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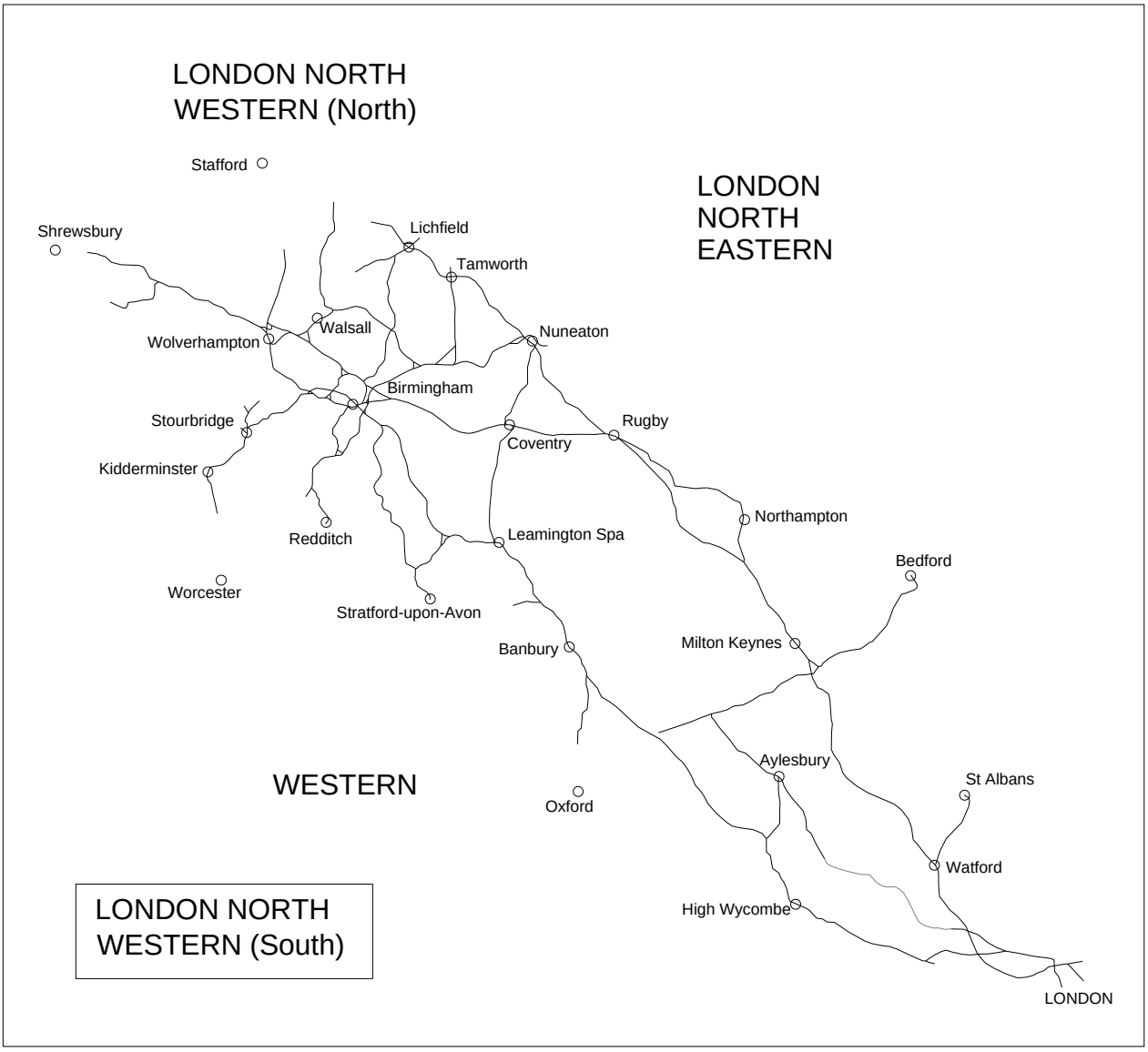
LONDON NORTH WESTERN (North)
Stafford
Shrewsbury
Lichfield
Tamworth
LONDON NORTH EASTERN
Walsall
Wolverhampton
Nuneaton
Birmingham
Stourbridge
Rugby
Coventry
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Redditch
Leamington Spa
Bedford
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Stratford-upon-Avon
Banbury
Milton Keynes
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WESTERN
Oxford
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High Wycombe
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LONDON

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Rule Book Module AC - Electrified lines

Section 14 - Instructions for examining the OLE

On receiving a report from a Driver of an ADD activation the requirements of this instruction should be complied with provided all the following conditions apply:

- **The train involved is a Virgin class 390 (Pendolino).**
- **No loss of OHL supply has occurred (no tripping).**
- **The pantograph in use at the time of the ADD activation has been lowered and the second pantograph has been raised, no loss of OHL supply occurred (no tripping).**

The next train through the section on the affected line must be cautioned to examine the line at a speed not exceeding 20mph from point of ADD to the location where the previous train came to a stand. In this circumstance there is no requirement to examine from an adjacent line.

Where primary means of supporting the OLE is by a headspan wire then the 20mph speed restriction must be applied on all lines until the above examination procedure is carried out successfully on each line or is proved clear by alternative means.

Provided the examination(s) report no issues and there is no further ADD activation or tripping occurrences, normal working may resume.

The infrastructure maintenance OHL teams must be called to inspect/patrol as normal by the ECO.

LNW South Route GI - Dated: 24/12/11

Rule Book Module G1 - General safety responsibilities

Section 5 - Communications procedure

LNW SOUTH ALL LINES

Using GSM-R berth triggered messages and non-verbal acknowledgement to caution Drivers

Signallers can set up automated messages to caution train drivers for:

- Poor railhead conditions.
- Animals on the line (but not inside tunnels).
- Defective Emergency indicators.
- Unusual events (Not Track or Signalling).

All trains fitted with GSM-R will receive the broadcast message. Drivers of services NOT fitted with version 3.5 software do not have an ST button so must disregard the GSM-R berth triggered safety broadcast and bring their train to a stand at the protecting signal and contact the Signaller.

LNW South Route GI - Dated: 12/11/16

Rule Book Module G1 - General safety responsibilities

Section 7 - Going on the operational railway

Hard Hat Areas

The locations shown below are designated as permanent “hard hat” areas. All personnel must wear an approved safety helmet at all times when in the following places unless in a driving cab, brakevan or other similar place.

NOTE: Temporary "hard hat" sites will be shown in Weekly Engineering Notices as necessary.

Worcester Yard

LNW South Route GI - Dated: 27/03/2021

Rule Book Module M3 – Managing incidents, floods and snow

The following additional instructions are applicable to electric point heaters:-

Electric Point Heaters

At certain locations point heaters are switched on automatically at predetermined temperature levels.

If advice is received that frost or falling snow is forecast or that the air temperature is expected to fall below freezing point and at the same time there will be rain, the Signaller must operate the heater switch for the area/s concerned to the ON position two hours before the weather conditions are expected to occur. If less than two hours warning is received, the heater switch must be operated to the ON position immediately advice is received.

If a warning is not received but the Signaller considers that there is a risk of the points becoming frozen or if he observes or is advised that snow is beginning to fall, he must immediately operate the heater switch to the ON position for the area/s concerned.

The Signaller must operate the heater switch/s to the OFF position when there is no further risk of the points being frozen or blocked by snow.

LNW South Route GI - Dated: 09/06/12

Rule Book Module P2 - Working single and bi-directional lines by pilotman

Section 1, Clause 1.2 - Exceptions

Where working by pilotman need not be introduced following signalling equipment failure

Working by pilotman need not be introduced following a failure of signalling equipment on the single lines listed below, provided that the following conditions are met:

1. All track circuits are functioning correctly on the single line and associated connections.
2. All points are detected or secured in accordance with the Rule Book, Module TS11, Section 13 and Handbook 4.

Locations where this instruction is authorised

MD310 Barnt Green Junction and Redditch

- Between Barnt Green Single Line Junction and Alvechurch Station Junction.
- Between Weights Lane Junction and Redditch

MD405 Leamington Spa Junction to Coventry South Junction

- Between Gibbet Hill Junction and Milverton Junction.

MD415 Hatton Station to Stratford-upon-Avon

- Between Hatton West Junction and Bearley Junction.

MD420 Hatton North Junction to Hatton West Junction

- Between Hatton North Junction and Hatton West Junction.

MD910 Pershore (Incl.) to Norton Junction

- Between Evesham West Junction 107m 52ch(GW310 Wolvercot Jn to Pershore (Excl.) and Norton Jn. Drivers must obtain modified working ticket RT3177 at signals E2457 or E2453 at Evesham or from signal NJ9 at Norton Junction. Tickets kept in signal post telephone cabinets on the platforms at Evesham and in a cabinet near signal NJ9 at Norton Junction. Permitted for a maximum of three hours.

MD940 Worcester Shrub Hill to Shelwick Jn

- Between Malvern Wells and Ledbury. Trains may be authorised to proceed by means of a written order before working by Pilotman is introduced.
  Between Ledbury and Shelwick Jn. Trains may be authorised to proceed by means of a written order before working by Pilotman is introduced. For up direction trains, drivers must obtain modified working tickets as directed by the signaller from a lockable box at signal H102 at Shelwick Jn.

LNW South Route GI - Dated: 27/03/2021

Rule Book Module RS521 - Signals, handsignals, indicators and signs

Section 7, Clause 7.5 - Permissible speed indicators with letters

This is what the letters mean

Letters	Description
HST	Class 91 locomotives with mark 4 vehicles and DVT, classes 158, 159, 168, 170, 171, 172, 175, 180, 220, 221, 222, 253, 254 and 373
MU	Multiple Unit Trains
DMU	Diesel Multiple Units
EMU	Electrical Multiple Units
SP	Classes 150, 153, 155, 156, 158, 159, 165, 166, 168, 170, 171 and 172
CS	Class 67 locomotives

At locations where more than one speed indicator is displayed, classes listed in more than one speed category shown above, may run at the higher speeds displayed

National exceptions to MU trains

- Class 185 trains are not permitted to run at MU or DMU speeds
- Class 390 trains are not permitted to run at MU or EMU speeds
- Class 253 and 254 trains formed with less than threes coaches between the power cars are not permitted to run at MU or DMU speeds

Worcester Shrub Hill – semaphore signals

Two disc shaped signals, one above the other, are provided under the station canopy approximately midway along the Down Platform line. The larger (upper) signal is the Down Main starting signal and must be treated as a semaphore main stop arm as described in section 3.2 of the Handbook.

The smaller (lower) signal is the Down Main calling-on signal and must be regarded as a semaphore subsidiary calling-on arm as described in section 3.4 of the Handbook.

LNW South Route GI - Dated: 27/03/2021

Rule Book Module S7 - Observing and obeying signalling indications, Train warning systems, Reporting signalling failures and irregularities

Section 1.6 - Train stopped or nearly stopped at a signal at danger

At the following North West & Central Route signal boxes, Signallers are allowed to clear the stop signal shown before an approaching train has stopped or nearly stopped at it, although the next stop signal may be at Danger:-

Signalbox	Signal(s) concerned	Remarks
Worcester Shrub Hill	Up Branch Home to Up Main – SH5 Up Branch Home to Down Main – SH8 Down Main Home – SH83	Stopping trains only

LNW South Route GI - Dated: 27/03/2021

Rule Book Module SP - Speeds : Emergency speed restriction

Section 4 – Emergency Speed restrictions (ESR) - How emergency speed restrictions are set up

If an emergency speed restriction (ESR) is imposed and before the speed restriction equipment has been set up, the signaller will tell the driver of a train to pass over the ESR the actual speed limit that has been imposed by the engineer.

It will no longer be necessary for the drivers of all trains to proceed at no more than 20 mph prior to the erection of the speed restriction equipment but drivers must travel over the restriction at no more than the speed given by the signaller.

This also means that only trains which would normally be running at a speed higher than the ESR to be imposed will need to be cautioned by the signaller. For example, if an ESR of 60 mph is imposed, it will not be necessary to stop and advise the drivers of trains classes 6, 7 or 8.

National GI - Dated: 07/06/14

Rule Book Module SS1 – Station duties and train dispatch

Section 3.3 – The READY-TO-START signal

READY TO START INDICATORS (TABLE 'R')

As referred to in the above Module, 'Right Away' indicators are provided at the following locations.

Where signalled departures can be made in either direction from an individual platform shown in the 'Platform(s)' column, the directions to which 'Right Away' indicators apply is shown in the 'Direction(s)' column.

Station	Platform(s)	Direction(s)
MD101 EUSTON TO ARMITAGE JN. (EXCLUSIVE)		
Euston	All	-
Watford Junction	6 Down Fast	Both
	7 Up Fast	Both
	8 Down Slow	Both
	9 Up Slow	Both
	10 Bay Platform	-
Milton Keynes Central	All	-
Rugby	All	-
Nuneaton	1 Down & Up Platform	Both
	2 Down Trent Valley Slow	Both
	3 Down Trent Valley Fast	Both
	4 Up Trent Valley Fast	Both
	5 Up Trent Valley Slow	Both
Tamworth (Low Level)	1 Down Trent Valley Slow	-
	2 Up Trent Valley Slow	-
Litchfield Trent Valley (Low Level)	1 Down Trent Valley Slow	-
	2 Up Trent Valley Slow	-
MD105 HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON)		
Northampton	1.Up & Down Slow	Both
	2.Down Northampton Fast	Both
	3.Down Platform Loop	Both
	4. Bay Platform	-
MD301 RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)		
Coventry	1 Up Slow	Both
	2 Up Fast	Both
	3 Down Fast	Both
	4 Up & Down Slow	Both
Birmingham International	1	Both
	2	Both
	3 Down Coventry	Both
	4 Up Coventry	Both
	5	Both
Birmingham New Street	All	-
Sandwell & Dudley	Down Stour	-
	Up Stour	Both

Wolverhampton	Platform 1 Down Stour Platform 2 Down Stour Slow Platform 3 Up Stour Platform 4 Up Stour Slow Platform 5 South Bay Platform 6 North Bay	Both Both Both Both - -
MD401 HEYFORD TO BORDESLEY JUNCTION		
Banbury	2 Down Cherwell Valley	Up
Leamington Spa	3 Up Leamington Platform	Up
MD701 MARYLEBONE TO AYNHO JUNCTION		
Marylebone	All	Down
MD900 Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill		
Worcester Shrub Hill	Platform 1 Down Main Platform 2 Up Main	Both
MD940 Worcester Shrub Hill to Shelwick Jn		
Worcester Foregate Street	Platform 1 U&D Branch Platform 2 U&D Droitwich	Both Down

LNW South Route GI – Dated: 27/03/2021

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Rule Book Module SS2 - Shunting

Propelling on a running line

Propelling of Engineers' Trains

The propelling of Engineers' trains is prohibited between the following locations. These prohibitions also apply outside work sites in T3 Possessions.

From	To
MD306 – BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD)	
Blackwell	Stoke Works Junction
MD940 WORCESTER SHRUB HILL TO SHELWICK JUNCTION	
Malvern Wells	142 mp (Stoke Edith)
Ledbury	Henwick

LNW South Route GI - Dated: 08/01/2022

Rule Book Module T3 - Possession of a running line for engineering work

Section 2 – Taking the possession

TERMINAL AND DEAD-END PLATFORM LINES

At terminal and dead-end platform lines, the Signaller is permitted to grant possession to the PICOP (and the PICOP is permitted to give up the possession to the Signaller) when a platform line where the train detection is by means of track circuits and not by axle counters is occupied by an empty coaching stock (ECS) train.

No work must be carried out between the buffer stops and the signal controlling exit from an occupied platform line unless authorised by the Operations Manager.

Stabling of trains at terminal and dead-end platform lines when work must be carried out between the buffer stops and the signal controlling exit from the platform line is prohibited unless authorised by the Operations Manager and the arrangements have been published.

The Rule Book, Module T3, Section 2 is modified accordingly.

LNW South Route GI - Dated: 14/10/17

Rule Book Module T10 - Duties of a designated person (DP) and people working on rail vehicles

Section 1 - Definitions

SAFETY OF EMPLOYEES WORKING ON RAIL VEHICLES/SIDINGS

At the following locations, sidings are used for maintenance and repairs or form part of depots as shown in Rule Book, Module T10 Section 1. When sidings are in use by Maintenance personnel the movements of rail vehicles will be under the control of the Designated Person, Responsible for Protection (DP) who will be identified by an orange armband endorsed 'DP' in black letters. At other times movements will be under the control of operating staff. Movements must not exceed 5 mph.

When Maintenance personnel are in the sidings visitors and staff of other departments/ Companies must report to the designated person and must not start work until their presence in the depot or sidings has been recorded and the relevant protection has been provided.

Location	Line(s)
Aylesbury (Chiltern Railways) Servicing Depot	All Depot Roads and Reception Line Depot Roads 1 to 4
Bescot EWS TMD	
Bletchley TMD	All Depot Roads
Camden C & W Sidings	Cripple Roads 6 and 7
Camden Carriage Sidings	Roads 2 to 9
King's Norton Electrification Depot	Sidings 1 to 5
Oxley WCTC CMD	Depot Roads 17 and 18
Rugby EMD	Depot Roads 1 and 2
Stonebridge Park Heavy Repair Depot	All Depot Roads
Tyseley Carriage Sidings	Fuelling Apron Roads 13 to 15
Tyseley Diesel Depot	Depot Roads 1 to 7 (North) Depot Roads 9 to 13
Wembley WCTC TMD	Willesden Carriage Servicing Shed and Willesden Carriage Maintenance Shed Roads 1 to 6
Willesden TMD	Depot Roads 1 to 6.

LNW South Route GI - Dated: 05/08/2017

Rule Book Module TS1 - General signalling regulations

Section 13, Clause 13.2 – IWA, COSS/SWL or PC blocking a line

Section 13.2.4 – TCOD

Handbook 8 – IWA, COSS or PC blocking a line

Section 2.4 – Using a track circuit operating device

The use of track circuit operating devices (T-COD) is authorised between the locations listed in the following table, subject to the location specific restrictions shown in the table and the general restrictions shown below:-

1. T-COD's must NOT be used where:
   - permissive working applies, (as indicated by the 'remarks' PP, PP-A, PP-E and PF in Table A of this publication),
   - axle counters are in use,
   - check rails are present,
   - guard rails are present,
   - leafguards are present,
   - track circuits in sidings are present,
   - the Signaller considers that there is a risk of becoming route locked.
   - where it will trigger a level crossing annunciator
   - where it will cause an OD crossing to operate
   - where there are single rail track circuits on third rail DC lines (identified by a yellow plastic cover on the underside of the rail)
2. In some cases the table shows the location at which use of T-COD is authorised as commencing at a signal that cannot be replaced to danger. It must be understood that the signal limits shown in the table refer solely to the application of the T-COD and not to signals from which protection under Rule Book protection procedure TS1 Regulation 13 can be obtained. A suitable signal in rear must be used for protection purposes.
3. Signallers should note that certain track circuits are equipped with time releases. When agreeing the time at which the T-COD must be removed from the line, sufficient time must be allowed for any release to operate.
4. Where a Train Operated Warning System (TOWS) is fitted it must be disabled before T-COD can be used. (Note that the location of TOWS sites are shown in Table A diagram of this publication using the abbreviation 'FWS' – fixed warning system.)
5. T-COD's must be applied either on the approach to the worksite or within the first signal section of the worksite itself. The presence of converging routes must be considered when planning protection by T-COD.
6. When installing a Remote Controlled T-COD, the signaller must be consulted first.

Locations where T-COD can be used	Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)
MD105 Hanslope Junction to Rugby (via Northampton)	
Down Northampton Fast ahead of RY.1039 Northampton North Junction (excl) to in rear of RY.1047 Mill Lane Jn	
Up Northampton Fast ahead of RY.1052 Mill Lane Jn to in rear of RY.1036 Northampton North Jn. (excl)	
MD306 Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	

Up direction Up Gloucester / Up Gloucester Fast from signal SY.3 at Barnt Green to signal SY.15. Signal SY.3 to Up Gloucester Slow signal SY.13 23 t/c • Up Gloucester Fast from Northfield signal SY.35 to signal SY.37. 73 t/c • Up Gloucester Slow from Northfield signal SY.33 to signal SY.37. 76 t/c • Up Gloucester Fast from Kings Norton West Jn signal SY.35 to signal SY.43 (several signal sections). 87 t/c • Up Gloucester Fast signal SY.37 to Up Camp Hill signal SY.63. Up Gloucester Slow signal SY.39 to signal SY.63. 131 t/c • Up Gloucester from signal SY.43 at Lifford West Jn to signal SY.47. 103 t/c • Up Gloucester from signal BB.3512 at Church Road Tunnel to signal BB.3508. T-BBYS t/c. Down Gloucester (Up) BB.1510 to signal BB.3508. T-BBYS t/c	
Down direction • Down Gloucester from signal BB.3511 at Five Ways to signal BB.3515. Signal BB.9509 at Five Ways to signal BB.3515.172 and 173 t/cs • Down Gloucester from signal SY.46 at Lifford West Jn to signal SY.44. 102 t/c • Down Gloucester from signal SY.44 at Kings Norton Station Jn to signal SY.42. 89 t/c • Down Gloucester / Down Gloucester Fast from Kings Norton signal SY.42 to 30 metres beyond signal SY.36. 80 t/c • Kings Norton Arrival and Departure from signal SY.57 to signals SY.34 and SY.32. 154 t/c • Kings Norton West Sidings GPL SY.528 to Kings Norton Neck. 151 t/c • Down Camp Hill / Down Gloucester Slow from Kings Norton signal SY.62 to 30 metres beyond signal SY.38. 82 t/c • Down Gloucester from signal SY.12 at Barnt Green Jn to signal BA.3601. 24 t/c	
MD140 Bletchley to Bedford St. Johns (Inclusive)	
Down Main from 183 metres (200 yards) beyond Bow Brickhill signal MV.9 to signal MV.11 exclusive. AS-1 t/c	
Down Main from 190 metres (208 yards) beyond Apsley Guise signal MV.13 to signal MV.17 exclusive. DG-1 t/c	
Down Main from 290 metres (317 yards) beyond Millbrook signal MV.23 to signal MV.25. HD t/c	
Down Main from 183 metres (200 yards) beyond Stewartby signal MV.27 to signal MV.29 exclusive. KA t/c	
Down Bedford from Double to Single Jn signal MV.33 to Up & Down Bletchley signal WH.471 exclusive. NC t/c	
Up & Down Bletchley (Up direction) from signal MV.34 to Up Bedford signal MV.32 exclusive. PA t/c	
Up Bedford / Up Main from signal MV.32 to signal MV.28 exclusive. PF-1 t/c	
Up Main from 385 metres (421 yards) beyond Stewartby signal MV.26 to signal MV.24. JA-2 t/c	
Up Main from 36 metres (39 yards) beyond Millrbook signal MV.24 to signal MV.20 exclusive. JF t/c	
Up Main from 220 metres (241 yards) beyond Lidlington signal MV.20 to signal MV.18. GD-1 t/c	
Up Main from 843 metres (922 yards) beyond Aspley Guise signal MV.16 to signal MV.12. EF-1 & EF-2 t/cs	
MD310 Barnt Green Jn to Redditch	
Up Redditch signal SY.9 to Up Gloucester Fast signal SY.15. 22 t/c Down Gloucester signal SY.12 to Down Redditch signal SY.8. 24 t/c	
MD320 Proof House Jn to Bushbury Jn (via Bescot)	
Up direction • *Up Grand Junction from Bescot signal SB.4658 to signal SB.4652. Up Bescot Goods Loop signal SB.6654 to signal SB.4652. Down Bescot Goods Loop signal SB.9656 to signal SB.4652. All other signal routes towards signal SB.4652. SBVC t/c.*	

Down direction • Down Grand Junction from Hampstead signal SB.4641 to signal SB.4645 (several signal sections). HN t/c • Down Grand Junction from signal SB.4679 to signal SB.4683. KG t/c	
MD340 Aston North Jn to Lichfield Trent Valley Jn	
Up direction • *Up Sutton from signal AN.100 through Gravelly Hill crossover to signal AW.4420.* Up Sutton shunt signal AN.301. TFT t/c • *Up Sutton from signal AN.114 through Wylde Green crossover to signal AN.112.* Up Sutton shunt signal AN.303.TFK t/c • *Up Sutton from signal AN.120 through Sutton Coldfield Tunnel to signal AN.114 (two signal sections). TFF and TFG t/cs* • *Up Sutton from signal AN.126 through Four Oaks crossover to signal AN.122. Four Oaks Bay signal AN.124* and shunt signal AN.305. TET t/c • *Up Sutton from signal AN.134 through Blake Street crossover to Butlers Lane signal AN.132.* TEG t/c *Up Sutton from signal AN.154 at Lichfield City to signal AN.152.* TDK t/c	Must not be used on Stabling Siding or ACE Siding at Lichfield City
Down direction • *Down Sutton from signal AN.101 through Gravelly Hill crossover to signal AN.103.* Down Sutton shunt signal AN.300. TAF t/c • *Down Sutton from signal AN.115 through Wylde Green crossover to signal AN.117.* Down Sutton shunt signal AN.302. TAP t/c • *Down Sutton from signal AN.121 through Sutton Coldfield Tunnel to signal AN.123. TAS and TAT t/cs* • *Down Sutton from signal AN.125 through Four Oaks station to signal AN.127.* Shunt signal AN.306. TBE t/c • *Down Sutton from signal AN.137 through Blake Street crossover to signal AN.141.* TBL t/c *Down Sutton from signal AN.155 through Lichfield City Jn to Lichfield City station signal AN.161* TCG t/c	Must not be used on Stabling Siding or ACE Siding at Lichfield City
MD345 Bescot Jn to Rugeley North Jn (Excl.)	
Up direction • *Up & Down Cannock / Up Cannock from signal CH.62 to signal RR.4410. RRCA t/c* • *Up Cannock from signal RR.4410 to signal RR.4406. RR.4403 to Rugeley Power station, and RR.8408 all routes. Signal RR.4393 to RR.9395 (Down Cannock to Up Cannock). RRCC t/c* • *Up Cannock from signal RR.4406 to signal RR.4396 (several signal sections). Signal RR.4393 to RR.9395 (Down Cannock to Up Cannock). RRCJ-1 & RRCT t/cs* • *Up Cannock from signal RR.4396 to signal RR.4392 (several signal sections). Signal RR4393 to RR.9395 (Down Cannock to Up Cannock). RRCV t/c* • *Up Cannock from signal RR.4392 to signal RR.4386 (several signal sections). RR.4389 route to Mid Cannock Sidings via 680R and RR.8390 all routes. RRDD t/c* • *Up Cannock from signal RR.4386 to signal RR.4380 (several signal sections). RRDG t/c* • *Up Cannock from signal RR.4380 to signal RR.4368 (several signal sections). RRDS-1 t/c* *Up Cannock from Ryecroft Jn signal RR.4368 to Up Walsall signal DR.4366. DRAA t/c*	

Down direction • *Down Walsall from Ryecroft Jn signal DR.4369 to Up Sutton Park signal DR.4368. WRSS t/c* • *Down Walsall from Ryecroft Jn signal DR.4369 to Up Sutton Park signal WR.5434 (several signal sections). WRST-1 t/c* • *Down Walsall from Ryecroft Jn signal DR.4369 to Down Cannock signal RR.4373 (several signal sections). RREA-1 t/c* • *Down Cannock from signal RR.4373 to Landywood signal RR.4387 (several signal sections). RRED t/c* • *Down Cannock from signal RR.4387 to signal RR.4393 (several signal sections). RRET-1 t/c* • *Down Cannock from signal RR.4393 to signal RR.4401 (several signal sections). RRFB t/c* • *Down Cannock from signal RR.4401 to signal RR.4403. RRFK-1 t/c* • *Down Cannock from signal RR.4403 to signal CH.64. RRFP t/c*	
MD401 Heyford to Bordesley Jn	
Up direction • Up Dorridge signal LN.46 to signal LN.44. T203B t/c • Up Dorridge signal LN.44 to Up Cherwell Valley signal LN.36 at Leamington Spa. Leamington Spa platforms 4 & 3. T15 t/c • Up Cherwell Valley from signal OL.3172 on approach to Fenny Compton North Jn to Fenny Compton South Jn signal OL.3164 (several signal sections). NB t/c	
Down direction • Down Cherwell Valley from signal OL.3165 at Fenny Compton South Jn to signal OL.3171 at North Jn (several signal sections). PK t/c. • Down Cherwell Valley signal OL.3193 to signal OL.3195. VN-1 and TV-2 t/cs • Down Cherwell Valley from signal LN.35 at Leamington Spa to signal LN.37. Leamington Spa platform 2. T3 t/c	
MD405 Leamington Spa Jn to Coventry South Jn	
• Up & Down Kenilworth signal LN.54 to Up Kenilworth signal LN.52. T17B t/c • Up Kenilworth signal LN.52 at Foundry Wood Jn to Up Cherwell Valley signal LN.36. Leamington Spa platforms 4 & 3. T18 t/c	
MD430 Droitwich Spa to Stourbridge North Jn	
Down Kidderminster from signal SJ.79 at Stourbridge North Jn to Up Stourbridge signal SJ.56. GH t/c	
Down Stourbridge from signal SJ.51 at Stourbridge North Jn to Up Kidderminster signal SJ.78. ED t/c	
MD435 Small Heath South Jn to Stourbridge North Jn	
Up direction • *Up Stourbridge from Old Hill station signal SJ.42 to signal SJ.38.Several signal sections CK and CM t/cs* • *Up Stourbridge from signal SJ.38 to Rowley Regis signal SJ.32. CR t/c* • *Up Stourbridge from Smethwick Jn signal SJ.20 to Up Snow Hill signal SJ.16. DK t/c* • *Up Snow Hill from signal SJ.8 at Handsworth Jn to signal SJ.6. DT t/c*	

Down direction • *Down Snow Hill from signal SJ.9 at Handsworth Jn to signal SJ.15 at The Hawthorns. AC t/c* • *Down Snow Hill from signal SJ.17 at Smethwick Jn to Down Stourbridge signal SJ.23. BA t/c* • Down Stourbridge from 150 metres (150 yards) beyond signal SJ.31 to signal SJ.33. BH t/c • *Down Stourbridge from signal SJ.33 to Rowley Regis signal SJ.41. BM t/c* • *Down Stourbridge from signal SJ.41 to Old Hill signal SJ.43. BR t/c*	
MD450 Stourbridge North Jn to Round Oak	
Up direction • *Up Round Oak Siding 2 signal DR.7706 to Up Dudley signal DR.5702. PV t/c* • *Up Dudley from signal SJ.72 at Stourbridge viaduct to Up Kidderminster signal SJ.78. EB t/c*	
Down direction • *Down Kidderminster from signal SJ.79 to Down Dudley signal SJ.73 Stourbridge viaduct. HA2 t/c* • *Down Dudley signal DR.5703 to Down Round Oak Siding 1 signal DR.1708 (inclusive). HF t/c*	
MD501 Tamworth (Inclusive) to Birmingham, Proof House Junction	
Up direction • Up St Andrews signal LL.4772. All Routes & Up Derby /Up Derby Fast signal WP.4912 to WP.4884 & WP.4912 to WP.6886. WPFN, WPDL, WPVG and WPVJ t/cs. • Up Derby signal WP.4912 to Up Derby Slow signal WP.6886. WPUN t/c • Up Derby Fast from Washwood Heath West Jn signal WP.4884 to signal WP.4868. WPVT t/c • Up Derby Slow from Washwood Heath West Jn signal WP.6886 to signal WP.6870. WPUW t/c • Up Washwood Heath Goods Loop signal WP.8890 to WP.6870. WPSL t/c • Up Derby Fast from Washwood Heath East Jn signal WP.4860 to signal WP.4854. WPXB t/c • Up Derby Slow from Washwood Heath East Jn signal WP.6862 to signal WP.6856. WPWL t/c • Up Derby Fast from signal WP.4844 through Castle Bromwich Jn to signal WP.4838. WPXL and WPXN t/cs • Up Derby Slow from signal WP.6846 through Castle Bromwich Jn to Down direction signal WP.9849. WPYG t/c • Up Derby Fast from Water Orton West Jn signal WP.4838 to signal WW.4836. WPXY t/c • Up Derby Slow / Up Derby from Water Orton West Jn signal WP.6840 to signal WW.4836. WPYP t/c • Up Derby from Water Orton signal WW.4836 to signal WW.4834. WWKA-1 t/c • Up Derby from signal WW.4826 through Kingsbury Jn to Kingsbury Branch Jn signal WW.4822. WWKN t/c	

Down direction • Down Derby from signal WW.4825 through Kingsbury Jn to signal WW.4827. WWNL NL t/c • Down Derby from Water Orton East Jn signal WW.4831 to signal WP.4835 (several signal sections). WWNV and WWNY t/cs • Down Derby from Water Orton West Jn signal WP.4835 to signal WP.4843. WPBD t/c • Down Derby from Water Orton West Jn signal WP.4835 to Up Derby Slow signal WP.9841. WPYP t/c • Down Derby/ Down Derby Fast from signal WP.4845 through Castle Bromwich Jn to signal WP.4851. Down Derby Goods from Castle Bromwich Jn signal WP.4845 to signal WP.6853. WPBL t/c • Down Derby Goods from Washwood Heath East Jn signal WP.6865 to WP.6877. WPAN-1 t/c • Down Derby Fast from Washwood Heath East Jn signal WP.4863 to WP.4879. WPBT t/c • Down Derby Goods from Washwood Heath West Jn signal WP.6885 to signal WP.6903. WPAW t/c • Down Derby Fast from Washwood Heath West Jn signal WP.4883 to signal WP.4901. WPDD t/c • Down Derby Goods from Landor Street Jn signal WP.6909 to Down St Andrews signal LL.4771. WPCE and WPCF t/cs • Down Derby Fast from WP.4901 to WP.4915. WPDG t/c • Down Derby Goods from WP.6903 to WP.6909. WPCB t/c • Down Derby Goods from WP.6903 to Down Saltley Goods Loop WP.1898. WPEP t/c	
MD545 Kingsbury Junction To Whitacre Junction	
Up Whitacre from signal WW.6950 to Kingsbury Jn.	
Down Whitacre from Kingsbury Jn to signal WW.6951.	
Down Whitacre Whitacre West Jn signal WW.6959 to signal WW.6967 (Route A). HP t/c	
Down Whitacre Whitacre West Jn signal WW.6959 to 20 metres beyond Hams Hall East Arrival signal HH.1 (Route B). HHAA t/c	
MD555 Nuneaton North Jn to Water Orton East Jn	
Up direction • Down Derby from signal WW.6978 at Water Orton to Up Whitacre signal WW.6976. RN t/c WWRN t/c • Up Whitacre Hams Hall Jn signal WW.6966 to WW.6958. PL t/c • Hams Hall East Arrival Line signal WW.8962 to Hams Hall Headshunt. RC t/c • Down Arley Goods Loop Headshunt (Up) signal WW.1970 to signal NW.9282. DX t/c • Up Arley from signal NW.4250 through Arley Tunnel to signal NW.4248. UX t/c	
Down direction • Down Arley from signal NW.4253 through Arley Tunnel to signal NW.4255 CE t/c. • Down Arley Whitacre West Jn signal NW.4279 to Down Whitacre signal WW.6967 (Route A). HP t/c • Down Arley Whitacre West Jn signal NW.4279 to 20 metres beyond Hams Hall East Arrival signal HH.1 (Route B). HHAA t/c. • Down Arley Goods Loop signal WW.8965 to Down Arley Goods Headshunt. DY t/c • Down Whitacre from signal WW.6985 to signal WP.6989. JC t/c • Down Whitacre from signal WW.6985 through Water Orton to Down Derby signal WP.4835. NX t/c • Down Whitacre from signal WP.6989 to Down Derby signal WP.4843. BD t/c • Down Whitacre from signal WP.6989 to Up Derby Slow signal WP.9841. YP t/c	

MD560 Water Orton West Junction to Park Lane Junction	
Water Orton Curve (Up direction) signal WR.5414 to signal WW.4836. TY t/c Water Orton Curve (Down direction) signal WR.5415 to Down Sutton Park signal WR.5417. TT t/c	
MD565 Castle Bromwich Junction to Ryecroft Junction	
Up direction • *Down Walsall from Ryecroft Jn signal DR.4369 to Up Sutton Park signal WR.5434 (several signal sections). WRST-1 t/c* • *Castle Bromwich Curve (Up direction) from signal WR.5416 to Castle Bromwich Jn. WRFB and WRFA t/cs* *Down direction* • *Castle Bromwich Curve (Down direction) from signal WR.5413 to Down Sutton Park signal WR.5417. FD t/c* • *Down Sutton Park signal WR.5433 to signal WR.5437 (several signal sections). FV-1 t/c* • *Down Sutton Park signal WR.5437 to signal WR.5447 (several signal sections). FZ t/c* • *Down Sutton Park from Ryecroft Jn signal WR.5447 to Up Walsall signal DR.4366. DRAA t/c*	
MD570 Saltley (Landor Street Jn) to King's Norton Jn (Camp Hill Lines)	
Up St Andrews signal LL.4772 All Routes. WPFN, WPDL and WPVG t/cs	
Down Camp Hill Lifford East Jn signal SY.66 to signal SY.62. 136 t/c	
MD580 Lifford East Jn to Lifford West Jn	
Down Gloucester from signal SY.46 at Lifford West Jn to Up Lifford Curve signal SY.65. 102 t/c	
Down Lifford Curve from signal SY.45 at Lifford West Jn to Up Gloucester signal SY.47. 103 t/c	
MD701 Marylebone to Aynho Junction	
Up direction • Up Bicester from Aynho Junction (Up lines) exclusive signal ME.1210 to signal ME.190 (several signal sections). BAE t/c • Down Bicester (up direction) from Aynho Junction (Up lines) exclusive signal ME.2036 to Down Main signal ME.192 (several signal sections). BFX/4 t/c • Up Main signal ME.190 to signal ME.208. MP t/c • Down Main (up direction) signal ME.192 to signal ME.2032. ML t/c • Northolt Jn to Haddenham & Thame Parkway • Up Main from Princes Risborough signal ME.200 to signals ME.164 & ME.162. LG t/c • Down Main (up direction) from Princes Risborough signal ME.176 to signal ME.162. KY t/c • Up Main from Princes Risborough signals ME.162 and ME.164 to signal ME.152 (several signal sections) LQ & LN t/cs. • Down Main (up direction) from Thame Branch Siding signal ME.174 to signal ME.160. KZ t/c • Up Main from High Wycombe signal ME.152 to signal ME.118 (several signal sections). LW t/c • Up Main from Gerrards Cross signal ME.118 to ME.116. JR t/c • High Wycombe platform 1 signal ME.148 to signal ME.118. KA t/c • Up Main West Ruislip signal ME.96 to signals ME.82 and ME.84 (two signal sections). GG2 and GH t/cs • Up Main South Ruislip signal ME.70 to signal ME.64 (several signal sections). EC t/c • Up Main Wembley Stadium signal ME.44 to signal ME.36 (several signal sections). ET t/c • Up Main Neasden South Junction signal ME.34 to signal ME.32. CC t/c	Must not be used on Turnback Siding at Gerrards Cross and Down Siding at High Wycombe.

Down direction • Down Main from Great Central Way Jn signal ME.35 to signal ME.45 (several signal sections). Chiltern Railways LMD signal ME.360 and ME.363. DAB, DAC, DAE and DD t/cs • Down Main from South Ruislip signal ME.73 to signal ME.77. DY t/c • Down Northolt Loop signal ME.71 to Down Main signal ME.77. FT t/c • Down Main from West Ruislip signals ME.85 and ME.87 to signal ME.97. FH1 t/c • Down Main from Gerrards Cross signal ME.117 to signal ME.139 (several signal sections). HE t/c • Down Main from 20 metres beyond High Wycombe signal ME.151 to signal ME.159 (several signal sections). KE t/c • Down Main from Princes Risborough signal ME.159 to signal ME.171 (several signal sections). KM and KN t/cs. • Down Main signal ME.171 to signal ME.173. QA t/c • Down Bicester from Bicester North signal ME.1201 to signal NA.4763 (several signal sections). BFK t/c • Up Bicester (down direction) from Bicester North signal ME.2033 to signal NA.9769 (exclusive). BAS t/c	Must not be used on Turnback Siding at Gerrards Cross and Down Siding at High Wycombe
MD705 Greenford West Jn to South Ruislip	
Up & Down Greenford South Ruislip signal ME.72 to D&U Wycombe signals GE.41 and GE.45 (exclusive). Whole of single line from Northolt Jn to Route boundary at 8m 60ch. DT t/c	
MD710 Neasden South Junction to Harrow on the Hill (Met Line)	
Up direction *Up Harrow from LUL / Network Rail Boundary 197m 45ch (protecting signal JB.40) to signal ME.32 (several signal sections) CH t/c*	
Down direction • *Down Harrow from signal ME.27 inclusive to LUL / Network Rail Boundary signal RJB.1* • *Down Main from signal ME.25 to Down Harrow ME.27. BL t/c*	
MD712 Amersham to Aylesbury	
Up Main from 37m 60ch (Aylesbury Jn exclusive) 200 metres (219 yards) beyond signals ME.390 and ME.388 through Great Missenden crossover to LUL / Network Rail Boundary 25m 21ch VA1 and VF t/cs.	
Down Main from LUL / Network Rail Boundary 25m 21ch (protecting signal JW.70) through Great Missenden crossover to 200 metres (219 yards) beyond signal ME.383 UN2 and UZ t/cs.	
MD715 Neasden South Junction to Neasden Junction	
Up & Down Branch Neasden South Jn signal ME.33 to Down Main signal ME.35. BX t/c	
MD720 Princes Risborough to Aylesbury	
Up direction Up & Down Aylesbury (Up direction) from signal ME.178 beyond Monks Risborough to Princes Risborough Platforms 1&2. LC t/c	Must not be used between 45m 20ch and 49MP on Up & Down Aylesbury line due to Axle Counters and level crossings
Down direction • Up & Down Aylesbury (Down direction) from signal ME.167 at Princes Risborough to signal ME.181 at Little Kimble • Up & Down Aylesbury (Down direction) from Aylesbury signal ME.386 to up direction signal ME.385 at Stoke Mandeville No.17 LC. WP t/c	Must not be used between 45m 20ch and 49MP on Up & Down Aylesbury line due to Axle Counters and level crossings

LOR MD726 Aylesbury to Claydon West Junction	
Up & Down Aylesbury (up direction) from ME.306 at Aylesbury Vale Parkway (AVP) to Aylesbury platforms 2&3. AVP Bay Platform (ME.304). ZM t/c	Must not be used on Aylesbury Platform 1 or Aylesbury North Goods Loop.
Up & Down Aylesbury (down direction) from Aylesbury Platforms 2&3 to AVP Bay platform buffer stops WW t/c	Must not be used on Aylesbury Platform 1, Branch Siding or ACE Sidings at Aylesbury, or Chiltern Railways Servicing Depot
MD801 Wolverhampton North Jn to Abbey Foregate (Exclusive)	
Up direction • Up Wellington from Wellington LOS MJ.507 through signal MJ.372 to points MJ.1357 (inclusive). BR t/c • Up Wellington from signal MJ.348 (exclusive) to GPL MJ.491 (Down direction) at Madeley Jn. EB t/c • Up Wellington Cosford signal MJ.338 to points MJ.1338B. GJ t/c. Up Cosford Goods Loop signal MJ.387 (exclusive) to GPL MJ.489. GG t/c • Up Wellington from signal OS.3716 to signal OS.3706. OSQL t/c. Oxley Up Siding signals OS.7706, OS.7708 and OS.7710 to signal OS.3706. OSQN t/c	Must not be placed on an axle counter section.
Down direction • Down Wellington from signal OS.3703 to signal OS.3705. OSKG t/c. Up Oxley Chord signal OS.7704 to signal OS.3705. Down Wellington from signal OS.3705 to signal OS.3715. OSKL t/c. Oxley Down Siding signals OS.1743, OS.3715 and OS.7717 all routes towards signal OS.3719. OSAE and OSAC t/cs • Down Wellington Cosford signal MJ.331 (exclusive) to points MJ.1333B. FG t/c • Down Wellington from Madeley Jn signal MJ.345 (exclusive) to GPL MJ.496 (exclusive). DJ t/c • Up Wellington (Down direction) from Donnington Jn points MJ.1350B to signal MJ.501 (inclusive). BE t/c • Down Wellington from Donnington Jn signal MJ.359 to points MJ.1352 (inclusive). AJ t/c	• Must not be placed on an axle counter section.
MD810 Madeley Junction to Ironbridge Power Station	
Up Ironbridge signal MJ.328 (exclusive)to points MJ.1346A. Down Ironbridge signal MJ.398 (exclusive) to points MJ.1346A. DJ t/c	
MD940 Worcester Shrub Hill to Shelwick Jn	
Up & Down Branch Single between Shrub Hlil Jn and Henwick SB	Single line with acceptance levers. On this single line it is only necessary to provide detonator protection at one end of the section. The COSS must get an assurance from the Signaller that reminder appliances have been placed on the appropriate acceptance lever and stop signal lever.
MD950 Worcester Tunnel Jn to Henwick	
Up & Down Droitwich Single between Worcester Tunnel Jn and Henwick SB	Single line with acceptance levers. On this single line it is only necessary to provide detonator protection at one end of the section. The COSS must get an assurance from the Signaller that reminder appliances have been placed on the appropriate acceptance lever and stop signal lever.

LNW South Route GI - Dated: 11/02/2023

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Rule Book Module TW1 - Preparation and movement of trains

Section 5, Clause 5.1 - Broken, distorted or damaged rails and broken fishplates

The following arrangements apply for the passage of trains over broken rails in the Western Route tunnels listed in the table below.

A yellow handlamp will usually be placed in the four-foot at a distance of 5 metres (or 5 yards) on the approach side of the rail defect to help the Driver locate the defect's position.

Unless it can be established for certain that a yellow lamp has been provided, the Driver will be instructed not to exceed 5 mph throughout the length of the tunnel.

Trains on the adjacent lines will be stopped whenever a movement is authorised on the affected line and on other occasions when the person inspecting the defect requests it.

Mileage	At or between	Tunnel name
MD900. Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill		
120m 79ch to 121m 09ch	Worcester Tunnel Jn to Droitwich Spa	Rainbow Hill
MD940. Worcester Shrub Hill to Shelwick Jn		
130m 48ch to 131m 40ch	Great Malvern and Colwall	Colwall
135m 15ch to 135m 75ch	Colwall and Ledbury	Ledbury

LNW South Route GI - Dated: 27/03/2021

Rule Book Module TW1 - Preparation and movement of trains: General

Section 7, Clause 7.2 – Dead locomotives - as a formation of light locomotives

Not more than **two** locomotives (or **three** Class 253/4 power cars) coupled together, whether running light or as part of a train, are permitted on any running line except where specially authorised by Network Rail's Route Engineer or where listed below:-

A maximum of **five** locomotives coupled together, whether running light or as part of a train, are permitted on the following routes:

MD306 Barnt Green (exclusive) to Ashchurch (exclusive)

MD900 Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill Station

MD910 Pershore (Incl.) to Norton Jn

NOTE:

Not more than **one** locomotive additional to the number shown above may be coupled to clear a failed train or locomotive(s) to the first practicable point where the failed locomotive(s) can be detached.

LNW South Route GI - Dated: 27/03/2021

Rule Book Module TW1 - Preparation and movement of trains : General

Section 20 - Permissive working

PERMISSIVE WORKING BI-DIRECTIONAL PLATFORM LINES

With reference to Rule Book, Module TW1, Section 20, the following instructions must be observed.

On bi-directional platform lines, trains must not be signalled into a platform from opposite directions until the Signaller has obtained an assurance from the Person in charge of the platform that trains already admitted to the platform are at a stand and will make no further movement.

LNW South Route GI - Dated: 07/12/13

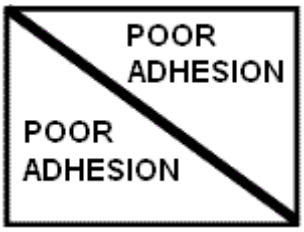
Rule Book Module TW1 - Preparation and movement of trains : General

Section 28 - Rail-head adhesion

The list of 'Poor Adhesion Sites' are shown in the "Exceptionally Poor Rail Adhesion" section of this Sectional Appendix (see Module LNW(S)2). An Advance Warning sign consisting of an orange L.E.D. flashing indicator alternatively reading 'POOR (then) ADHESION' will be provided at all of the following locations.

Retro-reflective black and white signs (900mm by 900mm) as below will also be provided at these sites.

COMMENCEMENT BOARD ('C')



TERMINATION BOARD ('T')

When the Advance Warning Sign is illuminated, poor adhesion conditions will exist at that site, and in accordance with Rule Book, Module TW1, Section 28.1, Drivers will **not** be stopped specially and advised.

LNW South Route GI - Dated: 07/12/13

Rule Book Module TW1 - Preparation and movement of trains

Section 32 - Single lines worked with a token or with or without a train staff

Persons other than the Signaller authorised to give/take Train Staff or Token to/from the Driver

Section of Line	Location of Token Instrument	Person authorised to receive or deliver Token
Claydon L&NE Jn to Aylesbury Vale Jn.	Aylesbury North Loop South	Driver Shunter
Claydon L&NE Jn to Aylesbury Vale Jn.	Aylesbury North Loop North	Driver Shunter
Claydon L&NE Jn to Aylesbury Vale Jn.	Calvert Ground Frame	Driver or Shunter.

LNW South Route GI - Dated: 05/04/14

Rule Book Module TW3 - Preparation and movement of locomotive-hauled trains

Section 8 - Incidents involving exterior doors

The rule must apply also to HST Power Car sliding doors. The TOC concerned must tell Operations Control about any services on which Power Car sliding doors are secured out of use. Should it be necessary to secure any Power Car sliding door out of use, the sliding door on the opposite side of the train must also be secured out of use.

Only one Power Car on which the sliding doors are secured out of use may be formed in a set except when specially authorised by Operations Control. Should the Power Car sliding window also be defective, the set must not be allowed in service.

Access must be maintained from the adjacent trailer vehicle to the Power Car.

HSTs on which any Power Car sliding doors are secured out of use must NOT convey passengers through Ledbury Tunnel.

LNW South Route GI - Dated: 27/03/2021

Rule Book Module TW3 - Preparation and movement of locomotive-hauled trains

Section 12, Clause 12.1 - Before the movement begins

Operating instructions in connection with the operation of the high output system for trains over the LNW Route.

Powering the rear locomotive.

This instruction applies to:

a) High Output Ballast Cleaner (HOBC)

b) High Output Track Relayer (HOTR)

Due to the length of these trains and that they may be overweight under normal traction arrangements the following trains are authorised to operate with a locomotive provided at each end of the train

6H90 – Operated by DB Schenker

6Y60 – Operated by Freightliner

The instruction will apply regardless of whether the train is travelling to or from a possession, or when transiting between High Output Operating Bases (HOOB's)

A driver will be provided in each locomotive and communication equipment will be provided for use by each driver to communicate with each other as required.

