

Private and not for publication

BR30018/1

Persons supplied with this Section must make themselves acquainted with it and will be held responsible for the observance of all instructions contained therein so far as they concern them.

NETWORK RAIL LNE REGION

SECTIONAL APPENDIX TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS

SECTION NO. 1

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Published by Network Rail LNE Region, Operations Standards, for and on behalf of all Businesses having lines covered within the Boundaries of this Section.

YORK
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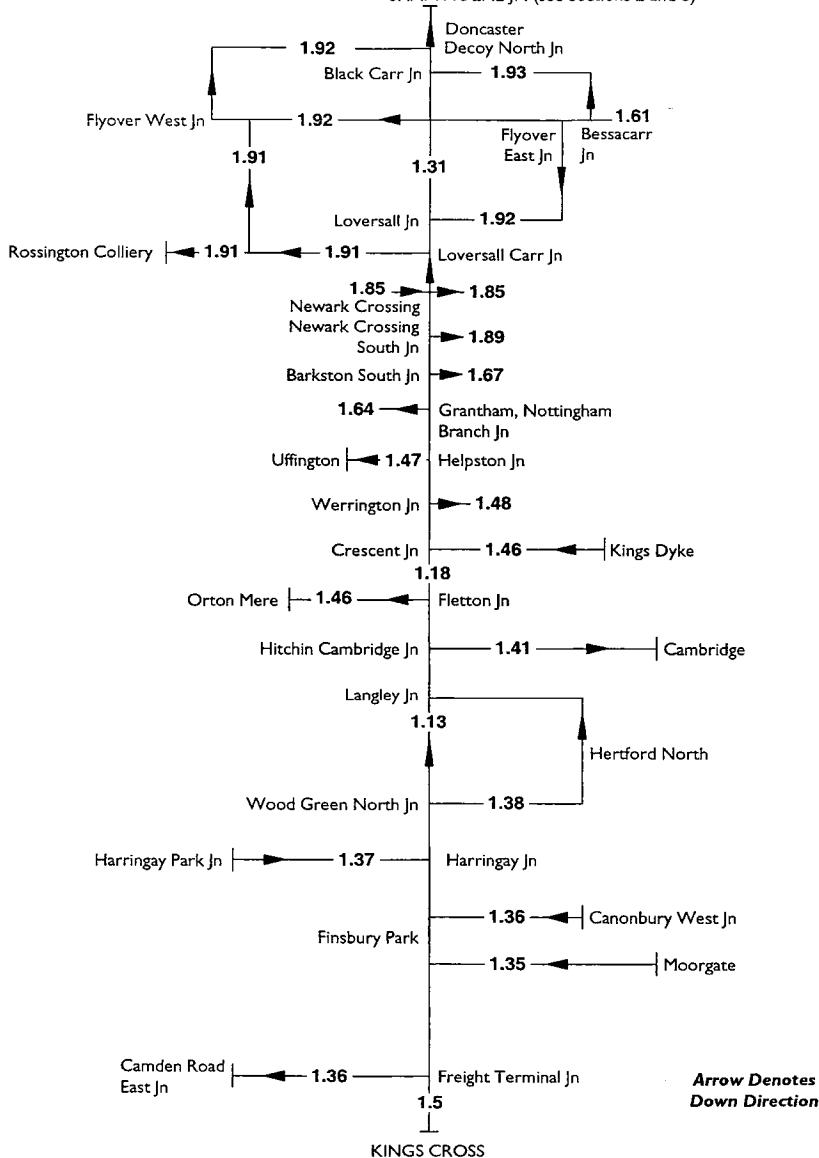
CONTENTS

	Pages
Line diagrams (the numbers shown are the page numbers in Table A)	1.2
List of lines in the sequence used throughout the section	1.4
TABLE	
A Details of running lines, maximum permissible speeds and permissible speed restrictions, etc.	1.5
) B Special Working Arrangements	1.94
D Single Lines - Delivery and Receipt of Token or Staff by Persons other than the Signaller	1.95
E Sections of Running Line where a Track Circuit Operating Device (TCOD) may be used in accordance with Rule Book Module T2	1.96
F Diesel Multiple Unit Route Clearance	1.97
F1 Electric Multiple Unit Route Clearance	1.100
G Locomotive and Coaching Stock Route Clearance	1.103
J Locomotives assisting in rear of trains	1.107
Local Instructions	1.108

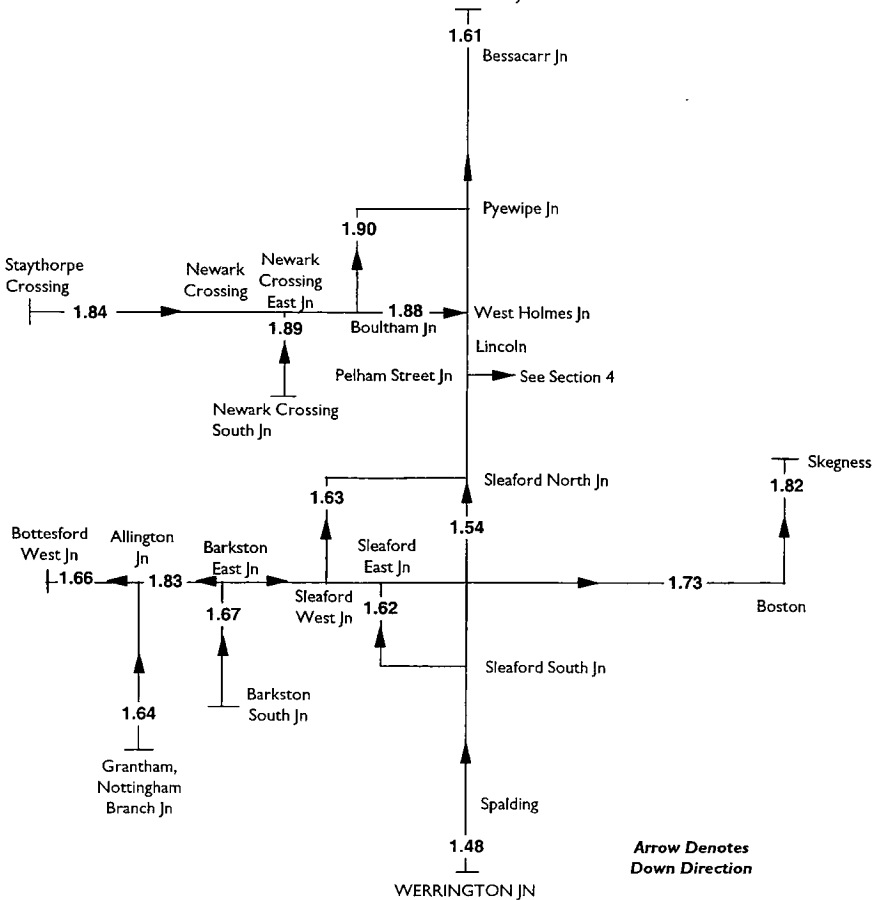
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LINES COVERED IN SECTION 1 KINGS CROSS TO SHAFTHOLME JN AND BRANCHES

SHAFTHOLME JN (see Sections 2 and 6)



LINE COVERED IN SECTION I - CONTINUED
WERRINGTON JN TO FLYOVER EAST JN VIA LINCOLN AND BRANCHES
 FLYOVER EAST JN



Line Headings in sequence throughout this Section	TPWS Fitted	Page
Kings Cross to Shaftholme Jn	Y	1.5
Moorgate to Finsbury Park Jn	Y	1.35
Canonbury West Jn to Finsbury Park Jn	Y	1.36
Freight Terminal Jn to Camden Road East Jn	Y	1.36
Harringay Park Jn to Harringay Jn	Y	1.37
Wood Green North Jn to Langley Jn via Hertford	Y	1.38
Hitchin Cambridge Jn to Cambridge	Y	1.41
Fletton Jn to Orton Mere	N	1.46
Kings Dyke to Crescent Jn	Y	1.46
Helpston Jn to Uffington	Y	1.47
Werrington Jn to Flyover East Jn via Lincoln	Y	1.48
Sleaford South Jn to Sleaford East Jn	Y	1.62
Sleaford West Jn to Sleaford North Jn	Y	1.63
Grantham, Nottingham Branch Jn to Bottesford West Jn	Y	1.64
Barkston South Jn to Skegness	Y	1.67
Barkston East Jn to Allington Jn	Y	1.83
Staythorpe Crossing to West Holmes Jn	Y	1.84
Newark Crossing Curve	Y	1.89
Boultham Jn to Pyewipe Jn	Y	1.90
Loversall Carr Jn to Flyover West Jn	Y	1.91
Rossington Colliery Branch	N	1.91
Flyover East Jn to Loversall Jn (Up Loversall Curve)	Y	1.92
Flyover East to Decoy North Jn	Y	1.92
Bessacarr Jn to Black Carr Jn	Y	1.93

Y = SOME OR ALL SIGNALS, PERMISSIBLE SPEED RESTRICTIONS OR APPROACH TO BUFFER STOPS ON THIS ROUTE HAVE BEEN FITTED WITH TPWS.

N = NO SIGNALS, PERMISSIBLE SPEED RESTRICTIONS OR APPROACH TO BUFFER STOPS ON THIS ROUTE HAVE BEEN FITTED WITH TPWS.

