

NETWORK RAIL

London North Western South Route

LNW (S)

Week No.

11

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS
MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 71 TO THE LNW(S) ROUTE
SECTIONAL APPENDIX

SATURDAY 07 JUNE 2025
to
FRIDAY 05 SEPTEMBER 2025
Inclusive

For additional items during the currency of this Notice, see Section D of the
Weekly Operating Notice (WON).

Published quarterly, on the first Saturday of March, June, September and December.

This notice comprises of 32 pages

For queries regarding the content of this publication contact:
PlanningPublications@networkrail.co.uk

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ACKNOWLEDGEMENT SLIP

Please complete the Acknowledgement Slip below (if appropriate), detach it and hand it to your Supervisor/Manager.

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 71 to the LNW (S) Route Sectional Appendix effective from Saturday 07 June 2025 to Friday 05 September 2025

I undertake to familiarise myself with the contents and observe the instructions therein which apply to me.

Full Name (in capitals): _____

Signature (in full): _____

Location: _____

Date: _____

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Introduction

This Periodical Operating Notice (PON) composed of two sections:-

Part 1 contains items published for the first time in the PON. Items published in this first section that have not been published in the Weekly Operating Notice (WON) are additionally noted by a vertical line in the margin.

Part 2 contains items previously published in the PON that are still valid.

Items marked * * will not appear in future issues of the PON and a note must be taken of them.

Supplement to the Sectional Appendix

Attached to the back of this Notice are updates to the existing Sectional Appendix in the form of a Supplement. This is not part of the PON. It is a document in its own right. It has been physically attached to the PON to:

- ensure its effective distribution to all users
- reduce the amount of raw materials consumed in its generation and distribution
- reduce costs associated with production

The Supplement is identified as Supplement No. 71 and is dated 07 June 2025 In line with current industry standards items published in the Supplement will not appear in future PONs.

**Enquiries concerning amendments to the Sectional Appendix must be e-mailed to the
Planning Publications mailbox**

PlanningPublications@networkrail.co.uk

**Enquiries concerning amendments to the :
NATIONAL OPERATING PUBLICATIONS should be addressed to
STEVE RAY, NETWORK OPERATIONS.**

**Amendments to the Rule Book and Working Manuals for Railway Staff are produced by Rail Safety &
Standards Board.**

**NETWORK RAIL LNWS ROUTE TAKE NO RESPONSIBILITY FOR ANY ERRORS THAT MAY BE
CONTAINED IN THESE AMENDMENTS**

Enquiries concerning amendments to the Rule Book and Working Manual should be addressed to:

**RSSB
The Helicon
1 South Place
London
EC2M 2RB**

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

Telephone calls to Network Rail Signal boxes, Electrical Controls and Production Controls may be recorded for the purposes of monitoring the quality of safety related information being exchanged and to assist with investigations into incidents.

This publication is printed and distributed by APS Group

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LATE OR NON-DELIVERY

Please contact APS Group if you have not received your PON by 15.00 hours on the Wednesday prior to the operative Saturday of this publication, thus allowing adequate time to expedite tracking and replacement procedures as necessary.

If you receive this publication from your line manager or a local distribution point arrangement, then please contact them direct and NOT APS Group

Part A - Foreword

A1 Introduction

This document contains new and previously published amendments to National Operations Publications, which are considered too urgent to await a complete reissue of the document concerned.

A2 Scope

This document is primarily used to publish minor changes to National Operations Publications. However, it may also be used to publish material changes that have already been consulted on but do not justify the reissue of a Rule Book module and / or handbook.

A3 Implementation

The publication date of this document is **07 June 2025**.

A4 Technical content

The technical content of this document has been approved by James Webb, Professional Head of Rail Operations, RSSB. Enquiries should be directed to RSSB at <https://customer-portal.rssb.co.uk/>.

A5 Definitions

Material change

Where duty holders are required by a Railway Group Standard to do something physically different.

Minor change

A minor change comprises of one of the following:

- Typographical errors or changes to administrative details such as telephone numbers, or
- Changes for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety, or
- Changes to operational documents affecting only one duty holder, provided that the duty holder consents to those changes.

National Operations Publications

These are Railway Group Standards which set out mandatory requirements for direct application in the workplace and which are subject to frequent changes. These include any modules or handbooks forming part of the Rule Book (GERT8000) or its associated information handbooks with references in the RS500 series.

Periodical Operating Notice

An official document for publishing details of changes to National Operations Publications and local operational publications to the railway industry. This is often referred to as the PON.

Part B - Changes since previous issue

Amendment No	Publication and section
	Part C - New amendments to National Operations Publications
	No new amendments
Amendment No	Publication and section
	Part D - Previous amendments to National Operations Publications
	No change to previous amendments

Part C - New amendments to National Operations Publications

No new amendments



Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

A GSM-R acknowledged safety broadcast can now be used by a signaller to inform drivers that a warning board or speed indicator for a temporary speed restriction is missing or obscured. Section 8.4 has been amended to include this. (This addition was first published in the December 2017 Periodical Operating Notice).

The '**Poor rail conditions**' section has now been changed to refer to 'reportable' railhead conditions to match the changes that have been made in Rule Book module TW1 'Preparation and movement of trains' to describe rail conditions.

8.4 Acknowledged (safety) broadcast calls

Safety broadcast calls are used to reach a clear understanding by using non verbal acknowledgement.

After listening to the message in its entirety and after the call has been terminated the driver acknowledges their understanding of the message by pressing the **ST** button.

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

- Poor rail conditions.
- Animals on the line (Not tunnels).
- Defective Emergency Indicators.
- Missing or obscured Temporary Speed Restriction (TSR) board.
- Unusual events (Not Track or Signalling).

Scripts for safety broadcasts

The following scripts set out the content of a pre-recorded safety broadcast:

Poor rail conditions

"This is a safety broadcast from the signaller at _____. There are reportable railhead conditions at/on* the approach to _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Animals on or near the line

"This is a safety broadcast from the signaller at _____. There are animals on or near the line at/between* _____ and* _____, proceed at caution. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Defective Emergency Indicators

"This is a safety broadcast from the signaller at _____. There is a defective emergency indicator for a _____ mph emergency speed restriction at _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

Missing or obscured TSR board

"This is a safety broadcast from the signaller at _____. There is a missing/obscured* warning board or speed indicator* for the _____ mph temporary speed restriction at _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate

** Insert name or location.

Note: If more than one TSR board is missing or obscured for a speed restriction then a GSM-R berth-triggered broadcast message cannot be used for this purpose.

Unusual events

"This is a safety broadcast from the signaller at _____. * _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Insert details of the incident, location and any speed restriction in the main body of the broadcast.

Note: unusual events can include overcrowding on station platforms. The location of the event must be easily identifiable by the signaller and the driver.

Changes to various modules and handbooks as a result of the term 'manned level crossing' being replaced by 'manually-controlled level crossing'

Explanation of change

It has been pointed out that the use of the term 'manned level crossing' in the Rule Book suggests that the person operating the crossing must be a man. This is not correct and the wording has been changed as necessary to refer to these crossings as 'manually-controlled'.

The modules and handbooks concerned will be reissued over a period. Those listed below will not be reissued in printed format at this stage but were amended as shown from 3 December 2022. Existing copies should be altered in ink to show these changes.

Electronic versions of the modules and handbooks including these changes can be found at www.rssb.co.uk or in the Rule Book App.

Rule Book module or handbook	Section or regulation	Amendment
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided	5.9	Amend 'manned level crossing' to 'manually-controlled level crossing'

Changes to various modules and handbooks as a result of the term 'pilotman' being replaced by 'pilot'

Explanation of change

It has been pointed out that the use of the term 'pilotman' in Rule Book modules P1 *Single line working* and P2 *Working single and bi-directional lines by pilotman* suggests that the person carrying out the role must be a man. This is not correct and the term has been changed to 'pilot'.

The modules and handbooks concerned will be reissued over a period. Those listed below will not be reissued in printed format at this stage but were amended as shown from 3 December 2022. Existing copies should be altered in ink to show these changes.

Electronic versions of the modules and handbooks including these changes can be found at www.rssb.co.uk or in the Rule Book App.

Rule Book module or handbook	Section or regulation	Amendment
G1 General safety responsibilities and personal track safety for non-track workers	5.3 5.6	Amend 'pilotman' to 'pilot'
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	Amend 'pilotman' to 'pilot'
TS3 Absolute block regulations	9.1 9.2.2 9.2.4 9.5	Amend 'pilotman' to 'pilot'
TS4 Electric token block regulations	2.2 8.1.1 8.2.1 8.6.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '.
TS4 Electric token block regulations	8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8	Amend 'pilotman' to 'pilot'

TS5 Tokenless block regulations	8.1 8.2	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS5 Tokenless block regulations	8 8.1 8.2 8.3 8.4 8.5 8.5.2	Amend 'pilotman' to 'pilot'
TS7 No-signaller token regulations	2.2 8.1.1 8.2.1 8.3.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS7 No-signaller token regulations	3.1 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.3.1 8.3.2 8.4	Amend 'pilotman' to 'pilot'
TS8 One-train working regulations	8.1 8.4.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS8 One-train working regulations	3.1 3.2 8 8.1 8.2 8.3 8.4.1 8.4.2	Amend 'pilotman' to 'pilot'
Handbook 5 Handsignalling duties	4 6.1	Amend 'pilotman' to 'pilot'

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

The 2023 RID regulations include a number of changes to the details of UN numbers which are as shown below.

Delete: the following which ceased to be valid after 30th June 2023:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1169	Extracts, aromatic, liquid			

Amend: the following as shown:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1197	Extracts, liquid for flavour or aroma	3		II, III
1345	Rubber scrap or Rubber shoddy, powdered or granulated not exceeding 840 microns and rubber content exceeding 45%	4.1		II
1872	Lead dioxide	5.1		III
1891	Ethyl bromide (Bromoethane)	3	6.1	II
2015	Hydrogen peroxide, stabilized or hydrogen peroxide, aqueous solution, stabilized with more than 70% hydrogen peroxide	5.1	8	I

Add: the following new entry:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3550	Cobalt dihydroxide powder, containing not less than 10% respirable particles	6.1		I

Handbook 9 IWA or COSS setting up safe systems of work within possessions

Explanation of change

As a result of the reissue of Handbooks 6 and 7 the cross-references to those handbooks have now been changed. Sections 3.3, 3.4 and 3.5 are amended as shown below to include the new cross-references. There are no changes to any other part of section 3.

3.3 Safe system of work where all lines are blocked (safeguarded)

Before you can treat your safe system of work as safeguarded, you must agree with the ES or SWL that:

- there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

You must make sure that any other line at your site of work that is not inside the work site is blocked as shown in section 4.2 of handbook 6 or 4.3 of handbook 7.

3.4 Safe system of work using a safety barrier (fenced)

Before you can treat your safe system of work as fenced, there must be a safety barrier as described in section 3.3 of handbook 6 or section 6.5 of handbook 7 between your site of work and any open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

3.5 Safe system of work (separated)

Before you can treat your safe system of work as separated, you must carry out the instructions shown in section 6.6 of handbook 7 for any adjacent open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

A person acting as an IWA cannot use a site warden as part of this safe system of work.

Module TS1 General signalling regulations

Explanation of change

The module published in September 2024 incorrectly included a change to regulation 12.1 which it was finally decided would not be progressed. The wording of this regulation will now revert to that previously published, as shown below. There are no changes to any other part of regulation 12.

12.1 When this general signalling regulation must be used

You must carry out this regulation if you are told that a train cannot be signalled normally because a track circuit actuator (TCA) on the train has become defective.

You must pass on the details to the next signaller who is to signal that train.

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

The 2025 RID regulations include a number of changes to the details of UN numbers which are as shown below.

Amend: the following as shown:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1835	Tetramethylammonium hydroxide aqueous solution	8		II, III
2870	Aluminium borohydride in devices	4.2	4.3	
3165	Aircraft hydraulic power unit fuel tank (containing a mixture of anhydrous hydrazine and methyl hydrazine) (M86 fuel)	3	6.1 8	
3292	Batteries containing metallic sodium or sodium alloy cells, containing metallic sodium or sodium alloy	4.3		
3423	Tetramethylammonium hydroxide solid	6.1	8	I

Add: the following new entries:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3551	Sodium ion batteries with organic electrolyte	9		
3552	Sodium ion batteries contained in equipment or sodium ion batteries packed with equipment, with organic electrolyte	9		
3553	Disilane	2.1		
3554	Gallium contained in manufactured articles	8		
3555	Trifluoromethyltetrazole-sodium salt in acetone, with not less than 68% acetone, by mass	3		II
3556	Vehicle, lithium ion battery powered	9		
3557	Vehicle, lithium metal battery powered	9		
3558	Vehicle, sodium ion battery powered	9		
3559	Fire suppressant dispersing devices	9		
3560	Tertramethylammonium hydroxide aqueous solution with not less than 25% tetramethylammonium hydroxide	6	8	I

Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4	02/18	June 2018
Various modules and handbooks	01/22	December 2022
Various modules and handbooks	02/22	December 2022
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/23	March 2023
GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5	01/24	December 2024
GERT8000-TS1, issue 18, General signalling regulations, regulation 12.1	02/24	December 2024
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/24	December 2024

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2)

Explanation of change

The current instruction 44 temporary isolations has been withdrawn and replaced with a new instruction 44 temporary isolations. The new TI instruction provides a simplified and structured process for the authorisation and circumstances in which TI may be utilised. It details the process for taking and giving up of a temporary isolation and provides for a new role of Person In Charge of Temporary Isolation (PICTI) to clearly define the roles and responsibilities of the staff involved in the temporary isolation process. It also provides clarity that the signal protection provided for the temporary isolation by the PICTI is separate to the protection arrangements that are required to be provided by the COSS.

Signal Protection provided for a TI must never be relied upon to provide staff with a 'Safe system of work when walking or working on or near the line' as required by the Rule Book Module T7.

Pages 58 to 61 inclusive

Delete Instruction 44 – Temporary isolations and replace with the following:

44 Temporary isolations

44.1 General

44.1.1 Temporary Isolations (TI) shall only be used to carry out work in order to contain an incident and/or make the railway safe for normal operation. Temporary Isolations shall only be taken by persons competent to do so. Temporary Isolations shall not be used to replace or short cut the normal planning process.

44.2 Persons competent to take temporary isolations

44.2.1 Staff or Contractors who undertake Temporary Isolations shall be certified in accordance with the appropriate Network Rail standards.

44.3 Authorising a temporary isolation

44.3.1 Temporary Isolations shall only take place

- (a) with the agreement of the Operations Control for the lines concerned
- (b) at those locations where a traction return rail is adjacent to the conductor rail

44.3.2 Short circuiting bars shall not be used where there is a guard board between the conductor rail and the adjacent running rail or where a yellow plastic shroud is fitted to the underside of the conductor rail. In such cases the Temporary Isolation shall not proceed and alternative arrangements shall be made to undertake the activities.

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2) – Continued

- 44.3.3 The Person In Charge of the Temporary Isolation (PCTI) shall contact the Operations Control concerned,
- (a) stating their name,
 - (b) job title,
 - (c) employer,
 - (d) the reason for requesting a TI
 - (e) the activity to be undertaken,
 - (f) the exact location,
 - (g) the lines concerned
 - (h) the anticipated duration of the Temporary Isolation required.
- 44.3.4 The Operations Control shall consult with interested parties and determine whether a Temporary Isolation shall be authorised.
- 44.3.5 If the Operations Control do not authorise the proposed TI, alternative arrangements shall be made to undertake the activity.
- 44.3.6 The Operations Control shall advise the PCTI, ECO and Signal Centre(s) of the authorised arrangements as soon as practicable.
- 44.3.7 The Signaller and ECO shall then agree the appropriate protection limits for the proposed electrical isolation.
- 44.3.8 The ECO shall then confirm to the PCTI the isolation arrangements to be applied.

44.4 Taking a Temporary Isolation

- 44.4.1 On request from the PCTI, the ECO shall contact the signaller(s) and request the affected line(s) to be blocked to all trains to protect the isolation. The signaller shall apply any reminder appliances as necessary and record the details in the train register. The signaller shall confirm to the ECO when the line(s) have been blocked to all trains and the ECO shall make an appropriate entry in the ECR log.
- 44.4.2 The ECO shall open the relevant circuit breakers and/or other controlled devices and instruct as necessary the PCTI to operate any relevant switches to the required position.
- 44.4.3 The PCTI shall confirm details of the switches operated to the required position to the ECO, once this has been done.
- 44.4.4 The ECO shall take appropriate action to prevent reclosure of those circuit breakers and/or other controlled devices in accordance with the ECR instructions. The ECO shall record the details in the ECR log.

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2) – Continued

- 44.4.5 The ECO shall then advise the PICTI that the conductor rail has been switched off and that the conductor rail may now be tested.

44.5 Testing the conductor rail

- 44.5.1 The PICTI shall make sure that the section or sub-section is switched off by testing between the conductor rail and the traction return rail adjacent to the conductor rail, using an approved testing device. The use of train line live indicator lamps is not permitted.
- 44.5.2 If the test proves the conductor rail is live then the ECO shall be informed immediately. The PICTI shall not attempt further switching without the authority of the ECO.

The ECO shall establish the cause of the irregularity and where possible, may agree revised arrangements. The signaller, PICTI and Operations Control shall be informed and where agreed, apply the revised arrangements.

- 44.5.3 Where it is not possible or practical to apply revised arrangements, the TI shall be cancelled.

44.6 Preventing re-energisation of the isolated section

- 44.6.1 If the test proves that the conductor rail is switched off re-energisation shall be prevented by the application of a short circuiting bar(s) by a competent person adjacent to the position where the work is to be undertaken. Once short circuiting bars have been applied the TI is established.

44.7 Briefing staff before commencing work

- 44.7.1 The PICTI shall arrange for all personnel to be briefed on the Safe Working Limits of the TI before any work begins.

44.8 Cancelling the temporary isolation

- 44.8.1 When work has ceased the PICTI shall confirm that all persons, tools or equipment are clear of the CRE.
- 44.8.2 Where an electric train is involved the PICTI shall additionally confirm that all persons, tools or equipment are clear of collector shoes, and other exposed parts of electrical equipment on trains
- 44.8.3 The PICTI shall arrange for all members of any work group to be advised that the CRE is to be recharged.

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2) – Continued

- 44.8.4 The short circuiting bar(s) shall then be removed.
- 44.8.5 The PICTI shall then contact the ECO, confirming that they wish to give up the Temporary Isolation,
- (a) stating their name,
 - (b) job title,
 - (c) employer,
 - (d) the activity undertaken,
 - (e) the exact location,
 - (f) the lines concerned
 - (g) confirming that short circuiting bar(s) have been removed
 - (h) and all personnel are clear of the CRE

44.9 Making the conductor rail live

- 44.9.1 The ECO shall upon receiving this request shall take the required actions to recharge the Temporary Isolation, ensuring any switches are operated with the current switched off and the section blocked to traffic (see instruction 15 of this WI). The PICTI shall confirm to the ECO when any relevant switches have been operated. The recharging of the Temporary Isolation shall be recorded in the ECR Log Book.
- 44.9.2 The ECO shall contact the signaller, advising that the CRE has been switched on and request for the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) be withdrawn.
- 44.9.3 The signaller shall withdraw the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) and advise the ECO when this has been done and record the details in the train register.
- 44.9.4 The ECO shall advise the PICTI that the isolation has now been restored and that the block to all trains for the TI has been withdrawn.

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2) – Continued

Explanation of change:

The current range of forms shown in Appendix B, of the D.C electrified lines working instruction NR/WI/ELP/3091 - issue E2, have been updated and revised into a new Network Rail standard template. The existing forms shall be deleted and the new forms shall be used with effect from the 07th June 2008. These new forms will no longer be published within the work instruction but will be published separately under the new form reference numbers.

Word copies can be found on the Network Rail business standards connect page using the new form reference number.

Reference Appendix B, pages 69 to 80

Delete the following forms:

- Conductor Rail Permit
- Form DA
- Form DS
- Form DP
- Form DE
- Form B1
- Form B2

Replace the forms, reference numbers as below, with the new forms published in the Network Rail Business standards page on connect.

- NR/L3/OCS/3091-CRP
- NR/L3/OCS/3091-DA
- NR/L3/OCS/3091-DS
- NR/L3/OCS/3091-DP
- NR/L3/OCS/3091-DE
- NR/L3/OCS/3091-B1
- NR/L3/OCS/3091-B2

Miscellaneous Instructions

NETWORK RAIL CONTROL – LNW CONTROL (SOUTH) CONTACT DETAILS

The following numbers may be used to contact Network Rail LNW Control (South).

In an emergency or when safety of the line is affected, ALWAYS contact the controlling Signaller first.

NETWORK RAIL OPERATIONS CONTROL	GSM-R CONTACT NUMBER
Route Control – West Coast South	74 3061 02
Route Control – Midlands & Western	74 3063 02

NETWORK RAIL CONTROL –RUGBY AND BIRMINGHAM	BRT	BT
Route Control Manager (located Rugby ROC) Emergency Mobile: Fax:	085 42545 - 085 42553	0330 854 2545 07767 672 492 0330 854 2553
Rugby ROC Emergency (Primary)	085 42555	0330 854 2555
Rugby ROC Emergency (Secondary)	085 42557	0330 854 2557
VSTP Controller (located Rugby ROC) (Post covered 0700 - 2100 hours Mon - Fri, 0700 - 1900 Sat, 1000 - 2000 Sun. Outside these times contact the Train Running Controller – West Coast) Fax:	085 42547 085 42554	0330 854 2547 0330 854 2554
Information Controller (located Rugby ROC) (post covered 0600 - 2200 hours Mon - Sat, 1000 - 2000 Sun. Outside these times contact the Route Control Manager) Fax:	085 42546 085 42553	0330 854 2546 0330 854 2553
Train Running Controller – Long Distance (located Rugby ROC) (Post covered 0630 - 2230 hours Mon - Sat, 0900 - 2100 Sun. Outside these times contact the Train Running Controller for area concerned) Emergency Mobile: Fax:	085 42579 - 085 42553	0330 854 2579 07860 500 514 0330 854 2553
Train Running Controller – West Coast (located Rugby ROC) Emergency Mobile: Fax:	085 42548 - 085 42553	0330 854 2548 07515 621 511 0330 854 2553
Incident Controller – West Coast South (located Rugby ROC) <i>(Euston to Hanslope South Jn (excl); Euston to Watford Jn (DC lines); Watford Jn to St Albans Abbey; Bedford St. Johns – Bletchley)</i> Emergency Mobile: Fax:	085 42549 - 085 42553	0330 854 2549 07515 624 561 0330 854 2553
Incident Controller – West Coast North (located Rugby ROC) <i>(Hanslope South Jn (incl) to Basford Hall Jn (excl); Colwich Jn to Congleton (excl) / Alsager (excl); Rugby to Brandon (incl); Nuneaton to Three Spires Jn (excl))</i> Emergency Mobile: Fax:	085 42551 - 085 42553	0330 854 2551 07524 411 762 0330 854 2553
Incident Support Controller – West Coast (located Rugby ROC) Emergency Mobile: Fax:	085 42574 - 085 42553	0330 854 2574 07919 470 280 0330 854 2553
Train Running Controller – Midland & Western Lines (located West Midlands SC, Saltley) Fax:	085 42573 085 55163	0330 854 2573 0121 576 2163

(Table continued on next page...)