The rear loco is authorised to apply traction power to assist when necessary in negotiation of the route.

Each freight operating company for these trains must, under these conditions, provide a detailed method of operation to the drivers operating the HOBC train. That detail must include:

- What the method of communication will be between the drivers.
- The agreed structure of communication between the lead driver and rear driver when it becomes necessary for the rear locomotive to apply traction power and when traction power from the rear is no longer required.

Should communication be lost between the leading and rear locomotive drivers whilst in transit the train must be bought to a stand immediately and the signaller advised. No further movement must be made until communications are again established between the leading and rear locomotive drivers OR the train is declared a failure in accordance with Rule Book Module M2 and assistance provided.

London North Western Territory GI - Dated: 14/04/2012

Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment

Section 11 - Emergency bypass switch (EBS)

If the EBS has been operated in a train formed of more than one unit when working over certain single lines on North West & Central Region, the Driver must stop ***before leaving the single line*** at the following locations. The driver must check that the train is complete and assure the Signaller accordingly before proceeding.

- Shelwick Jn (from Ledbury)

The above is Tokenless Block or One Train Working (without Train Staff) single lines where the controlling Signaller cannot observe tail lamps.

LNW South Route GI - Dated: 27/03/2021

Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment - Defective on-train equipment

Section 14 - Hot axle boxes and activation of lineside hot axle box detectors

These instructions do not apply to steam locomotives in steam and former Class 101 to Class 128 Diesel Multiple Units running in departmental service and Class 121 units.

LNW South Route GI - Dated: 07/12/13

Rule Book Module HB8 - IWA, COSS or PC blocking a line & Module TS1 – General Signalling Regulations

Line Blockage Change of COSS

If you are a new COSS taking duty you must tell the Signaller
If you are the new COSS when a signal box that has been closed is reopened, you must tell the signaller that the COSS has changed.

Where a PC is appointed, the PC must carryout the role of the COSS as described above when applicable.

LNW South Route GI - Dated: 04/12/10

Rule Book Module HB8 – IWA, COSS OR PC blocking a line 2.2 When additional protection is necessary & Module TS1 – General Signalling Regulations 13.2 COSS, IWA, PC or SWL blocking a line

Locations on West Coast South where non-standard protection is permitted

Reduced additional protection is permitted at the following locations:

Location	Remarks
Willesden TMD Loop - London End	Stop board and one detonator to be placed beyond (South Side) of Willesden TMD number one hand points OR hand points two and three
Queen's Park – Road 21, connecting Bakerloo to CWJ Down DC Electric	Stop board and one detonator to be placed at WS13 signal
TMD arrival departure line Bletchley	Stop board and one detonator to be placed between signal TK4124 and TK238B points
Forders sidings / Shanks sidings (Waste Disposal Terminal)	Stop board and one detonator to be placed at boundary plate

LNW North Route GI - Dated: 16/05/22

Rule Book Module HB11 - Duties of the person in charge of the possession (PICOP) 4 Taking the possession & Module T3 – Possession of a running line for engineering work 2.5 If the standard distance is not available

Locations on West Coast South where non-standard protection is permitted

Location	Remarks
Willesden TMD Loop - London End	Stop board and one detonator to be placed beyond (South Side) of Willesden TMD at number one hand points OR hand points two and three
Willesden TMD Stabling and Arrival sidings and Stabling and departure sidings – North End	Stop board and one detonator to be placed beyond (North side) of WM1181#, WM1183#
Queen's Park – Road 21, connecting Bakerloo to CWJ Down DC Electric	Stop board and one detonator to be placed at WS13 signal
TMD arrival departure line Bletchley	Stop board and one detonator to be placed between signal TK4124 and TK238B points
Forders sidings / Shanks sidings (Waste Disposal Terminal)	Stop board and one detonator to be placed at boundary plate

LNW South Route GI - Dated: 16/05/22

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Handbook RS/521 – Signals, handsignals, indicators and signs: Speed Indicators

Section 7.5 - Permissible speed indicators with letters

This is what the letters mean:

Letters	Description
HST	Class 91 locomotive with mark 4 vehicles and DVT, classes 158, 159, 168, 170, 171, 172, 175, 180, 220, 221, 222, 253, 254 and 373
MU	Multiple Unit Trains
DMU	Diesel Multiple Units
EMU	Electrical Multiple Units
SP	Classes 150, 153, 155, 156, 158, 159, 165, 166, 168, 170 , 171 and 172
CS	Class 67 locomotive

At locations where more than one speed indicator is displayed, classes listed in more than one speed category shown above, may run at the higher of the speeds displayed.

National exceptions to MU trains

- Class 185 trains are not permitted to run at MU or DMU speeds
- Class 390 trains are not permitted to run at MU or EMU speeds
- Class 253 and 254 trains formed with less than three coaches between the power cars are not permitted to run at MU or DMU speeds

National GI - Dated: 07/12/13

ANIMALS ON THE LINE

NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS

Where the rules and regulations (Rule Book Module TS1, Section 18.2 and Rule Book Module TW1 section 25) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

- domestic, for example, dogs
- deer
- not more than six sheep

However, drivers are still required to make an initial report of the animals being ‘on the line’ and maintenance response teams are mobilised to establish where the animals gained access to the line and where necessary effect repairs.

Once a report is received from a driver, then a general call will be put out via GSM-R to all trains in the area, advising them of the approximate vicinity of the incursion and that they are not required to stop to report the incident.

Drivers are advised that if they believe the safety of trains is at risk then they are instructed to carry out the relevant provisions of the Rule Book.

SWANS ON THE LINE

A train need only be cautioned for a swan on the line if the swan is reported to be within the “four foot” of the line concerned

LNW South Route GI - Dated: 03/12/16

ASSISTING TRAINS ON STEEP GRADIENTS - LOW RAIL ADHESION

During times of low rail adhesion, trains which have stopped on rising gradients steeper than 1 in 60 due to failure between the following points should normally be assisted in the rear:

Bromsgrove to Blackwell

If this is not practicable, however, the failure can be assisted from the front provided that the assisting loco/ unit:

- is fitted with sanding equipment which is working, and
- does not exceed 4 mph on the steep falling gradient approaching the disabled train’

LNW South Route GI - Dated: 21/10/17

AXLE COUNTERS

The following Lines of Route are equipped with axle counters:

Route	Sections of line Equipped
MD101 Euston to Armitage Junction (Exclusive)	South end of Primrose Hill Tunnels and North end of Kensal Green Tunnels (inclusive). All Down lines (with exception of Bletchley Relief 1 and 2 lines) from 9m 57ch to beyond Sectional Appendix boundary at 119m 20ch – see LNW(N) Sectional Appendix for details. All Up lines (with exception of Bletchley Relief 1 and 2 lines) from before Sectional Appendix boundary at 119m 20ch (see LNW(N) Sectional Appendix for details) to 9m 45ch.
MD105 Hanslope Jn. to Rugby (via Northampton)	Down Northampton line: From 56m 66ch (Hanslope North Jn) to 64m 30ch (north end of Hunsbury Hill Tunnel). From 67m 29ch (Mill Lane Jn) to 78m 24ch (on approach to Watford Lodge Tunnel). From 83m 20ch (signal NR5351 at Hillmorton Junction) to 84m 23ch (Rugby) Up Northampton line: From 84m 40ch (Rugby) to 82m 60ch. From 77m 60ch to 67m 33ch (Mill Lane Jn). From 65m 30ch to 56m 66ch (Hanslope North Jn).
MD120 Camden Junction to Watford Junction (DC Lines)	South Hampstead tunnels (both Down DC Electric line and Up DC Electric line).
MD130 Watford Junction to St. Albans Abbey	Between connection with the West Coast Maine Line and 0m 11ch (Watford Junction Platform 11)
MD155 Kensal Green Jn. To Harlesden Jn. (City Lines)	Up and Down lines between Kensal Green Jn and Route Boundary.
MD160 Willesden High Level Jn. To Mitre Bridge Jn.	Down High Level line from Willesden High Level Jn to signal WM620 (on approach to Mitre Bridge Jn). Up High Level line between signal NL1048 and Willesden High Level Jn (this section of line is entirely within the Anglia route).
MD180 Rugby, Trent Valley Junction to New Bilton	Between Trent Valley Junction (0m 00ch) and 0m 40ch.
MD232 Hinckley (Exclusive) to Abbey Jn	Entire Line of Route
MD233 Midland Yard Jn to Canal Farm Jn	Entire Line of Route
MD301 Rugby to Penkridge (Exclusive) (via Birmingham)	Down Main / Down Coventry line between 83m 18ch and 111m 21ch. Up Main / Up Coventry line between 111m 41ch and 83m 18ch. Down Coventry 112m 42ch to 112m 73ch. Up Coventry 112m 73ch to 112m 42ch. Down Derby 112m 43ch to 112m 73ch. Up Derby 112m 73ch to 112m 42ch. Down Stour / Down Penkridge line between Birmingham New Street 0m 00ch and 23m 30ch (whole of RBS2/3 to Penkridge exclusive). Up Penkridge / Up Stour line 23m 30ch and 0m 00ch (whole of RBS3/2 Penkridge to Birmingham New Street).
MD306 Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	Down Gloucester 42m 24ch and 43m 13ch (BAG1 lowest mileage to Five Ways excl.) Up Gloucester 43m 12ch and 42m 24ch (Five Ways excl. to BAG1 lowest mileage) Down Gloucester 52m 13ch and 77m 35ch (Barnt Green to Ashchurch) Up Gloucester 77m 47ch and 53m 62ch (Ashchurch to Barnt Green)
MD310 Barnt Green Junction to Redditch	52m 62ch (between Barnt Green Single Line Jn and Alvechurch Station Jn) to End of Line

LNW South Route Sectional Appendix Module LNW(S)1

Route	Sections of line Equipped
MD315 Stechford South Junction to Aston South Junction	Down Grand Junction between Stechford North Junction 0m 00ch and Aston South Junction 2m 61ch Up Grand Junction between Aston South Jn 2m 61ch and Stechford South Jn 108m 66ch.
MD320 Proof House Jn to Bushbury Jn (via Bescot)	Down Vauxhall / Down Grand Junction between Duddeston (excl) 0m 74ch to Hamstead 4m 60ch Down Grand Junction: Willenhall 11m 38ch to Bushbury Jn 15m 32ch Up Grand Junction: Bushbury Jn 15m 32ch to 11m 39ch Up Grand Junction / Up Vauxhall between Hamstead 4m 60ch and Duddeston (excl) 0m 64ch
MD325 Soho South Junction to Perry Barr North Junction	Down Soho between Soho South Junction 2m 75ch and Perry Barr North Junction 0m 00ch. Up Soho between Perry Barr North Junction 0m 00ch and Soho South Junction 2m 75ch.
MD330 Soho East Junction to Soho North Junction	Down Soho Curve between Soho East Junction 0m 00ch and Soho North Junction 0m 22ch. Up Soho Curve between Soho North Junction 0m 22ch and Soho East Junction 0m 00ch.
MD335 Perry Barr West Jn to Perry Barr South Jn	Down Perry Barr between Perry West Jn 0m 39ch and Perry Barr South Jn 0m 00ch. Up Perry Barr between Perry Barr South Jn 0m 00ch and Perry Barr West Jn 0m 39ch.
MD355 Lichfield TV Junction to Lichfield Trent Valley (Chord Line)	Chord line (single line) between 0m 16ch and 0m 02ch.
MD365 Portobello Jn to Wolverhampton Crane Street Jn	Down Heath Town: Portobello Jn Om 04ch to Wolverhampton Crane Street Jn 10m 59ch to Portobello Jn 0m 04ch
MD401 Heyford to Bordesley Junction	All Down running lines between 75m 35ch and 87m 69ch. All Up Running lines between 88m 10ch and 74m 76ch All Down running lines between 107m 22ch and 127m 76ch. All Up running lines between 107m 10ch and 127m 68ch.
MD405 Leamington Spa Junction to Coventry South Junction	Up & Down Kenilworth line from 2m 58ch to Coventry South Junction.
MD410 Coventry North Junction to Nuneaton South Junction	Down and Up Bedworth lines throughout.
MD415 Hatton Station to Stratford-upon-Avon	Down Claverdon, Up Claverdon and Down & Up Claverdon lines throughout. Down North Warwick line to 9m 35ch. Up North Warwick line from 9m 45ch.
MD420 Hatton North Junction to Hatton West Junction	Down & Up Hatton North Curve throughout.
MD425 Tyseley South Junction to Bearley Junction	Down North Warwick and Up North Warwick lines throughout.
MD435 Small Heath South Junction to Stourbridge North Junction	All running lines between 126m 59ch and: Down Snow Hill at 128m 24ch. Up Snow Hill at 128m 13ch. Up & Down Small Heath Goods at 128m 24ch.
MD440 Galton Junction to Smethwick Junction	Down Stourbridge Line between Galton Junction 3m 64ch and Smethwick Junction 4m 08ch

Route	Sections of line Equipped
MD555 Nuneaton North Junction to Water Orton East Junction	From Nuneaton North Junction to 8m 10ch on the Down Arley and Up Arley lines.
MD705 Greenford West Junction to South Ruislip	Northolt Junction (excl) to Route Boundary.
MD701 Marylebone to Aynho Junction	Down Bicester 18m 24ch to 18m 29ch Up Bicester 18m 26ch to 18m 21ch
MD720 Princes Risborough to Aylesbury	Little Kimble (excl) to Aylesbury (excl).
MD736 Oxford North Jn (Excl.) to Denbigh Hall South Jn.	From Route Boundary at 29m 15ch to temporary buffer stops at Gavray Junction, 18m 48ch on Down Bletchley and 18m 46ch on Up Bletchley.
MD801 Wolverhampton North Junction to Abbey Foregate (exclusive)	Down Wellington between 144m 19ch and Donnington Jn 160m 73ch Down Wellington / Down Main between Wellington (exclusive) to Route Boundary (GW731) at 170m 52ch. Up Main / Up Wellington between Route Boundary (GW731) and Wellington (exclusive) Up Wellington between Donnington Jn and Oxley (exclusive) at 144m 39ch.
MD900 Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill	Down Abbotswood Curve between Abbotswood Jn and Cooksholme LC (excl.) Up Abbotswood Curve between Cooksholme LC (excl.) and Abbotswood Jn. Droitwich Single between Wychbold LC (excl.) and Stoke Works Jn.
MD910 Pershore (Incl.) to Norton Jn	Up & Down Cotswolds Single between Evesham West Jn 107m 52ch (GW310) and Worcestershire Parkway 116m 60ch. (Single line section).

The following activities require axle counter heads to be disconnected or removed and must be undertaken with appropriate Rule Book, Modules TS1 or T3 protection:

- Re-railing, resleepering or reballasting
- Removal of rails with axle counter heads
- Tamper operations past axle counter heads, other than:

  those using a split-head tamping machine suitable for tamping single sleepers around axle counters

  journeys of the tamper to or from the work site
- Stoneblower or ballast cleaner/regulator operations past axle counter heads, but not including journeys to or from the work site
- Any other work, which may affect axle counter heads.

In the Rugby SCC area all T3 Engineering possessions must have an EPR applied. In other areas, co-operative re-setting equipment is provided. A Signalling Technician must be provided to re-set the equipment.

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

When giving up a possession, the PICOP must confirm that any affected axle counter sections are fit for use. The following activities may be undertaken with lines open to traffic where a safe method of working has been established in advance that does not require Rule Book, Modules TS1 or T3 protection:

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

In the Rugby SCC area Special Train Reminders must be applied by the Signaller. The Signaller may reset the axle counters, if necessary, in accordance with STR procedures.

In other areas, co-operative re-setting equipment is provided. A Signalling Technician must be provided to re-set the equipment.

LNW South Route GI - Dated: 27/12/2022

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BLOCK TO ELECTRIC TRAINS INSTRUCTIONS

For dual mode traction including diesel-electrics or other combined traction types

When a section of line is blocked to electric trains the following procedure shall be followed before any vehicle capable of running as an electric train under 25 KV OHLE is allowed to pass through the affected section of railway line.

This procedure applies to all movements with the following traction units

Class 88 electro diesel locomotives

Class 800 Super Express multiple units

Class 319 (proposed)

The train must be brought to a stand at the protecting signal

The driver must be advised that the line ahead has been blocked to electric trains, giving the limits of the blockage and an assurance obtained from the driver that the pantograph has been lowered and will remain lowered until the entire train is clear of the affected area.

Note that where a non-electrified line joins an electrified line, the signaller must also apply reminders on the signal protecting the junction from the non-electrified lines.

Where there is authority to divert trains via alternative routes without advising the driver, dual mode traction types must be stopped and the driver advised.

LNW South Route GI - Dated: 08/07/2017

CLASS 15X/17X UNITS WORKING ON REDUCED TRACTION POWER

Special arrangements must be made for Class 15X/17X units when proceeding between Bromsgrove and Blackwell with one or more engines not available for traction. Operations Control must be told of any such technical problems, whether by the Driver via the Signaller or by the TOC Control.

Operations Control must ascertain that local weather conditions are suitable and that there are no emergency or temporary speed restrictions which would prevent an unimpeded run over the section concerned. Arrangements must be made with the Signaller for a ‘clear run’ to be provided between signals BA3630/WB5899 at Stoke Works Junction and signal BA3598 at Blackwell, with the train routed via the Up Gloucester line (Platform 2) at Bromsgrove station. If the train is timetabled to call at Bromsgrove, a ‘not to call’ order must also be issued for that station at Droitwich or Cheltenham Spa as convenient.

LNW South Route GI - Dated: 21/10/2017

CLASS 220/221 TRAINS WORKING ON REDUCED TRACTION POWER

1. Four-car units with at least two engines, and five-car units with at least three engines available for traction may operate on without restriction. Trains consisting of more than one unit must have the equivalent ratio of engines available throughout the train.
2. Assistance must be provided for five-car units with only two engines available for traction over the sections of line listed in clause 4 below. Elsewhere, such trains may operate unassisted provided the relevant Fleet Controller agrees in each case.
3. Before working over the sections of line listed in clause 4 below, all effort must be made to restore traction power by the last booked stopping point. If this cannot be done but the minimum number of engines shown in clause 1 above remains available, the train may proceed unassisted. Operations Control must be told what is to happen and if at all possible must arrange with the Signaller concerned for an unchecked run to be made over the relevant incline(s).
4. Unless sufficient engines per unit shown in clause 1 are available for traction, Class 220/ 221 trains must be assisted when working over the following sections of line:
    - Bromsgrove to Blackwell (if an unassisted, unchecked run is to be made, this must be from Stoke Works Junction with the train routed through the Up Gloucester line (Platform 2) at Bromsgrove station).
5. In all cases the arrangements must be agreed between TOC Control and Operations Control.

LNW South Route GI - Dated: 21/10/2017

CLASS 253/254 (HST) - ISSUE OF REDUCED SPEED CERTIFICATES

When agreed between Operations Control, TOC Control and others concerned that an HST (loaded or empty) is to continue in service with specified on-train equipment defects, the following procedure must apply:

Fleet Maintenance personnel (or anyone else) becoming aware of any defect requiring an HST train to run at reduced speed must immediately report the details to TOC Control. ***If the train has to be stopped out of course in order to do this, the Driver must tell the Signaller immediately as for any other incident.***

TOC Control must tell Operations Control and must arrange entry of the necessary details into the POIS defect system.

Having reached a clear understanding on the details and the restriction that must apply, TOC Control must instruct the Person in Charge at the starting point of the train's next journey to fill in a Reduced Speed Certificate *(see example on next page)* and hand it to the Driver. The certificate must indicate which vehicle(s) are defective, the relevant code letter and the nature of the restriction.

If the starting point of the next journey is unstaffed or it has not been possible to contact any staff on duty there, TOC Control must arrange to tell the Driver about the restriction by the quickest possible means (including cab fixed radio if necessary). This need NOT apply when TOC Control is sure that the next journey is to be worked by the same Driver and he is already aware. Whichever is the case, TOC Control must arrange for the certificate to be issued at the next suitable stopping point of that train.

CLASS 253/254 TRAINS (HST): REDUCED SPEED CERTIFICATE

The ..... (hours) train from .....

to ..... on .....

is restricted to a maximum speed of .....

on account of defect code ..... on vehicle(s) .....

[for details of defect codes, see overleaf]

The Driver of the train specified above must observe the above maximum speed in accordance with the Rule Book or the current Working Instructions for Class 253/254 trains.

The Driver must draw this Certificate to the attention of any Driver that relieves him (and also any Conductor Driver) during the journey. The Driver completing the journey must submit this Certificate in accordance with Company instructions.

The Train Manager should be told of this restriction before the journey starts but after the Brake Test has been carried out.

Signed ..... Time .....

Designation ..... Date .....

REDUCED SPEED CERTIFICATE: CLASS 253/254 TRAINS (Rear of form)

CODE	SPEED RESTRICTION	CONDITION
A	100 mph	Collapsed Suspension on trailer vehicle
B	100 mph	Broken outer skin on trailer vehicle

C	100 mph	Loud note on horn defective
D	100 mph	Rear E 70 Brake Control Unit Isolated
E	10 mph below line speed over 100 mph with regard to available braking power	Brakes isolated on one trailer vehicle
F	10 mph below line speed over 100 mph with regard to available braking power	Brakes isolated on one bogie of a power car
G	20 mph below line speed over 100 mph with regard to available braking power	Brakes isolated on two trailer vehicles
H	40 mph with rotation test every 10 miles	Traction Motor Fault - after rotational test and all wheels rotate
J	60 mph	Emergency brake only available on EHST working
K	100 mph (or maximum speed of barrier vehicle if lower)	Rear Power Car detached from formation

CLASS 253/254 (HST) – WORKING ON ONE ENGINE ONLY

The following supplement Train Operating Company Working Instructions when a train is to proceed with only one power car available for traction:

1. <u>Lines over which assistance must be provided under certain conditions</u>

Bromsgrove to Blackwell

If any of the following circumstances apply in respect of the above sections, assistance must be provided:

a) the train comprises more than 8 trailer vehicles.

b) rail head conditions in the area concerned are reported as poor, for example during falling snow, severe frost, drizzle or period of leaf fall.

c) other technical problems exist with the train, to which the driver or the train operator's fleet controller will draw attention.

d) signalling equipment failures or temporary / emergency speed restrictions exist in the section preventing an unchecked run being made.

2. <u>Authority to proceed unassisted over the lines listed in 1 above</u>

For trains comprising not more than 8 trailer vehicles, an HST may proceed unassisted provided that none of the circumstances listed in clause 1 exist and that the following arrangements are made:

a) the appropriate train operator's fleet controller must obtain the permission of Network Rail operations control

b) Network Rail operations control must ascertain that local weather conditions are suitable, and arrange (as far as practicable) with the controlling signaller for a "clear run" to be provided as indicated below:

From	To	Remarks
Signal BA3640 (Oddingley)	Signal BA3598 (Blackwell)	Applies only to trains formed with 6 trailer vehicles or more. Trains must be routed through the Up Gloucester line (Platform 2) at Bromsgrove station.
Signal BA3630 (near Stoke Works Junction)	Signal BA3598 (Blackwell)	Applies only to trains formed with 5 trailer vehicles or less. Trains must be routed through the Up Gloucester line (Platform 2) at Bromsgrove station.

c) The driver must contact the signaller, who after receiving instructions from Network Rail operations control, must instruct the driver accordingly at Droitwich Spa or Cheltenham Spa stations as appropriate.

3. If the unassisted HST stops in section

If an unassisted HST stops within the section through which a clear run had been agreed, the following arrangements apply if the train cannot be re-started using train borne or trackside sanding equipment:

- The driver must not attempt to re-start the train against the gradient until assistance is provided*

Or

- If the train which is low-powered is capable of being driven from the cab which will become leading, arrangements may be made to return the train to a location in rear as instructed by the signaller. The line must be considered blocked and the wrong direction movement must be authorised and conducted in accordance with Rule Book Module TW7.

NOTES:

** Exceptionally, the train may continue from Oddingley to Bromsgrove, if this would facilitate assistance.*

Drivers are reminded that authority to proceed unassisted over gradients steeper than 1 in 80 will be given subject to a clear run being achieved on the approach to and over such gradients. Any attempt to restart the train on, or on the approach to, such gradients will potentially cause considerable damage to the power car.

LNW South Route GI - Dated: 21/10/2017

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CLASS 390 PENDOLINO LED ROOF LIGHTS

A number of Class 390 “Pendolino”s are fitted with CCTV cameras near both pantographs. Each camera has a high intensity LED light which will be illuminated irrespective of whether the nearby pantograph is in use or not.

Anyone observing these LED lights on the roof of Class 390 trains do not need to arrange to stop the train specially unless there is something else unusual affecting the train.

The cameras are intended to help monitor the condition of the OHLE and provide evidence if OHLE problems occur.

LNW South Route GI - Dated: 01/08/15

CLEANING OF LOCOMOTIVE WINDSCREENS IN PLATFORMS

AC electrified lines

This work must not be carried out under Live Overhead Line Electrified wires except where authorised below:-

Location	Traction	Comments
Euston	All traction types	Windscreen washing of trains at Euston is permitted to be carried out on stabled units on all platforms, except platforms 9 and 10. The nominated Person must carry out the nominated Platform ‘Lock Out Procedure’ before commencing any windscreen washing activities.

NB. The work must only be performed by authorised staff who must use the equipment specially provided for the purpose.

All locations (including the above)

Whilst the work is being carried out the provisions of Rule Book, Module T10 must be applied. The Rule Book, Module T10, Section 4.3 is modified as follows: A red flag, or a red light (particularly if visibility is poor), must be exhibited 20 yards from the end of the last vehicle nearest the direction from which vehicles might be shunted against those on which men are at work. The red light may be steady or flashing.

If it is possible for vehicles to be shunted against both ends of the vehicle on which the men are at work, the same precautions must be taken at both ends. In addition, a "Not to be moved" reminder device must be positioned on the driving desk in each cab. Only the staff carrying out the work are authorised to position and remove the reminder devices.

Whilst a reminder device is exhibited, the locomotive must not be moved. At no time must the equipment in use be raised above the top of the windscreen.

LNW South Route GI - Dated: 04/12/10

Coasting boards

Rectangular shaped coasting boards, consisting of a white diamond sign on a black background mounted on a pole, are positioned at the side of the line, at an appropriate distance on the approach side of stations, on the sections of the line shown below. Drivers of EMU trains, which are running to time and are due to stop at the station concerned, must shut off power at the coasting board and allow the train to coast before bringing the train to a normal stop at the platform.

Watford Junction to St. Albans Abbey

Euston to Watford Junction (DC lines)

Camden Junction to Northampton via Hanslope Junction (Slow Lines).

LNW South Route GI - Dated: 07/10/06

Dynamic Risk Assessment

This notice is to advise that Dynamic Risk Assessment process is authorised for use under trial conditions.
The purpose of DRA is to provide a continuous assessment of risk in the rapidly changing circumstances of an operational incident, in order to implement control measures necessary to make certain of an acceptable level of safety.
Its application should be applied by operational management staff seeking to assess operational system risk, and identify control measures that deliver a safety benefit in rapidly changing operational incidents affecting the normal operation of the railway.
The Scope of DRA is currently restricted for trial purposes to London South Eastern route (Anglia, Kent Sussex), LNW route, Scotland route and Western Route.
DRA can only be facilitated and implemented by those trained to do so.

LNW North Route GI - Dated: 01/02/14

General instructions applicable to the DC electrified lines between Euston and Watford Junction

RULE BOOK, MODULE G1, SECTION 2 AND RULE BOOK, MODULE TW1, SECTION 14.2
London Underground Limited trains normally display two built-in electric tail lamps whilst such trains are on running lines. If the Signaller, or person in charge of a station becomes aware that one of the built-in tail lamps has failed, he must arrange for the Driver to be advised of the circumstances at the next station at which the train is booked to call.

RULE BOOK, MODULE SP, SECTION 3.2 and 3.3
Portable AWS magnets will not be provided on the approach side of warning boards erected for temporary speed restrictions between Kilburn High Road and Watford Junction.

TRACK CIRCUIT OPERATING CLIPS
Track Circuit Operating clips must not be used on any portion of a line where the 4th rail conductor is provided between Euston and Watford Junction.

ISOLATIONS
Referring to the DC Electrified Lines Instructions (NR/WI/ELP/3091), dated December 2006, Clauses A26 to A39 and clause B26.3 are not applicable on the above sections of line.

FLOODS
Referring to Rule Book, Module M3, Section 4:-

(i) if water is more than half-way up either running rail, DC electric trains must not exceed a speed of 5 mph through the flooded section.

(ii) if water is above the top of either running rail, the passage of DC electric trains must be suspended except in the most urgent circumstances and then only on the authority of a Network Rail Operations representative on site in consultation with Civil Engineering and Electrification Engineering staff.

TRAIN STOPS
Running signals between Kilburn High Road and Harrow & Wealdstone inclusive are fitted with train stops which will engage with the tripcocks on London Underground Limited (LUL) trains and London Overground operated Class 378 units.

If a train stop fails in the lowered position, the person becoming aware of the irregularity must inform the Signaller at Wembley Mainline SCC immediately. A Handsignaller must be appointed and positioned at the signal concerned and until the signal displays a proceed aspect and exhibit a hand Danger signal to approaching Drivers and place one detonator on the rail to which the signal applies. Until the Handsignaller is in position at the signal, a train must not be allowed to approach the signal unless it exhibits a proceed aspect or the Driver has been advised of the circumstances.

TRIPCOCKS
To prevent a train running in service with a tripcock arm inoperative, train tripcock testing apparatus consisting of a treadle and test indicator is provided at:

Location	Treadle location on approach to signal	Test indicator location at
Queen's Park station	WS.11	Near signal WS.11
Harrow & Wealdstone station	WS.54	Platform 2

The test indicator will be illuminated in the cab when a train approaches the apparatus. This indication will be displayed until the tripcock on the train has operated the treadle fixed a short distance on the approach side of the indicator. If the indicator fails to illuminate when the train approaches, the Driver must advise the Signaller at Wembley Mainline SCC before proceeding any further.

Where the tripcock testing equipment has failed, testing of the 'on-train' equipment must be undertaken by means of a 'positive test of the tripcock'. This applies at the failed tripcock testing equipment only.

These instructions will apply at the start of service each 24 hour period and subsequently each 24 hour period thereafter. No tests are required if the tripcock testing equipment fails at other than the start of service. The Signaller at Wembley Mainline SCC must contact Route Control to ascertain the first service of each train diagram for that day and positive testing of the tripcock must take place for each of these first services.

Route Control will also inform the Train Operating Company concerned that no changes of units on the DC Electric Lines will be permitted without the authority of Route Control. On advice of a unit change Route Control must ascertain the first train this will form and advise the Signaller at Wembley Mainline SCC to carry out a positive test of the tripcock.

Positive testing of the tripcock must be undertaken utilising the following method:

- The Signaller at Wembley Mainline SCC will bring trains to a stand, using the normal signalling sequence, to the next signal that can be placed to Danger.
- The Signaller at Wembley Mainline SCC will advise Drivers of the circumstances and authorise them to pass the signal maintained at Danger and to proceed at a speed no more than 5 mph to ensure that no violent braking takes place.
- The Driver must advise the Signaller at Wembley Mainline SCC of the outcome of the test by means of the GSM-R equipment where provided.

The following action must be taken whenever a train passes a tripcock tester:

Indication	Action
Light is extinguished.	Test satisfactory, no action required by the Driver.
Light is extinguished but train is tripped.	Driver must advise the Signaller at Wembley Mainline SCC, re-set the Tripcock and continue on his journey.
Light is not extinguished and train is/is not tripped.	Driver must immediately advise the Signaller at Wembley Mainline SCC then continue his journey, but proceed at a speed no more that 25 mph between Kilburn High Road and Harrow & Wealdstone and vice versa. The Signaller at Wembley Mainline SCC will arrange for the Signal Technician to examine the test apparatus and for the tripcock to be examined at the train's destination. The train must not be returned to service until the tripcock is working correctly. In such cases passengers must be immediately detrained and the train taken out of service.

If a tripcock becomes defective or cannot be re-set, it must be isolated. The Driver must immediately advise the Signaller at Wembley Mainline SCC and continue his journey, but to travel at a speed not exceeding 25 mph between Kilburn High Road and Harrow & Wealdstone and vice versa. An entry must be made in the unit defect book and the train must be taken out of service at the first suitable location, without causing unnecessary delay or cancellation and not to re-enter service until the defect is remedied. If a Driver becomes aware that a tripcock is isolated whilst in service, he must first inform the Signaller at Wembley Mainline SCC, then check the unit defect book. If there is no entry in the repair book regarding the tripcock, he must de-isolate it and attempt to re-set it. If the tripcock re-sets, the Driver may proceed as normal but must enter the circumstances in the unit defect book. If the tripcock will not re-set, the Driver must proceed as described in the previous paragraph.

LONDON UNDERGROUND LIMITED (LUL) ONE PERSON OPERATED TRAINS

An emergency door cock is provided on the outside of each coach, located towards the centre of the coach, to enable one pair of doors on that side of the coach to be opened in an emergency. Staff must not operate these cocks until they have informed the Train Operator of the circumstances.

When it is necessary for a train which has been taken out of service, owing to a defective deadman's valve or tripcock, to proceed to the nearest suitable depot or siding, a member of staff specially authorised by the Network Rail Co-ordinator to assist the Train Operator in the observance of signals must be provided. If this is not possible, the LUL Line Controller must be requested to provide an authorised member of LUL staff. If the defect occurs on the last train of the day to a destination, the train may remain in service, but it must be driven at a speed at which it can be stopped short of any obstruction, and an authorised member of staff, as defined above, must accompany the Train Operator.

LNW South Route GI - Dated: 07/05/16

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GSM-R - CAB RADIO REGISTRATION AT MAIN SIGNAL/BLOCK MARKERS & POSITION LIGHT SIGNALS LOCATION CODES

DRIVERS ARE TO REGISTER USING THE LAST 3 DIGITS OF THE SIGNAL ID, ADDING LEADING ZEROS WHERE REQUIRED (E.G. FOR SIGNAL SN23, REGISTER USING 023) EXCEPT WHERE THE SIGNAL IS LISTED BELOW. IN SUCH CASES, THE CORRESPONDING LOCATION CODE IN THIS SECTION IS TO BE USED.

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/ PANEL	GSM-R CONTACT NUMBER
MD101 EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)					
Wolverton	Up Siding to Up Slow	KR1496	996	Rugby SCC – Bletchley Workstation	74 6162 01
Wolverton	Up Siding to Down Slow	KR1499	996	Rugby SCC – Bletchley Workstation	74 6162 01
MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD)					
Kings Norton Jn	Kings Norton Sidings	SY526	998@	WMSC Kings Norton Workstation	74 6019 01
Kings Norton West Jn	Kings Norton Neck	SY522	998@	WMSC Kings Norton Workstation	74 6019 01
MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN					
Hawkesbury Lane	Sidings – Up (Stop Board)	CN1556	996	Rugby SCC – Nuneaton Workstation	74 6165 01
Bedworth	Murco (Calor Gas) Private Siding (Stop Board)	CN1558	996	Rugby SCC – Nuneaton Workstation	74 6165 01
MD430 DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION					
Kidderminster	Exchange Sidings	DR7835	996@	WMSC – Stourbridge Workstation	74 6003 01
MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN					
Langley Green	Rood End Neck – Down direction	SJ613	996@	WMSC – Stourbridge workstation	74 6003 01
Langley Green	Rood End Yard – Up direction	SJ610	996@	WMSC – Stourbridge workstation	74 6003 01
Langley Green	Up Rood End Through Sdg – Down direction	SJ621	996@	WMSC – Stourbridge workstation	74 6003 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/ PANEL	GSM-R CONTACT NUMBER
MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION					
Heartlands Park GF	Recess Line 1 Exit	WP8937	997@	WMSC Washwood Heath WS	74 6004 01
Heartlands Park GF	Recess Line 2 Exit	WP8935	997@	WMSC Washwood Heath WS	74 6004 01
Heartlands Park GF	Recess Line 3 Exit	WP8931	997@	WMSC Washwood Heath WS	74 6004 01
Heartlands Park GF	Engineers Siding Exit	WP8991	997@	WMSC Washwood Heath WS	74 6004 01
Heartlands Park GF	Siding Exit	WP8992	997@	WMSC Washwood Heath WS	74 6004 01
MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN					
Daw Mill West Jn	Down Arley (Up Direction)	NW1274	998@	WMSC Water Orton WS	74 6005 01
MD701 MARYLEBONE TO AYNHO JUNCTION					
Neasden Jn	Up/Down Goods (Up Direction)	NJ4	991	Neasden Jn	74 9123 01
MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL					
Worcester Shrub Hill	Up Through Siding	SH59	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 1 - Up	SH10	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 1 – Down	SH75	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 2 - Up	SH7	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 2 - Down	SH77	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 3	SH11	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Worcester LMD/Carriage Sidings	SH24	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Sidings Exit	SH61B	995	Worcester Shrub Hill	74 5274 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/ PANEL	GSM-R CONTACT NUMBER
MD940 WORCESTER SHRUB HILL TO SHELWICK JN					
Worcester Foregate Street	Platform 1 - Up	HK5	995	Henwick	74 5245 01
Worcester Foregate Street	Platform 1 - Down	HK23	995	Henwick	74 5245 01
Worcester Foregate Street	Platform 2 - Down	HK22	995	Henwick	74 5245 01
Worcester Foregate Street	Down Main (Up direction)	HK11	995	Henwick	74 5245 01
Worcester Foregate Street	Up Siding	HK9	995	Henwick	74 5245 01
Malvern Wells	Down Main (Up direction)	MW25	995	Malvern Wells	74 5269 01
MD950 WORCESTER TUNNEL JN TO HENWICK					
Worcester Foregate Street	Platform 2	TJ20	995	Worcester Tunnel Jn	74 5285 01

Note: @ indicates **Alias Plate** provided.

GSM-R – CAB RADIO REGISTRATION – AREA-SPECIFIC 99X LOCATION CODES

When required to use a 99X location code to pre-register or to register the cab radio as shown in the GSM-R user procedures the following area specific location code must be used in the areas covered by this Sectional Appendix:

996 London North Western Route

LNW South Route GI - Dated: 27/03/2021

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GSM-R GENERAL INSTRUCTION

TW5 SECTION 25 – KNOWN MISROUTED CALL LOCATIONS

The locations in the table below are known areas where calls are frequently misrouted to the wrong signaller. Calls may misroute to the wrong signaller if the ‘contact signaller’ button is pressed.

Drivers must carry out the 'Pending Registration' process on the radio and continue their journey.

Location	Fault Number	Comments	Outcome
Washwood Heath	FMS BCA647195	GSM-R calls from Washwood Heath location misrouting to WMSC Proof House Workstation instead of Washwood Heath workstation.	CT7 Plates Requested

GSM-R FAULTS AND FAILURES RESPONSE

VERSION 1.1

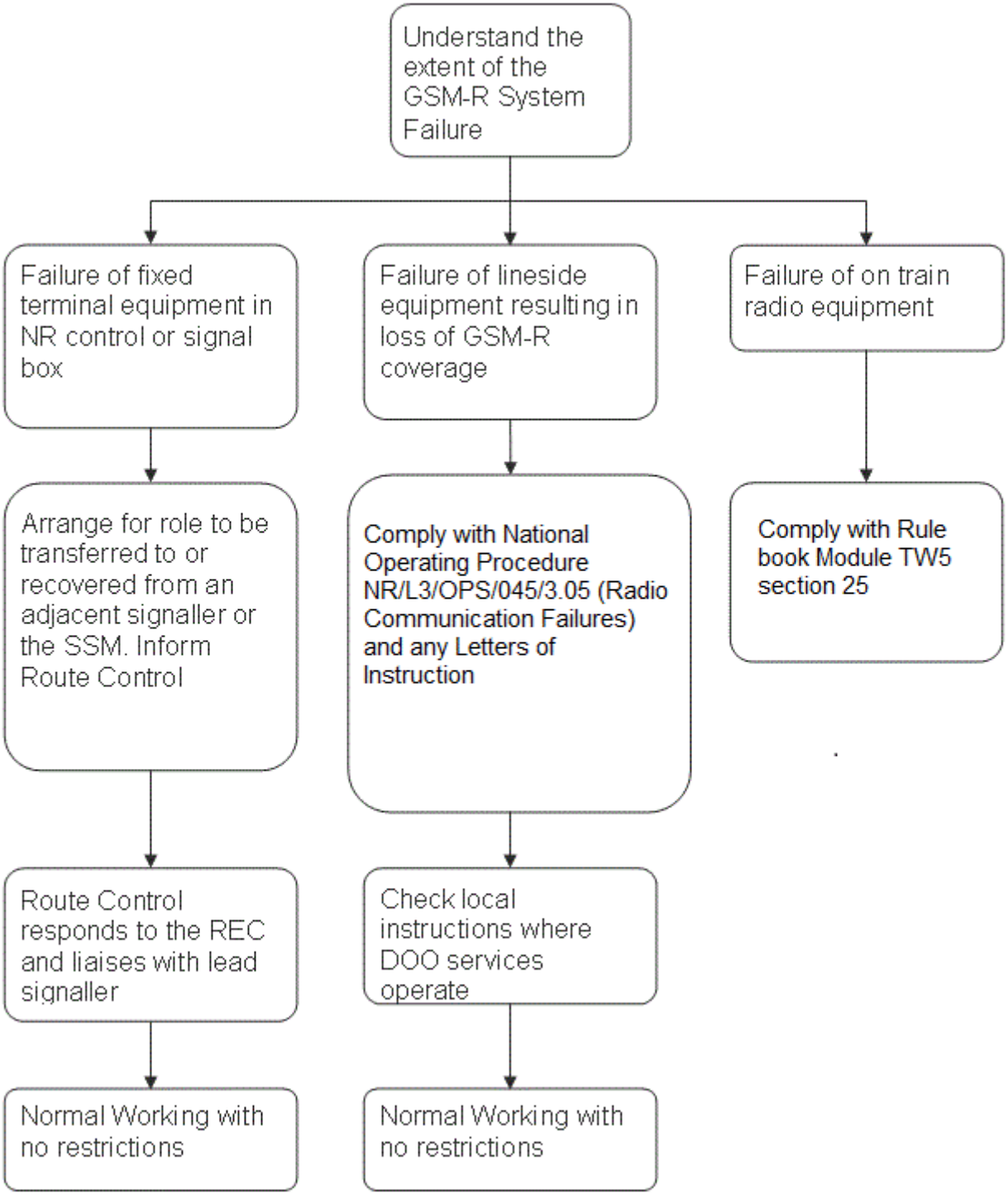
PURPOSE

To provide guidance on the response to onboard GSM-R system faults and local/area infrastructure faults.

Appendix covers the response to system faults from a single fixed terminal through to failures of the infrastructure resulting in loss of coverage in a geographical area

APPENDIX

This chart details the process used by Network Rail Control to determine the operating response to GSM-R service or sub-system failures.



LNW South Route GI - Dated: 06/04/19

Giving Up a T3 Around a Train Rule Book T3 Section 7 and Handbook 11 Section 12.2

It is not permitted to give up a T3 possession around an engineering train(s) or OTM(s) that does not reliably work track circuits. If a technical problem means it will no longer operate track circuits reliably, the PICOP must contact the controlling signalbox or workstation. The PICOP must arrange for the train(s) or OTM(s) to exit the possession site at caution before giving up the T3 possession, and ensure the signaller is made aware that the train(s) or OTM(s) will no longer reliably work track circuits.

LNW South Route GI - Dated: 02/12/17

High Output Ballast Cleaner (HOBC) and Track Relaying Systems (TRS) Trains

These trains are authorised to transit between their operating bases and engineering possessions in excess of the normal route length limits provided that a suitable train path has been identified.

The train identification used and maximum lengths (including locomotives) are as follows:

HOBC 6Y07 or 6Y15 127 SLUs / 811 metres / 887 yards / 2659 feet

MOBC 6Y19 105 SLUs / 670 metres / 733 yards / 2198 feet

TRS 6X01 or 6X04 117 SLUs / 744 metres / 813 yards / 2439 feet

The HOBC and TRS may also exceed the maximum permitted single engine load between the locations listed below. In these circumstances the train concerned must operate with a locomotive at each end. The rear loco is authorised to apply power as directed by the lead driver to assist as required in the negotiation of inclines between the mileages shown. In these cases both locomotives must be manned as per Train Company manning agreements and equipped with back to back radios.

Rule Book, Module TW1, Section 15.1 is modified accordingly.

Between	**Line**	**Mileage**
MD306 Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)		
Stoke Works Jn and Blackwell	Up Gloucester	55m 60ch to 53m 20ch

LNW South Route GI - Dated: 21/10/17

IDLING OF DIESEL ENGINES AND CONTROL OF NOISE

To minimise noise nuisance and to avoid the waste of fuel, Drivers must shut down engines in accordance with the following instructions:-

1. When standing time is likely to exceed FIVE minutes for a locomotive or multiple unit, or FIFTEEN minutes for an HST, ALL engines must be shut down on arrival (or completion of shunting or other work) at stations, depots, sidings or loops where the train is to be detained.
2. Exceptions to this instruction are:
    3. During extremely cold weather, when the minimum necessary number of engines may be kept running to maintain acceptable interior heat levels.
    4. During extremely hot weather, when the minimum necessary number of engines may be kept running to maintain sufficient air conditioning.
    5. When specified in Driver's diagrams.
    6. Certain classes of locomotive as specified in driving instructions e.g. Class 59.
3. Drivers must not restart engines earlier than is necessary to ensure a punctual departure.
4. At the locations listed in the following table, Drivers must take special care to comply with the above instructions and to avoid sounding the horn other than when it is strictly necessary:

At or between	Location
MD940. Worcester Shrub Hill to Shelwick Jn	
Great Malvern	Station (Up Platform)
Malvern Wells	Down Goods Loop (See also Local Instructions)

LNW South Route GI - Dated: 27/03/2021

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Line Clear Verification (LCV)

In accordance with Network Rail Standard *"NR/L3/OCS/084 – Line Clear Arrangements Following Engineering Works in Axle Counter areas - Line Clear Verification Process"*, the following must be observed.

The LCV process applies to the following line of routes.

LCV will also apply at any signalling location where part of the applicable possession is within any of the following line of routes listed below:

Route	**Sections of line Equipped**
MD101 Euston to Armitage Junction (Exclusive)	South end of Primrose Hill Tunnels and North end of Kensal Green Tunnels (inclusive). All Down lines (with exception of Bletchley Relief 1 and 2 lines) from 9m 57ch to beyond Sectional Appendix boundary at 119m 20ch – see LNW(N) Sectional Appendix for details. All Up lines (with exception of Bletchley Relief 1 and 2 lines) from before Sectional Appendix boundary at 119m 20ch (see LNW(N) Sectional Appendix for details) to 9m 45ch.
MD105 Hanslope Jn. to Rugby (via Northampton)	Down Northampton line: From 56m 66ch (Hanslope North Jn) to 64m 30ch (north end of Hunsbury Hill Tunnel). From 67m 29ch (Mill Lane Jn) to 78m 24ch (on approach to Watford Lodge Tunnel). From 83m 20ch (signal NR5351 at Hillmorton Junction) to 84m 23ch (Rugby) Up Northampton line: From 84m 40ch (Rugby) to 82m 60ch. From 77m 60ch to 67m 33ch (Mill Lane Jn). From 65m 30ch to 56m 66ch (Hanslope North Jn).
MD120 Camden Junction to Watford Junction (DC Lines)	South Hampstead tunnels (both Down DC Electric line and Up DC Electric line)
MD180 Rugby, Trent Valley Junction to New Bilton	Between Trent Valley Junction (0m 00ch) and 0m 40ch.
MD232 Hinckley (Exclusive) to Abbey Jn	Entire line of route
MD233 Midland Yard Jn to Canal Farm Jn	Entire line of route
MD301 Rugby to Penkridge (Exclusive) (via Birmingham)	Down Main / Down Coventry line between 83m 18ch and 111m 21ch. Up Main / Up Coventry line between 111m 41ch and 83m 18ch. Down Coventry line 112m 42ch and 112m 73ch. Up Coventry line 112m 73ch and 112m 42ch. Down Derby line 112m 43ch and 112m 73ch. Up Derby line 112m 73ch and 112m 42ch. Down Stour / Down Penkridge line between Birmingham New Street 0m 00ch and 23m30ch (whole of RBS2/3 to Penkridge exclusive). Up Penkridge / Up Stour line 23m 30ch and 0m 00ch (whole of RBS3/2 Penkridge to Birmingham New Street).
MD306 Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	Down Gloucester 42m 24ch and 43m 13ch (BAG1 lowest mileage to Five Ways excl.) Up Gloucester 43m12ch and 42m24ch (Five Ways excl. to BAG1 lowest mileage) Down Gloucester 52m 13ch and 77m 35ch (Barnt Green to Ashchurch) Up Gloucester 77m 47ch and 53m 62ch (Ashchurch to Barnt Green)

Route	Sections of line Equipped
MD310 Barnt Green Junction to Redditch	52m 62ch (between Barnt Green Single Line Jn and Alvechurch Station Jn) to End of Line
MD315 Stechford South Junction to Aston South Junction	Down Grand Junction between Stechford North Junction 0m 00ch and Aston South Junction 2m 61ch Up Grand Junction between Aston South Jn 2m 61ch and Stechford South Jn 108m 66ch.
MD320 Proof House Jn to Bushbury Jn (via Bescot)	Down Vauxhall / Down Grand Junction between Duddeston (excl) 0m 74ch to Hamstead 4m 60ch Down Grand Junction: Willenhall 11m 38ch to Bushbury Jn 15m 32ch Up Grand Junction: Bushbury Jn 15m 32ch to 11m 39ch Up Grand Junction / Up Vauxhall between Hamstead 4m 60ch and Duddeston (excl) 0m 64ch
MD325 Soho South Junction to Perry Barr North Junction	Down Grand Junction between Stechford North Junction 0m 00ch and Aston South Junction 2m 61ch Up Grand Junction between Aston South Jn 2m 61ch and Stechford South Jn 108m 66ch.
MD330 Soho East Junction to Soho North Junction	Down Soho Curve between Soho East Junction 0m 00ch and Soho North Junction 0m 22ch. Up Soho Curve between Soho North Junction 0m 22ch and Soho East Junction 0m 00ch.
MD335 Perry Barr West Jn to Perry Barr South Jn	Down Perry Barr between Perry West Jn 0m 39ch and Perry Barr South Jn 0m 00ch. Up Perry Barr between Perry Barr South Jn 0m 00ch and Perry Barr West Jn 0m 39ch.
MD355 Lichfield TV Junction to Lichfield Trent Valley (Chord Line)	Chord line (single line) between 0m 16ch and 0m 02ch.
MD365 Portobello Jn to Wolverhampton Crane Street Jn	Down Heath Town: Portobello Jn 0m 04ch to Wolverhampton Crane Street Jn 1m 59ch Up Heath Town: Wolverhampton Crane Street Jn 1m 59ch to Portobello Jn 0m 04ch
MD401 Heyford to Bordesley Junction	All Down running lines between 75m 35ch and 87m 69ch. All Up Running lines between 88m 10ch and 74m 76ch All Down running lines between 107m 22ch and 127m 76ch. All Up running lines between 107m 10ch and 127m 68ch.
MD405 Leamington Spa Junction to Coventry South Junction	Up & Down Kenilworth line from 2m 58ch to Coventry South Junction.
MD410 Coventry North Junction to Nuneaton South Junction	Down and Up Bedworth lines throughout.
MD415 Hatton Station to Stratford-upon-Avon	Down Claverdon, Up Claverdon and Down & Up Claverdon lines throughout. Down North Warwick line to 9m 35ch. Up North Warwick line from 9m 45ch.
MD420 Hatton North Junction to Hatton West Junction	Down & Up Hatton North Curve throughout

Route	Sections of line Equipped
MD425 Tyseley South Junction to Bearley Junction	Down North Warwick and Up North Warwick lines throughout.
MD435 Small Heath South Junction to Stourbridge North Junction	All running lines between 126m 59ch and: Down Snow Hill at 128m 24ch. Up Snow Hill at 128m 13ch. Up & Down Small Heath Goods at 128m 24ch.
MD440 Galton Junction to Smethwick Junction	Down Stourbridge Line between Galton Junction 3m 64ch and Smethwick Junction 4m 08ch
MD555 Nuneaton North Junction to Water Orton East Junction	From Nuneaton North Junction to 8m 10ch on the Down Arley and Up Arley lines.
MD701 Marylebone to Aynho Junction	Down Bicester 18m 24ch to 18m 29ch Up Bicester 18m 26ch to 18m 21ch
MD736 Oxford North Jn (Excl.) to Denbigh Hall South Jn.	From Route Boundary at 29m 15ch to temporary buffer stops at Gavray Junction, 18m 48ch on Down Bletchley and 18m 46ch on Up Bletchley.
MD801 Wolverhampton North Junction to Abbey Foregate (exclusive)	Down Wellington between 144m 19ch and Donnington Jn 160m 73ch. Down Wellington / Down Main between Wellington (exclusive) to Route Boundary (GW731) at 170m 52ch. Up Main / Up Wellington between Route Boundary (GW731) and Wellington (exclusive). Up Wellington between Donnington Jn and Oxley (exclusive) at 144m 39ch.
MD900 Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill	Down Abbotswood Curve between Abbotswood Jn and Cooksholme LC (excl.) Up Abbotswood Curve between Cooksholme LC (excl.) and Abbotswood Jn. Droitwich Single between Wychbold LC (excl.) and Stoke Works Jn.
MD910 Pershore (Incl.) to Norton Jn	Up & Down Cotswolds Single between Evesham West Jn 107m 52ch (GW310) and Worcestershire Parkway 116m 60ch. (Single line section).