The fitting of TPWS on any route does not restrict the type of traffic allowed over that route. Restrictions for any class of train on any route are given in the DMU, EMU and Locomotive and Coaching Stock tables later in this publication.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KINGS CROSS	0 00	<p>KINGS CROSS TO SHAFTHOLME JN</p>	<p>AC York ECR TCB Kings Cross (K) Signal Box</p> <p>NRN Channel CSR Channel </p> <p>All lines between Kings Cross and Sandy (exclusive) controlled by Kings Cross (K) Signal box</p>
Kings Cross (K)	0 20		<p># To/From East Sidings</p>
Gasworks Tunnel (483m 528 yards)	0 22 to 0 46 0 30*		<p>All lines 0 00 to 0 64 Bi-directional working</p> <p>Key to running lines. 2F = No.2 Fast (A) 1F = No 1 Fast (B) 2S = No2 Slow (C) 1S = No1 Slow (D)</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Belle Isle	0 55*		AC York ECR TCB Kings Cross (K) Signal Box NRN Channel CSR Channel # To/from Camden Road East Jn see page 1.36
Freight Terminal Jn	0 64		
	0 65*		
	0 66*		
Copenhagen Tunnel (543m 594 yards)	0 65		
	to		
	1 12*		
	1 34		
	1 40*		
Holloway	1 44		† On the Down Fast line between 1m 60ch and 4m 60ch, the permissible speed of locomotive-hauled trains of Mark 1 & 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.
	1 57		CSR Channel Down 1m 56ch Up 2m 12ch
	1 63		DG = Down Goods UG = Up Goods
	1 70		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Finsbury Park Jn FINSBURY PARK	2 07* 2 26* 2 28* 2 33 2 41 2 56* 2 67* 3 05*		AC York ECR TCB Kings Cross (K) Signal Box NRN Channel CSR Channel change Up 2m 12ch Down 1m 56ch UC = Up Canonbury UM = Up Moorgate DM = Down Moorgate DC = Down Canonbury # = To/From Canonbury West Jn see page 1.36 ## = To/From Moorgate see page 1.35 No AWS on Down and Up Goods † On the Down Fast line between 1m 60ch and 4m 60ch, the permissible speed of locomotive-hauled trains of Mark 1 & 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. DS1 = Down Slow No 1 DS2 = Down Slow No 2

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Harringay Jn	3 29*		<p>AC York ECR TCB Kings Cross (K) Signal Box</p> <p>NRN Channel CSR Channel </p> <p># = To/From Harringay Park Jn see page 1.37</p> <p>## = To/From Hornsey EMU Depot</p> <p>C. Up Slow at 3 59 (620 yards before reaching Signal K.414). (Secured out of use)</p> <p> = Ferme Park Sidings (Down Yard).</p> <p>† On the Down Fast line between 1m 60ch and 4m 60ch, the permissible speed of locomotive-hauled trains of Mark 1 & 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>DCL = Down Carriage line worked as a Siding UCL = Up Carriage Line Worked as a Siding</p> <p>CSR Channel Change Down 4m 00ch Up 4m 47ch</p>
HARRINGAY	3 32 3 34*		
Harringay Viaduct	3 34 to 3 40 3 61*		
HORNSEY	3 77*		
	4 04		
	4 20		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wood Green South Jn	4 65* 4 68 4 70*		AC York ECR TCB Knigs Cross (K) Signal box NRN Channel CSR UCL = Up Carriage Line worked as a siding DCL = Down Carriage Line worked as a siding † On the Down Fast line between 1m 60ch and 4m 60ch, the permissible speed of locomotive-hauled trains of Mark 1 & 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.
ALEXANDRA PALACE	4 75 4 78		C. Down Slow at 5 09 (650 yards before reaching signal K.475). (Secured out of use) ⊗ = Bounds Green Depot DH = Down Hertford UH = Up Hertford # To/From Hertford North see page 1.38
Wood Green North Jn	5 07		C. Down Slow at 5 39 (Secured out of use) TOWS Wood Green Tunnels. Separate system for each bore.
Wood Green F.S. OHNS	5 15		
	5 22		
Wood Green Tunnels (644m 705 yards)	5 39* 5 41 lo 5 73 5 73* 5 76*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NEW SOUTHGATE	6 35		AC York ECR TCB Kings Cross (K) Signal Box NRN Channel CSR Channel C. Down Slow at 6 26 (724 yards before reaching signal K.489). (Secured out of use)
	7 40*		TOWS Barnet Tunnels separate systems for each bore.
Barnet Tunnel (553m 605 yards)	7 42 to 7 70		C. Down Slow at 8 11 (740 yards before reaching signal K.505). (Secured out of use)
	7 73*		
OAKLEIGH PARK	8 30		
Barnet South Crossovers	8 74 to 9 00		C. Down Slow at 8 61 (715 yards before reaching signal K.509). (Secured out of use)
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 60 to 10 70		TOWS Hadley North Tunnel separate systems for each bore.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Potters Bar Tunnel (1110m 1214 yards)	11 23* 11 25 to 12 00 12 03* 12 36 12 40*		AC York ECR TCB Kings Cross (K) Signal Box NRM Channel CSR Channel TOWS Potters Bar Tunnel separate system for each bore C. Down Slow at 12 35 (740 yards before reaching signal K.537). (Secured out of use)
POTTERS BAR	12 53 12 57		CSR Channel Change Down 14m 26ch Up 13m 46ch
Potters Bar TSC OHNS	13 21 14 25*		
BROOKMANS PARK	14 37 14 47*		
WELHAM GREEN Marshmoor	15 50 16 06		
HATFIELD	17 54		Automatic Track Warning System with flashing lights on all lines 16 04 - 17 31
Welwyn F.S. OHNS	19 29		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WELWYN GARDEN CITY	19 63* 19 65* 20 25		AC York ECR TCB Kings Cross (K) Signal Box NRN Channel 023 CSR Channel 35 = Through siding not TCB working UBP - Up Back Platform (160m 525 feet) DBP - Down Back Platform (160m 525 feet) # To/From EMU Sidings
Digswell	21 07* 21 18 21 24* 21 36		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WELWYN NORTH	22 00		AC York ECR TCB Kings Cross (K) Signal Box NRN Channel CSR Channel
Welwyn South Tunnel (408m 446 yards)	22 08* 22 11 to 22 31		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)	22 44 to 23 12 23 15*		CSR Channel Down 24m 40ch Up 24m 45ch
Woolmer Green GSP Crossover	23 58		
Woolmer Green	23 68 23 72*		
KNEBWORTH	25 03		C. Up Slow at 25 69 (705 yards before reaching signal K.640). (Secured out of use)
Langley Jn FS OHNS	25 73		CW. Up Slow at 26 30 (700 yards before reaching signal K.652).
Langley Jn Up	26 45		# To/From Hertford North see page 1.40
Langley Jn Down	26 59		Hot Axle Box Detectors on the Down Fast and Down Slow lines at 26 62 TOWS Down Slow 27 05 to Hertford Branch.
STEVENAGE	27 45		PP is authorised in the Down Slow platform for Class 1, 2 and 5 EMU trains booked to call at Stevenage. C. Up Slow at 28 60 (700 yards before reaching signal K.668). (Secured out of use) C.Up Slow at 29 40 (700 yards before reaching signal K.674). (Secured out of use)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hitchin 'A' GF	31 11* 31 18 31 27 31 50		AC York ECR TCB Kings Cross (K) Signal Box NRN Channel CSR Channel Hot Axle Box Detectors on the Up Fast and Up Slow lines at 29 70 C. Up Slow at 30 12 (700 yards before reaching signal K.678). (Secured out of use) C. Up Slow at 30 71 (719 yards before reaching signal K.686). (Secured out of use)
HITCHIN	31 74		Yard Line worked as a Siding 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 Automatic Track Warning System with flashing lights on Down Slow 32 00 – 32 11
Cambridge Jn	32 06* 32 11 32 12*		# To/From Cambridge see page 1.41 C. Up Slow at 33 09 (1146 yards before reaching signal K.710) (Secured out of use)
OHNS Hitchin TSC OHNS	32 47 32 57		
Cadwell	33 42		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
ARLESEY	37 03 38 41*		AC York ECR TCB Kings Cross to Sandy (excl) controlled by Kings Cross (K) Signal box NRN Channel CSR Channel
East Road LC R/G	39 33*		C. Up Slow at 33 47 (740 yards before
Holme Green LC R/G	39 34		reaching signal K.714). (Secured out of use)
Biggleswade	40 06		T = Jiggs Lane Public Bridleway LC at 38 61
Crossovers	40 42		
to			
Biggleswade TSC OHNS	40 58 40 64		+ = Down Fast to Down Slow connection speed is 40mph
BIGGLESWADE	41 13		
No 42 LC R/G	42 10 42 12* 42 40*		Hot Axle Box Detectors on the Up Fast and Up Slow lines at 42 10
	43 19*		CSR Channel Change
Sandy South Jn	43 59 to 43 64		Down 42m 20ch Up 43m 51ch
SANDY	44 10		
Sandy North Jn	44 63		Sandy to Stoke controlled by Peterborough (P) Signal box TCB
Everton LC CCTV	46 31		
Tempsford LC CCTV	47 16*		
No 55 LC R/G	47 38 48 16 48 17*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Little Barford	49 69		AC York ECR TCB Peterborough (P) Signal Box
Little Barford F.S. OHNS	49 72		NRN Channel CSR Channel
	50 04*		# = To/From Little Barford Sidings (Ground Frame controlled connection)
	51 03*		
St. Neots South Jn	51 23		
	51 40		
St. NEOTS	51 58		
St. Neots North Jn	52 26		
	53 68*		Hot Axle Box Detectors on the Down Fast and Down Slow lines at 54 07
Cardells LC R/G	54 07		TOWS all lines between 54 20 and 55 20
	54 46*		
No 65 LC R/G	54 52		
No 66 LC R/G Footpath	54 70		
No 71 LC R/G Footpath	55 63		TOWS all lines between 55 20 and 56 00 T = Firbanks No.3 UWC at 55 23
Offord LC CCTV	55 76		
	56 17*		
	56 31*		TOWS Huntingdon overbridge 144 Down lines only.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Huntingdon South Jn	58 35		AC York ECR TCB Peterborough (P) Signal Box NRN Channel CSR Channel
HUNTINGDON	58 70		
	59 12*		
Huntingdon North Jn	59 20		
	61 24*		
	61 65*		
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 26		
	69 30*		
Holme Lode LC CCTV	70 02		
Stilton Fen	70 78		
	71 00*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Fletton Jn	72 00* 74 75* 75 02 75 16 75 24*		AC York ECR TCB Peterborough (P) Signal box NRN Channel CSR Channel # = To/From Orton Mere see page 1.46