Miscellaneous Instructions – Continued

NETWORK RAIL CONTROL – LNW CONTROL (SOUTH) CONTACT DETAILS – Continued

NETWORK RAIL CONTROL –RUGBY AND BIRMINGHAM	BRT	BT
Incident Controller – Midland Lines (located West Midlands SC, Saltley) <i>(Ashchurch (excl) to Elford (excl) via Camp Hill & New Street; Barnt Green to Redditch; Water Orton to Nuneaton (excl); Brandon (excl) to Penkridge via Bescot & New Street; Wolverhampton to Allscott (incl); Madeley Jn to Ironbridge (excl); Aston to Lichfield Trent Valley (high level); Coventry to Kenilworth Loop (incl); Coventry to Three Spires Jn (incl); Bescot to Rugeley Trent Valley (excl); Walsall to Water Orton / Castle Bromwich)</i> Fax:	085 42560 085 55163	0330 854 2560 0121 576 2163
Incident Controller – Western Lines (located West Midlands SC, Saltley) <i>(Marylebone ASC area; Aylesbury to Claydon L&NE Jnc (incl); Claydon L&NE Jnc (incl) to Oxford North Jn (excl) and Swanbourne Sidings (excl); Heyford (incl) to Hartlebury (incl) via Snow Hill; Leamington Spa to Kenilworth Loop (excl); Tyseley / Hatton to Stratford-upon-Avon)</i> Fax:	085 42576 085 55163	0330 854 2576 0121 576 2163
Incident Support Controller – Midland & Western Lines (located West Midlands SC, Saltley) Fax:	085 42561 085 55163	0330 854 2561 0121 576 2163
West Midlands SC Emergency (Midland Lines)	085 55715	0121 345 5715
West Midlands SC Emergency (Western Lines)	085 55730	0121 345 5730
Train Delay Attributer – West Coast South (located West Midlands SC, Saltley)	05 47334	0121 654 7334
Train Delay Attributer – West Midlands & Trent Valley (located West Midlands SC, Saltley)	085 42565	0330 854 2565
Train Delay Attributer – Western Lines (located West Midlands SC, Saltley) Fax:	085 42562 085 55163	0330 854 2562 0121 576 2163
Train Delay Attributer – New Street PSB (located New Street PSB) Fax:	085 55099 085 55096	0121 345 5099 0121 345 5096
Train Delay Attributer – Assist (located Rugby ROC / West Midlands SC, Saltley) (post covered 0700 - 2100 Mon - Fri)	085 42563	0330 854 2563
Autumn Controller – LNW Route (South) (located West Midlands SC, Saltley) (Post covered during autumn leaf fall season) Fax:	085 42572 085 55163	0330 854 2572 0121 576 2163

ELECTRICAL CONTROL ROOM (ECR) CONTACT DETAILS LONDON NORTH WESTERN (SOUTH)

Electrical Control Room	ETD Telephone Numbers		STD Telephone Numbers	GSM-R CONTACT NUMBER
	Short Code – TO BE USED IN AN ELECTRICAL EMERGENCY ONLY	Railway ETD		
Crewe	175	085 41095 (emergency only) 085 41096	033 085 41095 (emergency only) 033 085 41096 01270 255 582	74 4062 03
Rugby	172 or 177	054 6422 054 6533	01788 576 256 01788 576 257 (both emergency only) 01788 555 422	74 4061 03

Miscellaneous Instructions – Continued

NETWORK RAIL – London North Western (South)

SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS

The telephone numbers shown below must only be used if it is necessary to contact one of the following signal boxes. These numbers may only be used in connection with essential messages regarding operations or cases of emergency.

Note: GSM-R calls and messages will be diverted to another signal box / panel / workstation if:

- the signal box has closed ('switched out') while the line remains open
- the panel/workstation is unstaffed during 'Light Duty Working'.

SIGNAL BOX / PANEL / WORKSTATION	<u>BRT</u>	<u>BT</u>	<u>SIGNAL PREFIX</u>	<u>GSM-R</u>
Aston	085 49391	0330 854 9391	AN	74 6020 01
Droitwich Spa	085 49374	0330 8549374	DS	74 5200 01
Henwick	085 49378	0330 8549378	HK	74 5245 01
Ledbury	085 28488	0330 854 9381	L	74 5250 01
Lichfield Trent Valley Junction	085 55726	01543 410 191	TV	74 6026 01
LUL Metropolitan Line Control GSM-R coverage area: Neasden Jn to Amersham (Network Rail / LUL boundary)			JB	74 6109 01
Malvern Wells	085 49380	0330 8549380	MW	74 5269 01
Marston Vale SCC (East workstation) <i>(Marston LC to Bedford)</i>	085 42622	0330 8542622	MV	74 6163 01
Marston Vale SCC (West workstation) <i>(Bletchley to Lidlington)</i>	085 42621	0330 8542621	MV	74 6169 01
Marylebone South <i>(Marylebone to Saunderton station (inclusive); Neasden South Jn to Harrow-on-the-Hill; Neasden South Jn to Neasden Jn (Route boundary); South Ruislip to Greenford West Jn (Route boundary))</i>	085 42620	0330 085 2620	ME	74 6108 01
Marylebone North <i>(Saunderton station (exclusive) to site of former Aynho Park Jn; Princes Risborough to Aylesbury; Amersham (Network Rail / LUL boundary) to Aylesbury)</i>	085 42619	0330 085 2619	ME, OB	74 6107 01
Newland East	085 49379	0330 8549379	NE	74 5263 01
Norton Jn	085 49382	0330 8549382	NJ	74 5265 01
Rugby SCC Shift Signalling Manager South SSM; North SSM	085 42633 085 42634	0330 8542633 0330 8542634		74 6167 01
Rugby SCC – Bletchley Workstation <i>(Soulbury Road HABDs to Wolverton (incl.))</i>	085 42628	0330 8542628	TK, KR	74 6162 01
Rugby SCC – Northampton Workstation <i>(Wolverton (excl.) to Hillmorton Jn (excl.) (via Weedon and via Northampton))</i>	085 42629	0330 8542629	KR, HN, RY	74 6159 01
Rugby SCC – Rugby Workstation <i>(Hillmorton Jn (incl.) to Shilton; Rugby to Brandon)</i>	085 42630	0330 8542630	KR, NR, RN, RC	74 6161 01
Rugby SCC – Nuneaton Workstation <i>(Shilton to Atherstone (incl.); Stockingford to Nuneaton to 2m 62ch (Route boundary) on the Arley / Hinckley lines; Nuneaton to 6m 70ch on the Bedworth lines)</i>	085 42631	0330 8542631	RN, NL, CN, WN, NW	74 6165 01
Rugby SCC – Tring Workstation <i>(Kings Langley to Soulbury Road HABDs)</i>	-	0330 854 2627	WT, TK	74 6157 01
Rugby ROC – Claydon Workstation (Gavray Jn to Flyover Summit Jn (incl.). Flyover Summit Jn to Fenny Stratford Jn).	085 89000	0330 858 9000	OB	74 6110 01
Rugby ROC – Colwich Workstation (Atherstone (excl.) to Shugborough)	085 42637	0330 854 2637	NL, LS	74 6170 01
Tyseley No.1	085 55828	0121 345 5828	TY1	-

Miscellaneous Instructions – Continued
NETWORK RAIL – London North Western (South) – Continued
SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS – Continued

The telephone numbers shown below must only be used if it is necessary to contact one of the following signal boxes.

These numbers may only be used in connection with essential messages regarding operations or cases of emergency.

Note: GSM-R calls and messages will be diverted to another signal box / panel / workstation if:

- the signal box has closed ('switched out') while the line remains open
- the panel/workstation is unstaffed during 'Light Duty Working'.

SIGNAL BOX / PANEL / WORKSTATION	BRT	BT	SIGNAL PREFIX	GSM-R
Wembley Mainline SCC Shift Signaller Manager	085 26414 085 26415 085 26416	0330 852 6414 0330 852 6415 0330 852 6416		
Wembley Mainline SCC – Euston Panel <i>(Euston to Park Street Tunnels)</i>	085 26412	0330 852 6412	WM	74 6151 01
Wembley Mainline SCC – Camden Panel <i>(Park Street Tunnels to Kensal Green Tunnel)</i>	085 26413	0330 852 6413	WM	74 6152 01
Wembley Mainline SCC – Willesden Panel <i>(Kensal Green Tunnel to Wembley Yard)</i>	085 26417	0330 852 6417	WM	74 6153 01
Wembley Mainline SCC – Watford Workstation <i>(Willesden Jn to Kings Langley; Watford Junction to St. Albans Abbey)</i>	085 26418	0330 852 6418	WM, WT	74 6154 01
Wembley Mainline SCC – Suburban Workstation <i>(DC Electric lines: South Hampstead to Watford Junction)</i>	085 26435	0330 852 6435	WS	74 6156 01
Wembley Mainline SCC - Supervisor Workstation	085 26436	0330 852 6436	-	-
Wembley Yard	085 26443	0330 852 6443	WY	-
West Midlands S.C – Bescot Workstation <i>(Hamstead to Portobello Jn (excl))</i>	085 55064	0121 576 2064	SB	74 6007 01
West Midlands S.C. – Bromsgrove Workstation <i>(Barnet Green (excl.) to Ashchurch (excl.); Stoke Works Jn to Droitwich Spa (excl.))</i>	085 55166	0121 576 2166	BA, WB	74 6018 01
West Midlands S.C. – Cherwell Valley Workstation <i>(Heyford to Leamington Spa)</i>	085 55083	0121 576 2083	OL, NA, LN	74 6016 01
West Midlands S.C – Coventry Workstation <i>(Brandon to Hampton-in-Arden (excl.) Kenilworth (incl.) to Coventry; Coventry to Coventry Arena)</i>	085 55720	0121 345 5720	RC, CB, CN, LC	74 6009 01
West Midlands S.C. – Kings Norton Workstation <i>(Five Ways to Barnet Green (incl.); Barnet Green to Redditch; Moseley (excl.) to Kings Norton)</i>	085 49360	0330 854 9360	BB, SY	74 6019 01
West Midlands Shift Signal Manager South (Stourbridge, Snow Hill, North Warwick Workstations)	085 55820	0121 345 5820		74 6000 01
West Midlands S.C. - North Warwick Workstation <i>(Warwick (incl) to Solihull (excl); Hatton to Bearley Junction; Stratford-upon-Avon to Yardley Wood (excl))</i>	085 55821	0121 345 5821	LJ, HS, WM, TB	74 6001 01
West Midlands S.C. – Birmingham New Street Shift Signalling Manager	085 49359	0330 854 9359		74 6012 01
West Midlands S.C. – Proof House Workstation <i>Hampton-in-Arden (incl.) to New Street South Tunnel (excl.), Aston South Jn to Stechford North Jn(excl.); Aston North Jn to Gravelly Hill Cross Over (excl.); Duddeston to Witton (excl.)</i>	085 49357	0330 854 9357	AW, SB, PA, SD	74 6028 01
West Midlands S.C. - Snow Hill Workstation <i>(Solihull (incl) to Jewellery Quarter (incl); Yardley Wood (incl) to Tyseley South Jn)</i>	085 55822	0121 345 5822	TB, LJ, WM	74 6002 01
West Midlands S.C. – Stourbridge Workstation	085 55711	0121 345 5711	DR, SJ	74 6003 01

<i>(Droitwich Spa (excl.) to Jewellery Quarter (excl.); Stourbridge North Jn to Round Oak)</i>				
West Midlands S.C. – Stour Valley Workstation (Galton Jn to Smethwick Jn; Soho South Jn to Perry Barr South Jn; Soho North Jn to Soho East Jn; Perry Barr West Jn to Perry Barr North Jn); Witton (incl.) to Hamstead; Soho South Jn to Tipton (incl.)	085 49358	0330 854 9358	BW, SP, GS, SB	74 6027 01
West Midlands S.C. – Birmingham New Street Workstation (New Street South Tunnel (Incl.) to Monument Lane South Jn (incl.) Down Stour / from Winson Green (incl.) Up Stour. New Street to Five Ways)	085 49390	0330 854 9390	BB, BM, BW, CB, WP	74 6022 01
West Midlands Shift Signal Manager Wolverhampton Area (Telford, Walsall, Wolverhampton Workstations)	085 55080	0121 576 2080		
Worcester Shrub Hill	085 49375 085 49376	0330 8549375 0330 8549376	SH	74 5274 01
Worcester Tunnel Jn	085 49377	0330 8549377	TJ	74 5285 01
West Midlands S.C. – Telford Workstation (Oxley (incl.) to Abbey Foregate (excl.))	085 55885	0121 345 5885	OS, MJ	74 6008 01
West Midlands S.C. – Walsall Workstation (Bescot Jn (excl.) to Rugeley Trent Valley (excl.); Ryecroft Jn to Aldridge Jn (incl.))	085 55074	0121 576 2074	DR, RR	74 6006 01
West Midlands Shift Signal Manager (Washwood Heath and Water Orton)	085 55015	0121 576 2015		74 6011 01
West Midlands S.C. – Water Orton Workstation (Tamworth (incl.) to Bromford Bridge (excl.); Stockingford to Water Orton; Water Orton to Aldridge Jn (excl.))	085 55010	0121 576 2010	WW, WP, NW	74 6005 01
West Midlands S.C. – Washwood Heath Workstation (Bromford Bridge (incl.) to Moseley (incl.))	085 55011	0121 576 2011	WP, LL	74 6004 01
West Midlands S.C. – Wolverhampton Workstation (Tipton (excl.) to Penkridge (excl.); Darlaston Jn (excl.) to Bushbury Jn)	085 55877	0121 345 5877	BW, WS, PC, SB	74 6013 01
Willesden Carriage Shed North	085 26425	0330 852 6425	CN	
Willesden Carriage Shed South	085 26426	0330 852 6426	CS	

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Protecting a stabled train on a platform line

The following stations are permitted to have trains stabled in the platform during a blockage using Rule Book Module TS1, Regulation 13.2:

- Marylebone
- High Wycombe
- Princes Risborough
- Aylesbury
- Aylesbury Vale Parkway
- Banbury
- Leamington Spa
- Coventry
- Birmingham New Street
- Wolverhampton
- Euston
- Bletchley Platform 6
- Watford Junction Platform 11, with additional protection of a PLB
- Northampton Bay Platforms 4 5

When a platform line is to be blocked under Rule Book Module TS1, Regulation 13.2 and a train is stabled on that line, the COSS/SWL must supply and ensure that the following protection is placed on the train before authorising the work to start:

During daylight - a NOT TO BE MOVED board or a red flag.

During darkness, fog, or falling snow - a red light (steady or flashing).

The COSS/SWL must make sure the protection is displayed on the platform side of the train:

- at the end from which the train is to be driven, or
- at both ends of the train if it can be driven from either end.

Protection of stabled Empty Coaching Stock on through platform lines during Engineering Works

The following locations are permitted to have trains stabled in the platform during a T3 possession

- Birmingham New Street
- Birmingham International
- Wolverhampton
- Coventry
- Leamington Spa
- High Wycombe

When an engineering possession is to be taken, with trains stabled within station limits – outside the limits of the T3, the following arrangements are to be made:

- Location of train(s) to be stabled not to fall within the possession limits
- Arrangements to be made by PICOP for a detonator and stop board to be located at the signal at each of a platform where train(s) are stabled, during the process of taking the possession

Arrangements to be published in the WON.

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216	07 June 2025
216A	07 June 2025
216B	07 December 2024
217	07 December 2024
218	07 December 2024
218A	07 December 2024
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218C	07 June 2025
218D	07 June 2025
219	07 June 2025
220	07 September 2024
220A	07 September 2024
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222	07 September 2024
223	03 December 2022
224	03 December 2022
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228	01 March 2025
229	07 September 2024
230	07 September 2024
230A	07 September 2024
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230G	07 December 2024
230H	07 December 2024
230I	01 March 2025
230J	01 March 2025
230K	07 December 2024
230L	07 December 2024
231	05 June 2021
232	05 June 2021
233	07 December 2024
233A	07 December 2024
233B	29 August 2020
234	29 August 2020
235	05 June 2021
236	05 June 2021
237	07 June 2025
238	07 June 2025
239	03 December 2022
240	03 December 2022
241	04 December 2021
242	04 December 2021
243	29 February 2020
244	29 February 2020
245	04 December 2021
246	04 December 2021
247	01 March 2025
248	01 March 2025
248A	07 September 2024
248B	07 September 2024
249	07 September 2024
250	07 September 2024
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256B	02 September 2023
257	07 June 2025
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257B	07 June 2025
258	07 June 2025
258A	01 March 2025
258B	01 March 2025
258C	01 March 2025
258D	01 March 2025
259	07 June 2025
260	07 June 2025
260A	01 March 2025
260B	01 March 2025
261	01 March 2025
262	01 March 2025
263	01 March 2025
264	01 March 2025
265	01 March 2025
265A	01 March 2025
265B	01 March 2025
266	01 March 2025
267	07 December 2024
267A	07 December 2024
267B	04 December 2021
268	04 December 2021
269	01 September 2012
270	01 September 2012
271	02 September 2017
272	02 September 2017
273	03 December 2022
273A	03 December 2022
273B	03 December 2022
274	03 December 2022
275	27 February 2021
275A	27 February 2021
275B	27 February 2021
276	07 December 2024
277	07 December 2024
278	07 December 2024
279	07 December 2024
279A	07 December 2024
279B	07 December 2024
280	07 December 2024
280A	07 December 2024
280B	05 June 2021
281	29 August 2020
282	29 August 2020
282A	28 November 2020
282B	28 November 2020
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	017	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	01/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		36 00			TCB Rugby S.C.C. (TK) Tring Workstation AC: Rugby ECR GSM-R
CHEDDINGTON		36 08			Axle Counter area TASS fitted: DF & UF lines. Platform Lengths: Cheddington 1 - 247 metres (269 yards) 2 - 247 metres (269 yards) 3 - 247 metres (269 yards) 4 - 247 metres (269 yards)
Ledburn Jn		37 14 *			Semi-Automatic Track Warning System (SATWS) provided at Ledburn Jn, between 37m 08ch and 37m 61ch. See General Instructions.
(End of diagram)		38 00			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	018	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		38 01			TCB Rugby S.C.C. (TK) Tring Workstation AC: Rugby ECR GSM-R
Redborough Farm Underbridge 3 span brick underbridge (bridge 130) 33 metres (36 yards)		38 59 to 38 61			Axle Counter area TASS fitted: DF & UF lines.
Leighton Buzzard OHNS		39 20 40 01 *			Platform Lengths: Leighton Buzzard 1 - 256 metres (280 yards) 2 - 256 metres (280 yards) 3 - 256 metres (280 yards) 4 - 257 metres (281 yards)
LEIGHTON BUZZARD		40 14			
		40 25 *			
		40 28 *			
		40 32 *			
(End of diagram)		40 35			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	021	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		46 31			TCB Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR GSM-R
Bletchley Covered Way		46 36	To / from Denbigh Hall South Jn MD736 seq 008		Axle Counter area, on Slow and Fast lines only. UB: Up Bletchley DB: Down Bletchley
(Buffer stop on Bletchley Relief 2 Neck) Bletchley South Jn		46 39 46 40 46 41	To / from Flyover Jn MD736 seq 008		<input type="checkbox"/> Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Vale lines only.
Buckingham Road underbridge (bridge 153) 80 metres (87 yards)		46 42 46 43			Platform Lengths: Bletchley Platform 1: 253 metres. Platform 2: 253 metres. Platform 3: 253 metres. Platform 4: 262 metres. Platform 5: 262 metres. Platform 6: 129 metres.
BLETCHLEY		46 54			Platforms 4, 5 and 6: permissive (PP-A) in both directions.
(Vale lines diverge from Bletchley Relief 2)		46 60	To / from Bedford MD140 seq 001		DV: Down Vale. UV: Up Vale.
Bletchley North Jn		46 62			BR1: Bletchley Relief 1. BR2: Bletchley Relief 2. BR2N: Bletchley Relief 2 Neck. HS: Hopper Siding. HSN: Hopper Siding Neck.
(End of diagram)		46 63			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	022	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	23/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		46 63			<p>GSM-R</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR </div> <p>Axle Counter area, on Slow and Fast lines only.</p> <p>BCS: Bletchley Carriage Sidings. BFS: Bletchley Freight Sidings. CWP: Carriage Washing Plant. BAL: Bletchley Arrival Line. BNN: Bletchley North Neck. DB: Down Bletchley. UB: Up Bletchley.</p> <p>Bletchley Freight Sidings 9, 10 and 11 are temporarily private sidings. This is under reference STNC/G1/2025/NWC/965 expiring 15 September 2026. The sidings are due to revert to network sidings on this date.</p> <p>Bletchley Carriage Sidings and Carriage Washing Plant have ELR: BCS Bletchley Freight Sidings have ELR: BLT1</p> <p> Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Bletchley lines only.</p>
(Start of Bletchley Carriage Sidings)		46 68 *			
(Start of Bletchley Freight Sidings)		46 72			
(Carriage Washing Plant)		47 16			
		47 23 *			
(Bletchley lines diverge away from WCML)		47 30 *			
		47 31 *			
		47 34 *			
		47 35 *			
Bletchley Flyover North Jn		47 41 *			
		47 42 *			
		47 44 *			
Denbigh Hall South Jn		47 52 *			
Watling Street, A5 Underbridge from		47 53			
(br158) 89 metres (97 yards) to		47 57			
(End of diagram)		47 58			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	025	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	08/04/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		50 60			TCB Rugby SCC (TK/KR) Bletchley Workstation AC: Rugby ECR GSM-R
(Trailing points on Up Slow)		51 65	Axle Counter area. TASS fitted: DF & UF lines. Traffic Lockout Devices (LOD(T)) provided		
Wolverton Sidings		52 05	GSM-R (IVRS) area 		
Church Street LC (TMO) (Wolverton Works Siding)		52 20 *	Platform Lengths: 1 - 251 metres 2 - 248 metres 3 - 253 metres 4 - 246 metres		
WOLVERTON		52 33			
(Buffer stops on Haversham Bank Sdgs)		52 42 *			
(End of diagram)		53 19			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	026	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	08/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		53 20			TCB Rugby SCC (TK/KR) Bletchley Workstation AC: Rugby ECR
Castlethorpe Station, former site of		54 53 *	* * * * *		TASS fitted: DF/DM lines and UM/UF lines Axle Counter area Rugby SCC (KR/HN) Northampton Workstation From aprox. 53m 30ch.
Castlethorpe North HABD		54 60	90 100 100		Traffic Lockout Devices (LOD(T)) provided: DF and DS to 53m 43ch UF and US from 53m 10ch
Hanslope South Jn Change of ELR on Slow lines		55 00 *	* * * * *		
Hanslope North Jn		56 29	LEC1 HNR		Semi-Automatic Track Warning System (SATWS) provided at Hanslope, between 56m 27ch and 56m 69ch. See General Instructions.
(Change of linenames on Fast lines to Up Main & Down Main)		56 47	70 70 70 70 70 70		
Ashton OHNS		56 66	UN 100 100 DN 100 100		UN - Up Fast DF - Down Fast UM - Up Main DM - Down Main UN - Up Northampton DN - Down Northampton
(End of Weedon / Main lines parallel with Northampton lines)		58 34	110 EPS 125 110 EPS 125		
(End of diagram)		60 76	To / from Northampton MD105 seq 001		
		61 00	110 EPS 125 110 EPS 125 UM DM		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	027	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	11/09/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		61 00			TCB Rugby SCC (KR) Northampton Workstation AC: Rugby ECR GSM-R
(Buffer stop on Tamper Siding) Blisworth		62 61 62 71			Axle Counter area TASS fitted: DM & UM lines throughout
Stowe Hill Tunnel (449 metres/491 yards)		68 09 to 68 32			
Weedon		68 50 * 68 65 * 69 56 70 36 * 70 53 *			
(End of diagram)		70 59			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	028	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	22/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		70 59			TCB Rugby SCC (KR) Northampton Workstation AC: Rugby ECR GSM-R
Long Buckby Wharf OHNS		73 40			Axle Counter area
Kilsby Tunnel (1 mile 656 yards) (2 km 209 metres)		76 59 * 76 63 * from 76 64			TASS fitted: DM & UM lines throughout
Tunnel Great Southern air shaft (No 11)		77 19			
Tunnel Great Northern air shaft (No 12)		77 56			
to		78 13 78 14 * 78 19 *			For Explanation of Table A terms and symbols, see MD0001 seq 001
Kilsby North HABD		79 01			
Hillmorton OHNS (LEC1 lines)		80 08			
(End of diagram)		80 60			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	031	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	12/10/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		83 59 83 68 *			TCB Rugby SCC (RN) Rugby Workstation AC: Rugby ECR GSM-R
Newbold Junction		84 01 * 84 14 * 84 26 *			Axle Counter area TASS fitted Traffic Lockout Devices (LOD(T)) provided on all running lines
High Oaks Junction		85 18 85 27 *			UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTVS - Down Trent Valley Slow DTVF - Down Trent Valley Fast
(End of diagram)		87 00			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	032	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	03/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		87 00			<p>TCB Rugby SCC (RN) Rugby Workstation AC: Rugby ECR</p> <p>Axle Counter area TASS fitted</p> <p> Traffic Lockout Devices (LOD(T)) provided on all running lines</p> <p>UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTVS - Down Trent Valley Slow DTV - Down Trent Valley</p>
Brinklow Jn		87 32 * 87 38 * 87 57 * 87 72 88 09 *			
(End of diagram)		88 60			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	033	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	03/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		88 60			TCB Rugby SCC (RN) Rugby Workstation AC: Rugby ECR GSM-R
		88 78 *			Axle Counter area TASS fitted Traffic Lockout Devices (LOD(T)) provided on all running lines
		90 09 *			
		90 56 *			
Shilton HABD (US & UF) Shilton HABD (DM)		91 26 91 30			
(End of diagram)		92 00			UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTV - Down Trent Valley