LNW South Route GI - Dated: 17/12/2022

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Lockouts - person responsible

General:

Lockout systems are provided for the protection of individuals or groups working or walking on the line.
The person taking a lockout is responsible for ensuring that all staff, including members of any other working group, is clear of the running line before cancelling the lockout. The key (where applicable) must not be handed to another person.

Should it be necessary to transfer responsibility for the lockout to another person, all staff must be clear of the running lines, the lockout must be cancelled and another lockout taken by the 'new' person.

Area specific:

Lockouts under the operational control of Rugby SCC and Wembley Mainline SCC may only be used in conjunction with Rule Book Module TS1.
When detailing the General Arrangements of a line blockage and Lockouts are chosen for protection, the signaller and PC/COSS/IWA are authorised to add this method of protection to the line blockage form NR3180.

LNW South Route GI - Dated: 30/03/19

Locomotives assisting in rear of trains (Table 'J')

5. Trains may be assisted in rear between the places listed below in accordance with Rule Book, Module TW1, Section 15.

6. The assisting locomotive must be coupled to the train except where denoted below by the letter 'N'.

7. Any type of train may be assisted in rear except where denoted below by:

   F - freight trains only
   ECS - empty coaching stock trains only
   P - passenger trains only

8. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear except where denoted by the letter 'D'.

9. The locomotive attached in rear of the train must not apply power where denoted below by the letter 'R'.

From	To	Class of Train	Conditions	Remarks
MD155 KENSAL GREEN JUNCTION TO HARLESDEN JUNCTION				
Kensal Green Jn.	Harlesden Jn.	ECS	-	-
MD160 WILLESDEN HIGH LEVEL JUNCTION TO MITRE BRIDGE JUNCTION				
Willesden High Level Jn	Mitre Bridge Jn.	ECS	-	-
Mitre Bridge Jn.	Willesden High Level Jn.	ECS F	N	-
MD165 NORTH POLE JUNCTION TO ACTON WELLS JUNCTION				
North Pole Jn.	Willesden	All	N	-
MD170 ACTON CANAL WHARF TO WILLESDEN				
Acton Canal Wharf	Willesden Junction	P	-	Only in emergency when diverting trains via Dudding Hill Junction.
Willesden Junction	Acton Canal Wharf	ECS P	-	Passenger trains only in emergency when diverting trains via Dudding Hill Jn.
MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD)				
Bromsgrove	Blackwell	All	N	See Local Instructions
MD430 DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION				
Kidderminster Jn.	Stourbridge Jn.	F	-	-
MD435 SMALL HEATH SOUTH JUNCTION TO STOURBRIDGE NORTH JUNCTION				
Stourbridge Jn. signal SJ.641 Down Siding	Langley Green signal SJ.26 Up Stourbridge line or SJ.24 Up Goods loop	F	-	Driver of the rear locomotive must be prepared for signals to return to Danger before his locomotive passes them. See also Local Instructions.

From	To	Class of Train	Conditions	Remarks
MD450 STOURBRIDGE NORTH JUNCTION TO ROUND OAK				
Stourbridge Junction	Round Oak	F	-	-
MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION **MD570 SALTLEY (LANDOR STREET JN) TO KINGS NORTON JN (CAMP HILL LINES)**				
Signal WP6903 or WP6909 / WP8911	Signal WP6903 or WP6909 / WP8911	Signal WP6903 or WP6909 / WP8911	Signal WP6903 or WP6909 / WP8911	Signal WP6903 or WP6909 / WP8911
The FOC Controls will advise the WMSC SSM when a train requires assistance in the rear over the St Andrews or Camp Hill lines. The locomotive attached in rear must not apply power after passing LL4773 signal St Andrews Junction for a train routed towards Small Heath or LL4779 signal Moseley for trains routed for Kings Norton. The locomotive attached in rear of the train shall be detached at Bordesley Loop for a train routed towards Small Heath and at Kings Norton (or Down Bromsgrove Loop if the train exceeds 81 SLU) for a train routed towards Kings Norton.				
Lawley Street F.L.T.	Washwood Heath	F	-	-
MD715 NEASDEN SOUTH JUNCTION TO NEASDEN JUNCTION				
Neasden Jn.	Neasden South Jn.	F	-	-

LNW South Route GI - Dated: 27/12/17

LORAM C21 RAIL GRINDER

General

There are three rail grinding trains in the Loram C21 series, numbered C2101, C2102 and C2103.

Rail grinding train C2101 has a route availability of RA7 and rail grinding trains C2102 and C2103 have a route availability of RA6.

All Loram Class C21 rail grinding trains are approved to travel on routes cleared to W6a gauge.

All Loram Class C21 rail grinding trains **can** be relied upon to operate track circuits.

Where axle counters are used as the primary means of train detection the Special Train Reminder procedure (where provided) is to be used when grinding operations are taking place on lines open for normal working.

Transit moves

The maximum permitted speed of the rail grinding trains is 55 mph.

Transit over 3rd or 4th rail DC electrified lines is permitted under the following conditions:

- The electrified rails are isolated in accordance with appropriate instructions, **OR**
- The 'spark blankets' are removed, **OR**
- The 'spark blankets' are secured within the W6a load gauge.

Grinding Operations

Notification must be given to TOCs and FOCs which operate on the routes where grinding is to take place so that drivers may be informed.

Grinding operations are permitted to take place both within T3 possessions and on lines open for normal working.

The speed when grinding is approximately 5 mph.

Grinding operations are only permitted on jointed or continuously welded plain track; grinding operations on switches and crossings are prohibited.

Rail grinding train C2101 is not permitted to grind within tunnels.

Rail grinding trains C2102 and C2103 are permitted to grind within tunnels, subject to the necessary risk assessment by the train operator.

The train operator is responsible for ensuring that grinding equipment does not damage track-mounted equipment or level crossing decks.

Grinding operations over 3rd or 4th rail DC electrified lines are permitted under the following conditions:

- The electrified rails are isolated in accordance with appropriate instructions, **AND**
- The 'spark blankets' are fitted

Loram Class C21 rail grinding trains may be authorised, in accordance with Rule Book Module TW7 Section 1.1 to make a wrong-direction movement for the purpose of extinguishing a lineside fire only, should the Operator request it. **A wrong-direction movement may only be authorised by the appropriate Signaller.** Rail grinding trains are equipped with on-board damping water spray and fire fighting water cannon.

All staff on or about the line are prohibited from being within 10 metres (approximately 10 yards) of the train whilst grinding operations are being carried out due to the danger of objects being emitted beyond the machine's shields. The machine operator will look out for any staff on or about the line who may be within this distance and cease operations if this is the case. Similarly, any person on a station platform will cause grinding operations to cease.

Grinding operations on lines open for normal working with Simplified Bi-directional Signalling (SIMBIDS) in operation on the opposite line

If the rail grinding train is to operate on lines open for normal working with SIMBIDS in operation on the opposite line, the signal applying to the line on which the rail grinding train is operating and which protects the crossover at the end of the grinding site, and through which trains from the line being used for SIMBIDS are being returned to the proper line, must be fitted with an operational TPWS train stop (TSS)

LNW South Route GI - Dated: 04/09/10

Modified Working

Introduction

Prior to the introduction of Working by Pilotman, Modified Working may be authorised by the Network Rail Route Control Manager, for a period of up to two hours, or until a Pilotman arrives.

In exceptional circumstances the period of up to two hours may be extended subject to the agreement of the Network Rail Route Control Manager, the Responsible Person and the Train/Freight Operating companies involved.

In the event of signalling equipment failure on the single lines listed in the table and a Pilotman is not readily available, modified working may be introduced providing: -

- The Signaller is able to work the points giving access to/egress from the single line or they can be set and detected for the passage of trains.
- Direct verbal communication is available between all Signallers involved and the Responsible Person.

Method of working

In the event of a failure of signalling equipment the Network Rail Route Control Manager will decide whether a Pilotman is available or, if not, consider authorising Modified Working.

If Modified Working is authorised, a Responsible Person will be appointed who will ascertain that the single line concerned is clear and that the last train passed clear complete with tail lamp. When this has been done, the Responsible Person will give permission for the Signaller to issue/dictate a Modified Working ticket RT3177 to authorise the passage of the next train. This procedure will be repeated by the Responsible Person for each train which passes over the single line under Modified Working arrangements.

During Modified Working

Once the Signaller has been given authority by the Responsible Person and the arrangements have been confirmed with any other Signaller involved, and the line is clear in accordance with the train signalling regulations the signaller may then issue/dictate the RT3177 ticket to the Driver and advise them of any additional information.
When the Driver has read back all the information on the RT3177 ticket along with any additional information and the Signaller is satisfied that a clear understanding has been reached, the Signaller may authorise the Driver to pass the protecting signal at Danger and proceed cautiously.

Once a train has been admitted to the single line under Modified Working arrangements, the Signaller(s) concerned must not authorise any subsequent train (except to assist a failed train) to pass the protecting signals for the single line until it has been confirmed that the train has passed clear of the single line complete with tail lamp.

Once the train has passed clear of the single line, the Driver must, if previously instructed to do so, stop at the location identified on the RT3177 and contact the Signaller controlling the exit from the single line. The Driver must confirm if the train is complete with tail lamp.

In the event of a failed train, obstruction or any other exceptional circumstance, a clear understanding must be reached between the Responsible Person, all Signallers and Drivers involved before any further movement is authorised.

Lines Where Modified Working is authorised

Route	Line name	Between these locations	Remarks
MD720	Up & Down Main	Princes Risborough. and Aylesbury	
MD810	Up & Down Ironbridge	Madeley Junction and Ironbridge	RT3177 tickets are supplied in cabinets located at MJ329 & MJ340.

The Drivers of all trains working over the lines listed above must be in possession of a supply of modified working tickets RT3177unless they are provided at the location.

LNW South Route GI - Dated: 24/11/12

Obstacle Detection (OD) Level Crossings on LNW Route

OD level crossings work automatically and are similar to CCTV crossings in that they have full barriers, road traffic signals and have protecting signals with telephones linked to the signalbox. Instead of a CCTV camera they use a combination of Radar and Lidar (laser radar) to check that there are no objects or persons within the level crossing before a train approaches. The normal position of the barriers is raised.

The following modules contained within GE/RT8000 are amended when working with OD level crossings:

Duties of a level crossing attendant Handbook 18

Qualified attendants are not permitted to operate an OD crossing until they have been instructed on its use. A copy of the attendant's instructions showing the method of working can be found in the REB at the crossing.

LNW South Route GI - Dated: 07/06/14

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Operation of class 943 propelling advisory control system (Table 'J1')

The provisions of Rule Book, Module TW1, Section 15 are exempt for the operation of trains containing Class 943 propelling control vehicles (PCV) in PACS mode (that is, using the 'Propelling and Advisory Control System'), between the locations shown in the table below :

Between	Lines	Other Restrictions
MD101 EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)		
Euston and Wembley Central	All lines	
Watford Jn. and Watford South Jn.	All lines	For use of train accessing to/from DC Electric lines.
MD120 CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)		
Camden Jn. to Willesden Junction Low Level	All lines	For use of trains accessing to/from North London lines, Euston D.S.S. via DC Electric lines at Watford Junction.
MD136 HARLESDEN JN TO WEMBLEY CENTRAL (WILLESDEN CARRIAGE SHED LINES)		
	All lines	
MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)		
	All lines	
MD145 CAMDEN ROAD JUNCTION TO CAMDEN JUNCTION		
Camden Road West Jn. to Camden Jn.	All lines	For use of trains accessing to/from North London lines.
MD150 KENSAL GREEN JUNCTION TO WILLESDEN SUBURBAN JUNCTION		
Kensal Green Jn. to Willesden Suburban Jn.	All lines	For use of trains accessing to/from North London lines.
MD155 KENSAL GREEN JUNCTION TO HARLESDEN JUNCTION (CITY LINES)		
Kensal Green Jn to Harlesden Jn	Down City line Up City line	
MD166 NORTH POLE JUNCTION TO WEMBLEY		
Mitre Bridge Jn. and West London Jn.	All lines	
West London Jn and Wembley Yard South Jn	Down Willesden Relief line and Up Willesden Relief line	

LNW South Route GI - Dated: 05/11/16

Passenger trains - emergency sanding equipment

Certain passenger trains other than locomotive hauled trains and Class 165/166 Diesel Multiple Units are fitted with sanding equipment, which the Driver will operate when it is necessary to stop the train in conditions of very low adhesion. Where each driving cab carries one application of sand, once the equipment has been operated from that cab, the facility will not be available again until the containers have been replaced.

Drivers' Actions. When the emergency sanding equipment has been used the train must be brought to a stand and the Driver must inform the Signaller immediately and report the following:

a) that the emergency sanding equipment has been operated,

b) the location where the emergency sanding equipment was discharged and the current location of the train.

If the Signaller cannot be contacted **immediately** via the GSM-R or a signal post telephone, the Driver must place a track circuit operating clip on the line immediately in front of the train. To avoid delay, if the Driver alights to use a signal post telephone, a track circuit operating clip should be taken as well. The Signaller may instruct the Driver to place a track circuit operating clip on the line immediately in front of the train.

When the Signaller confirms that the train has been protected by fixed signals, the Driver must provide the following additional information:

a) why the emergency sanding equipment was operated, i.e. whether for a genuine application, systems fault or operated in error,

b) the location of the poor adhesion site which required the emergency sanding equipment to be used,

c) the unit and vehicle number on which the emergency sanding equipment was operated.

Signallers' Actions. Upon advice from a Driver that the emergency sanding equipment on certain passenger trains other than locomotive hauled trains and Class 165/166 Diesel Multiple Units, has been operated the Signaller must **immediately**:

d) place or maintain the signal in rear of the train at Danger,

e) if the line on which the train is standing is track circuited, confirm that the track circuit is showing occupied. Should the track circuit not be showing occupied and the signal in rear cannot be placed to Danger, instruct the Driver to apply a track circuit operating clip immediately in front of the train,

f) advise the Driver when the train is protected and record the information provided. (On Bi-directional lines, protection must also be applied to prevent the approach of trains in the opposite direction).

When it has been ascertained that train movements may re-commence, the controlled signal next in rear of where the emergency sanding equipment was operated must be maintained at Danger until the train has passed clear of the overlap of the signal in advance of where the train stopped and occupied the track circuit ahead. The passage of this first train must be observed to ensure that track circuits operate correctly. This method of signalling must continue until it has been ascertained that the track circuits are working correctly.

Where points are locked by track circuits they must not be operated until the train is well clear. The individual points switches must be used on a route setting panel.

Where poor adhesion problems have been reported the conditions within Rule Book, Module TW1, Section 28 'Rail-head adhesion', must be applied.

Network Rail Control must be informed of any emergency sanding equipment operation giving details of the unit and vehicle numbers, train identity and the time and location of the incident.

All details of emergency sanding equipment activation must be recorded in the Train Register or Occurrence Book.

LNW South Route GI - Dated: 03/12/16

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 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 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 withing the possession limits
- Arrangements to be made by PICOP for a detonator and stop bard 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.

LNW South Route GI - Dated: 17/06/2023

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RAILWAY CRIME

All railway staff must be vigilant to railway crime and cable theft, and report any suspicious activity on the operational railway, or in the area of electrical substations, to the controlling signaller.

Some examples of suspicious activity could be:

- Anyone not wearing appropriate PPE, or that do not appear to have a safe system of work.
- Anyone not responding to a train drivers warning, or appearing to hide as trains or people approach.
- Vehicles that do not have any company markings or logos
- Signalling location cabinets with doors open or missing, or troughing lids newly disturbed, with no staff nearby.
- People 'loitering' in the area of electrical substations.

In such cases, please inform the controlling signaller as quickly as possible giving precise location details. Drivers do not need to stop their trains immediately to report this, unless they consider it a safety of the line issue.

National GI - Dated: 30/08/2014

Sandite application and rail conditioning trains

1. Types of rail conditioning trains
   - 1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagons hauled by a locomotive at each end
   - 1.2 The Multi-Purpose Vehicle (MPV) consists of a specially-built unit with driving cabs at each end.
   - 1.3 Where a DMU is used this consists of a specially modified class 117 or 121.
   - 1.4 All types of train carry out conditioning of the railhead during autumn by a combination of water jetting and the application of sandite traction gel.
2. Speed
   - 2.1 The maximum speed of trains when water jetting and applying sandite is 40mph, except for the West Coast South route where the permitted speed is 60mph when water jetting only.
3. Notices
   - 3.1 Notices will be produced detailing the locations where sanditing and water jetting will take place.
   - 3.2 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.
   - 3.3 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.
4. Signalling arrangements
   - 4.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.
   - 4.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.
   - 4.3 Where train describers are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.
   - 4.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.
   - 4.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module TS11, Section 14 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

National GI - Dated: 07/12/13

Signal reminder board

The following sign consists of a black exclamation mark on a white background within a red triangle and may be provided on the approach to signals at certain locations on London North Western Route (South). The supplementary information sign consists of black letters on a white background. The purpose of the sign is to remind Drivers of the presence of a signal ahead in an effort to reduce the incidence of signals being passed at Danger at the location concerned.

The locations of these boards will be published in Section 'C' of the Weekly Operating Notice as and when they are erected.

LNW South Route GI - Dated: 07/10/06

Special instructions for the working of steam locomotives

1. The conditions of the appropriate Train Operating Company's (T.O.C.) instructions for the working of steam locomotives must be strictly applied.
2. Speeds for each movement will be published in the Special Traffic Notice, which will be subject to strict observance of all lower temporary, emergency, or permanent speed restrictions. The special train must not exceed the lower speed of any differential speed restriction.
3. The train must not use crossovers situated between station platforms.
4. Steam emissions must be kept to a minimum if brought to a stand under an overbridge.
5. The Driver/Person in Charge of the locomotive must visually check the axle boxes on the locomotive and tender for any signs of overheating during the journey.
6. The conditions of Railway Group Standard GO/RT3440 "*Steam Locomotive Operation*" must be adhered to.
7. A competent person nominated by the Electrification Engineer or trained to a standard approved by the Electrification Engineer, must be provided by the T.O.C. and be present on the footplate whilst the locomotive is running under Overhead Line Equipment. They must keep a special watch on the overhead line equipment and advise the Driver of any OLE features which they consider the Driver needs to be aware of. They must make contact with the relevant Electrical Control Room before entering and on leaving an electrified section, and in the event of an emergency, and must also notify the appropriate Electrical Control Room of how they can be contacted in an emergency.
8. The use of long fire irons is prohibited whilst the locomotive is running under Overhead Line Equipment.
9. The locomotive must not be watered on any line equipped with O.L.E. unless it is fitted with a 'bottom feed', for the water supply.

LNW South Route GI - Dated: 03/12/11

Staff/barrow crossings between platforms

At stations where passengers have to cross the track from one platform to another the staff must exercise the utmost possible supervision to prevent the risk of accident. At all stations where footbridges or subways are provided special care should be taken to prevent passengers using the Staff/Barrow crossings.

LNW South Route GI - Dated: 07/10/06

Terminal platform lines and dead end bays

At a terminal station or dead-end bay where the Absolute Block System of Signalling is in force, a train may be allowed to enter such platform line when it is already occupied by another train or vehicle provided the line is clear to the point to which the train has to run.

No setting back movement should be made without the permission of the Signaller controlling the entrance of trains travelling in the proper direction into the station, except that locomotives may closely follow trains departing from dead-end platforms as far as the platform outlet signal.

After authorising a setting back movement, the Signaller must not allow any other movement on the line concerned until he has satisfied himself that the setting back movement has been completed.

LNW South Route GI - Dated: 07/10/06

WHEEL IMPACT LOAD DETECTORS ('WheelChex' equipment)

The equipment, installed in the track, is designed to minimise track and vehicle damage by detecting out-of-round wheels or overloaded vehicles. In LNW South Route, equipment is located as follows:

Route	Location	Mileage	Lines fitted
MD306	Eckington	75m 46ch	Down and Up

If a train exerts an impact force on the track of 350 kilonewtons or more when passing a site, an alarm is sent to Operations Control, from where arrangements will be made with the appropriate Signaller and the TOC Control to deal with the train.

The train concerned will normally be stopped specially. Depending on the severity of the impact, the Signaller will instruct the Driver not to exceed a specified maximum speed until the train/ vehicle can be taken out of service. The 'alarm levels' used are as follows:

Level 2 Alarm - Locomotive / Class 4 max speed 40mph, all other classes of Freight max. speed 30 mph, Passenger / ECS max speed 50 mph.

Level 3 Alarm – all trains max. speed 20 mph.

Level 4 Alarm – all trains max speed 10 mph.

Level 1 alarms are warnings only and do not require trains to be stopped.

Operations Control and the appropriate TOC Control will confer as necessary on the arrangements to apply in each case; generally this will follow the Contingency Plan for the operator concerned.

LNW South Route GI - Dated: 15/09/2018

Working of ground frames

Unlocked from Signal Box. The ground frame operator must telephone the Signaller and come to a clear understanding regarding the movements to be made and request him to unlock the frame. The Signaller must inform the ground frame operator when the frame has been unlocked. Where a plunger working in connection with a release lever at the ground frame is provided, it must be pressed and held in until the lever is out of the catch. When the movements have been completed, and the train is clear of the points ready to depart or has been shunted into the siding(s) clear of the running line(s), and the ground frame levers placed in the normal position, the ground frame operator must inform the Signaller accordingly and request him to lock the ground frame. The Signaller must inform the ground frame operator when this has been done. Until this advice is received, the ground frame operator must not rejoin the train or allow it to proceed.

At Ground Frames where separate telephone ringing facilities are not provided, the “Attend Telephone” bell code 3-3-3-3 must be used by the person requiring to speak to the Signaller, or vice versa.

If the ground frame operator observes any irregularity on the running lines or should a running line be fouled, he must immediately advise the Signaller and where bell communication is provided, in order to obtain the Signaller's attention without delay he must give six or more beats on the bell in rapid succession. The ground frame operator must also take whatever protective action is required.

At ground frames, where bell communication is also provided with the signal box, the following code must be used if there is a failure of the telephone:-

To Signal Box

Unlock ground frame	2
Train shunted clear of running line(s)-lock ground frame	3
Train on running line ready to depart-lock ground frame	5
These codes will be acknowledged by repetition when the ground frame has been unlocked/locked Running line(s) fouled	6

From Signal Box

Clear running line(s) for train to pass	7
To be acknowledged by repetition and code 3 sent when the line(s) have been cleared	

The call attention signal, 1 beat, must be sent and acknowledged before the required code is sent. Should the Signaller be unable to re-lock the ground frame and special emergency instructions are not in force, he must not allow a following train to proceed until an assurance has been received that the points have been firmly secured in the normal position or the failure has been rectified.

LNW South Route GI - Dated: 07/10/06

Explanation of Table A terms and symbols

Index & Key To Symbols

Unless indicated otherwise all information is shown with the Down direction being down the page and the Up direction being up the page.

Location Column

Station names are shown in CAPITALS.

Ground Frames are indicated by the letters GF, Emergency Ground Frames by the letters EGF, Ground Switch Panels by the letters GSP, and Shunt Frames by the letters SF. Where trains may be shut in, a letter "S" in a circle is shown.

Level crossings are indicated by the letters LC and one of the abbreviations below, following the name of the crossing:

- Crossings operated by a Signaller or Crossing Keeper

MCG	Manned Level Crossing (gates) operated locally by a signaller or crossing keeper
MCB	Manned Level Crossing (full barriers) operated locally by a signaller or crossing keeper
CCTV	Manual Level Crossing (full barriers) remotely supervised via closed circuit television
RC	Manual Level Crossing (full barriers) remotely controlled
OD	Manual Level Crossing (full barriers) normally automatically operated with obstacle detection

- Automatic Crossings

AHBC	Automatic Half-Barrier crossing – monitored by signaller
ABCL	Automatic Barrier Crossing - road warning lights and barriers monitored by train crew
R/G	Miniature Red/Green Warning Lights (including Miniature Stop Lights)
AOCL	Automatic Open Crossing - road warning lights monitored by train crew
AOCL+B	Automatic Open Crossing (half barriers) monitored by train crew. The rules applicable to ABCL level crossings apply to this type of crossing.

X shown after the above abbreviations for level crossing type (e.g. AHBC-X, AOCL-X) indicates that the crossing concerned works automatically for movements in the wrong direction.

- Other crossings

TMO	Train Crew Operated
OPEN	Open crossing without road warning lights
UWC	User Worked Crossing
UWB	Crossing with User Worked Barriers
[T]	Accommodation / occupation crossing equipped with telephone.
UI	Accommodation/occupation or footpath level crossing equipped with User Information equipment
BW	Bridleway Crossing

Token Exchange Points on "Radio Electronic Token Block" lines and "No Signaller Token with Remote Crossing Loops" lines are identified by the letters - TEP.

Overhead Line Neutral Sections are indicated by the letters OHNS.

Mileage Column

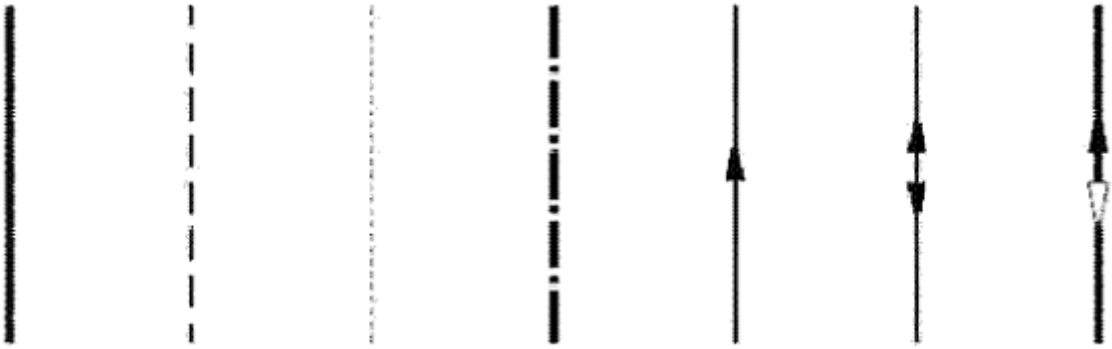
Mileage is shown in miles and chains. (1 mile = 1760 yards / 1.6 km, 1 chain = 22 yards / 20.11 metres)

Where the lineside mileage changes, the entry is shown:

$$\frac{47\ \ 02}{0\ \ 00}$$

Running lines & speed restrictions column

This contains a diagrammatic representation of all running lines and associated connection, but is not to scale. Lines are displayed as follows:



Passenger line	Goods line	Siding	Running line not controlled by Network Rail	Normal direction of travel	Bi-directional line (Double arrow indicates normal direction of travel)	Line equipped with reversible signalling with a white (un-shaded arrow) to indicate wrong direction of travel

The following abbreviations are used:-

U	Up
UM	Up Main
UF	Up Fast
US	Up Slow
UE	Up Electric
UR	Up Relief
UA	Up Avoiding
UG	Up Goods
USB	Up Suburban
UPL	Up Passenger Loop
UGL	Up Goods Loop
URS	Up Refuge Siding
CL	Crossing Loop in Single Line

D	Down
DM	Down Main
DF	Down Fast
DS	Down Slow
DE	Down Electric
DR	Down Relief
DA	Down Avoiding
DG	Down Goods
DSB	Down Suburban
DPL	Down Passenger Loop
DGL	Down Goods Loop
DRS	Down Refuge Siding
U&D	Up & Down

Where other abbreviations are in use, details are given in the “Signalling & Remarks” column.

Speed Restrictions

- The maximum permissible speed is shown in miles per hour on each running line.
- The location of a change in maximum permissible speed is indicated by a star.
- The mileage at which the speed change occurs is shown in the mileage column, along with a further star.

On bi-directional lines a star may indicate a change in speed in one direction only. This will be indicated by an arrow next to the star and the speed to which it applies (see diagrammatic explanation of symbols table).

Where a differential speed restriction applies, it is indicated as in the following example:

Standard differential speed restriction	Non-Standard differential speed restriction
20	20
40	SP 40

The abbreviation used in the Non-Standard differential speed restrictions is as defined in *Rule Book Module SP, Section 2.5 - Permissible speed indicators with letters*.

The above example of a non-standard differential speed restriction indicates that Sprinter trains are permitted to travel at 40mph and all other trains at 20mph.

On single and bi-directional lines where different speeds apply in each direction the speeds are shown together with an arrow head indicating the direction in which they apply. The arrow head for the Up direction is to the left of the running line, and that for the Down direction to the right.

On single and bi-directional lines where the same speed applies to movements in either direction, no arrows are shown

Unless indicated otherwise by speed signs, the maximum speed over connections to sidings and yards is 15 mph and the maximum speed in Depots and Carriage Sidings is 5 mph.

Where another line or lines lead off from the running line (a loop or additional running line), the speed for that new line will be indicated in the connection and will remain until a change in speed is indicated as normal.

In the Scotland route Sectional Appendix, in accordance with previous signing practices, some speeds may not be indicated on the lineside by a speed sign. Such speeds are therefore prefixed by a small, angled dash to denote that lineside signs **may not** be provided.

Signalling & Remarks column

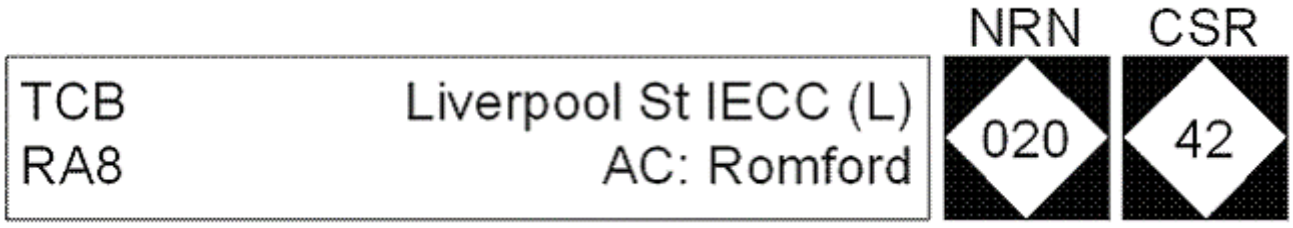
The “Signalling & Remarks” column contains the following details at the top of each page, and again whenever any of the details therein change:

Mode of signalling

Controlling Signal Box, type and signal prefix (where relevant, the controlling panel or workstation name).

NRN radio channel number where appropriate

CSR number where appropriate



Where shown, route availability number for the line(s) concerned.

Type of electrification where appropriate and electrical control room responsible for the area.

GSM-R

There are two types of GSM-R radio system in use:

1. GSM-R train radio which provides drivers, guards and other on-train staff with a secure means of communication with the signaller, operations controller and ECO for use as the normal method of communication. Areas equipped with GSM-R train radio fixed infrastructure are indicated with the symbol shown below (specific details are shown at the top of each page adjacent to or immediately below the controlling signal box information).

2. GSM-R (IVRS) radio which provides users with a direct means of communication with the signaller for emergency use only. The areas covered by GSM-R (IVRS), together with the symbol below, are shown in the Signalling & Remarks column.

Mode of signalling

TCB	Track Circuit Block
AB	Absolute Block
AB (PF)	Permissive Block
RETB	Radio Electronic Token Block (including the channel number)
ET	Electric Token Block
TB	Tokenless Block
TB(SC)	Scottish Region Tokenless Block
NST	No Signaller Token
NSTR	No Signaller Token with Remote Crossing Loops
NB	No Block
OTS	One Train Working where a staff is provided
OTNS	One Train Working where a staff is not provided
TST	Train Staff and Ticket (detail in Local instructions where applicable)
C2	Western only (see Western General Instructions for details)
ERTMS L2	European Rail Traffic Management System (Level 2)

Electrification

AC	Electrified with Overhead Line Equipment at 25kV Alternating Current.
DC(3)	Electrified with Third Rail at 750 volts Direct Current.
DC(4)	Electrified with Fourth Rail at 750 volts Direct Current.

Note: When Cab Secure / NRN radio channel numbers change, an additional symbol with the new channel number will appear adjacent to the point where the channel changes. The information is read DOWN the page, therefore when a change occurs the new channel number will apply to the area below the additional symbol.

The “Signalling & Remarks” column contains additional information as follows:-

- Special Speed restrictions where denoted by ① (or other number in a circle) in the “Running lines & speed restrictions” column.
- Automatic Staff Warning Systems using the abbreviation FWS - Fixed Warning System (applies to lines as indicated in the “Signalling & Remarks” column).
- AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted.
- TPWS – Train Protection Warning System. Detail is given for those lines of route where the system is not fitted.
- TASS – Tilt Authorisation and Speed Supervision system.
- Loop and Refuge Siding Standage, given in metres / feet or yards / SLU’s (1 SLU = 21 feet) (these lengths do NOT take into account defensive driving policy / stand-back from signals).
- Locations of catch points.
- Other additional remarks e.g. telephones where provided for traffic purposes.
- Length of station platforms in metres and yards (these lengths do NOT take into account defensive driving policy / stand-back from signals). Where platform lengths are not given, please refer to the relevant table in the ‘General Instructions’ section of the Sectional Appendix.

- Local Instructions are referred to where appropriate.
- Locations of Lockout Devices (LOD):
  - LOD (P) - Patrolman's Lockout Device - inhibits movements in one direction only on designated bi-directional line(s)
  - LOD (T) - Traffic Lockout Device - inhibits all movements on designated line(s)
  - NB: Full details of the protection afforded is as defined in the lineside case.
- Locations where Permissive Working is authorised :-
  - PP - Permissive Working - full use for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-S - Permissive Working - Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-C - Permissive Working - Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PF - Permissive Working for class 3 to 8 and 0 trains.

Additional :Layer(s) Table 'A' Symbols

Exceptionally Poor Rail Adhesion Area

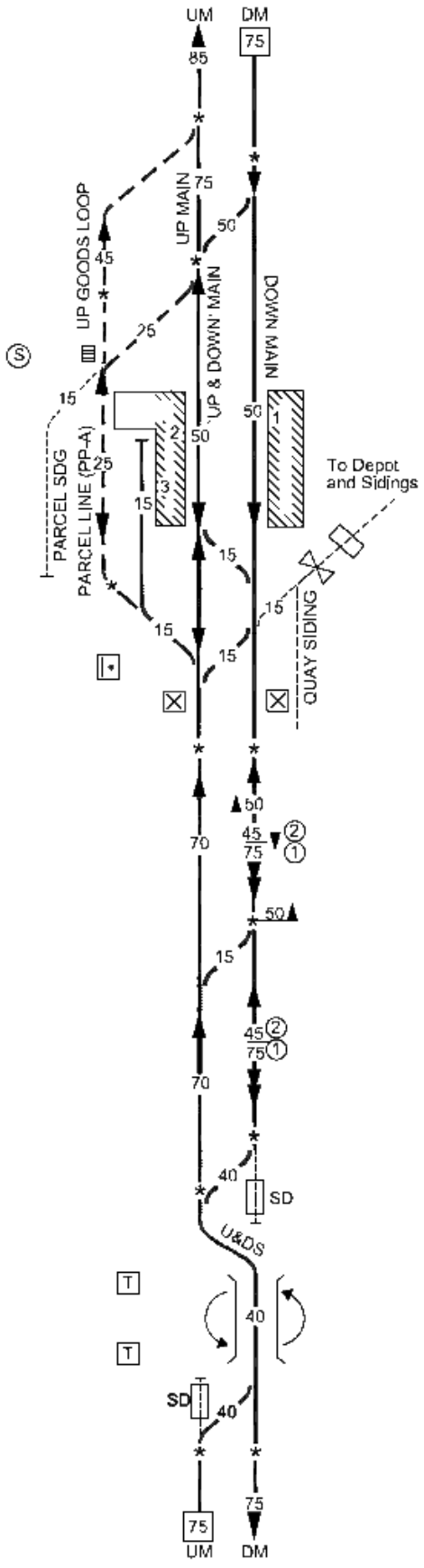
Multi SPAD Signals

Signal Box Instructions

NOTE:

- These symbols are for electronic links to data held in http://OPSweb.co.uk only.
- The additional information obtained via these links is to be used at the users own risk.
- Any further symbols on Table 'A's which are not listed here are in conjunction with further trials as part of the Sctional Appendix + project.

Diagrammatic explanation of symbols



Speed on Down Main line carried forward from previous page.
Speed on Up Main line carried forward to next page.

Permissible speed change, with mileage provided in mileage column.

Crossover with permissible speed of crossover indicated.

Ground Frame, Emergency Ground Frame, Ground Switch Panel or Shunt Frame. Where trains may be shut in, a letter "S" in a circle is shown on the left-hand side of the diagram.

Station platforms, with platform numbers shown where applicable. Platform lengths are shown in the Signalling & Remarks column or as a General Instruction for the Route concerned.

Platforms without any hatching denote parcels platforms.

Weighbridge.

Gates.

Signal box, power signal box, signalling centre.

Patrolman's or Traffic Lookout Device. Type and details of protection defined in the Signalling & Remarks column.

Permissible speed change, with mileage provided in mileage column.

On bi-directional lines, double arrow indicates normal direction of travel.

On single or bi-directional lines, different speeds apply depending on direction of travel. Adjacent arrow indicates in which direction the speed applies.

Change of speed applies in the wrong direction.

Differential speed restriction - details provided in Signalling & Remarks column. See also notes on permissible speeds above.

On single or bi-directional lines, speed applicable in both directions.

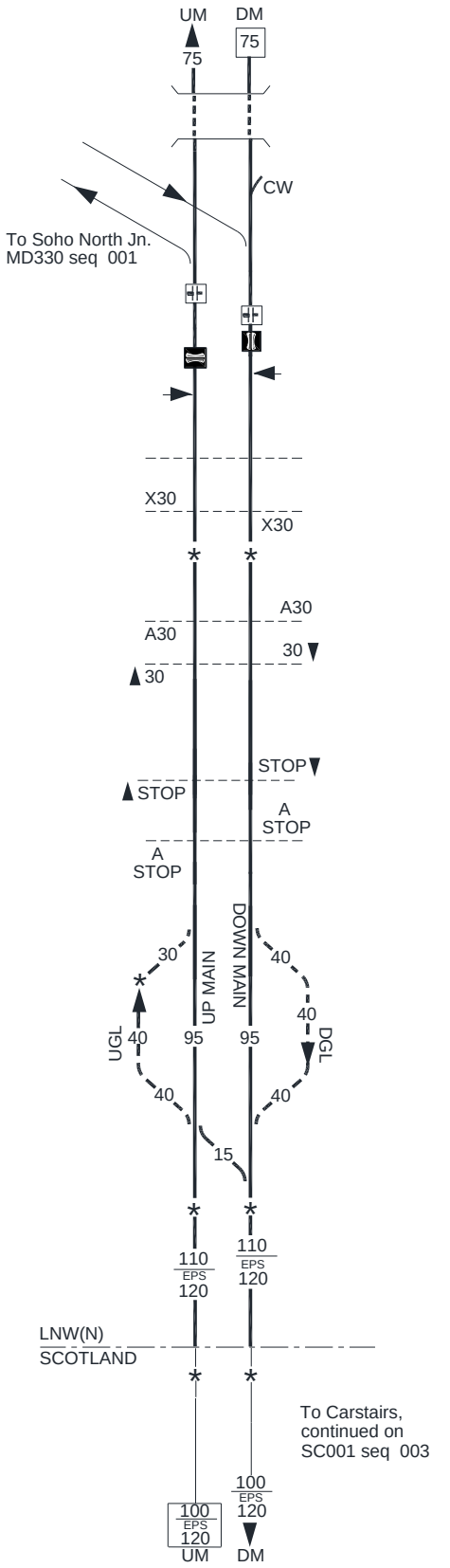
SD: Sand Drag.

Lineside telephone.

Moveable (swing or lift) bridge.

Lineside telephone.

Speed on Up Main line carried forward from previous page.
Speed on Down Main line carried forward to next page.



Speed on Down Main line carried forward from previous page.
Speed on Up Main line carried forward to next page.

Tunnel: Length is shown in the Location column.

Catch points (C: unworked; CW: worked; D: de-railer). Where appropriate, the distance from fixed signals is shown in the Signalling & Remarks column.

Junction with reference to appropriate Table A page.

Overhead line Neutral Section. OHNS is shown in the Location column.

Automatic Power Change Over - Pantograph Raise

Automatic Power Change Over - Pantograph Lower

Hot Axle Box Detector (HABD), Wheel Impact Load Detector or Wheelcheck Device.

Level crossing.

Level crossing with wrong direction approach speed.

Permissible speed change, with mileage provided in mileage column.

Level crossings with right direction approach speed. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

Level crossings where trains must be brought to a stand before proceeding over the crossing. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

Permissible speed change, with mileage provided in mileage column.

Non-standard differential permissible speed (in this case, Enhanced Permissible Speed).

Route (or Appendix) boundary, with reference to adjacent Route.

Reference to Table A on which the line is continued.

Speed on Up Main line carried forward from previous page.
Speed on Down Main line carried forward to next page.