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Crescent Jn PETERBOROUGH	76 10*		AC York ECR TCB Peterborough (P) Signal Box NRN Channel CSR Channel # = To/From Kings Dyke see page 1.46 ## = To/From Nene Carriage Sidings U2 = Up Slow No2 TWG = Two Way Goods Line PP is authorised in platforms 2, 3, 4, and 5. 76m 40ch End of CSR coverage
	76 19*		
	76 25*		
	76 29		
	76 31*		
	76 35*		
Peterborough(P)	76 47*		
	76 57*		
	76 60*		
	76 70*		
	76 71*		
Eastfield	77 02		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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Tallington LC CCTV	84 64		AC York ECR TCB Peterborough (P) Signal Box NRN Channel
Tallington Crossovers	84 70 to 85 02		
Greatford LC CCTV	87 08		
	91 42*		C. Down Slow at 89 60 (700 yards before reaching signal P.569). (Secured out of use)
Bytham F.S. OHNS	92 12* 92 29		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Highdyke	101 46		AC York ECR TCB Doncaster (D) Signal Box NRN Channel
Grantham South Jn	104 77* 105 01		TOWS Saltersford DM, UF, US, 103 40 to 104 40.
GRANTHAM	105 10* 105 27*		TOWS D&UM 105 20 and 106 40. PP is authorised on the Down/Up Slow Platform for Class 1,2 and 5 trains.
	105 38		DUS = Down/Up Slow DUG = Down/Up Goods
	105 42*		Class 373/2 trains must not exceed 110 mph on the Down Main/Fast line between Grantham 105 77 and Shaftholme Jn 160 00 (No lineside signs are provided for this speed restriction.)
Nottingham Branch Jn	105 52* 105 77*		# = To/From Bottesford West Jn see page 1.64
Grantham North Jn	106 08 106 34		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Claypole Down Loop	115 46		AC York ECR TCB Doncaster (D) Signal Box
Barnby Lane LC CCTV	115 73		NRN Channel
	116 09*		DPL (723m/2373 feet)
	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		
NEWARK NORTH GATE	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 078.
	120 21*		D&UGL (486m / 1596 feet)
Whitehouse Lane Footpath LC R/G	120 40		
Newark Crossing South Jn	120 51		
	120 62*		# To/from Newark Crossing East Jn see page 1.89
Newark Crossing	120 63		## To/From West Holmes Jn see page 1.85
	121 00*		### To/From Staythorpe Crossing see page 1.85
Church Lane LC CCTV	122 07		
Bathley Lane LC CCTV	122 78		
Norwell Lane LC CCTV	123 38		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
North Muskham TSC OHNS Cromwell Lane LC CCTV	123 40 124 55		AC York ECR TCB Doncaster (D) Signal Box NRN Channel
	125 42 125 53 125 60*		Hot Axle Box Detector on the Up Main line at 124 55 Crossovers worked from Carlton Gate box
Carlton Loops	126 19*		DPL (755m / 2478 feet) UPL (755m / 2478 feet)
Carlton LC CCTV	126 26 126 27		
Eaves Lane LC R/G Bridleway	127 02		
Barrel Lane LC R/G Footpath	127 08		
Grassthorpe Lane LC	128 30		
Egmanton LC CCTV	130 29		TOWS Egmanton Curve both lines south of Egmanton LC to Tuxford Emergency Crossover. Must not be used when Emergency Crossover is to be used.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Tuxford GSP	131 50		AC York ECR TCB Doncaster (D) Signal Box NRN Channel
Askham Tunnel (52m 57 yards)	132 48* 134 37 134 40*		TOWS Lincoln Road Curve both lines 132 60 to 133 60 Hot Axle Box Detector on the Down Main line at 134 37
Grove Road GSP	136 27 136 29*		Crossovers worked from Grove Road GSP T= Eaton Lane Public Bridleway LC at 136 44
Grove Road LC CCTV	137 37		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Bolney Bay LC CCTV	140 53		AC York ECR TCB Doncaster (D) Signal Box NRN Channel
Barnby Moor and Sutton LC CCTV	141 56		
Torworth LC CCTV	143 17 143 18 143 25*		Hot Axle Box Detector on the Up Main line at 143 17 DPL = (755m / 2478 feet) UPL = (755m / 2478 feet)
Ranskill Loops	143 65*		
Ranskill LC	143 72 143 79 144 09		Crossovers worked from Ranskill Gate Box.
No 238 LC R/G	144 57 146 71*		T = School Lane Public Bridleway LC at 145 53 T = Scrooby UWC at 145 68
Bawtry TSC OHNS	147 58 148 39*		TOWS Bawtry curve both lines between Bawtry Viaduct and Bawtry Emergency Crossover. Must not be used when Emergency Crossover is to be used.
Bawtry Crossovers GSP	148 55		Hot Axle Box Detector on the Down Main line at 148 55





Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Rossington LC CCTV	151 28		AC York ECR TCB Doncaster (D) Signal Box NRN Channel
Rossington GSP	151 71		Crossovers worked from Rossington GSP
Loversall Carr Jn	152 00		UES = Up East Slow # To Flyover West Jn see page 1.91
Loversall Jn	152 36		## From Flyover East Jn see page 1.92
Black Carr Jn	153 18		### To/From Bessacarr Jn see page 1.93 \$ = Flyover see page 1.92 DL/UES = Down Loco/Up East Slow

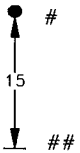


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Potteric Carr Jn	153 69 153 74 153 78		AC York ECR TCB Doncaster (D) Signal Box NRN Channel ## To/From Flyover East Jn see page 1.92 ### To/From Doncaster International Railport #### To/From Doncaster Royal Mail Terminal PF = Permissive working is authorised for Class 0 trains only. UES = Up East Slow. TL = Transfer Line U3 = Up Goods No3 U2 = Up Goods No2 U1 = Up Goods No1 DL/UES = Down Loco/Up East Slow D/US1 = Down/Up Slow No1 DS2 = Down Slow No2 DR = Down Reception (Not TCB)
Decoy North Jn	154 13		
	154 36*		
Carr (Up Goods line & Transfer line only.)	154 50*		
	155 23* 155 25*		
Sand Bank Jn Balby Bridge Tunnel (86m 95 yards) Bridge Jn	155 32* 155 34 to 155 38 155 38 155 39		##### = To/From St James Jn see Section 5 D/UWS1 = Down/Up West Slow No.1 D/UWS2 = Down/Up West Slow No.2

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
South Yorkshire Jn (DS)	155 55*		AC York ECR NRN Channel
South Yorkshire Jn (US)	155 59		TCB Doncaster (D) Signal Box DL/UES = Down Local/Up East Slow D/UWS1 = Down/Up West Slow No1 D/UWS2 = Down/Up West Slow No2 # To/From Sheffield see Section 5 ## To/From Sidings (DS) = Down Sheffield (US) = Up Sheffield
Doncaster (D)	155 65		
DONCASTER	155 77		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
	156 06* 156 07*		
Doncaster North Jn	156 09		
	156 20*		
Marshgate Jn	156 26		TS = Thorne Slow DLS = Down Leeds Slow DLG = Down Leeds Goods
			### To/From Hull/Cleethorpes see Section 4 #### To/From Leeds see Section 6
Doncaster F.S.	156 50		
OHNS	156 53*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Moor Hills LC CCTV	156 66 157 00		AC York ECR TCB Doncaster (D) Signal Box NRN Channel
No 263 LC R/G	157 30 157 46		DPL = (544m / 1785 feet)
Arksey LC CCTV	157 76 158 02		
	158 43		
Daw Lane LC CCTV	159 10 159 18		Hot Axle Box Detector on the Up Main line at 159 10 T = Masserellas Public Bridleway at LC 159 66
	160 00*		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).
Shaftholme Jn	160 16		# = To/From Knottingley see Section 6
	160 30*		## = To/From York see Section 2

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		MOORGATE TO FINSBURY PARK JN	
MOORGATE	0 00		DC York ECR TCB Kings Cross (K) Signal Box CSR Channel
	0 13*		Both lines run within Moorgate
	0 15*		Tunnels between 0 00 (Moorgate)
OLD STREET	0 45		and 2 52 (Drayton Park).
Poole Street	1 22		
	1 49*		
ESSEX ROAD	1 59		UM = Up Moorgate
	1 61*		DM = Down Moorgate
HIGHBURY & ISLINGTON	2 21		
DRAYTON PARK	2 56		DC Change at 2 56
	2 64*		AC
Finsbury Park Jn	3 37		AC York ECR
			## To/From Finsbury Park see page 1.7

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
CANONBURY WEST JN TO FINSBURY PARK JN			
Canonbury West Jn	3 12 3 15*		# See East Anglia Region Sectional Appendix Controlled by Dalston Western Jn (D) Signal box. AC Romford ECR NRN Channel change at 3 12 AC York ECR from 3 20  
OHNS/Network Rail East Anglia/LNE Regional Boundary Canonbury Tunnel (498m 545 yards)	3 16* 3 20 3 21 3 45*		TOWS Canonbury West Jn to 3 51
Highbury Vale Jn	3 61		Controlled by Kings Cross (K) Signal box. TCB
	4 07*		UC = Up Canonbury U+DC = Up + Down Canonbury
Finsbury Park Jn	4 26* 4 33		## To/From Down Goods see page 1.7 ### To Finsbury Park see page 1.7
FREIGHT TERMINAL JN TO CAMDEN ROAD EAST JN			
Freight Terminal Jn	0 00		# To/From Finsbury Park see page 1.6 Controlled by Kings Cross (K) Signal box. TCB AC York ECR
North London Incline OHNS	0 04* 0 08		NRN Channel change at 0 08  
Network Rail LNE / East Anglia Regional Boundary	0 31 0 34*		
Camden Road East Jn	0 50		Controlled by Camden Road Jn (CR) Signal box ## See East Anglia Region Sectional Appendix

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HARRINGAY PARK JN TO HARRINGAY JN	
Harringay Park Jn (H)	0 25		# See East Anglia Region Sectional Appendix
Network Rail East Anglia/ LNE Regional Boundary	0 14		NRN Channel change  
Harringay Jn	0 03		Controlled by Kings Cross (K) Signal box. TCB ## To/From Hornsey see page 1.8

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
GRANGE PARK	8 35 8 41*		AC York ECR TCB Kings Cross (K) Signal Box NRN Channel CSR Channel
ENFIELD CHASE	9 09 9 48		
GORDON HILL	9 69		CSR Channel Change UP 10m 32ch Down 10m 32ch
CREWS HILL	10 12* 11 40		C Down at 10 67 (760 yards before reaching signal K.879). (Secured out of use).
CUFFLEY	13 17 13 42		Crossovers worked from Cuffley Ground Frame


