
Sandy South Jn		43 59			
		43 64			
<b>SANDY</b>		44 10			
Sandy North Jn		44 63			
Everton LC (CCTV)		46 31			
Ternsford LC (CCTV)		47 16 *			
		47 38			
		48 17 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
LN101	012	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Little Barford F.S. OHNS		49 72			TCB RA9	Peterborough SB (P) AC:York ECR	NRN 023	CSR 37
		50 04 *						
		51 03 *						
		51 23						
St. Neots South Jn		51 40						
<b>ST. NEOTS</b>		51 58						
St. Neots North Jn		52 28						
		53 68 *						
Cardells LC R/G		54 07						
		54 20						
		54 46 *						
		54 52						
No 66 LC R/G Footpath		54 70						
No 71 LC R/G Footpath		55 63						
Offord LC (CCTV)		55 76						
		56 17 *						
		56 31 *						
			Hot Axle Box Detectors on the Down Fast and Down Slow lines at 54 07					
			TOWS all lines between 54 20 and 55 20					
			Up side only					
			TOWS all lines between 55 20 and 56 00					
			TOWS Huntingdon overbridge 144					
			Down lines only.					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
LN101	013	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Huntingdon South Jn		58 35			<table><tr><td>TCB RA9</td><td>Peterborough SB (P) AC:York ECR</td><td>NRN 023</td><td>CSR 37</td></tr></table> <p>Class 373/2 trains must not exceed 110 mph on the Down Fast line between 59 10 and 59 30 CW. Down Slow at 59 27 (844 yards before reaching signal P.351)</p> <p>Hot Axle Box Detector on the Up Main line at 64 25</p>	TCB RA9	Peterborough SB (P) AC:York ECR	NRN 023	CSR 37
TCB RA9	Peterborough SB (P) AC:York ECR	NRN 023	CSR 37						
<b>HUNTINGDON</b>		58 70							
		59 12 *							
Huntingdon North Jn		59 20							
Abbots Ripton Public Bridleway LC		62 60							
		64 25							
Woodwalton Jn		65 43							
		65 48 *							
		66 60 *							
		67 20							
Connington South		67 30							
Connington North LC (CCTV)		68 28							
Holme TSC OHNS		69 00							
Holme LC (CCTV)		69 28							
		69 28							
		69 30 *			Hot Axle Box Detector on the Down Main line at 69 28				
Holme Lode LC (CCTV)		70 02							
Stilton Fen		70 78			Crossovers worked from Stilton Fen GSP				
		71 00 *							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
LN101	014	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Fletton Jn					<table><tr><td>TCB RA9</td><td>Peterborough SB (P) AC:York ECR</td><td>NRN 023</td><td>CSR 37</td></tr></table>	TCB RA9	Peterborough SB (P) AC:York ECR	NRN 023	CSR 37
	TCB RA9	Peterborough SB (P) AC:York ECR	NRN 023	CSR 37					
		72 00 *							
		74 75 *							
		75 02							
	75 16								
	75 24 *								

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	015	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location	Mileage M	Ch	Running lines & speed restrictions		
Nene Carriage Sidings	76	10 *			
	76	19 *			
	76	25 *			
	76	29 *			
	76	31 *			
	76	35 *			
Crescent Jn	76	37 *			
	76	38 *			
	76	45 *			
	76	47 *			
PETERBOROUGH	76	56 *			
	76	57 *			
	76	60 *			
	76	70 *			
	76	71 *			
Spittal Jn	76	45 *			
Peterborough (P)	76	47 *			
Eastfield	76	56 *			
	76	57 *			
	76	60 *			
	76	70 *			
	76	71 *			
Eastfield	77	02			

Signalling & Remarks	
TCB RA9	Peterborough SB (P) AC:York ECR
① = To/From Nene Carriage Sidings	
U2 = Up Slow No2	
TWG = Two Way Goods Line	
② - Fly Ash sidings	
PP is authorised in platforms 2, 3, 4, and 5.	
76m 40ch End of CSR coverage	CSR
SU = South Up Departure SD = South Down Arrival US = Up Slow UF = Up Fast DF = Down Fast UST = Up Stamford DS/DST = Down Slow/Down Stamford SU & SD No Block Regulations apply on these lines	
☒ - Up Slow Lockout Protection provided. See Local Instruction	

26



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	017	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
				<div> <div>TCB</div> <div>RA9</div> </div> <div> <div>Peterborough SB (P)</div> <div>AC:York ECR</div> </div> <div> <div>NRN</div> <div>023</div> </div> <p>DS/DST = Down Slow/Down Stamford UST = Up Stamford</p> <p>DST = Down Stamford</p> <p>Hot Axle Box Detectors on the Up Fast and Up Slow lines at 83 33</p>	
Woodcroft LC (MCG)	80 63 *				
	81 23				
Helpston Jn	81 56				
Helpston LC (MCB)	81 71				
	81 75 *				
Maxey LC (CCTV)	82 38				
Lolham LC (CCTV)	83 33				
No 115 LC R/G	84 06				
Tallington TSC OHNS	84 56				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	018	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Tallington LC (CCTV)		84 64			<div>TCB RA9</div> <div>Peterborough SB (P) AC:York ECR</div> <div>NRN 023</div> <p>C. Down Slow at 89 60 (700 yards before reaching signal P.569). (Secured out of use)</p>
Tallington Crossovers		84 <sup>10</sup> 70 85 <sup>02</sup> 02			
Greatford LC (CCTV)		87 08			
Bytham F.S. OHNS		91 42 * 82 12 * 92 29			

NRN  
023

30

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	021	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Grantham North F.S. OHNS		107 55		<div>TCB RA9</div> <div>Doncaster SB (D) AC:York ECR</div> <div>NRN 023</div>	
Peascliff Tunnel (875m 957 yards)		107 65 108 to 29 108 32 *		<div>TOWS in Peascliff Tunnel</div> <div>NRN Channel change</div> <div>Down 107 65</div> <div>Up 108 29</div> <div>NRN 031</div> <div>NRN 023</div>	
Peascliff Crossovers		109 01 109 06 109 13		TOWS D&U lines between 109 18 and 110 16	
HABD		109 58 110 00 *			
Frinkley Lane Public Bridleway LC		110 67			
Westborough Public Bridleway LC		113 57			
Claypole Up Loop		114 61 to			
Hough Lane Public Bridleway LC		115 24			
Claypole LC (CCTV)		115 01 115 27		UPL (589m/1932 feet)	
Osterfern LC (CCTV)		115 45		Crossovers worked from Claypole Gate Box	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	022	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Claypole Down Loop	115 46		<div>TCB RA9</div> <div>Doncaster SB (D) AC:York ECR</div> <div>NRN 031</div>		
Barnby Lane LC (CCTV)	115 73		DPL (723m/2373 feet)		
	116 09 *				
	116 13				
Balderton LC (CCTV)	116 70		Hot Axle Box Detector on the Down Main line at 116 70		
Bullpit Lane LC (CCTV)	118 26				
Barnby LC (CCTV)	119 03				
Newark South Jn	119 73		RA8		
<b>NEWARK NORTH GATE</b>	120 08		PP is authorised at the bi-directional Passenger Loop Platform (No.3) in the Up direction only for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at signal D78. D&UGL (486m / 1596 feet)		
	120 21 *				
Whitehouse Lane Footpath LC R/G	120 40				
Newark Crossing South Jn	120 51				
	120 62 *				
Newark Crossing	120 63				
	121 00 *				
Church Lane LC (CCTV)	122 07				
Bathley Lane LC (CCTV)	122 78				
Norwell Lane LC (CCTV)	123 38				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	023	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
North Muskham TSC OHNS Cromwell Lane LC (CCTV) HABD		123 40 124 55 124 55		<div>TCB RAB</div> <div>Doncaster SB (D) AC:York ECR</div> <div>NRN 031</div>	
Carlton Loops		125 42 125 53 125 60 *		Crossovers worked from Carlton Gate box	
Carlton LC (CCTV)		126 19 *		DPL (755m / 2478 feet) UPL (755m / 2478 feet)	
Eaves Lane LC R/G Bridleway		126 26 126 27			
Barrel Lane LC R/G Footpath		127 02			
Grassthorpe Lane LC (MCG)		127 08			
Egmanton LC (CCTV)		128 30			
		130 29		TOWS Egmanton Curve both lines south of Egmanton LC to Tuxford Emergency Crossover. Must not be used when Emergency Crossover is to be used.	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	024	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Tuxford GSP		131 50		<div> <div>TCB RAB</div> <div>Doncaster SB (D) AC:York ECR</div> <div>NRN 031</div> </div>	
HABD Askham Tunnel (52m 57 yards)		132 48 * 134 37 134 37			
		134 40 *			
Grove Road GSP		136 27 136 29 *		TOWS Lincoln Road Curve both lines 132 60 to 133 60	
Eaton Lane Public Bridleway		136 44		Crossovers worked from Grove Road GSP	
Grove Road LC (CCTV)		137 37			



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	025	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Retford South Jn	138 23		<div>TCB</div> <div>RA8</div> <div>Doncaster SB (D)</div> <div>AC:York ECR</div> <div>NRN 031</div>		
	138 26 *				
	138 27 *				
<b>RET FORD</b>	138 49		<div>DP= Down Platform Line</div> <div>RA8</div>		
Retford West Jn	138 56 *				
	138 62				
	139 07				
Retford F. S. OHNS	139 41				
	139 47				
Retford North	139 71				
			UPL (755m / 2478 feet)		

36

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	027	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Rossington LC (CCTV)		151 28			<div>TCB</div> <div>RA9</div> <div>Doncaster SB (D)</div> <div>AC:York ECR</div> <div>NRN</div> <div>031</div>
Rossington GSP		151 171			Crossovers worked from Rossington GSP
Loversall Carr Jn		152 00			UES = Up East Slow
Loversall Jn		152 36			
Black Carr Jn		153 18			① Flyover see LN150 seq 1 and LN722 seq 1 DL/UES = Down Loco/Up East Slow

38

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	029	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	02/12/06
Location	Mileage		Running lines & speed restrictions		
	M	Ch			
South Yorkshire Jn (DS)	155	55 *			
South Yorkshire Jn (US)	155	56			
Doncaster (D)	155	59			
Doncaster (D)	155	65			
<b>DONCASTER</b>	155	77			
Doncaster West Yard	156	06 *			
	156	07 *			
Doncaster North Jn	156	09			
	156	20 *			
Marshgate Jn	156	26			
Doncaster F. S. OHNS	156	50			
	156	53 *			
			To/From Hull/Cleethorpes see LN752 seq 4		
			To/From Leeds see LN836 seq 1		
(NOTE:- Part of table duplicated in LN836 seq 1)					
			Signalling & Remarks		
			TCB RA9		
			Doncaster SB (D) AC:York ECR		
			NRN 031		
			DL/UES = Down Loco/Up East Slow D/UWS1 = Down/Up West Slow No1 D/UWS2 = Down/Up West Slow No2		
			(DS) = Down Sheffield (US) = Up Sheffield		
			PP. is authorised over Platform lines No 1 (Up direction only) Nos 3,4 and 8 for Class 1,2,5 and 0 trains.		
			DPL = Down Platform Loop UPL = Up Platform Loop G1 = 2 Way Goods No1 G2 = 2 Way Goods No2		
			Cut out signs not provided for all 25 speeds Bridge Jn to Marshgate Jn		
			TS = Thorne Slow DLS = Down Leeds Slow DLG = Down Leeds Goods		

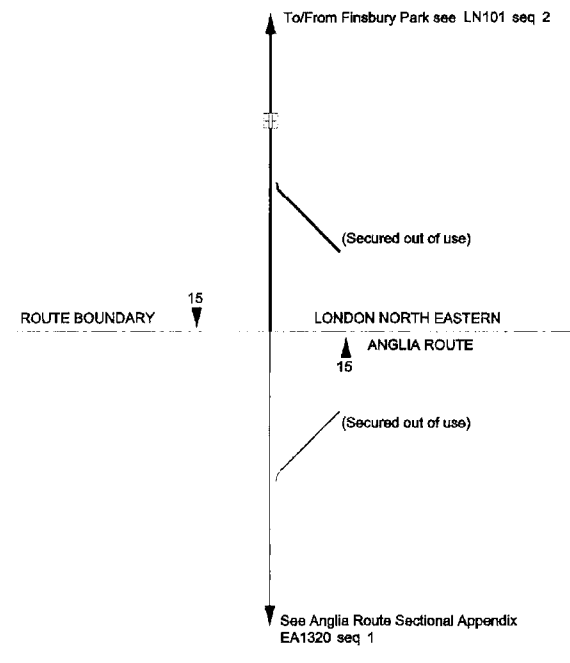


TCB	Doncaster SB (D)	NRN
RA9	AC:York ECR	031

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	030	Kings Cross to Shaftholme Jn.	ECM1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Moat Mills LC (CCTV)		156 88			<div> <div>TCB RA9</div> <div>Doncaster SB (D) AC: York ECR</div> <div> <div>NRN</div> <div>031</div> </div> </div>
		157 00 *			<p>DPL = (544m / 1785 feet)</p> <p>Class 373/2 trains must not exceed 110 mph on the Up Main/Fast line between Shaftholme Jn 160 20 and Grantham 105 77 (No lineside signs are provided for this speed restriction).</p>
		157 30			
No 283 LC R/G		157 46			
		157 76			
Arksey LC (CCTV)		158 02			
		158 43			
HABD		159 10			
Daw Lane LC (CCTV)		159 15			
		159 18			
Masserelles Public Bridleway LC		159 66			
		160 00 *			
Shaftholme Jn		160 16			
		160 30 *			

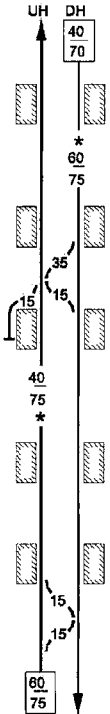
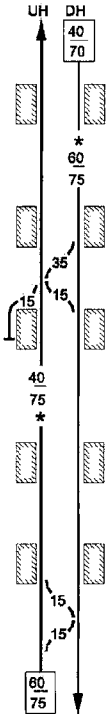
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
LN105	001	Moorgate to Finsbury Park Jn	MEB1	London North Eastern	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
MOORGATE		0 00			TCB RA9	Kings Cross SB (K) DC:York ECR	
		0 13 *					
OLD STREET		0 15 *	Both lines run within Moorgate Tunnels between 0 00 (Moorgate) and 2 52 (Drayton Park).		UM = Up Moorgate DM = Down Moorgate		
		0 45					
Poole Street		1 22					
		1 49 *					
ESSEX ROAD		1 59					
		1 61 *					
HIGHBURY & ISLINGTON		2 21					
DRAYTON PARK		2 56					
		2 64 *					
Finsbury Park Jn		3 37					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN110	001	Canonbury West Jn to Finsbury Park Jn	CFP	London North Eastern	02/12/06
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Canonbury West Jn	3 12				TCB RA9 Dalston Jn SB (D) AC:Romford ECR NRN Channel change at 3 12 NRN 020 023
OHNS / Network Rail Anglia / LNE Route Boundary Canonbury Tunnel (498m 545 yards)	3 16	*			AC:York ECR
	3 20				
	3 21				TOWS Canonbury West Jn to 3 51
	3 45	*			Kings Cross SB (K)
Highbury Vale Jn	3 61				
	4 07	*			U+DC = Up + Down Canonbury UC = Up Canonbury
Finsbury Park Jn	4 26	*			
	4 33				

