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Persons supplied with this Section
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contained therein so far as
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RAILTRACK LONDON NORTH EASTERN ZONE

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

SECTION NO. I

* * *

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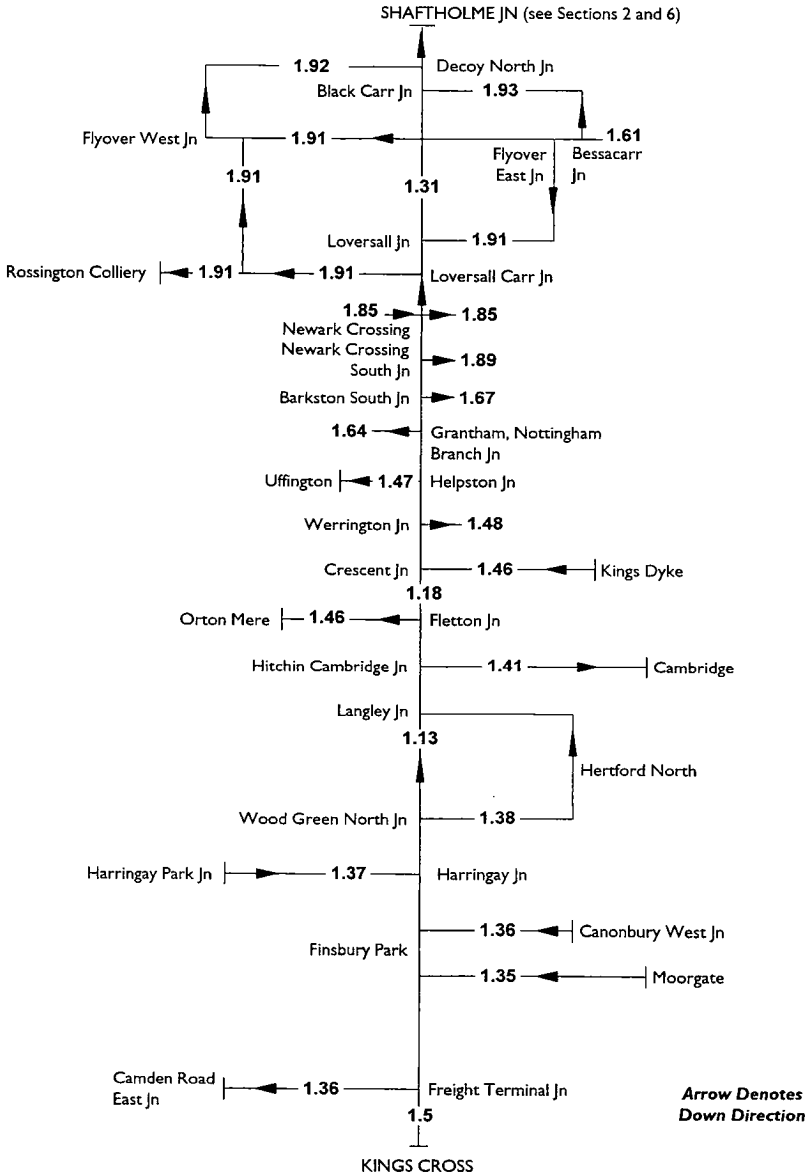
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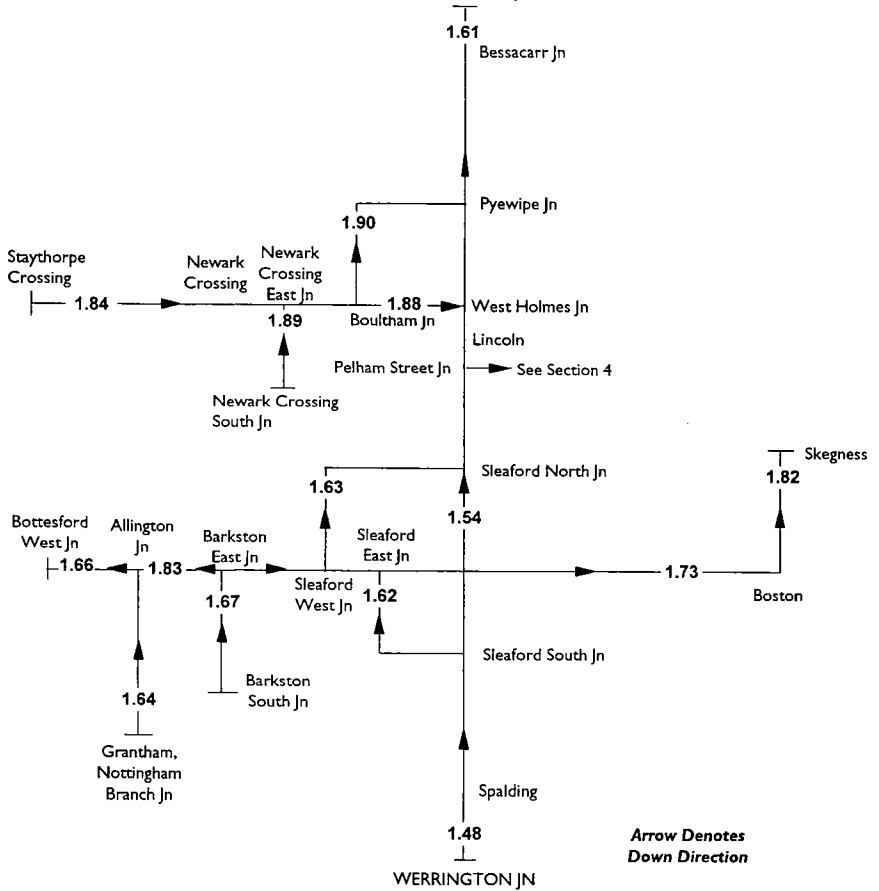
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LINEs COVERED IN SECTION I **KINGS CROSS TO SHAFTHOLME JN AND BRANCHES**



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



List of Lines in the sequence used throughout the section	Page in Table A
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Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KINGS CROSS	0 00	<p>KINGS CROSS TO SHAFTHOLME JN</p>	<p>AC Hornsey ECR</p> <p>NRN 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 (528 yards)	0 22 to 0 46 0 30*		<p>All lines 0m 00ch to 0m 64ch Bi-directional working</p> <p>Key to running lines.</p> <p>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 Hornsey ECR NRN Channel # To/from Comden Road East Jn see page 1.36
Freight Terminal Jn	0 64		
	0 65*		
	0 66*		
Copenhagen Tunnel (594 yards)	0 65 to 1 12		
	1 40*		
Holloway	1 43		
	1 57		
	1 63		
	1 70		
	2 03*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Finsbury Park Jn FINSBURY PARK	2 07* 2 25* 2 33 2 41 2 56* 2 67* 3 05*		AC Hornsey ECR NRN Channel 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 DS1 = Down Slow No 1 DS2 = Down Slow No 2

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Harringay Jn	3 29 3 30*		AC Hornsey ECR NRN Channel
HARRINGAY	3 32 3 34*		# = To/From Harringay Park Jn see page 1.37 ## To/From Hornsey EMU Depot
Harringay Viaduct	3 34 to 3 40 3 61*		C. Up Slow at 3 59 (620 yards before reaching Signal K.414). (Secured out of use)
HORNSEY	3 77*		+ = Ferme Park Sidings (Down Yard).
	4 04 4 20*		DCL = Down Carriage line worked as a Siding UCL = Up Carriage Line Worked as Siding C. Down Slow No1 at 4 58 (550 yards before reaching Signal K.465). (Secured out of use)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wood Green South Jn	4 65* 4 68 4 70*	UCL UG US UF DF DS1 DS2 DCL 20 35 25 30 30 30 15 20 25 30 25	AC Hornsey ECR NRN Channel 023
ALEXANDRA PALACE	4 75 4 78	20 20 20 30 35 95 60 30 + U H	C. Down Hertford at 5 06 (600 yards before reaching signal K.831). (Secured out of use) 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
Wood Green North Jn	5 07	15 30 35 95 60 30 U H	# To/From Hertford North see page 1.38
Wood Green F.S. OHNS	5 15	15 30 35 95 60 30 U H	
Wood Green Tunnel (705 Yards)	5 22 5 40* 5 41 to 5 73 5 73* 5 76*	# 40 70 100 75 100	C. Down Slow at 5 39 (Secured out of use) TOWS Wood Green Tunnels. Separate system for each bore.