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ponsbourne Tunnel (2km 454m 1m 924 yards)	14 59 to 16 21		AC York ECR TCB Kings Cross (K) Signal Box
BAYFORD	16 56		NRN Channel CSR Channel
HERTFORD NORTH	19 48		# To/From EMU Sidings
Hertford North TSC	19 76		PP Down Main Platform
OHNS	20 14 to		
Molewood Tunnel (332m 364 yards)	20 31		
WATTON-AT-STONE	23 72		CSR Channel Change Up 27m 38ch Down 27m 31ch
Langley South Jn	27 23 27 26		
Langley Jn OHNS	27 32* 27 47 27 53*		Down Line Bi-Directional between 27 25 and 28 15
Langley Jn OHNS	27 69		
Langley Jn Up	28 01 28 07*		
Langley Jn Down	28 15		## To/From Stevenage see page 1.13

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
ASHWELL & MORDEN	40 19*		AC York ECR TCB Kings Cross (K) Signal Box NRN Channel CSR Channel
	40 59*		UC = Up Cambridge DC = Down Cambridge
	41 00		
	41 08*		
	43 03		
Litlington TSC OHNS	43 03		
Litlington LC AHBC	43 13*		
Ivy Farm LC R/G	44 19		
	44 20*		
	44 46		
	44 59		T = A505 Roundabout (South) Public Bridleway LC at 43m 51ch CW Up at 44 40 (700 yards before reaching signal K976) (Secured out of use)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
ROYSTON	44 70*		AC York ECR TCB Kings Cross (K) Signal Box
	44 72		NRN Channel CSR Channel
	45 20*		PP is authorised for Class 1, 2 and 5 trains booked to call at Royston
	45 26*		TCB Lines between Royston (exclusive) and Cambridge controlled by Cambridge (CA) Signal box
	45 27		
Network Rail LNE / East Anglia Regional Boundary	45 60*		CSR Channel Change Up 45m 60ch Down 45m 60ch
MELDRETH	47 75		NRN Channel change at 46 00
Meldreth Road LC AHBC	49 22* 49 37		
Shepreth LC AHBC	49 40* 49 63		
SHEPRETH	49 67		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Angle Lane LC R/G	50 00* 50 05 50 15*		AC York ECR TCB Cambridge (CA) Signal Box NRN Channel CSR Channel
Foxton LC FOXTON	50 74 50 77 51 60*		
Harston LC AHBC	52 40* 52 46		T = Hayes UWC at 52 02
Hauxton LC AHBC	53 78* 54 01		T = Rectory Farm UWC at 54 45
	54 72* 55 18*		# = To/From Liverpool Street. See East Anglia Region Sectional Appendix
Shepreth Branch OHNS	55 20		AC York ECR Change at 55 20
Shepreth Branch Jn	55 26 53 06		AC Romford ECR
	54 47* 54 51		Hot Axle Box Detector on the Down Main line at 53 10
	55 20*		CSR Channel Change
	55 30*		T = No. 91 Dukes LC UWC at 53 34 T = No. 92 Pembertons UWC at 54 04 T = Red Cross Lane UWC at 54 18

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Cambridge (CA)	55 35		AC Romford ECR TCB Cambridge (CA) Signal Box NRN Channel CSR Channel PP – Platforms 1 and 4 UDG = Up & Down Goods # = Carriage Sidings DGL = Down Goods Line (North) (570m/1869 feet) ## = Coldham Lane Depot ### To/From Ely and Chippenham Jn see East Anglia Region Sectional Appendix
CAMBRIDGE	55 52		
	56 03*		
Coldham Lane Jn	56 51		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HELPSTON JN TO UFFINGTON	AC York ECR TCB Peterborough (P) Signal box
			NRN Channel 
Helpston Jn	16 71		# To/From Peterborough see page 1.21
Helpston LC	16 56		UST = Up Stamford. DS/DST = Down Slow/Down Stamford. DST = Down Stamford.
Maxey LC CCTV	16 09		## = To Grantham see page 1.21
Bainton Green LC AHBC	15 33		Hot Axle Box Detector on the Up Stamford line at 15 33
	14 58*		T = Ballast Pits UWC at 14 55
Bainton LC AHBC	14 20		
Network Rail LNE / Midlands Regional Boundary	13 60		T = Aldwinkle at 13 57 T = Brassey at 13 09
Uffington (UN) LC	12 75		AB Uffington to Ketton
			### To/From Stamford see Network Rail Midlands Region Sectional Appendix

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Werrington Jn	79 34	<p style="text-align: center;">WERRINGTON JN TO FLYOVER EAST JN VIA LINCOLN</p>	TCB Peterborough (P) Signal box
	79 40*		NRN Channel 023
	79 56*		# To/From Peterborough see page 1.20
	80 10*		
Folly Bank LC AHBC	82 01		T = Peakirk UWC at 81 45
			T = Welland Bank UWC at 82 53
St. James Deeping LC	83 38		AB St James Deeping to Littleworth
Stowgate LC AHBC	84 38		T = No. 22 UWC at 84 46
		60	


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Littleworth LC	87 61		<p>NRN Channel </p> <p>AB St James Deeping to Littleworth</p> <p>T = No. 24 UWC at 84 79</p> <p>AB Littleworth to Spalding</p> <p>T = Tinsleys (Campains Lane) UWC at 88 59</p>
Lucks Road LC AHBC	90 02		
South Drove LC AHBC	90 63		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel AB Littleworth to Spalding Change of ELR $\frac{WEB}{SPD}$ TCB Spalding to Mill Green
London Road LC AHBC	91 61		
Hawthorn Bank LC CCTV	92 08		
	92 14*		
	92 51*		
	<u>92 58</u>		
	44 07		
Spalding (S) LC	44 13		
	44 14*		
SPALDING	44 26		
	44 57*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel TCB Spalding to Mill Green AB Mill Green to Gosberton T = No. 84 UWC at 46 46 T = No. 85 UWC at 46 59
Park Road LC	44 62*		
Mill Green (MG) LC	44 74*		
Blue Gowts LC	45 42		
Cherry Holt LC AHB-X	46 00		
Flax Mill LC	46 66		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Bearly Fen LC	47 22		NRN Channel AB Mill Green to Gosberton T = Beech Bank UWC at 47 68
No.94 Water Drove LC	48 09		
Cheal Road LC	48 31		
Gosberton	49 13		AB Gosberton to Blotoff
Gosberton LC	49 26		
Brewery Lane LC	50 19		
Quadring LC AHB-X	51 10		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Church Lane LC	51 47		NRN Channel
Golden High Hedges LC	51 58		AB Gosberton to Blotoff T = Town Dam Drove UWC at 51 28
Malting Lane LC AHB-X	52 29		T = South Ings UWC at 52 19 NRN Channel Change
Blotoff LC	55 25		Down 54 10, Up 54 11
Blotoff SB	55 26		AB Blotoff to Sleaford South Jn
	59 65*		T = No.135 UWC at 56 56 T = Barnes UWC at 56 77
	60 25*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Sleaford South Jn Sleaford South	61 04*	UM DM 55 55	NRN Channel 
	61 67*	55 30 * 55	AB Blotoft to Sleaford South Jn
	61 71*	10 *	T = Beavers UWC at 61 71
	62 14*	15 55 *	Sleaford South Jn, change of ELR SPD1 to SPD2
	62 15	40 25 55 * #	AB Sleaford South Jn to Sleaford North Jn # To/From Sleaford East Jn see page 1.62
	62 60*	40 DA	CW. Down Avoiding Line at 62 16 DA - Down Avoiding Line (Secured out of use)
Sleaford North Jn LC	62 64*	55D * UA	UA - Up Avoiding Line ## To/From Sleaford West Jn see page 1.63
	63 48	15	AB Sleaford North Jn to Scopwick
	63 49	55	
	63 54	55	T = Holdingham Lane UWC at 64 20

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
RUSKINGTON	65 65		NRN Channel  AB Sleaford North Jn to Scopwick T = Leasingham Moor (Whitehouse Farm) UWC at 64 68
Rowston LC	69 33		T = No. 275 UWC at 69 59
Scopwick LC	70 48		AB Scopwick to Blankney T = Martin Road UWC at 72 09 T = Blankney Estates UWC at 72 44
Blankney LC	72 79		AB Blankney to Pelham Street
METHERINGHAM	73 03		T = Robinsons UWC at 73 43 T = Ox Pasture Lane Public Bridleway at 73 62 T = Howards UWC at 75 70




Location	Mileage	Running Lines and Speed Restrictions	Signalling and Remarks
Brayford LC CCTV East Holmes	82 57 82 60		NRN Channel Change AB High Street to East Holmes AB East Holmes to West Holmes on Down and Up Main lines No Block regulations apply on Down and Up Goods lines
	82 75*		
	83 20*		
West Holmes Jn (WH)	83 29		TCB West Holmes Jn (WN) Signal Box
	83 31*		# To/From Newark Castle see page 1.88

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Pyewipe Jn	84 13		NRN Channel TCB controlled by West Holmes (WH) Signal box # To/From Boultham Jn see page 1.90
	84 19*		
Kesteven LC AHB-X	87 41		T = No. 304 UWC at 86 61 T = River Bank (No. 305) UWC at 87 04
Saxilby LC	88 41		AB Saxilby to Slow Park

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SAXILBY	88 51		<p>NRN Channel </p> <p>AB Saxilby to Stow Park</p> <p>T = Hochkings UWC at 88 57</p> <p>T = No. 316 UWC at 88 75</p>
No. 318 Sykes Lane LC	89 15 89 20* 89 32*		
Stow Park LC	93 13		<p>AB Stow Park to Gainsborough Lea Road</p> <p>T = Hansons UWC at 95 08</p> <p>T = Foxes UWC at 95 35</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
GAINSBOROUGH LEA ROAD	98 00* 98 03 98 09		NRN Channel AB Stow Park to Gainsborough Lea Road
Gainsborough Trent Jn/ Trent East Jn	98 56*		AB Gainsborough Lea Road to Gainsborough Trent Jn Gainsborough Lea Road Down Section signal is not interlocked with the Down Block Instrument to Gainsborough Trent Jn.
Trent West Jn	98 68* 98 75*		CW Up at 98 48 (390 yards before reaching Gainsborough Trent Jn Section/ Gainsborough Lea Road Outer Home Signal). # = To/From Sidings ## = To/From Wrawby Jn see Section 4
Beckingham LC	100 78		Gainsborough Trent East Jn, change of ELR SPD3 to MAC3 AB Gainsborough Trent Jn to Beckingham. Hot Axle Box Detector on the Down Main line at 98 56 Controlled by Gainsborough Trent Jn Signal box Gainsborough Trent West Jn Change of ELR MAC3 to SPD4 ### = To/From Sheffield see Section 4
North Carr LC	104 66		TCB Beckingham (B) Signal box UGL = (640m/2100 feet) + To be used only as shown in UGL = (640m/2100 feet) Local Instructions, page 1.122
Haxey LC CCTV	105 58 106 24*		T = Masons UWC at 101 35 T = Tetheringrass Lane UWC at 101 54 T = Walkeringham UWC at 102 52 T = Tindall Bank Public Bridleway LC at 105 32