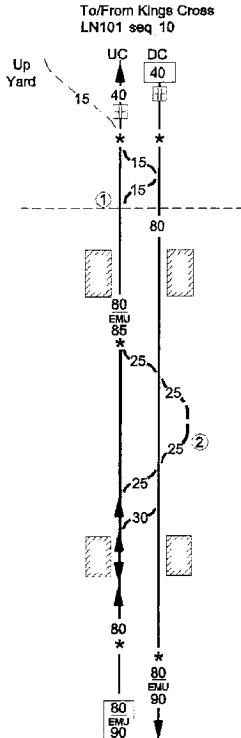


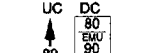
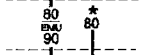
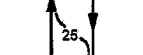
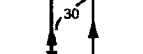
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN115	001	Copenhagen Jn. to Camden Road Central Jn.	CRF1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Copenhagen Jn	0 00		TCB RA10 Kings Cross SB (K) AC:York ECR 		
North London Incline OHNS	0 03		NRN Channel change at 0 08 		
York Way North Junction (Future)	0 13				
Network Rail LNE / Anglia Route Boundary	0 20				
Camden Road Incline Junction (Future)	0 44				
Camden Road Central Jn	0 51	See Anglia Route Sectional Appendix EA1320 seq 1	Camden Road Jn SB (CR)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated							
LN120	001	Wood Green North Jn. to Langley Jn via Hertford	HDB	London North Eastern	02/12/06							
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks								
Wood Green North Jn		5 07	<p>UH DH</p> <p>30 30 To/From Kings Cross see LN101 seq 5</p> <p>① 15 30 * *</p> <p>50 70</p> <p>15 15</p> <p>40 40</p> <p>70 70</p> <p>40 75</p>	<table><tr><td>TCB RA9</td><td>Kings Cross SB (K) AC:York ECR</td><td><table><tr><td>NRN</td><td>CSR</td></tr><tr><td>023</td><td>34</td></tr></table></td></tr></table>		TCB RA9	Kings Cross SB (K) AC:York ECR	<table><tr><td>NRN</td><td>CSR</td></tr><tr><td>023</td><td>34</td></tr></table>	NRN	CSR	023	34
TCB RA9	Kings Cross SB (K) AC:York ECR	<table><tr><td>NRN</td><td>CSR</td></tr><tr><td>023</td><td>34</td></tr></table>		NRN	CSR	023	34					
NRN	CSR											
023	34											
		5 33 *		① - To/From Bounds Green Depot								
				DH - Down Hertford UH - Up Hertford								
<b>BOWES PARK</b>		5 55										
Bowes Park OHNS		5 78										
		6 05										
<b>PALMERS GREEN</b>		6 50										
<b>WINCHMORE HILL</b>		7 63										
		7 68 *										
		7 72 *										

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated							
LN120	002	Wood Green North Jn. to Langley Jn via Hertford	HDB	London North Eastern	02/12/06							
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks								
GRANGE PARK		8 35		<table><tr><td>TCB RA9</td><td>Kings Cross SB (K) AC:York ECR</td><td><table><tr><td>NRN</td><td>CSR</td></tr><tr><td>023</td><td>34</td></tr></table></td></tr></table>		TCB RA9	Kings Cross SB (K) AC:York ECR	<table><tr><td>NRN</td><td>CSR</td></tr><tr><td>023</td><td>34</td></tr></table>	NRN	CSR	023	34
		TCB RA9		Kings Cross SB (K) AC:York ECR	<table><tr><td>NRN</td><td>CSR</td></tr><tr><td>023</td><td>34</td></tr></table>	NRN	CSR	023	34			
NRN	CSR											
023	34											
8 41 *												
ENFIELD CHASE		9 00										
		9 48										
GORDON HILL		9 69										
		10 12 *										
CREWS HILL		11 40		CSR Channel Change UP 10m 32ch Down 10m 32ch								
CUFFLEY		13 17		Crossovers worked from Cuffley Ground Frame								
		13 42										
												

LOR	Seq. Line of Route Description	ELR	Route	Last Updated
LN120	003 Wood Green North Jn. to Langley Jn. via Hertford	HDB	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
			TCB RA9	Kings Cross SB (K) AC:York ECR
			NRN	CSR
			023	35
Ponsbourne Tunnel (2km 454m 1m 924 yards)	14 59 to 16 21		<p>① - To/From EMU Sidings</p> <p>PP is authorised in the Down Main Platform for Class 1, 2, 3 and 5 EMU trains</p> <p>CSR Channel Change Up 27m 36ch Down 27m 31ch</p> <p>Down Line Bi-Directional between 27 25 and 28 15</p>	
<b>BAYFORD</b>	16 56			
<b>HERTFORD NORTH</b>	19 48			
Hertford North TSC OHNS	19 76			
Molewood Tunnel (332m 364 yards)	20 14 to 20 31			
<b>WATTON-AT-STONE</b>	23 72			
Langley South Jn	27 23 27 28 27 32 *			
Langley Jn OHNS	27 47 27 53 *			
Langley Jn OHNS	27 69			
Langley Jn Up	28 01 28 07 *			
Langley Jn Down	28 15			
		To/From Stevenage see LN101 seq 9		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
LN125	001	Hitchin, Cambridge Jn to Cambridge	SBR	London North Eastern	02/12/06					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
Cambridge Jn		32 11			<table><tr><td>TCB RA9</td><td>Kings Cross SB (K) AC:York ECR</td><td>NRN 023</td><td>CSR 36</td></tr></table>		TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 36
TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023			CSR 36					
Hitchin TSC OHNS		32 28 32 33								
		32 37 * 32 43 *								
Highover Farm LC (UWC)		33 02								
<b>LETCHWORTH GARDEN CITY</b>		34 50								
		34 59 * 34 63								
		35 46 35 55								
		36 37 36 47								
<b>BALDOCK</b>		36 47								
		36 80 * 36 70 *								
			C. Down at 32 61 (716 yards before reaching signal K.945). (Secured out of use). ① - Ground Frame controlled							
			UC - Up Cambridge DC - Down Cambridge ② - Letchworth EMU Sidings							
			C. Down at 36 70 (Secured out of use).							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
LN125	002	Hitchin, Cambridge Jn to Cambridge	SBR	London North Eastern	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
ASHWELL & MORDEN					<table><tr><td>TCB RA9</td><td>Kings Cross SB (K) AC:York ECR</td><td>NRN 023</td><td>CSR 36</td></tr></table> <p>UC = Up Cambridge DC = Down Cambridge</p>	TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023	CSR 36
		TCB RA9	Kings Cross SB (K) AC:York ECR	NRN 023		CSR 36			
		40 19 *							
		40 59 *							
		41 00							
		41 08 *							
		Litlington TSC OHNS	43 03						
Litlington LC AHBC	43 13 *								
A506 Roundabout (South) Public Bridleway LC Ivy Farm LC R/G	43 51								
	44 19 44 20 *								
	44 46								
	44 59								

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN125	003	Hitchin, Cambridge Jn to Cambridge	SBR	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>ROYSTON</b>	44 70 *		<div>TCB RA9</div> <div>Kings Cross SB (K) AC:York ECR</div> <div>NRN 023</div> <div>CSR 36</div>		
	44 72		PP is authorised for Class 1, 2, 3 and 5 EMU trains booked to call at Royston.		
	45 20 *		TCB Lines between Royston (exclusive) and Cambridge controlled by Cambridge (CA) Signal box		
	45 26 *				
	45 27				
Network Rail LNE/ Anglia Route Boundary	45 60 *	ROUTE BOUNDARY	<div>CSR Channel Change 45m 60ch</div> <div>CSR 49</div>		
<b>MELDRETH</b>	47 75		<div>NRN Channel change at 46 00</div> <div>NRN 020</div>		
Meldreth Road LC (AHBC)	49 22 *				
	49 37				
Shepreth LC (AHBC)	49 40 *				
	49 63				
<b>SHEPRETH</b>	49 67				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN125	004	Hitchin, Cambridge Jn to Cambridge	SBR	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Meldreth Road LC (AHBC)		49 37		<div>TCB RA9</div> <div>Cambridge SB (CA) AC: York</div> <div>NRN 020 CSR 49</div>	
		49 40 *		<p>Up platform - 97m (105yds) Down platform - 91m (88yds)</p> <p><b>This drawing is part of EA1236 in Anglia Sectional Appendix and is shown here for convenience of users only</b></p>	
Shepreth LC (AHBC)		49 63			
<b>SHEPRETH</b>		49 67			
		50 00 *			
Angle Lane LC (R/G)		50 05			
		50 15 *			



LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN125	005	Hitchin, Cambridge Jn to Cambridge		SBR	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div>TCB RA9</div> <div>Cambridge SB (CA) AC: York</div> <div>NRN 020</div> <div>CSR 49</div>	
Foxton Gate Box		50 74			Foxton Gate Box not a Block Post	
Foxton LC (MCB)		50 74			Up platform - 105m (113yds)	
<b>FOXTON</b>		50 77			Down platform - 84m (91yds)	
		51 60 *				
Hayes LC (UWC)		52 02				
		52 40 *				
Harston LC (AHBC)		52 46				
		53 78 *				
Hauxton LC (AHBC)		54 01				
Rectory Farm LC (UWC)		54 45				
		54 72 *				
		55 18 *				
OHNS		55 20				
Websters LC		55 23 (53 03)				
Shepreth Branch Jn		55 28				
		53 06				
			<div>To Bishops Stortford</div> <div>To Cambridge</div>		AC: Romford	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
LN125	006	Hitchin, Cambridge Jn to Cambridge	BGK	London North Eastern	02/12/06	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
Websters LC Shepreth Branch Jn	53 03		TCB	Cambridge SB (CA)	NRN	CSR
	53 06		RAB	AC: Romford	020	49
No.91 Dukes LC (UWC)	53 34			HABD Down Main line, near signal CA141 at 53m 10ch		
No.92 Pemberton LC (UWC)	54 04			<div>CSR</div> <div>50</div>		
Red Cross Lane LC (UWC)	54 18			<b>This drawing is part of EA1161 in Anglia Sectional Appendix and is shown here for convenience of users only</b>		
	54 47 *			Down Slow Loop 729m (798yds)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated									
LN125	007	Hitchin, Cambridge Jn to Cambridge	BGK	London North Eastern	02/12/06									
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks									
Cambridge (CA) SB		55 20 *			<table><tr><td>TCB</td><td>Cambridge SB (CA)</td><td>NRN</td><td>CSR</td></tr><tr><td>RAB</td><td>AC: Romford</td><td>020</td><td>50</td></tr></table> <p><b>This drawing is part of EA1161 In Anglia Sectional Appendix and is shown here for convenience of users only</b></p> <p>Platform 1 - 247m (267 yd) PP-A Platform 2 - 207m (224 yd) Platform 3 - 186m (179 yd) Platform 4 - 220m (237 yd) PP-A Platform 5 - 167m (180 yd) Platform 6 - 145m (157 yd)</p> <p>DG PF</p>		TCB	Cambridge SB (CA)	NRN	CSR	RAB	AC: Romford	020	50
		TCB					Cambridge SB (CA)	NRN	CSR					
		RAB					AC: Romford	020	50					
		55 30 *												
55 35														
CAMBRIDGE		55 52	EA1161 seq 9											

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN130	001	Fletton Jn. to Orton Mere		FOM	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Fletton Jn (Ground Frame)		0 00	<p>To/From Peterborough LN101 seq 14</p> <p>↑</p> <p>-----</p> <p>10</p> <p>-----</p> <p>↓</p>		<div> <div>OTS</div> <div>Peterborough SB (P)</div> <div> <div>NRN</div> <div>023</div> </div> </div> <p>AWS not provided. TPWS not provided.</p>	
Network Rail / Rail Property Ltd Boundary		0 05				
Orton Mere Rail Property Ltd / Nene Valley Railway Boundary		1 60				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN135	001	Kings Dyke to Crescent Jn.	EMP	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<p>To/From March see East Anglia Territory Sectional Appendix EA1580 seq 9</p> <p>UM DM 75</p> <p>ROUTE BOUNDARY ANGLIA ROUTE LONDON NORTH EASTERN</p> <p>DM = Down March UM = Up March</p> <p>Peterborough SB (P)</p> <p>① To/From Nene Carriage Sidings TWG = Two Way Goods Line</p>		<p>TCB RA9 Kings Dyke SB</p> <p>NRN 023</p> <p>Hot Axle Box Detector on the Down March line at 96 71</p>
Kings Dyke LC (MCB)		96 71			
Kings Dyke SB (K)		96 73			
Funthams Lane LC (CCTV)		96 75			
		97 16			
Network Rail Anglia / LNE Route Boundary		98 40			
		99 15 *			
		99 70 *			
		100 18 *			
		100 37			
Crescent Jn		100 66			



56

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN150	001	Flyover East Jn to Decoy North Jn	SPD5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Flyover East Jn	116 20	<p>To/From Gainsborough Trent Jn LN170 seq 14</p> <p>ULF      DLF</p> <p>50</p> <p>To/From Loversall Jn LN155 seq 1</p> <p>40</p> <p>To/From Rossington Colliery Jn LN160 seq 1</p> <p>50</p> <p>To/From St. Catherine's Jn see LN762 seq 1</p> <p>25</p> <p>25</p> <p>25</p> <p>①</p> <p>50</p> <p>To/From Doncaster see LN101 seq 28</p>	<p>TCB RA8      Doncaster SB (D) AC: York ECR</p> <p>NRN 031</p> <p>① To/From Doncaster Royal Mail Terminal</p> <p>DLF = Down Lincoln Flyover ULF = Up Lincoln Flyover</p>		
Flyover West Jn	116 46				
Decoy South Jn	116 71				
Decoy North Jn	117 46				
Down Decoy Yard					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN155	001	Flyover East Jn to Loversall Jn (Up Loversall Curve)	LCJ	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Flyover East Jn		152 79	<p>From Decoy North Jn see LN150 seq 1</p> <p>40</p> <p>①</p> <p>152 58 *</p> <p>50</p> <p>To Retford see LN101 seq 27</p>	<p>TCB RAB</p> <p>Doncaster SB (D) AC: York ECR</p> <p>NRN 031</p> <p>① Line direction is Up</p>	
Loversall Jn		152 36			