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NEW SOUTHGATE	6 35		AC Hornsey ECR NRN Channel C. Down Slow at 6 26 (724 yards before reaching signal K.489). (Secured out of use)
Barnet Tunnel (605 yards)	7 40* 7 42 to 7 70 7 73*		TOWS Barnet Tunnels separate systems for each bore. C. Down Slow at 8 11 (740 yards before reaching signal K.505). (Secured out of use)
OAKLEIGH PARK	8 30		C. Down Slow at 8 61 (715 yards before reaching signal K.509) (Secured out of use)
Barnet South Crossovers	8 74 to 9 00		C. Down Slow at 9 39 (619 yards before reaching signal K.513) (Secured out of use)
NEW BARNET	9 12		C. Down Slow at 10 20 (773 yards before reaching signal K.517). (Secured out of use)
Barnet North Crossover	9 18		TOWS Hadley South Tunnel separate system for each bore.
Hadley Wood South Tunnel (384 yards)	10 21 to 10 39		TOWS Hadley North Tunnel separate systems for each bore.
HADLEY WOOD	10 46		C. Down Slow at 10 72 (700 yards before reaching signal K.525). (Secured out of use)
Hadley Wood North Tunnel (232 yards)	10 60 to 10 70		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Potters Bar Tunnel (1214 yds)	11 24* 11 25 to 12 00 12 01*		AC Hornsey ECR C. Down Slow at 11 24 (Secured out of use) TOWS Potters Bar Tunnel separate system for each bore NRN Channel
POTTERS BAR	12 40* 12 57		
Potters Bar TSC OHNS	13 21 14 25*		
BROOKMANS PARK	14 37 14 47*		
WELHAM GREEN	15 50		C. Up Slow at 16 75 (700 yards before reaching signal K.560). (Secured out of use)
HATFIELD	17 54 19 29		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WELWYN GARDEN CITY	19 63* 19 65* 20 25		AC Hornsey ECR NRN Channel = Through siding not TCB working UBP 25 DBP 25 UBP - Up Back Platform DBP - Down Back Platform # To/From EMU Sidings
Digswell	21 20		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
<p>WELWYN NORTH</p> <p>Welwyn South Tunnel (446 yards)</p> <p>Welwyn North Tunnel (1046 yards)</p> <p>Woolmer Green GSP Crossover</p> <p>Woolmer Green</p>	<p>22 00</p> <p>22 08* 22 11 to 22 31</p> <p>22 44 to 23 12 23 15*</p> <p>23 58 23 68 23 72*</p>		<p>AC Hornsey ECR</p> <p>TOWS 3 systems Welwyn South Tunnels Cuttings between Tunnels, Welwyn North Tunnels.</p> <p>TOWS must not be used when Woolmer Green emergency crossover is to be used</p> <p>NRN Channel </p> <p>C. Up Slow at 25 69 (705 yards before reaching signal K.640). (Secured out of use)</p> <p>CW. Up Slow at 26 30 (700 yards before reaching signal K.652).</p> <p># To/From Hertford North see page 1.40</p> <p>Hot Axle Box Detectors on the Down Fast and Down Slow lines of 26 62</p> <p>TOWS Down Slow 27 05 to Hertford Branch.</p> <p>PP is authorised in the Down Slow platform for class 1, 2 and 5 EMU trains booked to call at Stevenage.</p> <p>C. Up Slow at 28 60 (700 yards before reaching signal K.668). (Secured out of use)</p> <p>C.Up Slow at 29 40 (700 yards before reaching signal K.674). (Secured out of use)</p>

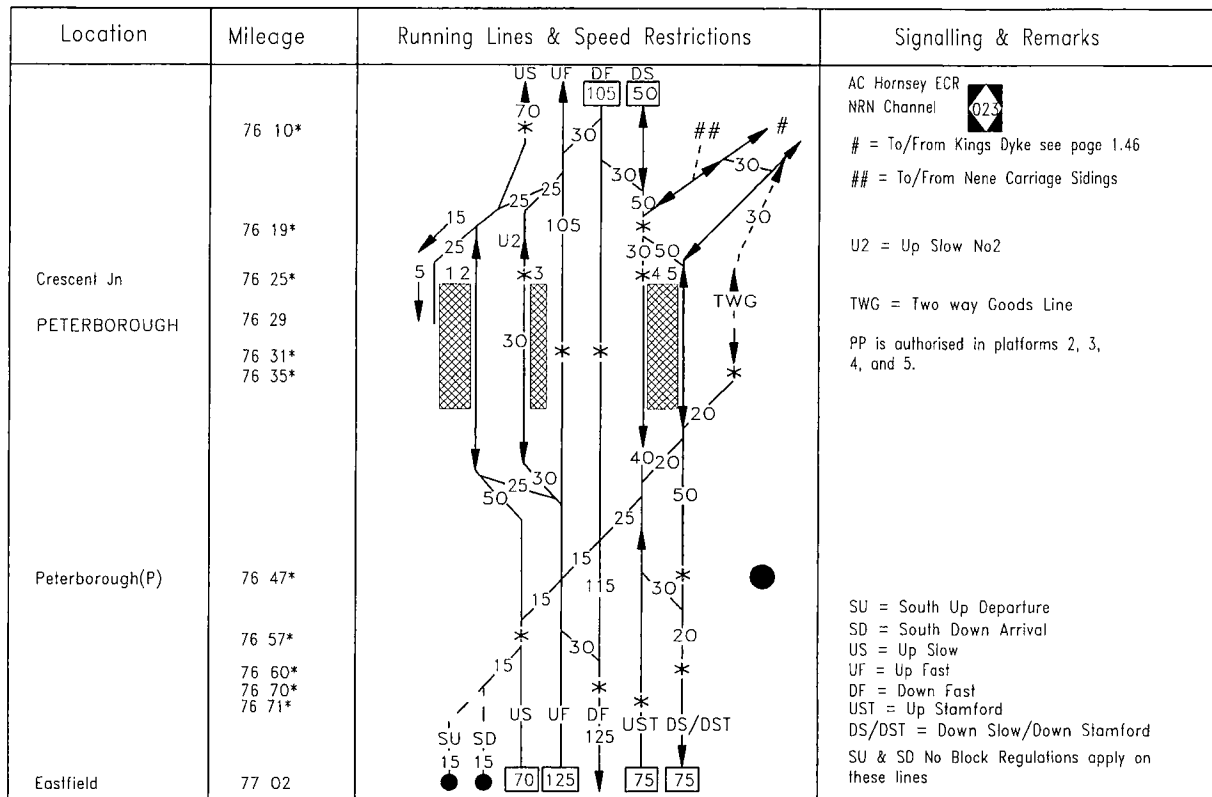
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hitchin South	31 49		AC Hornsey ECR Hot Axle Box Detectors on the Up Fast and Up Slow lines at 29 70 C. Up Slow at 30 12 (700 yards before reaching signal K.678). (Secured out of use) C. Up Slow at 30 71 (719 yards before reaching signal K.686). (Secured out of use) CW. Up Slow at 31 32 (452 yards before reaching signal K.690). (Secured out of use)
HITCHIN	31 74		NRN Channel
	31 79		Yard Line worked as a Siding
Cambridge Jn	32 11*		C. Up Slow at 32 23 (875 yards before reaching signal K.698). (Secured out of use)
OHNS Hitchin TSC OHNS	32 47 32 57		# To/From Cambridge see page 1.41 C. Up Slow at 33 09 (1146 yards before reaching signal K.710) (Secured out of use)
Cadwell	33 42		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
ARLESEY	37 03 38 34*	US UF DF DS 80 125 80	C. Up Slow at 33 47 (740 yards before reaching signal K.714). (Secured out of use) AC Hornsey ECR Kings Cross to Sandy (excl) controlled by Kings Cross (K) Signal box T = Jiggs Lane Public Brideway LC at 38 61
East Road LC R/G	39 33*		NRN Channel 
Holme Green LC R/G	39 34 40 06		
Biggleswade Crossovers	40 45 to 40 58	4Q 25 4Q 75	
BIGGLESWADE	41 13		
No 42 LC R/G	42 10 42 12* 43 03*	75 40 75M 25 40 40 75 80	Hot Axle Box Detectors on the Up Fast and Up Slow lines at 42 10
Sandy South Jn	43 06* 43 59 to 43 64		
SANDY	44 10		Sandy to Stoke controlled by Peterborough (P) Signal box
Sandy North Jn	44 63		
Everton LC CCTV	46 31 47 16*		
Tempsford LC CCTV	47 38 48 16 48 17*	75 125 80	