Dated: 18/05/19

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Index of Locations

Location	Table A - Module
Abbey Junction	MD232-001-LNW(S)2, MD555-001-LNW(S)2
Abbotswood Jn	MD306-015-LNW(S)2
Abbotswood North Jn	MD306-014-LNW(S)2
Abernethys LC (UWC)	MD401-002-LNW(S)2
ABP Control Centre (HH)	MD555-002-LNW(S)2
ABP National Distribution Park	MD555-002-LNW(S)2
ACOCKS GREEN	MD401-012-LNW(S)2
Acton Canal Wharf Jn	MD170-001-LNW(S)2
Acton Canal Wharf SB	MD170-001-LNW(S)2
Acton Wells Junction	MD167-003-LNW(S)2
Acton Wells Jn SB	MD167-003-LNW(S)2
ADDERLEY PARK	MD301-007-LNW(S)2
Albion Sidings	MD301-014-LNW(S)2
ALBRIGHTON	MD801-003-LNW(S)2
Aldridge Jn	MD565-002-LNW(S)2
Allscott GF	MD801-006-LNW(S)2
Alrewas LC (MCB)	MD340-005-LNW(S)2
Alrewas SB (AS)	MD340-005-LNW(S)2
Althorpe Park HABD	MD105-003-LNW(S)2
ALVECHURCH	MD310-001-LNW(S)2
Alvechurch Station Jn	MD310-001-LNW(S)2
Amington Junction	MD101-028-LNW(S)2
Andrews LC (UWC)	MD306-016-LNW(S)2
Anglesea Sidings	MD350-001-LNW(S)2
APSLEY	MD101-012-LNW(S)2
Apsley Manor Farm No.2 LC (UWC)	MD720-001-LNW(S)2
Ardley Tunnel	MD701-009-LNW(S)2
Arena Tunnel	MD301-011-LNW(S)2
Arley HABD	MD555-001-LNW(S)2
Arley Tunnel	MD555-001-LNW(S)2
Ashby Jn	MD101-026-LNW(S)2
Ashendon Jn (former site of)	MD701-008-LNW(S)2
ASPLEY GUISE	MD140-003-LNW(S)2
Aspley Guise LC (CCTV)	MD140-003-LNW(S)2
ASTON	MD320-004-LNW(S)2
Aston North Jn	MD320-004-LNW(S)2, MD340-001-LNW(S)2
Aston SB (AN)	MD320-003-LNW(S)2
Aston South Jn	MD315-001-LNW(S)2, MD320-004-LNW(S)2
ATHERSTONE	MD101-027-LNW(S)2
Attleborough North Junction	MD101-025-LNW(S)2
Attleborough South Junction	MD101-025-LNW(S)2
AYLESBURY	MD712-002-LNW(S)2, MD720-002-LNW(S)2, MD725-001-LNW(S)2
Aylesbury Vale Junction	MD725-001-LNW(S)2
AYLESBURY VALE PARKWAY	MD725-001-LNW(S)2
Aynho Junction	MD401-002-LNW(S)2, MD701-009-LNW(S)2
Aynho Park Jn (former site of)	MD701-009-LNW(S)2
BANBURY	MD401-004-LNW(S)2, MD401-005-LNW(S)2
Banbury Depot Jn	MD401-004-LNW(S)2
Banbury North Jn	MD401-005-LNW(S)2
Banbury South Jn	MD401-004-LNW(S)2
Banbury Road Sidings	MD736-002-LNW(S)2
BARNT GREEN	MD306-009-LNW(S)2, MD310-001-LNW(S)2

Location	Table A - Module
Barnt Green Jn	MD306-009-LNW(S)2, MD310-001-LNW(S)2
Barnt Green Single Line Jn	MD310-001-LNW(S)2
Bath Row Tunnel	MD306-002-LNW(S)2
BEACONSFIELD	MD701-005-LNW(S)2
BEARLEY	MD415-001-LNW(S)2
Bearley Jn	MD415-002-LNW(S)2, MD425-003-LNW(S)2
Beaumont Hill LC (UWC)	MD425-003-LNW(S)2
BEDFORD ST. JOHNS	MD140-006-LNW(S)2
BEDWORTH	MD410-003-LNW(S)2
Beechwood Tunnel	MD301-004-LNW(S)2
Bentley Heath LC (CCTV)	MD401-011-LNW(S)2
BERKHAMSTED	MD101-014-LNW(S)2
BERKSWELL	MD301-004-LNW(S)2
BERMUDA PARK	MD410-003-LNW(S)2
Berry Lane LC (UWC)	MD140-003-LNW(S)2
Bescot Curve Jn	MD370-001-LNW(S)2
Bescot Jn	MD320-008-LNW(S)2, MD345-001-LNW(S)2
Bescot Middle Junction	MD320-007-LNW(S)2
BESCOT STADIUM	MD320-008-LNW(S)2
Bicester Depot East Junction	MD736-004-LNW(S)2
Bicester Depot West Junction	MD736-004-LNW(S)2
Bicester Eastern Perimeter Road LC (TMOB)	MD736-005-LNW(S)2
Bicester London Road LC (CCTV)	MD736-004-LNW(S)2
BICESTER NORTH	MD701-010-LNW(S)2
Bicester South Junction	MD701-010-LNW(S)2, MD745-001-LNW(S)2
BICESTER VILLAGE	MD736-004-LNW(S)2
BILBROOK	MD801-003-LNW(S)2
Birch Coppice Exchange Sidings	MD501-002-LNW(S)2
BIRMINGHAM INTERNATIONAL	MD301-005-LNW(S)2
Birmingham International North Jn	MD301-005-LNW(S)2
Birmingham International South Jn	MD301-005-LNW(S)2
BIRMINGHAM MOOR STREET	MD435-003-LNW(S)2
BIRMINGHAM NEW STREET	MD301-009-LNW(S)2,MD301-010-LNW(S)2,MD306-001-LNW(S)2
Birmingham New St PSB (NS)	MD301-010-LNW(S)2,MD306-001-LNW(S)2
Birmingham Railway Museum	MD401-008-LNW(S)2
BIRMINGHAM SNOW HILL	MD435-004-LNW(S)2
Blackwell North Jn	MD306-010-LNW(S)2
Blackwell South Jn	MD306-010-LNW(S)2
BLAKE STREET	MD340-003-LNW(S)2
BLAKEDOWN	MD430-002-LNW(S)2
Blakedown LC (CCTV)	MD430-002-LNW(S)2
BLETCHLEY	MD101-017-LNW(S)2, MD140-001-LNW(S)2
Bletchley East Jn	MD140-001-LNW(S)2
Bletchley Flyover North Jn	MD101-017-LNW(S)2, MD736-009-LNW(S)2
Bletchley South Jn	MD101-017-LNW(S)2, MD140-001-LNW(S)2
Bletchley North Jn	MD101-017-LNW(S)2, MD140-001-LNW(S)2
Blisworth	MD101-021-LNW(S)2
BLOXWICH	MD345-004-LNW(S)2
Bloxwich LC (MCB-CCTV)	MD345-004-LNW(S)2
BLOXWICH NORTH	MD345-005-LNW(S)2
Boat LC (UWC)	MD306-012-LNW(S)2

Location	Table A - Module
BORDESLEY	MD435-002-LNW(S)2
Bordesley Jn	MD401-016-LNW(S)2, MD570-002-LNW(S)2
Bordesley South Jn	MD401-016-LNW(S)2, MD435-002-LNW(S)2
Bordesley Viaduct	MD435-003-LNW(S)2
Boulders Farm No.2 LC (UWC)	MD401-002-LNW(S)2
Bourne End Junction	MD101-013-LNW(S)2
BOURNVILLE	MD306-004-LNW(S)2
BOW BRICKHILL	MD140-003-LNW(S)2
Bow Brickhill LC (CCTV)	MD140-003-LNW(S)2
Bradnocks Marsh HABD	MD301-004-LNW(S)2
Brandon HABD	MD301-001-LNW(S)2
Brent New Junction	MD166-006-LNW(S)2
Brent Sidings	MD101-005, MD136-001, MD137-001-LNW(S)2
Brent Viaducts (North Circular Road)	MD136-002, MD136-003, MD137-003, MD166-007-LNW(S)2
BRICKET WOOD	MD130-002-LNW(S)2
Bridge Street GF, former site of	MD175-001-LNW(S)2
Bridge Street Jn (former site of)	MD175-001-LNW(S)2
Bridge Street LC (MCB), former site of	MD175-001-LNW(S)2
Brill Tunnel	MD701-008-LNW(S)2
Brinklow Junction	MD101-024-LNW(S)2
Bromford Bridge Junction	MD501-004-LNW(S)2
BROMSGROVE	MD306-011-LNW(S)2
Bromsgrove North Jn	MD306-011-LNW(S)2
Bromsgrove South Jn	MD306-011-LNW(S)2
Brookfield House LC (UWC)	MD401-002-LNW(S)2
Brookhay LC (AHBC)	MD340-005-LNW(S)2
Brownhills	MD350-001-LNW(S)2
Bucknells Farm LC (BW)	MD701-009-LNW(S)2
Budbrooke Jn	MD401-010-LNW(S)2
Bulkington (former site of)	MD101-025-LNW(S)2
Burnham Bros LC (UWC)	MD415-001-LNW(S)2
Burton Dassett Kineton MOD	MD460-001-LNW(S)2
Burton Farm No.1 LC (UWC)	MD415-002-LNW(S)2
Burton Farm No.2 LC (UWC)	MD415-002-LNW(S)2
Bushbury Jn	MD301-018-LNW(S)2, MD320-010-LNW(S)2
Bushbury (Oxley) Jn	MD320-010-LNW(S)2, MD805-001-LNW(S)2
BUSHEY	MD101-009-LNW(S)2, MD120-008-LNW(S)2
BUTLERS LANE	MD340-003-LNW(S)2
Calor Gas Sidings GF	MD410-003-LNW(S)2
Calvert Jn	MD725-002-LNW(S)2
Calvert North GF	MD725-002-LNW(S)2
Calvert South GF	MD725-002-LNW(S)2
Camden Jn	MD101-003-LNW(S)2, MD120-001-LNW(S)2, MD145-001-LNW(S)2

Location	Table A - Module
Camden Junction South	MD101-003-LNW(S)2
Canal Farm Junction	MD101-026-LNW(S)2, MD233-001 LNW(S)2
Canal Tunnel	MD306-002-LNW(S)2
CANLEY	MD301-003-LNW(S)2
CANNOCK	MD345-006-LNW(S)2
CARPENDERS PARK	MD120-007-LNW(S)2
Castle Bromwich Jn	MD501-003-LNW(S)2, MD565-001-LNW(S)2
Castlethorpe North HABD	MD101-020-LNW(S)2
CASTLETHORPE (former site of)	MD101-020-LNW(S)2
Charlemont Road LC (R/G-X)	MD320-006-LNW(S)2
CHEDDINGTON	MD101-015-LNW(S)2
Cheddington WheelChex	MD101-015-LNW(S)2
Cherrys No.4 LC (UWC)	MD401-002-LNW(S)2
CHESTER ROAD	MD340-001-LNW(S)2
Chilvers Coton Jn	MD410-003-LNW(S)2
Chiswells Farm LC (UWC)	MD401-001-LNW(S)2
Chunes LC (UWC)	MD810-002-LNW(S)2
Church Road Jn	MD306-003-LNW(S)2
Church Road Tunnel	MD306-003-LNW(S)2
Church Street LC (TMO)	MD101-019-LNW(S)2
CLAVERDON	MD415-001-LNW(S)2
Claydon LC (AOCL)	MD736-006-LNW(S)2
Claydon L&NE Jn	MD725-002-LNW(S)2, MD736-006-LNW(S)2
CODSALL	MD801-003-LNW(S)2
Cofton Jn	MD306-008-LNW(S)2
Coleshill East Junction	MD555-003-LNW(S)2
COLESHILL PARKWAY	MD555-002-LNW(S)2
Coleshill West Junction	MD555-003-LNW(S)2
Cooks 1 LC (UWC)	MD306-016-LNW(S)2
Cooks 2 LC (UWC)	MD306-016-LNW(S)2
Corks Farm No.2 LC	MD340-005-LNW(S)2
Corporation Yard Viadcut	MD435-002-LNW(S)2
COSELEY	MD301-016-LNW(S)2
COSFORD	MD801-003-LNW(S)2
Coton LC (former site of)	MD101-028-LNW(S)2
Coundon Road LC (CCTV)	MD410-001-LNW(S)2
COVENTRY	MD301-002-LNW(S)2, MD405-002-LNW(S)2
COVENTRY ARENA	MD410-002-LNW(S)2
Coventry North Jn	MD301-002-LNW(S)2, MD410-001-LNW(S)2
Coventry South Jn	MD301-002-LNW(S)2, MD405-002-LNW(S)2

Location	Table A - Module
Coventry Yard	MD410-001-LNW(S)2
CRADLEY HEATH	MD435-010-LNW(S)2
Cradley Heath LC (CCTV)	MD435-010-LNW(S)2
Crick Tunnel	MD105-004-LNW(S)2
Cropredy HABD	MD401-006-LNW(S)2
Curborough Junction	MD101-029-LNW(S)2
Curzon Street Jn	MD301-008-LNW(S)2, MD320-001-LNW(S)2
Cutnall Green	MD430-001-LNW(S)2
DANZEY	MD425-003-LNW(S)2
Darlaston Jn	MD320-009-LNW(S)2, MD360-001-LNW(S)2
Daventry International Rail Freight Terminal (DIRFT)	MD105-004-LNW(S)2
Daventry North Jn	MD105-004-LNW(S)2
Daventry South Jn	MD105-004-LNW(S)2
Daw Mill Colliery	MD555-001-LNW(S)2
Daw Mill East Junction	MD555-001-LNW(S)2
Daw Mill West Junction	MD555-001-LNW(S)2
Denbigh Hall North Jn	MD101-018-LNW(S)2
Denbigh Hall South Jn	MD101-017-LNW(S)2, MD736-009-LNW(S)2
DENHAM	MD701-005-LNW(S)2
DENHAM GOLF CLUB	MD701-005-LNW(S)2
Ditchburns Crossing LC	MD725-002-LNW(S)2
Dodds LC (UWC)	MD720-001-LNW(S)2
Donnington Junction	MD801-005-LNW(S)2
DORRIDGE	MD401-007-LNW(S)2
Dorridge North Jn	MD401-011-LNW(S)2
Dorridge South Jn	MD401-011-LNW(S)2
Drayton Road Junction	MD101-016-LNW(S)2
DUDDESTON	MD320-003-LNW(S)2
Duddeston Jn	MD501-007-LNW(S)2
DUDLEY PORT	MD301-014-LNW(S)2

Location	Table A - Module
Dunhampstead LC (AHBC)	MD306-013-LNW(S)2
Duston North Jn (former site of)	MD175-001-LNW(S)2
EARLSWOOD	MD425-002-LNW(S)2
Eckington HABD	MD306-016-LNW(S)2
Eckington North Jn	MD306-016-LNW(S)2
Eckington South Jn	MD306-016-LNW(S)2
Eckington WILD	MD306-017-LNW(S)2
Edstone Hall No.1 LC (UWC)	MD415-001-LNW(S)2
ERDINGTON	MD340-001-LNW(S)2
Esso Sidings	MD501-004-LNW(S)2
European Metals Recycling Sidings	MD501-008-LNW(S)2
EUSTON	MD101-001-LNW(S)2
Evelench LC (UWC)	MD306-013-LNW(S)2
Fenny Compton Middle Jn	MD401-006-LNW(S)2
Fenny Compton North Jn	MD401-006-LNW(S)2
Fenny Compton South Jn	MD401-006-LNW(S)2, MD460-001-LNW(S)2
FENNY STRATFORD	MD140-003-LNW(S)2
Fenny Stratford LC (CCTV)	MD140-003-LNW(S)2
Fenny Stratford Jn	MD140-002-LNW(S)2, MD740-001-LNW(S)2,
Fine Lane LC (MCG)	MD340-005-LNW(S)2
FIVE WAYS	MD306-002-LNW(S)2
Flyover Junction Summit	MD740-001-LNW(S)2
Forders Sidings	MD140-005-LNW(S)2
Fosseway LC (AHB)	MD350-001-LNW(S)2
Four Ashes	MD301-019-LNW(S)2
Four Ashes South Jn	MD301-019-LNW(S)2
FOUR OAKS	MD340-002-LNW(S)2
Galton Junction	MD301-013-LNW(S)2, MD440-001-LNW(S)2
Galton Tunnel	MD440-001-LNW(S)2
GARSTON	MD130-002-LNW(S)2
Gavray Junction	MD736-005-LNW(S)2, MD745-001-LNW(S)2
GERRARDS CROSS	MD701-005-LNW(S)2
Gerrards Cross Covered Way	MD701-005-LNW(S)2
Gibbet Hill Jn	MD405-002-LNW(S)2
Grand Jn	MD301-007-LNW(S)2, MD501-009-LNW(S)2, MD575-001-LNW(S)2
Granville Street Tunnel	MD306-002-LNW(S)2
GRAVELLY HILL	MD340-001-LNW(S)2
Great Central Way Jn	MD701-002-LNW(S)2
GREAT MISSENDEN	MD712-001-LNW(S)2
Green Lane LC (AHBC-X)	MD140-005-LNW(S)2
HADDENHAM AND THAME PARKWAY	MD701-008-LNW(S)2
Hademore LC (former site of)	MD101-028-LNW(S)2
HAGLEY	MD430-003-LNW(S)2
HALL GREEN	MD425-001-LNW(S)2
Hampstead Tunnel	MD701-001-LNW(S)2
HAMPTON-IN-ARDEN	MD301-004-LNW(S)2
Hams Hall Junction	MD555-002-LNW(S)2
HAMSTEAD	MD320-006-LNW(S)2

Location	Table A - Module
Hamstead Tunnel	MD325-001-LNW(S)2
Handsworth Booth Street (Midland Metro stop)	MD435-006-LNW(S)2
Handsworth Jn	MD435-006-LNW(S)2
Hanslope North Junction	MD101-020-LNW(S)2, MD105-001-LNW(S)2
Hanslope South Junction	MD101-020-LNW(S)2
Harbury Tunnel	MD401-007-LNW(S)2
HARLESDEN	MD120-004-LNW(S)2
Harlesden Jn	MD101-005, MD136-001, MD137-001-LNW(S)2
HARROW & WEALDSTONE	MD101-008-LNW(S)2, MD120-006-LNW(S)2
HARTLEBURY	MD430-001-LNW(S)2
Hartlebury LC (CCTV)	MD430-001-LNW(S)2
Hartshill Sidings (former site of)	MD101-026-LNW(S)2
HATCH END	MD120-007-LNW(S)2
HATTON	MD401-010-LNW(S)2, MD415-001-LNW(S)2
Hatton North Jn	MD401-010-LNW(S)2, MD420-001-LNW(S)2
Hatton Station Jn	MD401-010-LNW(S)2, MD415-001-LNW(S)2
Hatton West Jn	MD415-001-LNW(S)2, MD420-001-LNW(S)2
Hawkesbury Lane LC (CCTV)	MD410-002-LNW(S)2
Hawkesbury Lane Sidings GF	MD410-002-LNW(S)2
HEADSTONE LANE	MD120-007-LNW(S)2
Heartlands Park GF	MD501-006-LNW(S)2
Heartlands Power Station Sidings (OOU)	MD501-004-LNW(S)2
HEDNESFORD	MD345-007-LNW(S)2
Hednesford Jn	MD345-007-LNW(S)2
HEMEL HEMPSTEAD	MD101-013-LNW(S)2
HENLEY-IN-ARDEN	MD425-003-LNW(S)2
HEYFORD	MD401-001-LNW(S)2
High Oaks Junction	MD101-024-LNW(S)2
HIGH WYCOMBE	MD701-006-LNW(S)2
Hillmorton Junction	MD101-022-LNW(S)2, MD105-005-LNW(S)2
Hockley No.1 Tunnel	MD435-005-LNW(S)2
Hockley No.2 Tunnel	MD435-005-LNW(S)2
Hollands (Streethay) LC	MD340-005-LNW(S)2
Holliday Street Tunnel	MD306-001-LNW(S)2, MD306-002-LNW(S)2
Hoobrook Viaduct	MD430-001-LNW(S)2
HOW WOOD	MD130-002-LNW(S)2
Hunsbury Hill Tunnel	MD105-001-LNW(S)2
Inkpens No.1 LC (UWC)	MD401-001-LNW(S)2
Ironbridge e-on Power Station Sidings	MD810-002-LNW(S)2
ISLIP	MD736-003-LNW(S)2
Jaguar Cars Sidings	MD501-004-LNW(S)2
Jefferies LC (UWC)	MD401-006-LNW(S)2
JEWELLERY QUARTER	MD435-005-LNW(S)2
KEMPSTON HARDWICK	MD140-006-LNW(S)2
Kempston Hardwick LC (AHBC-X)	MD140-006-LNW(S)2
Kenilworth North Jn	MD405-001-LNW(S)2
Kenilworth South Jn	MD405-001-LNW(S)2
KENSAL GREEN	MD120-002-LNW(S)2
Kensal Green Jn	MD150-001-LNW(S)2, MD155-001-LNW(S)2
Kensal Green Tunnels	MD101-004-LNW(S)2,
KENTON	MD120-006-LNW(S)2
KIDDERMINSTER	MD430-002-LNW(S)2
Kidderminster Junction	MD430-002-LNW(S)2
KILBURN HIGH ROAD	MD120-001-LNW(S)2
Kilsby North HABD	MD101-021-LNW(S)2
Kilsby Tunnel	MD101-021-LNW(S)2

Location	Table A - Module
Kineton Jn	MD401-006-LNW(S)2, MD460-001-LNW(S)2
Kineton MOD Branch	MD460-001-LNW(S)2
KING'S LANGLEY	MD101-012-LNW(S)2
KINGS NORTON	MD306-005-LNW(S)2, MD570-003-LNW(S)2
Kings Norton Jn	MD306-005-LNW(S)2, MD570-003-LNW(S)2
Kings Norton Station Jn	MD306-005-LNW(S)2, MD570-003-LNW(S)2
Kings Norton West Jn	MD306-006-LNW(S)2
KINGS SUTTON	MD401-003-LNW(S)2
Kingsbury Branch Jn	MD501-001-LNW(S)2
Kingsbury Branch Sidings	MD501-001-LNW(S)2
Kingsbury Jn	MD501-002-LNW(S)2, MD545-001-LNW(S)2
Kingsbury SF (KY)	MD501-001-LNW(S)2
Kingswinford Junction	MD450-001-LNW(S)2, MD455-001-LNW(S)2
Knaptons LC (UWC)	MD401-001-LNW(S)2
Knowlhill Jn	MD101-018-LNW(S)2
Landor Street Jn	MD501-008-LNW(S)2, MD570-001-LNW(S)2
LANDYWOOD	MD345-005-LNW(S)2
LANGLEY GREEN	MD435-008-LNW(S)2
Langley Green LC (CCTV)	MD435-008-LNW(S)2
LAPWORTH	MD401-010-LNW(S)2
Launton	MD736-005-LNW(S)2
Lawley Street Freightliner Terminal	MD501-008-LNW(S)2
LEA HALL	MD301-006-LNW(S)2
LEAMINGTON SPA	MD401-008-LNW(S)2
Leamington Spa North Jn	MD401-008-LNW(S)2, MD405-001-LNW(S)2
Leamington Spa PSB	MD401-005-LNW(S)2
Leamington Spa South Jn	MD401-008-LNW(S)2
Leamington Viaduct	MD401-008-LNW(S)2
Ledburn Junction	MD101-015-LNW(S)2
LEIGHTON BUZZARD	MD101-016-LNW(S)2
LICHFIELD CITY	MD340-004-LNW(S)2, MD350-001-LNW(S)2
Lichfield City Jn	MD340-004-LNW(S)2, MD350-001-LNW(S)2
Lichfield North Junction	MD101-029-LNW(S)2
LICHFIELD TRENT VALLEY	MD101-029-LNW(S)2, MD340-005-LNW(S)2
Lichfield Trent Valley Junction SB (TV)	MD340-005-LNW(S)2, MD355-001-LNW(S)2
Lichfield TV Jn	MD340-005-LNW(S)2, MD355-001-LNW(S)2
Lichfield TV LC	MD340-005-LNW(S)2
Lickey Incline	MD306-010-LNW(S)2, MD306-011-LNW(S)2
LIDLINGTON	MD140-004-LNW(S)2
Lidlington LC (CCTV)	MD140-004-LNW(S)2
Lifford East HABD	MD570-003-LNW(S)2
Lifford East Junction	MD570-003-LNW(S)2, MD580-001-LNW(S)2
Lifford West Jn	MD306-004-LNW(S)2, MD580-001-LNW(S)2
Linslade Tunnels	MD101-016-LNW(S)2
Little Bourton LC (UWC)	MD401-006-LNW(S)2
LITTLE KIMBLE	MD720-001-LNW(S)2
LONG BUCKBY	MD105-004-LNW(S)2
Long Lawford Jn	MD301-001-LNW(S)2
LONGBRIDGE	MD306-007-LNW(S)2
Longbridge Jn	MD306-007-LNW(S)2
LYE	MD435-010-LNW(S)2
Manor Farm No.1 LC (UWC)	MD401-002-LNW(S)2
Marsh Lane LC (ABCL)	MD720-001-LNW(S)2
Manor Farm No.1 LC (UWC)	MD401-002-LNW(S)2
Marsh Lane LC (ABCL)	MD720-001-LNW(S)2
MARSTON GREEN	MD301-005-LNW(S)2
Marston LC (AHBC-X)	MD140-004-LNW(S)2

Location	Table A - Module
Marston Vale SCC	MD140-004-LNW(S)2
MARYLEBONE	MD701-001-LNW(S)2
Marylebone IECC (ME)	MD701-001-LNW(S)2
Mid Cannock Junction	MD345-006-LNW(S)2
Midland Yard Junction	MD232-001-LNW(S)2, MD233-001 LNW(S)2
Mill Lane Jn	MD105-003-LNW(S)2
MILLBROOK	MD140-004-LNW(S)2
Millbrook LC (CCTV)	MD140-004-LNW(S)2
Millburn Grange LC (UWC)	MD405-002-LNW(S)2
MILTON KEYNES CENTRAL	MD101-018-LNW(S)2
Milton Keynes North Jn	MD101-018-LNW(S)2
Milton Keynes South Jn	MD101-018-LNW(S)2
Milverton Jn	MD405-001-LNW(S)2
Mitre Bridge	MD166-001, MD166-002, MD167-001 LNW(S)2
Mitre Bridge Jn	MD160-001, MD166-002, MD167-001-LNW(S)2
Mitre Bridge LC (CCTV)	MD166-002, MD167-001-LNW(S)2
Mitre Bridge OHNS	MD160-001
Moat Farm No.1 LC (UWC)	MD720-001-LNW(S)2
MONKS RISBOROUGH	MD720-001-LNW(S)2
Monmore Green	MD301-016-LNW(S)2
Monument Lane	MD301-011-LNW(S)2
Moseley Tunnel	MD570-002-LNW(S)2
Neasden Jn	MD715-001-LNW(S)2
Neasden Jn SB (NJ)	MD715-001-LNW(S)2
Neasden South Jn	MD701-002-LNW(S)2, MD710-001-LNW(S)2, MD715-001-LNW(S)2
Neilson Street Viaduct	MD401-007-LNW(S)2
New Bilton	MD180-001-LNW(S)2
New Street North Tunnel	MD301-010-LNW(S)2, MD301-011-LNW(S)2
New Street South Tunnel	MD301-009-LNW(S)2
Newbold Junction	MD101-024-LNW(S)2
Newton Jn	MD320-006-LNW(S)2
Noose Lane LC (a.k.a. Portobello Jn LC)	MD320-009-LNW(S)2
North Pole Jn	MD166-001
NORTH WEMBLEY	MD120-005-LNW(S)2
North Wembley Jn	MD101-008-LNW(S)2
NORTHAMPTON	MD105-002-LNW(S)2
Northampton Kings Heath Traincare Depot	MD105-002-LNW(S)2
Northampton North Jn	MD105-002-LNW(S)2
Northampton South Jn	MD105-002-LNW(S)2, MD175-001-LNW(S)2
Northchurch HABD	MD101-014-LNW(S)2
Northchurch Tunnels	MD101-014-LNW(S)2
NORTHFIELD	MD306-006-LNW(S)2
Northolt Jn	MD701-004-LNW(S)2, MD705-001-LNW(S)2
NORTHOLT PARK	MD701-003-LNW(S)2
Northway LC (AHBC)	MD306-017-LNW(S)2
Nortonside LC (UWC)	MD306-017-LNW(S)2
NUNEATON	MD101-025-LNW(S)2, MD101-026-LNW(S)2, MD232-001-LNW(S)2
Nuneaton North Jn	MD101-026-LNW(S)2, MD555-001-LNW(S)2
Nuneaton South Junction	MD101-025-LNW(S)2, MD232-002-LNW(S)2, MD410-003-LNW(S)2
OAKENGATES	MD801-005-LNW(S)2
Oakengates Tunnel	MD801-004-LNW(S)2
Oddingley LC (MCB-OD)	MD306-013-LNW(S)2
OLD HILL	MD435-010-LNW(S)2
Old Hill Tunnel	MD435-009-LNW(S)2
OLTON	MD401-012-LNW(S)2
Oxford North Jn	MD736-001-LNW(S)2
OXFORD PARKWAY	MD736-002-LNW(S)2

Location	Table A - Module
Oxley, Stafford Road Jn	MD801-001-LNW(S)2, MD805-001-LNW(S)2
Oxley Depot	MD801-002-LNW(S)2
Padge Hall Farm LC (UWC)	MD232-002-LNW(S)2
Park Farm No.1 LC (UWC)	MD415-001-LNW(S)2
Park Farm No.2 LC (UWC)	MD415-001-LNW(S)2
Park Lane Jn	MD560-001-LNW(S)2, MD565-001-LNW(S)2
PARK STREET	MD130-002-LNW(S)2
Park Street Tunnel (Walsall)	MD345-003-LNW(S)2
Park Street Tunnels (Euston)	MD101-002-LNW(S)2
PENKRIDGE	MD301-019-LNW(S)2
Pensnett	MD455-001-LNW(S)2
PERRY BARR	MD320-005-LNW(S)2
Perry Barr North Jn	MD320-005-LNW(S)2, MD325-001-LNW(S)2
Perry Barr South Jn	MD320-005-LNW(S)2, MD335-001-LNW(S)2
Perry Barr West Jn	MD325-001-LNW(S)2, MD335-001-LNW(S)2
Pershore Road Tunnel	MD306-004-LNW(S)2
Pirton LC (AHBC)	MD306-015-LNW(S)2
POLESWORTH	MD101-028-LNW(S)2
Pony Crossing LC (UWC)	MD140-003-LNW(S)2
Portobello Jn	MD320-010-LNW(S)2, MD365-001-LNW(S)2
Portobello Jn LC (CCTV)	MD320-009-LNW(S)2
PRIMROSE HILL (former site of)	MD145-001-LNW(S)2
Primrose Hill Jn	MD145-001-LNW(S)2
Primrose Hill Tunnels	MD101-003-LNW(S)2
PRINCES RISBOROUGH	MD701-007-LNW(S)2, MD720-001-LNW(S)2
Princes Risborough Junction	MD701-007-LNW(S)2
Prologis Park Siding	MD410-002-LNW(S)2
Proof House Jn	MD301-008-LNW(S)2, MD320-001-LNW(S)2, MD501-009-LNW(S)2
QUAINTON ROAD	MD725-002-LNW(S)2
Queens Head Staff Crossing	MD435-006-LNW(S)2
QUEEN'S PARK	MD101-004-LNW(S)2,
Queen's Park Jn	MD120-002-LNW(S)2
REDDITCH	MD310-001-LNW(S)2
Reservoir Junction	MD401-005-LNW(S)2
RIDGMONT	MD140-004-LNW(S)2
Ridgmont LC (CCTV)	MD140-004-LNW(S)2
River Avon Viaduct	MD306-015-LNW(S)2
Roade HABD	MD105-001-LNW(S)2
Roddige LC (MCG)	MD340-005-LNW(S)2
Rood End Yard	MD435-008-LNW(S)2
Rose Farm LC (UWC)	MD701-008-LNW(S)2
Round Oak Sidings	MD450-001-LNW(S)2
ROWLEY REGIS	MD435-009-LNW(S)2
RUGBY	MD101-022-LNW(S)2,MD101-023-LNW(S)2,MD105-005-LNW(S)2
Rugby North Junction	MD101-023-LNW(S)2
Rugby ROC	MD101-023-LNW(S)2
Rugby SCC	MD101-023-LNW(S)2
Rugby South Junction	MD101-022-LNW(S)2, MD105-005-LNW(S)2
Rugby Trent Valley Junction	MD101-023-LNW(S)2, MD180-001-LNW(S)2, MD301-001-LNW(S)2
Rugeley Power Station Jn	MD345-007-LNW(S)2,
RUGELEY TOWN	MD345-007-LNW(S)2
Ruislip Gardens Jn	MD701-004-LNW(S)2
Ryecroft Junction	MD345-003-LNW(S)2, MD565-002-LNW(S)2
Saltley Loco Servicing Depot (former site of)	MD501-008-LNW(S)2
Saltley PSB (SY)	MD501-008-LNW(S)2
SANDWELL AND DUDLEY	MD301-013-LNW(S)2
SAUNDERTON	MD701-006-LNW(S)2
Saunderton Tunnel	MD701-006-LNW(S)2

Location	Table A - Module
SEER GREEN & JORDANS	MD701-005-LNW(S)2
SELLY OAK	MD306-003-LNW(S)2
Selly Oak Viaduct	MD306-003-LNW(S)2
SHENSTONE	MD340-003-LNW(S)2
SHEPHERDS BUSH	MD166-001-LNW(S)2
SHIFNAL	MD801-004-LNW(S)2
Shilton HABD	MD101-024-LNW(S)2
SHIRLEY	MD425-001-LNW(S)2
Single & Double Jn	MD140-003-LNW(S)2
SMALL HEATH	MD401-015-LNW(S)2, MD435-001-LNW(S)2
Small Heath North Jn	MD401-015-LNW(S)2, MD435-001-LNW(S)2
Small Heath South Jn	MD401-015-LNW(S)2, MD435-001-LNW(S)2
SMETHWICK GALTON BRIDGE	MD301-013-LNW(S)2, MD435-007-LNW(S)2
Smethwick Jn	MD435-007-LNW(S)2, MD440-001-LNW(S)2
SMETHWICK ROLFE STREET	MD301-013-LNW(S)2
Snow Hill Tunnel	MD435-003-LNW(S)2, MD435-004-LNW(S)2
Snow Hill Viaduct	MD435-004-LNW(S)2
Soho Benson Road (Midland Metro Stop)	MD435-005-LNW(S)2
Soho East GF	MD325-001-LNW(S)2
Soho East Jn	MD325-001-LNW(S)2, MD330-001-LNW(S)2
Soho North Jn	MD301-012-LNW(S)2, MD330-001-LNW(S)2
Soho South Jn	MD301-012-LNW(S)2, MD325-001-LNW(S)2
Soho Light Maintenance Depot	MD301-012-LNW(S)2
SOLIHULL	MD401-012-LNW(S)2
Somerton LC (UWC)	MD401-001-LNW(S)2
Songar Grange Farm LC (UWC)	MD415-001-LNW(S)2
Soulbury Road HABD	MD101-016-LNW(S)2
Souldern No.1 Viaduct	MD701-009-LNW(S)2
Souldern No.2 Viaduct	MD701-009-LNW(S)2
SOUTH HAMPSTEAD	MD120-001-LNW(S)2
South Hampstead Tunnels	MD145-001-LNW(S)2
South Harrow Tunnel	MD701-003-LNW(S)2
SOUTH KENTON	MD120-005-LNW(S)2
SOUTH RUISLIP	MD701-004-LNW(S)2, MD705-001-LNW(S)2
Spetchley HABD	MD306-013-LNW(S)2
Spetchley North Jn	MD306-014-LNW(S)2
Spetchley South Jn	MD306-014-LNW(S)2
Spon End Viaduct	MD410-001-LNW(S)2
SPRING ROAD	MD425-001-LNW(S)2
ST ALBANS ABBEY	MD130-002-LNW(S)2
St Andrew's Jn	MD570-001-LNW(S)2, MD575-001-LNW(S)2
St John's Wood Tunnel	MD701-001-LNW(S)2
St Pauls (Midland Metro stop)	MD435-004-LNW(S)2
STECHFORD	MD301-006-LNW(S)2, MD315-001-LNW(S)2
Stechford North Jn	MD301-006-LNW(S)2, MD315-001-LNW(S)2
Stechford South Jn	MD301-006-LNW(S)2, MD315-001-LNW(S)2
STEWARTBY	MD140-005-LNW(S)2
Stewartby Brickworks LC (CCTV)	MD140-005-LNW(S)2
Stocking Farm LC (UWC)	MD801-003-LNW(S)2
STOCKINGFORD (former site of)	MD555-001-LNW(S)2
Stoke Hammond HABD	MD101-016-LNW(S)2
STOKE MANDEVILLE	MD712-001-LNW(S)2
Stoke Works Jn	MD306-012-LNW(S)2
Stonebridge Jn	MD120-004-LNW(S)2
STONEBRIDGE PARK	MD120-004-LNW(S)2
Stonebridge Park Royal Mail Terminal (Princess Royal Distribution Centre)	MD136-002, MD137-002-LNW(S)2
Stores Siding GF	MD136-004
STOURBRIDGE JN	MD430-003-LNW(S)2, MD445-001-LNW(S)2

Location	Table A - Module
Stourbridge Jn GF	MD430-003-LNW(S)2
Stourbridge Middle Jn	MD430-003-LNW(S)2
Stourbridge North Jn	MD430-003-LNW(S)2,MD435-011-LNW(S)2,MD450-001-LNW(S)2
STOURBRIDGE TOWN	MD445-001-LNW(S)2
Stowe Hill Tunnel	MD101-021-LNW(S)2
STRATFORD-UPON-AVON	MD415-002-LNW(S)2
STRATFORD-UPON-AVON PARKWAY	MD415-002-LNW(S)2
Studleigh Farm No.2 LC (UWC)	MD401-002-LNW(S)2
Substation LC (UWC)	MD170-001-LNW(S)2
SUDBURY AND HARROW ROAD	MD701-003-LNW(S)2
SUDBURY HILL HARROW	MD701-003-LNW(S)2
Sudbury Junction	MD101-006, MD166-008-LNW(S)2
SUTTON COLDFIELD	MD340-002-LNW(S)2
Sutton Coldfield Tunnel	MD340-002-LNW(S)2
TACKLEY	MD401-001-LNW(S)2
Tackley GF	MD401-001-LNW(S)2
Tackley LC (UWC)	MD401-001-LNW(S)2
TAME BRIDGE PARKWAY	MD320-006-LNW(S)2
TAMWORTH (HIGH LEVEL)	MD501-001-LNW(S)2
TAMWORTH (LOW LEVEL)	MD101-028-LNW(S)2
TELFORD CENTRAL	MD801-004-LNW(S)2
THE HAWTHORNS	MD435-007-LNW(S)2
THE LAKES	MD425-002-LNW(S)2
Three Spires Junction	MD410-002-LNW(S)2
TILE HILL	MD301-003-LNW(S)2
TIPTON	MD301-015-LNW(S)2
TRING	MD101-014-LNW(S)2
Tring North Junction	MD101-015-LNW(S)2
Tring South Junction	MD101-014-LNW(S)2
TYSELEY	MD401-013-LNW(S)2
Tyseley No.1 SB	MD401-014-LNW(S)2
Tyseley North Jn	MD401-014-LNW(S)2
Tyseley South Jn	MD401-013-LNW(S)2, MD425-001-LNW(S)2
UNIVERSITY	MD306-003-LNW(S)2
Up Carriage Line GF	MD136-004-LNW(S)2
Vauxhall Junction	MD320-002-LNW(S)2
Vauxhall Sidings	MD320-002-LNW(S)2
Wadborough LC (AHBC)	MD306-015-LNW(S)2
WALSALL	MD345-003-LNW(S)2
Walsall North Jn	MD345-003-LNW(S)2
Walsall Pleck Jn	MD345-002-LNW(S)2, MD360-001-LNW(S)2, MD370-001-LNW(S)2
Walsall South Jn	MD345-003-LNW(S)2
WARWICK	MD401-009-LNW(S)2
WARWICK PARKWAY	MD401-009-LNW(S)2
Washwood Heath East Jn	MD501-005-LNW(S)2
Washwood Heath Sidings	MD501-005-LNW(S)2
Washwood Heath West Junction	MD501-006-LNW(S)2
Water Eaton Road Jn	MD101-016-LNW(S)2 MD736-002-LNW(S)2
WATER ORTON	MD501-002-LNW(S)2, MD555-003-LNW(S)2
Water Orton East Jn	MD501-002-LNW(S)2, MD555-003-LNW(S)2
Water Orton West Jn	MD501-003-LNW(S)2, MD555-003-LNW(S)2, MD560-001-LNW(S)2
Waterworks LC (UWC)	MD340-005-LNW(S)2
WATFORD HIGH STREET	MD120-008-LNW(S)2
WATFORD JUNCTION	MD101-009-LNW(S)2, MD101-010-LNW(S)2, MD120-009-LNW(S)2, MD130-001-LNW(S)2

Location	Table A - Module
Watford Lodge Tunnel	MD105-004-LNW(S)2
WATFORD NORTH	MD130-002-LNW(S)2
Watford North Jn	MD101-010-LNW(S)2
Watford North LC (ABCL)	MD130-002-LNW(S)2
Watford South Junction	MD101-009-LNW(S)2
Watford Tunnels	MD101-011-LNW(S)2
Watford Yard	MD130-001-LNW(S)2, MD101-009-LNW(S)2
Wednesfield Heath Tunnel	MD320-010-LNW(S)2
Weedon	MD101-021-LNW(S)2
Weights Lane Jn	MD310-001-LNW(S)2
WELLINGTON	MD801-005-LNW(S)2
WEMBLEY CENTRAL	MD101-007, MD136-005, MD137-005, MD166-009-LNW(S)2
Wembley Central G.F.	MD120-005-LNW(S)2
Wembley Central Junction	MD101-007, MD136-005, MD137-005, MD166-009-LNW(S)2
Wembley Mainline SCC	MD137-004-LNW(S)2
WEMBLEY STADIUM	MD701-002-LNW(S)2
Wembley Yard PSB	MD137-004-LNW(S)2
Wembley Yard South Junction	MD137-003, MD166-007-LNW(S)2
WENDOVER	MD712-001-LNW(S)2
West London Junction	MD101-004, MD166-003, MD167-002-LNW(S)2
West Midlands SC	MD501-007-LNW(S)2
WEST RUISLIP	MD701-004-LNW(S)2
Whitacre East Junction	MD555-002-LNW(S)2
Whitacre West Junction	MD545-001-LNW(S)2, MD555-002-LNW(S)2
Whitehouse Tunnel	MD701-006-LNW(S)2
Whites Farm LC (UWC)	MD306-017-LNW(S)2
Whites LC (UWC)	MD401-006-LNW(S)2
WHITLOCKS END	MD425-002-LNW(S)2
WIDNEY MANOR	MD401-011-LNW(S)2
Willesden Carriage Sheds (north end)	MD136-004-LNW(S)2
Willesden Carriage Maintenance Shed (south end)	MD136-003-LNW(S)2
Willesden Carriage Servicing Shed (south end)	MD136-003-LNW(S)2
Willesden Carriage Shed Middle S.F.	MD136-003-LNW(S)2
Willesden Carriage Shed North SB	MD136-004, MD137-005-LNW(S)2
Willesden Carriage Shed South SB	MD136-003-LNW(S)2
Willesden Euro Terminal	MD101-004, MD166-004, MD166-005-LNW(S)2
Willesden High Level Jn	MD160-001-LNW(S)2
Willesden Junction	MD166-005-LNW(S)2, MD170-001-LNW(S)2
WILLESDEN JUNCTION LOW LEVEL	MD120-003-LNW(S)2
Willesden North Jn	MD101-005-LNW(S)2
Willesden Suburban Jn	MD120-003-LNW(S)2, MD150-001-LNW(S)2
Willesden TMD	MD101-004-LNW(S)2,
WILMCOTE	MD415-002-LNW(S)2
WILNECOTE	MD501-001-LNW(S)2
Windridge LC (UWC)	MD555-001-LNW(S)2
WINSLOW, former site of	MD736-007-LNW(S)-2
Winson Green / Outer Circle (Midland Metro stop)	MD435-006-LNW(S)2
WITTON	MD320-004-LNW(S)2
WOBURN SANDS	MD140-003-LNW(S)2

Location	Table A - Module
Woburn Sands LC (CCTV)	MD140-003-LNW(S)2
Wolvercot Tunnel	MD736-001-LNW(S)2
WOLVERHAMPTON	MD301-017-LNW(S)2
Wolverhampton Crane Street Jn	MD301-017-LNW(S)2, MD365-001-LNW(S)2
Wolverhampton North Jn	MD301-018-LNW(S)2, MD801-001-LNW(S)2
Wolverhampton Steel Terminal	MD301-016-LNW(S)2
WOLVERTON	MD101-019-LNW(S)2
Wolverton Sidings	MD101-019-LNW(S)2
WOOD END	MD425-002-LNW(S)2
Wood End Tunnel	MD425-002-LNW(S)2
Woodleys Farm LC (UWC)	MD140-003-LNW(S)2
Wootton Broadmead LC (CCTV)	MD140-006-LNW(S)2
WOOTTON WAWEN	MD425-003-LNW(S)2
Wormleighton LC (UWC)	MD401-006-LNW(S)2
WYLDE GREEN	MD340-001-LNW(S)2
WYTHALL	MD425-002-LNW(S)2
YARDLEY WOOD	MD425-001-LNW(S)2
Yew Tree Farm LC (UWC)	MD415-002-LNW(S)2

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115M	01 September 2018
115N	05 June 2021
115O	04 September 2021
115P	04 September 2021
115Q	05 June 2021
115R	02 December 2017

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154F	03 December 2022
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174D	02 September 2017
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174F	05 June 2021
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290	**02 December 2023**
291	04 June 2022
292	04 June 2022
293	04 September 2021
294	04 September 2021
295	04 September 2021
296	04 September 2021

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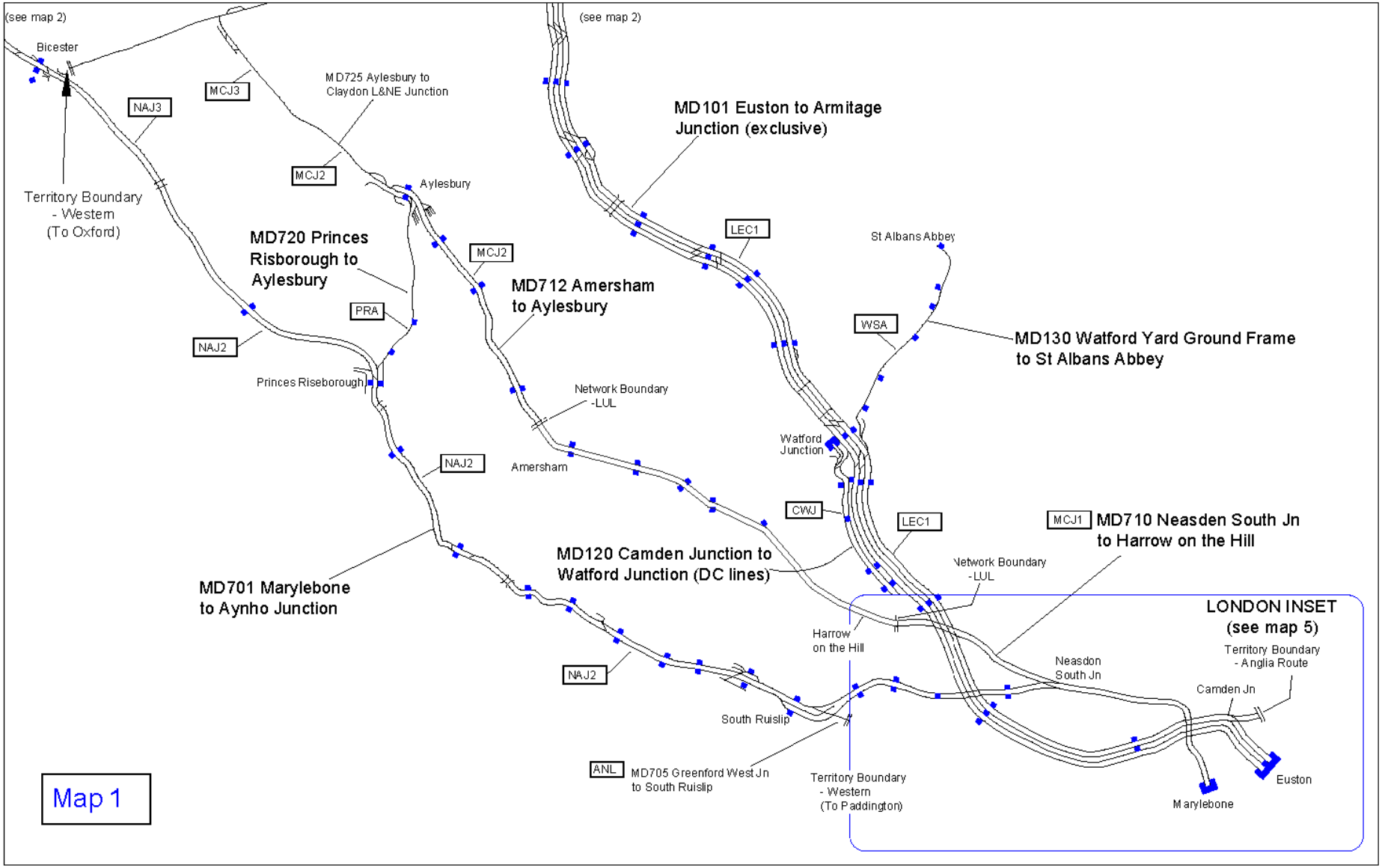
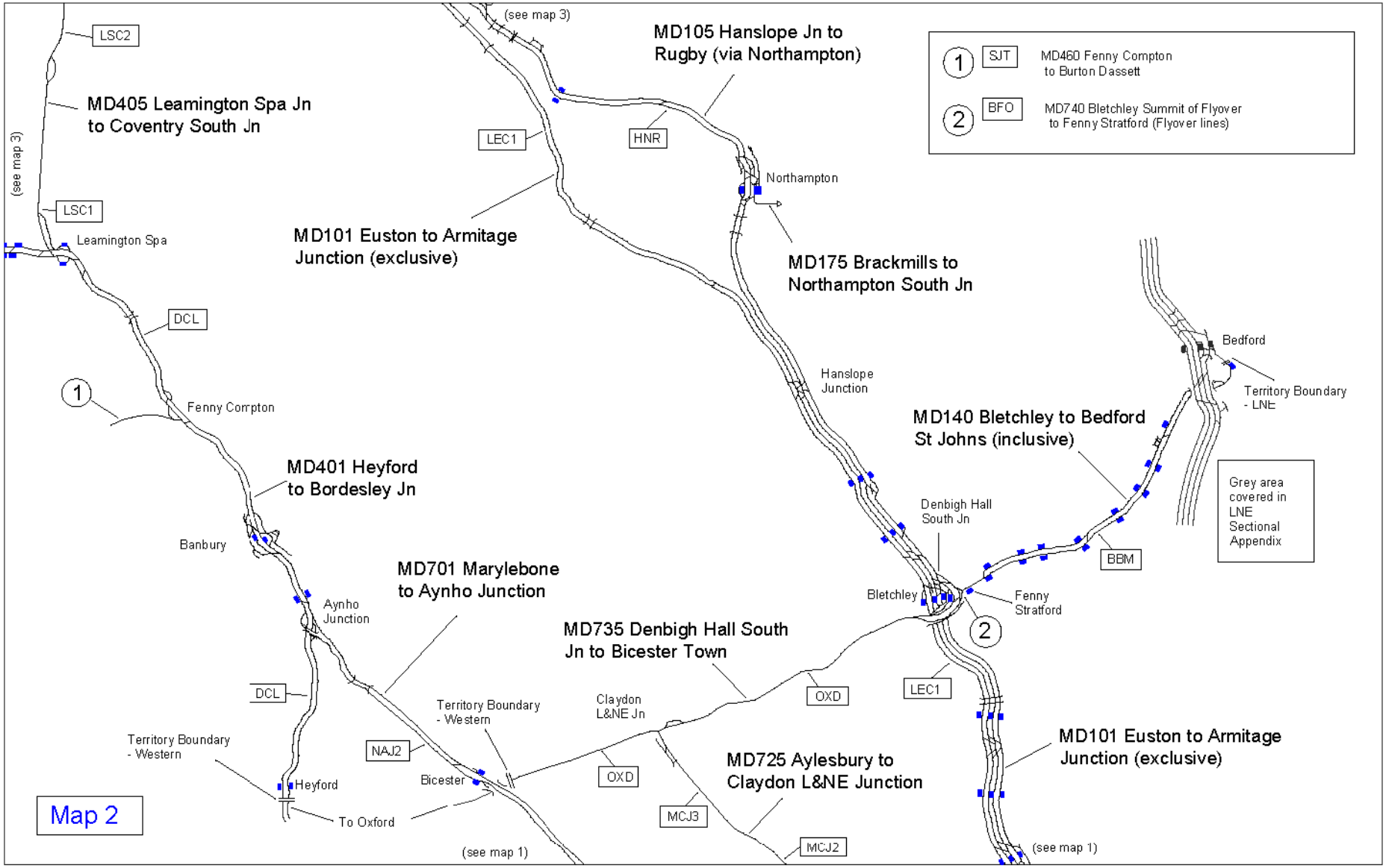
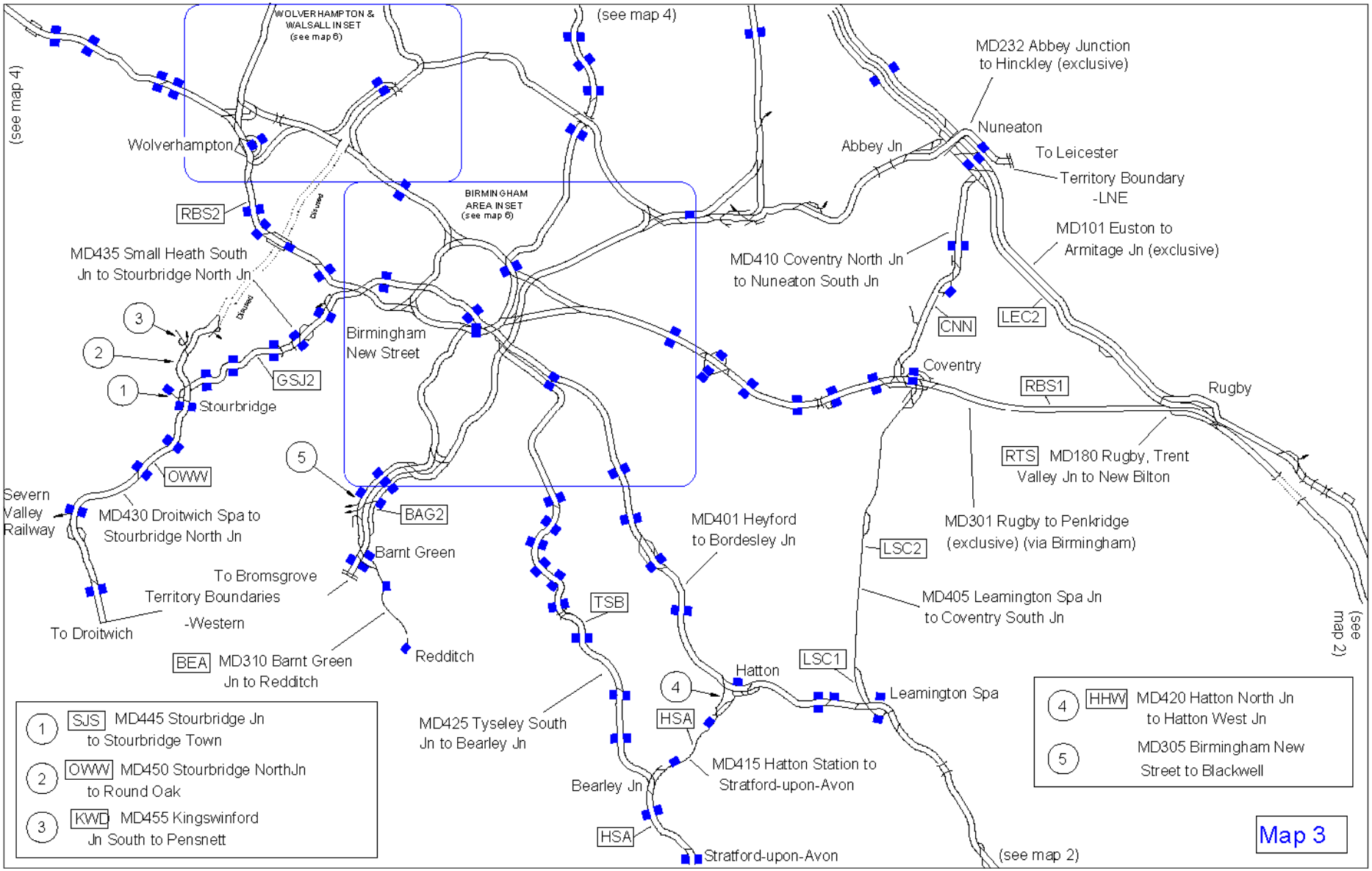
MAPS


(see map 2)
Bicester
NAJ3
MCJ3
MD725 Aylesbury to
Claydon L&NE Junction
MCJ2
Aylesbury
Territory Boundary
- Western
(To Oxford)
MD720 Princes
Risborough to
Aylesbury
MCJ2
MD712 Amersham
to Aylesbury
PRA
NAJ2
Princes Riseborough
Network Boundary
-LUL
Amersham
NAJ2
MD701 Marylebone
to Aynho Junction
(see map 2)
MD101 Euston to Armitage
Junction (exclusive)
LEC1
St Albans Abbey
WSA
MD130 Watford Yard Ground Frame
to St Albans Abbey
Watford
Junction
CWJ
LEC1
MCJ1
MD710 Neasden South Jn
to Harrow on the Hill
MD120 Camden Junction to
Watford Junction (DC lines)
Network Boundary
-LUL
LONDON INSET
(see map 5)
Harrow
on the Hill
Neasdon
South Jn
Territory Boundary
- Anglia Route
Camden Jn
NAJ2
South Ruislip
ANL
MD705 Greenford West Jn
to South Ruislip
Territory Boundary
- Western
(To Paddington)
Euston
Marylebone
Map 1