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	034	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	10/02/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		92 00			TCB Rugby SCC (RN) Nuneaton Workstation AC: Rugby ECR Axle Counter area TASS fitted on Fast lines only. <input checked="" type="checkbox"/> Traffic Lockout Devices (LOD(T)) provided on all running lines AC: Crewe ECR DTV: Down Trent Valley DTVS: Down Trent Valley Slow DTVF: Down Trent Valley Fast UTVS: Up Trent Valley Slow UTVF: Up Trent Valley Fast D&UPL: Down & Up Platform Line CS1: Cemetery Siding 1 CS2: Cemetery Siding 2 DH: Down Hinckley UH: Up Hinckley UR: Up Relief UA: Up Arley DA: Down Arley Mileage in brackets () refers to Hinckley lines - see MD232-001. Platform Lengths: Nuneaton (Permissive working) 1: 170 metres (PP-A authorised in both directions) 2: 337 metres (PP-A authorised in both directions) 3: 301 metres 4: 333 metres 5: 245 metres (PP-A authorised in Up direction) 5: 333 metres (PP-A authorised in Down direction)
Bulkington (former site of)		93 39			
Attleborough South Jn		95 09			
Attleborough North Jn OHNS		95 70 96 30			
		96 38 *			
Nuneaton South Jn		96 68 (10 57) *			
NUNEATON		97 10			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	001	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	12/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hanslope South Jn Change of ELR		56 29			TCB Rugby SCC (HN) Northampton Workstation AC: Rugby ECR GSM-R
(Change of linenames on Slow lines to Up Northampton / Down Northampton & Change of linenames on Fast lines to Up Main / Down Main)		56 47			Axle Counter area on all main lines, and Northampton Gateway Freight Terminal. Semi-Automatic Track Warning System (SATWS) provided at Hanslope, between 56m 27ch and 56m 69ch. See General Instructions.
Hanslope North Jn		56 66			
Ashton OHNS		58 34			
		58 58 *			
		58 70 *			
Roade HABD		59 72			
'Birdcage' in Roade Cutting on UN & DN (471 metres / 515 yards) (End of Northampton lines parallel with Weedon / Main lines)		60 55			
		60 76			
		61 20 *			
Courteenhall Jn		61 30			
Northampton Gateway Freight Terminal		62 00			
Gateway Tunnel (36 metres / 39 yards)		62 35			
		62 37 *			
Collingtree Road Jn		62 50			
		63 06 *			
M1 Motorway road underbridge (66 metres (72 yards))		63 18			
		63 20			
(End of diagram)		63 60			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD105	002	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	08/06/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		63 60			<p>TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR</p> <p>Change of signal prefix only from 64m 30ch (Down) and 65m 30ch (Up).</p> <p>Axle Counter area: Down Northampton: to 64m 30ch Up Northampton : from 65m 30ch.</p>	
Hunsbury Hill Tunnel (1056 metres/ 1155 yards)		from 64 00 to 64 53				
Grand Union Canal Viaduct 64 metres (70 yards)		from 65 08 to 65 11				
River Nene Viaduct 99 metres (108 yards)		from 65 14 to 65 19				
		65 26 *				
		65 31 *				
(Crossover)		65 34				
(End of diagram & A428 access point)		65 40				

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	003	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	08/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		65 40			<p>TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR</p> <p>GSM-R</p> <p>DN - Down Northampton UN - Up Northampton U&DTS - Up & Down Through Sidings</p> <p>Linenames change at Northampton South Jn, Up Northampton changes to Up Northampton Fast Down Northampton changes to Down Northampton Fast.</p> <p>Northampton Platform Lengths: Platform 1 - 275 metres (301 yards) Platform 2 - 275 metres (301 yards) Platform 3 - 289 metres (316 yards) Platform 4 - 256 metres (280 yards) Platform 5 - 169 metres (185 yards)</p> <p>PP is authorised in Platforms 1 and 3 in both directions. PP is authorised in Platform 2 in the Down direction, and only for ECS moves in the Up direction. PP is authorised in bay Platforms 4 and 5.</p> <p>DNF - Down Northampton Fast</p> <p>All lines on this page have ELR : HNR except Up & Down Through Sidings ELR : NMH Riverside Sidings, ELR : NTM1 Castle Yard & Cripple Sidings NTM2</p>
Earl Cowpers Viaduct from HNR branch, 156 metres (171 yards)		65 48			
Northampton South Jn		65 55 65 55 *			
Black Lion Hill Overbridge from A4500 former A45 Road, 25 metres (27 yards).		65 58			
(Buffer Stops Riverside Siding A)		65 60 *			
(Buffer Stops Horse Dock, P5 and P4)		65 65			
NORTHAMPTON		65 68			
River Nene Viaducts from Spencer Bridge Road, 81 metres (89 yards).		65 79 * 66 00 *			
(End of diagram)		66 04 * 66 09 66 11			

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	004	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	15/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		66 11			TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR
Northampton North Jn		66 12 *			Axle Counter area: Down Northampton: from 67m 24ch Up Northampton: to 67m 26ch.
		66 16 *			DNF - Down Northampton Fast UNF - Up Northampton Fast REC. LINE - Reception line U&DS - Up & Down Slow DGL - Down Goods Loop
Northampton Kings Heath Traincare Depot		66 22 *			All lines on this page have ELR : HNR except Up Sidings ELR : NTM3.
(Connection to / from Reception line)		66 62			DGL - Down Goods Loop 823 metres (900 yards) (PF)
(Connection from Down Goods Loop)		66 74			
(Points RY.1433, facing connection to Up & Down Slow)		67 17			
Mill Lane Jn (Northampton) (HNR)		67 17			
(Change of linenames UNF and DNF to Up Northampton / Down Northampton)		67 21			
		67 27 *			
(End of diagram)		67 34		Linenames change at Mill Lane Jn, 67m 21ch Up Northampton Fast changes to Up Northampton Down Northampton Fast changes to Down Northampton.	

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD105	005	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	08/03/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		67 34 67 43 *			TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR Axle Counter area.	GSM-R
River Nene & Brampton Viaducts (2x2 viaducts, with footbridge on Up Side 25 metres & 62 metres (28 & 69 yards).)		from 67 72 to 67 77				
Dallington LC (FP)		68 12 68 19 *				
Althorp Park HABD		72 04				
Patford Bridge OHNS		74 34				
LONG BUCKBY		75 37				
Watford Village LC (FP)		77 00				
(End of diagram)		77 20			Platform Lengths: Down Northampton - 179 metres Up Northampton - 181 metres	

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD105	006	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	08/03/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		77 20			TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR	
Armchair bridge from (Lord Henley's grade 2 listed bridge, to 25 metres, 27 yards)		77 75 77 76	Axle Counter area: Down Northampton: to 78m 17ch Up Northampton: from 77m 60ch.			
Watford Lodge Tunnel from (105 metres/115 yards)		78 47	FWS in Watford Lodge and Crick Tunnels			
Grand Union Canal from (Leicester Branch, 19 metres 20 yards)		78 52 78 60 78 61				
Crick Tunnel from (544 metres/595 yards)		79 20 79 47				
(Northampton lines crossover) (Buffer stop on DIRFT Sidings Headshunt, lowest mileage)		79 62 79 62				
Daventry South Jn		80 05				
Daventry International Rail Freight Terminal (DIRFT)		80 41			Lines within the DIRFT are signalled from the DIRFT control centre. NOTE Reception Sidings 4, 5 and some lines near Headshunt are not electrified.	
Daventry North Jn		80 76				
(End of diagram & A428 access point)		82 14				


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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD130	001	Watford Junction to St Albans Abbey	WSA	West Coast South	11/04/2023	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Watford South Jn		17 06	<p>To / from Wembley Central MD101 seq 009</p> <p>To / from DC Electric lines MD120 seq 009</p> <p>To / from Bletchley MD101 seq 010</p> <p>U&DSA</p>		TCB Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR	
(Watford Yard connection with Up Slow)		17 13				
(Connection with Up Slow)		17 20 *				
Change of mileage & ELR		17 21				
		17 26				
		0 00				
		0 11 *				
WATFORD JUNCTION (Platform 11)		0 15				
(End of U&DSA parallel to WCML)		0 17 *				
(Watford Yard Cement Factory - CF)		0 21				
(Buffer stop on Arrival Road)		0 24				
(End of diagram)		0 32				
					GSM-R 	
					Axle Counter area between Watford South Jn and Watford Junction Platform 11. WYN - Watford Yard Neck AR - Arrival Road CR - Cripple Road GR - Grinding Road (Out of Use) HH - Hopper House ① Disused platform, adjacent to Platform 10. OTNS One train working where a train staff is not provided applies between Watford Junction Platform 11 and St Albans Abbey. Platform length: Platform 11 - 88 metres (96 yards). U&DSA - Up & Down St Albans	

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD130	002	Watford Junction to St Albans Abbey	WSA	West Coast South	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		0 33			<p>OTNS Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR</p> <p>One train working where a train staff is not provided applies between Watford Junction Platform 11 and St Albans Abbey.</p> <p>① EMU and DMU trains only ② All other trains</p> <p>U&DSA - Up & Down St Albans</p> <p>Platform Lengths (in order on this page): Watford North - 94 metres Garston (Herts) - 85 metres Bricket Wood - 128 metres How Wood - 85 metres Park Street - 85 metres.</p>
		0 37 *			
WATFORD NORTH		0 75			
Watford North LC (ABCL)		0 78			
A41 overbridge		1 23			
		1 24			
GARSTON (Herts)		1 66			
M1 motorway northbound & Southbound (2 bridges 3A & 3B)		2 21			
		2 26			
BRICKET WOOD		3 37			
M25 motorway (bridge 9A)		3 66			
		3 68			
HOW WOOD		4 36			
Hyde Lane LC (FP)		4 40			
PARK STREET		5 02			
North Orbital Road (bridge 12A)		5 34			
		5 36			
(End of diagram)		5 40			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	002	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	23/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		0 23			TCB Marston Vale SCC (MV) West Workstation 
(Connection to Bletchley T.M.D.)		0 24 *			Siding lines to / from Bletchley T.M.D. are AC electrified with power supply controlled from Rugby ECR. Except: DMU Fuel Siding and DMU Sidings 2 & 1. Vale Refuge Siding 384 metres/420 yards. TAD: T.M.D.Arrival & Departure Line OR2: Outside Siding 2 OR1: Outside Siding 1 DMU FUEL: DMU Fuel Siding Civil Engineers Depot, Bletchley T.M.D. and Vale Sidings have ELR BLT2. EMU CET 5: EMU CET Siding 5 EMU CET 4: EMU CET Siding 4 EMU CET 3: EMU CET Siding 3 S/S : Shunting/Stabling Siding EMU CET 2: EMU CET Siding 2 EMU CET 1: EMU CET Siding 1 DMU 2: DMU Siding 2 DMU 1: DMU Siding 1 ① Lines inside the shed building are Sidings 4 to 1. ② Connection OOU
		0 25			
Bletchley Vale Sidings (OOU)		0 38			U&DV: Up & Down Vale. Platform Length: Fenny Stratford Fenny Stratford - 76 metres
		0 40 *			
Bletchley Traction Maintenance Depot		0 44			
		0 49			
(Highest mileage in Bletchley T.M.D) (Former connection to Vale Sidings)		0 53			
		0 54			
		0 74 *			
Fenny Stratford Jn		0 76 *			
FENNY STRATFORD		1 05			
Fenny Stratford LC (CCTV)		1 13			
(End of diagram)		1 17			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	003	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	01/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		1 17			TCB Marston Vale SCC (MV) West Workstation GSM-R
Single & Double Jn		1 42			
		1 44 *			
BOW BRICKHILL		2 05			
Bow Brickhill LC (CCTV)		2 05			
Browns Wood LC (FP)		2 70			
Pony Crossing LC (UWC)		3 20			T
Woodleys Farm LC (UWC)		3 54			T
Fisherman's Path LC (FP)		3 76			
WOBURN SANDS		4 08			
Woburn Sands LC (CCTV)		4 11			
(End of diagram)		4 21	Platform Lengths: Woburn Sands Down 68 metres Up 62 metres		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD140	004	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	19/04/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		4 21			TCB Marston Vale SCC (MV) West Workstation	
Mill Farm LC (FP)		4 35			Platform Lengths: Aspley Guise Down 37 metres Up 50 metres	
Sewage Farm Bedf. LC (FP) (LC in Bedfordshire on BBM)		4 51				
Aspley Guise LC (CCTV)		5 04				
ASPLEY GUISE		5 06				
Old Manor Farm LC (FP)		5 20				
Berry Lane LC (UWC)		5 33	T			
Long Leys LC (UWC)		5 63				
Husborne Crawley No6 LC (FP)		6 00				
Matey Boys LC (UWC)		6 02				
Husborne Crawley No44 LC (FP)		6 44				
M1 Motorway overbridge		from 6 47				
56 metres (61 yards)		to 6 50				
(End of diagram)		6 55				


LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	005	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	22/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		6 55			<div style="border: 1px solid black; padding: 2px;">TCB Marston Vale SCC (MV) West Workstation</div> <p>GSM-R </p> <p>TPWS not provided.</p> <p>Platform Lengths: Ridgmont Down 61 metres Up 61 metres</p>
RIDGMONT		6 59			
Marston Vale SCC		6 59			
Ridgmont LC (CCTV)		6 60			
(Trailing crossover)		6 65			
Broughton End LC (FP)		7 73			
Forty Steps LC (FP)		8 07			
Playing Field LC (FP)		8 20			
Lidlington LC (CCTV)		8 49			
LIDLINGTON		8 52			
Pilling Farm South LC (FP)		8 59			
Marston LC (AHBC-X)		9 02			
Millbrook LC (CCTV)		10 02			
MILLBROOK (BEDFORDSHIRE) (ELR BBM)		10 05			
(End of diagram)		10 69	<div style="border: 1px solid black; padding: 2px;">TCB Marston Vale SCC (MV) East Workstation</div> <p>from aprox 8m 61ch.</p> <p>Platform Lengths: Millbrook (Bedfordshire) Down 73 metres Up 73 metres</p>		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD140	006	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	01/03/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		10 69			TCB Marston Vale SCC (MV) East Workstation	GSM-R
Green Lane LC (MCB-CCTV) STEWARTBY		11 18 11 18			Platform Lengths: Stewartby Down 37 metres Up 51 metres	
Stewartby Brickworks LC (CCTV)		11 33				
(Buffer Stop on Loading Dock)		11 45				
(Trailing crossover)		11 49				
(Arrival & Departure)		11 55				
Forders Sidings / Shanks Sidings		11 72				
(Arrival & Departure)		12 02				
(Buffer Stop on Spur)		12 08				
Wootton Broadmead LC (CCTV)		12 08				
(Facing crossover)		12 12				
(End of diagram)		12 15				

LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	007	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	01/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		12 15			TCB Marston Vale SCC (MV) East Workstation 
KEMPSTON HARDWICK		12 76			Platform Lengths: Kempston Hardwick Down 45 metres Up 37 metres DM - Down Main UM - Up Main
Kempston Hardwick LC (AHBC-X)		12 77			
Woburn Road LC (FP)		13 72			Linenames change DM to DB, UB to UM at 14m 19ch.
A421 Road Overbridge		13 77			
48 metres (52 yards)		13 79			
(Linenames change)		14 19			
Double to Single Jn		15 64 *			
		15 67			
BEDFORD ST. JOHNS		16 05			Platform Length: Bedford St. Johns Bedford St. Johns - 41 metres
Route & SA Boundary		16 07			Victoria SCS Bedford Workstation (WH) AC: Derby ECR
Continued in London North Eastern Sectional Appendix LN3140 seq 001					Jowett Run Round and Jowett Sidings are AC electrified.