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>TCB. Beckingham (B) Signal Box</p> <p>NRN Channel </p> <p>T = Broomston UWC at 108 13</p> <p>TCB Doncaster (D) Signal Box area between Park Drain LC and Flyover East Jn</p> <p>Hot Axle Box Detector on the Down Main line at 112 73</p> <p>T = Burrells UWC at 113 62</p> <p>T = Hayfields UWC at 114 06</p> <p>C Down at 115 52</p> <p>DLF - Down Lincoln Flyover.</p> <p>ULF - Up Lincoln Flyover</p> <p>ULDL - Up Lincoln/Down Loco.</p> <p>Bessacarr Jn, change of ELR SPD4 to SPD5</p> <p>T = Carr Lane UWC at 115 72</p> <p># To/From Black Carr Jn see page 1.93</p> <p>## To Loversall Jn see page 1.92</p> <p>### To/From Decoy North Jn see page 1.92</p>
Park Drain LC CCTV	108 52		
Beech Hill LC AHBC	109 72* 109 73		
Wroot Road LC CCTV	111 53		
Finningley LC	112 08		
Auckley LC AHBC	112 73* 113 63*		
Bessacarr Halt LC R/G	115 48 115 57*		
Bessacarr Jn	115 72		
Flyover East Jn	116 20		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SLEAFORD SOUTH JN TO SLEAFORD EAST JN	
Sleaford South Jn	0 00	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">25</div> # </div>	TCB Sleaford South (SS) Signal box
Sleaford South	0 05*	<div style="text-align: center;">  </div>	NRN Channel 
		40	# To/From Spalding see page 1.54
	0 41*	<div style="text-align: center;">  </div>	
Sleaford East Jn	0 43	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">25</div> ## </div>	TCB by Sleaford East (SE) Signal box ## To/From Sleaford Station see page 1.70


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SLEAFORD WEST JN TO SLEAFORD NORTH JN	
Sleaford West Jn	1 34		NRN Channel # To/From Sleaford Station see page 1.69 TCB Sleaford West (SW) Signal box T = Fen Crossing UWC at 1 52 TCB Sleaford North (SN) Signal Box # To/From Lincoln Central see page 1.54
Sleaford North Jn	3 42		

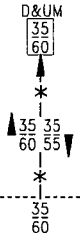



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
GRANTHAM, NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN			
Nottingham Branch Jn	106 08		TCB Doncaster (D) Signal box
	106 13		NRN Channel
	106 16*		# To/From Grantham see page 1.24
	106 60*		
	107 25*		
	107 26*		
Gonerby Tunnel (502m 550 yards)	107 27 to 107 52		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Allington Jn LC			<p>TCB Doncaster (D) to Allington Jn (A)</p> <p>NRN Channel </p> <p>Hot Axle Box Detector on the Up Main Line at 108 64</p> <p># To/From Barkston East Jn see page 1.83</p> <p>AB Allington Jn to Bottesford West Jn</p> <p>NRN Channel Change Up 108 60, Down 109 00 </p>
	108 65*		
	108 69		
	108 71		
Sewestern Lane LC R/G	108 74*		
	109 70*		
	110 69		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Network Rail LNE / Midlands Regional Boundary	111 60*		NRN Channel AB Allington Jn to Bottesford West Jn. T = Cox's Walk UWC at 111 10 T = Taylors UWC at 111 72
BOTTESFORD	112 68		T = Bottesford UWC at 112 75
Normanton LC AHB-X	113 10		
Bottesford West Jn (BW)	113 75* 113 78		C. Up at 113 70 (335 yards after passing Section signal). # To/From Nottingham see Network Rail Midlands Region Sectional Appendix


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN Channel </p> <p>AB Barksdon East Jn to Ancaster</p> <p>T = Applewhites No. 3 UWC at 112 65</p> <p>T = Cradburns No. 4 UWC at 113 09</p> <p>T = No. 6 UWC at 113 25</p> <p>AB Ancaster to Rauceby</p> <p>T = No. 18 UWC at 117 05</p>
Sudbrook LC AHB-X	113 72 114 00*		
	114 37*		
Ancaster LC	114 48		
ANCASTER	114 53		
	114 64*		
	115 28*		
Wilsford LC AHB-X	116 59		
	117 47		
Kelby Lane LC AHB-X	117 59*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Rauceby (RY) LC	118 31*		NRN Channel 
RAUCEBY	118 39		AB Ancaster to Rauceby
	118 42		AB Rauceby to Sleaford West
Quarrington LC AHBC	118 79		
Sleaford West Jn	120 29		T = Mountains No.29 UWC at 119 48
Sleaford West (SW) LC	120 33		# To/From Sleaford North Jn see page 1.63
	120 35*		TCB Sleaford West (SW) to Sleaford East (SE)
			## To/From Sidings (2)
			DM/DJ - Down Main/Down Joint LL - Local Line
			PP authorised on the Local Line and DM/DJ in the Down direction only and on the Up Main

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Kirkby Laythorpe LC AHBC	122 07*		NRN Channel  TCB Sleaford East (SE) to Heckingham
	122 51*		
	122 52		
Burton Lane No.1 LC AHBC	123 55		T = Whitehouse Farm UWC at 124 48
Burton Lane No.2 LC AHBC	125 05*		T = Simpsons UWC at 125 24

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel TCB Heckington (HN) Signal Box AB Heckington to Hubberts Bridge
Heckington (HN) LC	125 51*		
	125 53*		
HECKINGTON	125 54		
	125 57		
Great Hale Drove No.1 LC AHBC	126 27*		
Great Hale Drove No.2 LC AHB-X	127 24		
Swineshead LC AHBC	130 21		
SWINESHEAD	130 25		
			T = Stones Sidings UWC at 128 30


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hubberts Bridge LC	133 46		TCB Hubberts Bridge (HB) Signal Box
HUBBERTS BRIDGE	133 48		NRN Channel
	133 52*		AB Heckington to Hubberts Bridge
	133 53*		
Wyberton LC CCTV	135 58		TCB. West Street Jn (WS) Signal box area from Wyberton
	136 40*		
	137 06		137m 06ch change of ELR GRS2 to GRS3
	106 70		# To/From Boston Docks
	106 73*		
Sleaford Sidings	106 75*		
Ground Frame	107 00		
Broadfield Lane LC CCTV	107 12*		
Boston	107 13		
West Street Jn (WS) LC			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
BOSTON	107 24		NRN Channel  TCB. West Street Jn (WS) Signal box area to Grand Sluice Jn Q = Ground Frame controlled
	107 35		
Grand Sluice LC CCTV	107 41		
	107 56*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN Channel </p> <p>TCB West Street Jn (WS to Sibsey (S))</p> <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		
Willows Lane LC AHBC	110 15		

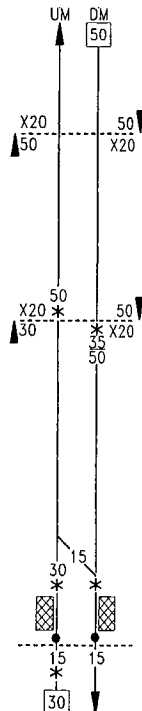
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN Channel </p> <p>TCB West Street Jn (WS) to Sibsey (S)</p> <p>T = Hurn Road UWC at 110 35</p> <p>T = Hurn Lane UWC at 110 53</p> <p>T = No.18 UWC at 111 45</p> <p>AB Sibsey to Bellwater Jn</p>
High Ferry Lane LC AHBC	111 04		
High Ferry LC AHBC	111 23		
Sibsey (S) LC	112 07 112 12		




Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Old Leake LC AHB-X	113 59		NRN Channel AB Sibsey to Bellwater Jn T = Wards Dyke UWC at 112 25 T = Hobhole Bank UWC at 113 54 T = Hobhole Bank Bridleway at 113 57 T = No.30 UWC at 113 64
Simmon House LC AHB-X	114 11		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
LC AHB-X Boston and Spilsby Road	116 24		NRN Channel  AB Sibsey to Bellwater Jn
Eosville LC AHB-X	116 78		T = Grants UWC at 117 00
Bellwater Jn LC	118 56		AB Bellwater Jn to Thorpe Culvert
Little Sleeping LC AHB-X	120 20		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Former Firsby South Jn	122 02*		<p>NRN Channel </p> <p>AB Bellwater Jn to Thorpe Culvert T = Wainfleet (Low Road/Spilsby Road) UWC at 121 72</p>
Former Firsby East Jn	122 22 0 26 0 30*		122m 22ch Change of ELR GRS3 to GRS4
Lymn Bank LC AOCL-X	1 46 1 60*		<p>Class 0, 1, 2, 3 and 5 trains are permitted to approach Lymn Bank AOCL of 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</p> <p>T = Couplands LC UWC at 2 03</p>
Thorpe Culvert (TC) LC	2 12* 2 21		AB Thorpe Culvert to Wainfleet
THORPE CULVERT	2 24 2 30* 2 67*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Brewster Lane LC AOCL-X	3 06		NRN Channel AB Thorpe Culvert to Wainfleet 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. 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. AB Wainfleet to Skegness
Matt Pitts Lane LC AOCL-X	3 62* 3 63*		
WAINFLEET	4 12* 4 15		
Wainfleet LC	4 18 4 20*		