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Little Barford	49 69	US ↑	AC Hornsey ECR
Little Barford F.S.	49 72	UF ↑	# = To/From Little Barford Sdgs
OHNS	50 04*	DF 125 ↓	NRN Channel 
	51 03*	DS 80 ↓	
St. Neots South Jn	51 23	40 ↓	
St. NEOTS	51 40	15 ↓	
	51 58	35 ↓	
St. Neots North Jn	52 26	40 ↓	
	53 68*	75 ↓	Hot Axle Box Detectors on the Down Fast and Down Slow lines at 54 07
Cardells LC R/G	54 07	125 ↓	TOWS all lines between 54 20 and 55 20
	54 46*	120 ↓	
No 65 LC R/G	54 52		
No 66 LC R/G	54 70		
Footpath			
No 71 LC R/G	55 63		TOWS all lines between 55 20 and 56 00
Footpath			T = Firbanks No.3 UWC at 55 23
Offord LC CCTV	55 76	120 ↓	
	56 17*	125 ↓	
	56 31*	80 ↓	TOWS Huntingdon overbridge 144 Down lines only.
		75 ↓	
		125 ↓	






Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Huntingdon South Jn	58 35		AC Hornsey ECR
HUNTINGDON	58 70		NRN Channel
Huntingdon North Jn	59 12*		CW. Down Slow at 59 27 (844 yards before reaching signal P.351).
	59 20		CW. Down Fast at 59 27 (844 yards before reaching signal P.353). (Secured out of use)
	60 77*		
Woodwalton Jn	61 65*		T = Abbots Ripton Public Bridleway LC at 62 60
	65 43		Hot Axle Box Detector on the Up Main line at 64 25
	65 48*		
	66 60*		
	67 20		
Connington South	67 30		
Connington North LC	68 28		
CCTV			
Huntingdon TSC	69 00		
OHNS			
Holme LC CCTV	69 26		
	69 30*		Hot Axle Box Detector on the Down Main line at 69 28
Holme Lode LC CCTV	70 02		
Stilton Fen	70 78		
	71 00*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Flethon Jn	72 00* 74 75* 75 02 75 16 75 24*		AC Hornsey ECR NRN Channel T = Haddon Public Bridleway LC at 73 40 # = To/From Orton Mere see page 1.46



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
New England North	77 20* 78 06	<p>NU ND US UF DF UST DS/DST</p> <p>15 15 70 125 75</p> <p>15 15 15 15 15</p> <p>40 40 40</p> <p>#</p> <p>80 125 75</p>	AC Hornsey ECR NU = North Up Arrival ND = North Down Departure No Block Regulations apply on these lines US = Up Slow UF = Up Fast DF = Down Fast UST = Up Stamford DS/DST = Down Slow/Down Stamford NRN Channel
Bretton F.S. OHNS	78 14 78 17		
Werrington Jn	79 34		# = To/From Spalding see page 1.48

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Woodcroft LC	81 23	<div> <div>US</div> <div>UF</div> <div>DF</div> <div>125</div> <div>UST</div> <div>DS/DST</div> <div>75</div> </div>	AC Hornsey ECR NRN Channel  DS/DST = Down Slow/Down Stamford UST = Up Stamford
Helpston Jn	81 56	<div> <div>25</div> <div>DST</div> </div>	
Helpston LC	81 71 81 75*	<div> <div>25</div> <div>D/S</div> <div>*</div> <div>80</div> <div>75</div> </div>	DST = Down Stamford
Maxey LC CCTV	82 38	<div> <div>#</div> </div>	# To/From Uffington see page 1.47
Lolham LC CCTV	83 33		Hot Axle Box Detectors on the Up Fast and Up Slow lines at 83 33
No 115 LC R/G	84 06		
Tallington TSC OHNS	84 56	<div> <div>80</div> <div>125</div> </div>	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Tallington LC CCTV	84 64	US UF DF DS 125 80	AC Hornsey ECR NRN Channel 
Tallington Crossovers	84 70 to 85 02	40 40 25 40	
Greatford LC CCTV	87 08	40 40	
	91 42*	*	
	92 12*	75 *	
Bytham F.S. OHNS	92 29	   	C. Down Slow at 89 60 (700 yards before reaching signal P.569).
		80 125	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>US UF DF DS</p> <p>125 80</p> <p>75 75</p> <p>80 80</p> <p>75 75</p> <p>70 70</p> <p>DM</p> <p>15 15</p> <p>125 115</p> <p>UM 115</p>	<p>AC Hornsey ECR</p> <p>Sandy to Stoke controlled by Peterborough (P) Signal box.</p> <p>NRN Channel </p> <p>Crossovers worked from Stoke GSP</p> <p>TOWS Stoke Tunnel</p> <p>Stoke to Shaftholme Jn controlled by Doncaster (D) Signal box.</p>
	96 20*		
	96 40*		
	97 00*		
	99 10*		
	99 48*		
Stoke	99 60		
Stoke GSP	99 66		
Stoke TSC OHNS	99 75		
Stoke TSC OHNS	100 00		
	100 39*		
Stoke Tunnel (880 yards)	100 39 to 100 79		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Grantham North F.S. OHNS	107 55		AC Hornsey ECR
Peascliffe Tunnel (957 yards)	107 65 to 108 29		NRN Channel
Peascliffe Crossovers	108 32* 109 15		TOWS in Peascliffe Tunnel NRN Channel change Up 107 65 Down 108 29
	109 07		TOWS. Barkston Curve D&U lines 1/2 mile South to 1/2 mile north of Barkston South Jn.
	109 13		
Barkston South Jn	109 56 110 00*		Hof Axle Box Detector on the Up Main line at 109 56
			# To/from Sleaford see page 1.67 T = Frinkley Lane Public Bridleway LC at 110 67
			T = Westborough Public Bridleway LC at 113 57
Claypole Up Loop	114 61 to 115 24		T = Hough Lane Public Bridleway LC at 115 01 UPL 92.
Claypole LC CCTV	115 27		
			Crossovers worked from Claypole Gate Box
Osterfen LC CCTV	115 45		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Claypole Down Loop	115 46		AC Hornsey ECR
Barnby Lane LC CCTV	115 73		NRN Channel 031
	116 09*		DPL 113
	116 13		Hot Axle Box Detector on the Down Main line at 116 07
Balderton LC CCTV	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 D78.
	120 21*		D&UGL 76
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 LC CCTV	123 40 124 55		AC Hornsey ECR NRN Channel
	125 42		AC Doncaster ECR from 123 40 Hot Axle Box Detector on the Up Main line at 124 55
	125 53		Crossovers worked from Carlton Gate box
Carlton Loops	125 60*		DPL 118 UPL 118
	126 19*		
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 Doncaster ECR NRN Channel
Askham Tunnel (57 Yards)	132 48* 134 37 134 40*		TOWS Lincoln Road Curve both lines 132 60 to 133 60
Grove Road GSP	136 27 136 29*		Hot Axle Box Detector on the Down Main line at 136 27 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
Retford South Jn 138 23 138 26* 138 27* RET FORD 138 49 Retford Western Jn 138 56* 138 62 139 07 Retford F.S. OHNS 139 41 139 47 Retford North 139 71			AC Doncaster ECR NRN Channel DP= Down Platform Line # To/From Worksop see Section 4 UPL 118

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Rossington LC CCTV	151 28	<p>UM DM</p> <p>125</p> <p>15</p> <p>15</p> <p>70</p> <p>70</p> <p>UES</p> <p>UF DF</p> <p>50</p> <p>60</p> <p>DL/UES</p> <p>70</p> <p>125</p>	<p>AC Doncaster ECR</p> <p>NRN Channel </p>
Rossington GSP	151 71		Crossovers worked from Rossington GSP
Loversall Carr Jn	152 00		UES = Up East Slow
Loversall Jn	152 36		# To Flyover West Jn see page 1.91
Black Carr Jn	153 18		<p>## From Flyover East Jn see page 1.92</p> <p>### To/From Bessacarr Jn see page 1.93</p> <p>\$ = Flyover see page 1.92</p> <p>DL/UES = Down Loco/Up East Slow</p>