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN160	001	Loversall Carr Jn. to Flyover West Jn.	LCR FWR1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>From Retford see LN101 seq 27</p> <p>70</p> <p>↓</p> <p>To/From Rossington Colliery see LN235 seq 1</p> <p>10</p> <p>↖</p> <p>*</p> <p>50</p> <p>↓</p> <p>45</p> <p>↑</p> <p>UW/DWS</p> <p>↓</p> <p>To/From Decoy North Jn. LN150 seq 1</p>	<p>TCB RAB</p> <p>Doncaster SB (D) AC: York ECR</p> <p>NRN 031</p> <p>CW Down direction at 152 40 (735 yards before reaching signal D.207).</p> <p>UW/DWS = Up West /Down West Slow</p>		
Loversall Carr Jn	152 00				
Rossington Colliery Jn	152 12				
	153 03 *				
Flyover West Jn	153 19				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN165	001	Harringay Park Jn to Harringay Jn	HPW	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Harringay Park Jn		0 25	See Anglia Territory Sectional Appendix EA1370 seq 2		TCB RA9 Kings Cross SB (K) AC:York ECR 
Network Rail Anglia / LNE Route Boundary		0 14	<div> <div>ROUTE BOUNDARY</div> <div>15</div> <div>ANGLIA ROUTE</div> <div>LONDON NORTH EASTERN</div> </div>		NRN Channel change 
Harringay Jn		0 03	To/From Homsey see LN101 seq 4		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	001	Werrington Jn. to Flyover East Jn. Via Lincoln	WEB	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Werrington Jn		79 34	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             UM ↑ 40 *           </div> <div style="text-align: center;">             DM ↓ 40 * 60           </div> </div> <p style="text-align: center;">To/From Peterborough LN101 seq 16</p>	<div style="display: flex; justify-content: space-between;"> <div>TCB RAB</div> <div>Peterborough SB (P)</div> <div style="border: 1px solid black; padding: 2px;">             NRN 023           </div> </div>	
		79 56 *			
		80 10 *			
Peakirk LC (UWC)		81 45	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             T           </div> <div style="text-align: center;">             ---           </div> <div style="text-align: center;">             ---           </div> </div>		
Folly Bank LC (AHBC)		82 01			
Welland Bank LC (UWC)		82 53			
St. James Deeping LC (MCG)		83 38	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             15 ↘           </div> <div style="text-align: center;">             ---           </div> <div style="text-align: center;">             ---           </div> </div>	<div style="display: flex; justify-content: space-between;"> <div>AB</div> <div>St. James Deeping SB</div> </div>	
St. James Deeping SB		83 38			
Stowgate LC (AHBC-X)		84 38	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             X30 ---           </div> <div style="text-align: center;">             X30 ---           </div> </div>		
No. 22 LC (UWC)		84 46			
			<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             80 ↓           </div> <div style="text-align: center;">             80 ↓           </div> </div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	002	Werrington Jn. to Flyover East Jn. Via Lincoln	WEB	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>AB RA8</div> <div>St. James Deeping SB</div> <div>NRN 023</div> <div>Littleworth SB</div>
No. 24 LC (UWC)		84 79			
Littleworth SB		87 61			
Littleworth LC (MCB)		87 61			
		88 58 *			
Tinsleys (Campalns Lane) LC (UWC)		88 58			
		88 60 *			
Lucks Road LC (AHBC-X)		90 02			
South Drove LC (AHBC-X)		90 63			

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
LN170	003	Werrington Jn. to Flyover East Jn. Via Lincoln	WEB SPD1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
London Road LC (AHBC)	91 61		AB RA8		
Hawthorn Bank LC (CCTV)	92 08		Littleworth SB		
	92 14 *				
	92 51 *				
	92 58				
	44 07				
Spalding LC (MCB)	44 13				
Spalding SB (S)	44 13				
	44 14 *				
<b>SPALDING</b>	44 26				
	44 57 *				
		Change of ELR	WEB SPD1		
		TCB	Spalding SB (S)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	004	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Park Road LC (MCG)		44 62 *	<div><div>UM</div><div>DM</div><div>35</div><div>50</div><div>*</div><div>50</div></div>		<div>TCB RA8</div> <div>Spalding SB (S)</div> <div>NRN 023</div>
		44 65	<div><div>40</div><div>*</div><div>*</div><div>55</div></div>		
Mill Green LC (MCG) Mill Green SB (MG)		44 74 *	<div><div>I</div></div>		<div>AB</div> <div>Mill Green SB (MG)</div>
		44 74	<div><div>55</div></div>		
Blue Gowts LC (MCG)		45 42	<div><div>X35</div><div>X35</div></div>		
Cherry Holt LC (AHBC-X)		46 00	<div><div>X35</div><div>X35</div></div>		
No. 84 LC (UWC)		46 46	<div><div>T</div></div>		
No. 85 LC (UWC)		46 69	<div><div>T</div></div>		
Flax Mill LC (MCG)		46 86	<div><div>55</div></div>		

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN170	005	Werrington Jn. to Flyover East Jn. Via Lincoln		SPD1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div> <div>AB RAB</div> <div>Mill Green SB (MG)</div> <div>NRN C23</div> </div> <div>Gosberton SB</div>	
Bearty Fen LC (MCG)		47 22				
Beech Bank LC (UWC)		47 68	T			
No.94 Water Drove LC (MCG)		48 09				
Cheal Road LC (MCG)		48 31				
Gosberton SB		49 13				
Gosberton LC (MCG)		49 26				
Brewery Lane LC (MCG)		50 19				
Quadring LC (AHBC-X)		51 10				

66



LOR	Seq.	Line of Route Description	ELR		Route	Last Updated	
LN170	007	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD1	SPD2	London North Eastern	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
					AB RAB		Blotoff SB NRN 031
	61 04 *						
	61 67 *						
	61 71 *						
Beavers LC (UWC)	61 71	T					
Sleaford South Jn	62 14 *				Sleaford South Jn, change of ELR SPD1 to SPD2		
Sleaford South SB (SS)	62 15				Sleaford South SB (SS)		
	62 60 *				CW. Down Avoiding Line at 62 16 DA - Down Avoiding Line (Secured out of use) UA - Up Avoiding Line		
	62 64 *				Sleaford North Jn SB		
Sleaford North Jn SB (SN)	63 48						
Sleaford North Jn LC (MCG)	63 49						
	63 54						
Holdingham Lane LC (UWC)	64 20	T					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	008	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD2 SPD3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Laasingham Moor (Whitehouse Farm) LC (UWC)	64 68			<div>AB</div> <div>RA8</div> <div>Sleaford North Jn SB</div> <div>NRN</div> <div>031</div>	
<b>RUSKINGTON</b>	65 65				
Rowston LC (MCG)	69 33				
No. 275 LC (UWC)	69 59				
Scoopwick LC (MCG)	70 48				
Scoopwick SB	70 48			Scoopwick SB	
Martin Road LC (UWC)	72 09				
Blankney Estates LC (UWC)	72 44				
Blankney LC (MCG)	72 79				
Blankney SB	72 79				
<b>METHERINGHAM</b>	73 03			Blankney SB	
Robinsons LC (UWC)	73 43				
Ox Pasture Lane Public Bridleway	73 62				
Howards LC (UWC)	75 70				
Branton & Washingborough Cross Roads Tunnel (55m. 60 yards)	79 44 to 79 47			81m 25 ch, change of ELR SPD2 to SPD3	

69

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	010	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Brayford LC (CCTV)	82 57		<div>AB RAB Lincoln High Street SB </div>		
East Holmes SB (EH)	82 60		East Holmes SB (EH)		
	82 75 *		No Block regulations apply on Down and Up Goods lines		
	83 20 *				
West Holmes Jn SB (WH)	83 29		TCB West Holmes Jn SB (WH)		
	83 31 *				



LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN170	012	Werrington Jn. to Flyover East Jn. Via Lincoln		SPD3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>SAXILBY</b>		88 51			<div>AB RA8</div> <div>Saxilby SB</div> <div>NRN 031</div> <div>Stow Park SB</div>	
		Hochkings LC (UWC) 88 57				
		No. 316 LC (UWC) 88 75				
		No.318 Sykes Lane LC (MCG) 89 15				
		89 20 *				
		89 32 *				
		Stow Park SB 93 13				
		Stow Park LC (MCG) 93 13				
Hansons LC (UWC) 95 08						
Foxes LC (UWC) 95 35						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN170	013	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD3 MAC3 SPD4	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Gainsborough Lea Road SB	98 00 *	<p>To/From Wrawby Jn see LN736 seq 7</p> <p>To/From Sheffield see LN736 seq 7</p> <p>UGL 20</p> <p>DGL 20</p>	<div> <div>AB RAB</div> <div>West Holmes SB (WH)</div> <div>NRN 031</div> </div>		
<b>GAINSBOROUGH LEA ROAD</b>	98 08		<div>Gainsborough Lea Road SB</div> <p>Gainsborough Lea Road Down Section signal is not interlocked with the Down Block Instrument to Gainsborough Trent Jn. ① = To/From Sidings CW Up at 98 48 (390 yards before reaching Gainsborough Trent Jn Section Gainsborough Lea Road Outer Home Signal).</p>		
Trent East Jn	98 56		<div>Gainsborough Trent Jn SB (TJ)</div> <p>Hot Axle Box Detector on the Down Main Line at 98 56 Gainsborough Trent East Jn, change of ELR SPD3 to MAC3 Gainsborough Trent West Jn - Change of ELR MAC3 to SPD4</p>		
Gainsborough Trent Jn SB (TJ)	98 56 *		<div>Beckingham SB (B)</div> <p>DGL and UGL = (640m/2100 feet) ② To be used only as shown in Local Instructions.</p>		
Trent West Jn	98 68 *		<p>Other crossings in this area. T = Gainsborough Road UWC at 100 06</p>		
	98 75 *		<p>Other crossings in this area. T = Masons UWC at 101 35 T = Tethering Lane UWC at 101 54 T = Walkeringham UWC at 102 52 T = Tindall Bank Public Bridleway LC at 105 32</p>		
Beckingham SB	100 78				
Beckingham LC (MCB)	100 78				
North Carr LC (MCG)	104 66				
Haxey LC (CCTV)	105 58				
	106 24 *				

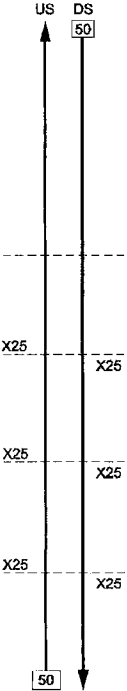
LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN170	014	Werrington Jn. to Flyover East Jn. Via Lincoln	SPD4	SPD5	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Broomston LC (UWC)		108 13			<div>TCB Beckingham SB (B)</div> <div>RAB</div> <div>NRN 031</div>	
Park Drain LC (CCTV)		108 52			<div>Doncaster SB (D)</div>	
		109 72 *				
Beech Hill LC (AHBC)		109 73			<div>Hot Axle Box Detector on the Down Main line at 112 73</div> <div>C Down at 115 52</div> <div>DLF - Down Lincoln Flyover.</div> <div>ULF - Up Lincoln Flyover</div> <div>ULDL - Up Lincoln/Down Loco.</div> <div>Bessacarr Jn, change of ELR SPD4 to SPD5</div>	
Wroot Road LC (CCTV)		111 53				
Finningley LC (MCB)		112 08				
Auckley LC (AHBC)		112 73 *				
Burrells LC (UWC)		113 62				
		113 63 *				
Hayfields LC (UWC)		114 06				
Bessacarr Halt LC (R/G)		115 48				
		115 57 *				
Bessacarr Jn		115 72				
Carr Lane LC (UWC)		115 72				
Flyover East Jn		116 20				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN175	001	Sleaford South Jn to Sleaford East Jn	SSE	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sleaford South Jn		0 00	<div><div>25</div>To/From Spalding see LN170 seq 7</div>		<div>TCB Sleaford South SB (SS)</div> <div>RA8 </div>
Sleaford South SB (SS)		0 05 *	<div><div>1</div><div>↑</div><div>*</div><div>40</div><div>↓</div><div>25</div>To/From Sleaford Station see LN185 seq 5</div>		
		0 41 *			
Sleaford East Jn		0 43			
					Sleaford East SB (SE)

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN180	001	Sleaford West Jn to Sleaford North Jn		SNW	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Sleaford West Jn		1 34	<p>To/From Sleaford Station see LN185 seq 4</p> <p>↑</p> <p>25</p> <p>↓</p> <p>*</p> <p>40</p> <p>---</p> <p>*</p> <p>80</p> <p>↓</p> <p>*</p> <p>40</p> <p>↓</p> <p>*</p> <p>25</p> <p>↓</p> <p>To/From Lincoln Central see LN170 seq 7</p>		<div>TCB RAB</div> <div>Sleaford West SB (SW)</div> <div>NRN 031</div>	
		1 38 *				
Fen Crossing LC (UWC)		1 52 T				
		2 25 *				
		3 10 *				
		3 38 *				
Sleaford North Jn SB (SN)		3 42			Sleaford North SB (SN)	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	001	Allington West Jn to Skegness	ABE GRS1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Allington West Jn		108 69 ① 0 00			<div>TCB RAB</div> <div>Allington SB (AL)</div> <div>NRN 061</div> <p>① Nottingham lines mileage</p> <p>NRN Channel Change at 0 09</p> <p>DS - Down Skef US - Up Skef</p> <p>☒ Lockout Protection provided. See Local Instruction</p>
Allington North Jn		0 34			
		3 37 *			
		3 43 *			
Barkston East Jn (Former)		4 08 110 12			Change of ELR ABE to GRS1 at 4 08 / 110 12


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	002	Allington West Jn to Skegness	GRS1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Lodge Farm LC (UWC)		110 65			<div>TCB RAB</div> <div>Ancaster SB (AR)</div> <div>NRN 031</div> <div>DS - Down Sleaford</div> <div>US - Up Sleaford</div>
Hough Lane LC (AHBC-X)		111 08			
Frinkley Lane LC (AHBC-X)		111 53			
Honington LC (AHBC-X)		111 72			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	003	Allington West Jn to Skegness	GRS2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB RA8</div> <div>Ancaster SB (AR)</div> <div>NRN 031</div> <div>DS - Down Sleaford</div> <div>US - Up Sleaford</div> <div>AB Ancaster to Raouceby</div>
Applewhites No.3 LC (UWC)		112 65			
Cradburns No.4 LC (UWC)		113 09			
No.6 LC (UWC)		113 25			
Sudbrook LC (AHBC-X)		113 72			
		114 00 *			
Ancaster SB (AR)		114 37 *			
Ancaster LC (MCG)		114 48			
		114 48			
<b>ANCASTER</b>		114 53			
		114 64 *			
		115 28 *			
Wilsford LC (AHBC-X)		116 59			
No.18 LC (UWC)		117 05			
Kelby Lane LC (AHBC-X)		117 47			
		117 59 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	004	Allington West Jn to Skegness	GRS2	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>AB RA8</div> <div>Ancaster SB (AR)</div> <div>NRN 031</div>		
			<div>Rauceby SB (RY)</div>		
			<div>TCB</div> <div>Sleaford West SB (SW)</div>		
			<div>① To/From Sidings (2)</div> <div>DM/DJ - Down Main/Down Joint</div> <div>LL - Local Line</div> <div>PP authorised on the Local Line and DM/DJ in the Down direction only and on the Up Main</div>		
Rauceby SB (RY)	118 31 *				
Rauceby LC (MCG)	118 39				
<b>RAUCEBY</b>	118 42				
Quarrington LC (AHBC)	118 79				
Mountains No.29 LC (UWC)	119 48				
Sleaford West Jn	120 29				
Sleaford West LC (MCG)	120 33				
Sleaford West SB (SW)	120 35 *				