LNW South Route Sectional Appendix Module LNW(S)2



LNW South Route Sectional Appendix Module LNW(S)2



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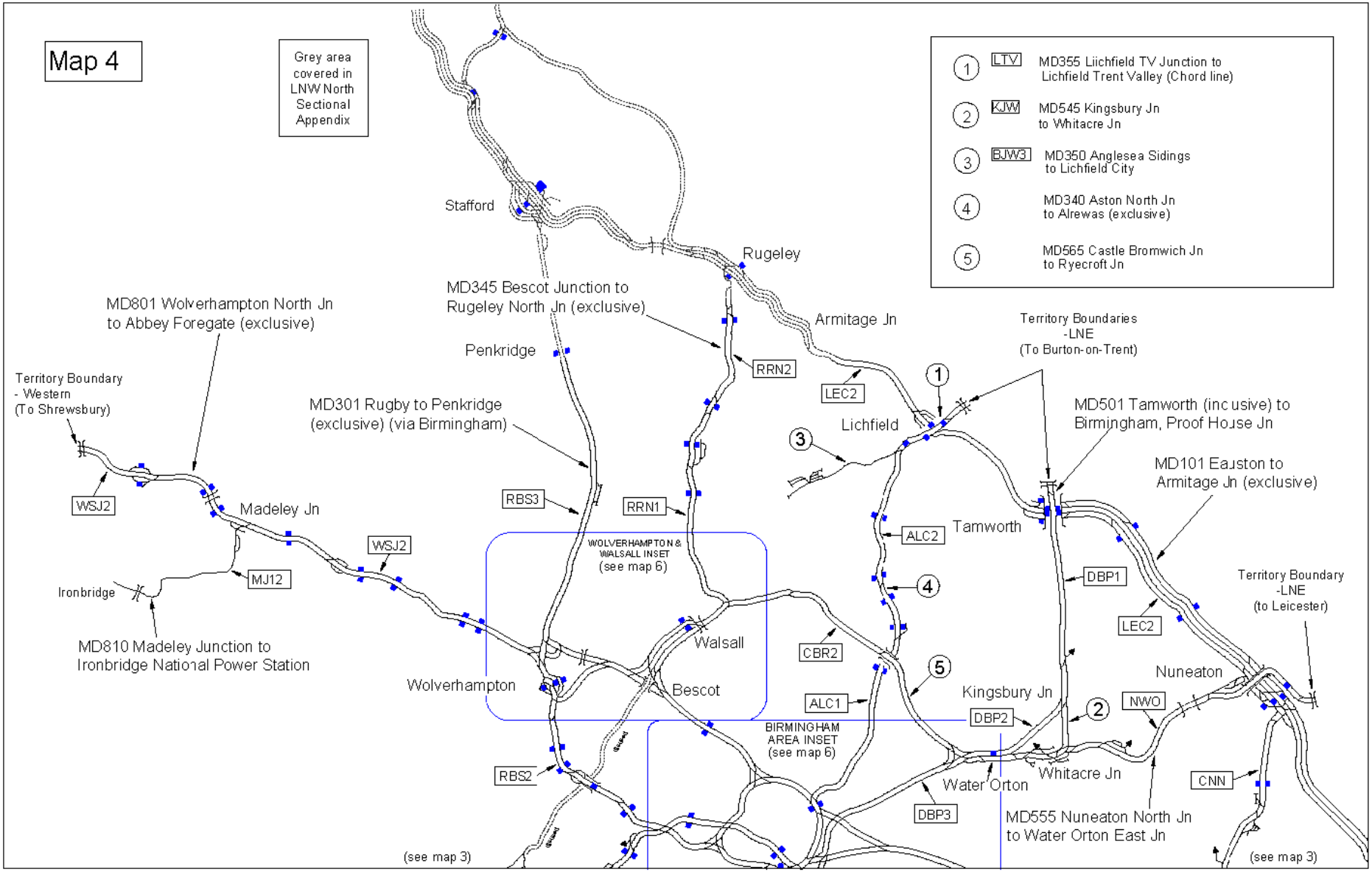
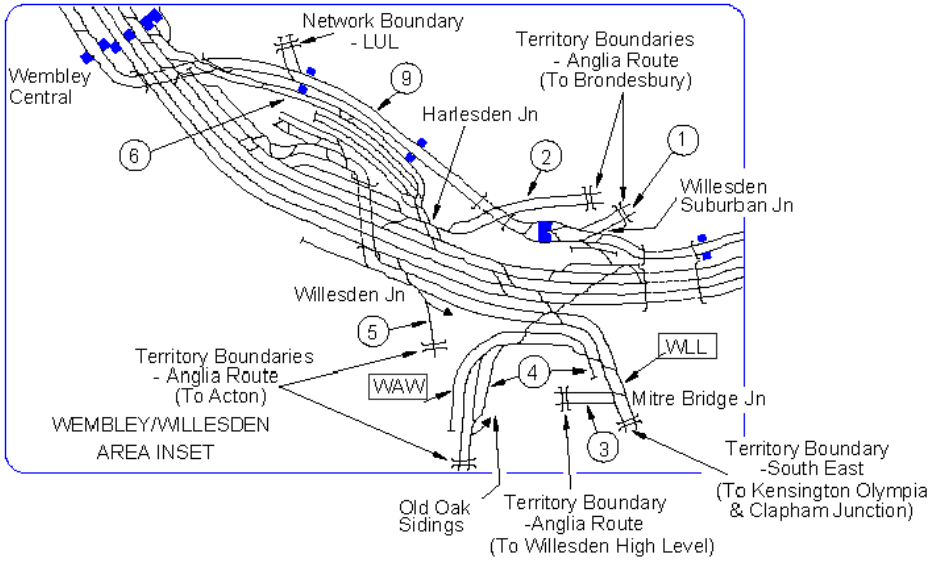
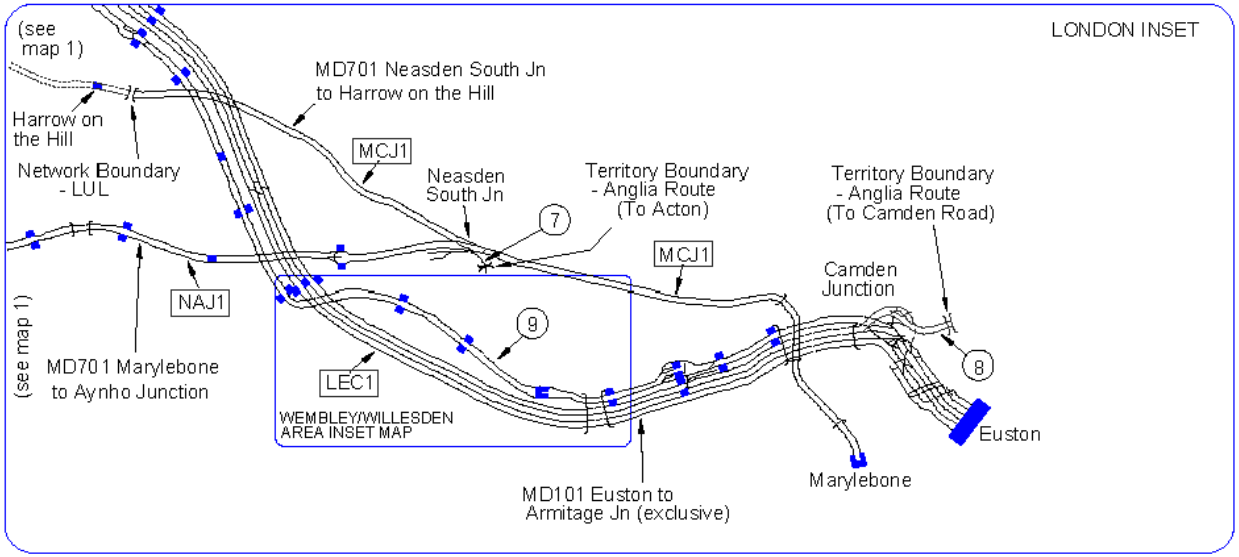


LNW South Route Sectional Appendix Module LNW(S)2



1	KGW	MD150 Kensal Green Jn to Willesden Suburban Jn
2	KGC	MD155 Kensal Green Jn to Harlseden Jn (City Lines)
3	WMB	MD165 Willesden High Level Jn to Mitre Bridge Jn
4		MD165 North Pole Jn to Acton Wells Jn
5	ACW	MD170 Acton Canal Wharf to Willesden Junction
6	WCL	MD135 Harlesden Junction to Willesden Carriage Shed South

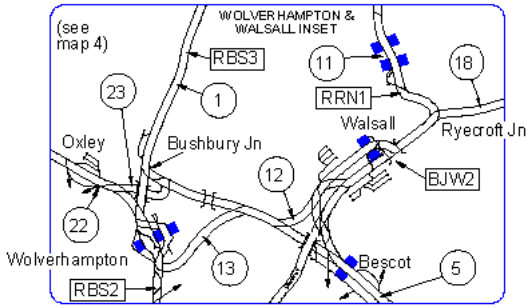
Map 5

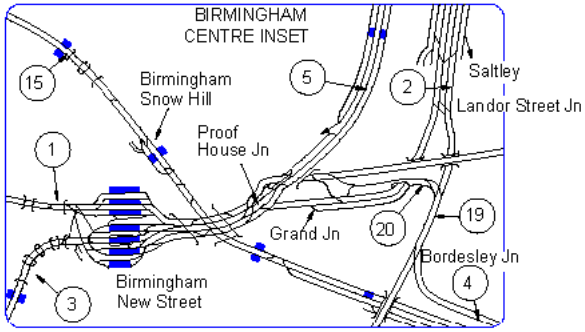


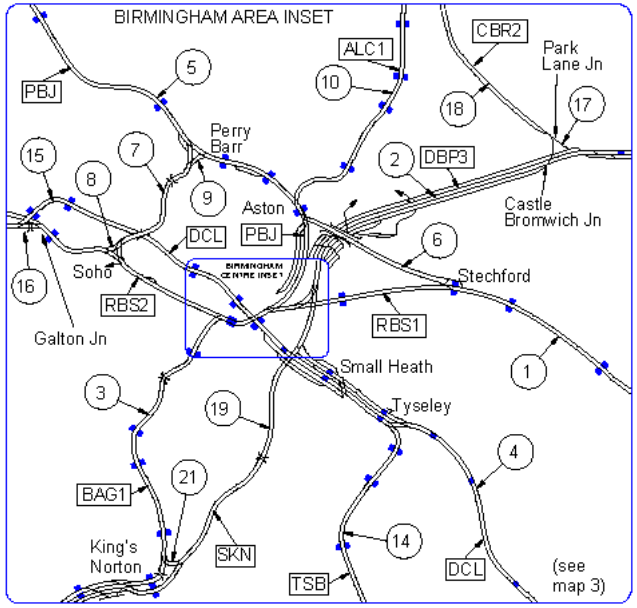
7	NJN	MD715 Neasden South Jn to Neasden Jn
8	CRC	MD145 Camden Road West Jn to Camden Junction
9	CWJ	MD120 Camden Jn to Watford Jn (DC Lines)

LNW South Route Sectional Appendix Module LNW(S)2

Map 6







1. MD301 Rugby to Penkridge (exclusive) (via Birmingham)
2. MD501 Tamworth (inclusive) to Birmingham, Proof House Jn
3. MD305 Birmingham New Street to Blackwell
4. MD401 Heyford to Bordesley Jn
5. PBJ — MD320 Proof House Jn to Bushbury Jn (via Bescot)
6. SAS — MD315 Stechford South Jn to Aston South Jn
7. SSP — MD325 Soho South Jn to Perry Barr North Jn (Soho lines)
8. SCL — MD330 Soho East Jn to Soho North Jn
9. PBL — MD335 Perry Barr West Jn to Perry Barr South Jn
10. MD340 Aston North Jn to Alrewas (exclusive)
11. MD345 Bescot Junction to Rugeley North Jn (exclusive)
12. WDJ — MD360 Walsall Pleck Jn to Darlaston Jn
13. PJW — MD365 Portobello Junction to Wolverhampton Crane Street Jn
14. TSB — MD425 Tyseley South Jn to Bearley Jn
15. MD435 Small Heath South Jn to Stourbridge North Jn
16. HSJ — MD440 Galton Jn to Smethwick Jn
17. WOP — MD560 Water Orton West Jn to Park Lane Jn
18. MD565 Castle Bromwich Jn to Ryecroft Jn
19. MD570 Saltley (Landor Street Jn) to King's Norton Jn (Camp Hill lines)
20. SAG — MD575 St Andrew's Jn to Grand Jn
21. LEL — MD580 Lifford East Jn to Lifford West Jn
22. MD801 Wolverhampton North Jn to Abbey Foregate (exclusive)
23. OXC — MD805 Oxley, Stafford Road Jn to Bushbury (Oxley) Jn (Oxley Chord lines)

EXCEPTIONALLY POOR RAIL ADHESION

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MD101 (EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE))

Location	Line(s) Affected	Mileage (Between)				
Watford Tunnels – Hemel Hempstead	Down Fast and Slow	20 m	00 ch	*to*	25 m	00 ch
Hemel Hempstead – Watford Tunnels	Up Fast and Slow	25 m	00 ch	*to*	20 m	00 ch
Castlethorpe North HABD – Knowlhill Junction	Up Fast and Slow	54 m	00 ch	*to*	49 m	00 ch

Dated: 17/09/2022

MD105 (HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON))

Location	Line(s) Affected	Mileage (Between)				
Long Buckby	Down Northampton	74 m	40 ch	*to*	75 m	40 ch
Long Buckby	Up Northampton	76 m	00 ch	*to*	75 m	20 ch

Dated: 01/10/16

MD120 (CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES))

Location	Line(s) Affected	Mileage (Between)				
Queen's Park	Up DC Electric	04 m	00 ch	*to*	03 m	50 ch
South Kenton – Kenton	Down DC Electric	08 m	75 ch	*to*	10 m	30 ch
Kenton – South Kenton	Up DC Electric	10 m	34 ch	*to*	09 m	30 ch
Harrow & Wealdstone	Down DC Electric	11 m	20 ch	*to*	11 m	35 ch
Harrow & Wealdstone – Carpenders Park	Down DC Electric	12 m	32 ch	*to*	14 m	60 ch
Carpenders Park – Harrow & Wealdstone	Up DC Electric	15 m	07 ch	*to*	11 m	25 ch
Bushey	Down DC Electric	15 m	44 ch	*to*	16 m	09 ch
Watford High Street	Down DC Electric	16 m	57 ch	*to*	16 m	72 ch
Watford High Street	Up DC Electric	16 m	77 ch	*to*	16 m	00 ch

Dated: 28/06/14

MD130 (WATFORD JUNCTION TO ST. ALBANS ABBEY)

Location	Line(s) Affected	Mileage (Between)				
Watford North – St. Albans Abbey	Single	00 m	40 ch	*to*	06 m	45 ch

Dated: 10/09/2022

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

Location	Line(s) Affected	Mileage (Between)				
Fenny Stratford - Ridgmont	Up and Down Main	01 m	42 ch	*to*	06 m	61 ch

Dated: 10/09/2022

MD232 (HINCKLEY (EXCLUSIVE) ABBEY JN)

Location	Line(s) Affected	Mileage (Between)				
Padge Hall Farm LC – Nuneaton South Jn.	Down Hinckley	00 m	60 ch	*to*	00 m	40 ch

Dated: 26/06/2021

MD306 (BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD))

Location	Line(s) Affected	Mileage (Between)				
Church Road Tunnel (excl.) and University	Down Gloucester	44 m	21 ch	***to***	45 m	19 ch
Kings Norton West Sidings and Kings Norton West Jn	Reverse loop Kings Norton Neck	47 m	40 ch	***to***	47 m	44 ch
Lickey Incline	Both lines	53 m	00 ch	***to***	55 m	30 ch

Dated: 26/08/2023

MD360 (WALSALL, PLECK JUNCTION TO DARLASTON JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Darlaston Junction and Walsall Pleck Jn (excl.)	Up Darlaston	0 m	15 ch	***to***	0 m	74 Ch
OHNS (excl.) and Darlaston Junction	Down Darlaston	0 m	54 ch	**to**	0 m	16 ch

Dated: 26/08/2023

MD410 (COVENTRY NORTH JUNCTION TO NUNEATON SOUTH JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Holbrook Avenue (between Coundon Road LC and Three Spires Jn)	Both Up and Down Bedworth lines	1 m	70 ch	***to***	2 m	00 ch

Dated: 26/08/23

MD430 (DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Hartlebury LC and Hartlebury	Up Kidderminster	132 m	00 ch	**to**	131 m	60 ch
Blakedown and Blakedown LC (CCTV)	Up Kidderminster	138 m	55 ch	**to**	138 m	50 ch

Dated: 26/08/2023

MD435 (SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN)

Location	Line(s) Affected	Mileage (Between)				
Smethwick Jn (excl.) and Rood End Yard	Down Stourbridge	133 m	55 ch	**to**	134 m	43 ch
Langley Green LC (excl.) and Rowley Regis	Down Stourbridge	135 m	64 ch	**to**	136 m	11 ch

Dated: 26/08/2023

MD555 (NUNEATON NORTH JUNCTION TO WATER ORTON EAST JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Windridge LC	Up Arley	2 m	41 ch	**to**	3 m	06 ch
Daw Mill East Jn	Up Arley	2 m	32 ch	**to**	2 m	41 ch
Daw Mill West Jn	Up Arley	1 m	70 ch	**to**	2 m	03 ch
Daw Mill Colliery	Daw Mill Reception Departure Lines 1 & 2	2 m	18 ch	**to**	2 m	32 ch

Dated: 26/08/23

MD565 (CASTLE BROMWICH JUNCTION TO RYECROFT JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Park Lane Jn (excl.) and Aldridge Jn (excl.)	Down Sutton Park	41 m	79 ch	**to**	40 m	60 ch
Aldridge Junction (excl.) and Park Lane Jn	Up Sutton Park	40 m	60 ch	**to**	41 m	79 ch
Aldridge Junction (excl.) and Park Lane Jn	Up Sutton Park	41 m	65 ch	**to**	42 m	60 ch
Aldridge Junction and Ryecroft Jn.	Both Sutton Park lines	44 m	40 ch	***to***	47 m	00 ch

Dated: 26/08/2023

MD570 (SALTLEY (LANDOR STREET JN) TO KINGS NORTON JN (CAMP HILL LINES))

Location	Line(s) Affected	Mileage (Between)				
Kings Heath (station under construction)	Both Camp Hill lines	44 m	10 ch	**to**	44 m	50 ch
Kings Heath (under construction) and Worcester & Birmingham Canal	Down Camp Hill	44 m	37 ch	**to**	45 m	78 ch
Worcester & Birmingham Canal and Pineapple Road station	Up Camp Hill	45 m	78 ch	**to**	45 m	00 ch

Dated: 26/08/2023

MD701 (MARYLEBONE TO AYNHO JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Gerrards Cross and Seer Green & Jordans (excl.)	Down Main	07 m	35 ch	**to**	08 m	23 ch
Beaconsfield	Down Main	10 m	66 ch	**to**	11 m	55 ch
Beaconsfield	Up Main	11 m	24 ch	**to**	10 m	66 ch
Beaconsfield and Whitehouse Tunnel (excl.)	Down Main	11 m	55 ch	**to**	12 m	62 ch

Dated: 26/08/2023

MD712 (AMERSHAM (EXCLUSIVE) TO AYLESBURY)

Location	Line(s) Affected	Mileage (Between)				
LUL / NR boundary and Great Missenden (excl.)	Down Main	25 m	21 ch	**to**	27 m	68 ch
Wendover (excl.) and Great Missenden	Up Main	32 m	40 ch	**to**	28 m	75 ch
Wendover and Great Missenden (excl.)	Up Main	34 m	00 ch	**to**	32 m	40 ch

Dated: 26/08/2023

MD801 (WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE (EXCLUSIVE))

Location	Line(s) Affected	Mileage (Between)				
Codsall and Bilbrook (excl.)	Up Wellington	146 m	34 ch	**to**	146 m	25 ch
Cosford Up Goods Loop and Cosford station	Up Wellington	150 m	77 ch	**to**	150 m	74 ch
Wellington and Donnington Junction (incl)	Up Wellington Up Wellington Platform Donnington Siding	161 m	32 ch	***to***	160 m	40 ch

Dated: 26/08/2023

MD900 (ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL)

Location	Line(s) Affected	Mileage (Between)
Single line (Droitwich Spa) – Rashwood Farm LC (excl.)	Droitwich Single	127 m 25 ch ***to*** 127 m 45 ch

Dated: 30/07/2022

MD910 (PERSHORE (INCL.) TO NORTON JN)

Location	Line(s) Affected	Mileage (Between)
Route Boundary (Pershore) – Lewis No. 1 UWC	Up & Down Cotswolds Single	112 m 00 ch ***to*** 113 m 00 ch

Dated: 30/07/2022

MD940 (WORCESTER SHRUB HILL TO SHELWICK JN)

Location	Line(s) Affected	Mileage (Between)
Newland East	Both lines	125 m 20 ch ***to*** 125 m 60 ch

Dated: 02/10/2021

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TABLE A DIAGRAM
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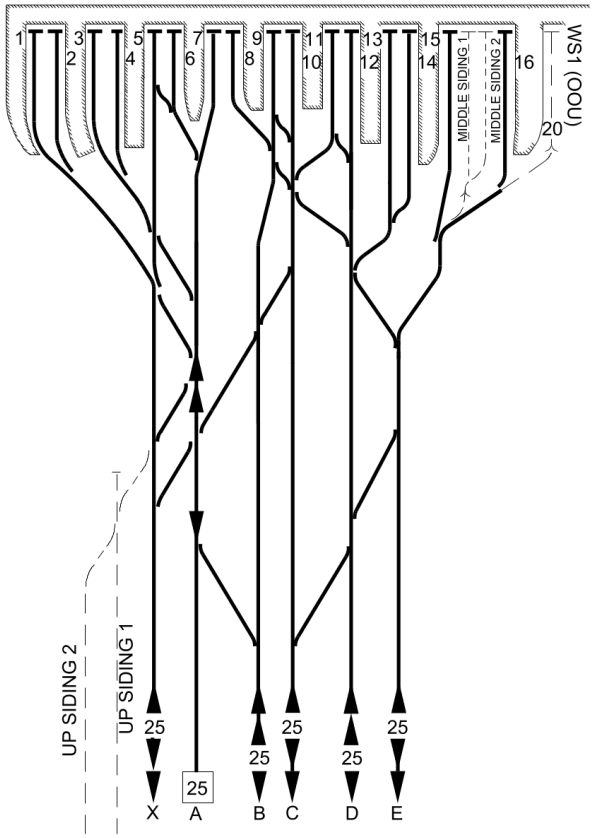
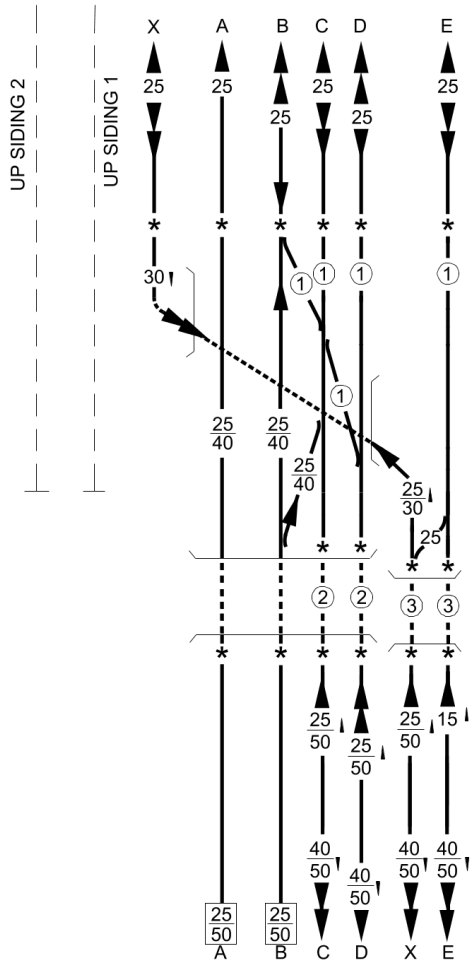
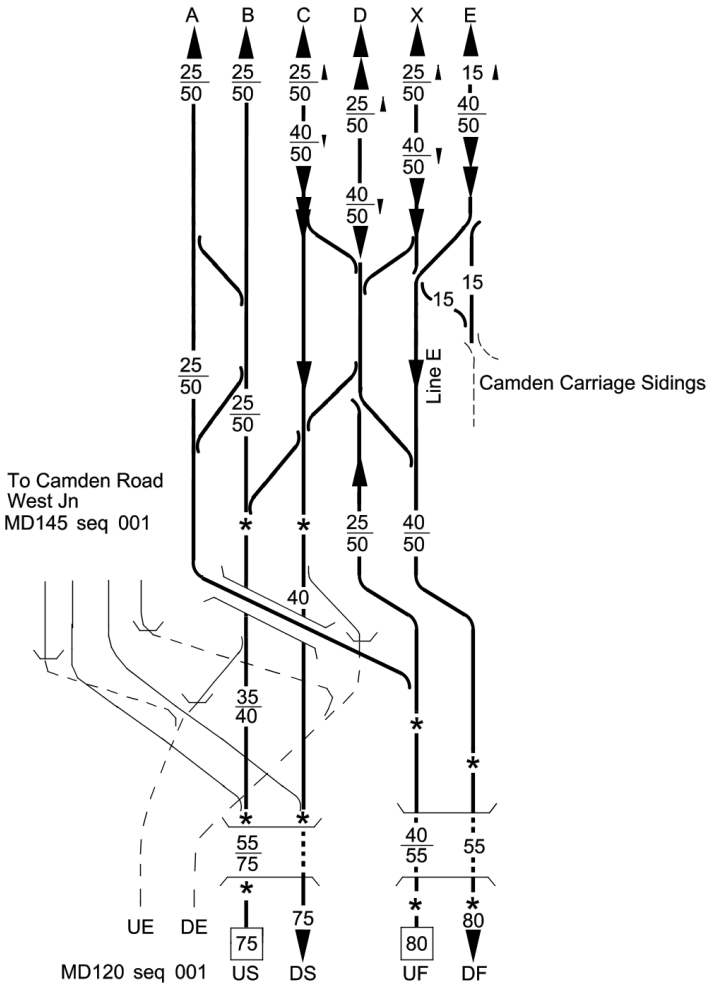
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	001	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	14/05/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
EUSTON	0 00		TCB Wembley Mainline SCC (WM) Euston Panel AC: Rugby ECR DC: Rugby ECR GSM-R Platform Lengths: 1- 398 metres 2- 376 metres 3- 325 metres 4- 321 metres 5- 275 metres 6- 273 metres 7- 292 metres 8- 254 metres 9- 197 metres 10- 194 metres 11- 254 metres 12- 293 metres 13- 304 metres 14- 306 metres 15- 402 metres 16- 334 metres All platforms permissive (PP) Platform lockouts on all platforms 25 mph over all lines including connections between 0m 43ch and Euston, except where indicated. WS1 - HS2 Works Siding 1 WS1 - 269.5 metres (295 yards) Euston Up Siding 1 - 256 metres (280 yards) Euston Up Siding 2 - 256 metres (280 yards)
(Connection to Up Sidings 1 & 2)	0 35		

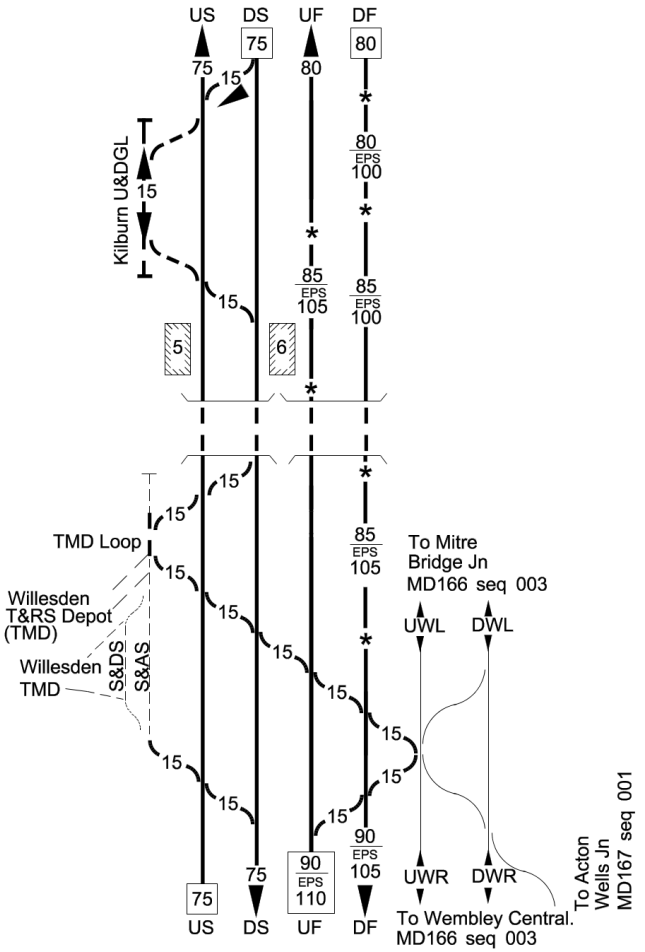
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	002	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	17/01/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	0 43 *		TCB Wembley Mainline SCC (WM) Euston Panel AC: Rugby ECR DC: Rugby ECR
(End of Up Siding 1 and Up Siding 2)	0 56		① 25/40 up direction 40 down direction
	0 60 *		Traffic Lockout Devices (LOD(T)) provided: Line A 1m 6ch to 0m 39ch Line B 1m 6ch to 0m 39ch Line C 0m 41ch to 0m 67ch Line D 0m 67ch to 0m 41ch Line E 0m 41ch to 0m 61ch Line E 0m 61ch to 0m 67ch Line X 0m 61ch to 0m 67ch
	0 61 *		
Park Street Tunnels (116 metres/127 yards, X & E)	0 62 to		Euston Up Siding 1 - 256 metres (280 yards) Euston Up Siding 2 - 256 metres (280 yards)
(148 metres/162 yards, A, B, C & D)	0 68 0 69 *		② 25/40 up direction, 40/50 down direction ③ 25/30 up direction, 40/50 down direction
			Wembley Mainline SCC (WM) Camden Panel

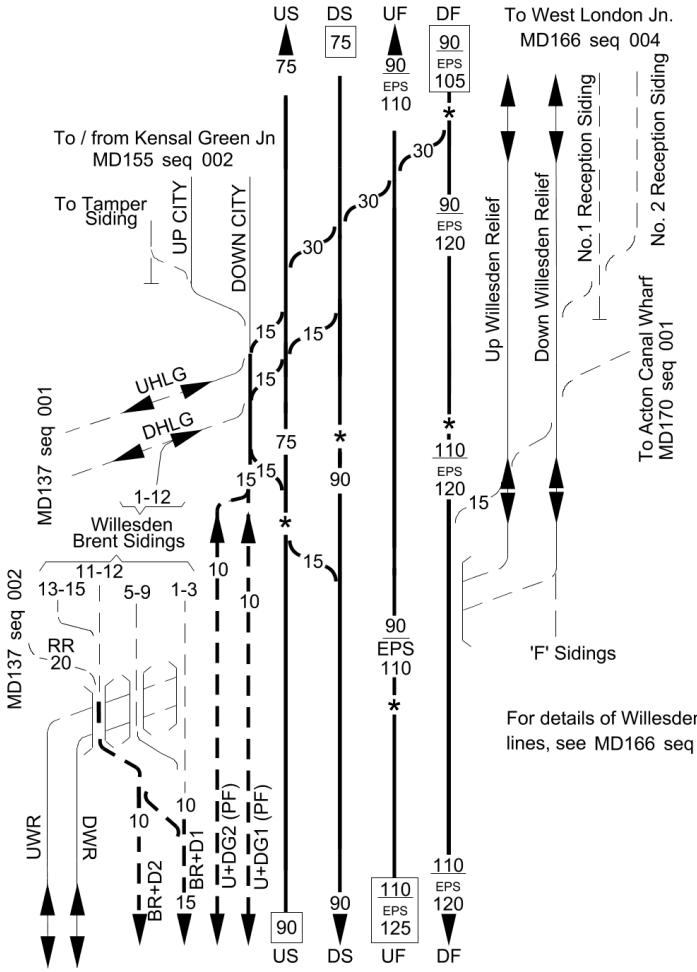
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	003	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/04/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Camden Junction South	1 10		TCB Wembley Mainline SCC (WM) Camden Panel AC: Rugby ECR DC: Rugby ECR GSM-R Axle Counter area on all lines from Camden Jn at 1m 50ch to Kensal Green Tunnels (Incl) at 4m 64ch. Traffic Lockout Devices (LOD(T)) provided: Line A 1m 06ch to 0m 39ch Line B 1m 06ch to 0m 39ch Line D 1m 51ch to 1m 25ch Line E 1m 25ch to 1m 51ch Down Fast 1m 51ch to 2m 28ch Down Slow 1m 51ch to 2m 28ch Up Fast 2m 28ch to 1m 51ch Up Slow 2m 28ch to 1m 51ch
Camden Jn (Down DC line)	1 36		1m 30ch. Change of line designation C to DS. US to B.
Camden Jn (Up DC line)	1 40		1m 51ch. Change of line designation E to DF. UF to D or A.
Camden Jn	1 51 * 1 52 *		TASS fitted: DF line from 2m 28ch UF line to 2m 60ch
Primrose Hill Tunnels Fast Lines (1081 metres/1182 yards) Slow lines (1070 metres/1170 yards)	1 54 * to 2 27 * 2 30 *		DE - Down DC Electric UE - Up DC Electric

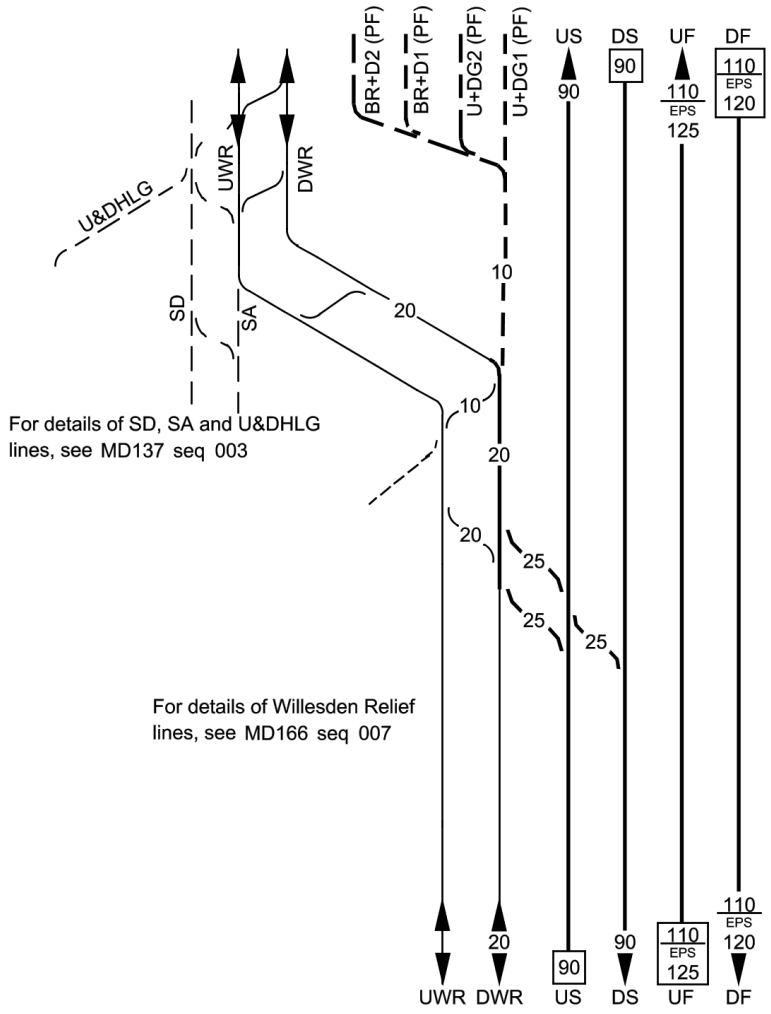
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	004	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	24/06/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	3 00 *		TCB Wembley Mainline SCC (WM) Camden Panel AC: Rugby ECR GSM-R Axle Counter area on Kilburn U&DGL, Fast and Slow lines from Camden Jn at 1m 50ch to Kensal Green Tunnels (Incl.) at 4m 64ch. PF is authorised on Kilburn Up & Down Goods Loop. Down direction: 641 metres (701 yards) Up direction: 647 metres (708 yards)
	3 40 *		
	3 43 *		
QUEEN'S PARK	3 55		TASS fitted: DF line throughout UF line throughout Platform Lengths: 5 - 194 metres 6 - 194 metres
	4 33 *		
Kensal Green Tunnels (293 metres/320 yards)	4 45 to 4 59		
	4 60 *		Wembley Mainline SCC (WM) Willesden Panel PF is authorised on TMD Loop: 14 SLU / 93 metres / 102 yards.
	5 02 *		Willesden TMD has ELR: WZS
Willesden TMD	5 11		
West London Jn (Willesden)	5 23		S&DS - Stabling and Departure siding S&AS - Stabling and Arrival siding UWL - Up West London DWL - Down West London UWR - Up Willesden Relief DWR - Down Willesden Relief
(Willesden Euro Terminal)	5 43		

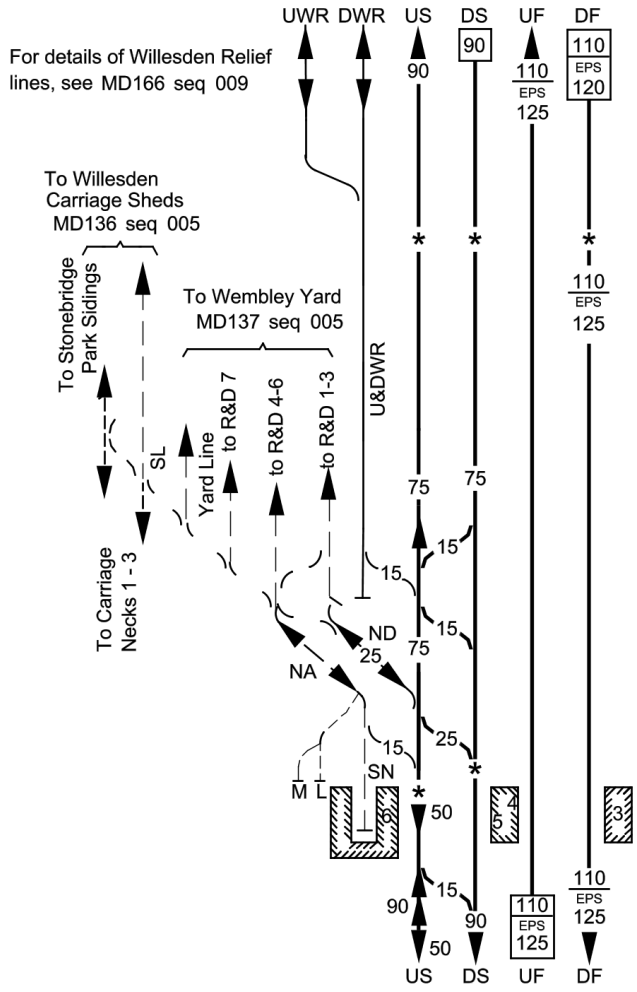
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	005	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	14/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Willesden North Jn	5 53 *		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TASS fitted: DF line throughout UF line throughout
	5 58		
Harlesden Jn	6 01		
	6 02 *		
	6 03 *		
Brent Sidings	6 10 *		U+DG1 and U+DG2 have ELR: WTS
	6 50 *		U+DG1 - Up and Down Goods No.1 U+DG2 - Up and Down Goods No.2 UWR - Up Willesden Relief DWR - Down Willesden Relief BR+D1 - Brent Reception and Departure No.1 BR+D2 - Brent Reception and Departure No.2 RR - Railnet Reversible UHLG - Up High Level Goods DHLG - Down High Level Goods

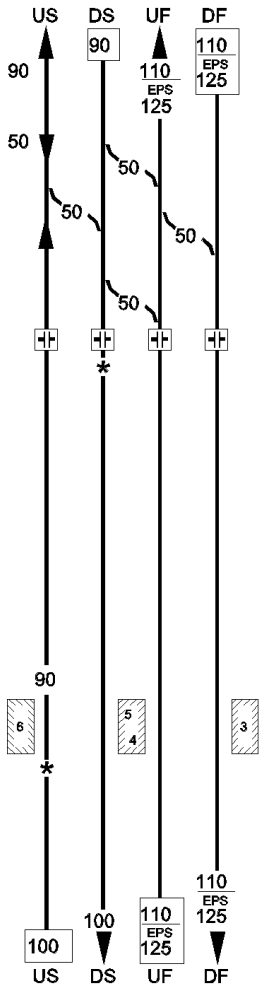
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	006	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Sudbury Junction	7 12		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TASS fitted: DF line throughout UF line throughout Traffic Lockout Devices (LOD(T)) provided: Up Slow: 7m 00ch to 6m 74ch. U+DG1 and U+DG2 have ELR: WTS DWR and UWR have ELR: LLG U+DG1 - Up and Down Goods No.1 U+DG2 - Up and Down Goods No.2 UWR - Up Willesden Relief DWR - Down Willesden Relief BR+D1 - Brent Reception and Departure No.1 BR+D2 - Brent Reception and Departure No.2 U&DHLG - Up & Down High Level Goods SA - South Arrival Line SD - South Departure Line

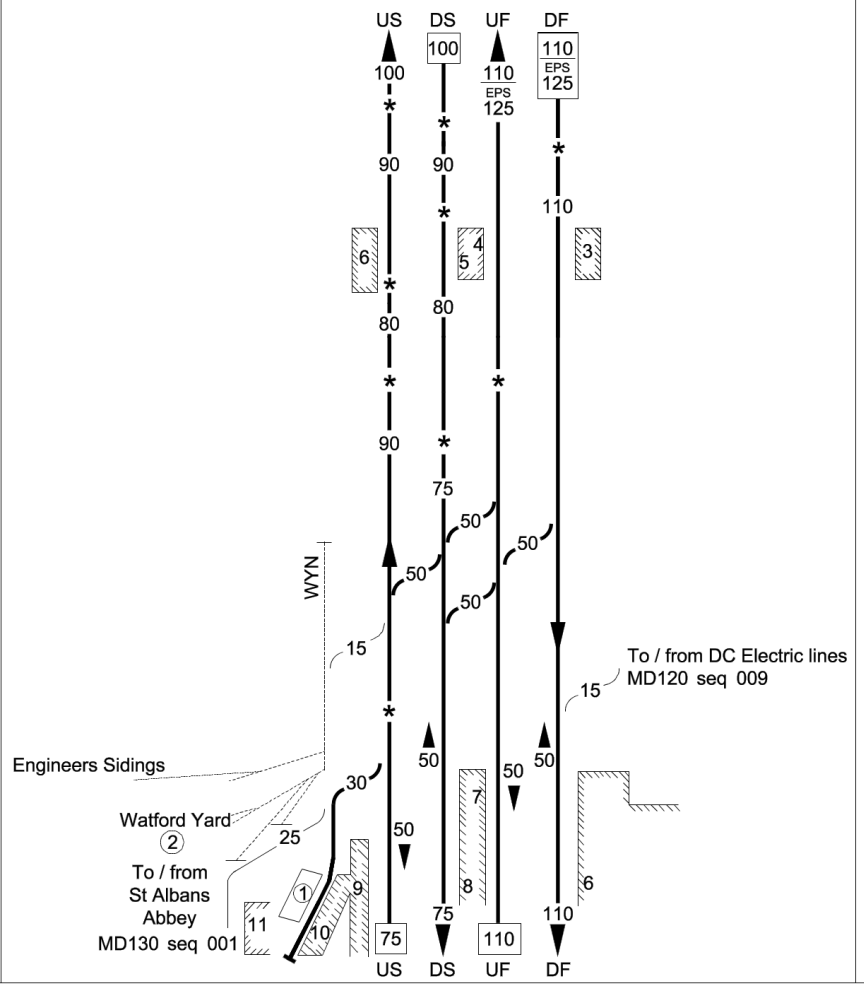
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	007	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	7 60 *		GSM-R TCB Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR TASS fitted: DF line and UF line throughout Traffic Lockout Devices (LOD(T)) provided: US / U&DWR: 7m 76ch to [2m 77ch]. US: 8m 23ch to 7m 76ch. DS: 8m 00ch to 8m 14ch. UF & DF: 8m 14ch to 8m 00ch. Willesden Relief line mileage in [ ] brackets
Wembley Central Junction	7 78 7 79 * 8 00 *		Platform Lengths: 3 - 181 metres 5 - 146 metres 4 - 148 metres 6 - 155 metres
WEMBLEY CENTRAL	8 04		SL - Shunting Line R&D - Reception & Departure line U&DWR - Up & Down Willesden Relief UWR - Up Willesden Relief DWR - Down Willesden Relief ND - North Departure Line NA - North Arrival Line SN - Shunt Neck M, L - Loco Sidings

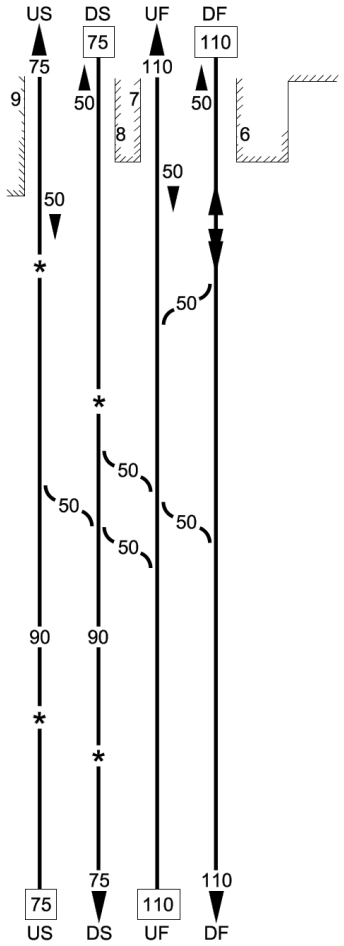
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	008	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	19/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
North Wembley Jn	9 06		TCB Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR GSM-R TASS fitted: DF line throughout UF line throughout Traffic Lockout Devices (LOD(T)) provided: Up Slow: 9m 00ch to 8m 23ch.
OHNS	9 15		
	9 20 *		
HARROW & WEALDSTONE	11 30		Platform Lengths: 3 - 245 metres 4 - 245 metres 5 - 245 metres 6 - 245 metres
	11 41 *		
CSR change	13 30		

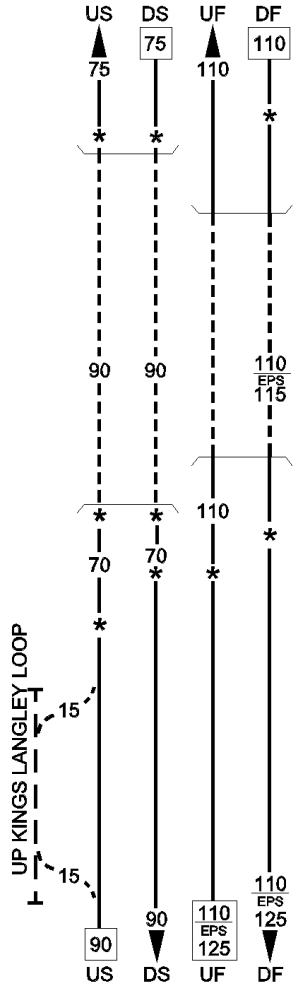
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	009	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	11/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR DC: Rugby ECR TASS fitted: DF line throughout UF line throughout Axle Counter Area Platform Lengths: Bushey 3 - 90 metres 4 - 207 metres 5 - 245 metres 6 - 245 metres ATWS (Automatic Track Warning System) provided on the DF, DS, UF & US lines from 16m 03ch to 17m 30ch WYN - Watford Yard Neck Down Fast line D.C. electrified between 17m 20ch and 17m 31ch. Down direction trains can turn back at Watford Junction station platforms 6 & 8. Platform Lengths: Watford Junction 6 - 285 metres (312 yards) 7 - 285 metres (312 yards) 8 - 285 metres (312 yards) 9 - 275 metres (301 yards) 10 - 249 metres (permissive PP; 272 yards) Up direction trains can turn back at Watford Junction station platforms 7 & 9. ①Disused platform, adjacent to Platform 10. ②For full details of Watford Yard & Platform 11, see MD130-001.
	13 71 *		
	14 60 *		
	15 20 *		
	15 68 *		
BUSHEY	15 79		
	16 00 *		
	16 20 *		
	16 71 *		
Watford South Jn	17 06		
(Watford Yard connection with Up Slow)	17 13		
	17 20 *		
(Connection with Up Slow)	17 21		
	17 28 *		
Limit of DC Electrification on Down Fast	17 31		
WATFORD JUNCTION	17 34		

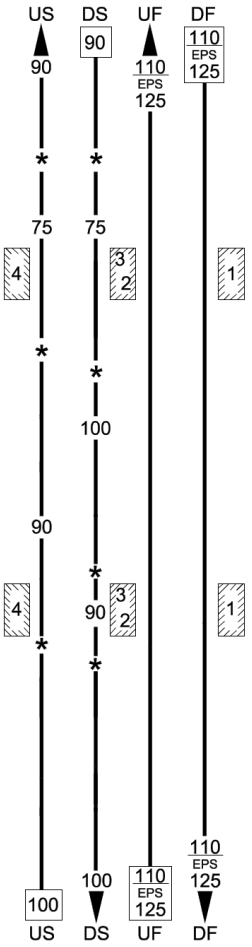
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	010	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	11/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WATFORD JUNCTION	17 34		GSM-R TCB Wembley Mainline SCC (WT) Watford Workstation AC: Rugby ECR TASS fitted: DF line and UF line throughout Axle Counter area. Platform Lengths: Watford Junction 6 - 285 metres (312 yards) 7 - 285 metres (312 yards) 8 - 285 metres (312 yards) 9 - 275 metres (301 yards) Down direction trains can turn back at Watford Junction station platforms 6 & 8. Up direction trains can turn back at Watford Junction station platforms 7 & 9.
	17 49 *		
(Fast to Fast Crossover)	17 51		
	17 60 *		
Watford North Jn	17 74		
	18 11 *		
	18 20 *		

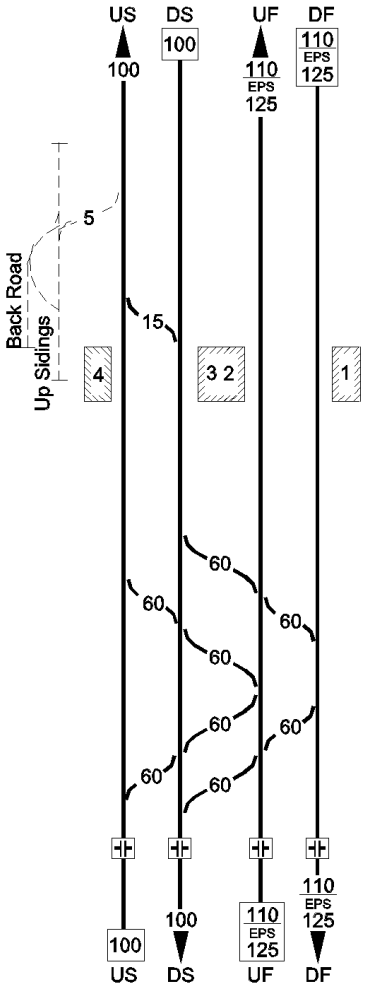
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	011	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	19/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Watford Tunnels Slow lines (1 km 820 metres/ 1 mile 230 yards) Fast lines (1 km 660 metres/ 1 mile 55 yards)	18 31 * 18 32 * 18 33 18 38 19 40 19 43 * 19 46 * 19 73 * 20 00 * 20 05 20 50		TCB Wembley Mainline SCC (WT) Watford Workstation AC: Rugby ECR GSM-R TASS fitted: DF line and UF line Axle Counter Area PF is authorised on Up Kings Langley Loop: 124 SLU / 868 yards / 794 metres.