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
AHB-X Wainfleet Bypass LC	4 34*	UM DM 15	NRN Channel 
	4 56	30 * 50 X20 X20	AB Wainfleet to Skegness
	5 00*	35 50 *	T = Simpsons UWC at 5 32
HAVENHOUSE	5 78	 	
Havenhouse LC AHB-X	6 00	X20 X20 50	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		STAYTHORPE CROSSING TO WEST HOLMES JN	
Staythorpe Crossing	14 20		<p># To/From Nottingham see Network Rail Midlands Region Sectional Appendix</p> <p>NRN Channel </p> <p>AB Staythorpe Crossing to Newark Castle</p>
Network Rail Midlands / LNE Regional Boundary	16 02		
	16 33*		NRN Channel Change at 16 40
	16 43*		
Newark Castle (NC) LC	16 71*		
	16 74*		
	16 79		TCB Newark Castle (NC) Signal Box
	17 00*		
NEWARK CASTLE	17 02		
	17 10*		
	17 21*		
	17 28*		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newark Crossing	17 67		NRN Channel
Newark Crossing East Jn	17 74		TCB. Newark Castle (NC) Signal Box.
Crankley Point LC R/G	17 76		Newark Crossing (see page 1.26) and Newark Crossing East Jn controlled by Doncaster (D) Signal Box. TCB
Winthorpe LC AHBC	19 01		# To/From Grantham see page 1.26
Langford LC AHBC	20 24		## To/From Doncaster see page 1.26
Cottage Lane LC AHBC	21 16		### To/From Newark Crossing South Jn see page 1.89
Westbrook Lane LC R/G	21 44		
Collingham LC AHBC	22 13		Hot Axle Box Detector on the Up Main Line at 20 24
COLLINGHAM	22 17		TCB Swinderby (S) Signal Box

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Cross Lane LC AHBC	22 34		NRN Channel TCB Swinderby (S) Signal Box.
Swinderby Road LC AHBC	22 46		
	22 63*		T = Tomlinsons UWC at 23 37 T = Clements No1 UWC at 23 49
South Scarle LC AHBC	24 31		T = Meardsall Lane UWC at 24 54

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN Channel </p> <p>TCB Swinderby (S) Signal Box.</p>
SWINDERBY	24 64		
Swinderby (S) LC	24 68		
	24 74*		
Eagle Barnsdale LC AHB	25 64		
Eagle and Thorpe LC AHB-X	26 53		
Thorpe-on-the-Hill LC AHB-X	27 29		<p>TCB West Holmes (WH) Signal Box.</p> <p>T = Whisby Quarry UWC at 27 75</p> <p>T = Walkers (No.63) UWC at 28 50</p>
HYKEHAM LC AHB-X	29 44		<p>West Holmes Signal Box area to West Holmes Jn</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Doddington Road LC CCTV	30 18		NRN Channel
Boultham LC CCTV	31 17 31 20*		TCB West Holmes (WH) Signal Box
Boultham Jn	32 40*		T = Skewbridge Tip UWC at 32 15
Ruslons Tip LC R/G	32 52		# To/From Pyewipe Jn see page 1.90
West Holmes Jn (WH)	32 69* 32 70		## To/From Lincoln Central see page 1.57

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newark Crossing South Jn	0 00	<div>NEWARK CROSSING CURVE</div> <div> </div>	TCB Doncaster (D) Signal box. # = To/From Newark North Gate see page 1.26 NRN Channel TOWS 0 00 to 0 19 ## = To/From West Holmes Jn see page 1.85
Newark Crossing East Jn	0 21		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Boultham Jn	0 00	<div> <div>BOULTHAM JN TO PYEWIPE JN</div> <div> <div>#</div> <div>30</div> <div>##</div> </div> </div>	TCB West Holmes (WH) Signal box # To/From Newark Coslle see page 1.88 NRN Channel 
Pyewipe Jn	0 65		## To/From Gainsborough Trent Jn see page 1.58

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Loversall Carr Jn	152 00	<p>LOVERSALL CARR JN TO FLYOVER WEST JN</p>	TCB Doncaster (D) Signal box AC York ECR # From Relford see page 1.31
Rossington Colliery Jn	152 12		## To/From Rossington Colliery see below CW Down direction at 152 40 (735 yards before reaching signal D.207).
	153 03*		NRN Channel UW/DWS = Up West /Down West Slow
Flyover West Jn	153 19		### To/From Decoy North Jn see page 1.92
Rossington Colliery Jn	152 12	<p>ROSSINGTON COLLIERY BRANCH</p>	AC York ECR NRN Channel
	151 69		# To/From Flyover West Jn see above AWS not provided Controlled by Doncaster (D) Signal box OTNS RR = Run Round Loop
	151 69		
Rossington Colliery End of Line	153 31		## continuation of line, change of ELR FWR1 to FWR2

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Flyover East Jn	152 79	<p>FLYOVER EAST JN TO LOVERSALL JN (UP LOVERSALL CURVE)</p>	<p>AC York ECR TCB Doncaster (D) Signal box # From Decoy North Jn see below + = Line direction is Up</p> <p>NRN Channel </p>
Loversall Jn	152 58* 152 36		
Flyover East Jn	116 20	<p>FLYOVER EAST JN TO DECOY NORTH JN</p>	<p>Line controlled by Doncaster (D) Signal box AC York ECR # To/From Gainsborough Trent Jn see page 1.61 ## To Loversall Jn see above ### To/From Rossington Colliery Jn see page 1.91 #### To/From St. Catherines Jn see Section 4</p> <p>##### To/From Doncaster Royal Mail Terminal DLF = Down Lincoln Flyover ULF = Up Lincoln Flyover ##### To/From Doncaster see page 1.32</p> <p>NRN Channel </p>
Flyover West Jn	116 46		
Decoy South Jn	116 71		
Decoy North Jn	117 46		

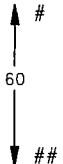

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Bessacarr Jn	115 72	<p>BESSACARR JN TO BLACK CARR JN</p> 	AC York ECR TCB. Doncaster (D) Signal box. NRN Channel  # To/From Gainsborough Trent Jn see page 1.61
Black Carr Jn	116 44		## see page 1.31

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with Rule Book Module SS2, Section 4.8 where shown below as denoted by the letter "F".
2. Working in the Wrong Direction over lines worked by Absolute Block is authorised where shown below as denoted by the letter "G".
3. Trains not fitted throughout with the continuous brake may be worked where shown below as denoted by the letter "Z" and in accordance with the instructions shown in the Frontispiece.
4. These authorities are subject to any special conditions as to speed, length (in metres and yards, not including a loco and brakevan) or other feature as shown in the "Restrictions" column. Except where denoted below by the letter "P", movements conveying passengers are not permitted.

A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letters "BV".

Between		Lines	Authorities	Restrictions
KINGS CROSS TO SHAFTHOLME JN				
Peterborough	Eastfield	South Up Departure	G	Freight vehicles with or without brakevan and Empty EMU
Peterborough West Yard	Peterborough C & W Sidings	Direct	Z	Vehicles for repair
Doncaster Down Decoy	R.F.S. Works, Marshgate Jn	Direct	Z	Vehicles for repair
Doncaster Up Decoy	Doncaster Down Decoy	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Z	Vehicles for repair
Doncaster Up Decoy	Doncaster Carr Loco	via No.4 Siding or Transfer Line	F	64 metres, 70 yards. In clear weather only.
Decoy Up Sidings	Bessacarr Jn	Up East Slow - Down Locomotive / Up Lincoln - Down Locomotive	F	298 metres, 315 yards BV. In clear weather only.
Marshgate Jn Down Thorne Signal D308	Carriage Sidings	via Platform 1	F	12 ECS or 64 metres, 70 yards BV.
Marshgate Jn Down Thorne Signal D308	Doncaster	Platform 3A	F	12 ECS or 64 metres, 70 yards BV.

Between		Lines	Authorities	Restrictions
BARKSTON EAST JN AND ALLINGTON JN				
Allington Jn	Barkston East Jn	Up	F	1 freight brakevan. In daylight and clear weather only.

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALLER

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
Fletton Jn to Orton Mere	Peterborough	Duty Shift Manager at Peterborough Signal box

TABLE E - SECTIONS OF RUNNING LINE WHERE A TRACK CIRCUIT OPERATING DEVICE (TCOD) MAY BE USED IN ACCORDANCE WITH RULE BOOK MODULE T2

TCOD's may be used in accordance with Rule Book Module T2 Protection Procedure T2-A on the sections of line listed below subject to the following restrictions:-

- Must not be used on track circuits between the signals protecting a RC or CCTV level crossing and the track circuit that passes through the crossing deck. On bi-directional and single lines, TCOD's must not be used between the signals protecting the crossing.
- Must not be used where there are check rails.
- TCOD's are best used clear of points and crossings and not in overlap track circuits. If it is necessary for a TCOD to be used in the vicinity of points, the Signaller must before giving permission consider the implications of track circuit controls etc. on other lines, particularly if the points will need to be moved during the time the TCOD is in use.

Table A Pages	Section of line on which TCOD's can be used	Remarks
5 - 34	Kings Cross to Shaftholme Jn.	Not to be used on South Up Departure, South Down Arrival, North Up Arrival and North Down Departure lines between Peterborough & New England North Not to be used at Newark Flat Crossing between the Axle Counters
36	Canonbury West Jn. to Finsbury Park Jn	Confer with Peterborough PSB before authorising use. Not to be used within the confines of Folly Bank AHB Crossing. Signallers to confer before use.
36	Freight Terminal Jn. to Camden Road East Jn	
37	Harringay Park Jn. to Harringay Jn	
38 - 40	Wood Green North Jn. to Langley Jn via Hertford	
41 - 45	Hitchin Cambridge Jn. to Cambridge	
46	Funthams Lane CCTV LC excl. to Crescent Jn	
48	Werrington Jn to St James Deeping	
50 - 51	Spalding to Mill Green	Confer with Doncaster PSB before authorising use.
61	Bessacarr Jn. to Flyover East Jn	
64 - 65	Nottingham Branch Jn to Allington Jn	
67	Barkston South Jn. to Barkston East Jn	
91	Loversall Carr Jn. to Flyover West Jn	
92	Flyover East Jn. to Loversall Jn	
92	Flyover East Jn. to Decoy North Jn	
93	Bessacarr Jn. to Black Carr Jn	

TABLE F - DIESEL MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of diesel multiple unit rolling stock to operate over Network Rail Eastern Region (York) controlled infrastructure. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded and 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.

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

COLUMN HEADINGS

Route = The Sectional Appendix Line Heading, or part thereof when significant variation occurs within the route, for which this entry applies.

MATRIX CODES

- 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.