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LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD145	001	Camden Road West Junction to Camden Junction	CRC2	LNW South	22/09/2018
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Route boundary		5 42	<p>To Camden Road West Jn EA1320 seq 001</p>		<p>TCB Wembley Mainline S.C.C. (WM) AC:Rugby ECR DC:Rugby ECR</p> <p>GSM-R</p>
PRIMROSE HILL (closed), site of		5 49			
Primrose Hill Jn		5 57			
South Hampstead Tunnels (1km 348 metres/1474 yards)		5 68			
Camden Jn (North London DC lines)		5 78			
Camden Jn		(1 51)			<p>Line Lockouts Up NL DC Electric line 5m 60ch to Up DC Electric line 2m 31ch.</p> <p>Mileages in brackets () are mainline mileages.</p>

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	001	Rugby to Penkrigde (Exclusive) (via Birmingham)	RBS1	West Coast South / Central	03/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		1 40			<p>TCB Rugby SCC (RN/RC) Rugby Workstation AC: Rugby ECR</p> <p>GSM-R </p> <p>To / from majority of this page, see mileages at the bottom of this page. Line name changes at 83m 19ch: UC to UN. Axle Counter area.</p> <p>TASS fitted area.</p> <p>UN - Up Northampton DC - Down Coventry UC - Up Coventry</p> <p> Traffic Lockout Devices (LOD(T)) provided on the DC and UC to/from 90m 24ch</p> <p>UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTVS - Down Trent Valley Slow DTVF - Down Trent Valley Fast</p> <p>Birmingham ROC (RC) Coventry Workstation</p> <p>Up Line : to 90m 28ch Down Line : from 91m 19ch.</p>
Rugby Trent Valley Junction		83 18	Continued on MD101 seq 030		
		83 33 *			
		83 41 *	To New Bilton Sidings MD180 seq 001		
Parkfield Road OHNS (Down Coventry)		83 62			
Parkfield Road OHNS (Up Coventry)		83 65			
		83 69 *			
		84 23 *			
Long Lawford Jn		84 30	To Nuneaton MD101 seq 030		
		84 38 *			
Brandon HABD (Indicated to Birmingham ROC)		89 05			
(End of diagram) (Linenames change to Down Main & Up Main)		90 28			
		90 28			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	002	Rugby to Penkrigde (Exclusive) (via Birmingham)	RBS1	Central	03/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		90 28			TCB Birmingham ROC (RC) Coventry Workstation AC: Rugby ECR
(Linenames change to Down Main & Up Main)		90 28			
		93 14 *			
		93 56 *			
		93 59 *			
Coventry South Jn		93 71			
COVENTRY		93 79			
		94 08 *			
		94 13 *			
Coventry North Jn		94 19 (0 00)			
(End of diagram)		94 21	To / from Nuneaton MD410 seq 001		
					GSM-R
					Up Line : to 90m 28ch Down Line : from 91m 19ch. Axle Counter area. TASS fitted area.
					(CB) Change of prefix only.
					Platform lengths: Coventry Platform 1: 321 metres (PP-C in Up Direction only) Platform 2: 352 metres Platform 3: 352 metres Platform 4: 242 metres (PP-C in Down Direction only)
					SN: South Neck
					Mileage in brackets () refers to CNN mileage. UB: Up Bedworth DB: Down Bedworth

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	003	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	03/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		94 21 94 22 *			TCB Birmingham ROC (CB) Coventry Workstation AC: Rugby ECR GSM-R
CANLEY		94 58 * 94 60 *			TASS fitted Axle Counter area
(End of diagram)		95 21 *			Platform lengths: Canley Down Main: 168 metres Up Main: 168 metres
TILE HILL		95 37			Platform lengths: Tile Hill Down Main: 162 metres Up Main: 162 metres
(End of diagram)		97 45			
(End of diagram)		97 65			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD301	004	Rugby to Penkrigde (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		97 65			<div style="border: 1px solid black; padding: 5px; width: fit-content;"> TCB Birmingham ROC (CB) Coventry Workstation AC: Rugby ECR </div> <p>Axle Counter area. TASS fitted area.</p> <p>DRS - Down Refuge Siding. 60 metres (66 yards). This Siding is NOT electrified.</p> <p>Platform lengths: Berkswell Platform 1: 173 metres (189 yards) Platform 2: 173 metres (189 yards)</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-top: 10px;"> Birmingham ROC (CB) Proof House Workstation </div> <p>UC / Up Main - to 102m 38ch Down Main / DC - from 102m 20ch.</p> <p>Platform lengths: Hampton-in-Arden Platform 1: 185 metres (202 yards) Platform 2: 181 metres (197 yards)</p> <p>UC - Up Coventry DC - Down Coventry (change of linename to Coventry lines at 102m 60ch)</p>	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> GSM-R </div>
Beechwood Tunnel (274 metres / 300 yards)		from 98 23 * to 98 28				
Berkswell OHNS		99 22				
(Connection to DRS)		99 33 * 99 34 *				
BERKSWELL		99 38 * 99 46 *				
Bradnocks Marsh HABD		101 14				
Blythe Viaduct 65 metres (71 yards)		from 101 75 to 101 78				
HAMPTON-IN-ARDEN		102 61				
M42 Motorway overbridge Bridge no 347A 60 metres, 66 yards		from 103 20 * to 103 61 103 64				
(End of diagram)		104 00				


LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD301	005	Rugby to Penkrigde (Exclusive) (via Birmingham)	RBS1	Central	03/05/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		104 00			TCB Birmingham ROC (CB) Proof House Workstation AC: Rugby ECR	
Birmingham International South Jn		104 20 * 104 25			GSM-R 	
BIRMINGHAM INTERNATIONAL		104 42 *			Axle Counter area TASS fitted area. ① Maximum permissible speed over the crossover is 40mph in the Up direction, and 30/40mph in the Down direction. UC - Up Coventry DC - Down Coventry	
		104 45 *			P1 - Platform 1 line P2 - Platform 2 line P5 - Platform 5 line	
		104 46 *			Platform lengths: Birmingham International Platform 1: 281 metres (307 yards) Platform 2: 283 metres (309 yards) Platform 3: 304 metres (332 yards) Platform 4: 303 metres (331 yards) Platform 5: 303 metres (331 yards)	
		104 55 * 104 62 *			Permissive Working - Platforms 1, 2 and 5: PP-A & PP-C in both the Up and Down directions.	
Birmingham International North Jn		104 65 * 104 66 *			② Maximum permissible speed over the crossover is 40mph in the Down direction, and 30/40mph in the Up direction.	
(End of diagram)		105 02 105 50				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	006	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	03/05/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	105 50	<p>The diagram shows two main vertical lines: UC (Up Coventry) on the left and DC (Down Coventry) on the right. At the top, UC is marked with '100' and an upward arrow, and DC is marked with '100' and a downward arrow. A 'GSM-R' symbol is in the top right. At the bottom, UC is marked with '100' and a downward arrow, and DC is marked with '100' and an upward arrow. A 'DGJ' (Down Grand Junction) line branches off to the left from the UC line, with an arrow pointing 'To / from Aston MD315 seq 001'. The 'UP GRAND JUNCTION' is marked on the UC line. Mileages are indicated in brackets: (0 29) for Stechford South Jn, (0 12) for Stechford North Jn, and (0 00) for Stechford OHNS. Signal boxes are shown as rectangles with numbers: '1' and '2' at Marston Green, '2' and '1' at Lea Hall, and '2' and '3' at Stechford. A 'MU 110' and 'EPS 110' signal box is shown near the Stechford North Jn. Asterisks (*) are placed on the UC line at 106 23 and 109 00. A '30' mile marker is shown between 108 66 and 109 00. A '20' mile marker is shown between 109 12 and 109 30. A '50 metres (55 yards)' viaduct is shown between 109 28 and 109 30. A 'TASS fitted area' is indicated near Marston Green. A 'Semi-Automatic Track Warning System (SATWS)' is provided at Stechford between 108m 61ch and 109m 23ch.</p>	<p>TCB Birmingham ROC (CB) Proof House Workstation AC: Rugby ECR</p> <p>Axle Counter area TASS fitted area.</p> <p>Platform lengths: Marston Green Platform 1: 168 metres (183 yards) Platform 2: 167 metres (182 yards)</p> <p>Platform lengths: Lea Hall Platform 1: 183 metres (200 yards) Platform 2: 181 metres (198 yards)</p> <p>UC - Up Coventry DC - Down Coventry</p> <p>Mileages in brackets () are MD315 mileages (ELR: SAS).</p> <p>Semi-Automatic Track Warning System (SATWS) provided at Stechford, between RBS1 108m 61ch and 109m 23ch. SAS Grand Jn line(s) MUST be protected via a line blockage. See General Instructions.</p> <p>Platform lengths: Stechford Platform 1: 128 metres (140 yards) Platform 2: 170 metres (186 yards)</p> <p>DGJ - Down Grand Junction</p>		
MARSTON GREEN	106 23 *				
	106 33				
LEA HALL	108 00				
Stechford South Jn	108 66 (0 29)				
	109 00 *				
STECHFORD	109 08 (0 12)				
Stechford North Jn	109 12 (0 00)				
Stechford Viaduct 50 metres (55 yards)	from 109 28 to 109 30				
Stechford OHNS	109 33				
(End of diagram)	109 60				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD301	007	Rugby to Penkrigde (Exclusive) (via Birmingham)	RBS1	Central	03/05/2025	
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)		109 60		TCB Birmingham ROC (CB) Proof House Workstation AC: Rugby ECR 		
ADDERLEY PARK		110 79			UC - Up Coventry DC - Down Coventry Platform lengths: Adderley Park Platform 1: 95 metres (103 yards) Platform 2: 95 metres (103 yards)	
		111 12 *			Axle Counter area: Down Coventry : to 111m 21ch Up Coventry : from 111m 41ch.	
Birmingham & Warwick Canal	from	111 34			TASS fitted: Down Coventry : to 111m 33ch Up Coventry : from 111m 76ch.	
(12 metres / 13 yards)	to	111 35				
LSS St. Andrews lines bridge	from	111 36				
19 metres (21 yards)	to	111 37				
(Underbridge #373)		111 41				
(29 metres / 32 yards)		111 42				
Rail rail bridge (RBS1 over DBP3)	from	111 47 *				
29 metres (32 yards)	to	111 48				
		111 60 *				
Lawley Street Viaduct	from	111 69			U&DCH - Up & Down Camp Hill UDby - Up Derby DDby - Down Derby DCH - Down Camp Hill U&DDby - Up & Down Derby	
185 metres (203 yards)		111 72				
Grand Jn		111 74 *				
		111 76 *				
	to	111 79				
(Facing crossover)		112 01				
(End of diagram)		112 03				

LNW South Route Sectional Appendix Module LNWS(S)2

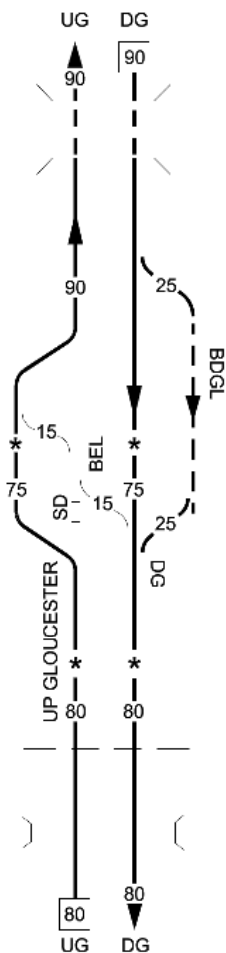
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	010	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	09/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
BIRMINGHAM NEW STREET Change of mileage & ELR		112 73 0 05	RBS1 RBS2		
New Street North Tunnel (687 metres / 751 yards)		from 0 17 *		<p>Platform Lengths: Birmingham New Street See Local Instruction published under MD301</p> <p>Standages: Birmingham New Street No.1 Siding - 236 metres (258 yards) No.2 Siding - 171 metres (187 yards) No.3 Siding - 170 metres (186 yards)</p>	
Tunnel continues on Seq 011		0 19 *		<p>Birmingham ROC (BW) New Street Workstation</p> <p>UST - Up Stour DST - Down Stour</p>	

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	009	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Barnt Green Jn		51 58			<p>TCB Birmingham ROC (SY) Kings Norton Workstation AC: Rugby ECR</p> <p>Axle Counter area: Up Gloucester to 52m 04ch. Down Gloucester from 52m 13ch.</p> <p>NOTE: The following line is NOT electrified: Up Gloucester Slow line</p> <p>DR - Down Redditch UR - Up Redditch UG - Up Gloucester DG - Down Gloucester</p> <p>Platform Lengths: Barnt Green Platform 1 - 184 metres (201 yards) Platform 2 - 186 metres (203 yards)</p> <p>Birmingham ROC (BA) Bromsgrove Workstation</p> <p>Down Gloucester from 51m 74ch Up Gloucester to 52m 35ch.</p>
BARNT GREEN		51 67			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions	ELR	Route	Last Updated
MD306	010	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	M	Ch		BAG2	Central	10/05/2025
		Location					Signalling & Remarks	
		(Start of diagram)	52	33			TCB Birmingham ROC (BA) Bromsgrove Workstation AC: Rugby ECR	GSM-R
		M42 Motorway Road bridge (43 metres / 47 yards)	from	52 34			Axle Counter area.	
			to	52 36				
		Blackwell North Jn		52 57			UG - Up Gloucester DG - Down Gloucester BDGL - Blackwell Down Goods Loop BEL - Blackwell Engine Lie-by	
				53 00 *			NOTE: The following lines are not electrified: Blackwell Down Goods Loop Blackwell Engine Lie-by and associated Sand Drag	
		Blackwell South Jn (Bromsgrove)		53 09			BDGL - 557 metres (609 yards)	
		Lickey Incline (Blackwell Summit)		53 24			SD - Sand Drag. DG - Down Gloucester	
				53 40 *				
		Burcott LC (FP)		53 60				
		A448 Bromsgrove Bypass Road (Lord Henley's grade 2 listed bridge, to 39 metres, 43 yards)	from	54 42				
			to	54 44				
		(End of diagram)		55 12				



LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	015	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	19/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		68 51			GSM-R
Abbotswood Jn		68 61	UAC - Up Abbotswood Curve DAC - Down Abbotswood Curve DAGL - Down Abbotswood Goods Loop DAGL 512 metres (560 yards)		
(Connection from Down Abbotswood Goods Loop)		68 73 69 10 *			
Wadborough LC (FP)		69 21			
Boyd's Crossing (UWC)		69 63			
Wadborough LC (AHBC)		70 03			
Pirton 18 LC (FP)		70 17			
Pirton 12 LC (FP)		70 39			
Pirton LC (AHBC)		70 51			
Pirton 21 LC (FP)		70 62			
Avon Viaduct (river Avon BAG2) from 76 metres (83 yards) to		73 57 73 61			
(End of diagram)		74 00			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD306	016	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	21/12/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		74 00			TCB Birmingham ROC (BA) Bromsgrove Workstation Axle Counter area. UEGL - Up Eckington Goods Loop UEGL - 520 metres, 568 yards	GSM-R
Eckington HABD		74 48				
Eckington North Jn		74 55				
Andrews LC (UWC)		74 71				
Cooks 1 LC (UWC)		75 03				
Eckington South Jn		75 07				
Cooks 2 LC (UWC)		75 23				
(End of diagram)		75 26				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD335	001	Perry Barr West Jn to Perry Barr South Jn	SSP	Central	02/11/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Perry Barr West Jn		0 39			<div style="border: 1px solid black; padding: 2px;"> TCB Birmingham ROC (SP) Stour Valley Workstation AC: Rugby ECR </div> <p>Axle Counter area.</p> <p>D.S. - Down Soho U.S. - Up Soho</p> <p>DGJ - Down Grand Junction UGJ - Up Grand Junction</p> <p>Mileage in brackets are MD320 mileaeges.</p>	
(start / end of parallel section with Grand Junction lines)		0 16				
Perry Barr South Jn		0 00 (3 44)				
PERRY BARR		(3 33)				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	001	Aston North Junction to Alrewas (Exclusive)	ALC1	Central	26/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Aston North Jn Change of mileage		(1 73) 0 00			<p>TCB Birmingham ROC (AW) Proof House Workstation AC: Rugby ECR</p> <p>GSM-R </p> <p>DGJ - Down Grand Junction UGJ - Up Grand Junction</p> <p>Mileage in brackets () is PBJ MD320 mileage.</p> <p>Aston SB (AN)</p> <p>DGJ : from 0m 13ch UGJ : to 0m 33ch.</p> <p>Platform lengths: Gravelly Hill Platform 1 - 168 metres Platform 2 - 154 metres</p>
River Tame Viaduct (ALC1 West Mids.) and A38 overbridge (79 metres / 86 yards)		from 0 14 to 0 18 0 25 * 0 28 *			
(Trailing crossover)		0 35			
Tame Valley Viaduct (ALC1) 3 span viaduct, number 4 (97 metres / 105 yards)		from 0 45 to 0 50			
M6 Motorway overbridge (56 metres (61 yards))		from 0 51 to 0 54			
GRAVELLY HILL		1 15 * 1 16 * 1 18			
(End of diagram)		1 40			

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	002	Aston North Junction to Alrewas (Exclusive)	ALC1	Central	26/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		1 40			TCB Aston SB (AN) AC: Rugby ECR GSM-R
Summer Road underbridge from underbridge 10 to (22 metres / 24 yards)		2 09 2 10			
ERDINGTON		2 31			Platform lengths: Erdington Platform 1 - 201 metres Platform 2 - 201 metres
CHESTER ROAD		2 77			Platform lengths: Chester Road Platform 1 - 152 metres Platform 2 - 152 metres
WYLDE GREEN		3 59			Platform lengths: Wylde Green Platform 1 - 153 metres Platform 2 - 152 metres
(Trailing crossover)		4 00			
(End of diagram)		4 20			

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	003	Aston North Junction to Alrewas (Exclusive)	ALC1 ALC2	Central	26/04/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	4 20		TCB	Aston SB (AN) AC: Rugby ECR	GSM-R
SUTTON COLDFIELD	4 71 *		Platform lengths: Sutton Coldfield		
	4 74		Platform 1 - 151 metres		
	4 74		Platform 2 - 150 metres		
Change of ELR	5 00	ALC1			
Sutton Coldfield Tunnel	5 04	ALC2			
(157 metres / 172 yards)	5 12				
Sutton Park Overbridge	5 14				
	5 15				
	5 16 *		US - Up Sutton		
			DS- Down Sutton		
			USP - Up Sutton Park		
			DSP - Down Sutton Park		
	5 67 *				
(Facing crossover)	6 14				
FOUR OAKS	6 26		Platform lengths: Four Oaks		
	6 26		Platform 1 - 149 metres		
	6 26		Platform 2 - 148 metres		
	6 26		Platform 3 (Bay) - 159 metres		
	6 26		Bay platform - permissive (PP)		
	6 35 *		Down direction trains can turnback in Platform 2 at Four Oaks.		
Ley Hill Overhead Line building	6 59				
(End of diagram)	6 62				

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	004	Aston North Junction to Alrewas (Exclusive)	ALC2	Central	26/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		6 62			TCB Aston SB (AN) AC: Rugby ECR GSM-R
BUTLERS LANE		7 27			US - Up Sutton DS - Down Sutton Platform lengths: Butlers Lane Platform 1 - 151 metres Platform 2 - 151 metres
(Facing crossover)		8 03			
BLAKE STREET		8 08 * 8 15			Platform lengths: Blake Street Platform 1 - 150 metres Platform 2 - 149 metres Down direction trains can turnback in Platform 1 at Blake Street.
SHENSTONE		8 40 * 10 53 12 20 * 12 40 *			Platform lengths: Shenstone Platform 1 - 149 metres Platform 2 - 151 metres
(End of diagram)		13 00			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD340	005	Aston North Junction to Alrewas (Exclusive)	ALC2 B JW3	Central	26/04/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		13 00			TCB Aston SB (AN) AC: Rugby ECR	GSM-R
Lichfield City Jn		13 33			US - Up Sutton DS - Down Sutton	
Change of mileage and ELR (Up line only)		13 38	ALC2			
		16 51 *	B JW3			
		16 54 *				
LICHFIELD CITY (Connection to sidings)		16 70 16 73			Platform lengths: Lichfield City Platform 1 - 149 metres Platform 2 - 225 metres Down direction trains can turnback in Platform 2 at Lichfield City	
(Buffer stop on Stabling Siding)		17 10 * 17 12			Engineers' Siding is NOT electrified Engineers' Siding - 75 metres (82 yards). Stabling Siding - 241 metres (264 yards) Engineers' Siding - 75 metres (82 yards).	
(End of diagram)		17 30				

LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	006	Aston North Junction to Alrewas (Exclusive)	BJW3	Central	26/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		17 30			TCB Aston SB (AN) AC: Rugby ECR GSM-R
Burton Old Road LC (FP)		17 53			Platform length: Lichfield Trent Valley Platform 3 - 150 metres Down direction trains can turnback in Platform 3 at Lichfield Trent Valley US = Up Sutton DS = Down Sutton
Sherriffs Ride LC (FP)		17 57			
(Crossover)		17 69			
LICHFIELD TRENT VALLEY (HIGH LEVEL) Limit of electrification		18 05 18 07			
Lichfield TV Jn		18 13			AB Lichfield TV Jn SB (TV) GSM-R
Lichfield TV LC		18 13			
Lichfield Trent Valley Junction SB (TV)		18 15			
Hollands (Streethay) LC		18 41	[T]		
LICHFIELD A38 EASTERN BYPASS		18 46	[T]		
Streethay HS2 Bridge, future site of (BJW3 over HS2) Corks Farm No.2 LC		18 62 18 66	[T]		
Route Boundary		19 00	[T]		TCB Alrewas SB
Brookhay LC (AHBC)		19 74	[T]		Telephones at Brookhay LC are connected to Lichfield Trent Valley SB UL = Up Lichfield DL = Down Lichfield
To Wichnor Jn & Alrewas continued in London North Eastern Sectional Appendix			Continued on LN3340 seq 001		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD350	001	Anglesea Sidings to Lichfield City	BJW3	Central	26/04/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Brownhills (end of line)		12 15			OT	Aston SB (AN)
Anglesea Sidings		12 64				
Fosseway LC (AHB)		15 32				
Lichfield City Jn		16 45 * 16 47				
LICHFIELD CITY		16 70				
					Line OUT OF USE	

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD355	001	Lichfield TV Jn to Lichfield Trent Valley (Chord Line)	LTV	Central / West Coast South	26/04/2025
		Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		Lichfield Trent Valley Junction SB (TV)	18 15		<p>GSM-R </p> <p>TCB Lichfield TV Jn SB (TV)</p> <p>From 0m 22ch to 00m 16ch.</p> <p>Axle Counter area</p> <p>Note ELR LTV mileages decrease down the page.</p> <p>Rugby ROC (LS) Colwich Workstation</p> <p>To / from 00m 16ch.</p> <p>Catch Points Worked: 0m 08ch</p>
		Lichfield TV Jn	18 13		
		Change of mileage	0 22		
			0 17 *		
		Lichfield Trent Valley Change of mileage & Route Boundary	0 02 116 28		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	001	Heyford to Bordesley Jn	DCL	Central	22/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Continued in Western Sectional Appendix. (Start of diagram)		85 20			<p>TCB Thames Valley S.C. (OD) Oxford Workstation</p> <p>Axle Counter area.</p> <p>Platform Lengths: Tackley (See Western Sectional Appendix)</p> <p>UCV: Up Cherwell Valley DCV: Down Cherwell Valley</p> <p>Birmingham ROC (OL) Cherwell Valley Workstation</p> <p>DCV from 74m 78ch UCV to 75m 36ch.</p> <p>Platform Lengths: Heyford Platform 1 - 70 metres (77 yards) Platform 2 - 70 metres (77 yards)</p>
Tackley LC (UWC)		72 47			
TACKLEY		72 50			
Tackley GF		72 60			
		72 69 *			
		73 12 *			
Inkpens No.1 LC (UWC)		74 10			
		74 50 *			
		74 64 *			
Network Rail Route Boundary & Sectional Appendix Boundary		75 00			
HEYFORD		75 21			
		76 35 *			
		76 40 *			
Knaptons LC (UWC)		76 55			
Somerton LC (R/G-X)		77 24			
		77 40 *			
(End of diagram)		78 00			

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	002	Heyford to Bordesley Jn	DCL	Central	22/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		78 00			TCB Birmingham ROC (OL) Cherwell Valley Workstation GSM-R
Fritwell & Somerton Station, former site of		78 07			
		78 48 *			
Abernethys LC (UWC)		78 50 *			
Boulders Farm No.2 LC (UWC)		78 52			
		79 10			
South end of Goods Loop		80 34			
North end of Goods Loop		81 03			
Aynho Jn (Up lines)		81 13			
		① (18 30)			
Aynho Jn (Down lines)		81 14 *			
		② (18 35)			
		81 16 *			
		81 27 *			
		81 39 *			
Crossovers near Aynho Road		81 44			
(End of Crossover on Up Cherwell Valley)		81 49			
(End of diagram)		82 00			

UAGL: Up Aynho Goods Loop 807 metres (882 yards)
 Permissive working -
 PP-F is authorised on Up Aynho Goods Loop

- ① Mileage on Up Bicester line.
- ② Mileage on Down Bicester line.