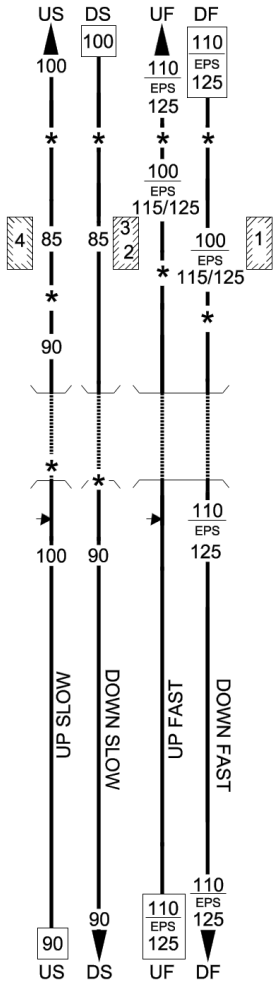
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	012	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	06/05/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Wembley Mainline SCC (WT) Watford Workstation AC: Rugby ECR GSM-R TASS fitted: DF line and UF line throughout Axle Counter area.
	20	60 *		
KINGS LANGLEY	20	74		Platform Lengths: Kings Langley 1 - 213 metres 2 - 198 metres 3 - 245 metres 4 - 245 metres
	21	04 *		GSM-R (IVRS) area Entry: Down Fast: 21m 66ch Entry: Down Slow: 21m 66ch Exit: Up Fast: 21m 66ch Exit: Up Slow: 21m 66ch
	21	12 *		
CSR change	21	74		Rugby SCC (WT) Tring Workstation
	23	00 *		Platform Lengths: Apsley 1 - 204 metres 2 - 204 metres 3 - 247 metres 4 - 247 metres
APSLEY	23	06		
	23	15 *		
	23	19 *		

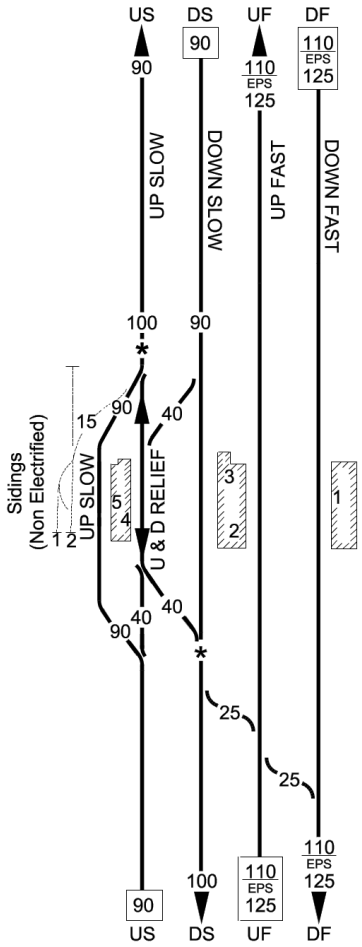
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	013	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	19/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
HEMEL HEMPSTEAD	24 39		GSM-R TCB Rugby SCC (WT/TK) Tring Workstation AC: Rugby ECR TASS fitted: UF & DF lines. GSM-R (IVRS) area Axle Counter area Platform Lengths: 1 - 245 metres 2 - 245 metres 3 - 245 metres 4 - 245 metres
Bourne End Junction	25 40		
OHNS	26 30		

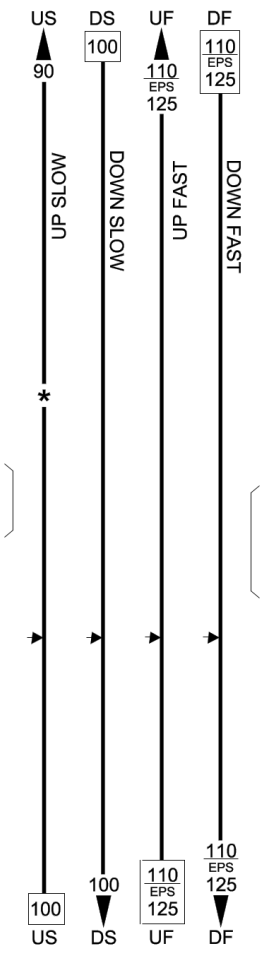
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	014	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB: Rugby SCC (WT/TK), Tring Workstation, AC: Rugby ECR TASS fitted: DF & UF lines. Platform Lengths: Berkhamsted Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres Axle counter area
	27	40	*		
BERKHAMSTED	27	75			
	28	05	*		
	28	20	*		
	28	23	*		
Northchurch Tunnels (319 metres/349 yards)	28	76			
	29	11	*		
	to 29	12	*		
Northchurch HABD	30	07			
(End of diagram)	31	19			

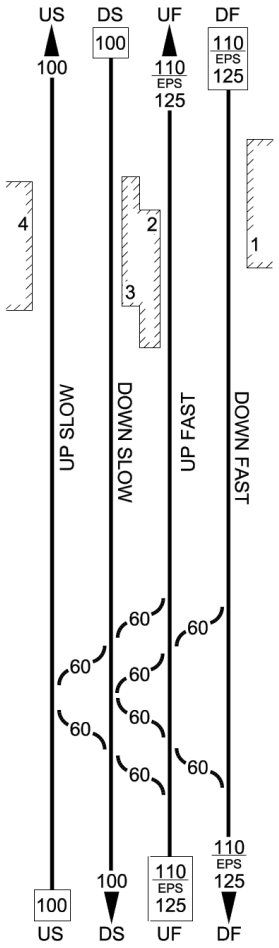
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	015	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	31	20		GSM-R TCB — Rugby S.C.C. (TK), Tring Workstation, AC: Rugby ECR Axle counter area TASS fitted: DF & UF lines.
	31	25 *		
Tring South Junction	31	30		
TRING	31	50		Platform Lengths: Tring Platform 1 - 275 metres Platform 2 - 253 metres Platform 3 - 269 metres Platform 4 - 269 metres Platform 5 - 269 metres
	31	72 *		
Tring North Jn	32	00		
(End of diagram)	32	40		

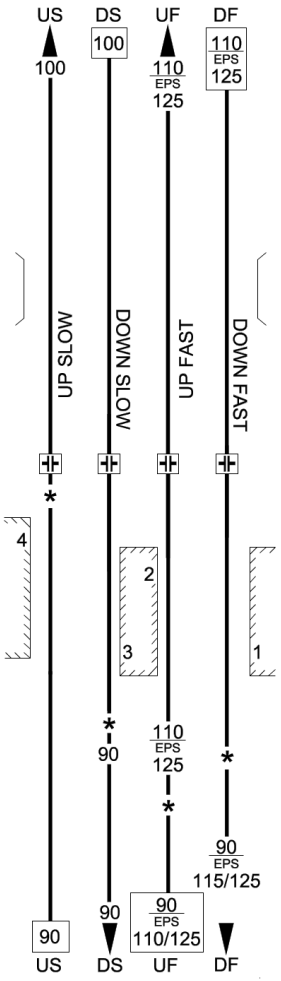
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	016	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	32 41		GSM-R TCB: Rugby S.C.C. (TK), Tring Workstation, AC: Rugby ECR Axle Counter area TASS fitted: DF & UF lines.
	34 20 *		
Grand Union Canal Underbridge near Pitstone Marina and Wharf (bridge 118) 80 metres (87 yards)	34 49 to 34 53		
Cheddington WILD	34 60		
(End of diagram)	36 00		

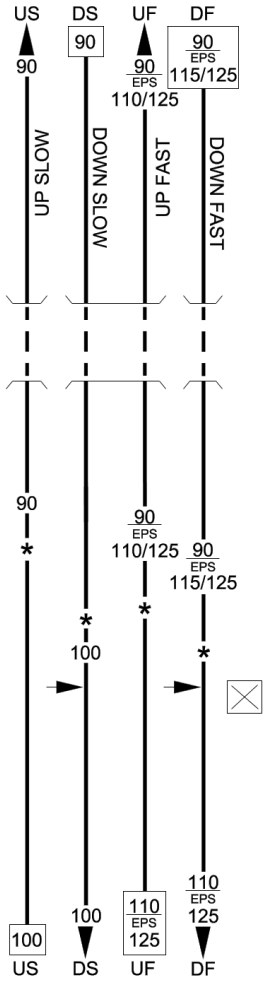
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	017	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	36	01		GSM-R TCB: Rugby S.C.C. (TK), Tring Workstation, AC: Rugby ECR 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)
CHEDDINGTON	36	08		
Ledburn Jn	37	35		
(End of diagram)	38	00		

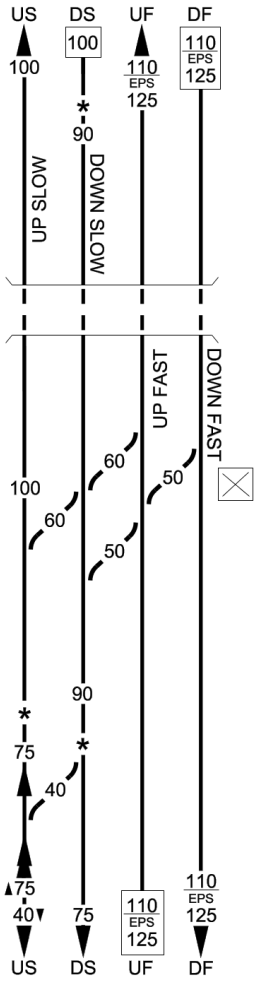
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	018	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	38 01		GSM-R TCB: Rugby S.C.C. (TK), Tring Workstation, AC: Rugby ECR Axle Counter area TASS fitted: DF & UF lines.
Redborough Farm Underbridge 3 span brick underbridge (bridge 130) 33 metres (36 yards)	38 59 to 38 61		
Leighton Buzzard OHNS	39 20		
	40 01 *		
LEIGHTON BUZZARD	40 14		Platform Lengths: Leighton Buzzard 1 - 256 metres (280 yards) 2 - 256 metres (280 yards) 3 - 256 metres (280 yards) 4 - 257 metres (281 yards)
	40 25 *		
	40 28 *		
	40 32 *		
(End of diagram)	40 35		

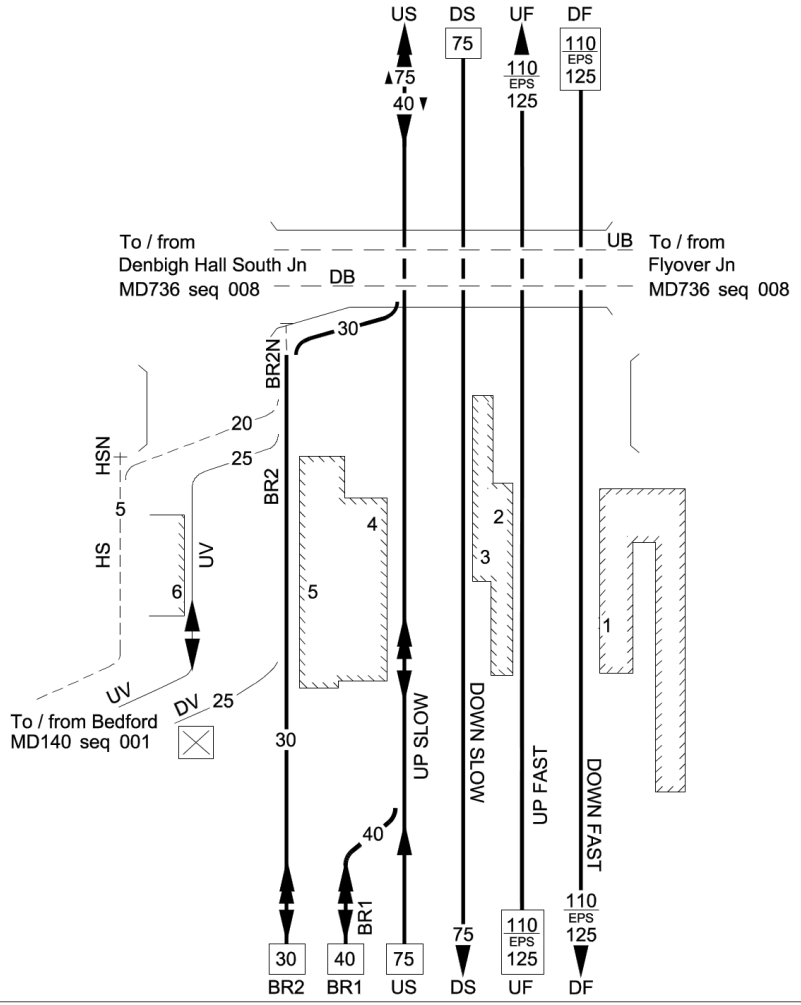
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	019	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	11/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	40 36		GSM-R TCB: Rugby S.C.C. (TK), Tring Workstation, AC: Rugby ECR Axle Counter area TASS fitted: DF & UF lines.
Linslade Tunnels (Up Slow bore 262 metres / 286 yards) (UF /& DS bore 266 metres / 291 yards) (DF bore 260 metres / 284 yards)	40 60 to 40 73		
	42 04 *		
	42 13 * 42 16 *		
	42 22 *		
Soulbury Road HABDs	42 68		Traffic Lockout Devices (LOD(T)) provided, from 43m 52ch on the Down lines, and to 43m 45ch on the Up lines. Rugby S.C.C. (TK), Bletchley Workstation from aprox. 43m 15ch
(End of diagram)	43 49		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	020	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	43 50 43 55 *		GSM-R TCB Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR Axle Counter area TASS fitted: DF & UF lines.
A4146 Road overbridge (32 metres / 35 yards)	45 04 to 45 06		
Drayton Road Jn	45 46		Traffic Lockout Devices (LOD(T)) provided on all lines.
	46 18 * 46 21 *		
Water Eaton Road Jn	46 25		
(End of diagram)	46 30		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	021	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022

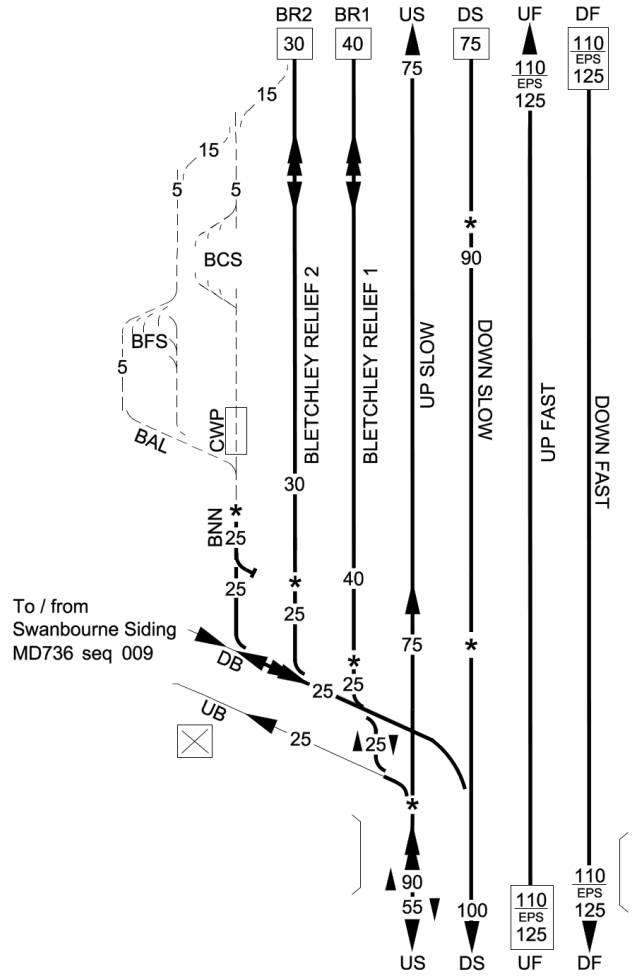
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	46 31		GSM-R TCB Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR Axle Counter area, on Slow and Fast lines only.
Bletchley Covered Way	46 36		
	to		
	46 39		
(Buffer stop on Bletchley Relief 2 Neck)	46 40		
Bletchley South Jn	46 41		
Buckingham Road underbridge (bridge 153)	46 42		
	to		
80 metres (87 yards)	46 43		
BLETCHLEY	46 54		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. Platforms 4, 5 and 6: permissive (PP-A) in both directions.
(Vale lines diverge from Bletchley Relief 2)	46 60		
Bletchley North Jn	46 62		
(End of diagram)	46 63		

Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Vale lines only.

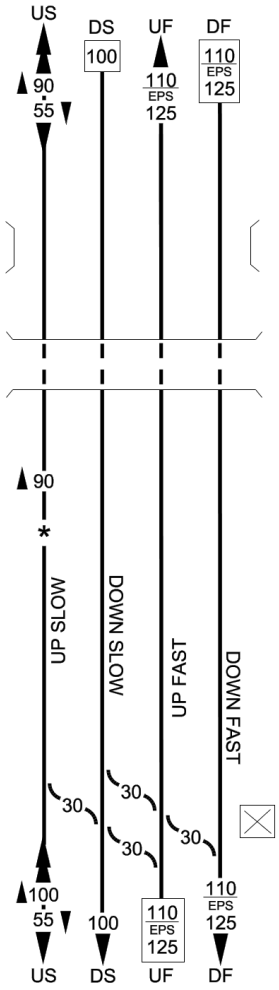
UB: Up Bletchley
DB: Down Bletchley

DV: Down Vale.
UV: Up Vale.
BR1: Bletchley Relief 1.
BR2: Bletchley Relief 2.
BR2N: Bletchley Relief 2 Neck.
HS: Hopper Siding.
HSN: Hopper Siding Neck.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	022	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	21/01/2023

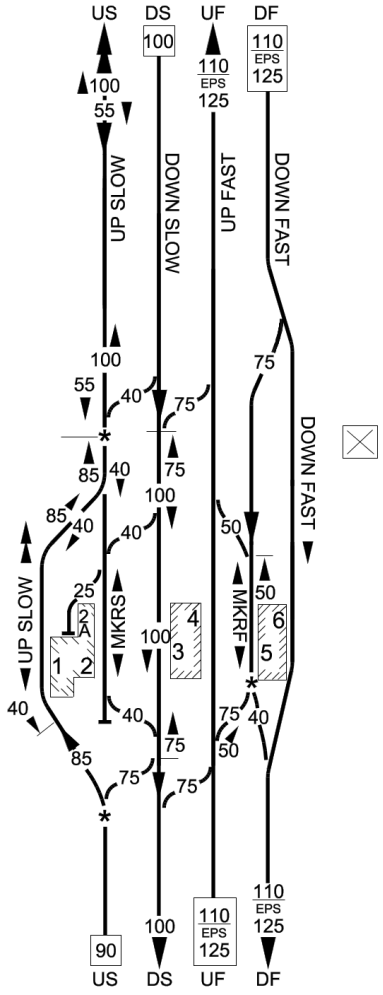
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	46 64		GSM-R TCB Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR Axle Counter area, on Slow and Fast lines only.
(Start of Bletchley Carriage Sidings)	46 68 *		BCS: Bletchley Carriage Sidings. BFS: Bletchley Freight Sidings. BAL: Bletchley Arrival Line. BR1: Bletchley Relief 1. BR2: Bletchley Relief 2. BNN: Bletchley North Neck. DB: Down Bletchley. UB: Up Bletchley. CWP: Carriage Washing Plant.
(Start of Bletchley Freight Sidings)	46 72		
(Carriage Washing Plant)	47 16		Bletchley Carriage Sidings and Carriage Washing Plant have ELR: BCS Bletchley Freight Sidings have ELR: BLT1
	47 23 *		
	47 30 *		
(Bletchley lines diverge away from WCML)	47 31		
	47 34 *		
	47 35 *		
Bletchley Flyover North Jn (UB)	47 42		Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Bletchley lines only.
Denbigh Hall South Jn	47 52 *		
Watling Street, A5 Underbridge (br158) 89 metres (97 yards)	47 53 to 47 57		
(End of diagram)	47 58		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	023	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	47 59		GSM-R TCB: Rugby S.C.C. (TK), Bletchley Workstation, AC: Rugby ECR Axle Counter area TASS fitted: DF & UF lines
A5(T) Duel carriageway Underbridge (bridge 159A) 61 metres (67 yards)	47 70 to 47 72		
A421 H8 City Road underbridge bridge 160A (28 metres / 31 yards)	48 06 to 48 08		
	48 14 *		
Denbigh Hall North Jn	48 48		Traffic Lockout Devices (LOD(T)) provided on all lines through Denbigh Hall North Jn.
(End of diagram)	48 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	024	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	12/11/2022

Location	Mileage M	Mileage Ch	
(Start of diagram)	48	51	
Knowlhill Jn	48	75	
	49	39	*
Milton Keynes South Jn	49	43	
MILTON KEYNES CENTRAL	49	65	
	49	75	*
Milton Keynes North Jn	50	10	
	50	16	*
(End of diagram)	50	59	



Running lines & speed restrictions

Signalling & Remarks

TCB — Rugby SCC (TK/KR)
Bletchley Workstation
AC: Rugby ECR

GSM-R

Axle Counter area

TASS fitted: DF & UF lines

Traffic Lockout Devices (LOD(T)) provided on all lines through Milton Keynes Central.

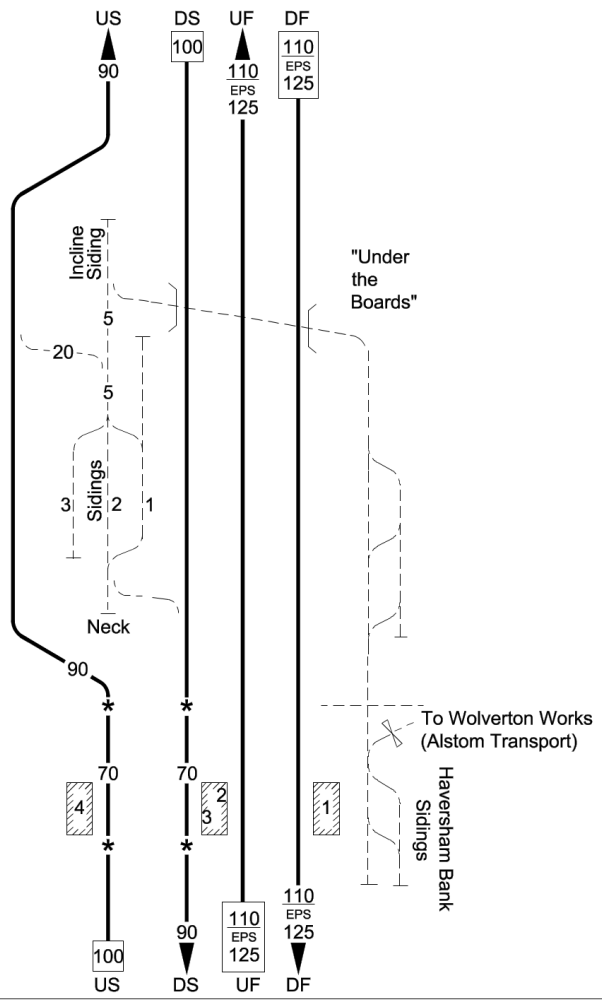
MKRF - Milton Keynes Reversible Fast
MKRS - Milton Keynes Reversible Slow

Platform Lengths:
1: 251 metres. 2: 308 metres.
2A: 124 metres
(operational length for electric traction arriving with pantograph leading is 104 metres).
3: 300 metres. 4: 300 metres.
5: 300 metres. 6: 300 metres.

Permissive Working:
Platform 1: PP-A authorised in Up direction only
Platform 2: PP-A authorised in both directions
Platform 2A(Bay): PP authorised
Platform 3: PP-A authorised in both directions
Platform 4: PP-A authorised in both directions
Platform 5: PP-A authorised in both directions

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	Mileage Ch	
(Start of diagram)	50	60	
(Trailing points on Up Slow)	51	65	
Wolverton Sidings	52	05	
Church Street LC (TMO) (Wolverton Works Siding)	52	20	*
WOLVERTON	52	33	
	52	42	*
(Buffer stops on Haversham Bank Sdgs)	52	62	
(End of diagram)	53	19	



TCB Rugby SCC (TK/KR)
Bletchley Workstation
AC: Rugby ECR

GSM-R

Axle Counter area.

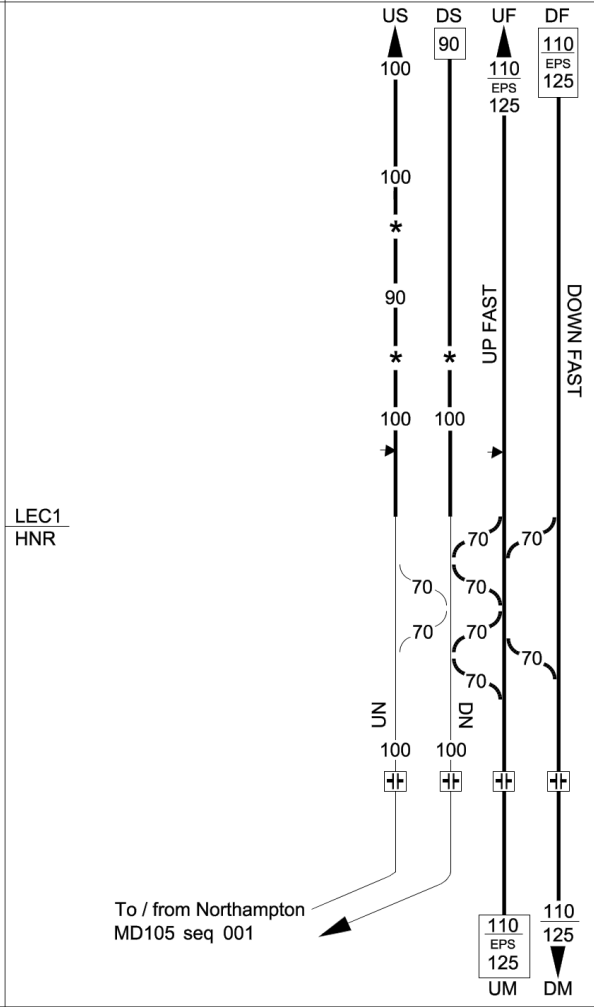
TASS fitted: DF & UF lines.

Traffic Lockout Devices (LOD(T)) provided

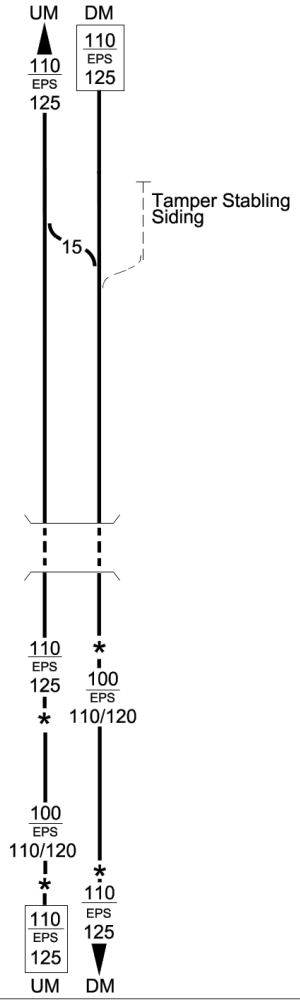
GSM-R (IVRS) area

Platform Lengths:
1 - 251 metres
2 - 248 metres
3 - 253 metres
4 - 246 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	026	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)	53 20		TCB Rugby SCC (TK/KR) Bletchley Workstation AC: Rugby ECR GSM-R TASS fitted: DF/DM lines and UM/UF lines Axle Counter area Rugby SCC (KR/HN) Northampton Workstation From aprox. 53m 30ch.
Castlethorpe Station, former site of	54 53 *		
	54 60		
	55 00 *		Traffic Lockout Devices (LOD(T)) provided: DF and DS to 53m 43ch UF and US from 53m 10ch
Castlethorpe North HABD	55 63		
Hanslope South Jn Change of ELR on Slow lines	56 29	LEC1 / HNR	
(Change of linenames on Fast lines to Up Main & Down Main)	56 47		UF - Up Fast DF - Down Fast UM - Up Main DM - Down Main UN - Up Northampton DN - Down Northampton
Hanslope North Jn	56 66		
Ashton OHNS	58 34		
(End of Weedon / Main lines parallel with Northampton lines)	60 76		
(End of diagram)	61 00		

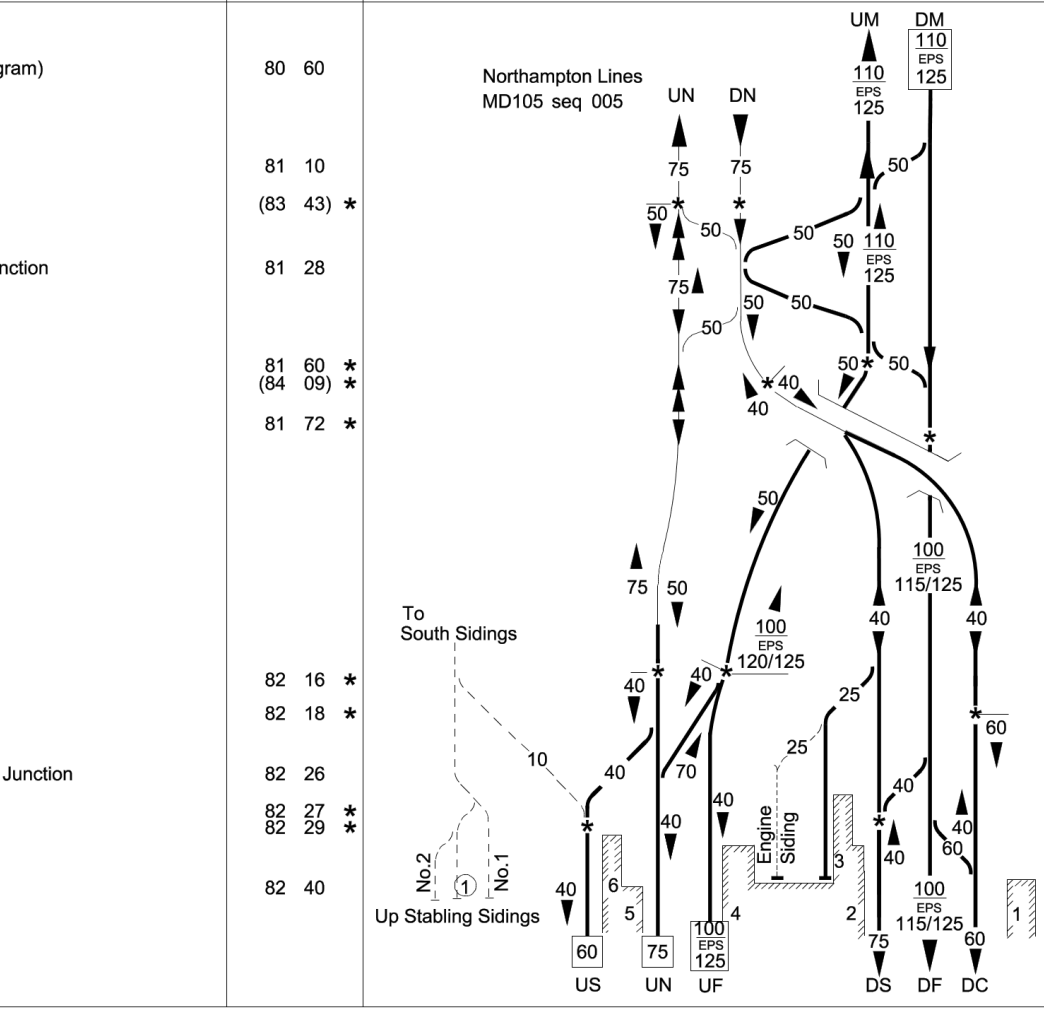
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	027	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	11/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	61 00		GSM-R TCB Rugby SCC (KR) Northampton Workstation AC: Rugby ECR Axle Counter area
(Buffer stop on Tamper Siding)	62 61		
Blisworth	62 71		TASS fitted: DM & UM lines throughout
Stowe Hill Tunnel (449 metres/491 yards)	68 09 to 68 32		
	68 50 *		
	68 65 *		
Weedon	69 56		
	70 36 * 70 53 *		
(End of diagram)	70 59		

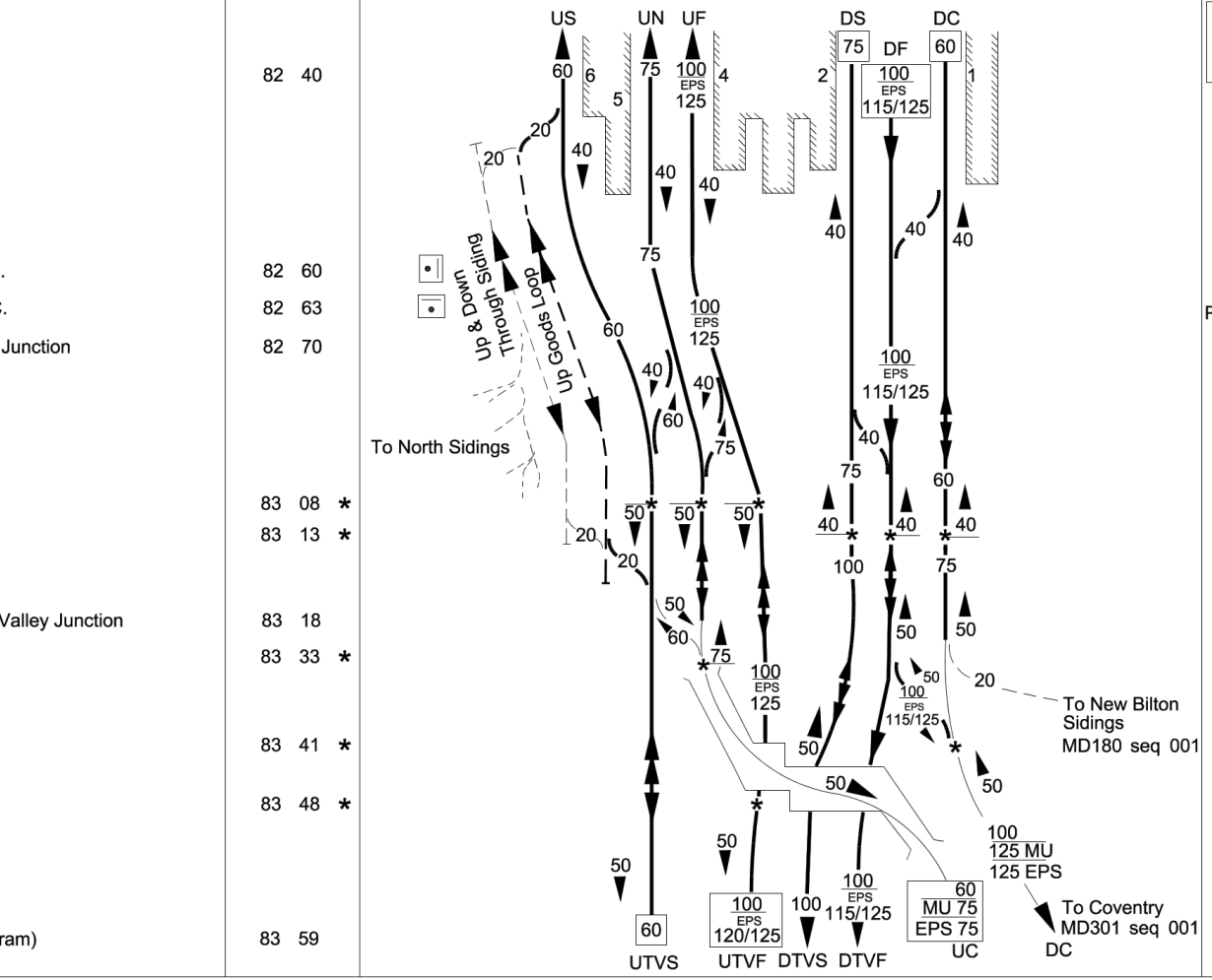
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	028	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	12/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	70 60	UM 110 EPS 125; DM 110 EPS 125	GSM-R TCB Rugby SCC (KR) Northampton Workstation AC: Rugby ECR Axle Counter area TASS fitted: DM & UM lines throughout
OHNS	73 40		
Kilsby Tunnel (1 mile 656 yards) (2 km 209 metres)	76 58 * 76 63 * 76 64 T to 78 13 T 78 14 * 78 19 *	110 110	
Kilsby North HABD	79 01		
OHNS	80 08		
(End of diagram)	80 59	110 EPS 125 UM; 110 EPS 125 DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	029	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	12/11/2022

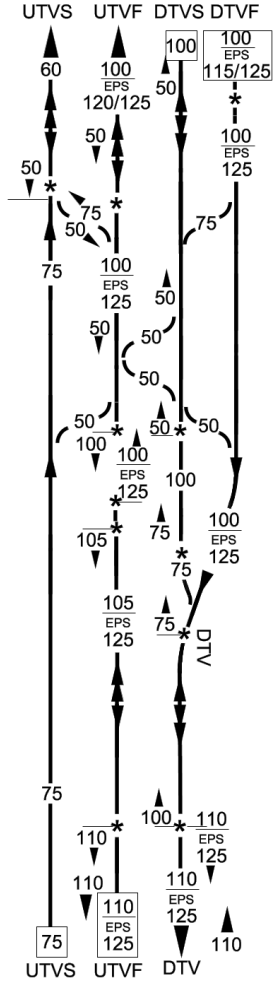
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	80 60		TCB Rugby SCC (KR/NR) Rugby Workstation AC: Rugby ECR GSM-R GSM-R (IVRS) area TASS fitted Axle counter area DN - Down Northampton UN - Up Northampton DC - Down Coventry Line name changes at 81m 29ch: Down Main to Down Fast Up Fast to Up Main Line name changes at 81m 75ch (84m 22ch-HNR): Down Northampton to Down Coventry Down Northampton to Down Slow ELR change: LEC1 - HNR at 82m 13ch (84m 40ch) on the Up Northampton line and 81m 75ch (84m 22ch) on the Down Northampton line ELR HNR line mileages in brackets ( ) Traffic Lockout Devices (LOD(T)) provided from 79m 52ch on the DM to along the DF and on the DS and DC lines through Rugby. Along the UF, UN and US through Rugby to 80m 45ch on the UM including Hillmorton Jn. Permissive working (PP-A) is authorised in both directions for Platforms 1, 2, 4, 5 & 6. Permissive working (PP-A) is authorised in Platform 3 in the Down direction only. Platform Lengths: 1 - 270 metres 2 - 344 metres 3 - 196 metres 4 - 336 metres 5 - 274 metres 6 - 198 metres ① Middle Stabling siding Out Of Use
(crossover)	81 10		
	(83 43) *		
Hillmorton Junction	81 28		
	81 60 *		
	(84 09) *		
	81 72 *		
	82 16 *		
	82 18 *		
Rugby South Junction	82 26		
	82 27 *		
	82 29 *		
RUGBY	82 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	030	Euston to Armitage Junction (Exclusive)	LEC1 LEC2	LNW South	12/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
RUGBY	82 40		TCB Rugby SCC (RC, RN) Rugby Workstation AC: Rugby ECR GSM-R GSM-R (IVRS) area TASS fitted Axle counter area Permissive working (PP-A) is authorised in both directions for platforms 1, 2, 4, 5 & 6. Platform Lengths: see MD101 seq.022 Traffic Lockout Devices (LOD(T)) provided on all running lines Permissive working (PF) is authorised on the Up Goods Loop - 756 metres (826 yards) ELR - LEC1 / ELR - LEC2 at 83m 17ch Line name changes at 83m 19ch: UTVF to UF UTVS to US UC to UN Line name changes at 83m 28ch: DF to DTVF DS to DTVS DC - Down Coventry UC - Up Coventry DTVF - Down Trent Valley Fast DTVS - Down Trent Valley Slow UTVF - Up Trent Valley Fast UTVS - Up Trent Valley Slow UN - Up Northampton
Rugby S.C.C.	82 60		
Rugby R.O.C.	82 63		
Rugby North Junction	82 70		
	83 08 *		
	83 13 *		
Rugby Trent Valley Junction	83 18		
	83 33 *		
	83 41 *		
	83 48 *		
(End of diagram)	83 59		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	031	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	12/11/2022

Location	Mileage M	Mileage Ch	
(Start of diagram)	83	60	
	83	68	*
	84	01	*
	84	14	*
Newbold Junction	84	26	
High Oaks Junction	85	18	
	85	27	*
	87	32	*
	87	38	*
	87	57	*
Brinklow Junction	87	72	
	88	09	*
	88	78	*
(End of diagram)	88	79	



GSM-R

TCB — Rugby SCC (RN)
Rugby Workstation
AC: Rugby ECR

Axle counter area

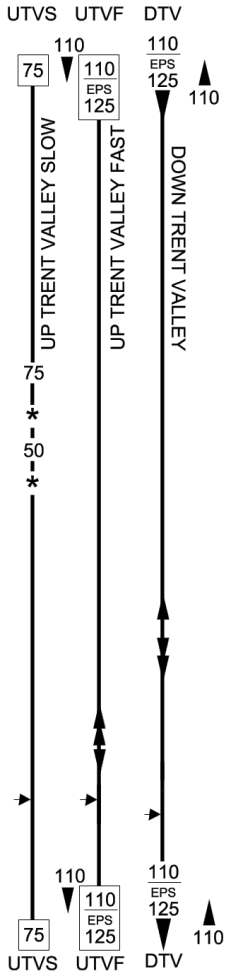
TASS fitted

Traffic Lockout Devices (LOD(T)) provided on all running lines

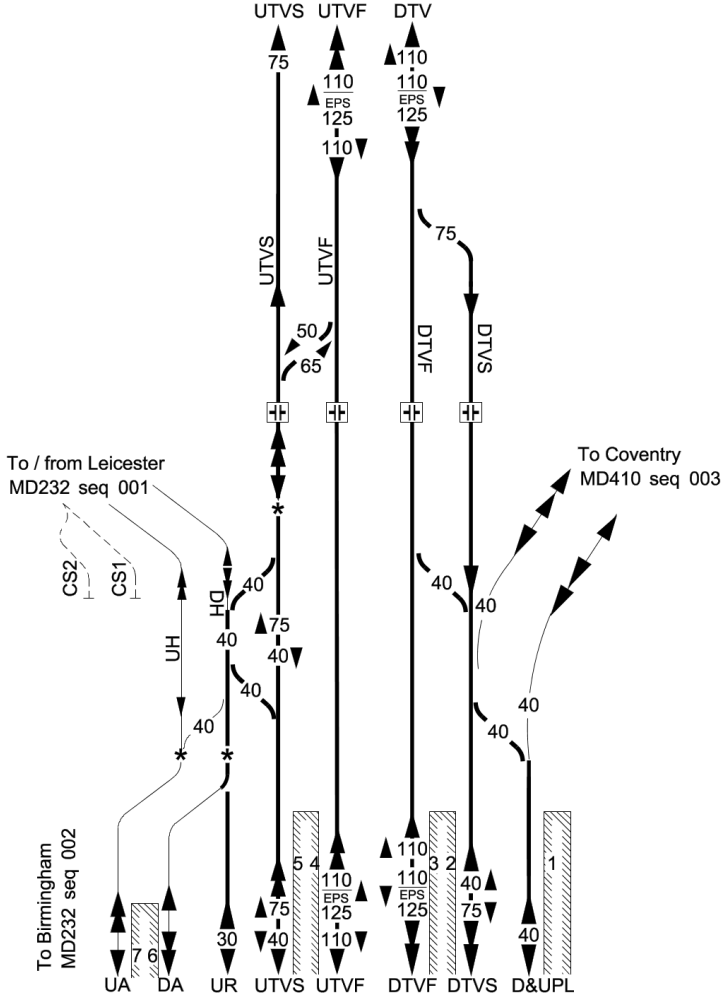
DTVF - Down Trent Valley Fast
DTVS - Down Trent Valley Slow
DTV - Down Trent Valley
UTVS - Up Trent Valley Slow
UTVF - Up Trent Valley Fast

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	032	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	12/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	89 00		GSM-R TCB: Rugby SCC (RN), Rugby Workstation, AC: Rugby ECR Axle counter area TASS fitted Traffic Lockout Devices (LOD(T)) provided on all running lines UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTV - Down Trent Valley
	90 09 *		
	90 56 *		
Shilton HABD (US & UF)	91 26		
Shilton HABD (DM)	91 30		
(End of diagram)	91 79		

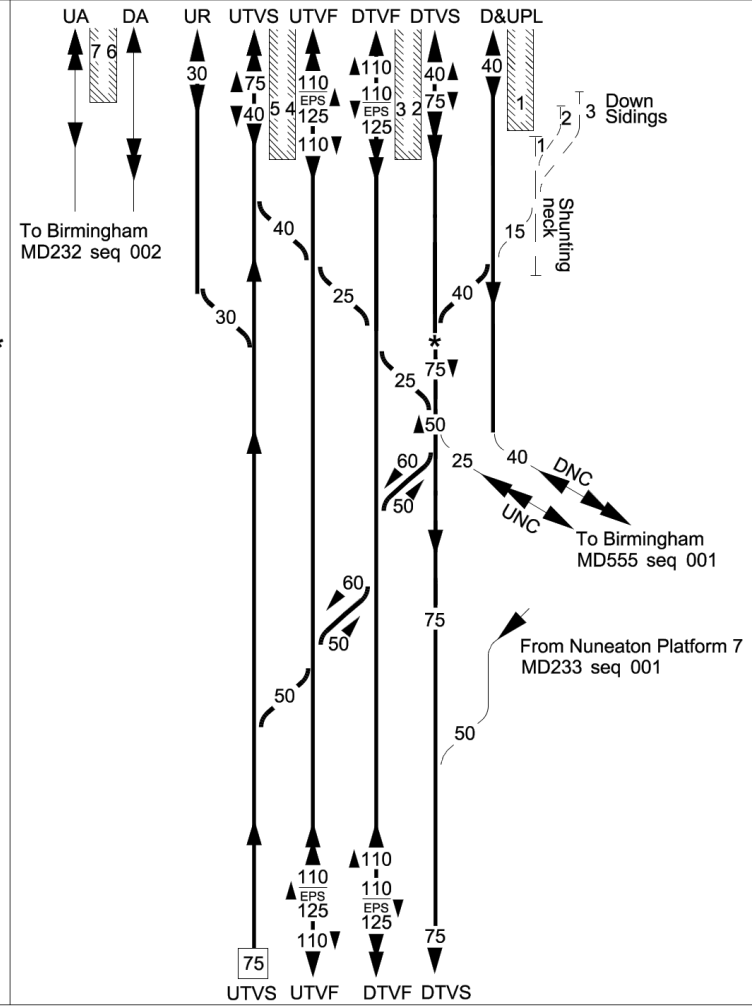
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	033	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	25/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	92 00		TCB Rugby SCC (RN) Nuneaton Workstation AC: Rugby ECR GSM-R Axle counter area TASS fitted on Fast lines only. Traffic Lockout Devices (LOD(T)) provided on all running lines AC: Crewe ECR
Bulkington (former site of)	93 39		
Attleborough South Jn	95 09		
Attleborough North Jn	95 70		
OHNS	96 30		
	96 38 *		
Nuneaton South Jn	96 68		
	(10 57) *		
NUNEATON	97 10		

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.