Route	(VB)	(AB)											Notes
	101-127	141-144	150	153	155	156	158	159	160	165-166	170	220-221	
Kings Cross - St Neots	Y	N	Y	R	N	Y	R	N	R	-	Y	-	Class 153 & 158 units prohibited south of Hitchin. Class 160 units may use the Down and Up Fast, Down and Up Slow, Down and Up Main between Kings Cross and St Neots, plus any other lines or loops cleared for Class 373/2 operations over that route. The use of the No. 1 Slow line between Kings Cross and Freight Terminal Jn is PROHIBITED.
St Neots - Newark North Gate	Y	R	Y	Y	R	Y	Y	R	R	-	R	-	Class 141-144 units prohibited south of Peterborough South. Class 155, 159 units prohibited south of Huntingdon. Grantham Platform 3 is prohibited to class 170 units with deflated suspension. Class 160 units may use the Down and Up Fast, Down and Up Slow, Down and Up Main between St Neots and Peterborough, plus any other lines or loops cleared for Class 373/2 operations over that route. Class 160 units are PROHIBITED north of Peterborough.
Newark North Gate - Shaftholme Jn.	Y	Y	Y	Y	Y	Y	Y	Y	-	-	R	R	Class 170 units authorised to use Doncaster platforms 1, 3, 4, 5 and 8 ONLY. Class 220/221 units authorised between Doncaster and Shaftholme Jn only.
Freight Terminal Jn - Camden Road East Jn	Y	N	Y	N	N	N	N	N	Y	N	Y	-	
Moorgate - Drayton Park	N	N	N	N	N	N	N	N	-	N	N	-	
Drayton Park - Finsbury Park	-	-	Y	-	-	-	-	-	-	-	-	-	
Canonbury West Jn - Finsbury Park Jn	Y	N	Y	N	N	N	N	N	-	N	Y	-	

Route	(VB)	(AB)											Notes
	101-127	141-144	150	153	155	156	158	159	160	165-166	170	220-221	
Harringay Park Jn - Harringay Jn	Y	N	Y	N	N	N	N	N	-	-	Y	-	
Wood Green North Jn - Langley Jn via Hertford	Y	N	Y	N	N	Y	N	N	Y	N	Y	-	
Hitchin, Cambridge Jn. to Shepreth Branch Jn.	Y	N	R	Y	R	Y	Y	Y	-	Y	Y	-	15X units Must NOT work beyond Royston without prior permission of Operations and Safety Manager Eastern Region. Class 150 , & 155 prohibited between Royston and Shepreth Branch Jn.
Fletton Jn - Orton Mere	R	N	R	R	R	R	R	R	-	N	-	-	This line is NOT controlled by Network Rail, and the assent of the BRB and NVR is essential prior to any movement
Kings Dyke - Crescent Jn	Y	N	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
Helpston Jn - Uffington	Y	N	Y	Y	Y	Y	Y	Y	R	Y	Y	-	Class 160 units are authorised on the UP line only. They are PROHIBITED from the Down line.
Werrington Jn - Flyover East Jn via Lincoln	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	R	-	Class 170 units are restricted to 15 mph through Gainsborough Lea Road Down line platform..
Sleaford South Jn - Sleaford East Jn	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
Sleaford West Jn - Sleaford North Jn	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
Grantham Nottingham Branch Jn - Bottesford West Jn	Y	N	Y	Y	Y	Y	Y	Y	-	N	Y	-	
Barkston South Jn - Skegness	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
Barkston East Jn - Allington Jn	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
Staythorpe Crossing - West Holmes Jn	Y	R	Y	Y	Y	Y	Y	Y	-	-	Y	-	
Newark Crossing Curve	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
Boultham Jn - Pyewipe Jn	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	
Loversall Carr Jn - Flyover West Jn	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	

	(VB)	(AB)											Notes
Route	101- 127	141- 144	150	153	155	156	158	159	165 - 166	170	220 - 221		
Rossington Colliery Branch	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-		
Flyover East Jn - Loversall Jn (Up Loversall Curve)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		
Flyover East - Decoy North Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		
Bessacarr Jn - Black Carr Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		

TABLE F1 - ELECTRIC MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of electric multiple unit stock to operate over the electrified lines of Network Rail Eastern Region (York) controlled infrastructure. Electrified lines which are shown as running lines in the Sectional Appendix are included, but sidings are excluded and 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. It is not normal to consider the operation of electric units over non-electrified lines or lines with incompatible systems. The exception to this is the 325 class Postal Units which may additionally operate as hauled stock over all routes which have been cleared for passenger stock on this Zone 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.

Routes on this Zone 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 IIRN or BRUNEL radio is available and working in the driving cab of the train.

COLUMN HEADINGS

Route = The Sectional Appendix Line Heading, or part thereof when only part is electrified.

MATRIX CODES

- 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 authority must be obtained before operating.

Route	EMU												General Notes
	302-307, 309-312,	313	314, 315, 318	317	319	321	322	323	325 (a)	333	357	365	
Kings Cross – St Neots	Y	Y	Y	Y	N	Y	Y	-	Y		R	Y	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 Harringay Station.
St Neots - Peterborough	Y	R	Y	Y	N	Y	Y	-	Y		R		313 EMU - PROHIBITED between St. Neots and Retford, unless Tripcock & Shoegear removed. 365 EMU- PROHIBITED on Washer Road and in 8 or 12 car formation on South Up Departure line at Eastfield.

a) See note on page 1.102
BR 30018/1 (03.04.04)

Route	EMU												General Notes
	302-307, 309-312,	313	314, 315, 318	317	319	321	322	323	325 (a)	333	357/0	365	
Peterborough to Retford	Y	R	Y	R	N	Y	Y	-	Y	-		N	313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio. 313 PROHIBITED between St. Neots and Retford, unless Tripcock & Shoe gear removed. .
Retford - Shaftholme Jn	Y	R	Y	R	N	Y	Y	-	Y	R		N	313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio. Class 333 units may only work between Doncaster platforms 1, 3, 4, 7 and 8 and Marshgate Jn.
Freight Terminal Jn - Camden Road East Jn	Y	Y	Y	Y	N	Y	Y	N	Y	-		N	
Moorgate - Finsbury Park (Electrified at 750V D.C. Third Rail only from Drayton Park to Moorgate).	N	Y	N	R	N	N	N	N	N	-		N	Class 317 units are authorised between Finsbury Park and Drayton Park (4-car units only due to platform lengths at Drayton Park).
Canonbury West Jn - Finsbury Park Jn	R	Y	R	Y	Y	Y	Y	N	Y	-	R	R	Class 365 units are permitted for transit movements only with the stepboards removed and suspension inflated. 309, 312/0 & 312/1 EMU Permitted to work to/ from North London Line via Finsbury Park & Dalston Jn. OR via Graham Road Curve. Class 357 EMU units to operate as empty coaching stock only.
Wood Green Jn - Langley Jn via Hertford	R	R	R	R	R	R	R	-	R	-		R	No more than 18 electric trains per line may be operated over the Hertford Loop in any one hour period.

a) See note on page 1.102

Route	EMU											General Notes
	302-307, 309-312,	313	314, 315, 318	317	319	321	322	323	325 (a)	333	365	
Hitchin Cambridge Jn - Cambridge	R	R	R	R	N	R	R	-	R		R	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.
Loversall Carr Jn - Flyover West Jn	Y	R	Y	R	N	Y	Y	-	Y		-	313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio.
Flyover East Jn - Loversall Jn (Up Loversall Curve)	Y	R	Y	R	N	Y	Y	-	Y		-	313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio.
Flyover East - Decoy North Jn	Y	R	Y	R	N	Y	Y	-	Y		-	313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio.

NOTE: (a) Class 325 units 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.

TABLE G – LOCOMOTIVE AND COACHING STOCK ROUTE CLEARANCE

GENERAL

Route clearance listed in this table is a compendium of authorities for different classes of traction and rolling stock to operate over Network Rail London North Eastern controlled infrastructure. 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 over these lines.

COLUMN HEADINGS

Route = The Sectional Appendix line heading, or part thereof when significant variation occurs within the route, for which this entry applies.

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].

G This covers the following locomotive types :-

Locomotive	RA Classification
37/0 to 6	5
37/7 to 9	7
43	5
47	6-7
56	7
58	7

60 Class 60 loco (RA8)

59/66 Class 59 and Class 66 locos

67 Class 67 loco

AC Electric locomotive classes (with RA Classification shown in brackets) :-

Locomotive	RA Classification
86	6
87	6
90	7
91	7

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

89 Electric locomotive Class 89 (RA6)

92 Electric locomotive Class 92 (RA7-8)

C 1 = 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.

C 3 = The Standard profile for Mark 3 coaching stock which is 23 metres (75') long overall. HST (class 253/254) stock conforms to this gauge. Certain DMU's of Sprinter type also conform to this gauge, although suspension, footstep and engine exhaust (etc.) variations are likely to give considerable variation, and thus are dealt with in a separate table.