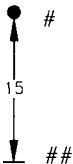


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Potteric Carr Jn	153 69 153 74 153 78		AC Doncaster ECR # To/From Low Ellers Curve Jn see Section 4 ## To/From Flyover East Jn see page 1.92 ### To/From Doncaster International Railport #### To/From Doncaster Royal Mail Terminal PF = Permissive working is authorised for Class 0 trains only. NRN Channel
Decoy North Jn	154 13 154 36*		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)
Carr (Up Goods line & Transfer line only.)	154 50*		
	155 23* 155 25*		
Sand Bank Jn	155 32*		#### = To/From St James Jn see Section 5
Balby Bridge Tunnel (95 yards) Bridge Jn	155 34 to 155 38 155 38		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	155 55* 155 58		AC Doncaster ECR DL/UES = Down Loco/Up East Slow D/UWS1 = Down/Up West Slow No1 D/UWS2 = Down/Up West Slow No2 G1 = 2 Way Goods No1 G2 = 2 Way Goods No2 # To/From Sheffield see Section 5
Doncaster (D)	155 65		NRN Channel
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
Doncaster North Jn.	156 06* 156 07* 156 09		Cut out signs not provided for all 25 speeds Bridge Jn to Marshgate Jn
Marshgate Jn	156 20* 156 26		TS = Thorne Slow DLS = Down Leeds Slow DLG = Down Leeds Goods
Doncaster F.S. OHNS	156 50 156 53*		## To/From Hull/Cleethorpes see Section 4 ### To/From Leeds see Section 6
Moat Hills LC CCTV	156 66 157 00*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR NRN Channel DPL = 85 Hot Axle Box Detector on the Up Main line at 159 10 T = Masserellas Public Bridleway at LC 159 66 # = To/From Knottingley see Section 6 ## = To/From York see Section 2
No 263 LC R/G	157 30 157 46		
Arksey LC CCTV	157 76 158 02		
Daw Lane LC CCTV	158 71 159 10		
Shoffholme Jn	160 00* 160 16 160 30*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MOORGATE	0 00	<p style="text-align: center;">MOORGATE TO FINSBURY PARK JN</p>	<p>Line Controlled by Kings Cross (K) Signal box.</p> <p>DC Hornsey ECR</p> <p>Both lines run within Moorgate</p> <p>Tunnel between 0 00 (Moorgate) and 2 52 (Drayton Park).</p>
	0 13*		
	0 15*		
	0 45		
OLD STREET	1 49*		<p>UM = Up Moorgate</p> <p>DM = Down Moorgate</p>
	1 59		
ESSEX ROAD	1 61*		
	2 21		
HIGHBURY & ISLINGTON	2 56		<p>DC Change at 2 56</p> <p>AC</p> <p>AC Hornsey ECR</p>
	2 64*		
DRAYTON PARK	3 37		
FINSBURY PARK JN			<p>## To/From Finsbury Park see page 1.7</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
CANONBURY WEST JN TO FINSBURY PARK JN			
Canonbury West Jn	3 12		# See Railtrack East Anglia Sectional Appendix Controlled by Dalston Western Jn (D) Signal box. AC Romford ECR NRN Channel change at 3 12
Railtrack Anglia/LNE Boundary	3 15*		
OHNS	3 16*		
Canonbury Tunnel	3 20		AC Hornsey ECR from 3 20
(545 yards)	3 21		TOWS Canonbury West Jn to 3 51
	3 45*		Controlled by Kings Cross (K) Signal box.
Highbury Vale Jn	3 61		
	4 07*		UC = Up Canonbury U+DC = Up + Down Canonbury
	4 26*		## To/From Down Goods see page 1.7
Finsbury Park Jn	4 33		### 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 AC Hornsey ECR
	0 04*		
North London Incline	0 08		NRN Channel change at 0 08
OHNS	0 13		
Railtrack LNE/Anglia Boundary	0 34*		
Camden Road East Jn	0 50		Controlled by Camden Road Jn (CR) Signal box
	4 64		## See Railtrack East Anglia Sectional Appendix

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wood Green North Jn	5 07	<p>WOOD GREEN NORTH JN TO LANGLEY JN VIA HERTFORD</p>	<p># To/From Kings Cross see page 1.9 Lines controlled by Kings Cross (K) Signal box. AC Hornsey ECR</p> <p>NRN Channel </p> <p>## = To/From Bounds Green Depot</p> <p>DH - Down Hertford UH - Up Hertford</p>
	5 33*		
BOWES PARK	5 55		
Bowes Park OHNS	5 78 6 05		
PALMERS GREEN	6 50		
WINCHMORE HILL	7 63 7 70*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
GRANGE PARK	8 35		AC Hornsey ECR NRN Channel
ENFIELD CHASE	9 09		
	9 48		
GORDON HILL	9 69		
CREWS HILL	11 40		C Down at 10 05 (893 yards before reaching signal K.875). (Secured out of use). C Down at 10 67 (760 yards before reaching signal K.879). (Secured out of use). C Down at 11 32 (915 yards before reaching signal K.881). (Secured out of use).
CUFFLEY	13 17		
	13 42		Crossovers worked from Cuffley Ground Frame

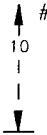

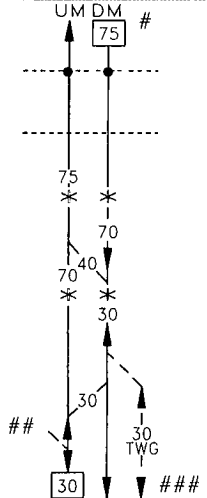

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ponsbourne Tunnel (1M 924 yards)	14 59 to 16 21		AC Hornsey ECR NRN Channel
BAYFORD	16 56		C Up at 16 62 (872 yards before reaching signal K.894). (Secured out of use). # To/From EMU Sidings
HERTFORD NORTH	19 48		PP Down Main Platform
Molewood Tunnel (364 yards)	20 14 to 20 31		
WATTON AT STONE	23 72		
Watton G.F.	24 17		
Langley South Jn	27 25		
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*		## To/From Stevenage see page 1.13
Langley Jn Down	28 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HITCHIN, CAMBRIDGE JN TO CAMBRIDGE	AC Hornsey ECR # To/From Kings Cross see page 1.14 Lines between Cambridge Jn and Royston (inclusive) controlled by Kings Cross (K) Signal box.
Cambridge Jn Hitchin TSC OHNS	32 11 32 28 32 33 32 37* 32 43		C. Up at 32 16 (710 yards before reaching signal K.698). (Secured out of use). C. Down at 32 61 (716 yards before reaching signal K.945). (Secured out of use). T = Highover Farm UWC at 33 02
LETCWORTH	34 50 34 59* 34 63		C. Down at 33 40 (700 yards before reaching signal K.947). (Secured out of use). UC - Up Cambridge DC - Down Cambridge
			NRN Channel
	35 46 35 55 36 37		C. Up at 35 39 (700 yards before reaching signal K.952). (Secured out of use). ## Letchworth EMU Sidings
BALDOCK	36 47 36 60* 36 70*		C. Up at 36 17. (Secured out of use). C. Down at 36 70 (Secured out of use).


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
ASHWELL & MORDEN	40 19*		AC AC Hornsey ECR UC = Up Cambridge DC = Down Cambridge NRN Channel
	40 59*		
	41 00		
	41 08*		
Lillington LC AHB	43 13*		
Ivy Farm LC R/G	44 19		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)
	44 20*		
	44 46		
	44 59		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
ROYSTON	44 70*		AC Hornsey ECR
	44 72		NRN Channel
	45 20*		PP is authorised for Class 1, 2 and 5 trains booked to call at Royston
	45 26*		Lines between Royston (exclusive) and Cambridge controlled by Cambridge (CA) Signal box
	45 27		
Railtrack LNE / Anglia Boundary	45 60*		
MELDRETH	47 75		NRN Channel change at 46 00
Meldreth Road LC AHB	49 22*		
	49 37		
	49 40*		
Shepreth LC AHB	49 63		
SHEPRETH	49 67		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Cambridge (CA)	55 35		AC Romford ECR
CAMBRIDGE	55 52		NRN Channel
	56 03*		<p># = Carriage Sidings</p> <p>DGL = Down Goods Line (North) 89 ## = Coldham Lane Depot</p> <p>### To/From Ely see Railtrack East Anglia Sectional Appendix</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Fletton Jn (Ground Frame)	0 00	<p style="text-align: center;">FLETTON JN TO ORTON MERE</p> 	<p>AWS not provided. Controlled by Peterborough (P) Signal box # To/From Peterborough see page 1.18 OTS NRN Channel </p>
Orton Mere	1 60		
Kings Dyke LC	96 73	<p style="text-align: center;">KINGS DYKE TO CRESNET JN</p> 	<p># To/From March see Railtrack East Anglia Sectional Appendix Hot Axle Box Detector on the Down March line at 96 71 DM = Down March UM = Up March NRN Channel </p>
Funthams Lane LC CCTV	97 16		
Railtrack East Anglia/ LNE Boundary	98 40		
	99 70*		
	100 18*		
	100 37		
Crescent Jn	100 66		<p>Controlled by Peterborough (P) Signal box ## To/From Nene Carriage Sidings TWG = Two Way Goods Line ### To/From Peterborough see page 1.19</p>