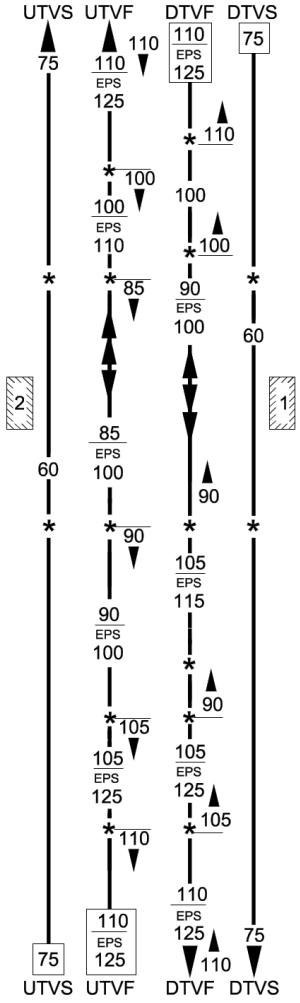
Platform Lengths: Nuneaton (Permissive working)
1: 170 metres (PP-A authorised in both directions)
2: 337 metres (PP-A authorised in both directions)
3: 301 metres
4: 333 metres
5: 245 metres (PP-A authorised in Up direction)
5: 333 metres (PP-A authorised in Down direction)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	034	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	12/11/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
NUNEATON	97	10		TCB Rugby SCC (NL) Nuneaton Workstation AC: Crewe ECR GSM-R Axle counter area TASS fitted on Fast lines only. Traffic Lockout Devices (LOD(T)) provided on all running lines 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) Mileage in brackets ( ) from Birmingham via Water Orton ELR: NWO. 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 DNC: Down Nuneaton Chord UNC: Up Nuneaton Chord UR: Up Relief UA: Up Arley DA: Down Arley
	97	33 *		
Nuneaton North Jn	97	36		
	(10	18)		
Ashby Jn	97	72		
Canal Farm Jn	98	25		
Hartshill Sidings (former site of)	99	42		
(End of diagram)	100	59		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	035	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	12/11/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	100	60		TCB Rugby SCC (NL) Nuneaton Workstation AC: Crewe ECR
Mancetter LC (former site of)	101	00		
	101	42 *		
	101	56 *		
	102	01 *		
	102	03 *		
ATHERSTONE	102	23		
	102	42 *		
	102	71 *		
	103	20 *		
	103	63 *		
(End of diagram)	105	59		

GSM-R

DTVF - Down Trent Valley Fast
DTVS - Down Trent Valley Slow
UTVS - Up Trent Valley Slow
UTVF - Up Trent Valley Fast

TASS fitted

GSM-R (IVRS) area

Axle counter area

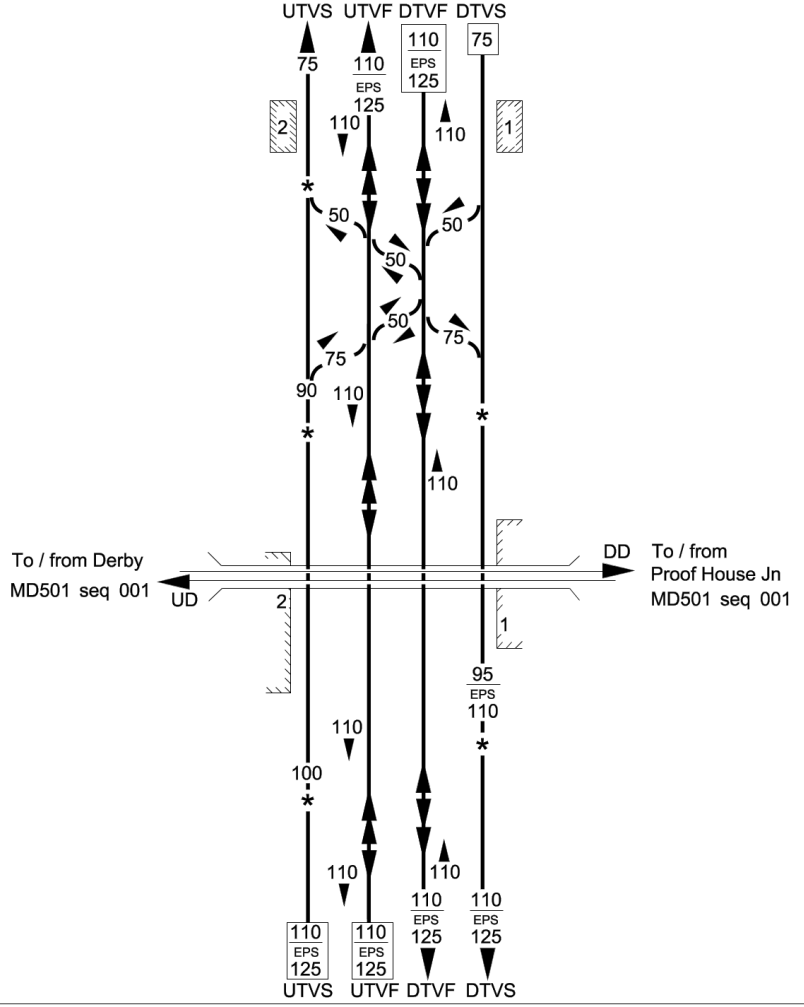
Platform Lengths: Atherstone

Platform 1 - 137 metres
Platform 2 - 122 metres

Traffic Lockout Devices (LOD(T)) provided on all running lines

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	036	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	12/11/2022

Location	Mileage M	Mileage Ch	
(Start of diagram)	105	60	
POLESWORTH	106	39	
	108	74	*
Amington Junction	109	10	
	109	49	*
	109	54	*
Derby lines overbridge	109	78	
TAMWORTH (LOW LEVEL)	110	01	
	110	24	*
	111	10	*
Coton LC (former site of)	111	45	
Hademore LC (former site of)	113	40	
(End of diagram)	114	59	



TCB Rugby SCC (NL)
Trent Valley Workstation
AC: Crewe ECR

GSM-R

Platform Lengths: Polesworth
1 - 138 metres
2 - 138 metres

Traffic Lockout Device (LOD(T)) provided on all running lines

DTVF - Down Trent Valley Fast
DTVS - Down Trent Valley Slow
UTVS - Up Trent Valley Slow
UTVF - Up Trent Valley Fast

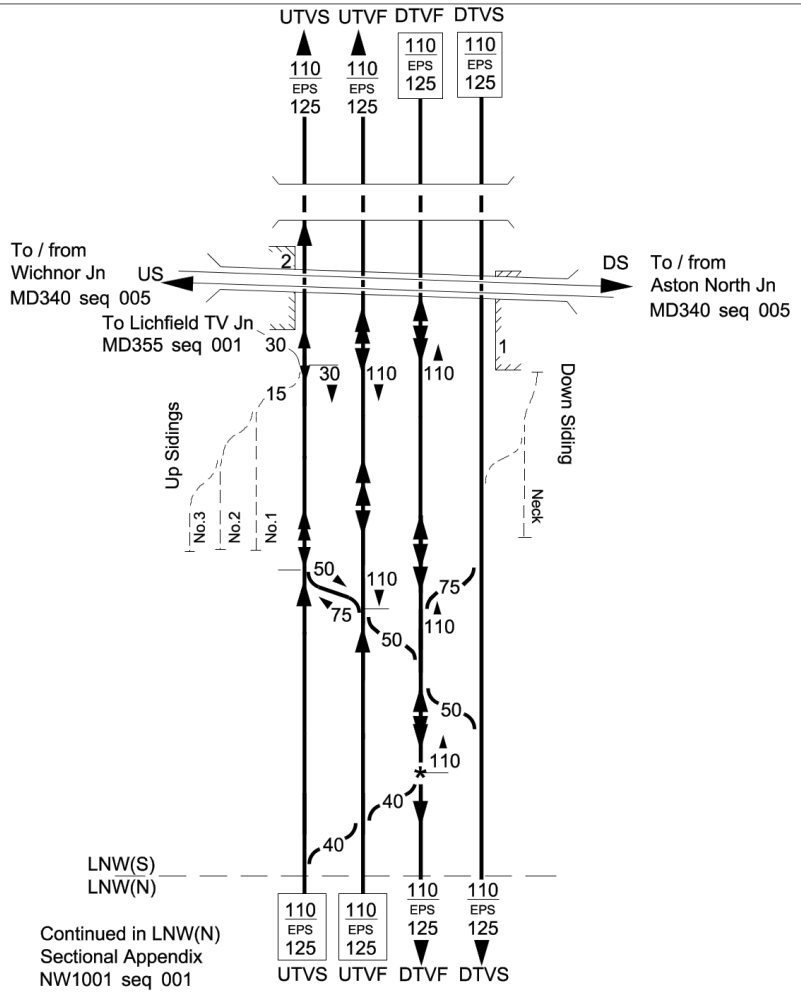
TASS fitted

Axle Counter area

Platform Lengths: Tamworth
1 - 295 metres (325 yards)
2 - 267 metres (292 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	037	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	12/11/2022

Location	Mileage M Ch
(Start of diagram)	114 60
A38 overbridge 38 metres (42 yards)	115 70 to 115 72
Sutton lines (BJW3) overbridge	116 16
LICHFIELD TRENT VALLEY	116 19
Lichfield North Junction	116 70
	117 55 *
Curborough Junction	117 63
Sectional Appendix Boundary	(119 20)



TCB Rugby SCC (NL) Trent Valley Workstation AC: Crewe ECR

GSM-R

To 116m 14ch on the Down lines
From 116m 09ch on the Up lines

Rugby SCC (LS) Trent Valley Workstation

From 116m 14ch on the Down lines
To 116m 09ch on the Up lines

Platform Lengths: Lichfield Trent Valley
1 - 268 metres (293 yards)
2 - 255 metres (279 yards)

TASS fitted

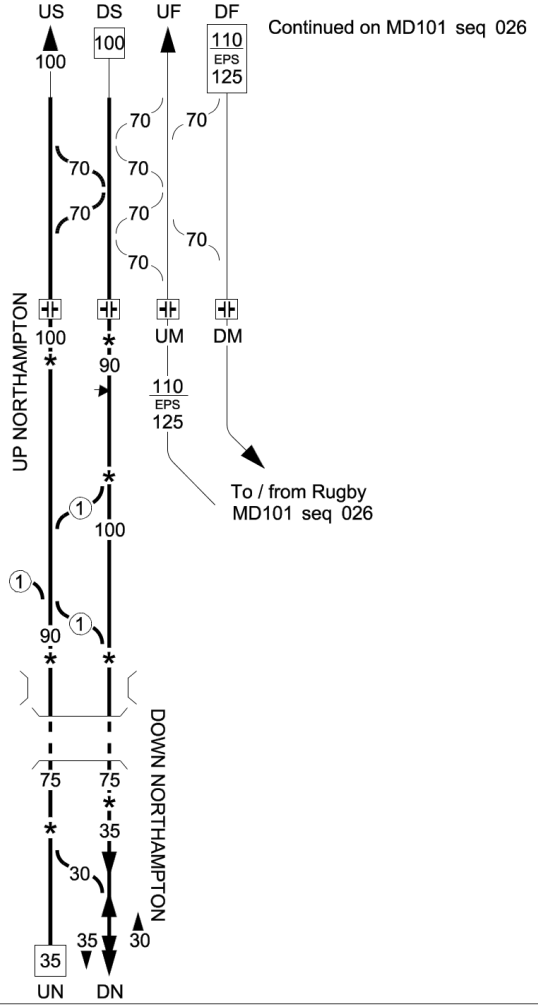
Axle Counter area

DTVF - Down Trent Valley Fast
DTVS - Down Trent Valley Slow
UTVS - Up Trent Valley Slow
UTVF - Up Trent Valley Fast

Traffic Lockout Device (LOD(T)) provided to 119m 18ch on the down lines and from 118m 46ch on the up lines

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	001	Hanslope Junction to Rugby (via Northampton)	HNR	West Coast South	11/09/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Hanslope South Jn Change of ELR	56	29		LEC1 HNR	
(Change of linenames on Slow lines to Up Northampton / Down Northampton & Change of linenames on Fast lines to Up Main / Down Main)	56	47			
Hanslope North Jn	56	66			
Ashton OHNS	58	34			
	58	58	*		
	58	70	*		
Roade HABD	59	72			
'Birdcage' in Roade Cutting on from UN & DN (471 metres / 515 yards)	60	55			
(End of Northampton lines to parallel with Weedon / Main lines)	60	76			
	61	20	*		
Courteenhall Jn (under construction)	61	30			
Northampton Gateway Freight Terminal (under construction)	62	00			① Connection out of use
Collingtree Road Jn	62	50			
	63	06	*		
M1 Motorway road underbridge from 66 metres (72 yards)	63	18			
to	63	20			
Hunsbury Hill Tunnel from (1056 metres/1155 yards)	64	00			
to	64	53			Rugby SCC (RY) Northampton Workstation
	65	26	*		Change of signal prefix only from 64m 30ch (Down) and 65m 30ch (Up).
	65	31	*		
(Crossover)	65	34			



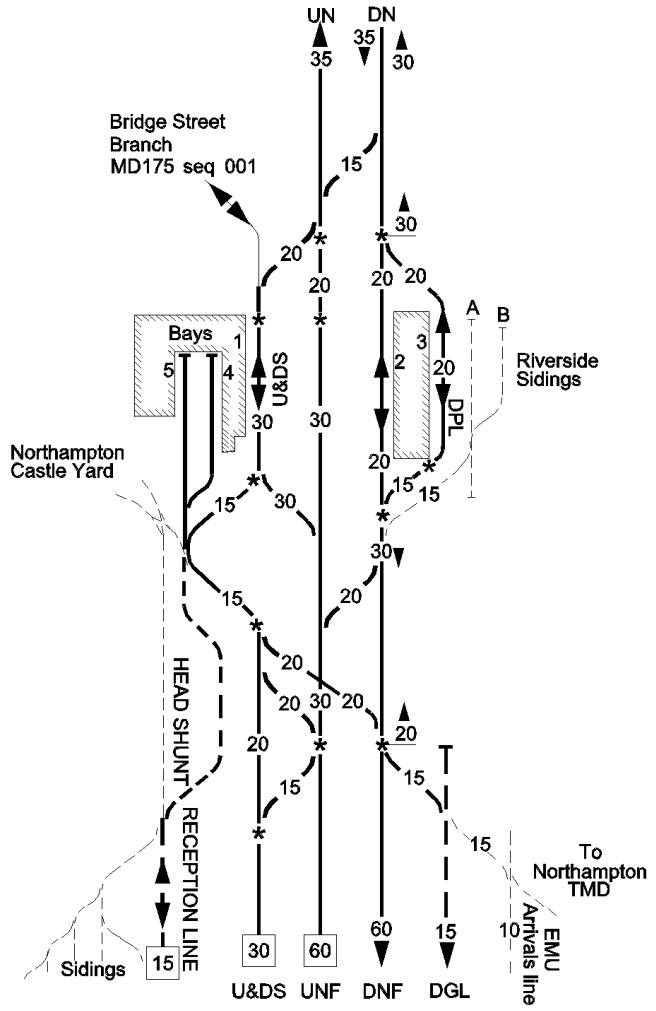
TCB — Rugby SCC (HN), Northampton Workstation, AC: Rugby ECR

GSM-R

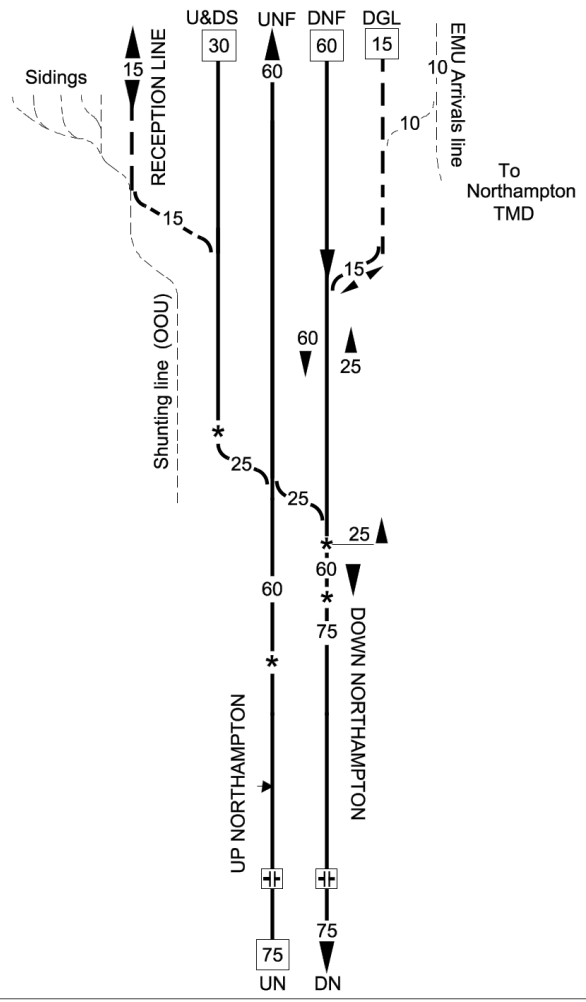
Axle Counter area:
Down Slow/Northampton: to 64m 30ch
Up Northampton/Slow: from 65m 30ch.

UF - Up Fast
DF - Down Fast
UM - Up Main
DM - Down Main

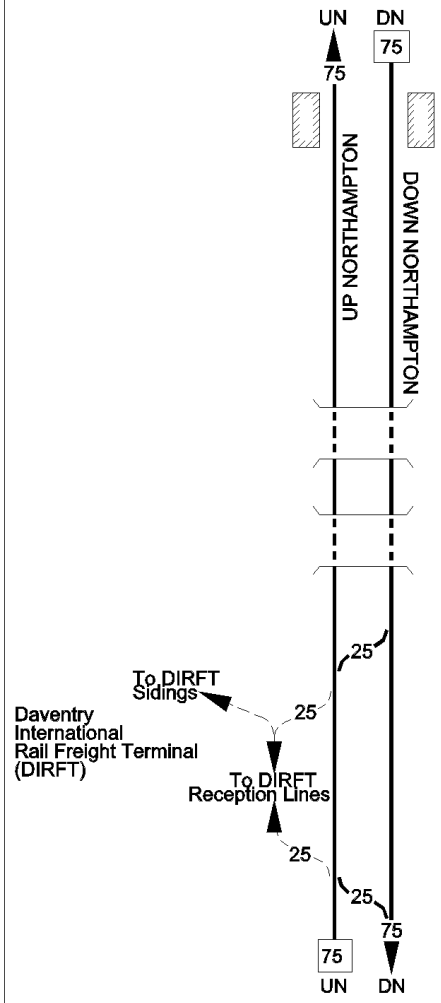
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	002	Hanslope Junction to Rugby (via Northampton)	HNR	LNW South	19/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Northampton South Jn	65 55		GSM-R TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR DN - Down Northampton UN - Up Northampton GSM-R (IVRS) area DPL - Down Platform Loop Platform Lengths: 1 - 275 metres 4 - 256 metres 2 - 275 metres 5 - 169 metres 3 - 289 metres 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. DGL - Down Goods Loop 823 metres (900 yards) (PF) DNF - Down Northampton Fast UNF - Up Northampton Fast U&DS - Up & Down Slow
	65 58 *		
	65 65 *		
NORTHAMPTON	65 68		
	65 79 *		
	66 00 *		
	66 04 *		
Northampton North Jn	66 12 *		
	66 16 *		
	66 23 *		
Northampton Kings Heath Traincare Depot			

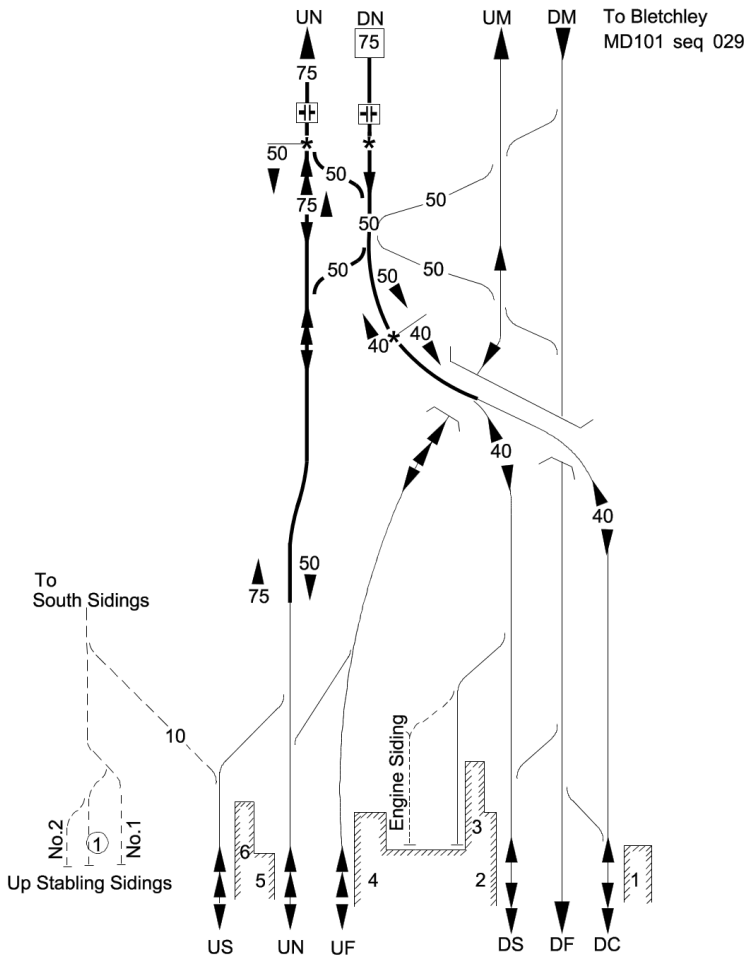
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	003	Hanslope Junction to Rugby (via Northampton)	HNR	West Coast South	15/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR
			DNF - Down Northampton Fast UNF - Up Northampton Fast U&DS - Up & Down Slow DGL - Down Goods Loop
	67 09 *		
Mill Lane Jn	67 16		
	67 27 *		
	67 43 *		Axle Counter area: Down Northampton: from 67m 24ch Up Northampton: to 67m 26ch.
	68 19 *		
Althorp Park HABD	72 04		
Patford Bridge OHNS	74 34		

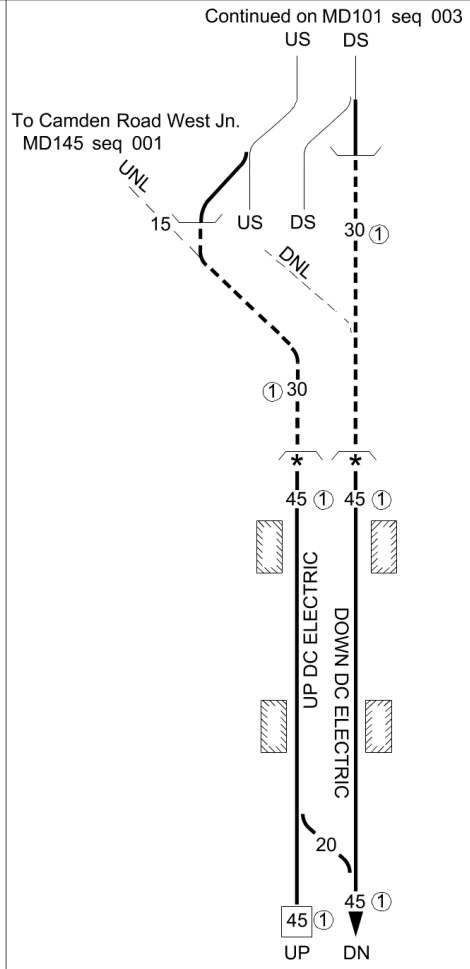
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	004	Hanslope Junction to Rugby (via Northampton)	HNR	LNW South	19/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
LONG BUCKBY	75 37		GSM-R TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR Platform Lengths: Down Northampton - 179 metres Up Northampton - 181 metres GSM-R (IVRS) area Axle Counter area: Down Northampton: to 78m 17ch. Up Northampton: from 77m 60ch.
Watford Lodge Tunnel (105 metres/115 yards)	78 47 to 78 52		
Crick Tunnel (544 metres/595 yards)	79 20 to 79 47		FWS in Watford Lodge and Crick Tunnels
Daventry South Jn	80 05		Lines within the DIRFT are signalled from the DIRFT control centre
Daventry International Rail Freight Terminal (DIRFT)			
Daventry North Jn	80 76		

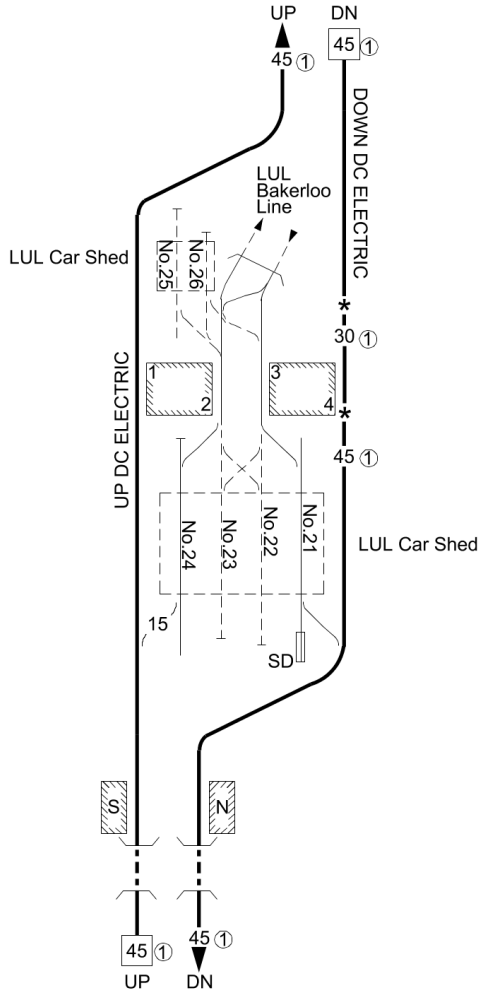
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	005	Hanslope Junction to Rugby (via Northampton)	HNR	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
OHNS	82 21		TCB Rugby SCC (RY) Northampton Workstation AC:Rugby ECR GSM-R TCB Rugby SCC (NR) Rugby Workstation GSM-R (IVRS) area TASS fitted between Hillmorton Junction and Rugby. Axle Counter area: DN: from 83m 20ch UN: to 82m 60ch UN - Up Northampton DN - Down Northampton Traffic Lockout Devices (LOD(T)) provided between 83m 44ch on the DN and the UN lines to/from Rugby Line name changes at 84m 22ch (81m 75ch LEC1): Down Northampton to Down Coventry Down Northampton to Down Slow ELR change: HNR - LEC1 at 84m 40ch (82m 13ch) on the Up Northampton line and 84m 22ch (81m 75ch) on the Down Northampton line ELR LEC1 mileages in brackets () ① Middle Stabling siding Out Of Use DC - Down Coventry
	83 43 *		
Hillmorton Junction	83 54		
	84 09 *		
Rugby South Junction	(82 26)		
RUGBY	(82 40)		

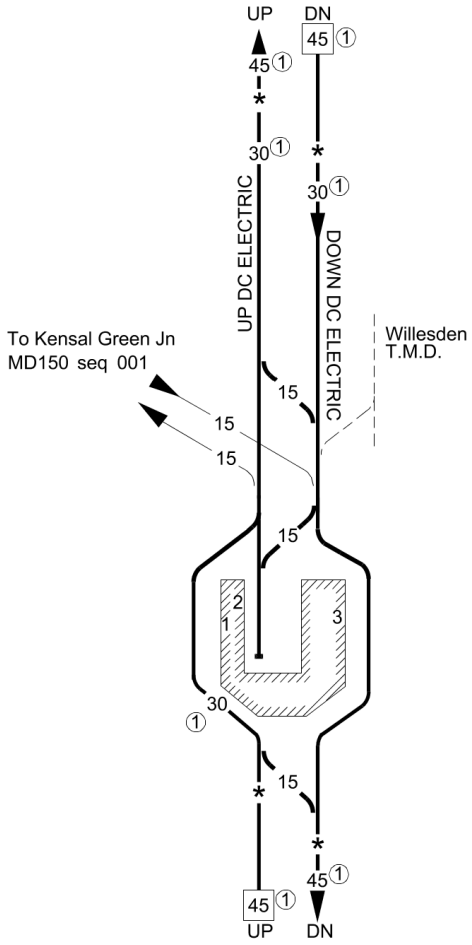
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	001	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	16/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Camden Jn (Down DC line)	1 36		GSM-R
Camden Jn (Up DC line)	1 40		TCB Wembley Mainline SCC (WM) Camden Panel DC: Rugby ECR
South Hampstead Tunnels	1 49		Axle counter area South Hampstead tunnels to South Hampstead.
Down line: 1km 328 metres/1452 yards Up line: 1km 156 metres/1264 yards			DNL - Down North London DC Electric UNL - Up North London DC Electric
			Line Lockouts provided on all lines through South Hampstead Tunnels.
Camden Jn (North London lines)	1 50		Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.
			Platform Lengths: South Hampstead Down - 123 metres Up - 123 metres
	2 27 *		Wembley Mainline SCC (WS) Suburban Workstation
SOUTH HAMPSTEAD	2 33		① Speeds shown apply to EMUs fitted with tripcock apparatus, class 710 and LUL trains.
			Class 1, 2, 5 and RHTT (other than EMUs fitted with tripcock apparatus, class 710 and LUL trains) and light locomotives are subject to a maximum permissible speed of 25mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated.
KILBURN HIGH ROAD	3 01		Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 15mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated.
			Platform Lengths: Kilburn High Road Down - 164 metres Up - 145 metres

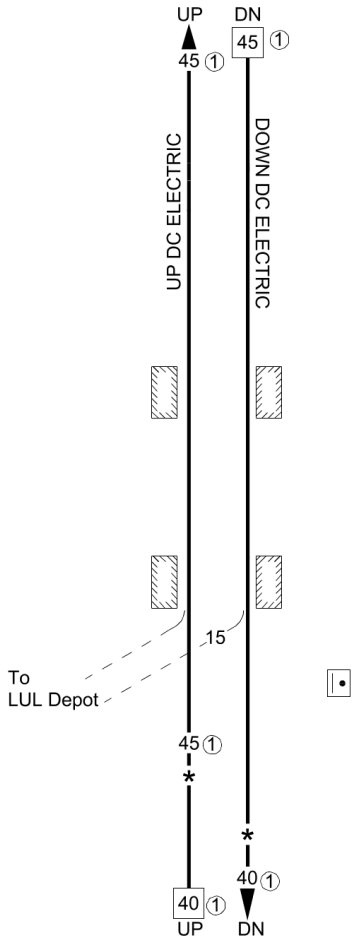
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	002	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	23/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wembley Mainline SCC (WS) Suburban Workstation DC: Rugby ECR
	3 45 *		① Speeds shown apply to EMUs fitted with tripcock apparatus, class 710 and LUL trains. Class 1, 2, 5 and RHTT (other than EMUs fitted with tripcock apparatus, class 710 and LUL trains) and light locomotives are subject to a maximum permissible speed of 25mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated. Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 15mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated.
QUEEN'S PARK	3 55		
	3 58 *		
Queen's Park Jn	3 71		Platform Lengths: Queen's Park Down (4) - 132 metres Up (1) - 141 metres SD = Sand drag
KENSAL GREEN	4 41		Platform Lengths: Kensal Green Down (N) - 123 metres Up (S) - 123 metres
Kensal Green Tunnels (290 metres/317 yards)	4 45 to 4 59		Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.

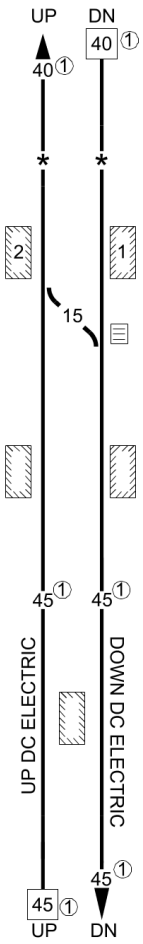
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	003	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	23/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Willesden TMD	4 70 *		GSM-R TCB Wembley Mainline SCC (WS) Suburban Workstation DC: Rugby ECR
	4 77 *		① Speeds shown apply to EMUs fitted with tripcock apparatus, class 710 and LUL trains. Class 1, 2, 5 and RHTT (other than EMUs fitted with tripcock apparatus, class 710 and LUL trains) and light locomotives are subject to a maximum permissible speed of 25mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated. Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 15mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated.
Willesden Suburban Jn	5 28		
WILLESDEN JUNCTION LOW LEVEL	5 36		Platform Lengths: Willesden Junction Low Level 1 - 125 metres 2 - 111 metres - permissive (PP) 3 - 125 metres
	5 43 *		
	5 47 *		Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.

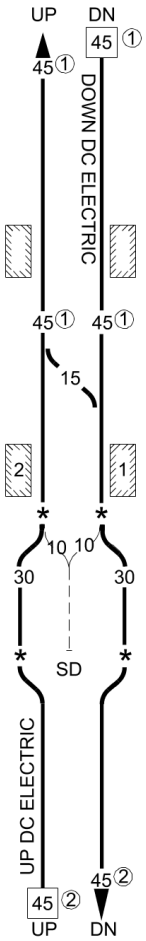
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	004	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	23/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
HARLESDEN	6 08		GSM-R TCB Wembley Mainline SCC (WS) Suburban Workstation DC: Rugby ECR ① Speeds shown apply to EMUs fitted with tripcock apparatus, class 710 and LUL trains. Class 1, 2, 5 and RHTT (other than EMUs fitted with tripcock apparatus, class 710 and LUL trains) and light locomotives are subject to a maximum permissible speed of 25mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated. Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 15mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated.
STONEBRIDGE PARK	7 04		
Stonebridge Jn	7 07		Platform Lengths: Harlesden Down - 123 metres Up - 123 metres
Wembley Mainline SCC (WM, WS)	7 10		
	7 46 *		Platform Lengths: Stonebridge Park Down - 125 metres Up - 125 metres
	7 54 *		Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.

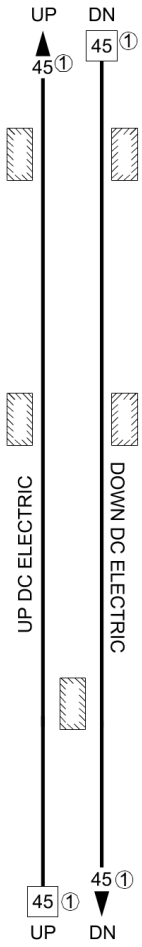
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	005	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	23/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	7 70 *		TCB Wembley Mainline SCC (WS) Suburban Workstation DC: Rugby ECR GSM-R ① Speeds shown apply to EMUs fitted with tripcock apparatus, class 710 and LUL trains. Class 1, 2, 5 and RHTT (other than EMUs fitted with tripcock apparatus, class 710 and LUL trains) and light locomotives are subject to a maximum permissible speed of 25mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated. Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 15mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated.
WEMBLEY CENTRAL	8 09		
Wembley Central G.F.	8 14		
NORTH WEMBLEY	8 69		Platform Lengths: Wembley Central Down - 127 metres Up - 127 metres
SOUTH KENTON	9 35		Platform Lengths: North Wembley Down - 123 metres Up - 123 metres Platform Lengths: South Kenton Down - 121 metres Up - 121 metres Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.

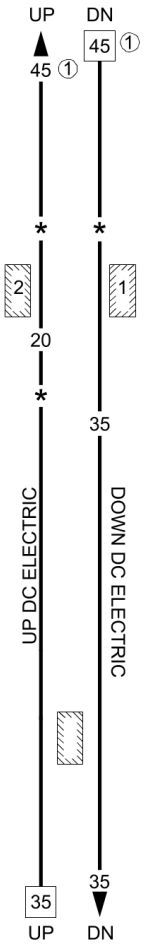
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	006	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	23/10/2021

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
KENTON	10	24		TCB Wembley Mainline SCC (WS) Suburban Workstation DC: Rugby ECR GSM-R ① Speeds shown apply to EMUs fitted with tripcock apparatus, class 710 and LUL trains. Class 1, 2, 5 and RHTT (other than EMUs fitted with tripcock apparatus, class 710 and LUL trains) and light locomotives are subject to a maximum permissible speed of 25mph between Camden Jn and Harrow & Wealdstone, except where a lower speed is indicated. Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 15mph between Camden Jn and Harrow & Wealdstone, and 40mph between Harrow & Wealdstone and Watford, except where a lower speed is indicated.
HARROW & WEALDSTONE	11	30		Platform Lengths: Kenton Down - 121 metres Up - 121 metres Platform Lengths: Harrow & Wealdstone Down (1) - 121 metres Up (2) - 182 metres SD - Sand Drag ② Speeds shown apply to Class 1, 2 and 5 trains. Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 40mph between Harrow & Wealdstone and Watford, except where a lower speed is indicated. Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.
	11	31 *		
	11	46 *		

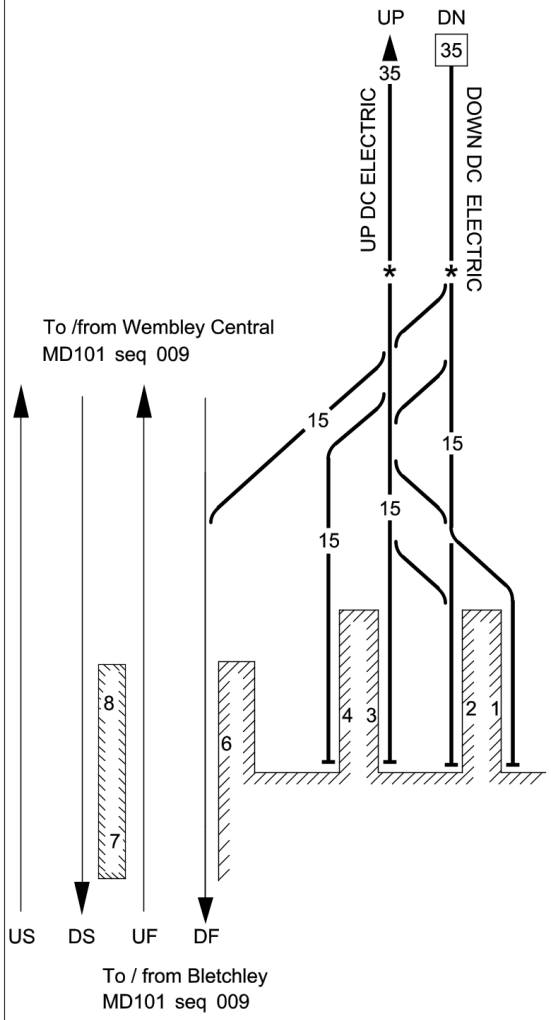
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	007	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	06/07/2019

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
HEADSTONE LANE	12	45		TCB Wembley Mainline SCC (WS) Suburban Workstation DC: Rugby ECR GSM-R ① Speeds shown apply to Class 1, 2 and 5 trains. Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 40mph between Harrow & Wealdstone and Watford, except where a lower speed is indicated.
HATCH END	13	25		Platform Lengths: Headstone Lane Down - 128 metres Up - 128 metres
CARPENDERS PARK	14	57		Platform Lengths: Hatch End Down - 137 metres Up - 137 metres Platform Lengths: Carpenders Park Down - 128 metres Up - 128 metres Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.

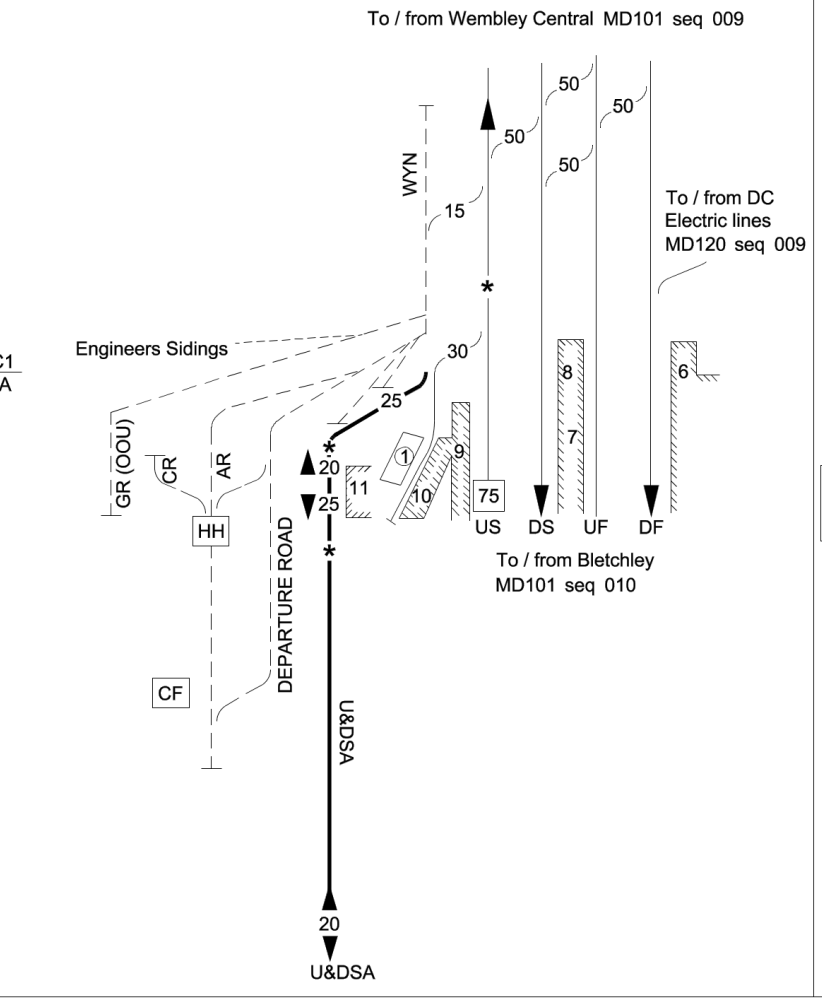
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	008	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	06/07/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Wembley Mainline SCC (WS) Suburban Workstation DC: Rugby ECR GSM-R ① Speeds shown apply to Class 1, 2 and 5 trains. Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 40mph between Harrow & Wealdstone and Watford, except where a lower speed is indicated.
BUSHEY	15 76 *		
	16 04		
	16 09 *		Platform Lengths: Bushey Down (1) - 134 metres Up (2) - 146 metres
WATFORD HIGH STREET	16 67		Platform Lengths: Watford High Street Down - 128 metres Up - 128 metres Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.

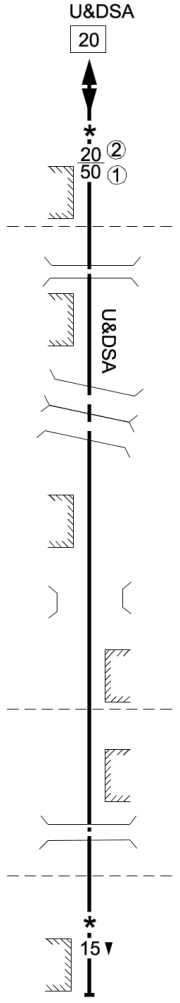
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	009	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	02/06/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WATFORD JUNCTION	17 35 *		GSM-R TCB Wembley Mainline SCC (WS) Suburban Workstation DC: Rugby ECR Platform lengths: Watford Junction Platform 1 - 135 metres (148 yards) Platform 2 - 135 metres (148 yards) Platform 3 - 135 metres (148 yards) Platform 4 - 135 metres (148 yards) Instructions for the DC Electric lines are given in the General Instructions of this Sectional Appendix.
	17 58		

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			GSM-R TCB Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR Axle Counter area between Watford South Jn and Watford Junction Platform 11.
(Watford Yard connection with Up Slow)	17 13			WYN - Watford Yard Neck
	17 20 *			
(Connection with Up Slow)	17 21			AR - Arrival Road CR - Cripple Road GR - Grinding Road (Out of Use) HH - Hopper House
Change of mileage & ELR	17 26	LEC1		①Disused platform, adjacent to Platform 10.
	0 00	WSA		OTNS
	0 11 *			
WATFORD JUNCTION (Platform 11)	0 15			One train working where a train staff is not provided applies between Watford Junction Platform 11 and St Albans Abbey.
(End of U&DSA parallel to WCML)	0 17 *			Platform length: Platform 11 - 88 metres (96 yards).
(Watford Yard Cement Factory - CF)	0 21			
(Buffer stop on Arrival Road)	0 24			
(End of diagram)	0 32			U&DSA - Up & Down St Albans

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD130	002	Watford Junction to St Albans Abbey	WSA	West Coast South	18/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	0 33		GSM-R
	0 37 *		OTNS Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR
WATFORD NORTH	0 75		One train working where a train staff is not provided applies between Watford Junction Platform 11 and St Albans Abbey.
Watford North LC (ABCL)	0 78	T	①EMU and DMU trains only ②All other trains
A41 overbridge from (23 metres / 25 yards) to	1 23 1 24		
GARSTON (Herts)	1 66		U&DSA - Up & Down St Albans
M1 motorway northbound & Southbound (2 bridges 3A & 3B) from (105 metres / 114 yards) to	2 21 2 26		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 St Albans Abbey - 109 metres
BRICKET WOOD	3 37		
M25 motorway (bridge 9A) from (44 metres / 48 yards) to	3 66 3 68		
HOW WOOD	4 36		
Hyde Lane LC (FP)	4 39		
PARK STREET	5 02		
North Orbital Road (bridge 12A) from (35 metres / 38 yards) to	5 34 5 36		
Cotton Mill Lane LC (FP)	6 19		
	6 41 *		
ST ALBANS ABBEY	6 45		

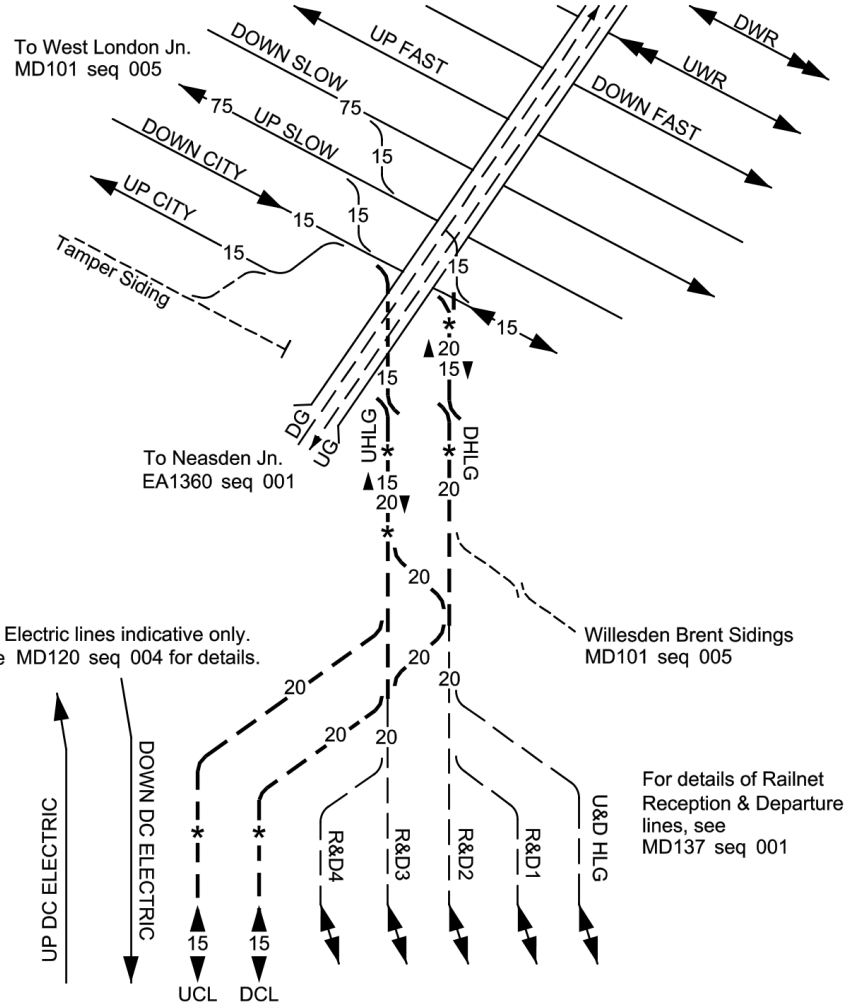
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD135	001	Harlesden Junction to Willesden Carriage Shed South	WCL	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN WITHDRAWN	

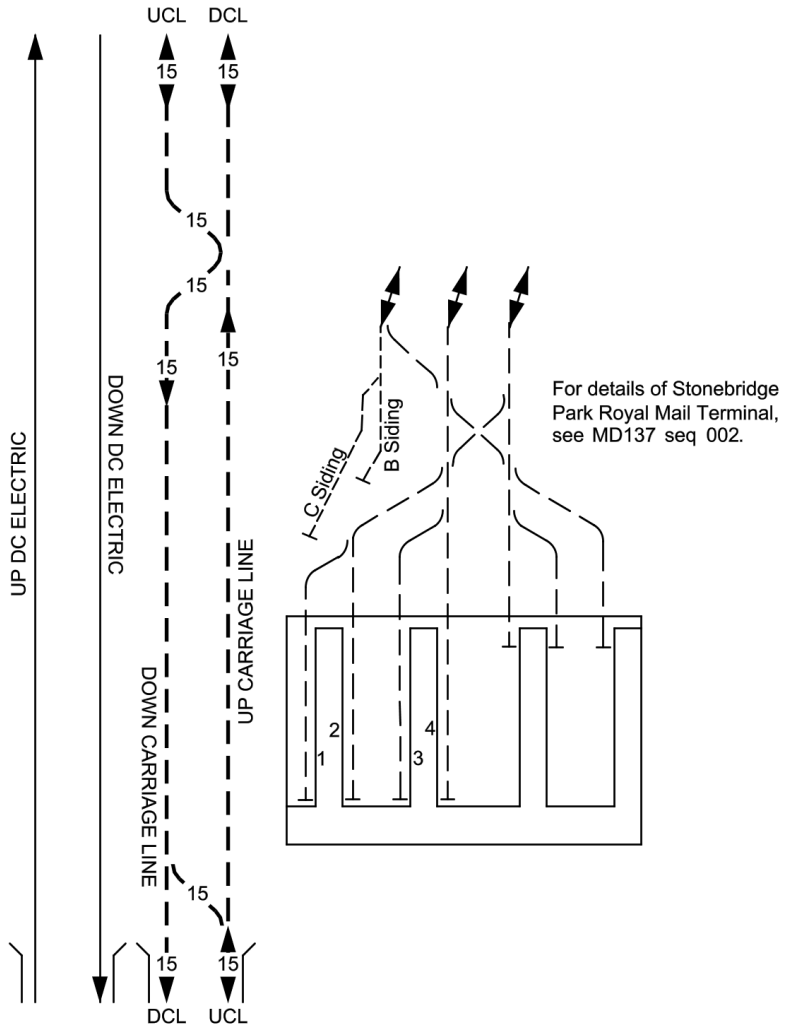
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD135	002	Harlesden Junction to Willesden Carriage Shed South	WCL	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	001	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL	LNW South	05/11/2016

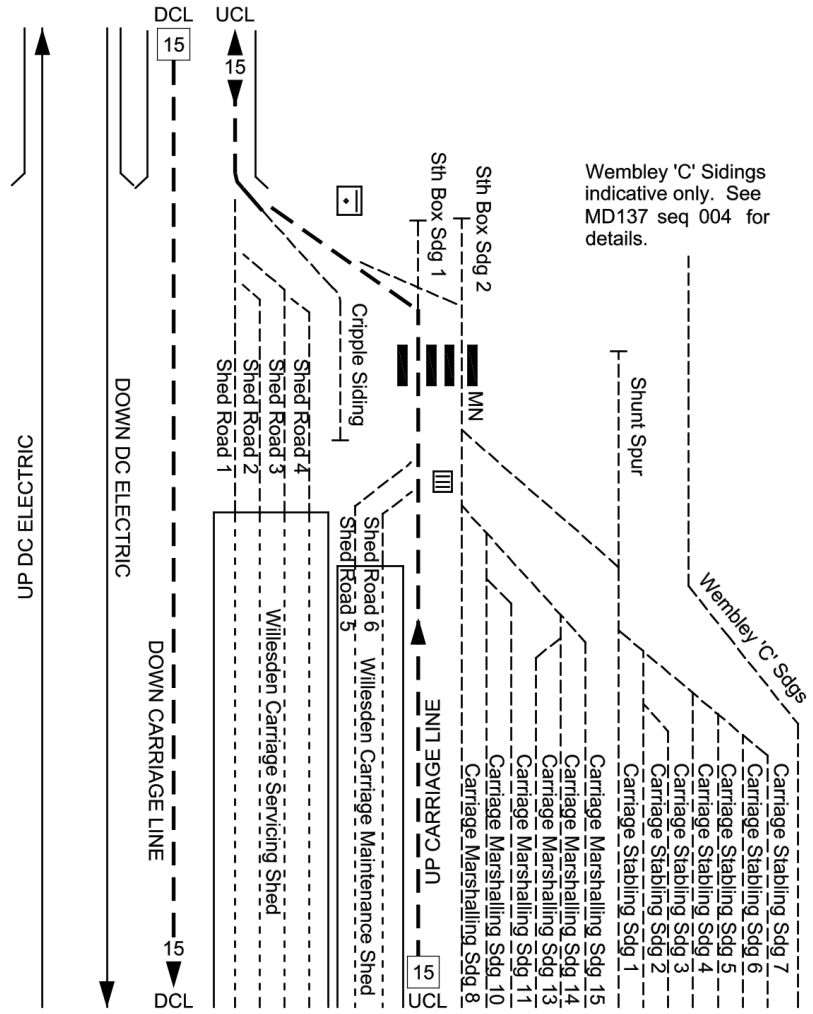
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Harlesden Jn	(6 01) 1 00		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TPWS and AWS not provided on Carriage lines.
	1 01 *		DHLG: Down High Level Goods. UHLG: Up High Level Goods. U&D HLG: Up & Down High Level Goods. R&D1: Railnet Reception & Departure No.1 R&D2: Railnet Reception & Departure No.2 R&D3: Railnet Reception & Departure No.3 R&D4: Railnet Reception & Departure No.4
	1 03 *		UCL: Up Carriage Line. DCL: Down Carriage Line.
Brent Sidings	1 04 *		DWR: Down Willesden Relief. UWR: Up Willesden Relief.
Railnet Junction	1 11		NB Wembley Mainline SCC (WM) Willesden Panel
	1 18 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	002	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Up and Down lines switch over)	1 33		GSM-R NB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TPWS and AWS not provided on Carriage lines. DC Electric lines indicative only. See MD120 seq 004 for details.
Stonebridge Park Royal Mail Terminal (Princess Royal Distribution Centre)	1 48		
Start/end of viaducts Brent Viaducts (North Circular Road)	1 73		Willesden Carriage Shed South SB (CS) NOTE: GSM-R not provided at Willesden Carriage Shed South SB.