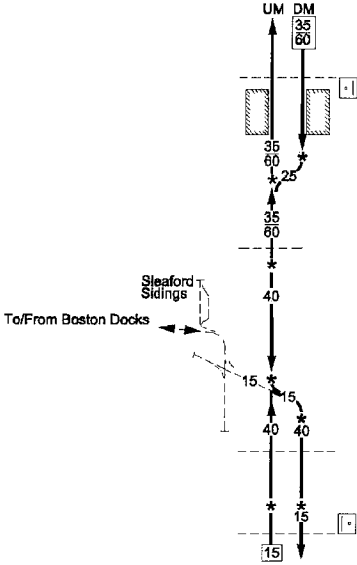
London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	005	Allington West Jn to Skegness	GRS2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>SLEAFORD</b>		120 53	<p>To/From Sleaford South Jn see LN175 seq 1</p>		<div>TCB RAB</div> <div>Sleaford West SB (SW)</div> <div>NRN 031</div> <p>DM/DJ= Down Main/Down Joint LL= Local Line</p> <p>PP authorised on the Local Line and DM/DJ in the Down direction only and on the Up Main</p> <div>Sleaford East SB (SE)</div>
Sleaford East SB (SE)		120 60			
Sleaford East LC (MCB)		120 60			
		120 67 *			
Sleaford East Jn		121 21			
No.36 LC (UWC)		121 72	<div>T</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	006	Allington West Jn to Skegness	GRS2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				TCB RA8	Sleaford East SB (SE) 
			<p style="text-align: center;">D&amp;UM 35 60</p> <p style="text-align: center;">↑</p> <p style="text-align: center;">*</p> <p style="text-align: center;">▲ 35 35 60 55 ▼</p> <p style="text-align: center;">*</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">35 60</p> <p style="text-align: center;"> </p> <p style="text-align: center;">-----</p> <p style="text-align: center;">35 60</p> <p style="text-align: center;"> </p> <p style="text-align: center;">-----</p> <p style="text-align: center;">35 60 *</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">▲ 35 35 45 60 ▼</p> <p style="text-align: center;"> </p> <p style="text-align: center;">-----</p> <p style="text-align: center;">↓</p>		
		122 07 *			
		122 51 *			
Kirkby Laythorpe LC (AHBC)		122 52			
Burton Lane No.1 LC (AHBC)		123 55			
Whitehouse Farm LC (UWC)		124 48	T		
Burton Lane No.2 LC (AHBC)		125 05 *			
Simpsons LC (UWC)		125 24	T		




LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	007	Allington West Jn to Skegness	GRS2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB</div> <div>RAB</div> <div>Heckington SB (HN)</div> <div>NRN</div> <div>031</div>
		125 51 *			
		125 53 *			
Heckington LC (MCG)		125 54			
Heckington SB (HN)		125 54			
<b>HECKINGTON</b>		125 57			
Great Hale Drove No.1 LC (AHBC)		126 27 *			
Great Hale Drove No.2 LC (AHBC-X)		127 24			
Stones Slidings LC (UWC)		128 30			
Swineshead LC (AHBC)		130 21			
<b>SWINESHEAD</b>		130 25			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	008	Allington West Jn to Skegness	GRS2 GRS3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hubberts Bridge LC (MCG) Hubberts Bridge SB <b>HUBBERTS BRIDGE</b>		133 46			<div>AB Heckington SB (HN)</div> <div>RA8</div> <div>NRN 031</div>
		133 46			TCB Hubberts Bridge SB (HB)
		133 48			
		133 52 *			West Street Jn SB (WS)
Wyberton LC (CCTV)		133 53 *			
		135 58			137m 06ch change of ELR GRS2 to GRS3
		136 40 *			
		137 06			
		106 70			
Sleaford Sidings Ground Frame		106 73 *			
		106 75 *			
Broadfield Lane LC (CCTV)		107 00			
Boston West Street Jn SB (WS) Boston West Street Jn LC (MCB)		107 12 *			
		107 13			
		107 13			

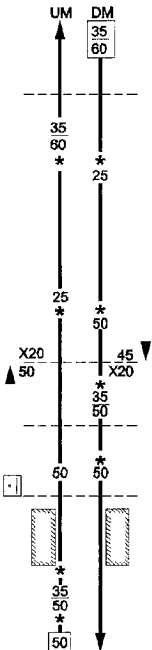
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	009	Allington West Jn to Skegness	GRS	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>BOSTON</b>	107 24		<div>TCB RAB</div> <div>West Street Jn SB (WS)</div> <div>NRN 031</div>		
	107 35		RA7		
Grand Sluice LC (CCTV)	107 41		① = Ground Frame controlled		
	107 56 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	010	Allington West Jn to Skegness	GRS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				<div>TCB RA7</div> <div>West Street Jn SB (WS)</div> <div>NRN 031</div> <p>40mph Up and 30mph Down Includes approaching Red Cap Lane LC for Class 1, 2, 3, 5 and 0 trains. Class 4, 6, 7 and 8 trains approaching Red Cap Lane LC must not exceed 15mph in the Down direction or 20mph in the Up direction between the LC speed restriction signs and the LC</p>	
Tattershall Road LC (AHBC)		107 66 *			
		107 69			
		107 70 *			
		108 13 *			
Red Cap Lane LC (ABCL)		108 27 *			
Maud Foster LC (AHBC)		108 66			
Willoughby Road LC (AHBC)		108 69			
Pilleys Lane LC (AHBC)		108 76			
Willow Lane LC (AHBC)		110 15			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	011	Allington West Jn to Skegness	GRS3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB RA7</div> <div>West Street Jn SB (WS)</div> <div>NRN 031</div> <div>AB</div> <div>Sibsey SB (S)</div>
Hurn Road LC (UWC)		110 35	T		
Hurn Lane LC (UWC)		110 53	T		
High Ferry Lane LC (AHBC)		111 04			
High Ferry LC (AHBC)		111 23			
No.18 LC (UWC)		111 45	T		
Sibsey SB (S)		112 07			
Sibsey LC (MCG)		112 07			
		112 12			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	012	Allington West Jn. to Skegness	GRS3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>AB RA7</div> <div>Sibsey SB (S)</div> <div>NRN 031</div>
Wards Dyke LC (UWC)		112 25			
Hobhole Bank LC (UWC)		113 54			
Hobhole Bank Bridleway		113 57			
Old Leake LC (AHBC-X)		113 59			
No.30 LC (UWC)		113 64			
Simmon House LC (AHBC-X)		114 11			

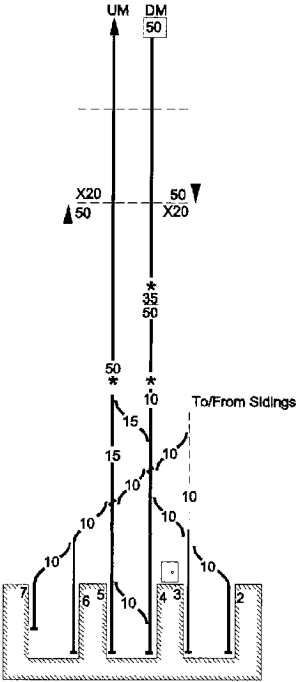
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	013	Allington West Jn. to Skegness	GRS3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Boston and Spilsby Road LC (AHBC-X)		116 24		<div>AB RA7</div> <div>Sibsey SB (S)</div> <div>NRN 031</div>	
Eastville LC (AHBC-X)		116 78			
Grants LC (UWC)		117 00			
Bellwater Jn SB (BJ) Bellwater Jn LC (MCG)		118 56 118 56		<div>Bellwater Jn SB (BJ)</div>	
Little Steeping LC (AHBC-X)		120 20			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	014	Allington West Jn. to Skegness	GRS3 GRS4	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Wainfleet (Low Road/Splleby Road) LC (UWC)		121 72			<div>AB RA7</div> <div>Bellwater Jn SB (BJ)</div> <div>122m 22ch Change of ELR GRS3 to GRS4</div> <div>Class 0, 1, 2, 3 and 5 trains are permitted to approach Lymn Bank AOCL at 50mph Up and 45mph Down. Class 4, 6, 7 and 8 trains approaching Lymn Bank LC must not exceed 25mph in the Up or Down direction between the Level Crossing speed restriction sign and the Level Crossing</div> <div>Thorpe Culvert SB (TC)</div>
Firsby South Jn (Former)		122 02 *			<div>NRN 031</div>
Firsby East Jn (Former)		112 22			
		0 26			
		0 30 *			
Lymn Banks LC (AOCL-X)		1 46			
		1 60 *			
Couplands LC (UWC)		2 03			
		2 12 *			
Thorpe Culvert SB (TC)		2 21			
Thorpe Culvert LC (MCB)		2 21			
THORPE CULVERT		2 24			
		2 30 *			
		2 67 *			



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	015	Allington West Jn. to Skegness	GRS4	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Brewster Lane LC (AOCL-X)	3 06		<div> <div>AB RA7</div> <div>Thorpe Culvert SB (TC)</div> <div> <div>NRN</div> <div>031</div> </div> </div> <p>Class 0, 1, 2, 3 and 5 trains are restricted to 50mph Down or Up approaching Brewster Lane LC. Class 4, 6, 7 and 8 trains must not exceed 25mph in the Down or Up direction between the Level Crossing speed restriction sign and the Level Crossing.</p> <p>Class 0, 1, 2, 3 and 5 trains are restricted to 30mph Up and 50mph Down approaching Matt Pitts Lane LC. Class 4, 6, 7 and 8 trains must not exceed 25mph in the Down direction or 10mph in the Up direction between the Level Crossing speed restriction sign and the Level Crossing.</p> <div>Wainfleet SB</div>		
Matt Pitts Lane LC (AOCL-X)	3 62 * 3 63 *				
<b>WAINFLEET</b> Wainfleet SB Wainfleet LC (MCG)	4 12 * 4 15 4 18 4 20 *				

92

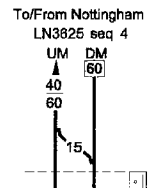

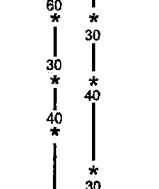

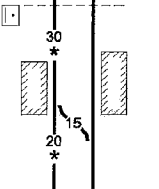
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN185	017	Allington West Jn. to Skegness	GRS4	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Epton LC (UWC)		7 23		<div> <div>AB RA7</div> <div>Wainfleet SB</div> <div>NRN 031</div> </div>	
Seacroft LC (AOCL-X)		8 02		Class 4, 6, 7, and 8 trains approaching Seacroft LC must not exceed 25mph in the Down and Up direction between the Level Crossing speed restriction sign and the Level Crossing.	
		8 25 *			
		8 75 *		10mph when passing Down Home Signal also through points between Down and Platform lines 8 75 to 9 17.	
Skegness SB		9 05			
<b>SKEGNESS</b>		9 17			

94

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN195	001	Grantham, Nottingham Branch Jn to Bottesford West Jn	NOG1	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Nottingham Branch Jn	106 08	<p>To/From Grantham see LN101 seq 20</p>	<div>TCB RAB</div> <div>Doncaster SB (D)</div> <div>NRN 023</div>		
	106 13		<div>DN - Down Nottingham</div> <div>UN - Up Nottingham</div>		
	106 16 *				
	106 60 *				
Gonerby Tunnel (502m 550 yards)	107 26 * 107 26 to 107 52		<div>Allington SB (AL)</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN195	002	Grantham, Nottingham Branch Jn to Bottesford West Jn	NOG1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Allington East Jn		108 34			<div>TCB RA8</div> <div>Allington SB (AL)</div> <div>NRN 023</div>
		108 64			<div>DN - Down Nottingham</div> <div>UN - Up Nottingham</div>
		108 65 *			<div>Hot Axle Box Detector on the Up Nottingham Line at 108 64</div>
Allington West Jn		108 69			<div>☒ Lockout Protection provided. See Local Instruction</div>
Allington LC (MCB)		108 71			<div>AB</div>
Allington SB (AL)		108 72			
		108 74 *			<div>NRN 023</div>
		109 46			<div>NRN Channel Change Up 108 60, Down 109 00</div>
		109 70 *			<div>NRN 061</div>
Sewstern Lane LC (R/G)		110 69			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN195	003	Grantham, Nottingham Branch Jn to Bottesford West Jn		NOG1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div> <div>AB RAB</div> <div>Allington SB (AL)</div> <div>NRN 061</div> </div> <div>TCB Bottesford West Jn SB (BW)</div>	
Cox's Walk LC (UWC)		111 01 *				
		111 10				
		111 60 *				
Taylors LC (UWC)		111 72				
<b>BOTTESFORD</b>		112 68				
Bottesford LC (UWC)		112 75				
Normanton LC (AHBC-X)		113 10				
		113 75 *				
Bottesford West Jn SB (BW)		113 78				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	001	Staythorpe Crossing to West Holmes Jn.	NOB1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Staythorpe Crossing LC (MCB) Staythorpe Crossing SB		14 20	<p>To/From Nottingham LN3825 seq 4</p> 		AB RA8 Staythorpe Crossing SB 
		14 20			
		14 72 *			
		16 33 *			
Newark Castle LC (MCB) Newark Castle SB (NC)		16 43 *			NRN Channel Change at 16 40 
		16 71 *			
		16 74 *			
		16 79			
<b>NEWARK CASTLE</b>		16 79			TCB Newark Castle SB (NC)
		17 00 *			
		17 02			
		17 10 *			
		17 21 *			
		17 28 *			



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	002	Staythorpe Crossing to West Holmes Jn.	NOB1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Newark Crossing		17 67		<div>TCB RA8</div> <div>Doncaster SB (D)</div> <div>NRN 031</div> <p>Newark Crossing (LN101 Seq 22) and Newark Crossing East Jn controlled by Doncaster (D) Signal box. TCB</p>	
Newark Crossing East Jn		17 74		<p>Hot Axle Box Detector on the Up Main Line at 20 24</p>	
Crankley Point LC (R/G)		17 76			
Winthorpe LC (AHBC)		19 01			
Langford LC (AHBC)		20 24			
Cottage Lane LC (AHBC)		21 16			
Westbrook Lane LC (R/G)		21 44		<div>Swinderby SB (S)</div>	
Collingham LC (AHBC)		22 13			
<b>COLLINGHAM</b>		22 17			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	003	Staythorpe Crossing to West Holmes Jn.	NOB1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div> <div>UM</div> <div>DM</div> <div>45</div> <div>50</div> </div>		<div>TCB</div> <div>RA8</div> <div>Swinderby SB (S)</div> <div>NRN</div> <div>031</div>
Cross Lane LC (AHBC)		22 34	-----		
Swinderby Road LC (AHBC)		22 46	-----		
		22 63 *	<div> <div>*</div> <div>45</div> <div>70</div> </div>		
Tomlinsons LC (UWC)		23 37	-----		T
Clements No.1 LC (UWC)		23 49	-----		T
South Scarle LC (AHBC)		24 31	-----		
Meardsall Lane LC (UWC)		24 54	-----		T
			<div>50</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN206	004	Staythorpe Crossing to West Holmes Jn.	NOB1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB RA8</div> <div>Swinderby SB (S)</div> <div>NRN 031</div> <div>West Holmes SB (WH)</div>
<b>SWINDERBY</b>		24 64			
Swinderby LC (MCG)		24 68			
Swinderby SB (S)		24 68			
		24 74 *			
Eagle Barnsdale LC (AHBC)		25 64			
Eagle and Thorpe LC (AHBC-X)		26 53			
Thorpe-on-the-Hill LC (AHBC-X)		27 29			
Whisby Quarry LC (UWC)		27 75	T		
Walkers (No.63) LC (UWC)		28 50	T		
<b>HYKEHAM</b>		29 44			
Hykeham LC (AHBC-X)		29 44			



LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN210	001	Newark Crossing Curve		NSE	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Newark Crossing South Jn		0 00	<p>To/From Newark North Gate see LN101 seq 22</p> <p>↑</p> <p>25</p> <p>↓</p> <p>To/From West Holmes Jn see LN206 seq 2</p>		<p>TCB RAB</p> <p>Doncaster SB (D)</p> <p>NRN 031</p> <p>TOWS 0 00 to 0 19</p>	
Newark Crossing East Jn		0 21				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN215	001	Boultham Jn. to Pyewipe Jn.	BHP	London North Eastern	02/12/06
Location		Mileage MCh	Running lines & speed restrictions		Signalling & Remarks
Boultham Jn		0 00	To/From Newark Castle see LN206 seq 5		<div>TCB RA8</div> <div>West Holmes SB (WH)</div> <div>NRN 031</div>
Pyewipe Jn		0 65	To/From Gainsborough Trent Jn. see LN170 seq 11		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN220	001	Bessacarr Jn. to Black Carr Jn	BCB	London North Eastern	02/12/06
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks
Bessacarr Jn		115   72	To/From Gainsborough Trent Jn see LN170 seq 14		TCB RA6  Doncaster SB (D) AC: York ECR  NRN 031
			↑		
			60		
			↓		
Black Carr Jn		116   44	see LN101 seq 27		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN235	001	Rossington Colliery Branch	FWR2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Rossington Colliery End of Line		153 31 ②		<div> OTNS RA9 Doncaster SB (D) AC: York ECR NRN 031 </div> <p>AWS not provided TPWS not provided</p>	
Rossington Colliery Jn.		152 12 ①		① ELR FWR1 ② ELR FWR2	
		151 69		RR = Run Round Loop	