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


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WERRINGTON JN TO FLYOVER EAST JN VIA LINCOLN			
Werrington Jn	79 34 79 40*	UM ↑ DM ↓ 40 30 *	Controlled by Peterborough (P) Signal box To/From Peterborough see page 1.20 NRN Channel 
	79 56*	*	
	80 10*	* 60	
Folly Bank LC AHB	82 01	-----	T = Peakirk UWC at 81 45 T = Welland Bank UWC at 82 53
St. James Deeping LC	83 38	15 -----	AB St James Deeping to Littleworth
Stowgate LC AHB	84 38	-----	T = No. 22 UWC at 84 46
		60 ↓	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Littleworth LC	87 61	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> UM ↑ </div> <div style="text-align: center;"> DM ↓ 60 </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 20px;"> <div style="text-align: center;"> 60 * </div> <div style="text-align: center;"> * 10 </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 20px;"> <div style="text-align: center;"> 10 * </div> <div style="text-align: center;"> * 60 </div> </div>	NRR Channel 023 AB St James Deeping to Littleworth T = No. 24 UWC at 84 79 AB Littleworth to Spalding T = Tinsleys (Campains Lane) UWC at 88 59
Lucks Road LC AHB	90 02	-----	
South Drove LC AHB	90 63	-----	
		<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> 60 ↓ </div> <div style="text-align: center;"> 60 </div> </div>	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AB Littleworth to Spalding</p> <p>NRN Channel Change at 92 58</p> <p>44 07 WEB Change of ELR SPD</p> <p> </p>
London Road LC AHB	91 60* 91 61		
Hawthorn Bank LC AHB	92 08		
	92 51* 92 58 44 07		
Spalding (S) LC	44 13		
SPALDING	44 26		
	44 57*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Park Road LC	44 65		NRN Channel
Mill Green (MG) LC	44 74*		AB Mill Green to Gosberlon
Blue Gowts LC	45 42		
Cherry Holt LC AHB-X	46 00		T = No. 84 UWC at 46 46
Flax Mill LC	46 66		T = No. 85 UWC at 46 59

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Bearly Fen LC	47 22	<div> <div>DM</div> <div>DM</div> <div>55</div> <div>-----</div> </div>	NRN Channel  AB Mill Green to Gosberton T = Beech Bank UWC at 47 68
No.94 Water Drove LC	48 09	<div> <div>-----</div> </div>	
Cheal Road LC	48 31	<div> <div>-----</div> </div>	
Gosberton	49 13	<div> <div>●</div> <div>●</div> </div>	AB Gosberton to Blotoft
Gosberton LC	49 26	<div> <div>15</div> <div>-----</div> </div>	T = No.101 UWC at 49 42
Brewery Lane LC	50 19	<div> <div>-----</div> </div>	
Quodring LC AHB	51 10	<div> <div>-----</div> </div>	
		<div> <div>55</div> <div>↓</div> </div>	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Church Lane LC	51 47	<div> <div> <div>UM</div> <div>DM</div> <div>55</div> </div> <div> <div>-----</div> </div> </div>	NRN Channel  AB Gosberton to Blotoff T = Dam Lane UWC at 51 28
Golden High Hedges LC	51 58	<div> <div>-----</div> </div>	T = South Ings UWC at 52 19
Malting Lane LC AHB-X	52 29	<div> <div>X35</div> <div>X35</div> </div>	
Blotoff LC	55 25	<div> <div>-----</div> <div> <div>●</div> <div>●</div> <div>15</div> </div> </div>	AB Blotoff to Sleaford South Jn T = No.135 UWC at 56 56 T = Barnes UWC at 56 77
	59 65*	<div> <div> <div>*</div> <div>30</div> </div> </div>	
	60 25*	<div> <div> <div>*</div> <div>55</div> </div> <div> <div>55</div> </div> </div>	


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Sleaford South Jn Sleaford South	61 71* 61 76* 62 13 62 15		<p>NRN Channel </p> <p>AB Bloloff to Sleaford South Jn</p> <p>T = Beavers UWC at 61 71</p> <p># To/From Sleaford East Jn see page 1.62 AB Sleaford South Jn to Sleaford North Jn CW. Down Avoiding Line at 62 16 DA - Down Avoiding Line (Secured out of use) UA - Up Avoiding Line ## To/From Sleaford West Jn see page 1.63</p> <p>AB Sleaford North Jn to Scopwick</p> <p>T = Holdingham Lane UWC at 64 20</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
RUSKINGTON	65 65		NRN Channel
Rowston LC	69 33		AB Sleaford North Jn to Scopwick T = Leasingham Moor (Whitehouse Farm) UWC at 64 68
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 = No. 289 UWC at 73 28 T = Robinsons UWC at 73 43 T = Ox Pasture Lane UWC 73 62

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Branston & Washingborough Cross Roads Tunnel (60 yards)	79 44 to 79 47		NRN Channel AB Blankney to Pelham Street
Sincil Bank LC CCTV	82 16* 82 19		C. Up at 82 16 (700 yards before reaching Pelham Street I.B. Home signal)
Pelham Street	82 23* 82 29		# To/From Terrace Sidings AB Pelham Street to High Street ## To/From Wrawby Jn see Section 4
Pelham Street Jn	82 31		
LINCOLN CENTRAL	82 41		PP is authorised on Platforms 5, 6 and 7 for trains booked to call at Lincoln Central only
High Street LC	82 49		AB High Street to East Holmes

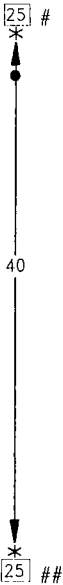

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Brayford LC CCTV East Holmes	82 57 82 60		NRN Channel
	82 75*		AB High Street to East Holmes
	83 20*		AB East Holmes to West Holmes on Down and Up Main lines No Block Regulations apply on Down and Up Goods lines
West Holmes Jn (WH)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


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Pyewipe Jn	84 13		NRN Channel
	84 19*		# To/From Boultham Jn see page 1.90 Controlled by West Holmes (WH) Signal box
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 Stow 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 94 40* 94 50*		AB Stow Park to Gainsborough Lea Road


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
GAINSBOROUGH LEA ROAD	98 00* 98 03 98 09		<p>NRN Channel 037</p> <p>AB Slow Park to Gainsborough Lea Road</p> <p>AB Gainsborough Lea Road to Gainsborough Trent Jn</p> <p>CW Up at 98 48 (390 yards before reaching Gainsborough Trent Jn Section/ Gainsborough Lea Road Outer Home Signal).</p> <p># = To/From Sidings</p> <p>## = To/From Wrawby Jn see Section 4</p> <p>AB Gainsborough Trent Jn to Beckingham.</p> <p>Hot Axle Box Detector on the Down Main line at 98 56</p> <p>Controlled by Gainsborough Trent Jn Signal box</p> <p>### = To/From Sheffield see Section 4</p> <p>DGL = 100 + To be used only as shown in Local Instructions, page 1.116</p> <p>UGL = 100</p> <p>T = Masons UWC at 101 35</p> <p>T = Tetheringrass Lane UWC at 101 54</p> <p>T = Walkeringham UWC at 102 52</p> <p>T = Tindall Bank Public Bridleway LC at 105 32</p>
Gainsborough Trent Jn/ Trent East Jn	98 56*		
Trent West Jn	98 68* 98 75*		
Beckingham LC	100 78		
North Carr LC	104 66		
Haxey LC CCTV	105 58 106 24*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Park Drain LC CCTV	108 52		T = Langholme UWC at 106 79 T = Broomston UWC at 108 13 Doncaster (D) Signal Box area between Park Drain LC and Flyover East Jn
Beech Hill LC AHB	109 72* 109 73		
Wroot Road LC CCTV	111 53		
Finningley LC	112 08		
Auckley LC AHB	112 73*		
Bessacarr Halt LC R/G	113 63* 115 48 115 57*		
Bessacarr Jn	115 72		
Flyover East Jn	116 20		
		Hot Axle Box Detector on the Down Main line at 112 73 T = Burrells UWC at 113 62 T = Hayfields UWC at 114 06 C Down at 115 52 DLF - Down Lincoln Flyover. ULF - Up Lincoln Flyover ULDL - Up Lincoln/Down Loco. T = Carr Lane UWC at 115 72 # To/From Black Carr Jn see page 1.93 ## To Loversall Jn see page 1.92 ### To/From Decoy North Jn see page 1.92	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SLEAFORD SOUTH JN TO SLEAFORD EAST JN	
Sleaford South Jn	0 00*		NRN Channel  # To/From Spalding see page 1.54
Sleaford South	0 02		
Sleaford East Jn	0 43*		Controlled 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 
	1 38*	25	# To/From Sleaford Station see page 1.69 Controlled by Sleaford West (SW) Signal box
		*	
		40	
	2 25*	*	T = Fen Crossing UWC at 1 52
		60	
	3 10*	*	
		40	
	3 38*	*	
Sleaford North Jn	3 42	25	# To/From Lincoln Central see page 1.54
		● ##	