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

MATRIX CODES

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

Note: For details of Class 373/2 trains Route Availability and Restrictions see Section F Page 19

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	MK4	NOTES
Kings Cross to Newark North Gate	9	Y	Y	Y	R	Y	Y	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Newark North Gate to Retford	8	Y	Y	Y	R	Y	Y	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Retford to Loversall Carr Jn	9	Y	Y	Y	R	Y	Y	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Loversall Carr Jn to Marshgate Jn	9	Y	Y	Y	R	Y	Y	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Marshgate Jn to Shaftholme Jn	9	Y	Y	Y	R	Y	N	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Moorgate to Drayton Park	9	N	-	-	-	-	-	N	-	-	-	All locomotives, except dedicated battery locomotives of Class 97/7, are prohibited between Drayton Park and Moorgate.
Drayton Park to Finsbury Park Jn	9	Y	Y	Y	Y	-	-	-	-	-	-	
Canonbury West Jn to Finsbury Park Jn	9	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	
Freight Terminal Jn to Camden Road East Jn	10	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	
Harringay Park Jn to Harringay Jn	9	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Wood Green North Jn to Langley Jn via Hertford	9	Y	Y	Y	Y	R	R	R	Y	Y	Y	See notes below regarding restriction of electric traction on this route.
Hitchin, Cambridge Jn to Shepreth Branch Jn	9	Y	Y	Y	R	R	-	-	Y	Y	Y	See notes below regarding restriction of electric traction on this route. Class 67's are restricted to 60mph.
Fletton Jn to Orton Mere	-	-	-	-	-	-	-	-	-	-	-	

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

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	Mk4	NOTES
Kings Dyke to Peterborough Crescent Jn	9	Y	Y	Y	R	-	-	-	Y	Y	Y	Class 67's are restricted to 60mph.
Helpston Jn to Uffington	9	Y	Y	Y	R	-	R	-	Y	Y	-	Class 67's are restricted to 60mph. Class 89 cleared for Up line only with Pantograph down.
Werrington Jn to Flyover East Jn via Lincoln	8	Y	Y	Y	R	Y	-	-	Y	Y	Y	Class 67's are restricted to 60mph.
Sleaford South Jn to Sleaford East Jn	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Sleaford West Jn to Sleaford North Jn	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Grantham, Nottingham Branch Jn to Bottesford West Jn	8	Y	Y	Y	R	Y	-	-	Y	Y	Y	Class 67's are restricted to 60mph.
Barkston South Jn to Boston	8	Y	Y	Y	Y	R	-	-	Y	Y	R	AC+Mk4 authorised between Sleaford West and Sleaford East only.
Boston to Skegness	7	Y	Y	Y	-	-	-	-	R	R	-	C1 and C3 restricted to 5mph for Bridge No.6 (Bellwater Drain) Up line at 118m 56ch.
Barkston East Jn to Allington Jn	8	Y	Y	Y	Y	-	-	-	-	-	-	
Staythorpe Crossing to West Holmes Jn	8	Y	Y	Y	R	Y	Y	Y	Y	Y	Y	Class 67's are restricted to 60mph.
Newark Crossing Curve	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Boultham Jn to Pyewipe Jn	8	Y	-	Y	-	Y	-	-	Y	Y	Y	
Loversall Carr Jn to Flyover West Jn	8	Y	Y	Y	R	Y	-	-	Y	Y	Y	Class 67's are restricted to 60mph.
Rossington Colliery Branch	9	Y	Y	Y	Y	-	-	-	-	-	-	
Flyover East Jn to Loversall (Up Loversall Curve)	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Flyover East to Decoy North Jn	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Bessacarr Jn to Black Carr Jn	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

1. Trains may be assisted in rear between the places listed below.
2. The assisting locomotive must be coupled to the train except where denoted below by the letter "N".
3. Any type of train may be assisted in rear except where denoted below by:-
 - F - freight trains only
 - ECS - empty coaching stock trains only
 - P - passenger trains only
4. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where denoted by letter "D".
5. The locomotive attached in rear of the train must not apply power where denoted below by the letter "R".

From	To	Type of Train	Conditions	Remarks
Kings Cross Bounds Green	Ferme Park) or Bowes) Park) Kings Cross)	ECS *	R	<p>* ECS trains formed of Non Push-Pull stock with a Main line locomotive attached in rear.</p> <p>1. The ETH must be coupled to the rear locomotive and NOT the leading locomotive.</p> <p>2. The Driver of the rear locomotive must place the reverser in the direction of travel.</p> <p>3. If the rear locomotive is an electric locomotive the pantograph must be raised. The Signaller must treat the train as an electric train irrespective of the leading locomotive.</p> <p>4. The Driver of the rear locomotive if electric must:- (a) isolate the E70 brake unit. (b) place the master switch to "Off". On arrival at Ferme Park, Bounds Green or Kings Cross the Driver must de-isolate the E70 brake unit.</p>

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

1. Trains may be assisted in rear between the places listed below.
2. The assisting locomotive must be coupled to the train except where denoted below by the letter "N".
3. Any type of train may be assisted in rear except where denoted below by:-
 - F - freight trains only
 - ECS - empty coaching stock trains only
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5. The locomotive attached in rear of the train must not apply power where denoted below by the letter "R".

From	To	Type of Train	Conditions	Remarks
Doncaster Down Decoy	Bessacarr Jn	F		The Driver of the rear Class 66 to isolate the E70 brake unit and place the master switch to Off. On arrival at Bessacarr Jn the Driver must de-isolate the E70 brake unit.

LOCAL INSTRUCTIONS

	INDEX	Page
	A	
Ancaster		1.122
	B	
Barkston East Jn to Sibsey		1.123
Beckingham		1.122
Belmont Down Sidings/Up Reception Lines		1.117
Boston		1.124
Bowes Park		1.118
Brewster Lane AOCL		1.125
	C	
Cambridge Freight Yard and Nos. 4 and 5 Reception Lines		1.119
	D	
Doncaster Down Decoy Yard		1.117
Doncaster West Yard		1.117
	E	
East Holmes and West Holmes - Between		1.120
	F	
Ferne Park Reception Sidings and Wood Green: Down Carriage Line		1.113
Freight Terminal Jn		1.111
Freight Terminal Jn to Camden Road East Jn		1.118
	G	
Grantham		1.116
	H	
Harringay		1.113
Havenhouse Station Down Platform		1.125
Hertford Loop		1.118
Hitchin Cambridge Branch Jn and Shepreth Branch Jn - Between		1.119
Hornsey		1.114
Hornsey EMU Depot		1.114
Hubberts Bridge Station Up Platform		1.124
	K	
Kings Cross		1.111
Kings Cross and Gasworks Tunnel - Between		1.111
Kings Cross and Hitchin - Between		1.111
Kings Cross and Holloway – Staff Warning Facilities Between		1.112
	L	
Lincoln Central Station		1.120
Lynn Bank AOCL		1.125

M

Matt Pitts AOCL	1.125
Moorgate to Drayton Park/Finsbury Park Jn	1.118

N

New Barnet	1.115
New England North and Stoke Tunnel - Between	1.115
Newark North Gate and Newark Crossing South Jn – Between	1.116
Newark Crossing East Jn and Swinderby - Between	1.125
Newark Castle and Newark Crossing – Between	1.116

P

Peterborough	1.115
--------------	-------

R

Red Cap Lane ABCL Level Crossing	1.125
Royston	1.118

S

Seacroft AOCL	1.125
Shepreth Branch Jn and Cambridge – between	1.119
Sleaford East	1.124
St. Neots and Retford - Between	1.115
Stevenage – La Farge Roadstone Private Siding	1.115
Swineshead AHBC Level Crossing	1.124

W

Welwyn Garden City Up Yard	1.115
Wood Green South Jn	1.114

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.

Copenhagen Tunnel - setting back of trains on Down Slow. When the stencil indicators display the "FT" indication, 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.

BETWEEN KINGS CROSS AND 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.

BETWEEN KINGS CROSS AND 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 :-

- (i) **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.
- (ii) **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.

FREIGHT TERMINAL JN

Light locomotives setting back to Goods Yard. Drivers of light locomotives, required to set back on to any line in the Goods Yard, must, until they receive a handsignal from the Shunter, stop immediately inside signal K29.

STAFF WARNING FACILITIES BETWEEN KINGS CROSS AND HOLLOWAY

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.

Freight Terminal 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**.

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.

DOWN CARRIAGE LINE BETWEEN FERME PARK RECEPTION SIDINGS AND WOOD GREEN : TRAIN SERVICING

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

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.

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.

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.

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.

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.

STEVENAGE – LA FARGE 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.

BETWEEN - ST. NEOTS AND 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.

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.

BETWEEN NEW ENGLAND NORTH AND 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.

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.

NEWARK CASTLE AND NEWARK CROSSING - BETWEEN

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.

NEWARK NORTH GATE AND NEWARK CROSSING SOUTH JN – BETWEEN

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.

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.

DONCASTER : DOWN DECOY YARD

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.

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"**.

FREIGHT TERMINAL JN. TO CAMDEN ROAD EAST JN

Signal K305R (Up direction). This signal will except as shown below normally be at red whenever Signal K305 is at red and will exhibit a green aspect whenever Signal K305 exhibits a yellow or green aspect. Signal K305R can be cleared to a yellow aspect when Signal K305 is at red to allow a long freight train (which has nearly stopped at K305R) to clear Camden Road Jn. Signal K305R will also clear to a yellow aspect for a light locomotive(s) when the route is set from Signal K305 to the headshunt.

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.

WOOD GREEN NORTH JN TO LANGLEY JN VIA HERTFORD

HERTFORD LOOP

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

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.

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.

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BETWEEN SHEPRETH BRANCH JN AND 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 Branch Jn 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 armlet on both arms as a visual indication of his/her appointment.

CAMBRIDGE FREIGHT YARD AND NOS. 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.

BETWEEN - HITCHIN, CAMBRIDGE JN. AND SHEPRETH BRANCH JN

The following restrictions to electric traction apply :-

1. 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.
2. Between Royston Station and Shepreth Branch Jn. only:-
 - (i) 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.
 - (ii) 2X4 car EMU formations
A 2x4 car EMU may be run on either the Up or Down line subject to the following restrictions:-
 - (a) Not more than one class 86 locomotive or 2x4 car EMU is allowed on the opposite line.
3. 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.

WERRINGTON JN TO FLYOVER EAST JN VIA LINCOLN

BETWEEN EAST HOLMES AND WEST HOLMES

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.

LINCOLN CENTRAL STATION

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 4230.

Stabling/Service 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.

Stabling/Service of Class 15X Diesel Multiple Units in Platform 7 (continued)

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 and assurance that the wheel scotch is in place.

BECKINGHAM

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.

BARKSTON SOUTH 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.

BARKSTON EAST JN TO SIBSEY: 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:-

<u>Controlling Signal Box</u>	<u>Line</u>	<u>Signal</u>	<u>m ch</u>
Barkston East Jn	South Branch Single-Down direction	3-aspect colour light BE6	109 72
Barkston East Jn	Up Main	3-aspect colour light BE25 with Pos. 1 indicator	110 32
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

SLEAFORD EAST

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.

SWINESHEAD AHB LEVEL CROSSING

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.

HUBBERTS BRIDGE STATION UP PLATFORM

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.

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.

RED CAP LANE ABCL LEVEL CROSSING

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.

LYMN BANK, BREWSTER LANE, MATT PITTS AND SEACROFT AOCL LEVEL CROSSINGS

The instructions for ABCL/AOCL level crossings in the Rule Book Module TW8, Section 4 apply at this crossing 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.

HAVENHOUSE STATION 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.

STAYTHORPE CROSSING TO WEST HOLMES JN

BETWEEN NEWARK CROSSING EAST JUNCTION AND 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.

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