UCV: Up Cherwell Valley
 DCV: Down Cherwell Valley

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD401	003	Heyford to Bordesley Jn	DCL	Central	10/05/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		82 00			TCB Birmingham ROC (OL) Cherwell Valley Workstation Axle Counter area. Platform Lengths: Kings Sutton Platform 1 - 115 metres (126 yards) Platform 2 - 115 metres (126 yards) UCV: Up Cherwell Valley DCV: Down Cherwell Valley	
KINGS SUTTON		82 55				
Kings Sutton LC (FP)		83 10				
M40 Motorway (Banbury South) from overbridge 51 metres (56 yards)		84 79				
to		85 01				
(End of diagram)		85 20				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
MD401	004	Heyford to Bordesley Jn	DCL	Central	22/02/2025					
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks							
(Start of diagram)	85 20		<table border="1"> <tr> <td>TCB</td> <td>Birmingham ROC (OL)</td> <td rowspan="2"> </td> </tr> <tr> <td></td> <td>Cherwell Valley Workstation</td> </tr> </table> <p>Axle Counter area.</p> <p>UCV: Up Cherwell Valley DCV: Down Cherwell Valley UBPL: Up Banbury Platform Line UBL: Up Banbury Loop HA: Headshunt Approach S1 to S8: Siding 1 to Siding 8 BDD: Banbury Depot Departure BDR: Banbury Depot Reception DNN: Depot North Neck</p> <p>UBPL (Up direction) - 645 metres (705 yards) (Down direction) - 455 metres (497 yards) UBL - 1817 metres (1987 yards) DBL (Down direction) - 815 metres (891 yards) (Up direction) - 672 metres (735 yards)</p> <p>Permissive working - PP authorised in both directions Down Banbury Loop (Platform 1) PP-C authorised in both direction on Platforms 2, 3 and 4 PF authorised on UBL</p> <p>Platform Lengths: Banbury Platform 1 - 270 metres (295 yards) Platform 2 - 300 metres (328 yards) Platform 3 - 300 metres (328 yards) Platform 4 - 133 metres (145 yards)</p>			TCB	Birmingham ROC (OL)			Cherwell Valley Workstation
TCB	Birmingham ROC (OL)									
	Cherwell Valley Workstation									
(Buffer Stop on South End Headshunt)	85 37									
Banbury Depot Jn	85 48									
(Connection from Banbury Depot Departure)	85 57									
	85 60 *									
Banbury Light Maintenance Depot	85 68									
Banbury South Jn	85 72 *									
(Connection from Banbury Depot Reception)	86 08									
BANBURY	86 16									

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	005	Heyford to Bordesley Jn	DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
BANBURY		86 16			<p>TCB Birmingham ROC (OL) Cherwell Valley Workstation</p> <p>GSM-R</p> <p>Axle Counter area</p> <p>Platform Lengths: Banbury Platform 1 - 270 metres (295 yards) Platform 2 - 300 metres (328 yards) Platform 3 - 300 metres (328 yards) Platform 4 - 133 metres (145 yards)</p> <p>UCV: Up Cherwell Valley DCV: Down Cherwell Valley UBPL: Up Banbury Platform Line UBL: Up Banbury Loop DBL: Down Banbury Loop DBGL: Down Banbury Goods Loop</p> <p>Permissive working - PP authorised in both directions Down Banbury Loop (Platform 1) PP-C authorised in both directions on Platforms 2, 3 and 4 PF authorised on UBL PF authorised on DBGL in both directions</p> <p>DBGL - 806 metres (881 yards)</p> <p>RS: Reservoir Sidings No.1 to No.4 RN: Reservoir Neck</p>
Banbury North Jn		86 47 86 48 *			
		86 57 *			
		86 69 *			
(Buffer Stop on Reservoir Siding 2)		86 79			
Banbury Reservoir Sidings (Buffer Stop on Reservoir Siding 1)		87 18 87 24			
Reservoir Jn (Connection Neck to RS 1 and RS 2)		87 25 87 27			
River Cherwell Underbridge No.81 (21 metres / 23 yards) (End of diagram)		from 87 38 to 87 39 87 40			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	006	Heyford to Bordesley Jn	DCL	Central	10/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		87 40			TCB Birmingham ROC (OL) Cherwell Valley Workstation GSM-R
(Buffer stop on Reservoir Neck)		87 45			Axle Counter area: DCV: to 87m 69ch UCV: from 88m 10ch
M40 Motorway (Banbury North) from overbridge 49 metres (54 yards) to		87 68 87 70			
Little Bourton LC (UWC)		88 40	T		
Jefferies LC (UWC)		88 58	T		
Whites LC (Banbury North) (UWC)		88 73	T		
Little Mill No.1 LC (FP)		89 11			
Cannon LC (FP)		89 29			
Croprey HABD		89 79			
Clattercote Farm LC (FP)		91 61			
Claydon LC (FP)		92 24			
(End of diagram)		93 00			

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	009	Heyford to Bordesley Jn	DCL	Central	11/01/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram) Cummings St viaduct	105 63		<p>TCB Birmingham ROC (LN) Cherwell Valley Workstation</p> <p>GSM-R</p> <p>UCV: Up Cherwell Valley DCV: Down Cherwell Valley ULB: Up Leamington Bay ULP: Up Leamington Platform DLB: Down Leamington Bay DLP: Down Leamington Platform LDS: Leamington Depot Siding</p> <p>Platform lengths: Leamington Spa Platform 1 - 150 metres (164 yards) Platform 2 - 308 metres (337 yards) Platform 3 - 222 metres (243 yards) Platform 4 - 113 metres (124 yards)</p> <p>Permissive working - PP-C authorised in Platform 2 in both directions PP-C authorised in Platform 3 in both directions PP authorised in Platform 4. Permissive working is only authorised in Platform 1 for light locomotives and ECS</p> <p>UD: Up Dorridge DD: Down Dorridge</p>		
6 spans 87 metres (95 yards) Viaduct continued from Seq 008 to Leamington Viaducts from numbers 131-136 270 metres (295 yards)	105 67 105 67				
Leamington Spa South Jn	105 73 *				
to	105 79				
LEAMINGTON SPA	106 07				
	106 18 *				
Leamington Spa North Jn	106 25				
	106 32 *				
	106 38 *				
Trailing connection from Down Leamington Sidings	106 41				
(End of diagram)	106 43				

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	010	Heyford to Bordesley Jn	DCL	Central	19/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		106 43	UD DD 		TCB Birmingham ROC (LN) Cherwell Valley Workstation
Sewerage Lane and Princes Drive underbridges 140 & 140A (24 metres / 26 yards)		from 106 43 to 106 44			
Warwick and Napton Canal Grand Union canal underbridge 142 (16 metres / 17 yards)		from 106 73 to 106 74			
River Avon Viaduct (DCL) 5 span viaduct number 144 (66 metres / 72 yards)		from 107 15 to 107 18			(LJ) North Warwick Workstation Down Dorridge: from 106m 65ch Up Dorridge: to 107m 28ch
Warwick Flood arches (3 span) viaduct number 145 (22 metres / 24 yards)		from 107 24 to 107 25			
Emscote Road (Warwick) underbridge number 146 (43 metres / 47 yards) (End of diagram)		from 107 43 to 107 45 107 46			Axle Counter area - Down line: from 107m 20ch Up line: to 107m 10ch.

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	002	Leamington Spa North Jn to Coventry South Jn	LSC2	Central	10/05/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
River Avon Viaduct (Kenilworth) from nr Leamington 194 metres (212 yards) to	1 13 1 22		<p>TCB Birmingham ROC (LN) Cherwell Valley workstation</p> <p>GSM-R </p> <p>Birmingham ROC (LC) Coventry workstation</p> <p>From approximately 1m 60ch.</p> <p>Axle Counter area Down direction : from 2m 60ch Up direction : to 2m 60ch.</p> <p>Platform lengths: Kenilworth Platform 1 - 100 metres (109 yards)</p> <p>Up & Down Kenilworth Loop: 800 metres (875 yards)</p>		
KENILWORTH	3 49				
Kenilworth South Jn	3 75				
Kenilworth North Jn	4 47				
Millburn Grange LC (UWC)	5 25		T		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD405	003	Leamington Spa Jn. to Coventry South Jn.	LSC2	LNW South	05/02/2022	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Gibbet Hill Jn (speed change in Up direction only)		6 15 *			<div style="border: 1px solid black; padding: 2px;"> TCB West Midlands S.C. (LC) Coventry Workstation </div> <p>U&DK - Up & Down Kenilworth</p> <p>Axle Counter area</p>	<div style="border: 1px solid black; padding: 2px; text-align: center;"> GSM-R </div>
Coventry Carriage Sidings (start mileage of buffer stop)		8 14 * 8 15 *			<div style="border: 1px solid black; padding: 2px; text-align: center;"> AC: Rugby ECR </div>	
Limit of electrification		8 20			<p>Carriage Sidings 1 & 2 are partly electrified, and are out of use until further notice.</p>	
(Crossover)		8 23			<p>U&DS: Up & Down Slow</p>	
Coventry South Jn COVENTRY		8 45 (93 71) (93 79)			<p>Mileages in brackets () are MD301 (ELR: RBS1) mileages</p>	

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions	ELR	Route	Last Updated	
MD415	001	Hatton Station to Stratford-upon-Avon	M	Ch		DCL HSA	Central	29/03/2025	
Location		Mileage		Running lines & speed restrictions		Signalling & Remarks			
HATTON		112	14			TCB Birmingham ROC (HS) North Warwick Workstation Axle Counter area.			GSM-R
Hatton Station Jn		112	18			UD: Up Dorridge DD: Down Dorridge DHGL: Down Hatton Goods Loop			
Change of mileage		18	12			Platform lengths: Hatton Platform 3 - 134 metres			
		18	08			D & UHPL: Down & Up Hatton Platform Line UC: Up Claverdon DC: Down Claverdon			
		18	02						
M40 Motorway underbridge		17	68						
(38 metres / 42 yards)		17	66						
(Crossover)		17	64						
Hatton West Jn		17	62						
(End of diagram)		17	00						


LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD415	002	Hatton Station to Stratford-upon-Avon	HSA	Central	29/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		17 00	D&UC 60 		TCB Birmingham ROC (HS) North Warwick Workstation Axle Counter area. Platform lengths: Claverdon - 138 metres
CLAVERDON		16 38			
Burnham Bros LC (UWC)		16 20	T		
Park Farm No.1 LC (FP)		16 01			
Park Farm No.2 LC (UWC)		15 48	T		
Hill Farm LC (FP)		15 18			
Songar Grange Farm LC (UWC)		14 38	T		
Edstone Farm LC (FP)		14 13			
Edstone Hall No.1 LC (UWC)		14 06	T		
Edstone Hall No.1 LC (FP)		14 06			
Edstone LC (FP)		13 60			
(End of diagram)		13 30	60 D&UC		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD415	003	Hatton Station to Stratford-upon-Avon	HSA	Central	29/03/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		13 30			<div style="border: 1px solid black; padding: 2px;"> TCB Birmingham ROC (HS) North Warwick Workstation </div> <p>Axle Counter area. Platform lengths: Bearley - 61 metres</p> <p>Change of mileage at Bearley Jn is on North Warwick lines only, see MD425-004.</p> <p>UNW: Up North Warwick DNW: Down North Warwick</p> <p>Platform lengths: Wilmcote Down - 123 metres Up - 123 metres</p>	GSM-R
BEARLEY		13 19				
Bearley Jn (Facing crossover)		12 55 * 12 48 * 12 47				
Hardwick No.2 LC (FP)		12 39				
Hardwick No.1 LC (UWC)		12 23				
Hardwick No.1 LC (FP)		12 23				
Wilmcote LC (FP)		11 64				
WILMCOTE		11 49				
(End of diagram)		11 40				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD415	004	Hatton Station to Stratford-upon-Avon	HSA	Central	29/03/2025
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)	11 40			TCB Birmingham ROC (HS) North Warwick Workstation 	
Burton Farm No.2 LC (UWC)	10 63	[T]			Axle Counter area: Down North Warwick to 9m 35ch Up North Warwick from 9m 45ch.
Burton Farm No.1 LC (UWC)	10 20	[T]			(WM) Change of prefix only from approximately 10m 25ch.
STRATFORD-UPON-AVON PARKWAY	9 78			Platform lengths: Stratford-Upon-Avon Parkway Down - 152 metres Up - 152 metres	
	9 25 *				
Stratford-upon-Avon Canal from Bridge 17 (21 metres / 23 yards) to	9 14 9 13				
	9 10 *			Platform lengths: Stratford-Upon-Avon Platform 1 - 170 metres Platform 2 - 184 metres Platform 3 - 176 metres	
STRATFORD-UPON-AVON	8 77			See Local Instructions	
(Buffer stop on Headshunt)	8 63				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD420	001	Hatton North Junction to Hatton West Junction	HHW	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hatton North Jn Change of mileage		112 57 18 25			TCB Birmingham ROC (HS) North Warwick Workstation
Hatton West Jn		17 69 * 17 62			GSM-R

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	001	Tyseley South Jn to Bearley Jn	TSB	Central	22/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		5 00			TCB Birmingham ROC (TB) Snow Hill Workstation GSM-R
(Lowest TSB mileage DNW)		- 0 05			
Tyseley South Jn		125 73			
Change of mileage		0 00			
		0 08 *			
SPRING ROAD		0 56			
Spring Road Covered Way		0 61			
from					
		0 66			
to					
HALL GREEN		1 22			
YARDLEY WOOD		2 48			
SHIRLEY		3 66			
Stratford-upon-Avon Canal		4 36			
from					
		4 37			
to					
(Trailing crossover)		4 50			
WHITLOCKS END		4 60			
(End of diagram)		4 70	Birmingham ROC (TB) North Warwick Workstation UNW: to 4m 00ch DNW: from 4m 05ch. Platform lengths: Whitlocks End Down Main - 158 metres (173 yards) Up Main - 149 metres (163 yards)		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	002	Tyseley South Jn to Bearley Jn	TSB	Central	22/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		4 70			TCB Birmingham ROC (TB) North Warwick workstation GSM-R
WYTHALL		5 59	Platform lengths: Wythall Down: 121 metres Up: 119 metres		
EARLSWOOD (WEST MIDLANDS)		6 65	Platform lengths: Earlswood (West Midlands) Down: 115 metres Up: 115 metres		
Earlswood Woods LC (FP)		7 30			
THE LAKES		7 50	Platform lengths: The Lakes (Warks) Down: 40 metres Up: 40 metres		
M42 Motorway Overbridge (37 metres / 40 yards)		from 8 19			
Wood End Farm LC (FP)		to 8 21			
WOOD END		8 56	Platform lengths: Wood End Down: 122 metres Up: 94 metres		
Wood End Tunnel (158 metres/173 yards)		from 8 62			
		to 8 70			
Beaumont Hill LC (UWC)		8 77 *			
Beaumont Hill LC (FP)		9 11			
		9 11			
		9 14 *			
(End of diagram)		10 00			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	003	Tyseley South Jn to Bearley Jn	TSB	Central	22/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		10 00			TCB Birmingham ROC (TB) North Warwick workstation GSM-R
DANZEY		10 43			Axle Counter area.
Danzey Green LC (FP)		11 20			Platform lengths: Danzey Down Main-154 metres Up Main-153 metres
Blunts Green LC (FP)		11 68			
HENLEY-IN-ARDEN		13 41			Platform lengths: Henley-In-Arden Down Main-153 metres Up Main-153 metres
Wootton Wawen No.2 LC (FP)		14 68			
WOOTTON WAWEN		15 22			Platform lengths: Wootton Wawen Down Main-122 metres Up Main-122 metres
River Alne (bridge 59) (41 metres / 45 yards)		from 15 77 to 15 79			
Sillesbourne LC (FP)		16 63			
Edstone Aqueduct (bridge 62) (7 metres / 7 yards)		17 00 * 17 04			Up and Down lines diverge between 16m 78ch and 17m 20ch.
(End of diagram)		17 25			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	004	Tyseley South Jn to Bearley Jn	TSB	Central	29/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		17 25			TCB Birmingham ROC (TB) North Warwick workstation Axle Counter area. GSM-R (HS) Change of prefix only from aprox. 17m 65ch.
Bearley Jn		17 71			
Change of mileage		12 48			
(Facing crossover)		12 47			
Hardwick No.2 LC (FP)		12 39			

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LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD545	001	Kingsbury Junction to Whitacre West Junction	KJW	Central	15/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Kingsbury Jn		29 39			TCB Birmingham ROC (WW) Water Orton Workstation GSM-R
		29 41 *			DD - Down Derby
		31 40 *			
		31 67 *			HHH - Hams Hall Headshunt HHEAL - Hams Hall East Arrival Line DAGLH: Down Arley Goods Loop Headshunt
Whitacre West Jn		31 69			

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	001	Nuneaton North Jn to Water Orton East Jn	NWO	West Coast South / Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Nuneaton North Jn		(97 36) 10 18 10 14 * 10 11 * 10 08			TCB Rugby SCC (NW) Nuneaton Workstation AC: Crewe ECR GSM-R
North Chord Overbridge (North Chord line MD233 runs over)		10 00			
Limit of Electrification (UNC)		9 73			
Limit of Electrification (DNC)		9 68			
(DNC & UNC become single line only)		9 62 *			
Abbey Jn		9 60			
(crossover between Arley lines)		9 56			
		9 26 *			
(end of bi-directional on Down Arley)		8 35			
Route Boundary		8 34			
Stockingford station, former site of		8 33			
Arley Tunnel (648 metres / 709 yards)		from 6 55 to 6 22			
(End of diagram)		6 10			
			WEST COAST SOUTH ROUTE CENTRAL ROUTE		NOTE mileages decrease down the page; from Nuneaton North Jn to Whitacre West Jn. ☒ Traffic Lockout Devices (LOD(T)) provided: Down Arley line to 9m 35ch Up Arley line from 9m 35ch Down direction trains can turnback on the Down Arley at Abbey Jn. DA: Down Arley Axle Counter area Down Arley: to 8m 17ch Up Arley: from 8m 43ch Birmingham ROC (NW) Water Orton Workstation Down Arley from 8m 35ch Up Arley to 8m 19ch.

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	002	Nuneaton North Jn to Water Orton East Jn	NWO	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		6 10			TCB Birmingham ROC (NW) Water Orton Workstation 
Golf Course LC (FP)		5 65	---		NOTE mileages decrease down the page; from Nuneaton North Jn to Whitacre West Jn. DMRD1: Daw Mill Reception/Departure Line 1 DMRD2: Daw Mill Reception/Departure Line 2 DMRD1 - 316 metres (346 yards) DMRD2 - 316 metres (346 yards) (Stop & telephone boards to fouling point with DMRD1/2 near Daw Mill West Jn on both)
Churchbridge LC (FP)		5 53	---		
Arley HABD		5 34	---		
Windridge LC (UWC)		3 03	---		
Daw Mill East Jn Daw Mill Colliery		2 36 2 30	To / from Daw Mill Colliery DMRD2 DMRD1		
(Connection to Daw Mill Reception D.1)		2 05	---		
Daw Mill West Jn		2 01	15 ---		
Lockharts LC (FP)		1 19	---		
(End of diagram)		1 00	70 UA DA		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	003	Nuneaton North Jn to Water Orton East Jn	NWO DBP3	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		1 00			TCB Birmingham ROC (NW) Water Orton Workstation GSM-R
Woodlake LC (FP)		0 53			NOTE mileages decrease down the page; from Nuneaton North Jn to Whitacre West Jn.
Whitacre East Jn		0 28			
		0 19 *			UW: Up Whitacre
		0 17 *			DW: Down Whitacre
Whitacre West Jn Change of mileage and ELR.		0 00			DAGL: Down Arley Goods Loop
		31 69	NWO DBP3		DAGLH: Down Arley Goods Loop Headshunt
		31 74 *			DAGL (PF): 486 metres (532 yards).
(Connection from / to DAGL and Buffer stop on HHH) (Buffer stop on DAGLH)		31 79			(WW) From approx. 31m 74ch.
Hams Hall Jn		32 01			DAGLH: 59 metres (65 yards).
		32 03			HHH: Hams Hall Headshunt
(End of diagram)		32 06			HHH: 216 metres (236 yards) (signal HH1 to buffer)

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	004	Nuneaton North Jn to Water Orton East Jn	DBP3	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		32 06 32 07 *			TCB Birmingham ROC (WW) Water Orton Workstation GSM-R
National Distribution Park		32 21	National Distribution Park		HHH: 216 metres (236 yards) (signal HH1 to buffer) D/R: 734 metres (803 yards) (signals HH5 to HH4) HHWAL: 757 metres (828 yards) (signals HH2 to HH3)
River Blythe Viaducts		32 22	from 66 metres / 72 yards (Whitacre lines) to 83 metres / 91 yards (HHEAL & D/R)		Lines within the National Distribution Park are controlled by Maritime Transport, Hams Hall Control Centre (HH). Maximum permissible speed within the National Distribution Park is 15mph.
(Start of divergence to 2 sets of 2 lines)		32 40			
(Switch diamond HHEAL & D/R HHEAL renamed HHWAL)		32 54			
(STOP & Await Instructions board protecting the terminal gates)		32 56			
(Buffer stop on Cripple siding)		32 58			
Hams Hall Control Centre (HH)		32 60			HHWAL: Hams Hall West Arrival Line CS: Cripple Siding
(Start of three track section)		32 64			
(End of diagram)		32 70			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	005	Nuneaton North Jn to Water Orton East Jn	DBP3	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		32 70			<p>TCB Birmingham ROC (WW) Water Orton Workstation</p> <p>GSM-R </p> <p>HHWAL: Hams Hall West Arrival Line</p> <p>Platform lengths: Coleshill Parkway Platform 1: 125 metres (137 yards) Platform 2: 125 metres (137 yards)</p> <p>Up direction trains can turnback at platform 1 at Coleshill Parkway.</p>
Coleshill East Jn		33 02 * 33 04			
COLESHILL PARKWAY		33 10			
Coleshill West Jn		33 16			
M42 and M6 Toll Overbridge (81 metres / 86 yards)		from 33 71 to 33 75			
George Road LC (FP)		33 76			
(End of diagram)		34 00			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	006	Nuneaton North Jn to Water Orton East Jn	DBP3	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		34 00			TCB Birmingham ROC (WW / WP) Water Orton Workstation
Salisbury Drive LC (FP)		34 21			
(Crossover on Whitacre lines)		34 29 * 34 31 34 38 *			
Water Orton East Jn		34 43 (33 22)	To / from Kingsbury Jn MD501 seq 003		Mileages in brackets () from Derby via Kingsbury Jn ELR: DBP2
WATER ORTON		34 54 (33 34)	Platform lengths: Water Orton Down Derby (Down direction): 104 metres (113 yards) Down Derby (Up direction): 99 metres (108 yards) Up Derby: 103 metres (112 yards)		
(Facing crossover)		34 79 * 35 02			
(Crossover on Derby lines)		35 07 35 10 *			DD: Down Derby UDF: Up Derby Fast UDS: Up Derby Slow
Water Orton West Jn		35 15	Water Orton Curve UDS UDF DD To / from Birmingham MD501 seq 003		

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LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD560	001	Water Orton West Jn to Park Lane Jn	WOP CBR2	Central	10/05/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Water Orton West Jn	35 15		TCB Birmingham ROC (WR) Water Orton Workstation		
Change of ELR WAW to BOK4	36 04	WAW BOK4	GSM-R		
Park Lane Jn (Water Orton)	36 15				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated		
MD565	001	Castle Bromwich Junction to Ryecroft Jn	CBR1	CBR2	Central	10/05/2025		
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
Castle Bromwich Jn Change of mileage		36 08 0 54				TCB	Birmingham ROC (WR) Water Orton Workstation	GSM-R
Change of mileage and ELR		0 00 36 04				CBR1	CBR2	
Park Lane Jn (Water Orton)		36 15 36 20 *						
Rykniel Street LC (FP)		42 19						
(End of diagram)		42 40						
<p>For Explanation of Table A terms and symbols, see MD0001 seq 001</p>								

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD565	002	Castle Bromwich Junction to Ryecroft Jn	CBR2	Central	14/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		42 40			TCB Birmingham ROC (WR) Walsall Workstation GSM-R
Streetly LC (FP) also known as Hardwicks		42 74			
Aldridge Jn		44 73			
		46 60 *			
		47 00 *			
Ryecroft Jn Change of mileage & ELR		47 55 6 75			
(End of diagram)		1 17	(DB from 3m 69ch UB to 3m 53ch).		