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


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Allington Jn LC	108 65* 108 71 108 74*		<p>NRN Channel </p> <p>Hot Axle Box Detector on the Up Main Line at 108 50</p> <p># To/From Barkston East Jn see page 1.83</p> <p>AB Allington Jn to Bottesford West Jn</p>
Sewerston Lane LC R/G	109 70* 110 69		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Railtrack LNE/Midlands 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		
	113 75*		C. Up at 113 70 (335 yards after passing Section signal).
Bottesford West Jn (BW)	113 78		# To/From Nottingham see Railtrack Midlands Sectional Appendix

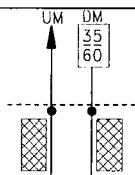



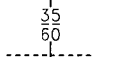

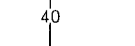
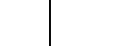


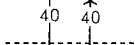



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BARKSTON SOUTH JN TO SKEGNESS	
Barkston South Jn	109 56		<p>#To/From Grantham see page 1.25 Controlled by Doncaster (D) Signal box</p> <p>NRN Channel </p> <p>AWS not provided except between Sleaford West Jn and Sleaford East Jn</p> <p>## To/From Allington Jn see page 1.83</p> <p>AB Barkston East Jn to Ancaster</p> <p>T = Lodge Farm UWC at 110 65</p>
Barkston East Jn	110 10*		
Hough Lane LC AHB-X	111 08		
Frinkley Lane LC AHB-X	111 53		
Honington LC AHB-X	111 72		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN Channel </p> <p>AWS not provided AB Barkston East Jn to Ancaster</p> <p>T = Applewhites No. 3 UWC at 112 65</p> <p>T = No. 4 UWC at 113 09</p> <p>T = No. 6 UWC at 113 25</p>
Sudbrook Lane LC AHB-X	113 72		
Ancaster LC	114 48		AB Ancaster to Rauceby
ANCATER	114 53		C.Up at 115 15 (700 yards before reaching Ancaster Home Signal)
Wilsford LC AHB-X	116 59		T = No. 18 UWC at 117 05
Kelby Lane LC AHB-X	117 47		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SLEAFORD	120 53		<p>NRN Channel </p> <p>AWS not provided except between Sleaford West Jn and Sleaford East Jn</p> <p>DM/DJ= Down Main/Down Joint</p> <p>LL= Local Line</p> <p>PP authorised on the Local Line and DM/DJ in the Down direction only and on the Up Main</p>
Sleaford East (SE) LC	120 60		
	120 67*		
Sleaford East Jn	121 21		<p>Controlled by Sleaford East (SE) Signal box</p> <p># To/From Sleaford South Jn see page 1.62</p> <p>T = No. 36 UWC at 121 72</p>


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Kirkby Laythorpe LC AHB	122 07*	D&UM 35 60 ↑ 35 35 60 60 ↓	NRN Channel  AWS not provided
	122 51* 122 52	↑ 35 35 60 60 ↓	
		35 60	
Burton Lane No.1 LC AHB	123 55		T = Whitehouse Farm UWC at 124 48
Burton Lane No.2 LC AHB	125 05*	↑ 35 35 45 60 ↓	T = Simpsons UWC at 125 24

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
HECKINGTON LC	125 51*		NRN Channel
	125 54*		AWS not provided AB Heckington to Huberts Bridge
Great Hale Drove No.1 LC AHB	126 27*		
Great Hale Drove No.2 LC AHB-X	127 24		
Swineshead LC AHB	130 21		T = Stone Sidings UWC at 128 30
SWINESHEAD	130 25		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
HUBBERTS BRIDGE LC	133 46		NRN Channel  AWS not provided AB Heckington to Hubberts Bridge
	133 52*		
	133 53*		
Wyberlon LC CCTV	135 58		
	136 40*		West Street Jn (WS) Signal box area from Wyberlon
	137 06		
	106 70		# To/From Boston Docks
	106 73*		
Sleaford Sidings	106 75*		
Ground Frame	107 00		
Broadfield Lane LC CCTV	107 12*		
	107 14		
West Street Jn (WS) LC			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN Channel </p> <p>AWS not provided</p> <p>30mph Up and 20mph Down includes approaching Tattershall Road LC for Class 1, 2, 3, 5 and 0 trains</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>
	107 66*		
Tattershall Road LC AHB	107 69		
	107 70*		
	108 13*		
Red Cap Lane LC ABCL	108 27		
Maud Foster LC AHB	108 66		
Willoughby Road LC AHB	108 69		
Pilleys Lane LC AHB	108 76		
Willows Lane LC AHB	110 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>D&UM</p> <p>35 60</p>	<p>NRN Channel </p> <p>AWS not provided</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 AHB	111 04		
High Ferry LC AHB	111 23		
Sibsey (S) LC	112 07 112 12		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Old Leake LC AHB-X	113 59	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> UM ↑ </div> <div style="text-align: center;"> DM ↓ </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">35</div> <div style="border: 1px solid black; padding: 2px;">60</div> </div> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">35</div> <div style="border: 1px solid black; padding: 2px;">60</div> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">X30</div> <div style="text-align: center;">X30</div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">X30</div> <div style="text-align: center;">X30</div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">35</div> <div style="border: 1px solid black; padding: 2px;">60</div> </div> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">35</div> <div style="border: 1px solid black; padding: 2px;">60</div> </div> </div>	<p>NRN Channel </p> <p>AWS not provided AB Sibsey to Bellwater Jn</p> <p>T = Wards Dyke UWC at 112 25</p> <p>T = Hobhole Bank UWC at 113 54</p> <p>T = Hobhole Bank Bridleway at 113 57</p> <p>T = No.30 UWC at 113 64</p>
Simmon House LC AHB-X	114 11		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Boston and Spilsby Road LC AHB-X	116 24		NRN Channel AWS not provided AB Sibsey to Bellwater Jn
Eastville LC AHB-X	116 78		
Bellwater Jn LC	118 56		T = Grants UWC at 117 00
Little Steeping LC AHB-X	120 20		AB Bellwater Jn to Thorpe Culvert

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Former Firsby South Jn	122 02*		NRN Channel AWS not provided AB Bellwater Jn to Thorpe Culvert T = Wainfleet (Low Road/Spilsby Road) UWC at 121 72
Former Firsby East Jn	122 22* 0 26		
Lymm Bank LC AOCL-X	1 46		Class 0, 1, 2, 3 and 5 trains are permitted to approach Lymm Bank AOCL at 50mph Up and 45mph Down. Class 4, 6, 7 and 8 trains approaching Lymm Bank LC must not exceed 25mph in the Up or Down direction between the Level Crossing speed restriction sign and the Level Crossing
Thorpe Culvert LC	2 21		T = Couplands LC UWC at 2 03
THORPE CULVERT	2 24		AB Thorpe Culvert to Wainfleet

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Brewster Lane LC AOCL-X	3 06		<p>NRN Channel </p> <p>AWS not provided AB Thorpe Culvert to Wainfleet</p> <p>Class 0, 1, 2, 3 and 5 trains are restricted to 50mph Down or Up approaching Brewster Lane LC. Class 4, 6, 7 and 8 trains must not exceed 25mph in the Down or Up direction between the Level Crossing speed restriction sign and the Level Crossing.</p>
Malt Pitts Lane LC AOCL-X	3 62*		<p>Class 0, 1, 2, 3 and 5 trains are restricted to 30mph Up and 50mph Down approaching Malt Pitts Lane LC. Class 4, 6, 7 and 8 trains must not exceed 25mph in the Down direction or 10mph in the Up direction between the Level Crossing speed restriction sign and the Level Crossing</p>
	4 12*		
WAINFLEET LC	4 18 4 20*		<p>AB Wainfleet to Skegness</p>