## **SPECIAL WORKING ARRANGEMENT**

### **Table of Contents**

	<b><u>Page</u></b>
LN101- KINGS CROSS TO SHAFTHOLME JN	108
LN150- FLYOVER EAST JN TO DECOY NORTH JN	109
LN170- WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN	109
LN220- BESSACARR JN. TO BLACK CARR JN	110

**LN101 (KINGS CROSS TO SHAFTHOLME JN)**

From	To	Type of Train	Line(s)	Remarks
Peterborough	Eastfield	Freight vehicles with or without brakevan and Empty EMU	South Up Departure	Working in the Wrong Direction is authorised
Peterborough West Yard	Peterborough C & W Sidings	Freight Vehicles for repair	Direct	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
Retford (rear of position light signal 1341 - Up ECML)	Thrumpton West Jn (rear of position light signal 31)	Freight train, maximum length of 20 SLU. With a brakevan as the leading vehicle (in which the Guard or Shunter must ride).	Down Slow/Down	Trains or vehicles may be propelled in accordance with the Rule Book.
Doncaster Down Decoy	Wabtec Wagon Works, Marshgate Jn	Freight and ECS Vehicles for repair	Direct	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
Doncaster Up Decoy	Doncaster Carr Loco	Non passenger trains or vehicles with maximum length of 64 metres, 70 yards	via No.4 Siding or Transfer Line	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Doncaster Carr Loco	Doncaster Up Decoy	Non passenger trains or vehicles with maximum length of 64 metres, 70 yards	via No.4 Siding or Transfer Line	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Decoy Up Sidings	Bessacarr Jn	Freight trains or vehicles with maximum length of 298 metres/315 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride)	Up East Slow - Down Locomotive / Up Lincoln - Down Locomotive	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
St. Catherine's Jn	Decoy Up Sidings	Freight train with a maximum length of 10 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.

**LN101 (KINGS CROSS TO SHAFTHOLME JN) - Continued**

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

**Dated: 02/12/06**

**LN150 (FLYOVER EAST JN TO DECOY NORTH JN)**

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

**Dated: 02/12/06**

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

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

**Dated: 02/12/06**

**LN220 (BESSACARR JN. TO BLACK CARR JN)**

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

**Dated: 02/12/06**

## ROUTE CLEARANCE

### Table of Contents

	<u>Page</u>
GENERAL NOTES	112
TABLE D1A – ROUTE CLEARANCE OF DIESEL MULTIPLE UNIT TRAINS – ALL ROUTES EXCEPT LN3XXX SERIES	113
TABLE D2A – ROUTE CLEARANCE OF ELECTRIC MULTIPLE UNIT TRAINS – ALL ROUTES EXCEPT LN3XXX SERIES	116
TABLE D3A – ROUTE CLEARANCE OF COACHING STOCK – ALL ROUTES EXCEPT LN3XXX SERIES	120
TABLE D4A – ROUTE CLEARANCE OF DIESEL LOCOMOTIVES – ALL ROUTES EXCEPT LN3XXX SERIES	122
TABLE D4G – ROUTE CLEARANCE OF ELECTRIC LOCOMOTIVES – ALL ROUTES EXCEPT LN3XXX SERIES	124

## LONDON NORTH EASTERN

### GENERAL NOTES

Route clearance listed in these tables are a compendium of authorities for different classes of traction and rolling stock to operate over Network Rail London North Eastern Territory. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded. Reference to the controller of the sidings MUST take place before planning to operate any class of vehicle not previously cleared.

The clearances take account of gauging restrictions and compatibility with signalling systems.

RA = Route Availability, the maximum axleweight which may operate over the named route without restriction. Locomotives and vehicles with a heavier rating MAY be permitted subject to restrictions and prior authority MUST be obtained from the Train Planning Manager, York in the form of an Exceptional Load form, (RT3973HAW), issued for each movement.

Exceptionally certain classes of traffic will be authorised over specific routes by the appropriate Engineer. Authority will be held for this traffic and published specifically by the Track Access Manager for the service(s) concerned. [Working Manual for Rail Staff, Freight Train Operations, (GO/RT3056) Section C Clause 1.4 refers].

### Electrical Multiple Unit Trains – All routes except LN3XXX series

It is not normal to consider the operation of electric units over non-electrical lines with incompatible systems. The exception to this is the 325 class units which may additionally operate as hauled stock over all routes which have been cleared for passenger stock provided the pantograph is locked down, and third rail shoes retracted. Only electrified lines are shown in these tables. Sectional Appendix Table 'A' line headings are retained in their entirety where only part of the route is electrified, so that consistency with Table 'A' can be maintained.

All routes are electrified on the 25kV A.C. overhead system, except between Drayton Park and Moorgate where the supply is 750V D.C. third rail. Only units of class 313 are permitted to operate between Drayton Park and Moorgate.

### TRAIN TO SHORE RADIO

Trains fitted with DOO(P) Cab Secure Radio must not operate over routes where Cab Secure Radio coverage is not available unless a suitable NRN or BRUNEL radio is available and working in the driving cab of the train.

### Diesel Locomotives – On LN3XXX series routes only

Where route clearances are published (indicated Y in the 'Route Availability Table' pages), these clearances apply to all running lines and loops on that line of route.

Where restrictions apply, these are indicated by 'R' in the 'Route Availability Table' followed by a number (e.g. R1) indicating the relevant restriction note.

Published clearances are shown for interim or full service operation.

Refer to the relevant NRAB certificate (or published special instructions in the Weekly Operating Notice, Special Traffic Notice or Special Notice for any additional routes cleared for test train operations or special movements).

All entries refer to both right and wrong line movements unless otherwise stated.

The Route Availability classification of a running line or loop also applies to a terminal or sidings connected thereto unless shown otherwise.

The attention of all concerned is drawn to the contents of Table 'A' drawings in this Appendix, where Permanent Speed Restrictions relating to the movement of locomotives, over particular sections of line are published.

**Table D1A – Route clearance of diesel multiple unit trains – all routes except LN3XXX series**

The notation used in the table is explained below:

**Y** This class permitted to operate over the route without restriction

**R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

**N** This class is PROHIBITED throughout this route.

**-** This class has not been considered for this route, and specific clearance must be obtained before operating.

Class 325 EMU's are authorised to operate on all routes authorised for Class150 Units subject to all restrictions applied to Class 150 Units on these routes.

**Note 1** – Class 325 EMU are restricted between Monkwearmouth and East Bolden. If it is necessary for a Class 325 unit to operate between these two locations the train will be signalled throughout the route as out of gauge with the special instructions issued to all Signal boxes concerned

Line of route	Line of Route / Sector Description	(VB)					(AB)								Notes
		101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	
LN101	Kings Cross - St Neots	Y	N	Y	R1	N	Y	R1	N	-	Y	-	-	Y	R1 Class 153 & 158 units prohibited south of Hitchin. The use of the No. 1 Slow line between Kings Cross and Copenhagen Jn is PROHIBITED. Class 222 also permitted on Ferme Park Reversing Sidings – Ferme Park Flyover - into/off Hornsey Depot.
LN101	St Neots - Newark North Gate	Y	R1	Y	Y	R2	Y	Y	R2	-	Y	-	-	Y	R1 Class 141-144 units prohibited south of Peterborough South. R2 Class 155, 159 units prohibited south of Huntingdon.
LN101	Newark North Gate - Shaftholme Jn.	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	R2	R2	Y	R1 Class 170 units authorised to use Doncaster platforms 1, 3, 4, 5 and 8 ONLY. R2 Class 185 units authorised between South Yorkshire Jn and Shaftholme Jn only. Class 220/221 units authorised between Doncaster and Shaftholme Jn only.

London North Eastern Route Sectional Appendix Module LN2

		(VB)					(AB)										
Line of route	Line of Route / Sector Description	101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	Notes		
LN105	Copenhagen Jn to Camden Road Central Jn	Y	N	Y	N	N	N	N	N	N	Y	-	-	Y			
LN105	Moorgate - Drayton Park	N	N	N	N	N	N	N	N	N	N	-	-	-			
LN105	Drayton Park - Finsbury Park	-	-	Y	-	-	-	-	-	-	-	-	-	-			
LN110	Canonbury West Jn - Finsbury Park Jn	Y	N	Y	N	N	N	N	N	N	Y	-	-	Y			
LN120	Wood Green North Jn - Langley Jn via Hertford	Y	N	Y	N	N	Y	N	N	N	Y	-	-	Y			
LN125	Hitchin, Cambridge Jn. to Shepreth Branch Jn.	Y	N	R1	Y	R1	Y	Y	Y	Y	Y	-	-	Y	15X units Must NOT work beyond Royston without prior permission of Area Operations Manager  R1 Class 150, & 155 prohibited between Royston and Shepreth Branch Jn.		
LN130	Fletton Jn - Orton Mere	R1	N	R1	R1	R1	R1	R1	R1	N	-	-	-	-	R1 This line is NOT controlled by Network Rail, and the assent of the BRB and NVR is essential prior to any movement.		
LN135	Kings Dyke - Crescent Jn	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y			
LN147	Helpston Jn – Uffington	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-			
LN150	Flyover East - Decoy North Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-				
LN155	Flyover East Jn - Loversall Jn (Up Loversall Curve)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-				
LN160	Loversall Carr Jn - Flyover West Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-			
LN165	Harringay Park Jn - Harringay Jn	Y	N	Y	N	N	N	N	N	-	Y	-	-	-			
LN170	Werrington Jn -Flyover East Jn via Lincoln	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	-	-	-	R1 Class 170 units are restricted to 15 mph through Gainsborough Lea Road Down line platform.		
LN175	Sleaford South Jn - Sleaford East Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-			
LN180	Sleaford West Jn - Sleaford North Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-			
LN185	Allington West Jn. - Skegness	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-			
LN190	Allington East Jn. to Allington North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-			
LN195	Grantham Nottingham Branch Jn - Bottesford West Jn	Y	N	Y	Y	Y	Y	Y	Y	N	Y	-	-	-			
LN206	Staythorpe Crossing - West Holmes Jn	Y	R	Y	Y	Y	Y	Y	Y	-	Y	-	-	-			



London North Eastern Route Sectional Appendix Module LN.

Line of route	Line of Route / Sector Description	(VB)					(AB)								Notes
		101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	
LN210	Newark Crossing Curve	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	
LN215	Boultham Jn - Pyewipe Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	
LN220	Bessacarr Jn - Black Carr Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-		
LN235	Rossington Colliery Branch	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-		

**Table D2A – Route clearance of electric multiple unit trains – all routes except LN3XXX series**

The notation used in the table is explained below:

**Y** This class permitted to operate over the route without restriction

**R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

**N** This class is PROHIBITED throughout this route.

- This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

**(1) Note 1** – 313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio.

**(2) Note 2** – 313 PROHIBITED between St. Neots and Retford, unless Tripcock & Shoe gear removed.

**(3) Note 3** – 323 units equipped with Cab Secure Radio must also carry a working NRN or BRUNEL radio in the driving cab when operating over this route. The train must not operate in DOO(P) mode a guard must be provided.

**(4) Note 4** – Class 325 EMU may operate as hauled stock on routes authorised for Classes 317,318,319,320,321,322,455 and 456 over electrified routes and routes authorised for Class 150 DMU's over non-electrified routes over which passenger stock has been accepted. The pantograph must be locked down and shoe gear retracted before the movement starts. Class 325 units are subject to all restrictions applied to these classes on these routes.

Line of route	Line of Route / Sector Description	302 - 307	309 - 312	313 (1) (2)	314 - 315	317 (1)	318	319	321	322	323 (3)	325	333	357	365 (4)	Notes
LN101	Kings Cross – St Neots	Y	Y	Y	Y	Y	Y		Y	Y	-	Y		R1	Y	R1 Class 357 EMU units to operate as empty coaching stock only between Finsbury Park Jn and Hornsey EMU depot. 357 units are prohibited from using the Down Slow and Down Fast lines through Finsbury Park Station. 357 units are restricted to a maximum speed of 10 mph through Platform 6 (Down Moorgate) and through the Disused Up Slow Platform at Finsbury Park Station and through Platform 2 (Down Slow 1) at Haringay Station.

London North Eastern Route Sectional Appendix Module LN.

Line of route	Line of Route / Sector Description	302 - 307	309 - 312	313 (1) (2)	314 - 315	317 (1)	318	319	321	322	323 (3)	325	333	357	365 (4)	Notes
LN101	St Neots - Peterborough	Y	Y	R1	Y	Y	Y		Y	Y	-	Y			R2	<p>R1 313 EMU - PROHIBITED between St. Neots and Retford, unless Tripcock &amp; Shoe gear removed.</p> <p>R2 365 EMU- PROHIBITED on Washer Road and in 12 car formation on South Up Departure line at Eastfield.</p>
LN101	Peterborough to Retford	Y	Y	R1	Y	R1	Y		Y	Y	-	Y	-		R2	<p>R1 See (1) and (2) in notes above</p> <p>R2 365 empty stock operation is permitted (under it's own power) between Hornsey depot and Doncaster works (ELR ECM1) in both directions including passing/running loops. Do not route via ECM1 bridge 303a 138m38ch (Worksop – Gainsborough line underbridge) Down Fast. When routed via ECM1 Grantham Station platform 4 the maximum speed limit is 25mph.</p>

London North Eastern Route Sectional Appendix Module LN2

Line of route	Line of Route / Sector Description	302 - 307	309 - 312	313 (1) (2)	314 - 315	317 (1)	318	319	321	322	323 (3)	325	333	357	365 (4)	Notes	Line of route
LN101	Retford - Shaftholme Jn	Y	Y	R1	Y	R1	Y		Y	Y	-	Y	R2		R3	<p>R1 See (1) in notes above</p> <p>R2 Class 333 units may only work between Doncaster platforms 1, 3, 4, 7 and 8 and Marshgate Jn.</p> <p>R3 365 empty stock operation is permitted (under it's own power) between Hornsey depot and Doncaster works (ELR ECM1) in both directions including passing/running loops. Do not route via ECM1 Doncaster Station platform 7 or DOL1 Bridge 1 River Don 156m43ch (between Marshgate Jn – avoiding line overbridge) Up Leeds. When routed via Doncaster Station platform 1 or DOL1 Bridge 1 River Don 156m43ch (between Marshgate Jn – avoiding line overbridge) Down Leeds the maximum speed limit is 5mph.</p>	
LN101	Canonbury West Jn - Finsbury Park Jn	R	R2	Y	Y	Y	Y		Y	Y	N	Y1	-	R	R1	<p>R1 Class 365 units are permitted for transit movements only with the stepboards removed and suspension inflated.</p> <p>R2 309, 312/0 &amp; 312/1 EMU Permitted to work to/ from North London Line via Finsbury Park &amp; Dalston Jn. OR via Graham Road Curve. Class 357 EMU units to operate as empty coaching stock only.</p>	
LN105	Moorgate - Finsbury Park (Electrified at 750V D.C. Third Rail only from Drayton Park to Moorgate).	N	N	Y	N	R1	N		N	N	N	N	-		N	R1	Class 317 units are authorised between Finsbury Park and Drayton Park (4-car units only due to platform lengths at Drayton Park).