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	001	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)	DBP3 LSS	Central	08/03/2025
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Lawley Street Freightliner Terminal	40	51 * 52 * 54	<p>The diagram illustrates the railway route from Saltley to Kings Norton. It shows several main lines: UP DERBY, DOWN DERBY, UP DERBY FAST, and DOWN DERBY FAST. There are also sidings for Lawley St and Saltley Neck. Speed restrictions are marked with numbers in boxes: 25, 30, and 15. The route includes a change of ELR and linenames at mile 40.63, and a crossing of the Birmingham & Warwick Canal at mile 41.00. The route ends at Kings Norton with lines for UP Camp Hill (UCH), Down Camp Hill (DCH), and Up & Down Camp Hill (U&DCH).</p>		TCB Birmingham ROC (LL) Washwood Heath Workstation GSM-R
Landor Street Jn	40	60			
(Change of ELR & linenames)	40	63			DBP3 LSS
RBS1 Coventry lines overbridge	40	74			
19 metres (21 yards)	40	75			
Birmingham & Warwick Canal	41	00			
(55 metres / 60 yards)	41	03			
(Camp Hill lines diverge from St. Andrews lines)	41	08			
(Up & Down Camp Hill linename change to Up Camp Hill)	41	11			
	41	11 *			
	41	12 *			
	41	13 *			
	41	14 *			
(End of diagram)	41	15			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD570	002	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)	LSS	SKN	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
(Start of diagram)		41 15				TCB Birmingham ROC (LL) Washwood Heath Workstation GSM-R
St Andrew's Jn (Change of ELR & linenames)		41 18 41 19 * 41 20 *	LSS SKN			DSA: Down St. Andrews USA: Up St. Andrews
B4128 Coventry Road overbridge from (49 metres / 54 yards)		41 42	60 60			
to		41 44				
Bordesley Jn		41 44 (128 11)				
Bridges over A45 Road from 20 metres (22 yards)		41 59				
to		41 60				
(End of Bordesley lines parallel with Camp Hill lines)		41 61				
Viaduct over Snow Hill lines & A45 Road 74 metres (81 yards)		41 68				
to		41 72				
Viaduct over Grand Union Canal from 40 metres (44 yards)		41 72				
to		41 74				
(End of diagram)		41 75	60 60 UCH DCH			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	003	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)	SKN	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		41 75			TCB Birmingham ROC (LL) Washwood Heath Workstation Platform Lengths: Moseley Village Platforms 1&2 UNDER CONSTRUCTION Platform Lengths: Kings Heath Platforms 1&2 UNDER CONSTRUCTION Birmingham ROC (SY) Kings Norton Workstation from 44m 58ch. Platform Lengths: Pineapple Road Platforms 1&2 UNDER CONSTRUCTION
MOSELEY VILLAGE (UNDER CONSTRUCTION) Moseley Tunnel (144 metres / 157 yards)		from 43 43 to 43 47 43 54			
KINGS HEATH (UNDER CONSTRUCTION)		44 20			
PINEAPPLE ROAD (UNDER CONSTRUCTION)		45 06			
Worcester & Birmingham Canal 46 metres (50 yards)		from 46 00 to 46 02			
(End of diagram)		46 04			



LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	004	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)	SKN	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
(Start of diagram)		46 04	<p>UCH DCH 60 60 ULC 10 10 DLC 10 To / from Bournville MD580 seq 001 To / from Bournville MD306 seq 004 UG 45 45 DG 30 30 UP CAMP HILL DOWN CAMP HILL Kings Norton Station Jn KINGS NORTON Kings Norton Jn UGS 70 90 UGF 90 DGF 15 DGS 15 To / from Northfield MD306 seq 005 KNS KNWS Kings Norton On Track Plant Depot KNAD</p>	<p>TCB Birmingham ROC (SY) Kings Norton Workstation</p> <p>GSM-R</p> <p>ULC - Up Lifford Curve DLC - Down Lifford Curve</p> <p>NOTE: Only the following lines are electrified on this Line of Route: Up and Down Camp Hill lines are electrified from Kings Norton Station Jn through the platform area; including 30mph crossovers at Kings Norton Station Jn.</p> <p>AC: Rugby ECR</p> <p>Platform Lengths: Kings Norton Platform 4 - 150 metres (164 yards)</p> <p>O.O.U. - platforms Out Of Use.</p> <p>Mileage in brackets refer to (BAG2) Gloucester lines</p> <p>UGS - Up Gloucester Slow UGF - Up Gloucester Fast DGF - Down Gloucester Fast DGS - Down Gloucester Slow KNS - Kings Norton Sidings KNAD - Kings Norton Arrival and Departure KNWS - Kings Norton West Sidings</p>	
Lifford East HABD		46 07			
Lifford East Jn		46 11			
Kings Norton Station Jn		46 44 *			
		46 46 (46 41)			
		(46 50) *			
		(46 51) *			
		46 54 *			
KINGS NORTON		46 59 (46 65)			
		46 68 *			
Kings Norton Jn		46 77			
(End of SKN mileage on Down Camp Hill to Down Gloucester Slow connecting line)		(47 01) (47 02) *			

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LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD575	001	St Andrew's Junction to Grand Junction	SAG	Central	08/03/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
St Andrew's Jn Change of mileage	41 20 *	<p>The diagram illustrates the railway network between St Andrew's Junction and Grand Junction. It shows several parallel and connecting lines with their respective directions and speed restrictions. Key lines include: <ul style="list-style-type: none"> St. Andrews: DOWN ST. ANDREWS (top line) and UP ST. ANDREWS (second line from top). Camp Hill: DOWN CAMP HILL (third line from top), UCH (Up Camp Hill), and U&DCH (Up & Down Camp Hill). Coventry: UP COVENTRY (leftmost vertical line) and DOWN COVENTRY (second vertical line from left). Derby: UP & DOWN DERBY (third vertical line from left), UP DERBY (fourth vertical line from left), and DOWN DERBY (fifth vertical line from left). Speed restrictions are indicated by numbers (15, 25, 60) and asterisks (*). A box with an 'X' is located near the Derby lines. </p>	To / from Kings Norton MD570 seq 002		
	41 19 *		41 18 *	TCB Birmingham ROC (SG) Washwood Heath Workstation	
(Up & Down Camp Hill linename change to Up Camp Hill)	0 00	To / from Water Orton MD570 seq 001	GSM-R		
	0 05 *		0 07 *	UCH: Up Camp Hill U&DCH: Up & Down Camp Hill	
Limit of Electrification (Up & Down Camp Hill only)	0 28 *	MD501 seq 010	TCB Birmingham ROC (SG) Proof House Workstation		
	0 33		To / from 0m 19ch.		
Grand Jn Change of mileage	0 45	To Birmingham MD301 seq 007	AC: Rugby ECR		
	0 52		41 26	NOTE: Up & Down Camp Hill line only, electrified from 0m 33ch to Grand Junction.	

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD580	001	Lifford East Junction to Lifford West Junction	LEL	Central	15/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Lifford East Jn		46 11			TCB Birmingham ROC (SY) Kings Norton Workstation GSM-R
Lifford West Jn Change of mileage		46 36 (47 20)			DCH - Down Camp Hill UCH - Up Camp Hill Note: Gloucester lines are provided with A.C. overhead electrification. UG - Up Gloucester DG - Down Gloucester

LNW South Route Sectional Appendix Module LNWS(S)2


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD701	001	Marylebone to Aynho Junction	MCJ1	Central	10/05/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Marylebone IECC (ME) MARYLEBONE		205 77 205 77			TCB Marylebone IECC (ME) South workstation 	
		205 60 *			Platform lengths: Marylebone 1-229 metres 2-245 metres 3-245 metres 4-115 metres 5-215 metres 6-216 metres	
		205 52 *			Platforms 1,2,3,5 and 6 - permissive (PP)	
		205 50 *			Maximum 25mph all Platform lines.	
		205 48				
St Johns Wood Tunnel (1468 metres / 1606 yards)		from 205 33 to 204 40				
Hampstead Tunnel (Marylebone) (635 metres / 694 yards)		from 204 35 to 204 03				
(End of diagram)		202 40				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	002	Marylebone to Aynho Jn	MCJ1 NAJ1	Central	15/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		202 40			TCB Marylebone IECC (ME) South workstation
		202 21 ①			
		202 20 *			
		202 13 *			
		202 00 ①			
		201 48 *			
Neasden South Jn (Change of mileage and ELR)		200 65 MCJ1 6 30 NAJ1			
		6 17 *			
Great Central Way Jn		5 60			
		5 57 *			
		5 56 *			
(End of diagram)		5 50	Chiltern Railways LMD	GSM-R 	

- ① Class 37 movements only restricted to 5mph on the Down Main line between 202m 21ch and 202m 00ch.
 - ② Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.
- NAJ1 mileage decreases down the page.

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	003	Marylebone to Aynho Junction	NAJ1	Central	15/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		5 50			TCB Marylebone IECC (ME) South workstation 
WEMBLEY STADIUM		5 00			① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph. Platform lengths: Wembley Stadium Down Main: 189 metres Up Main: 189 metres NAJ1 mileage decreases down the page.
SUDBURY & HARROW ROAD		3 52			Platform lengths: Sudbury & Harrow Road Down Main: 75 metres Up Main: 75 metres
SUDBURY HILL HARROW		2 57			Platform lengths: Sudbury Hill Harrow Down Main: 80 metres Up Main: 80 metres
South Harrow Tunnel (187 metres / 204 yards)		from 2 30 to 2 21			
NORTHOLT PARK		1 57			Platform lengths: Northolt Park Down Main: 123 metres Up Main: 123 metres
(End of diagram)		1 00			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated		
MD701	004	Marylebone to Aynho Junction	NAJ1	NAJ2	Central	15/03/2025		
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
(Start of diagram)		1 00				TCB Marylebone IECC (ME) South workstation	GSM-R	
Northolt Park Jn		0 72						
		0 44 *						
		0 12 *						
Northolt Jn (Change of mileage and ELR) SOUTH RUISLIP		0 00 NAJ1 0 00 NAJ2 0 07						
		0 32						
Ruislip Gardens Jn		1 20						
(End of diagram)		1 30						
<p>NAJ1 mileage decreases down the page.</p> <p>① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.</p> <p>DNL: Down Northolt Loop</p> <p>Patrolman's Directional Lockout: Down Northolt Loop and Down Main lines between 0m 03ch at Northolt Junction and 1m 75ch at West Ruislip.</p> <p>Platform lengths: South Ruislip Down Northolt Loop: 123 metres Up Main: 141 metres</p> <p>Patrolman's Directional Lockout: Up Main and Up West Ruislip Loop lines between 1m 75ch at West Ruislip and 1m 23ch at Ruislip Gardens Junction.</p>								

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	005	Marylebone to Aynho Junction	NAJ2	Central	20/04/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	1 30		<p>TCB Marylebone IECC (ME) South workstation</p> <p>GSM-R </p> <p>Patrolman's Directional Lockout: Down Northolt Loop and Down Main lines between 0m 03ch at Northolt Junction and 1m 75ch at West Ruislip.</p> <p>① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.</p> <p>Platform lengths: West Ruislip Down Main: 141 metres Up West Ruislip Loop: 164 metres Patrolman's Directional Lockout: Up Main and Up West Ruislip Loop lines between 1m 75ch at West Ruislip and 1m 23ch at Ruislip Gardens Junction.</p> <p>UWRL: Up West Ruislip Loop.</p> <p>Platform lengths: Denham Down Main: 191 metres Up Main: 165 metres</p> <p>Platform lengths: Denham Golf Club Down Main: 165 metres Up Main: 167 metres</p>		
	1 38				
	1 51 *				
WEST RUISLIP	1 68				
DENHAM	4 50				
DENHAM GOLF CLUB	5 42				
(End of diagram)	6 00				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	006	Marylebone to Aynho Junction	NAJ2	Central	15/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		6 00			TCB Marylebone IECC (ME) South workstation
Gerrards Cross Covered Way from		6 78	40		① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph. Platform lengths: Gerrards Cross Down Main: 167 metres Up Main: 168 metres
to		7 13	40		
GERRARDS CROSS		7 18	60 100		Platform lengths: Seer Green & Jordans Down Main: 167 metres Up Main: 167 metres
		7 34 *	25 60 100		
SEER GREEN & JORDANS		9 75	15 60 100		Platform lengths: Beaconsfield Down Main: 215 metres Up Main: 214 metres
		11 41	65 100		
BEACONSFIELD		11 54 *	100		
		11 56 *	100		
(End of diagram)		13 00	UM DM		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD701	007	Marylebone to Aynho Junction	NAJ2	Central	22/06/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		13 00			TCB Marylebone IECC (ME) South Workstation	GSM-R
Whitehouse Tunnel (322 metres / 352 yards)		from 13 12 to 13 28				
		15 03 *			① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.	
		15 44 *				
HIGH WYCOMBE		16 20 * 16 22 * 16 29			Platform lengths: High Wycombe 1 (Bay): 145 metres - permissive (PP) 2: 237 metres (both directions) 3: 215 metres	
(Crossover)		16 40 *			Trains can turnback from either direction at High Wycombe, via shunt routes.	
(End of diagram)		16 42 16 56			② Sprinter class trains without a centre gangway are permitted to travel at the higher permissible speed of 60mph.	

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated			
MD701	010	Marylebone to Aynho Junction	NAJ2	NAJ3	Central	15/03/2025			
Location	Mileage M	Ch	Running lines & speed restrictions			Signalling & Remarks			
(Start of diagram)	30	00				<table border="1"> <tr> <td>TCB</td> <td>Marylebone IECC (ME) North workstation</td> <td></td> </tr> </table>	TCB	Marylebone IECC (ME) North workstation	
TCB	Marylebone IECC (ME) North workstation								
HADDENHAM & THAME PARKWAY	30	25				<p>① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.</p> <p>Platform lengths: Haddenham & Thame Parkway Down Main: 215 metres Up Main: 215 metres</p> <p>Up Main and Down Main lines diverge between 33m 60ch and 0m 70ch (site of former Ashendon Junction).</p> <p>⊗ Patrolmans directional line lockouts (PDL): Down Main line: Starts: 8m 21ch (Bicester South Junction) Ends: 24m 65ch (Princes Risborough) Up Main line: Starts: 24m 65ch (Princes Risborough) Ends: 8m 21ch (Bicester South Junction)</p> <p>DBSWC: Down Bicester South West Chord. UBSWC: Up Bicester South West Chord.</p> <p>Line name change at Bicester North: DM - DB (Down Bicester) UM - UB (Up Bicester)</p> <p>Platform lengths: Bicester North Down: 222 metres Up: 215 metres</p> <p>⊗ Patrolmans directional line lockouts (PDL): Down Bicester line: Starts: 18m 23ch (Aynho Junction) Ends: 9m 66ch (Bicester North)</p> <p>Up Bicester line: Starts: 9m 66ch (Bicester North) Ends: 18m 19ch (Aynho Junction)</p>			
Chearsley No 9 FP (R/G OMSL)	31	40							
Ashendon Jn, former site of Change of mileage / ELR.	33	69	NAJ2	NAJ3					
	0	00							
Brill Tunnel (177 metres / 194 yards)	from 2	29	T						
	to 2	39	T						
Bicester South Jn	8	23							
Up Main Down Main crossover	9	03							
BICESTER NORTH	9	27							
	9	40 *							
	9	44 *							
(Trailing crossover)	9	70							
(End of diagram)	10	00							

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	011	Marylebone to Aynho Junction	NAJ3	Central	15/03/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	10 00		<div style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB Marylebone IECC (ME) North workstation </div>		
Bucknells Farm LC (BW)	12 27	T	① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.		
Ardley Tunnel (1056 metres / 1155 yards)	from 15 13 to 15 65	T T	② Mileage on Down Bicester line.		
Souldern No.1 Viaduct (282 metres / 308 yards)	from 16 32 to 16 47	T Up side T Down side	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> Birmingham ROC (NA) Cherwell Valley Workstation </div>		
Souldern No.2 Viaduct (369 metres / 404 yards)	from 17 05 to 17 25 *	T Up side T Down side	UB : to / from 17m 59ch DB : to / from 17m 72ch.		
Aynho Park Jn, former site of	17 45		③ Mileage on Up Bicester line. Mileages on the Down Bicester line from former site of Aynho Park Junction, vary from the mileages on the Up Bicester line.		
	② 17 52 *		④ Sprinter class trains without a centre gangway are permitted to travel at the higher permissible speed of 85mph.		
	② 17 64 *		X Patrolmans directional line lockouts (PDL) :		
	② 18 22 *		Down Bicester line Starts: 18m 23ch (Aynho Junction) Ends: 9m 66ch (Bicester North)		
Aynho Junction (Up lines)	③ 18 30 (81 13)		Up Bicester line Starts: 9m 66ch (Bicester North) Ends: 18m 19ch (Aynho Junction)		
Aynho Junction (Down lines)	② 18 35 (81 16)				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD705	001	Greenford West Jn to South Ruislip	ANL	Central	08/03/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Route Boundary		8 60	<p>To / from Greenford West Junction GW110 seq 003</p> <p style="text-align: center;">D&UW 50</p> <p style="text-align: center;">WESTERN ROUTE ----- NW&C CENTRAL ROUTE</p> <p>To Neasden South Junction MD701 seq 004</p> <p>UM DM</p> <p>DOWN MAIN</p> <p>UP MAIN</p> <p>Northolt, West London Waste</p> <p>50 60 15</p> <p>DNL</p> <p>To West Ruislip. MD701 seq 004</p>		<p>TCB Marylebone IECC (ME) South workstation</p> <p>GSM-R </p> <p>D&UW: Down & Up Wycombe (Line name changes at route boundary).</p> <p>DNL: Down Northolt Loop</p> <p>Platform lengths: South Ruislip Down Northolt Loop: 123 metres Up Main: 141 metres</p>
Northolt Jn Change of mileage		10 15 0 00			
SOUTH RUISLIP		0 07			



LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
MD710	001	Neasden South Junction to Harrow on the Hill	MCJ1	Central	08/03/2025		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Neasden South Jn		200 65			TCB	Marylebone IECC (ME) South workstation	GSM-R
		200 51 *					
		200 50 *					
		200 20 *					
		200 20 *					
		197 70 *					
		197 05					
Network Rail / LUL Boundary Change of mileage		9 13			Lines between 9m 13ch and 25m 21ch (see MD712 seq 001) are maintained and controlled by LUL.		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	001	Princes Risborough to Aylesbury	PRA	Central	05/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
PRINCES RISBOROUGH		(24 40)			<p>TCB Marylebone IECC (ME) North Workstation</p> <p>GSM-R </p> <p>Platform lengths: Princes Risborough Platform 1 - 61 metres (67 yards) permissive (PP)</p> <p>UPRL: Up Princes Risborough Loop UM: Up Main DM: Down Main</p> <p>Mileage in brackets () is NAJ2 mileage, see Main lines on MD701 seq 009.</p> <p>D&UA - Down & Up Aylesbury</p> <p>Platform length: Monks Risborough-95 metres</p>
(Buffer Stop Bay Platform 1)		42 23			
Princes Risborough Jn		(24 48)			
Change of mileage - from connection to UPRL		42 31			
(Points ME942B)		42 37			
		42 38 *			
Mount Way FP No.2 (LC)		42 58			
Church Path FP No.41 (LC)		43 02			
Westmead FP (R/G OMSL)		43 31			
MONKS RISBOROUGH		43 57			
Princes Risborough FP No.31 (LC)		43 71			
(End of diagram)		44 20	40 D&UA		


LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	002	Princes Risborough to Aylesbury	PRA	Central	05/04/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		44 20	D&UA ↑ 40		TCB Marylebone IECC (ME) North Workstation  Platform length : Little Kimble 90 metres (98 yards) D&UA - Down & Up Aylesbury
Great and Little Kimble FP No.27 (LC)		44 32	-----		
Great and Little Kimble FP No.2C (LC)		44 45	-----		
North Bucks Way FP No.2B (LC)		44 49	-----		
Great & Little Kimble FP No.3B (LC)		44 55	-----		
Great & Little Kimble FP No.38A (LC)		44 79	-----		
LITTLE KIMBLE		45 14	40 		
Great and Little Kimble FP No.29B (LC)		45 62	T	-----	
Apsley Manor Farm No.2 LC (UWC)		46 58	T	-----	
Dodds Farm LC (UWC)		46 70	T	-----	
Marsh Lane LC (MCB-OD)		47 00	T	-----	
Stoke Mandeville FP No.4 (LC)		47 32	↓ ↓		
(End of diagram)		47 40	40 ↓ D&UA		



LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
MD720	003	Princes Risborough to Aylesbury	PRA	Central	04/05/2025		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
(Start of diagram)		47 40			TCB Marylebone IECC (ME) North Workstation		GSM-R D&UA - Down & Up Aylesbury Platform lengths: Aylesbury Platform 1 - 197 metres (215 yards) permissive (PP)
Stoke Mandeville No.17 FP (R/G OMSL)		48 18					
		48 64 *					
		49 18 *					
Aylesbury Junction Change of mileage		49 35 38 08 *					
AYLESBURY		38 13					

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	001	Aylesbury to Claydon West Jn	MCJ2	Central	15/03/2025
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
AYLESBURY	38 13				TCB Marylebone IECC (ME) North Workstation 
	38 18 *				Platform lengths: Aylesbury Platform 2 - 175 metres permissive (PP) Platform 3 - 187 metres permissive (PP)
	38 38				ANGL: Aylesbury North Goods Loop. 625 metres (684 yards).
	38 47 *				Platform lengths: Aylesbury Vale Parkway Bay Platform: 168 metres - permissive (PP)
Aylesbury Vale Jn	40 26 *				NSTR Marylebone IECC (CJ) From 40m 74ch. TPWS and AWS not provided.
AYLESBURY VALE PARKWAY	40 38				
Fleet Marston Farm LC (UWC)	41 32				
(End of diagram)	42 00				

LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	002	Aylesbury to Claydon West Jn	MCJ2 MCJ3	Central / West Coast South	15/03/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	42 00	U&D AYLESBURY 30 U&DAS 15	NSTR Marylebone IECC (CJ) North Workstaion  TPWS and AWS not provided. U&D Aylesbury - Up & Down Aylesbury Sidings U&DAS - Up & Down Aylesbury Siding.		
Lower Blackgrove No.1 Farm LC (UWC) (Change of linename to U&D Aylesbury Siding)	42 25 43 05 *				
North Bucks Way No.1 LC (FP) Enhanced Possession Protection (Baulk of timbers with stop lamp) Heritage Baulk of timbers	43 53 43 61 43 63				
QUAINTON ROAD	44 22	Quainton Heritage Centre jurisdiction	Quainton Road (Buckinghamshire Railway Society)		
(Change of mileage, change of ELR & Route Boundary)	44 48 161 50	MCJ2 CENTRAL ROUTE MCJ3 WCS Route	① Line to / from Claydon West Jn is temporarily OOU. HS2 worksite Up: Start of GSM-R area at 161m 42ch  Down: End of GSM-R area at 161m 42ch		
Ditchburns LC (UWC)	159 33 158 09 *	T			
(Crossover)	158 04				
Calvert South GF (Crossover)	157 63 157 61	CRS	CRS - Calvert Reception Siding CRS - 394 metres (431 yards)		
(Crossover CS1 to CS2)	157 31	CS3 CS2 CS1	CS1 - Calvert Siding 1 CS2 - Calvert Siding 2 CS3 - Calvert Siding 3 CS4 - Calvert Siding 4		
(Crossover)	157 09	CS	CS - Cripple Siding		
Calvert North GF	157 05	CS4			
(End of diagram)	157 00	CS4			

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	Mileage		ELR	Route	Last Updated
MD726	003	Aylesbury to Claydon West Jn	M	Ch	MCJ3 MCJ4	West Coast South	22/02/2025
Location			Mileage		Running lines & speed restrictions		Signalling & Remarks
			M	Ch			
Calvert Jn (former site of) (Change of mileage and change of ELR: MCJ3 - MCJ4).			156	72	MCJ3		<p>Sidings</p> <p>Line is NON-OPERATIONAL, Calvert Siding 4 is an HS2 worksite.</p> <p>TPWS and AWS not provided.</p>
Temporary Buffer Stop on CS4			0	11	MCJ4		
Claydon L&NE Jn, former site of			0	41			
Claydon West Jn (MCJ4)			(12	57)		<p>To / from Bicester Village. MD736 seq 006</p> <p>① Out of use</p> <p>② For reference only, connection not built yet.</p> <p>Mileage in brackets () is Down & Up Main line (MD736) mileage (ELR: OXD).</p> <p>C. R. Line - Claydon Reception Line</p>	
			0	53			
			(12	36)			

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MD130 - WATFORD JUNCTION TO ST. ALBANS ABBEY

WATFORD NORTH

When a Down train is ready to depart from Watford North station for St. Albans Abbey, a member of the Train Crew must operate the 'Train Ready to Start' plunger on the platform, which is located within a lockable cabinet accessed by a Number 1 key, to lower the barriers. The Driver may depart when the white flashing light is illuminated.

Dated: 29/12/14

MD130 - WATFORD JUNCTION TO ST. ALBANS ABBEY

HOW WOOD

Hyde Lane footpath crossing at 4m 36ch. Drivers of Down stopping trains need only sound the horn at the whistle board which is situated at the Watford (arrival) side of the station. **NOTE:** Drivers of non stopping trains **must** observe this whistle board.

Dated: 29/12/14

MD137 - HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)

Wembley Yard / Wembley European Freight Operating Centre (WEFOC)

Wembley Yard (WEFOC) is located 7 miles north of London Euston on the West Coast Mainline. The Yard comprises of 7 operational Reception Lines (No.1-7), 3 Loco Sidings P, Q, & R and a single Custom Siding. Loco Sidings L, M, Shunt Neck at Wembley Central. A-Sidings and B-Sidings are DB Cargo infrastructure. C-Sidings are TFL infrastructure. The controlling Signal Box is Wembley Yard - 0330 852 6443.

Reception Line No.1 must be kept clear of stabled trains and is for the use of through traffic (including traincrew changeover) and Anglo-Scottish Sleeper services which are diverted via the East Coast Main Line.

Defective vehicles which have been detached from a train must not be left on the Reception lines (No 1 – 7) and shall be shunted into Customs Siding or B-Sidings (DB Cargo infrastructure) before the train departs.

All inbound services must have a planned outbound schedule. Trains must not be stabled on any Reception Line for more than 24 hours under normal operation, unless agreed by West Coast South (WCS) route control.

Prior permission must be granted by DB Cargo or TFL to stable or access their respective infrastructure.

Arrivals:

All Reception Lines are signalled and track circuited. Trains may arrive from either direction on all Reception Lines under the control of Wembley Mainline and Wembley Yard Signaller.

Wembley Yard Signaller does not have visibility of A-Sidings, B-Sidings and C-Sidings as they are not track circuited. For A & B-Sidings, the PIC needs to be present on site for DB Cargo train movements unless pre-agreed between PIC and Signaller for a single train during an unmanned period. No trains can be signalled into A or B fan unless PIC is present or pre-agreement has been reached to prevent collision and/or derailment.

For C-Sidings, the TFL PIC (Yard Controller) shall be in contact with the Signaller and request which siding the inward train shall be signalled towards from either direction.

Shunting on Reception Lines:

A locomotive from an inbound train may undertake a locomotive change or conduct a run round via a vacant adjacent Reception Line under the control of the Signaller. For all shunting movements, the driver, or FOC shunter shall reach a clear understanding with the Signaller about the required movements.

Forming of trains on Reception Lines:

'Jumbo' services shall be formed by two or more individual trains that shall arrive into the Reception lines at differing times. These trains are to be combined into one, prior to departing towards Willesden Jn.

Prior to a trains arrival, the FOC shunter shall contact the Signaller and reach a clear understanding of any train movements that are required to form multiple train portions together.

South end arrivals: The first arrival shall arrive on an available Reception Line. The locomotive shall be detached by the FOC shunter. The Signaller shall clear both WM793 Signal and WY115 Signal with the opposing locking arrangement on request towards the Shunt Neck, L or M Loco Sidings. The locomotive shall arrive behind WY115 Ground Position Signal

(GPS) and not enter the siding. Alternatively, the Signaller may route the locomotive onto the Up Slow to arrive behind WM338 Signal. The locomotive run round shall be completed, with the locomotive attaching to the south end of the train.

The second train shall arrive on an available Reception Line adjacent to the first train. The FOC shunter shall depart the first train towards the south arriving the rear of train behind the Ground Position Signal (GPS) pre-agreed with the Signaller (WY158, WY160, WY184 or WY186). The FOC shunter shall contact the Signaller and confirm to the driver that the GPS has cleared towards the correct Reception Line to which the second train is stabled on. The FOC shunter shall control the propel movement via back to back radio in continuous contact with the driver until the second train has arrived to attach to the first train. Upon arrival the FOC shunter shall couple the second train with the first train.

The locomotive from the second train, situated at the north end of the Yard, shall be detached by the FOC shunter. The locomotive run round shall be completed to the same method as the first train. This locomotive shall attach to south end of the train, once both trains have been joined together.

For a train portion arriving into the Yard from the north, a locomotive run round shall not be required.

Trains may be formed with a locomotive positioned in the middle of the train. In this scenario both inbound services shall arrive on the same Reception Line.

Departures:

After all train preparation duties have been completed, the Driver or FOC shunter shall contact the Signaller advising the train is ready to depart, providing train details and which Reception Line or Siding it shall depart from.

Protection Arrangements:

Authorised walking routes are provided to access Wembley Yard. An authorised walking route runs parallel with Loco Siding P and Reception Line No.1 as far as Willesden Carriage Shed North Signal Box.

FOC shunter and traincrew must contact the Wembley Yard Signaller to reach a clear understanding of any train movements which are going to happen whilst the forming of trains or shunt movements are taking place. The shunter must ensure they are in a position of safety and if necessary, make the appropriate arrangements with the Signaller to request signal protection.

Dated: 15/02/2025

MD137 – HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)

Princess Royal Distribution Centre

GENERAL:

Princess Royal Distribution Centre (PRDC) is located 6 miles North of London Euston on the West Coast Mainline adjacent to the Up & Down High Level Goods. The Terminal comprises 4 Operational Platforms (1-4), and 2 Locomotive Stabling Siding (Platforms 6 and 7, maximum capacity for 1 locomotive). The controlling Signal Box is Wembley Yard - 0330 852 6443.

Person in Charge (PIC): The FOC PIC is responsible for all train movements within the terminal. Trains may be dispatched by Driver Only Operation, and in this situation the driver will assume the role of PIC.

Arrivals:

Prior to arrival, the FOC PIC shall ensure the platform gates are opened and cancel the 'Platform Lockout' device.

All Arrivals shall arrive on the Railnet Reception Lines before being signalled into the Terminal.

Locomotive hauled trains are required to conduct a locomotive run round on the Railnet Reception lines. Upon arrival, the FOC PIC shall hand a radio to the driver and complete a radio test. Once the locomotive run round has been completed, the FOC PIC must reach a clear understanding with the driver regarding the propel movements into the terminal.

Departures:

Prior to departure, the FOC PIC shall ensure the platform gates are opened and cancel the 'Platform Lockout' device.

Once train preparation duties have been completed the FOC PIC will operate the 'Train Ready to Start' plunger. If the driver is acting as the PIC they will contact the Wembley Yard Signaller to obtain permission to depart. The Signaller shall clear the relevant signal upon scheduled departure towards the Railnet Reception Lines.

The FOC PIC shall secure the access gates and activate the 'Platform Lockout' device. If the driver is acting as PIC they are not required to secure the access gates after departure.

Lockout Facility:

Lockout devices are provided for all platforms with the Princess Royal Distribution Centre

If it is necessary to carry out coupling or uncoupling on Platforms 2 - 4 the PIC must use the appropriate lockout device

Dated: 24/07/2021

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

Bletchley Hopper Siding

General: Bletchley Hopper Siding is located adjacent to the Up Vale line at Bletchley Station. The siding contains a bottom discharge unit for aggregate material. The siding can be accessed at the South End through a trailing connection from the Up Slow at Bletchley South Jn and via the Vale Refuge Siding at the North End.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Bletchley Workstation Signaller at Rugby SCC on telephone 03308542628. and report to the signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

All points at the North End of the Bletchley Hopper Siding onto the Vale Refuge Siding are hand operated and the PIC of any movement within Bletchley Hopper Siding complex must ensure hand points are set in the correct position for the movement.

Arrivals:

The PIC shall ensure all hand points are set correctly within the siding complex prior to the trains arrival.

Aggregate trains destined for Bletchley Hopper Siding will normally arrive from the north and will arrive at either Bletchley Station on either the Up Slow (Platform 4) or Bletchley Relief No.2 (Platform 5) to be met by the PIC. Upon arrival the PIC shall hand a Radio to the train driver and must reach a clear understanding with the Driver and Signaller concerning the movements to access the Bletchley Hopper Siding. The train shall then draw forward onto the Up Slow with the rear of the train arriving behind Signal TK1463 or Signal TK1461. The PIC shall confirm to the Signaller when the rear of the train is clear of Signal TK1463 or Signal TK1461 and shall advise the Signaller that the train is ready to propel into Bletchley Hopper Siding. The PIC shall ensure that Signal TK1463 or Signal TK1461 is displaying a proceed aspect before authorising the propel movement with the Driver into Bletchley Hopper Siding.

Upon arrival the Locomotive shall run round the train via the Vale Refuge Siding, Up Vale and Up Slow. The PIC shall confirm to the Signaller when the run round is complete

Departures:

Once train preparation duties have been completed, the PIC shall complete a brake test. The PIC shall authorise a propel movement and bring the rear of the train to a stand at Signal TK9848. The PIC shall contact the Signaller to advise the train is ready to depart and obtain permission to clear Signal TK9848. Providing no conflicting movements have been authorised the Signaller shall clear Signal TK9848. The PIC shall authorise the propel movement with the Driver from Signal TK9848 onto the Up Slow until the locomotive has arrived behind Ground Position Signal TK1463. The PIC shall confirm to with the Signaller when the train has come to a stand at Ground Position Signal TK1463. The Signaller shall clear Signal TK1463 upon scheduled departure.

Dated: 10/04/2021

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)**FENNY STRATFORD**

Failure of signals controlling movements to and from the Up & Down Vale and Up & Down Blechley Chord single lines. During a failure of track circuits on either Single line, Working by Pilotman **will not be** introduced providing movements are made in **one direction only or on an unaffected route**. The Signaller at Marston Vale SCC will advise the Driver of the circumstances and will be authorised to pass the signal controlling the entrance to the affected portion of line at Danger. If this cannot be achieved, then a Pilotman must be appointed who must personally despatch or accompany each train.

Dated: 17/08/13**MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)****RIDGMONT**

Before the Signaller at Marston Vale S.C.C. authorises a movement that may proceed on the

Up Main line to Ridgmont for a reversal movement to the Down Main line via signal MV.105, then the Signaller will first ensure that the following actions are carried out.

The Signaller will maintain signal MV.18 (signal in rear of MV.105 signal) on the Up Main line at Danger and when the Driver makes contacts from the signal post telephone, the Signaller will inform him/her that signal MV.105 is ground mounted and positioned in the six foot.

Dated: 07/10/06**MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)****Kempston Hardwick LC (AHBC-X)**

A plunger is provided in a sealed cabinet adjacent to signal MV.31 on the Down platform which is opened by a number 1 key. In the event of a failure of a train in the Down platform, which has been standing for a period of time, the Driver or Conductor must operate the plunger when requested to do so by the Signaller at Marston Vale SCC.

The route is not to be set beyond MV31 for down main services that are booked to stop at Kempston Hardwick until the driver has confirmed to the signaller that they are ready to depart the platform. This confirmation will be communicated via a 'waiting signal' text on the GSM-R.

Dated: 08/05/2022**MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)****Stewartby Forders Sidings**

General: Forders Sidings are located adjacent to the Arrival and Departure to the north of Stewartby station.

To facilitate moves to from the reopened Waste Terminal at Stewartby Forders Siding

Trains will arrive from the Down Main into the Arrival and Departure Line. and stop at MV157 signal. Train will then draw forward onto the Down Main to allow the rear vehicle to be behind MV246 signal, before then propelling into the terminal from MV246 (preferred). If Wootton Broadmead CCTV level crossing needs to be cleared then the train must proceed on the Down Main so the rear of the train is behind MV250 signal before propelling into the terminal.

Dated: 09/09/2024**MD145 - CAMDEN ROAD WEST JUNCTION TO CAMDEN JUNCTION****PRIMROSE HILL (closed), site of**

Drivers of dual-electric trains on the Down Primrose Hill line should not commence traction changeover from AC to DC until signal WM801 has been cleared for the DC Electric lines, or until instructed otherwise by the signaller.

Dated: 28/06/14

MD166 - NORTH POLE JUNCTION TO WEMBLEY

Sudbury Junction

Working at the North end of Brent Sidings. Notice boards comprising black numerals on a yellow background lettered '25 SLU', '50 SLU', '60 SLU' and '70 SLU' are provided adjacent to the Down Willesden Relief line. Drivers of trains for Brent Sidings must bring their trains to a stand with the locomotive cab adjacent to the appropriate board.

When the 'OFF' indicators working in conjunction with signal WM.932 are illuminated the Driver may commence the propelling movement into Brent Sidings.

When the trains are required to set back from signal WM.932 to Up & Down Goods line No.1 or No.2 for stabling purposes, the Signaller at Wembley Mainline SCC will arrange for the Driver to be advised of the movement to be made and the Driver must bring the train to a stand when inside, clear of the outward signal concerned.

Brent Sidings North End - Rule Book, Module TW1, Section 14. A train is authorised to propel out of the sidings on to the Down Willesden Relief line with a red light exhibited on the leading vehicle.

Dated: 22/08/2020

MD167 - MITRE BRIDGE JN TO ACTON WELLS JN (SOUTH WEST LINES)

Old Oak Sidings (Powerday)

During the time that the Person in Charge of the sidings is not on duty, the Person in Charge of a movement requiring to enter the sidings must first ensure that the hand points have been correctly set and that the movement may be made with safety; they must then advise the Signaller at Wembley Mainline S.C.C. accordingly.

Dated: 05/11/16

MD175 - BRACKMILLS TO NORTHAMPTON SOUTH JUNCTION

Brackmills To Northampton South Jn

This line is non operational and is out of use until further notice.

Dated: 07/10/06

MD180 - RUGBY, TRENT VALLEY JUNCTION TO NEW BILTON

Rugby, Trent Valley Junction to New Bilton

General. New Bilton siding extends from the connection with the Down Coventry line at Rugby to the gates of the terminal off New Bilton Siding. The total distance from the Stop and await instructions board protecting the terminal gates to exit Signal RC4190 is 374 metres / 409 yards / 1227ft. A train length must arrive in clear of this limit.

Person in Charge (PIC). When taking up duty the PIC must provide their name and mobile telephone number to the Signaller at Rugby SCC on telephone 0330 8542630 and report to the signaller when their turn of duty is completed.

Arrivals:

When signalled onto the siding, the movement should proceed to the Stop and await instructions board outside the terminal, where the PIC will authorise the movement into the terminal once the terminal gates have been opened. Once the movement is inside and clear of the gates, the gates are secured.

Departures:

When the PIC is on duty, a movement that is ready to depart from the terminal will proceed on the authority of the PIC to the Stop board located immediately inside the terminal gates. The Driver will contact the Signaller at Rugby SCC for authority to proceed onto New Bilton siding. Once the movement is clear of the gates, the person responsible for the movement must ensure that the gates are secured.

Shunt moves. Shunt movements from the terminal onto New Bilton siding require the permission of the Signaller at Rugby SCC. The Driver must contact the Signaller from the telephone located by the Stop board located immediately inside the terminal gates. The PIC cannot give authorisation to the Driver to pass this board.

Movement of trains over the footpath crossing. A footpath crossing is located immediately outside the gates of the terminal. No vehicles are to be left stabled or trains left standing over this crossing, nor must the gates be left open except during the passage of trains over the crossing.

Dated: 27/06/2023

MD232 – Hinckley (Exclusive) to Abbey Junction

Nuneaton Cemetery Sidings

General: Nuneaton Cemetery Sidings comprise of 2 sidings, accessed from the Up Hinckley Line on the route from Nuneaton Station towards Hinckley. The sidings are No. 1 and No. 2 Sidings. As detailed below, movements into, between, and out of the Cemetery Sidings require a clear understanding between the Nuneaton Workstation Signaller at Rugby SCC and the Driver of the movement being made. There is NO person in charge of the Sidings.

Working Of Movements Into Nuneaton Cemetery Sidings

The Driver of the inbound train movement **MUST** stop at WN4211 STOP Board and, where necessary, operate the hand points to the appropriate position for the Siding required.

The Driver of the inbound train movement **MUST** confirm to the Nuneaton Workstation Signaller that they have arrived complete, inside Siding 1 or 2 and that no further movement will be made.

Working Of Movements Within Nuneaton Cemetery Sidings

Where a movement is required between Siding 1 and 2, the Driver of the train movement **MUST** request permission from the Nuneaton Workstation Signaller before making the movement. The Driver of the train movement **MUST** confirm to the Nuneaton Workstation Signaller when the movement has been completed.

Working Of Movements Departing From Nuneaton Cemetery Sidings

The Driver of the outbound train movement **MUST** obtain permission from the Nuneaton Workstation Signaller to move from either Siding 1 or 2 towards WN4206 signal. The Driver **MUST** confirm the headcode identification and destination of the train.

Where necessary, the Driver of the train **MUST** operate the hand points to the appropriate position for the movement required.

Dated: 25/02/2023

MD301 Rugby to Penkridge (Exclusive) (via Birmingham)

Access / Egress For Trains Stabled In No.1 Siding

Access

Driver's requiring access to trains stabled in No.1 Siding must contact the Birmingham ROC Birmingham New Street Signaller on the Platform 4C TDEU telephone or other appropriate means and request a Line Blockage of Platform 5B

When the Birmingham ROC Birmingham New Street Signaller confirms the Line Blockage of Platform 5B has been granted and has issued an authority number, the Driver may use the authorised walking route at the end of Platform 5B to access the north end cab of the train stabled in No1 Siding.