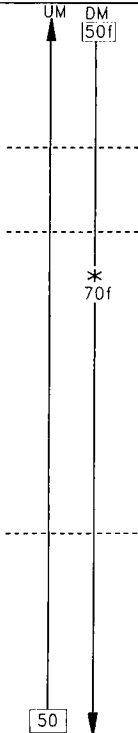

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wainfleet Bypass LC AHB-X	4 34*		<p>NRN Channel </p> <p>AWS not provided AB Wainfleet to Skegness</p> <p>NOTE: Rule Book Section M(i), Clause 4.1.5.1 and M(ii), Clauses 2.2.1(ii) and 4.1.3.1. When a train is stopped on the Up line between Skegness and Wainfleet and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out on that line.</p> <p>T = Simpsons UWC at 5 32</p>
HAVENHOUSE	5 78		
Havenhouse LC AHB-X	6 00		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Seacroft LC AOCL-X	7 78* 8 02 8 03* 8 75*		<p>NRN Channel </p> <p>AWS not provided AB Wainfleet to Skegness T = Eplons UWC at 7 23</p> <p>10mph applies on the Down and Up lines between 7 78 and 8 03 to all trains except Class 14X and 15X and conventional DMU's.</p> <p>Class 4, 6, 7, and 8 trains approaching Seacroft LC must not exceed 25mph in the Down and Up direction between the Level Crossing Speed restriction sign and the Level Crossing.</p> <p>NOTE: Rule Book Sections M(i), Clause 4.1.5.1 and M(ii), Clauses 2.2.1(ii) and 4.1.3.1. When a train is stopped on the Up line between Skegness and Wainfleet and the Driver is not able to communicate with the Signaller, emergency protection must be carried out on that line.</p> <p># To/From Sidings</p> <p>10mph when passing Down Home Signal also through points between Down and Platform lines 8 75 to 9 17.</p>
Skegness	9 05		
SKEGNESS	9 17		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BARKSTON EAST JN TO ALLINGTON JN	
Barkston East Jn	0 39 0 36 4 04		NRN Channel # To/From Sleaford see page 1.67 AWS not provided at Barkston East Jn AB Barkston East Jn to Allington Jn ## To/From Barkston South Jn see page 1.67
	2 73*	50 *	
	2 06*	20 *	
	0 18*	50 *	
Allington Jn LC	0 00	15 ↓ ###	### To/From Bottesford West Jn see page 1.65

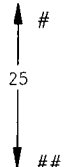

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		STAYTHORPE CROSSING TO WEST HOLMES JN	
Staythorpe Crossing LC	14 20		# To/From Nottingham see Railtrack Midlands Sectional Appendix NRN Channel
	14 72*		AB Staythorpe Crossing to Newark Castle
Railtrack Midlands/LNE Boundary	16 02		
	16 33*		
	16 43*		NRN Channel Change at 16 40
	16 70*		
Newark Castle (NC) LC	16 79 17 00*		
NEWARK CASTLE	17 02		
	17 08*		
	17 10*		{ - 45mph maximum speed for Class 4 (excluding Freightliners), 6, 7 and 8 trains and any Class 1, 2, 3, and 5 trains conveying 4 wheel freight vehicles

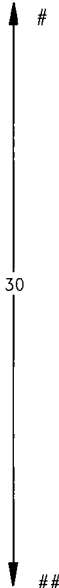

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newark Crossing	17 67		<p>NRN Channel </p> <p>f = 45mph maximum speed for Class 4 (excluding Freightliners), 6, 7 and 8 trains and any Class 1, 2, 3 and 5 trains conveying 4 wheeled freight vehicles.</p> <p>Newark Crossing (see page 1.26) and Newark Crossing East Jn controlled by Doncaster (D) Signal box</p> <p># To/From Grantham see page 1.26</p> <p>## To/From Doncaster see page 1.26</p> <p>### To/From Newark Crossing South Jn see page 1.89</p> <p>Hot Axle Box Detector on the Up Main Line at 20 24</p>
Newark Crossing East Jn	17 74		
Crankley Point LC R/G	17 76		
Winthorpe LC AHB	19 01		
Langford LC AHB	20 24		
Cottage Lane LC AHB	21 16		
Westbrook Lane LC R/G	21 44		
Collingham LC AHB	22 13		
COLLINGHAM	22 17		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Cross Lane LC AHB	22 34		NRN Channel  f = 45 mph maximum speed for Class 4 (excluding Freightliners), 6, 7 and 8 trains and any Class 1, 2, 3 and 5 trains conveying 4 wheeled freight vehicles.
Swinderby Road LC AHB	22 46		T = Tomlinsons UWC at 23 37
	22 63*		T = Clements No1 UWC at 23 49
South Scarle LC AHB	24 31		T = Meardsall UWC at 24 54

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SWINDERBY	24 64		<p>NRN Channel </p> <p>f=45mph maximum speed for Class 4 (excluding Freightliners), 6, 7 and 8 trains and any Class 1, 2, 3 and 5 trains conveying 4 wheeled freight vehicles.</p> <p>T = Whisby Quarry UWC at 27 75</p> <p>T = Walkers (No.63) UWC at 28 50</p>
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 28		
HYKEHAM LC AHB-X	29 44		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Doddington Road LC AHB-X	30 18		<p>NRN Channel </p> <p>f=45mph maximum speed for Class 4 (excluding Freightliners), 6, 7, and 8 trains and any Class 1, 2, 3 and 5 trains conveying 4 wheeled freight vehicles.</p> <p>T = Skewbridge Tip UWC at 32 15</p> <p>Controlled by West Holmes (WH) Signal box</p> <p># To/From Pyewipe Jn see page 1.90</p> <p>## To/From Lincoln Central see page 1.57</p>
Boultham Crossing LC CCTV	31 17 31 20*		
Boultham Jn	32 40*		
Ruslons Tip LC R/G	32 52 32 69*		
West Holmes Jn (WH)	32 70		

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BOULTHAM JN TO PYEWIPE JN	
Boultham Jn	0 00		Line controlled by West Holmes (WH) Signal box # To/From Newark Castle 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>	Line controlled by Doncaster (D) Signal box AC Doncaster 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 0.207).
	153 03*		NRN Channel
Flyover West Jn	153 19		UW/DWS = Up West /Down West Slow ### To/From Decoy North Jn see page 1.92
Rossington Colliery Jn	152 12	<p>ROSSINGTON COLLIERY BRANCH</p>	AC Doncaster ECR # To/From Flyover West Jn see above AWS not provided Controlled by Doncaster (D) Signal box OTNS RR = Run Round Loop NRN Channel
	151 69		## continuation of line
Rossington Colliery End of Line	153 31		

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 Doncaster ECR Line controlled by Doncaster (D) Signal box # From Decoy North Jn see below + = Line direction is Up 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 Doncaster 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. Catharines Jn see Section 4 ##### To/From Doncaster Royal Mail Terminal DLF = Down Lincoln Flyover ULF = Up Lincoln Flyover ##### To/From Doncaster see page 1.32</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	<div> <div>BESSACARR JN TO BLACK CARR JN</div> <div> <div>↑ #</div> <div>60</div> <div>↓ ##</div> </div> </div>	AC Doncaster ECR Line controlled by Doncaster (D) Signal box. # To/From Gainsborough Trent Jn see page 1.61 NRN Channel 
Black Carr Jn	116 44		## see page 1.29

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with Rule Book, Section J. Clause X.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(SLUs) 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	10 SLU In clear weather only.
Decoy Up Sidings	Bessacarr Jn	Up East Slow - Down Locomotive / Up Lincoln - Down Locomotive	F	15 SLU BV. In clear weather only.
Marshgate Jn Down Thorne Signal D308	Carriage Sidings	via Platform 1	F	12 ECS or 10 SLU BV.
Marshgate Jn Down Thorne Signal D308	Doncaster	Platform 3A	F	12 ECS or 10 SLU 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 LINE - 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
Peterborough 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 SECTION TII

TCOD's may be used in accordance with Rule Book Section TII Protection Procedure T(ii) 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 36 37 38 - 40 41 - 45 46 48	Canonbury West Jn. to Finsbury Park Jn Freight Terminal Jn. to Camden Road East Jn Harringay Park Jn. to Harringay Jn Wood Green North Jn. to Langley Jn via Hertford Hitchin Cambridge Jn. to Cambridge Funthams Lane CCTV LC excl. to Crescent Jn Werrington Jn to St James Deeping	Confer with Peterborough PSB before authorising use. Not to be used within the confines of Folly Bank AHB Crossing. Signallers to confer before use.
50 - 51 61 64 - 65	Spalding to Mill Green Bessacarr Jn. to Flyover East Jn Nottingham Branch Jn to Allington Jn	Confer with Doncaster PSB before authorising use.
67 91 92 92 93	Barkston South Jn. to Barkston East Jn Loversall Carr Jn. to Flyover West Jn Flyover East Jn. to Loversall Jn Flyover East Jn. to Decoy North Jn 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 Railtrack London North Eastern 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.