London North Eastern Route Sectional Appendix Module LM

LN115	Copenhagen Jn to Camden Road Central Jn	Y	Y	Y	Y	Y	Y		Y	Y	N	Y	-		N		
LN120	Wood Green Jn - Langley Jn via Hertford	R1	R1	R1	R1	R1	R1		R1	R1	-	R1	-		R1	R1	No more than 18 electric trains per line may be operated over the Hertford Loop in any one hour period.
LN125	Hitchin Cambridge Jn - Cambridge	R1	R1	R1	R1	R1	R1		R1	R1	-	R1			R1	R1	2 x 4 car EMU may run between Royston and Shepreth Branch Jn. provided that not more than ONE of the following is allowed on the opposite line. (i) 2x4 car EMU, or (ii) Electric locomotive with pantograph raised.
LN150	Flyover East - Decoy North Jn	Y	Y	R1	Y	R1	Y		Y	Y	-	Y			-	R1	See (1) in notes above
LN155	Flyover East Jn - Loversall Jn (Up Loversall Curve)	Y	Y	R1	Y	R1	Y		Y	Y	-	Y			-	R1	See (1) in notes above
LN160	Loversall Carr Jn - Flyover West Jn	Y	Y	R1	Y	R1	Y		Y	Y	-	Y			-	R1	See (1) in notes above

## Table D3A – Route clearance of coaching stock – all routes except LN3XXX series

The three types of coaching stock referred to in this table are:-

**C1 =** The standard passenger coaching stock gauge for Mark 1 coaches with 9'0" wide bodywork and 64'6" or (57") long underframes. Mark 2 coaches also conform to this profile.

**C3 =** The standard profile for Mark 3 coaching stock which is 23 metres (75') long overall. HST (class 253/254) stock conforms to this gauge.

**Mk 4 =** Normally operates as part of the GNER, 1C225 fleet in fixed formation trains

References to AC in the comments column refer to the following classes of electric locomotives 86, 87, 90 and 91.

The notation used in the table is explained below:

**Y** This class permitted to operate over the route without restriction

**R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

**N** This class is PROHIBITED throughout this route.

**-** This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

Line of route	Line of Route / Sector Description	C1	C3	Mk4	Notes
LN101	Kings Cross to Newark North Gate	Y	Y	Y	
LN101	Newark North Gate to Retford	Y	Y	Y	
LN101	Retford to Loversall Carr Jn	Y	Y	Y	
LN101	Loversall Carr Jn to Marshgate Jn	Y	Y	Y	
LN101	Marshgate Jn to Shaftholme Jn	Y	Y	Y	
LN105	Moorgate to Drayton Park	-	-	-	
LN105	Drayton Park to Finsbury Park Jn	-	-	-	
LN110	Canonbury West Jn to Finsbury Park Jn	Y	Y	Y	
LN115	Copenhagen Jn to Camden Road Central Jn	Y	Y	Y	
LN120	Wood Green North Jn to Langley Jn via Hertford	Y	Y	Y	
LN125	Hitchin, Cambridge Jn to Shepreth Branch Jn	Y	Y	Y	
LN130	Fletton Jn to Orton Mere	-	-	-	
LN135	Kings Dyke to Peterborough Crescent Jn	Y	Y	Y	
LN147	Helpston Jn to Uffington	Y	Y	-	

London North Eastern Route Sectional Appendix Module LN.

Line of route	Line of Route / Sector Description	C1	C3	MK4	Notes
LN150	Flyover East to Decoy North Jn	Y	Y	Y	
LN155	Flyover East Jn to Loversall (Up Loversall Curve)	Y	Y	Y	
LN160	Loversall Carr Jn to Flyover West Jn	Y	Y	Y	
LN165	Harringay Park Jn to Harringay Jn	Y	Y	Y	
LN170	Werrington Jn to Flyover East Jn via Lincoln	Y	Y	Y	
LN175	Sleaford South Jn to Sleaford East Jn	Y	Y	Y	
LN180	Sleaford West Jn to Sleaford North Jn	Y	Y	Y	
LN185	Allington West Jn. to Boston	Y	Y	R1	R1 AC+MK4 authorised between Sleaford West and Sleaford East only.
LN185	Boston to Skegness	R1	R1	-	R1 C1 and C3 restricted to 5mph for Bridge No.6 (Bellwater Drain) Up line at 118m 56ch.
LN190	Allington East Jn. to Allington North Jn.	Y	Y	-	
LN195	Grantham, Nottingham Branch Jn to Bottesford West Jn	Y	Y	Y	
LN206	Staythorpe Crossing to West Holmes Jn	Y	Y	Y	
LN210	Newark Crossing Curve	Y	Y	Y	
LN215	Boultham Jn to Pyewipe Jn	Y	Y	Y	
LN220	Bessacarr Jn to Black Carr Jn	Y	Y	Y	
LN235	Rossington Colliery Branch	-	-	-	

**Table D4A – Route clearance of diesel locomotives – all routes except LN3XXX series**

The notation used in the table is explained below:

**Y** This class permitted to operate over the route without restriction

**R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

**N** This class is PROHIBITED throughout this route.

**-** This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

**RA** Route Availability

Line of route	Line of Route / Sector Description	RA	37/0 to 6	37/7 to 9	43	47	56	57	58	60	59 / 66	67	73	Notes
LN101	Kings Cross to Newark North Gate	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN101	Newark North Gate to Retford	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN101	Retford to Loversall Carr Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN101	Loversall Carr Jn to Marshgate Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN101	Marshgate Jn to Shaftholme Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN105	Moorgate to Drayton Park	9	N	N	N	N	N	Y	N	-	-	-	Y	All locomotives, except dedicated battery locomotives of Class 97/7, are prohibited between Drayton Park and Moorgate.
LN105	Drayton Park to Finsbury Park Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN110	Canonbury West Jn to Finsbury Park Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN115	Copenhagen Jn to Camden Road Central Jn	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	



London North Eastern Route Sectional Appendix Module LI

Line of route	Line of Route / Sector Description	RA	37/0 to 6	37/7 to 9	43	47	56	57	58	60	59 / 66	67	73	Notes
LN120	Wood Green North Jn to Langley Jn via Hertford	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 75mph where permissible speeds allow.
LN125	Hitchin, Cambridge Jn to Shepreth Branch Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN130	Fletton Jn to Orton Mere	-	-	-	-	-	-	-	-	-	-	-	-	
LN135	Kings Dyke to Peterborough Crescent Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN147	Helpston Jn to Uffington	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN150	Flyover East to Decoy North Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN155	Flyover East Jn to Loversall (Up Loversall Curve)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN160	Loversall Carr Jn to Flyover West Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN165	Harringay Park Jn to Harringay Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN170	Werrington Jn to Flyover East Jn via Lincoln	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN175	Sleaford South Jn to Sleaford East Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN180	Sleaford West Jn to Sleaford North Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	Allington West Jn. to Boston	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN185	Boston to Skegness	7	R1	R1	R1	R1	R1	Y	R1	R1	R1	-	Y	R1 Locomotive hauled trains are not permitted between Boston (exclusive) and Skegness unless specially authorised. See Local Instruction.
LN190	Allington East Jn. to Allington North Jn.	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN195	Grantham, Nottingham Branch Jn to Bottesford West Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN206	Staythorpe Crossing to West Holmes Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's are restricted to 60mph.
LN210	Newark Crossing Curve	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN215	Boultham Jn to Pyewipe Jn	8	Y	Y	Y	Y	Y	Y	Y	-	Y	-	Y	
LN220	Bessacarr Jn to Black Carr Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN235	Rossington Colliery Branch	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

**Table D4G – Route clearance of electric locomotives – all routes except LN3XXX series****General Notes**

The notation used in the table is explained below:

**Y** This class permitted to operate over the route without restriction

**R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

**N** This class is PROHIBITED throughout this route.

**-** This class has not been considered for this route, and specific clearance must be obtained before operating.

**RA** Route Availability

A.C. Electric locomotives may be hauled with the pantograph locked down or removed on routes other than those indicated in this table.

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes
LN101	Kings Cross to Newark North Gate	9	Y	Y	Y	Y	Y	Y	
LN101	Newark North Gate to Retford	8	Y	Y	Y	Y	Y	Y	
LN101	Retford to Loversall Carr Jn	9	Y	Y	Y	Y	Y	Y	
LN101	Loversall Carr Jn to Marshgate Jn	9	Y	Y	Y	Y	Y	Y	
LN101	Marshgate Jn to Shaftholme Jn	9	Y	Y	N	Y	Y	Y	
LN105	Moorgate to Drayton Park	9	-	-	-	-	-	N	Note: All locomotives, except dedicated battery locomotives of Class 97/7, are prohibited between Drayton Park and Moorgate.
LN105	Drayton Park to Finsbury Park Jn	9	-	-	-	-	-	-	
LN110	Canonbury West Jn to Finsbury Park Jn	9	Y	Y	-	Y	Y	Y	
LN115	Copenhagen Jn to Camden Road Central Jn	10	Y	Y	-	Y	Y	Y	
LN120	Wood Green North Jn to Langley Jn via Hertford	9	R1	R1	R1	R1	R1	R1	R1 No more than 18 electric trains may be operated over the Hertford Loop in any one-hour period.
LN125	Hitchin, Cambridge Jn to Shepreth Branch Jn	9	R1	R1	-	R1	R1	-	R1 No more than 18 electric tains may be operated over the Hertford Loop in any one-hour period.
LN130	Fletton Jn to Orton Mere	-	-	-	-	-	-	-	
LN135	Kings Dyke to Peterborough Crescent Jn	9	-	-	-	-	-	-	
LN147	Helpston Jn to Uffington	9	-	-	R1	-	-	-	R1 Class 89 cleared for Up line only with Pantograph down.
LN150	Flyover East to Decoy North Jn	8	Y	Y	-	Y	Y	-	

London North Eastern Route Sectional Appendix Module L.

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes
LN155	Flyover East Jn to Loversall (Up Loversall Curve)	8	Y	Y	-	Y	Y	-	
LN160	Loversall Carr Jn to Flyover West Jn	8	Y	Y	-	Y	Y	-	
LN165	Harringay Park Jn to Harringay Jn	9	Y	Y	-	Y	Y	-	
LN170	Werrington Jn to Flyover East Jn via Lincoln	8	Y	Y	-	Y	Y	-	
LN175	Sleaford South Jn to Sleaford East Jn	8	Y	Y	-	Y	Y	-	
LN180	Sleaford West Jn to Sleaford North Jn	8	Y	Y	-	Y	Y	-	
LN185	Allington West Jn. to Boston	8	R1	R1	-	R1	R1	-	R1 AC+Mk4 authorised between Sleaford West and Sleaford East only.
LN185	Boston to Skegness	7	-	-	-	-	-	-	
LN190	Allington East Jn. to Allington North Jn.	10	-	-	-	-	-	-	
LN195	Grantham, Nottingham Branch Jn to Bottesford West Jn	8	Y	Y	-	Y	Y	-	
LN206	Staythorpe Crossing to West Holmes Jn	8	Y	Y	Y	Y	Y	Y	
LN210	Newark Crossing Curve	8	Y	Y	-	Y	Y	-	
LN215	Boultham Jn to Pyewipe Jn	8	Y	Y	-	Y	Y	-	
LN220	Bessacarr Jn to Black Carr Jn	8	Y	Y	-	Y	Y	-	
LN235	Rossington Colliery Branch	9	-	-	-	-	-	-	

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## LOCAL INSTRUCTIONS

### Table of Contents

	<u>Page</u>
<b>LN101- KINGS CROSS TO SHAFTHOLME JN</b>	
KINGS CROSS	129
KINGS CROSS TO HOLLOWAY	129
KINGS CROSS TO HITCHIN	129
KINGS CROSS TO GASWORKS TUNNEL	130
HARRINGAY	130
FERME PARK SIDINGS TO WOOD GREEN SOUTH JN	130
HORNSEY EMU DEPOT	131
HORNSEY	131
WOOD GREEN SOUTH JN	131
NEW BARNET	131
WELWYN GARDEN CITY UP YARD	132
LAFARGE SIDING	132
ST. NEOTS TO RETFORD	132
PETERBOROUGH	132
SPITTAL JN TO WERRINGTON JN	133
NEW ENGLAND NORTH TO STOKE TUNNEL	134
GRANTHAM	134
NEWARK NORTH GATE TO NEWARK CROSSING SOUTH JN	134
BELMONT YARDS	135
DONCASTER	135
DONCASTER WEST YARD	135
<b>LN105- MOORGATE TO FINSBURY PARK JN</b>	
MOORGATE TO DRAYTON PARK	136
<b>LN120- WOOD GREEN NORTH JN. TO LANGLEY JN VIA HERTFORD</b>	
BOWES PARK	136
ENTIRE LINE OF ROUTE	136
<b>LN125- HITCHIN, CAMBRIDGE JN TO CAMBRIDGE</b>	
CAMBRIDGE JN TO SHEPRETH BRANCH JN.	136
ROYSTON TO SHEPRETH BRANCH JN.	137
ROYSTON	137
SHEPRETH BRANCH JN TO CAMBRIDGE	137
CAMBRIDGE	137
<b>LN150- FLYOVER EAST JN TO DECOY NORTH JN</b>	
DOWN DECOY YARD	138
<b>LN170- WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN</b>	
LINCOLN CENTRAL	139
EAST HOLMES SB (EH) TO WEST HOLMES JN SB (WH)	140
BECKINGHAM SB	140
<b>LN185- ALLINGTON WEST JN TO SKEGNESS</b>	
ALLINGTON NORTH JN TO ALLINGTON WEST JN	141
ALLINGTON NORTH JN TO ANCASTER SB (AR)	142
ANCASTER	142
SLEAFORD EAST SB (SE)	142
SLEAFORD EAST JN TO SIBSEY SB (S)	143
SWINESHEAD LC (AHBC)	143
HUBBERTS BRIDGE	143
BOSTON	144
RED CAP LANE LC (ABCL)	144
LYMN BANKS LC (AOCL-X) TO SEACROFT LC (AOCL-X)	144
HAVENHOUSE	144
BOSTON (EXCLUSIVE) TO SKEGNESS	145

	<u>Page</u>
<b>LN190- ALLINGTON EAST JN. TO ALLINGTON NORTH JN.</b>	
ENTIRE LINE OF ROUTE	145
<b>LN195- GRANTHAM, NOTTINGHAM BRANCH JN TO BOTTESFORD WEST</b>	
ALLINGTON EAST JN TO ALLINGTON WEST JN	146
ALLINGTON WEST JN TO BOTTESFORD WEST JN SB (BW)	146
<b>LN206- STAYTHORPE CROSSING TO WEST HOLMES JN.</b>	
NEWARK CASTLE TO NEWARK CROSSING	147
NEWARK CROSSING EAST JN TO SWINDERBY	147

## LN101 - KINGS CROSS TO SHAFTHOLME JN

### KINGS CROSS

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

**Gasworks Tunnel - trains entering tunnel for setting back.** The illumination of the "Off" indicators will be the Driver's authority to commence the setting back movement and the provisions of the Rule Book Module SS2, Sections 3, 4.1 and 4.2 are modified accordingly. The Driver must proceed cautiously, keeping sharp a lookout and be prepared to act on a hand signal from the Guard or Shunter when he comes into view.