Once on board the unit the Driver must start the unit and contact the Birmingham ROC Birmingham New Street Signaller on the GSM-R Radio or other appropriate means and cancel the line blockage quoting the authority number given when the line blockage was granted.

Egress

The Driver of a train arriving to stable in No.1 Siding must contact the Birmingham ROC Birmingham New Street Signaller on the GSM-R Radio or other appropriate means and request a line blockage of Platform 5B.

When the Birmingham ROC Birmingham New Street Signaller confirms the Line Blockage of Platform 5B has been granted and has issued an authority number, the Driver may shut the unit down and use the authorised walking route to access Platform 5B.

Once on Platform 5B the Driver must contact the Birmingham ROC Birmingham New Street Signaller on the Platform 4C TDEU telephone or other appropriate means and cancel the line blockage quoting the authority number given when the line blockage was granted.

Dated 01/02/2025

MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)

Birmingham New St - Platform lengths

Notes

The whole platform lengths shown are dimensioned top of ramp to top of ramp and an allowance for signals, stop boards, buffer stops & stopping tolerance must be deducted from these figures to arrive at effective lengths.

Whole Platform Lengths:

Platform 1 – 327 metres (357 yards)	Platform 6 – 315 metres (344 yards)
Platform 2 – 322 metres (357 yards)	Platform 7 – 318 metres (348 yards)
Platform 3 – 322 metres (357 yards)	Platform 8 – 339 metres (371 yards)
Platform 4 – 359 metres (393 yards)	Platform 9 – 321 metres (351 yards)
Platform 4C – 98 metres (107 yards)	Platform 10 – 321 metres (351 yards)
Platform 5 – 260 metres (284 yards)	Platform 11 – 333 metres (364 yards)
	Platform 12 – 236 metres (258 yards)

A / B end Platform Lengths (signal to signal):

1A – BM6201 to BM5501 157 metres
 1B – BM6601 to BM5101 159 metres
 2A – BM6202 to BM5502 159 metres
 2B – BM6602 to BM5102 136 metres
 3A – BM6203 to BM5503 172 metres
 3B – BM6603 to BM5103 137 metres
 4A – BM6204 to BM5504 207 metres
 4B – BM6604 to BM5104 92 metres
 5A – BM6205 to BM5505 137 metres
 5B – BM6605 to BM5105 137 metres *
 6A – BM6206 to BM5506 140 metres
 6B – BM6606 to BM5106 161 metres
 7A – BM6207 to BM5507 188 metres
 7B – BM6607 to BM5107 120 metres
 8A – BM6208 to BM5508 171 metres
 8B – BM6608 to BM5108 149 metres
 9A – BM6209 to BM5509 154 metres
 9B – BM6609 to BM5109 156 metres
 10A – BM6210 to BM5510 176 metres
 10B – BM6610 to BM5110 135 metres
 11A – BM6211 to BM5511 162 metres
 11B – BM6611 to BM5111 163 metres
 12A – BM6212 to BM5512 129 metres
 12B – BM6612 to BM5112 130 metres

LNW South Route Sectional Appendix Module LNWS2

Platforms with Inner / Outer platform lengths

Signal	Location	Signal	Location	Standage (m)
BM6403	Platform 3A (Up direction)	BM5503	Platform 3A	118
BM6404	Platform 4A (Up direction)	BM5504	Platform 4A	140
BM6405	Platform 5A (Up direction)	BM5505	Platform 5A	70
BM5306	Platform 6B (Down direction)	BM6606	Platform 6B	116
BM6407	Platform 7A (Up direction)	BM5507	Platform 7A	123
BM6408	Platform 8A (Up direction)	BM5508	Platform 8A	111
BM5308	Platform 8B (Down direction)	BM6608	Platform 8B	81
BM6409	Platform 9A (Up direction)	BM5509	Platform 9A	120
BM5309	Platform 9B (Down direction)	BM6609	Platform 9B	90
BM6410	Platform 10A (Up direction)	BM5510	Platform 10A	127
BM5710	Platform 10A (Down direction)	BM6210 * Top of ramp	Platform 10A (Down direction)	119 * 114 top of ramp
BM5710 via BM251R	Platform 10A (Down direction)	BM6410	Platform 10A (Down direction)	70
BM6411	Platform 11A (Up direction)	BM5511	Platform 11A	111
BM8843	No.3 Siding (Up Direction)	BM7323	No.3 Siding	81

Dated: 03/05/2025

MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)**New Street North Tunnel**

The location lights on the Up Stour line associated with signal BW4182 comprise of two horizontal white LED lights affixed to the tunnel wall at cab height and are positioned 200 yards on the approach to signal BW4182.

If Drivers observe one or both white lights not illuminated, they must report the fact to the Signaller at WMSC Birmingham New Street Workstation upon arrival at Birmingham New Street Station.

If both white lights have failed, Drivers will be advised of the circumstance at signal BW4184.

.Dated: 27/12/2022

MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)

Soho, Light Maintenance Depot

General. Soho Main train Light Maintenance Depot (L.M.D.) is defined as Sidings 1 to 11 (including the Fuel Tank Siding) from the King points on the Down Soho Goods Loop. Drivers and other staff must not lean out of the train windows when proceeding along No.11 siding.

Carriage Cleaning and Servicing may only be performed in Sidings 1 to 11 inclusive. Protection of carriage cleaning operations is the responsibility of the Carriage Cleaning Supervisor. Protection is arranged by the Designated Person.

Working of Sidings. The Designated Person responsible for all movements is the Shunter. No movement will be allowed from the L.M.D. to the Arrival Line without the permission of the Signaller at Birmingham ROC.- Stour Valley workstation. Movements past the 'Stop' board located on the Arrival Line, the 'Stop' board located on the Down Through Siding or within Soho L.M.D. must only be authorised by the Designated Person.

Movements onto the Sidings. The maximum train formation which is permitted on the Arrival Line is 8 vehicles. Train formations which arrive at the "Stop and Await Instructions" board on the Arrival Line will be disposed of to the carriage sidings and the Designated Person will advise the Signaller accordingly. If due to operating constraints this cannot be achieved the Designated Person will advise the Signaller the maximum remaining available capacity on the Arrival Line. No movement must be permitted to depart from Birmingham New Street station to the Arrival Line if this is in excess of the remaining available capacity of the Arrival Line. When the Arrival Line is again clear the Designated Person will advise the Signaller accordingly.

Movements off the Sidings. Before a movement departs from the L.M.D. requiring to proceed beyond signal BW1203, the Designated Person must obtain the permission of the Signaller at Birmingham ROC. -Stour Valley workstation . The Designated Person must also advise the Signaller of the headcode, train identification and destination of the movement.

Dated: 01/02/2025

MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)

WOLVERHAMPTON CARRIAGE SIDING

Trains Arriving

The Driver of a train arriving in Wolverhampton Carriage Siding must contact the Birmingham ROC Wolverhampton Signaller and confirm the train formation and location within the siding the train is at a stand (i.e Buffer stop or two foot from any train already stabled in the siding) and if the pantograph is raised or lowered.

Trains Departing

The Driver of a train stabled in Wolverhampton Carriage Siding must advise the Birmingham ROC Wolverhampton Signaller when the train is ready to depart providing the train reporting number, the Driver of the train must obtain the Birmingham ROC Wolverhampton Signaller's authority if it is necessary to move the train towards WS1296 Ground Position Light Signal prior to departure.

Dated: 01/02/2025

MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)

Wolverhampton Steel Terminal

General: Wolverhampton Steel Terminal (also known as Wolverhampton Logistics Centre) is located adjacent to the Up Stour Line to the South of Wolverhampton Station. Access to the Reception Line is from Monmore Green Jn with a trailing direction from Wolverhampton and a facing direction from Birmingham.

Person in Charge (PIC): The PIC is responsible for all train movements within the Terminal Sidings.

All points within the Wolverhampton Steel Terminal complex are hand operated and the PIC of any movement within the Wolverhampton Steel Terminal complex must ensure hand points are set in the correct position for the movement.

Arrivals:

The Wolverhampton Workstation Signaller must obtain permission from the PIC to accept a train before signalling the movement into the Reception Line. Prior to acceptance the PIC must ensure that No.1 hand point are set correctly and the Reception Line is clear.

A 'Stop & Await Instruction Board' is provided at the handpoint entrance to the Terminal and allows a total train length of 60 SLU to arrive in clear of Signal BW8266. A train of this length must be formed with 1 locomotive at each end of the train. Upon arrival at the 'Stop & Await Instruction Board', the leading locomotive will be detached and stabled within the Terminal Sidings under the control of the PIC. The PIC will liaise with the driver before authorising the driver to propel the train into the Terminal. The PIC shall split the train into portions within the Terminal and ensure the train is secure.

A train formed with a single leading locomotive must not exceed 49 SLU to allow a run round to take place upon arrival. Once a locomotive run round is complete, the PIC will liaise with the driver to draw the train towards Signal BW8266. The PIC will reset the hand point in rear before authorising the driver to propel the train into the Terminal. The PIC shall split the train into portions within the Terminal and ensure the train is secure.

Departures:

The PIC shall marshal the train within the Terminal and Reception Sidings before completing a brake test. When train preparation duties have been completed a movement that is ready to depart from the terminal will proceed on the authority of the PIC to signal BW8266. The PIC is to remind the driver to contact the Wolverhampton Workstation Signaller upon arrival at the signal BW8266.

Dated: 28/11/2020

MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)

WOLVERHAMPTON

Shunting Movements

Drivers of trains requiring to shunt behind signal BW1273 on the Up Stour line (Crane Street Viaduct) or signal WS1300 on the Down Stour line (Wolverhampton North) must reach a clear understanding with the signaller at Birmingham ROC Wolverhampton Workstation concerning the movement advising the signaller if the train is formed of more than three vehicles.

If the train is formed of more than three vehicles, the signaller must ensure that signal BW4274 on the Up Stour line, or signal WS4301 on the Down Stour line, is displaying a proceed aspect before setting a route for the shunt movement to proceed behind ground position light signals BW1273 or WS1300.

Dated: 01/02/25

MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)

Tipton - Penkridge

When there is major disruption or planned engineering works requiring Trent Valley services to be diverted via the West Midlands, there is a risk that this can cause excessive draw on the OLE: When this issue is likely to arise, driver will receive the following message via GSMR:

'To drivers of electric trains: Where possible, please ensure that no more than power notch 3 (or equivalent) is used between Perry Barr or Tipton and Rickerscote neutral sections'.

This broadcast is for information only and does not require acknowledgement.

Dated: 01/02/2025

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42F	04 December 2021
42G	04 June 2022
42H	04 June 2022
42I	02 December 2017
42J	02 December 2017
42K	04 June 2022
42L	04 June 2022
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82A	07 December 2024

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Table D1A – Route clearance of diesel multiple units

Last Updated: 03/05/2025

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	○○○○		○○○○		139	150	153	155	156	158	159	Notes
			M	Ch	M	Ch								
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	Y	E	E	E	R1	E R1	R1 Prohibited Euston platforms 1 and 3
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	N	Y	E	E	E	Y	E	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	N	Y	E	E	E	Y	E	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	N	Y	E	E	Y	Y	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	N	Y	E	E	E	Y	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	N	Y	E	E	E	Y	E	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	N	Y	E	E	E	Y	Y	
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1-5) – Denbigh Hall South Jn	46	41	47	52	N	Y	E	E	E	Y	E	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	N	Y	E	E	E	Y	E	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	N	Y	E	E	E	Y	E	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	N	Y	E	E	E	Y	E	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	Y	E	E	E	Y	E	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	N	Y	E	E	E	Y	E	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	N	Y	E	E	E	Y	E	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	N	Y	E	E	E	Y	E	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	N	Y	N	N	E	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	N	Y	N	N	E	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	N	Y	N	N	E	N	N	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	N	Y	N	N	E	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	Y	Y	Y	Y	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	Y	E	E	Y	E	E	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	Y	E	E	Y	E	E	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	Y	E	E	Y	E	E	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N	Y	E	E	Y	N	N	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	Y	E	E	Y	N	N	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	N	Y	E	E	Y	N	N	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	Y	E	E	Y	E	E	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	N	Y	E	E	E	N	N	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	N	Y	E	E	Y	N	N	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	N	Y	E	E	Y	N	N	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	N	Y	N	N	N	N	N	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	N	Y	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	Y	N	N	N	N	N	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	Y	N	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	N	Y	E	E	Y	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	Y	E	E	Y	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	N	Y	E	E	Y	Y	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	Y	Y	Y	Y	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	Y	N	N	N	Y	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	N	Y	E	E	Y	E	E	
MD175	BPH	Bridge Street LC – Site of former Bridge Street Jn	4	56	4	29	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	BDN	Site of former Bridge Street Jn – Site of former Duston North Jn	0	00	0	18	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	NMH	Site of former Duston North Jn – Northampton South Jn	0	29	0	65	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	N	N	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	Y	Y	Y	Y	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	Y	Y	Y	Y	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	Y	Y	Y	Y	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	Y	E	E	E	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	Y	E	E	E	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	Y	E	E	E	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	N	Y	Y	Y	Y	Y	Y	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	N	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	Y	Y	Y	Y	Y	Y	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	Y	Y	Y	Y	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	N	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	N	Y	Y	R1	Y	Y	Y	R1 ECS only 52m 40ch to Stoke Works Jn
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	Y	N	N	Y	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	N	Y	N	N	Y	Y	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	Y	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	Y	Y	Y	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	N	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	N	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	N	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	N	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	N	Y	Y	Y	Y	Y	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	N	Y	Y	Y	Y	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	N	Y	Y	Y	Y	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	N	Y	Y	Y	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	N	Y	Y	Y	Y	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	Y	Y	Y	Y	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	Y	Y	Y	Y	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	Y	N	N	N	N	N	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	N	Y	N	N	N	N	N	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	N	Y	N	N	N	N	N	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	Y	N	N	N	N	N	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	Y	Y	Y	Y	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	Y	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	N	N	Line out of use NC/G1/2005/LN296
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	N	Y	E	E	Y	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	N	Y	E	E	Y	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	Y	Y	Y	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	N	Y	E	N	Y	Y	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	N	Y	E	N	Y	Y	Y	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	N	Y	Y	Y	Y	Y	Y	
MD401	BCV/D CL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	N	Y	Y	Y	Y	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	N	Y	Y	Y	Y	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	N	Y	Y	Y	Y	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	N	Y	Y	Y	Y	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	Y	E	E	Y	Y	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	N	Y	N	N	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	N	Y	N	N	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	N	Y	N	N	N	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	N	Y	N	N	N	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	N	Y	N	N	E	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	N	Y	Y	Y	E	Y	E	
MD430	OWW	Kidderminster – Stourbridge North Jn	135	46	142	51	N	Y	Y	Y	E	Y	E	
MD435	DCL	Small Heath South Jn – Site of former Handsworth Jn	126	59	132	47	N	Y	Y	Y	E	Y	E	
MD435	HSJ	Site of former Handsworth Jn – Smethwick Jn	132	47	133	32	N	Y	Y	Y	E	Y	E	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	N	Y	Y	Y	E	Y	E	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	N	Y	Y	Y	E	Y	E	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	R1	N	E	N	N	N	N	R1 Prohibited to operate when any other train is within this section of route except when providing assistance
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	Y	Y	Y	E	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	N	N	N	N	N	Line out of use NME/2005/LNW284
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	N	N	N	N	N	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	N	Y	E	E	E	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	Y	E	E	E	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	Y	E	E	E	Y	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	Y	E	E	E	Y	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	Y	E	E	E	Y	Y	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	N	Y	E	E	E	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	N	Y	E	E	E	Y	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	Y	E	E	E	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	Y	Y	Y	Y	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	Y	N	N	N	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	N	Y	N	N	N	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	N	Y	N	N	N	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	Y	Y	Y	Y	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	N	Y	Y	Y	Y	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	N	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	N	Y	Y	Y	Y	Y	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	Y	Y	Y	Y	Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	N	Y	E	N	E	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	N	Y	E	N	E	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	N	Y	E	N	E	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of former Ashendon Jn (Change of Mileage)	24	50	33	69	N	Y	E	N	E	N	N	
MD701	NAJ3	Site of former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	N	Y	E	N	E	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	N	Y	E	N	E	N	N	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	N	R1	E	N	E R1	N	N	R1 Prohibited unless fitted with tripcocks
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	N	R1	E	N	E R1	N	N	R1 Prohibited over LUL section
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	N	Y	E	N	E	N	N	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	N	Y	E	N	E	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	N	Y	E	N	E	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	N	Y	E	N	E	N	N	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	N	Y	E	N	E	N	N	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quanton Road)	40	38	44	28	N	Y	E	N	E	N	N	
MD725	MCJ3	Change of Mileage (Quanton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	N	Y	E	E	Y	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	N	Y	E	E	Y	N	N	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	N	Y	N	N	E	Y	E	

LNW South Route Sectional Appendix Module LNWS(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	N	N	N	N	N	N	N	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	N	N	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	N	Y	Y	Y	E	N	N	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	N	Y	E	E	Y	N	N	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	N	Y	E	E	Y	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	N	Y	E	E	Y	N	N	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	N	Y	E	E	Y	N	N	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	Y	E	E	Y	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	N	Y	N	N	Y	Y	Y	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	Y	Y	Y	E	Y	E	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	Y	Y	Y	E	Y	E	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	Y	Y	Y	E	Y	E	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	Y	Y	Y	E	Y	E	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	Y	Y	Y	E	Y	E	
MD810	MJI1	Madeley Junction – Site of former Lightmoor Jn	156	19	160	29	N	N	N	N	N	N	N	
MD810	MJI2	Site of former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	N	N	N	N	N	N	N	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	N	Y	N	N	E	Y	E	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	N	Y	N	N	E	Y	E	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	N	Y	N	N	E	Y	E	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	N	Y	N	N	E	Y	E	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	Notes
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	N	Y	N	N	E	Y	E	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	Y	N	N	E	Y	E	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	Y	N	N	E	Y	E	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	N	Y	N	N	E	Y	E	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	Y	N	N	E	Y	E	

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Table D1B – Route clearance of diesel multiple units

Last Updated: 29/03/2025

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	N	N	N	N	R1 R2	Y	N	N	N	N	Y	T	R1 Prohibited Euston platform 17 R2 Prohibited Euston platform 3 when laden
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	N	N	N	N	N	Y	Y	N	N	N	N	Y	T	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	E R1	N	N	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	E R1	N	E	N	N	Y	Y	R2	N	N	N	Y	Y	R1 Route prohibited to Class 165/1 R2 For access to Wembley Yard
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	E R1	N	E	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	E R1	N	E	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	E R1	N	E	N	N	R2	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1 R2 ECS only between Watford Junction and Bletchley Jn
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1-5) – Denbigh Hall South Jn	46	41	47	52	E R1	N	E	N	N	E	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	E R1	N	E	E	N	E	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited between Denbigh Hall South Jn and Wolverton Works
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	E R1 R2	N	E	Y	N	E R3	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited between Rugby and Rugby Trent Valley Jn R3 Route prohibited to Class 172/2 and 172/3
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	N	N	Y	N	R1 R2	Y	N	N	Y	E R3	Y	T	R1 Prohibited Rugby Trent Valley Jn to Nuneaton South Jn R2 Prohibited Nuneaton to Armitage Jn (NW1001 Sectional Appendix Boundary) R3 Prohibited Rugby Trent Valley Jn to Lichfield Chord Jn

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Table D5C – Route clearance of Freight Vehicles

Last Updated: 15/02/2025

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	N	N	N	N	
MD101	LEC1	Camden Jn DC lines – Camden Jn (NLL)	1	36	1	51	N	N	N	N	N	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	R1	R1	R1	N	N	R1 Applies only to traffic operating over the slow lines between Camden Jn (to / from the Primrose Hill lines (MD145)) and West London Jn (Willesden)
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief lines)	0	12	2	03	Y	Y	Y	Y	N	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	Y	Y	Y	N	N	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	Y	Y	Y	N	N	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	Y	R1	S1	N	N	R1 Prohibited between Kings Langley and Watford Tunnel Up Slow line R1 Only 2905 x 2560 on FKA and IKA wagons are permitted
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	Y	Y	Y	Y	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	Y	Y	Y	R1 R2	R1 R2	R1 Prohibited between Hanslope Jn and Milton Keynes North Jn Up Slow line R2 Prohibited between Milton Keynes North Jn and Hanslope Jn Down Fast line

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	Y	Y	Y	R1	N	R1 R2 Prohibited Stowe Hill Tunnel Up Main line
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	Y	Y	Y	Y	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	Y	Y	Y	Y	R1 R2	R1 Prohibited Nuneaton Down Fast platform R2 Prohibited Lichfield Trent Valley Down Slow platform 1
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	Y	Y	Y	Y	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	Y	Y	Y	Y	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	84	43	Y	Y	Y	Y	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC lines)	1	36	3	01	N	N	N	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC lines)	3	01	5	28	N	N	N	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC lines)	5	28	11	46	N	N	N	N	N	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC lines)	11	46	17	58	N	N	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	N	N	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	Y	Y	Y	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	Y	Y	Y	Y	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	Y	Y	Y	Y	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	Y	Y	Y	Y	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	Y	Y	Y	N	N	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	Y	Y	Y	Y	Y	
MD555	NWO	Nuneaton North Junction – Limit of Electrification	10	18	10	00	Y	Y	Y	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Jn	10	00	0	00	Y	Y	Y	Y	R1	R1 Prohibited between Abbey Jn and Daw Mill West Jn Down line (Stockingford Road Bridge No.30)
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	Y	Y	Y	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	Y	Y	Y	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	Y	Y	Y	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	Y	Y	Y	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	Y	Y	Y	R2	R1 R2	R1 Prohibited between Aldridge Jn and Park Lane Jn Up line (Coales Lane Bridge No.26) R2 Prohibited between Park Lane Jn and Aldridge Jn Down line (Eachelhurst Bridge No.20)
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	Y	Y	Y	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	Y	Y	Y	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	N	N	N	N	N	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	Y	Y	Y	Y	N	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	Y	Y	Y	Y	N	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	N	N	N	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	Y	N	N	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	Y	N	N	N	N	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	N	N	N	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	Y	Y	Y	Y	N	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	N	N	N	N	N	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	N	N	N	N	N	
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	N	N	N	N	N	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	Y	Y	Y	Y	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	Y	N	N	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	Y	Y	Y	Y	N	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	N	N	N	N	N	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	N	N	N	N	N	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	Y	Y	N	N	N	