	(VB)	(AB)										
Route	101-127	141-144	150	153	155	156	158	159	165-166	170	Notes	
Kings Cross - St Neots	Y	N	Y	R	N	Y	R	N	R	N	Class 153 & 158 units PROHIBITED south of Hitchin. Class 165-166 units may only operate between Harringay Park Jn. and Hornsey Depot.	
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 and 165-6 units PROHIBITED south of Huntingdon. Class 165-6 units fitted with tripcock gear must not operate between St. Neots and Retford. Class 170 units are authorised to operate between Peterborough and Barkstone South Jn ONLY. Grantham Platform 3 is PROHIBITED to class 170 units with deflated suspension.	
Newark North Gate -Shaftholme Jn.	Y	Y	Y	Y	Y	Y	Y	Y	R	R	Class 165-6 units fitted with tripcock gear must not operate between St. Neots and Retford. Class 170 units authorised at Doncaster platforms 1, 3,4 and 8 ONLY.	
Freight Terminal Jn - Camden Road East Jn	Y	N	R	N	N	R	N	N	N	N	Class 15X units must NOT work to/from East Anglia Zone without prior permission of Production Manager East Anglia.	
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	R	N	N	R	N	N	N	N	Class 15X units must NOT work to/from East Anglia Zone without prior permission of Production Manager East Anglia	

Route	(VB)	(AB)										Notes
	101-127	141-144	150	153	155	156	158	159	165-166	170		
Harringay Park Jn - Harringay Jn	Y	N	R	N	N	R	N	N	R	-	15X and 165-166 units Must NOT work to/from East Anglia Zone without prior permission of Production Manager East Anglia 165-166 units are permitted to operate to and from Hornsey Depot via Harringay Junction and Harringay Park Jn on this Zone.	
Wood Green North Jn - Langley Jn via Hertford	Y	N	Y	N	N	Y	N	N	N	-		
Hitchin, Cambridge Jn. to Shepreth Branch Jn.	Y	N	R	Y	R	Y	Y	Y	Y	-	15X units Must NOT work to/from East Anglia Zone without prior permission of Production Manager East Anglia. Class 150, 151 & 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 Railtrack, 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	Y	-		
Werrington Jn -Flyover East Jn via Lincoln	Y	N	Y	Y	Y	Y	Y	Y	Y	-		
Sleaford South Jn - Sleaford East Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		
Sleaford West Jn - Sleaford North Jn	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	-		
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	-		
Staythorpe Crossing - West Holmes Jn	Y	R	Y	Y	Y	Y	Y	Y	R	-	Information unavailable at time of printing	
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	-		
Loversall Carr Jn - Flyover West Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		

	(VB)	(AB)										
Route	101-127	141-144	150	153	155	156	158	159	165-166	170	Notes	
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	-		
Flyover East - Decoy North Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		
Bessacarr Jn - Black Carr Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		

TABLE FI - 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 Railtrack London North Eastern 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 NRN 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	Electric Multiple Unit Classes										General	
	308	302-307, 309-312,	313	314, 315, 318	317	319	321	322	323	325 (a)	365	Notes
Kings Cross - St Neots	Y	Y	Y	Y	Y	N	Y	Y	-	Y	Y	
St Neots - Peterborough	Y	Y	R	Y	Y	N	Y	Y	-	Y	Y	313 EMU - PROHIBITED between St. Neots and Retford, unless Tripcock & Shoe gear removed.

	Electric Multiple Unit Classes											General
Route	308	302-307, 309-312,	313	314, 315, 318	317	319	321	322	323	325 (a)	365	Notes
Peterborough to Retford	Y	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	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.
Freight Terminal Jn - Camden Road East Jn	Y	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	N	Y	N	N	N	N	N	N	N	N	ONLY CLASS 313 UNITS ARE PERMITTED.
Canonbury West Jn - Finsbury Park Jn	Y	R	Y	R	Y	Y	Y	Y	N	Y	N	309, 312/0 & 312/1 EMU Permitted to work to / from East Anglia Zone via Finsbury Park & Dalston Jn. OR via Graham Road Curve.
Wood Green Jn - Langley Jn via Hertford	R	R	R	R	R	R	R	R	-	R	R	No more than 12 electric trains may be operated over the Hertford Loop at any one time, no more than 6 of these may be electric locomotive hauled. This is subject to there being no more than 25 electric train movements in total on the branch in any one half hour period.

	Electric Multiple Unit Classes											General
Route	308	302-307, 309-312,	313	314, 315, 318	317	319	321	322	323	325 (a)	365	Notes
Hitchin Cambridge Jn - Cambridge	R	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	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	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	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 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>

LOCAL INSTRUCTIONS

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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, Section J. Clauses X.1.1 and X.1.2 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, Section J. Clauses X.1.1 and X.1.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on a hand signal from the Guard or Shunter when he comes into view.

BETWEEN KINGS CROSS AND GAS WORKS TUNNEL

Rule Book Section J Clause X.9.

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 Section K - 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, Section K is modified accordingly.
- (ii) **At Controlled Stop Signals-** After communicating with the Signaller in accordance with the Rule Book, Section K, 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 hand signal from the Shunter, stop immediately inside signal K29.

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 Section B Part 4 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, Section J, Clause X.1.1 and X.1.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on a hand signal 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 Section C, Clause X.1.3.

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, Section J, Clause X.1.1 and X.1.2 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, Section J, Clauses X.1.1 and X.1.2 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 - REDLAND ROADSTONE PRIVATE SIDING

When a train is ready to set back into Redland Roadstone Private Siding the Guard/Shunter must advise the Signaller at Kings Cross and then place himself in the most suitable position to control the movement.

The clearing of signal 211/211R is the Driver's authority to commence the set back movement and the provisions of the Rule Book Section J clauses X.1.1 and X.1.2 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 - ST. NEOTS AND RETFORD

Class 313 and 319 EMU's when fitted with tripcock and 3rd 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 falling snow must sound the locomotive horn.

Examination of Harlaxton Road, Springfield Road and Barrowby Road Underbridges in accordance with Rule Book Section V, Clause X.2 "Bridge Strikes".

The G.N.E.R. Station Supervisors at Grantham Station need not be trained as a COSS in order to examine these underbridges in accordance with the Rule Book. Before proceeding to site the Supervisor must obtain an assurance from the Signaller at Doncaster that train movements over the appropriate bridge have been stopped.

DONCASTER

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 YARD

Train Preparation/Examination.

1. When train preparation/examination is to be performed the Guard/Train Preparer must first advise the Chargeman of the sidings in which work is to take place, the nature of the work and obtain a radio set for the purposes of communication with the Chargeman.
2. The Guard/Train Preparer must not enter any siding until he has received permission from the Chargeman to do so and has been given an assurance that all movements within the sidings concerned have ceased and no further movements will take place until the work has been completed.
3. Should it be necessary for shunting to be performed after permission has been given for work to be carried out, the Guard/Train Preparer, when instructed, must cease work and advise the Chargeman when he has moved to a place of safety. The Guard/Train Preparer must not resume work until permission to do so has been received from the Chargeman.
4. On completion of work, the Guard/Train Preparer must inform the Chargeman and return the radio set.

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 Section H Part (i), Clause X.9.1 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 12 electric trains may be on the Hertford Loop at any one time, no more than 6 of these may be electric locomotive hauled. Subject to there being no more than a total of 25 electric train movements over the branch in any half 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.

CAMBRIDGE

Relief of Traincrews. Traincrews who are sent to Cambridge for relief purposes must, on arrival report to the Traincrew Supervisor's office at Cambridge Joint signing-on point.

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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.

Working of Locomotive Hauled trains to Cambridge Carriage Sidings.

Unless specifically instructed otherwise by the Carriage Sidings Supervisor, locomotives **MUST NOT BE STABLED** in Cambridge Carriage Sidings. This applies whether the locomotive is attached to or detached from a train or is light engine.

Drivers of such trains must report to the Carriage Sidings Supervisor on arrival for disposal instructions.

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.

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/Serviceing 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 an 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.

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. When a train formed of sliding door stock stops at Hubberts Bridge Station Up (to Sleaford) platform, the Driver must ensure that the rear of the train is in the platform.

The Guard must upon departure from Boston advise passengers wishing to alight at Hubberts Bridge that they must move to the rear vehicle. Upon arrival at Hubberts Bridge, the Guard must only open the rear door using the local control switch and not release the other doors.

The above instruction does not apply to sliding door trains formed ONLY of the following:-

2 Car Class 150 OR

1 Car Class 153

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 No.4, Section L Clause 4.3, and Rule Book No.10 Section L Clause 10.3, apply to this crossing, with the exception of Rule Book No.4, Section L Clause 4.3.7, and Rule Book No.10 Section L Clause 10.3.7

In addition, the conditions of Rule Book No.3 Section L Clause 3.2.2, Rule Book No.4 Section L Clause 4.2.2, Rule Book No.10 Section L Clause 10.2.2, 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**, Section L. Clause X.3 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 153/156/158/170 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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