**Dated: 02/12/06**

## LN101 - KINGS CROSS TO SHAFTHOLME JN

### KINGS CROSS To Holloway

#### Staff warning facilities

##### Theatre Staff Warning Indicators

##### **Kings Cross Station and Gasworks Tunnel South End**

Four Theatre Route Indicators are provided immediately north of the platforms and will show the platform number of a train signalled to depart from Kings Cross Station. One indicator is provided for each of the four lines through Gas Works Tunnel.

Four Theatre Route Indicators are provided adjacent to the south portal of Gasworks Tunnel and will show the platform number of a train signalled into Kings Cross Station. One indicator is provided for each of the four lines through Gas Works Tunnel.

The Theatre Route Indicators are to be used as an aid to identify the signalled route of a train into or out of Kings Cross Station and they do not remove the responsibility of staff to comply with the provisions of the Rule Book.

##### White Light Warning Indicators

##### **Gasworks Tunnel North Portal**

Staff Warning Indicators and an audible alarm are provided at the northern portal to Gasworks Tunnel that give warning of Down trains departing Kings Cross **ONLY**.

One indicator is provided for each of the four lines.

##### **Copenhagen Junction**

Staff Warning Indicators and an audible alarm are provided adjacent to the Up slow and the Up Fast lines to give warning of the approach of Up trains **ONLY**.

**Dated: 02/12/06**

## LN101 - KINGS CROSS TO SHAFTHOLME JN

### KINGS CROSS To HITCHIN

#### Rule Book Module S4 - Detention of Trains on Running Lines

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

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

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **KINGS CROSS To Gasworks Tunnel**

#### **Rule Book Module SS2, Section 6**

Authority is given for driving light locomotives from the rear cab on all lines between Kings Cross Station to the rear of ground position light signals at South end of Gas Works Tunnel West and Centre Bores.

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **HARRINGAY**

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

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **Ferne Park Sidings To Wood Green South Jn**

#### **Down carriage line between ferne park reception sidings and wood green : train servicing**

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

**Dated: 02/12/06**



## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **Hornsey EMU Depot**

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

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

The aspects displayed by the position light signals comply with the Rule Book Module S1, Section 2.7.

Provided the appropriate position light signal is displaying a proceed aspect movements may be made at normal Depot speed. It is the responsibility of the traincrew to ensure where applicable that the shed doors are open. Once a movement has come to a stand and has been secured it will be the responsibility of the Senior Operating Supervisor or Senior Maintenance Supervisor to activate the Depot Protection System.

When the appropriate position light signal is at Danger the Depot Protection System is activated on that line and no movement may be made past the signal until a proceed aspect is displayed.

Failure To Obey The Position Light Signal(s) Will Result In Derailment

During the time that the additional red light are illuminated the system is activated and no movements may be made.

Vehicles may be moved when instructed by the Shunter in Charge once the red lights for that line have been extinguished. In the event of any failure of the Depot Protection System movements to and/or from Roads 15 to 24 must only be made under direct instructions from the Operating Supervisor.

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **HORNSEY**

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

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

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

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **Wood Green South Jn**

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

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

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **NEW BARNET**

Trains setting back from Down Slow to Down Sidings.

The illumination of the "R" indicator will be the Driver's authority to commence the setting back movement and the provisions of the Rule Book Module SS2, Sections 3, 4.1 and 4.2 are modified accordingly. The Driver must proceed cautiously keeping a sharp lookout and be prepared to act on a handsignal from the Guard or Shunter when he comes into view. In an emergency the person operating the ground frame may extinguish the "R" indicator and the Driver must stop immediately.

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **Welwyn Garden City Up Yard**

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

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **Lafarge Siding**

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

When the train is ready to set back the Shunter must advise the Signaller at Kings Cross and take up a position where signal 211 can be clearly seen. When the signal has been cleared the Shunter must instruct the Driver to commence setting back.

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **ST. NEOTS To RETFORD**

Class 313 and 319 EMU's when fitted with tripcock and third rail shoe gear, are not permitted to run between St. Neots and Retford.

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **PETERBOROUGH**

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

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

**Dated: 02/12/06**

## LN101 - KINGS CROSS TO SHAFTHOLME JN

### Spittal Jn To Werrington Jn

Two separate "Patrolman's Lockout" systems are provided on the Up Slow line to provide a safe method of signal protection to prevent **Down direction moves over the Up Slow line** between but exclusive of the following locations: -

- Spittal Jn and New England North Jn (Ref. No. 4001)
- New England North Jn and Werrington Jn (Ref. No. 4002)

The area covered and instructions for its operation are displayed at each "lockout" instrument. The person requesting protection must be either a certified 'Controller of Site Safety' (COSS), or 'Individual Working Alone' (IWA).

The "lockout" may also be used to protect against Down direction movements under the arrangements of Rule Book Module T2H. When the "lockout" is used for T2H protection, there is no requirement for Handsignallers to be appointed at Down Direction signals.

### Method of Protection

When a "Patrolman's Lockout" system is to be used to provide Down direction protection, the following procedure must be observed:-

- a) The COSS/IWA must telephone the Signaller giving his/her Name, Grade, Employer, location and contact telephone number. He/she must state which "Patrolman's Lockout" section they require to be protected by and the time duration. If use of the "Patrolman's Lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS/IWA who must confirm they are correct. When satisfied the arrangements are correct, the Signaller may authorise the COSS/IWA to insert the Patrol Key. The COSS/IWA must observe the instructions displayed and ensure the correct "Patrol" Indication is illuminated before withdrawing the Patrol Key.
- b) When the protection is no longer required, the COSS/IWA must advise the Signaller of his/her Name, Grade, Employer and location. When advised to do so by the Signaller, he/she must insert the Patrol Key and observe the instructions displayed. When the "Patrol" indication is no longer illuminated, the Patrol Key must be withdrawn and the Signaller advised who must check that normal working has been restored. The Signaller must advise the COSS/IWA and make an entry in the train register.
- c) The COSS/IWA who gives up the "Patrolman's Lockout" protection, must, except in exceptional circumstances, be the same individual who obtained the "Patrolman's Lockout" protection. In exceptional circumstances, the COSS/IWA may hand over to a relief provided he/she advises the Signaller of the Name, Grade, Employer, location, and contact telephone number of his/her relief.

**Dated: 02/12/06**

## LN101 - KINGS CROSS TO SHAFTHOLME JN

### New England North To Stoke Tunnel

#### Flashing green signal aspects for special test runs

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

#### 1. Use of Flashing Green Main Signal Aspects

- 1.1 Flashing Green aspects (in addition to steady green aspects) have been provided on the:-
  - a) Down Fast line between Signal P487 (north of New England North) and P615 (approaching Stoke).
  - b) Up Fast line between Signal P610 (South of Stoke) and Signal P494 (south of Werrington Jn).

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

- 1.2 Drivers of all trains except test trains which are authorised to exceed 125 m.p.h., must treat flashing green aspects the same as steady green aspects.
- 1.3 Drivers of test trains authorised to exceed 125 m.p.h., must treat:-
  - a) a flashing green aspect as authority to exceed 125 m.p.h.
  - b) a steady green aspect as authority to proceed at or a requirement to reduce speed to 125 m.p.h.

#### 2. Staff Safety

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

**Dated: 02/12/06**

## LN101 - KINGS CROSS TO SHAFTHOLME JN

### GRANTHAM

Grantham Station. Drivers of trains approaching the station on the Main Lines during darkness and/or fog or falling snow must sound the locomotive horn.

**Dated: 02/12/06**

## LN101 - KINGS CROSS TO SHAFTHOLME JN

### NEWARK NORTH GATE To Newark Crossing South Jn

#### Signal Passed at Danger (SPaD) Indicator

A SPaD indicator, as described in Rule Book Modules S1 and S5, is provided in advance of the following signal:-

Signal Number	Location
D81	Down Main Line

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

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **Belmont Yards**

#### **Belmont down sidings**

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

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

#### **Belmont Up Reception Lines**

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

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

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

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **DONCASTER**

#### **Turning of HST power cars**

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

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

**Dated: 02/12/06**

## **LN101 - KINGS CROSS TO SHAFTHOLME JN**

### **Doncaster West Yard**

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

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

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

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

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

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

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

**Dated: 02/12/06**

## **LN105 - MOORGATE TO FINSBURY PARK JN**

### **MOORGATE To DRAYTON PARK**

**Rule Book Module TW1, Section 4 Headlights Marker lights and/or Headcode, WAGN Class 313 trains.**

A train with a failed headlight must not enter the tunnel between Drayton Park and Moorgate.

A train on which a headlight has failed must not be allowed to leave Moorgate until the preceding train has arrived at Drayton Park.

**Prohibition on Diesel Traction.** Diesel locomotives and Diesel powered trains are prohibited from working between Drayton Park and Moorgate Station.

**Dated: 02/12/06**

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

### **BOWES PARK**

Trains entering Bounds Green from Bowes Park

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

**Dated: 02/12/06**

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

### **Entire Line Of Route**

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

**Dated: 02/12/06**

## **LN125 - HITCHIN, CAMBRIDGE JN TO CAMBRIDGE**

### **Cambridge Jn To Shepreth Branch Jn.**

**The following restrictions to electric traction apply:-**

Class 89, 90 and 91 locomotives and electric locomotive hauled-propelled-push-pull trains are prohibited except that one electric locomotive-hauled-propelled-push-pull train may be permitted to occupy the Cambridge line on either the Down Cambridge line between signals K.943 and K.945 or the Up Cambridge line between signals K.944 and K.946.

#### 3x4 car and 4x3 car formations

3x4 car or 4x3 car EMU formations are not permitted to run on either the UP or Down Lines between Hitchin Cambridge Branch Jn and Shepreth Branch Jn.

**Dated: 02/12/06**

## **LN125 - HITCHIN, CAMBRIDGE JN TO CAMBRIDGE**

### **ROYSTON To Shepreth Branch Jn.**

**The following restrictions to electric traction apply:-**

#### Class 86 locomotives

A class 86 locomotive may be run on either the Up or Down line subject to the following restrictions:-

- a) No other class 86 locomotive is on either the opposite or same line;
- b) Not more than one 2x4 Car EMU set is on the opposite line.

#### 2X4 car EMU formations

A 2x4 car EMU may be run on either the Up or Down line subject to the following restriction:-

Not more than one class 86 locomotive or 2x4 car EMU is allowed on the opposite line.

**Dated: 02/12/06**

## **LN125 - HITCHIN, CAMBRIDGE JN TO CAMBRIDGE**

### **ROYSTON**

#### **Working over Up platform**

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

**Dated: 02/12/06**

## **LN125 - HITCHIN, CAMBRIDGE JN TO CAMBRIDGE**

### **Shepreth Branch Jn To CAMBRIDGE**

When it is necessary to introduce single line working in accordance with Rule Book Module P1 – Single line working, on the Up Main line between Great Chesterford or Whittlesford and Shepreth Branch Jn during the time that trains are also running to and from Royston, the following method of working may be introduced:-

- a) The single line working on the Up Main line between Great Chesterford or Whittlesford and Shepreth BranchJn may be extended to Cambridge.
- b) Trains to and from Royston must be worked over the Down main line between Shepreth Branch Jn and Cambridge in accordance with Rule Book Module P1 and a "Down Main line Pilotman" appointed. All signals may be worked for Down trains, signals CA140 and CA142 will not apply to Up Royston trains on the Down Main line. A Handsignaller must be appointed at Shepreth Branch Jn to authorise trains to the Up Royston line.
- c) The 'Down Main line Pilotman' must clearly identify themselves to the Drivers of Royston trains. The Down Main line Pilotman must wear a red armband on both arms as a visual indication of his/her appointment.

**Dated: 02/12/06**

## **LN125 - HITCHIN, CAMBRIDGE JN TO CAMBRIDGE**

### **CAMBRIDGE**

#### Freight Yard and numbers 4 and 5 Reception Lines.

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

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

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

**Dated: 02/12/06**

## LN150 - FLYOVER EAST JN TO DECOY NORTH JN

### Down Decoy Yard

#### Doncaster

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

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

**Dated: 02/12/06**



## **LN170 - WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN LINCOLN CENTRAL**

### **Trains Departing from Platforms 6 or 7 towards High Street**

Two minutes before a train is ready to depart from platforms 6 or 7 towards High Street, the Guard must operate the 'Train Ready to Start' (TRTS) plunger on the platform. Trains departing from platform 6 must be indicated by pressing the TRTS plunger once. Trains departing from platform 7 must be indicated by pressing the TRTS plunger twice.

If after the plunger has been operated the signal does not clear, the Guard must instruct the Driver to contact the Signaller at High Street Signal box.

### **Trains Departing towards Pelham Street from any platform**

If the signal does not clear at the time the train is due to depart, the Driver must use the telephone on the platform to contact the Signaller at Pelham Street Signal box by dialling extension **6330**.

### **Stabling/Serviceing of Class 15X Diesel Multiple Units in Platform 7**

Empty Class 15X Diesel Multiple Units may be stabled unattended and/or serviced on No. 7 Platform line at Lincoln Central station, during the times when Lincoln High Street and Pelham Street Signal boxes are open, as follows:

When it is required to stable/service an empty Class 15X Diesel Multiple Unit, which is occupying No.7 Platform line, the Person-in-Charge of Lincoln Central Station must obtain permission from the Signaller at Pelham Street Signal box, giving his/her name. In giving permission, the Signaller will quote an authority number. The Person-in-Charge must record this number, which must be quoted in all further communication. On receipt of permission from the Signaller, the Person-in-Charge must ensure that, before the Unit is left unattended: -

- The Driver has applied a wheel scotch to the High Street Signal box end of the first Unit to be stabled and has placed a special "Unit Scotched" reminder in the leading and trailing cabs.
- All unsupervised driving cab doors have been locked and, in the case of Class 153 Units, the parking brake isolating cock has been operated
- All stabled Units are coupled to the scotched Unit.
- A red light is displayed at each end of the stabled formation
- A "Not to be Moved" board, with a fixed tag showing "Unit(s) Scotched" is applied to the Pelham Street end of the stabled formation.
- The Person in Charge must give an assurance to the Signaller at Pelham Street Signal box that the wheel scotch has been applied to the High Street end of the stabled Unit.

When it is necessary to allow a second or subsequent empty Class 15X Diesel Multiple Unit to enter No. 7 Platform line, this will only be permitted from the Pelham Street direction. In such circumstances, the Person in Charge must ensure that :-

- There is sufficient room to accommodate the additional Unit
- All servicing and other staff have moved clear of the stabled Unit(s) and will not return until the movement is complete.
- The "Not to be Moved" board has been removed from the already stabled Unit(s)
- A red light is displayed at the Pelham Street end of the already stabled Unit(s)

The Person in Charge must give an assurance to this effect to the Signaller at Pelham Street Signal box.

**When the movement** is complete, the Person in Charge must advise the Signaller at Pelham Street Signal box accordingly, and must ensure that :-

### **The newly admitted Unit is coupled to the already stabled formation**

- A red light is displayed on both ends of the enlarged formation
- The "Not to be Moved" board is replaced at the Pelham Street end of the formation
- The additional unsupervised driving cab doors have been locked and, in the case of Class 153 Units, the parking brake isolating cock has been operated.

When it is required to remove a Unit from the stabled formation, this must only be done in the Pelham Street direction. The Person in Charge must advise the Signaller at Pelham Street Signal box accordingly. He must then ensure that: -

All servicing and other staff have moved clear of the stabled Unit(s) and will not return until the movement is complete

- The "Not to be Moved" board has been removed

When the Unit has departed, the Person in Charge must ensure that: -

- A red light is displayed at both ends of the remaining formation
- The "Not to be Moved" board is replaced at the Pelham Street end of the remaining formation

When the last remaining Unit (or Units coupled) are to cease being stabled, the Person in Charge must: -

- Ensure that all servicing or other staff (other than the Traincrew) have moved clear of the stabled formation.
- Arrange for the Driver to remove the wheel scotch from the High Street end of the formation and the reminders from the driving cabs.
- Remove the "Not to be Moved" board.
- Advise the Signaller at Pelham Street Signal box that all staff are clear of the Unit, that the wheel scotch has been removed, that stabling/servicing on No.7 Platform line has ceased, and that normal working may be resumed, quoting his/her name and the authority number.
- If the Person in Charge books off duty whilst stabling arrangements are in place, he/she must advise the Signaller at Pelham Street Signal box. Likewise, when the Person in Charge books on duty whilst stabling arrangements are in place, he/she must advise the Signaller at Pelham Street Signal box, giving his/her name and quoting the authority number, and give an assurance that the wheel scotch is in place.

**Dated: 02/12/06**

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

**East Holmes SB (EH) To West Holmes Jn SB (WH)**

The Down and Up Goods lines between East Holmes and West Holmes Signal boxes are worked in accordance with the Regulations for working trains over Goods lines not worked on any block system (No Block).

Stop signals will normally be maintained at Danger, but when cleared the Driver must understand that the line ahead may be occupied, even if the signal is cleared without the train being stopped or nearly stopped at the signal.

**Dated: 02/12/06**

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

**Beckingham SB**

The Up & Down Loops may be used only in connection with the Stabling of Engineer's trains in connection with the renewal of track on the Peterborough - Lincoln - Doncaster route.

The following special arrangements must apply:

- All vehicles must be stabled south of Masons LC, which is near the north end of the Loops. The maximum length of train which can be stabled is 70SLU. Stabled vehicles must be secured to prevent movement by the application of a sufficient number of handbrakes.

The contractor will appoint a suitable person to report that a train from the Doncaster direction has arrived in the Loop complete. He must advise the Signaller at Beckingham that the train has arrived complete when the train has passed over Masons LC, and is complete with tail lamp. The person who makes this report must identify himself to the Signaller prior to the arrival of the train.

**Dated: 02/12/06**

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### Allington North Jn To Allington West Jn

"Lockout" systems are provided at Allington East, North, and West Junctions. They provide a safe method of signal protection on both lines. The area protected and instructions for its operation are displayed at each "lockout" instrument. The "lockout" may be used instead of protection under Rule Book Modules T2 or T12. The person requesting protection must be either a certified 'Controller of Site Safety' (COSS), or 'Individual Working Alone' (IWA).

#### Method of Protection

When a "Lockout" system is to be used to provide protection, the following procedure must be observed:-

- a) The COSS/IWA must telephone the Signaller giving his/her Name, Grade, Employer, and contact telephone number. He/she must state which lines require to be protected and the time duration. If use of the "lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS/IWA who must confirm they are correct. When satisfied the arrangements are correct, the Signaller may release the key. The COSS/IWA must observe the instructions displayed and remove the "lockout" key.
- b) When the protection is no longer required, the persons working under the control of the COSS must be moved to a position of safety and briefed on the changed protection arrangements. When the lines are clear and safe for trains to run on, the COSS/IWA must advise the Signaller of his/her Name, Grade, and Employer. When advised to do so by the Signaller, he/she must replace the key and turn it clockwise until it is locked. The signaller must then normalise the lockout release, and make an entry in the train register.
- c) The COSS/IWA who gives up the "lock out" protection, must, except in exceptional circumstances, be the same individual who obtained the "lockout" key. In exceptional circumstances, the COSS/IWA may hand over to a relief provided he/she advises the Signaller of the Name, Grade, Employer and contact telephone number of his/her relief.

If the Signal box closes during the "lock out" period and the COSS/IWA is relieved, the new COSS/IWA must advise the Signaller of his Name, Grade, Employer and telephone number when the Signal box re-opens.

This instruction is Replicated in LN190 and LN195
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**Dated: 02/12/06**

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### Allington North Jn To Ancaster SB (AR)

Axle Counters are provided on the Down Sleaford line between Allington signal AL3433 and Ancaster signal AR2, and on the Up Sleaford line between Ancaster signal AR28 and Allington signal AL3434.

The following activities require axle counter heads to be disconnected or removed and must be undertaken with appropriate Rule Book, Modules T2 or T3 protection:

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

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

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

**The following activities may be undertaken with lines open to traffic where a safe method of working has been established in advance that does not require Rule Book, Modules T2 or T3 protection:**

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

### **Rule Book Module TW5 Preparation and movement of trains - Defective or isolated vehicles and on-train equipment - Part B, Section 36.8 - Moving vehicles with wheelskates**

Traction units or vehicles fitted with wheelskates must not pass over the route between Allington North Jn and Ancaster unless permission has been obtained from the Signallers at Allington and Ancaster signal boxes.

**Dated: 02/12/06**

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### ANCASTER

**Up Siding.** When attaching or detaching vehicles to or from a train at this location, the rear portion of the train must be left on the main line outside the Up Home signal. The locomotive must not be uncoupled until the hand brakes on at least one-third of the vehicles have been applied and in addition, at least two scotches applied to the wheels.

**Vehicles detached into the siding** must be placed on the approach side of the gantry.

**Dated: 02/12/06**

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### Sleaford East SB (SE)

**Failure of track circuits.** During a failure of a track circuit on the Single line between Sleaford East Signal box and Sleaford East Jn, working by Pilotman need not be introduced, provided the Signaller at Sleaford East Signal box is able to satisfy himself that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass a signal controlling the entrance to the affected portion of the line at Danger. If the train subsequently stops on the affected portion of line owing to accident or failure, detonator protection must be carried out.

**Dated: 02/12/06**

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### Sleaford East Jn To Sibsey SB (S)

#### AWS SPAD magnets

The AWS magnet provided immediately in advance of the following signals will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the Driver must stop immediately, unless authority has been given for the signal to be passed at Danger:-

Controlling Signal Box	Line	Signal	m ch
Sleaford East	Bi-directional Down Main/Down Joint-Down direction	3-aspect colour light SE4	120 59
Sleaford East	Bi-directional Local Line-Down direction	3-aspect colour light SE20	120 56
Heckington	Up Main	Semaphore "Section" HN3	125 54
Hubberts Bridge	Down Main	Semaphore "Section" HB11	133 49
West Street Jn	Down Main	3-aspect colour light WS28	107 32
West Street Jn	Down Main – Up direction	2-aspect colour light WS24 with position light	107 03
West Street Jn	Up Main	Semaphore "Section" WS22	107 04
Sibsey	Up Main	2-aspect colour light S102	112 32

Dated: 02/12/06

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### Swineshead LC (AHBC)

Except when the level crossing is under local control, when a Driver is authorised to pass the Up Main signal U130 at Danger, he must, before passing the signal, operate the special plunger in the telephone box or, if a Handsignaller is in attendance, ensure that this has been done. Before proceeding over the level crossing, he must satisfy himself that the barriers are in the fully lowered position.

Dated: 02/12/06

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### HUBBERTS BRIDGE

Sliding door trains must not call at Hubberts Bridge Station Up (to Sleaford) platform unless formed ONLY of the following :-

2 car Class 150 unit or 1 car Class 153 unit

A 2 car Class 153, 156, 158, or 170/5 unit, or a 3 car Class 170/6 unit, is permitted to stop for passenger use provided the first door only is used by operation of the Conductor's local control facility. Suitable on train announcements must be made.

Dated: 02/12/06

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### BOSTON

**Sleaford Sidings.** Drivers of trains with work to do at the sidings must bring their trains to a stand at Boston West Street Junction Signal No.30. After establishing radio communication with the Person in Charge of the movement the Driver must advise the Signaller when the train is ready to draw forward to the rear of Boston West Street Junction Signal No.24/25.

**Modified working arrangements between Boston West Street Junction box and Sibsey box.** Prior to the introduction of Pilot Working, ticket working may be introduced by issue of "Modified Working" tickets, when specially authorised by the Designated Operations Officer.

Drivers must follow the instructions of the issuing Signaller, and surrender the ticket at Boston West Junction box or Sibsey box as appropriate.

**Two minutes before a train is ready to depart** from the Up or Down Platform, the Conductor must operate the 'Train Ready To Start' plunger on the platform.

If it is necessary to cancel the 'Train Ready To Start' the plunger must be pressed, pause then pressed again.

**Dated: 02/12/06**

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### Red Cap Lane LC (ABCL)

**The instructions for Automatic Barrier Crossings**, Locally Monitored (ABCL) contained in Rule Book Module TW8, Section 4.7. In addition, the conditions of Rule Book Module TW8 Sections 3.10, 3.11 & 3.12 apply at this crossing.

In the event of a failure, or partial failure of the equipment at this level crossing, the barriers will remain in the lowered position.

Should a Driver observe a failure, or partial failure, before an Attendant is present, he must advise the Signaller by means of the telephone provided.

**Dated: 02/12/06**

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### Lymn Banks LC (AOCL-X) To Seacroft LC (AOCL-X)

#### Lymn Banks LC, Brewster Lane LC, Matt Pitts Lane LC and Seacroft LC

**The instructions for ABCL/AOCL level crossings in the Rule Book Module TW8, Section 4** apply at these crossings with the following modifications:-

This crossing is operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train, the Driver must operate the plunger provided in a locked cabinet (Driver's No.1 key) on the white/red light post to activate the crossing.

**Dated: 02/12/06**

## LN185 - ALLINGTON WEST JN TO SKEGNESS

### HAVENHOUSE

#### Down platform

**Sliding door trains** must not call at Havenhouse Station Down (to Skegness) platform unless formed ONLY of the following:-

2 car Class 150 unit or 1 car Class 153 unit

A 2 car Class 153, 156, 158 or 170/5 unit, or a 3 car Class 170/6 unit, is permitted to stop for passenger use providing the first door only is used by operation of the Conductor's local control facility. Suitable on train announcements must be made.

**Dated: 02/12/06**

## **LN185 - ALLINGTON WEST JN TO SKEGNESS**

### **BOSTON To SKEGNESS**

Due to the condition of track, locomotive hauled trains and light locomotives are not permitted to run on the line between Boston and Skegness unless permission has been granted by the Territory Track Engineer, London North Eastern Territory.

**Dated: 02/12/06**

## **LN190 - ALLINGTON EAST JN. TO ALLINGTON NORTH JN.**

### **Entire Line Of Route**

"Lockout" systems are provided at Allington East, North, and West Junctions. They provide a safe method of signal protection on both lines. The area protected and instructions for its operation are displayed at each "lockout" instrument. The "lockout" may be used instead of protection under Rule Book Modules T2 or T12. The person requesting protection must be either a certified 'Controller of Site Safety' (COSS), or 'Individual Working Alone' (IWA).

### **Method of Protection**

When a "Lockout" system is to be used to provide protection, the following procedure must be observed:-

- a) The COSS/IWA must telephone the Signaller giving his/her Name, Grade, Employer, and contact telephone number. He/she must state which lines require to be protected and the time duration. If use of the "lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS/IWA who must confirm they are correct. When satisfied the arrangements are correct, the Signaller may release the key. The COSS/IWA must observe the instructions displayed and remove the "lockout" key.
- b) When the protection is no longer required, the persons working under the control of the COSS must be moved to a position of safety and briefed on the changed protection arrangements. When the lines are clear and safe for trains to run on, the COSS/IWA must advise the Signaller of his/her Name, Grade, and Employer. When advised to do so by the Signaller, he/she must replace the key and turn it clockwise until it is locked. The signaller must then normalise the lockout release, and make an entry in the train register.
- c) The COSS/IWA who gives up the "lock out" protection, must, except in exceptional circumstances, be the same individual who obtained the "lockout" key.  
In exceptional circumstances, the COSS/IWA may hand over to a relief provided he/she advises the Signaller of the Name, Grade, Employer and contact telephone number of his/her relief.

If the Signal box closes during the "lock out" period and the COSS/IWA is relieved, the new COSS/IWA must advise the Signaller of his Name, Grade, Employer and telephone number when the Signal box re-opens.

This instruction is Replicated in LN185 and LN195

**Dated: 02/12/06**

## **LN195 - GRANTHAM, NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN**

### **Allington East Jn To Allington West Jn**

"Lockout" systems are provided at Allington East, North, and West Junctions. They provide a safe method of signal protection on both lines. The area protected and instructions for its operation are displayed at each "lockout" instrument. The "lockout" may be used instead of protection under Rule Book Modules T2 or T12. The person requesting protection must be either a certified 'Controller of Site Safety' (COSS), or 'Individual Working Alone' (IWA).

#### **Method of Protection**

When a "Lockout" system is to be used to provide protection, the following procedure must be observed:-

- a) The COSS/IWA must telephone the Signaller giving his/her Name, Grade, Employer, and contact telephone number. He/she must state which lines require to be protected and the time duration. If use of the "lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS/IWA who must confirm they are correct. When satisfied the arrangements are correct, the Signaller may release the key. The COSS/IWA must observe the instructions displayed and remove the "lockout" key.
- b) When the protection is no longer required, the persons working under the control of the COSS must be moved to a position of safety and briefed on the changed protection arrangements. When the lines are clear and safe for trains to run on, the COSS/IWA must advise the Signaller of his/her Name, Grade, and Employer. When advised to do so by the Signaller, he/she must replace the key and turn it clockwise until it is locked. The signaller must then normalise the lockout release, and make an entry in the train register.
- c) The COSS/IWA who gives up the "lock out" protection, must, except in exceptional circumstances, be the same individual who obtained the "lockout" key.

In exceptional circumstances, the COSS/IWA may hand over to a relief provided he/she advises the Signaller of the Name, Grade, Employer and contact telephone number of his/her relief.

If the Signal box closes during the "lock out" period and the COSS/IWA is relieved, the new COSS/IWA must advise the Signaller of his Name, Grade, Employer and telephone number when the Signal box re-opens.

This instruction is Replicated in LN185 and LN190
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**Dated: 02/12/06**

## **LN195 - GRANTHAM, NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN**

### **Allington West Jn To Bottesford West Jn SB (BW)**

#### **Single Line Working Bingham to Allington West**

##### **Rule Book Module P1**

When Single Line Working is in operation over the Down Nottingham/Main Line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal AL3428.

Rule Book Module P1 Sections 3.5 a) and 6.2 a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman.

The above arrangements are applicable in all weather conditions.

This instruction is Replicated in LN3635
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**Dated: 02/12/06**



## LN206 - STAYTHORPE CROSSING TO WEST HOLMES JN.

### NEWARK CASTLE To Newark Crossing

#### Signal Passed at Danger (SPaD) Indicator

A SPaD Indicator, as described in Rule Book Modules S1 and S5, is provided in advance of the following signal:-

Signal Number	Location
D85	Down Lincoln line

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

**Dated: 02/12/06**

## LN206 - STAYTHORPE CROSSING TO WEST HOLMES JN.

### Newark Crossing East Jn To SWINDERBY

When a Driver is authorised to pass signals S22, D90 or D94 at Danger he must before passing the signal, operate the special plunger in the telephone box, or if a handsignaller is in attendance ensure that this has been done. Before proceeding over Cross Lane level crossing after passing signal S22, Langford level crossing after passing signal D90 or Collingham level crossing after passing signal D94 the Driver must satisfy himself that the barriers are in the fully lowered position.

**Dated: 02/12/06**

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