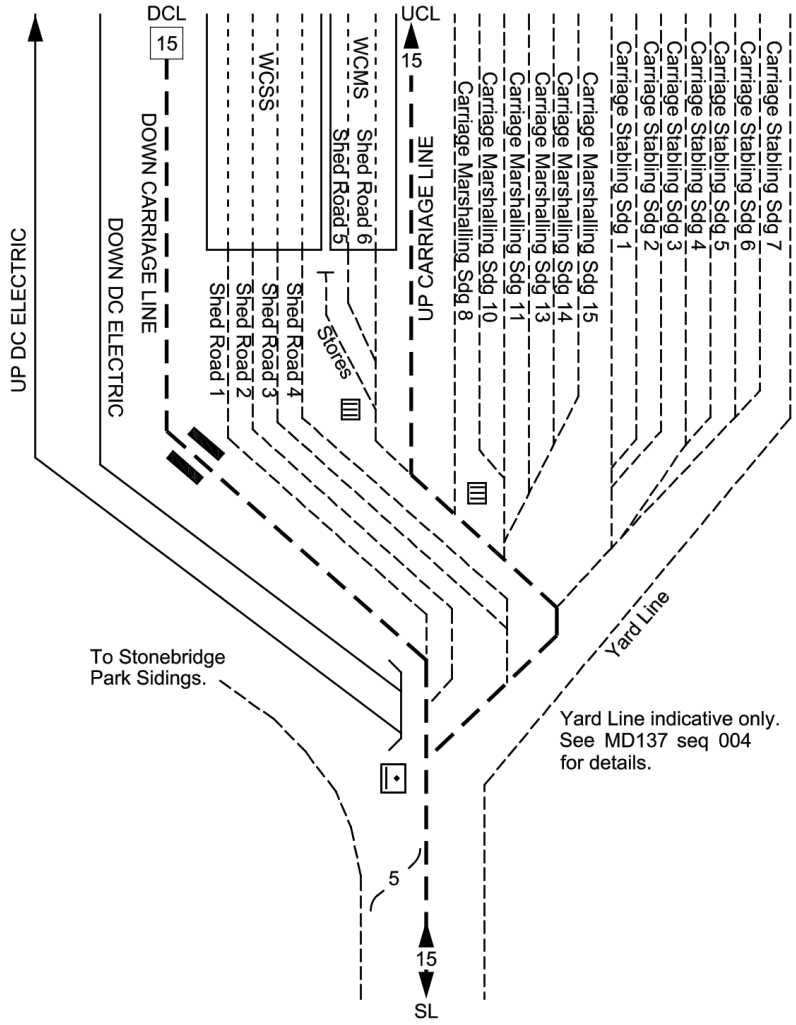
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	003	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL WGS2 WGS3	LNW South	05/11/2016

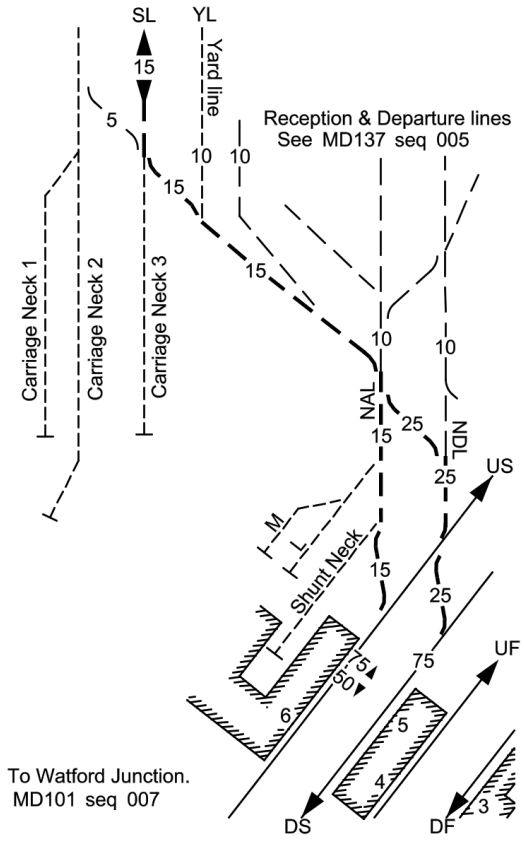
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Brent Viaducts (North Circular Road)			NB Willesden Carriage Shed South SB (CS) AC: Rugby ECR NOTE: GSM-R not provided at Willesden Carriage Shed South SB. NOTE: South Box Siding 2 not electrified. TPWS and AWS not provided on any lines shown on this diagram. ELR's: Down and Up Carriage Lines: WCL. Carriage Shed Roads: WGS2. Marshalling and Stabling Sidings: WGS3. DC Electric lines indicative only. See MD120 seq 004 for details. NB / TCB NB regulations apply on the Down Carriage Line between Willesden Carriage Shed South SB and Willesden Carriage Shed North SB. TCB regulations apply on the Up Carriage Line between Willesden Carriage Shed North SB and Willesden Carriage Shed South SB. MN: Marshalling Neck.
Start/end of viaducts	1 78		
Willesden Carriage Shed South SB	2 00		
Wash Plants	2 06		
Willesden Carriage Shed Middle S.F.	2 15		
Willesden Carriage Servicing Shed (south end)	2 16		
Willesden Carriage Maintenance Shed (south end)	2 18		

LNW South Route Sectional Appendix Module LNW(S)2

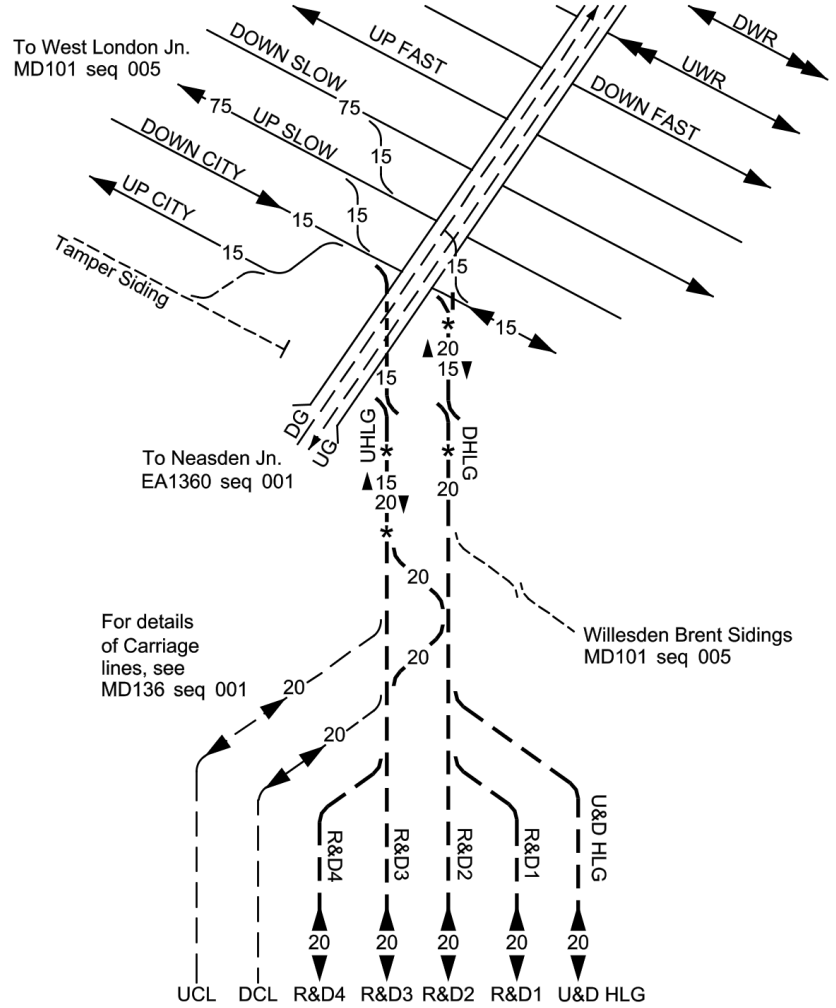
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	004	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL WGS2 WGS3	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Willesden Carriage Sheds (north end)	2 37		NB / TCB Willesden Carriage Shed North SB (CN) AC: Rugby ECR NB regulations apply on the Down Carriage Line between Willesden Carriage Shed South SB and Willesden Carriage Shed North SB. TCB regulations apply on the Up Carriage Line between Willesden Carriage Shed North SB and Willesden Carriage Shed South SB. NOTE: GSM-R not provided at Willesden Carriage Shed North SB. TPWS and AWS not provided on any lines shown on this diagram. DC Electric lines indicative only. See MD120 seq 004 for details. WCSS: Willesden Carriage Servicing Shed. WCMS: Willesden Carriage Maintenance Shed. Stores: Stores Siding. SL: Shunting Line. TCB ELR's: Down and Up Carriage Lines: WCL. Carriage Shed Roads: WGS2. Marshalling and Stabling Sidings: WGS3. Stonebridge Park Sidings: SRS
Stores Siding GF	2 45		
Wash Plant	2 46		
Up Carriage Line GF	2 47		
Willesden Carriage Shed North S.B.	2 50		

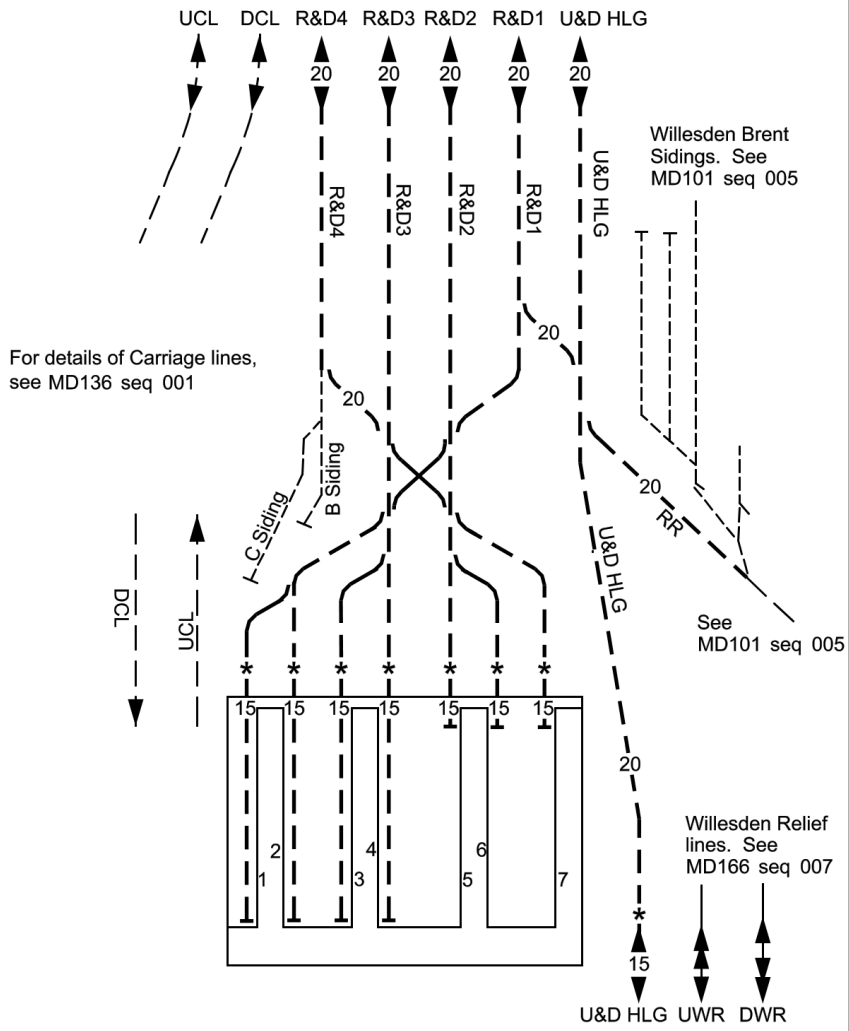
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	005	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL WEF1 WGS4	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Connection with Yard Line	2 60		TCB Willesden Carriage Shed North SB (CN) AC: Rugby ECR NOTE: GSM-R not provided at Willesden Carriage Shed North SB. TPWS and AWS not provided on Shunting Line, North Arrival Line, or North Departure Line.. Wembley Yard PSB (WY) NOTE: GSM-R not provided at Wembley Yard PSB. GSM-R Wembley Mainline SCC (WM) Watford Workstation
Wembley Central Junction	2 76 (7 78)		ELR's: Shunting Line: WCL. Carriage Necks: WGS4. Yard line, NAL and NDL: WEF1.
WEMBLEY CENTRAL	(8 04)		Mileages in brackets ( ) are WCML mileages (ELR: LEC1) (see MD101).
			SL: Shunting Line. NAL: North Arrival Line. NDL: North Departure Line. L: Loco Siding L. M: Loco Siding M.

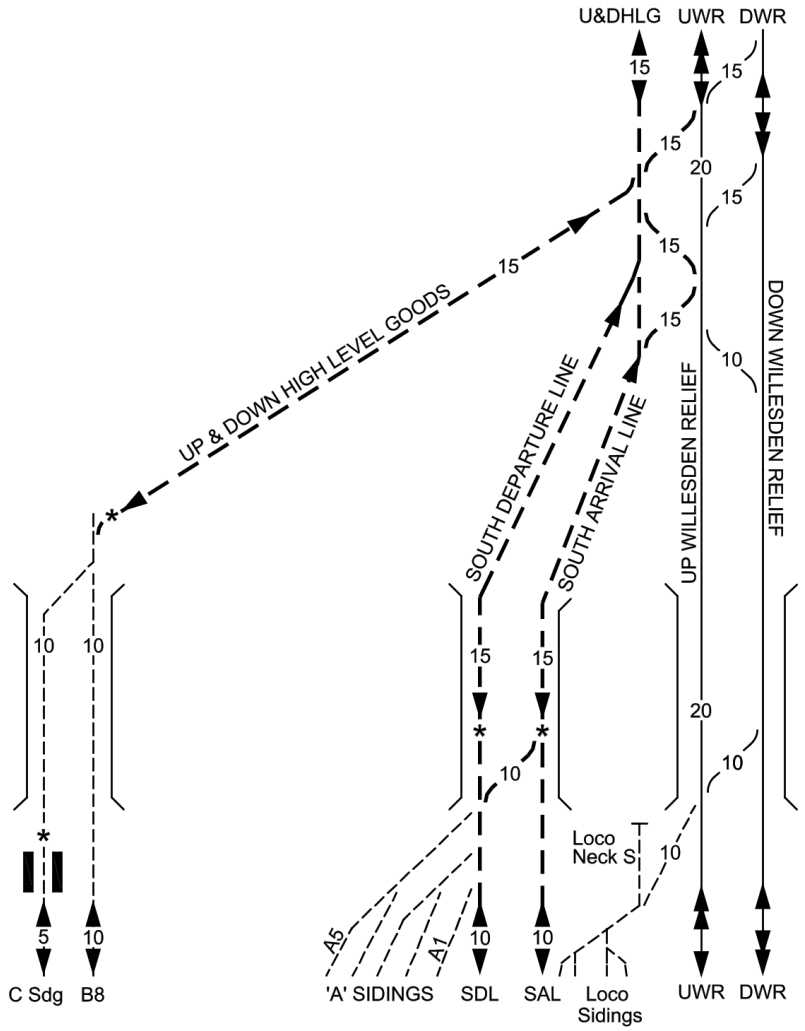
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	001	Harlesden Jn to Wembley Central (Wembley Yard lines)	WCL WRM UHL	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Harlesden Jn	(6 01) 1 00		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TPWS not provided.
	1 01 *		
	1 03 *		DHLG: Down High Level Goods. UHLG: Up High Level Goods. U&D HLG: Up & Down High Level Goods. R&D1: Railnet Reception & Departure No.1 R&D2: Railnet Reception & Departure No.2 R&D3: Railnet Reception & Departure No.3 R&D4: Railnet Reception & Departure No.4
Brent Sidings	1 04 *		UCL: Up Carriage Line. DCL: Down Carriage Line. DWR: Down Willesden Relief. UWR: Up Willesden Relief.
Railnet Junction	1 11		ELR's: UHLG, DHLG, UCL and DCL: WCL. Up & Down High Level Goods: UHL. Railnet Reception & Departure lines: WRM. PF authorised on Up & Down High Level Goods and Railnet Reception & Departure lines.

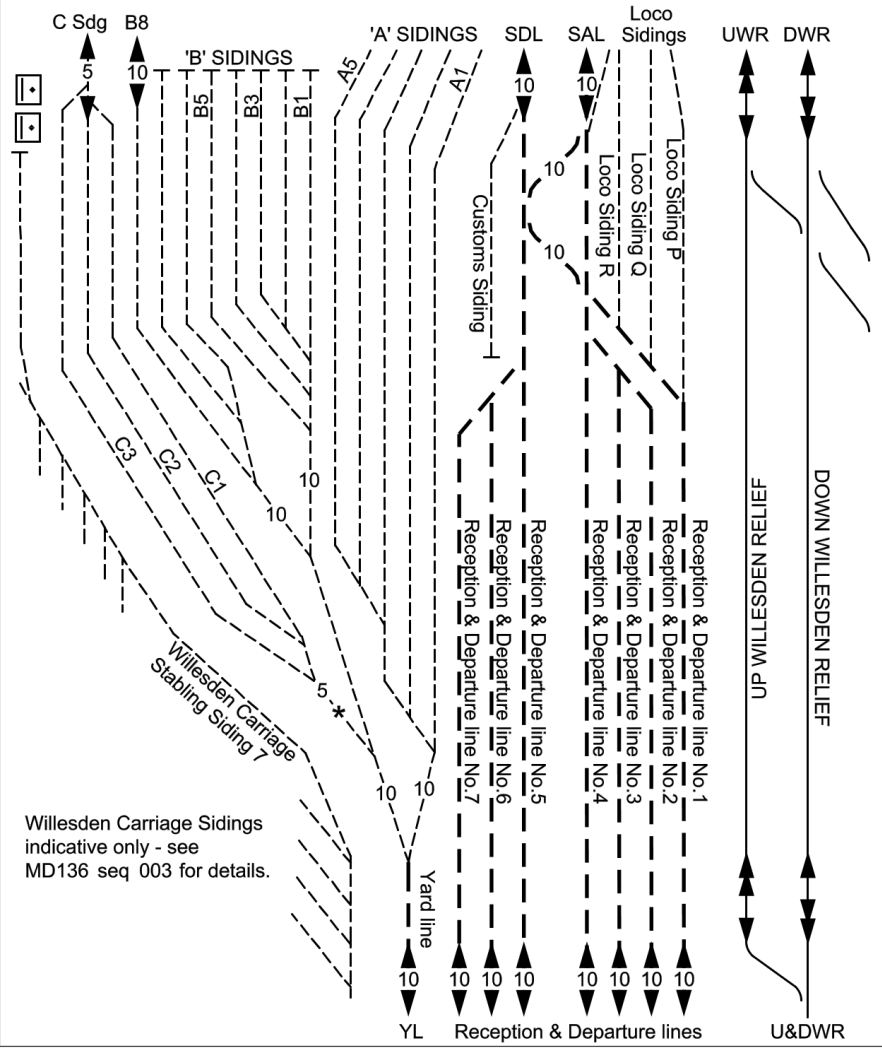
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	002	Harlesden Jn to Wembley Central (Wembley Yard lines)	WRM UHL	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Railnet Reversible connection)	1 35		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR PF authorised on Up & Down High Level Goods and Railnet Reception & Departure lines. Wembley Yard PSB (WY) Signalled moves into and out of the Stonebridge Park Royal Mail Terminal are controlled from Wembley Yard. Up & Down High Level Goods line controlled by Wembley Mainline SCC - Willesden Panel. NOTE: GSM-R not provided at Wembley Yard PSB. U&D HLG: Up & Down High Level Goods. R&D1: Railnet Reception & Departure No.1 R&D2: Railnet Reception & Departure No.2 R&D3: Railnet Reception & Departure No.3 R&D4: Railnet Reception & Departure No.4 RR: Railnet Reversible. UCL: Up Carriage Line. DCL: Down Carriage Line. UWR: Up Willesden Relief. DWR: Down Willesden Relief. Platform lockouts on all platforms within the terminal. ELR's: Railnet Reception & Departure lines and Royal Mail Terminal: WRM. Up & Down High Level Goods and Railnet Reversible: UHL.
Stonebridge Park Royal Mail Terminal (Princess Royal Distribution Centre)	1 45 * 1 48 1 59 *		

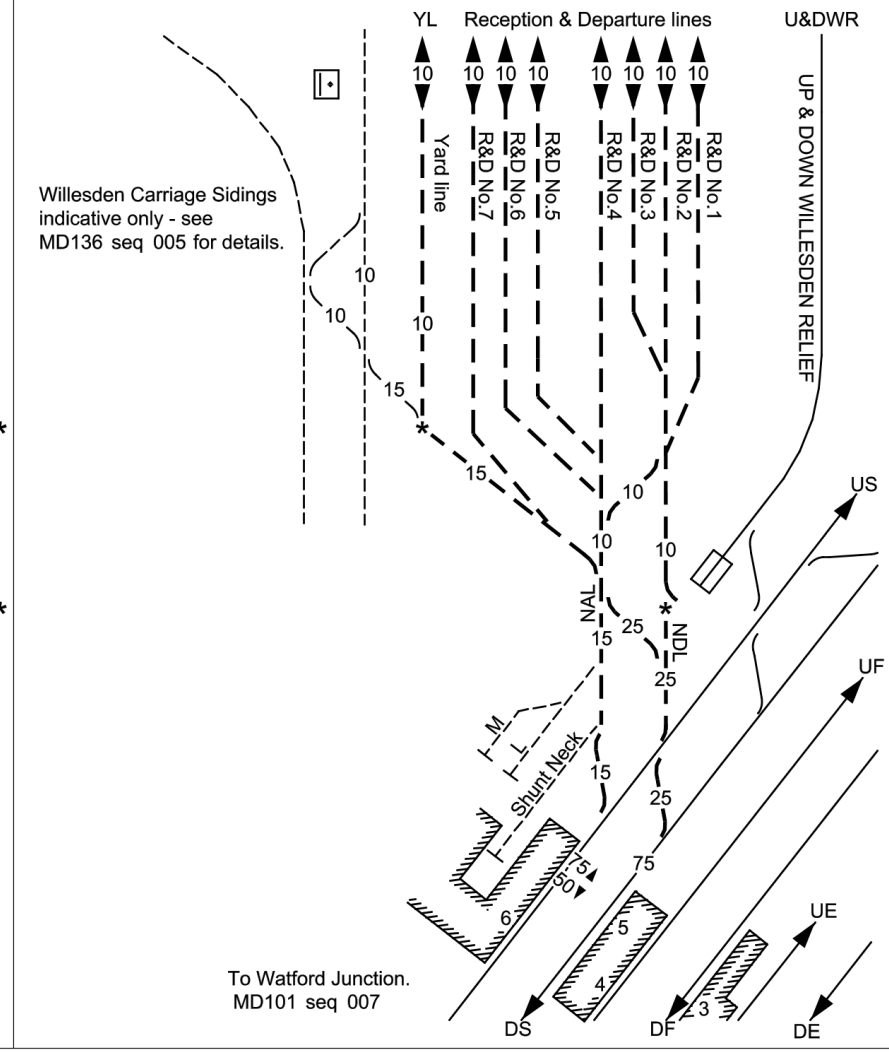
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	003	Harlesden Jn to Wembley Central (Wembley Yard lines)	WEF1 UHL	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wembley Yard South Junction	1 62		TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR GSM-R ELR's: Up & Down High Level Goods: UHL. All other lines and sidings: WEF1. For details of the Up Willesden Relief line and Down Willesden Relief line, see MD166 seq 007. PF authorised on Up & Down High Level Goods. Wembley Yard PSB (WY) NOTE: GSM-R not provided at Wembley Yard PSB. AWS and TPWS not provided on South Departure and South Arrival lines. B8: 'B' Siding No.8.
	1 70 *		
Start/end of viaducts	1 73		
Brent Viaducts (North Circular Road)			
	1 75 *		
Start/end of viaducts	1 78		
	2 00 *		
Carriage Washer (on 'C' Siding)	2 01		

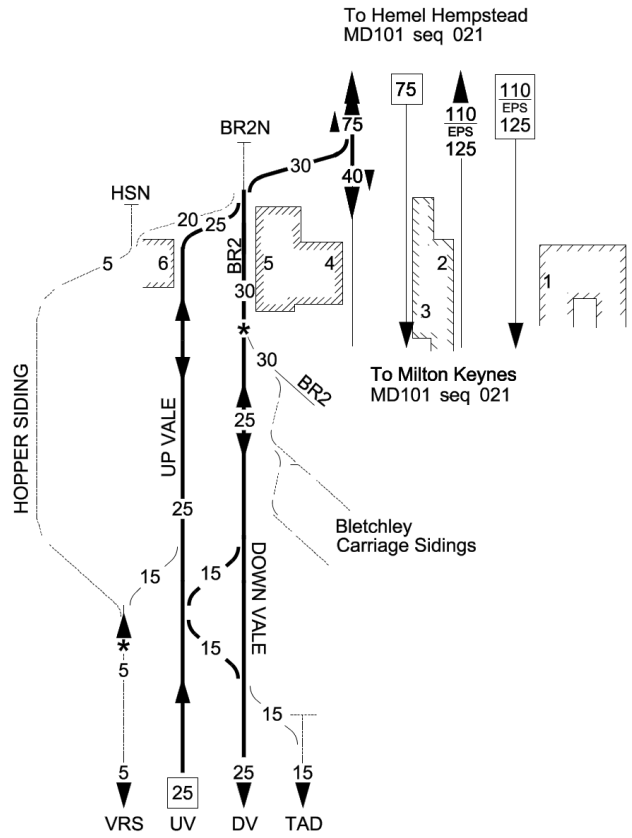
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	004	Harlesden Jn to Wembley Central (Wembley Yard lines)	WEF1	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wembley Yard PSB Wembley Mainline SCC	2 04 2 06 2 33 *		TCB Wembley Yard PSB (WY) AC: Rugby ECR NOTE: GSM-R not provided at Wembley Yard PSB. Signalling into and within 'C' Sidings controlled by 'C' Sidings Yard Controller. All lines and sidings provided with AC overhead electrification, with exception of 'B' Sidings 3 - 7. SDL: South Departure Line. SAL: South Arrival Line. AWS and TPWS not provided on any lines shown on this page (except for Willesden Relief lines). Willesden Relief lines indicative only - see MD166 seq 008 for details. PF authorised on Reception & Departure lines.

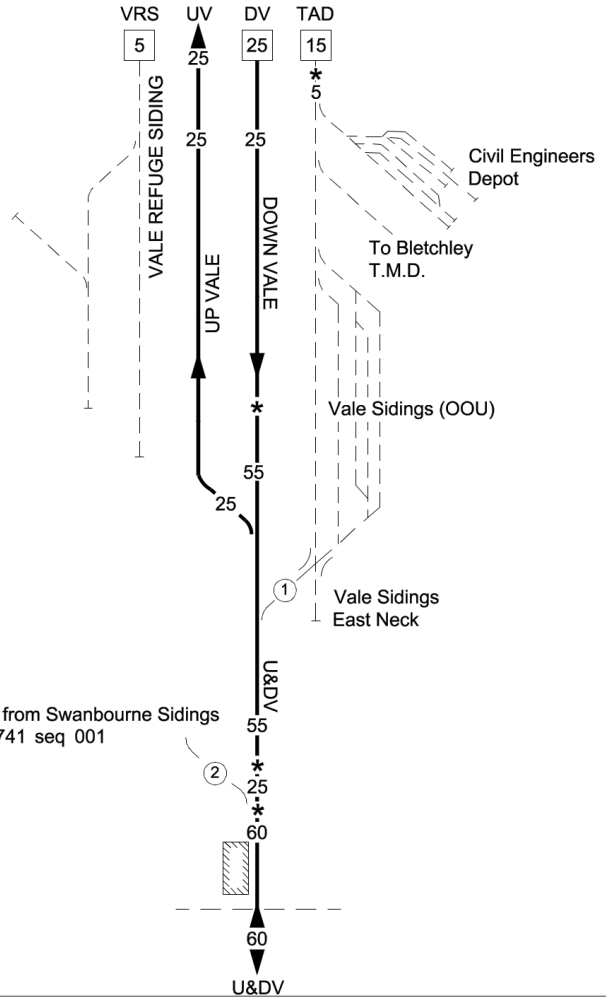
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	005	Harlesden Jn to Wembley Central (Wembley Yard lines)	WEF1	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Willesden Carriage Shed North SB	2 50		TCB Wembley Yard PSB (WY) AC: Rugby ECR
	2 60 *		NOTE: GSM-R not provided at Wembley Yard PSB.
	2 66 *		AWS and TPWS not provided on Yard line or Reception & Departure lines.
Wembley Central Junction	2 76 (7 78)		Willesden Relief lines indicative only - see MD166 seq 009 for details.
WEMBLEY CENTRAL	(8 04)		PF authorised on Reception & Departure lines.
			Wembley Mainline SCC (WM) Watford Workstation GSM-R
			NDL: North Departure Line. NAL: North Arrival Line. L: Loco Siding L. M: Loco Siding M.
			Mileages in brackets ( ) are WCML mileages (ELR: LEC1) (see MD101).
			DE: Down DC Electric. UE: Up DC Electric.
			DC Electric lines indicative only - see MD120 seq 005 for details.

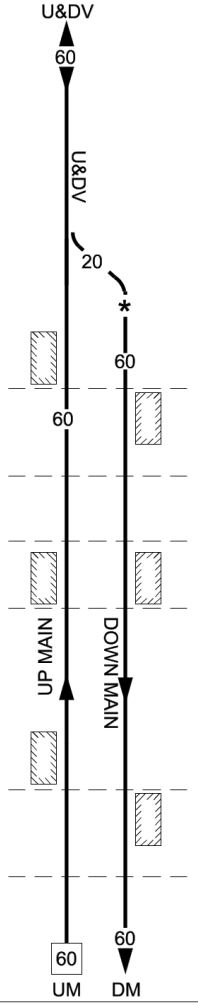
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	001	Bletchley to Bedford St. Johns (Inclusive)	LEC1 BBM	West Coast South	18/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bletchley South Jn	46 41		TCB Rugby SCC (TK) Bletchley Workstation AC: Rugby ECR GSM-R
BLETCHLEY	46 54		Platform Lengths: Bletchley Platform 5: 262 metres (286 yards). Platform 6: 129 metres (141 yards).
Bletchley North Jn	46 60		Platforms 5 and 6: permissive (PP-A) in both directions.
(Change of mileage / ELR)	0 11 *		
Bletchley East Jn	0 17		BR2: Bletchley Relief 2. BR2N: Bletchley Relief 2 Neck. VRS: Vale Refuge Siding. HSN: Hopper Siding Neck.
	0 18 *		Traffic Lockout Devices (LOD(T)) provided.
Limit of Electrification (Vale Lines)	0 20		VRS 60 SLU/384 metres/420 yards Vale Lines electrified as far as Bletchley T.M.D. connection.
(End of diagram)	0 23		TAD: T.M.D. Arrival & Departure Line

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	002	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	09/09/2023

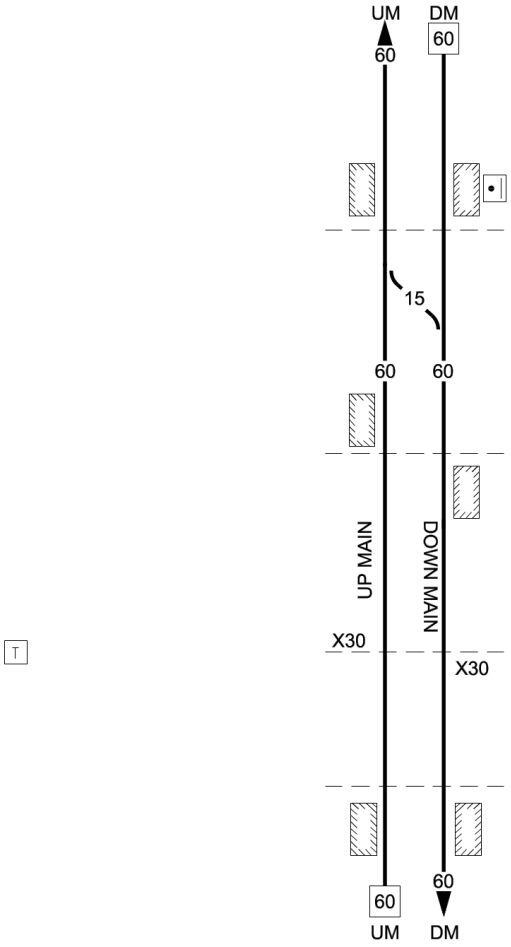
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	0 23		GSM-R
	0 24 *		TCB Marston Vale SCC (MV) West Workstation
(Connection to Bletchley T.M.D.)	0 25		Siding lines to / from Bletchley T.M.D. are AC electrified with power supply controlled from Rugby ECR.
			TAD: T.M.D. Arrival & Departure Line
			VRS 60 SLU/384 metres/420 yards
Bletchley Vale Sidings (OOU)	0 40 *		
	0 49		
(Former connection to Vale Sidings)	0 54		① Connection OOU
			U&DV: Up & Down Vale.
	0 74 *		② Connection OOU
Fenny Stratford Jn	0 76 *		
FENNY STRATFORD	1 05		Platform Lengths: Fenny Stratford Fenny Stratford - 76 metres
Fenny Stratford LC (CCTV)	1 13		
(End of diagram)	1 16		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	003	Bletchley to Bedford St. Johns (Inclusive)	BBM	LNW South	19/11/2022

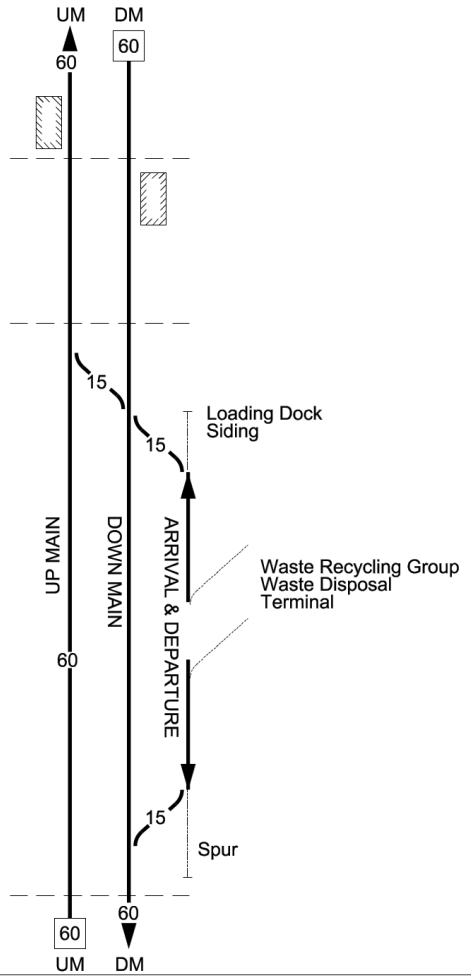
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 17		TCB Marston Vale SCC (MV) West Workstation U&DV: Up & Down Vale.
Single & Double Jn	1 42		
	1 44 *		
BOW BRICKHILL Bow Brickhill LC (CCTV)	2 05		Platform Lengths: Bow Brickhill Down 37 metres Up 37 metres
Pony Crossing LC (UWC)	3 20	T	
Woodleys Farm LC (UWC)	3 54	T	
WOBURN SANDS Woburn Sands LC (CCTV)	4 08 4 11		Platform Lengths: Woburn Sands Down 68 metres Up 62 metres
Aspley Guise LC (CCTV) **ASPLEY GUISE**	5 04 5 06		Platform Lengths: Aspley Guise Down 37 metres Up 50 metres
Berry Lane LC (UWC)	5 33	T	
(End of diagram)	5 39		

GSM-R

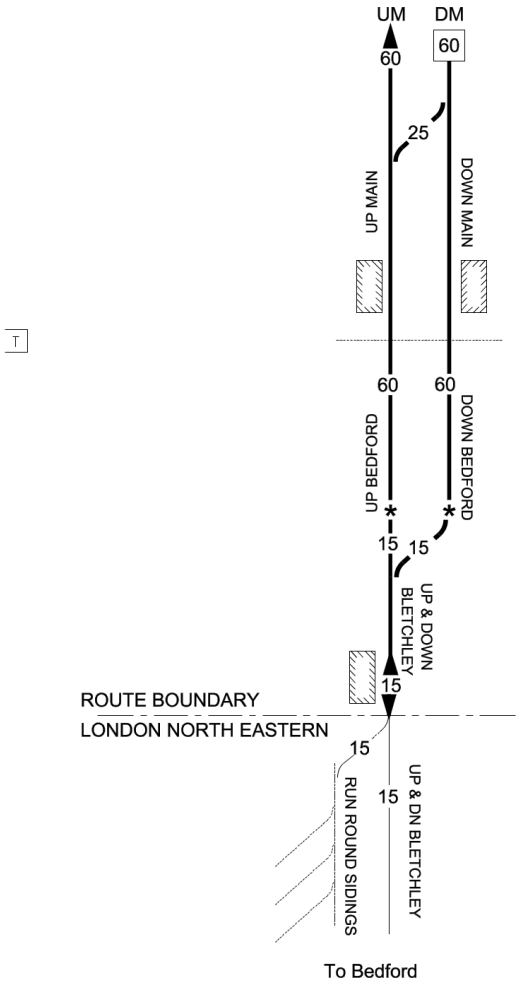
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	004	Bletchley to Bedford St. Johns (Inclusive)	BBM	LNW South	19/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	5 40		GSM-R TCB Marston Vale SCC (MV) West Workstation TPWS not provided.
RIDGMONT Marston Vale SCC Ridgmont LC (CCTV)	6 59 6 61		Platform Lengths: Ridgmont Down 61 metres Up 61 metres
Lidlington LC (CCTV)	8 49		Platform Lengths: Lidlington Down 66 metres Up 51 metres
LIDLINGTON	8 52		TCB Marston Vale SCC (MV) East Workstation from aprox 8m 61ch.
Marston LC (AHBC-X)	9 02	T	
Millbrook LC (CCTV)	10 02		Platform Lengths: Millbrook Down 73 metres Up 73 metres
MILLBROOK	10 05		
(End of diagram)	10 69		

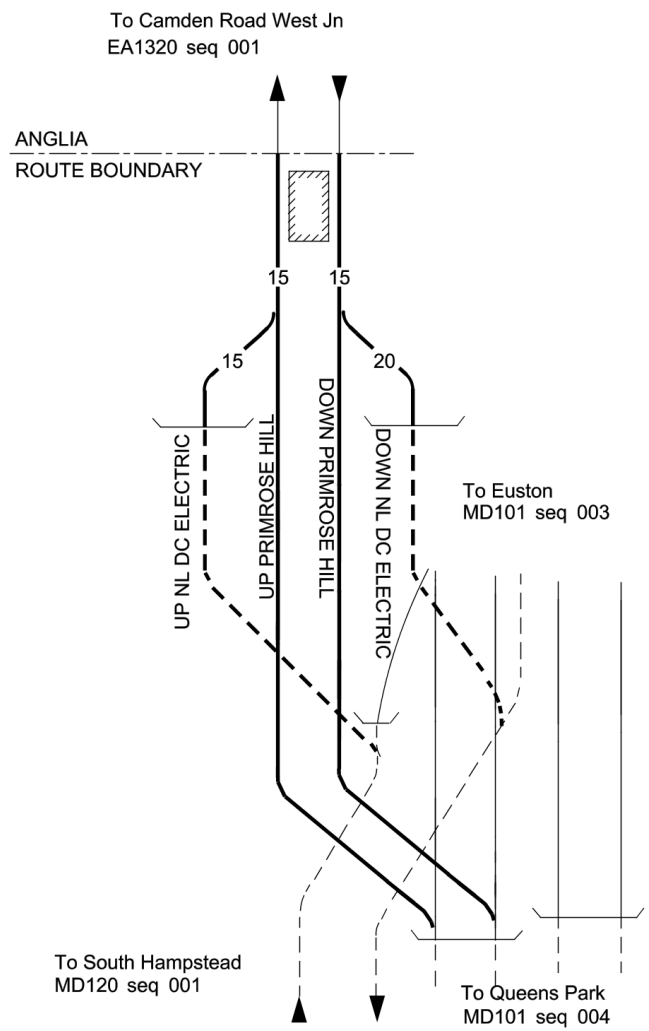
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	005	Bletchley to Bedford St. Johns (Inclusive)	BBM	LNW South	19/11/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	10	70		GSM-R TCB Marston Vale SCC (MV) East Workstation
Green Lane LC (MCB-CCTV)	11	17		Platform Lengths: Stewartby Down 37 metres Up 51 metres
STEWARTBY	11	18		
Stewartby Brickworks LC (CCTV)	11	33		
Arrival & Departure	11	55		
Forders Sidings / Shanks Sidings	11	72		
Arrival & Departure	12	02		
Wootton Broadmead LC (CCTV)	12	08		
(End of diagram)	12	09		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	006	Bletchley to Bedford St. Johns (Inclusive)	BBM	LNW South	19/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	12 10		TCB Marston Vale SCC (MV) East Workstation GSM-R
KEMPSTON HARDWICK	12 76		Platform Lengths: Bedford St. Johns Bedford St. Johns - 41 metres
Kempston Hardwick LC (AHBC)	12 77		Platform Lengths: Down - 45 metres Up - 37 metres
	15 64 *		Linenames change DM to DB, UB to UM at 14m 19ch.
Double to Single Jn	15 67		
BEDFORD ST. JOHNS	16 05		Platform Lengths: Bedford St. Johns Bedford St. Johns - 41 metres
Route Boundary	16 07		
Continued in London North Eastern Sectional Appendix LN3140 seq 1			

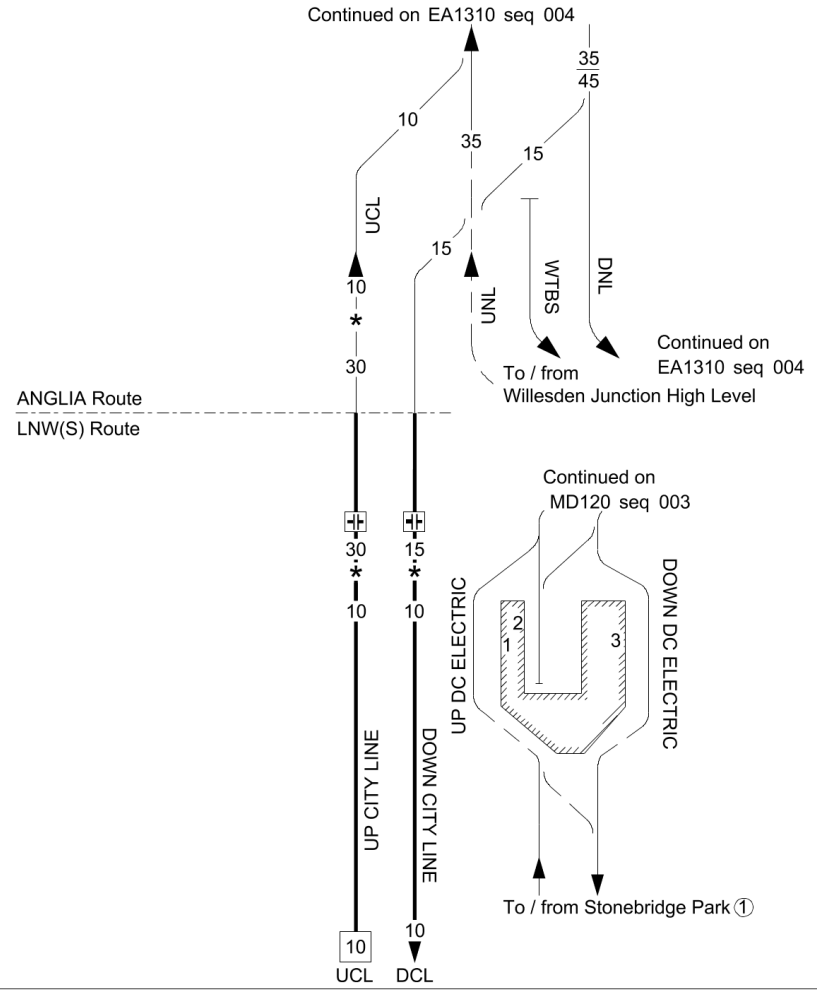
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD145	001	Camden Road West Junction to Camden Junction	CRC2	LNW South	22/09/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Route boundary	5 42		TCB Wembley Mainline S.C.C. (WM) AC:Rugby ECR DC:Rugby ECR GSM-R
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		Line Lockouts Up NL DC Electric line 5m 60ch to Up DC Electric line 2m 31ch.
Camden Jn	(1 51)		Mileages in brackets ( ) are mainline mileages.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD150	001	Kensal Green Jn. to Willesden Suburban Jn.	KGW	LNW South	19/09/2015

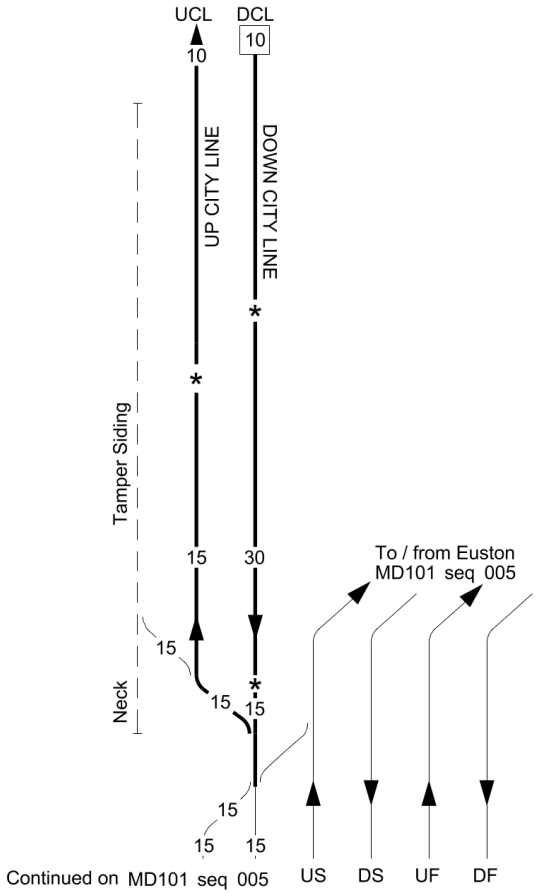
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Continued on Anglia Route Sectional Appendix EA1310 seq 4			TCB Wembley Mainline S.C.C. (WS) AC:Rugby ECR DC:Rugby ECR GSM-R
Kensal Green Jn	5 10	City lines MD155 seq 1	
Territory Boundary Change of electrification	5 25	Platform lines (see Anglia Route Sectional Appendix EA1310 seq 4) ANGLIA TERRITORY BOUNDARY 15 15 UP NEW LINE (No.1 Curve) DOWN NEW LINE CW To Kensal Green. MD120 seq 3	CW. Up at 5m 30ch
Willesden Suburban Jn	5 36	To Willesden Junction. MD120 seq 3	Instructions for DC lines are given in the General Instructions of this Appendix

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD155	001	Kensal Green Jn. to Harlesden Jn. (City Lines)	KGC	LNW South	14/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kensal Green Jn	5 10		GSM-R
Continued in Network Rail Anglia Route Sectional Appendix	0 00		TCB Upminster SCC (NL) NLL Central Workstation AC: Rugby ECR
	0 14 *		UCL - Up City line DNL - Down North London WTBS - Willesden Turnback Siding UNL - Up North London
Route boundary	0 21		Wembley Mainline SCC (WM) Willesden Panel
OHNS	0 31		Permissive working: PF authorised on Down City line.
(Start of DC Electric lines parallel to City lines)	0 32 *		
(Willesden Junction Low Level on DC Electric lines)	0 52		① DC Electric lines continue parallel with the City lines, but are divided by a retaining wall from 0m 55ch onwards. At 0m 68ch they enter a tunnel and dive under the City lines.

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD155	002	Kensal Green Jn. to Harlesden Jn. (City Lines)	KGC	LNW South	14/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of Tamper Siding)	0 55		TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR Permissive working: PF authorised on Down City line.
	0 62 *		
	0 65 *		
(Start of City lines parallel with WCML)	0 75		
Up City line connection to Tamper Siding	0 76 *		
(End of Tamper Siding Neck)	0 79		
Harlesden Jn	1 00		
	6 01		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD160	001	Willesden High Level Jn. to Mitre Bridge Jn.	WMB	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Continued on Anglia Route Sectional Appendix.		To Willesden Junction High Level station. EA1310 seq 004	GSM-R
Willesden High Level Jn	5 48	UNL DNL	TCB Upminster SCC (NL) NLL Central Workstation AC: Rugby ECR
	0 43		DNL: Down North London. UNL: Up North London.
		To Acton Wells Jn 15 15	
	0 36 *	* * UP HIGH LEVEL DOWN HIGH LEVEL	
Mitre Bridge OHNS	0 18		
Route Boundary	0 09	ANGLIA ROUTE BOUNDARY To West London Junction. MD166 seq 002	Wembley Mainline SCC (WM) Willesden Panel
		20 DWL 20 UWL	
Mitre Bridge Jn	0 00		
	5 67		
Route Boundary	5 65	ROUTE BOUNDARY SOUTH EAST	DWL: Down West London. UWL: Up West London.
Continued in Kent / Sussex / Wessex Routes Sectional Appendix.		To Shepherds Bush. SO250 seq 007 20 20 DWL UWL	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD165	001	North Pole Junction to Acton Wells Junction	WLL WAW	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN WITHDRAWN	

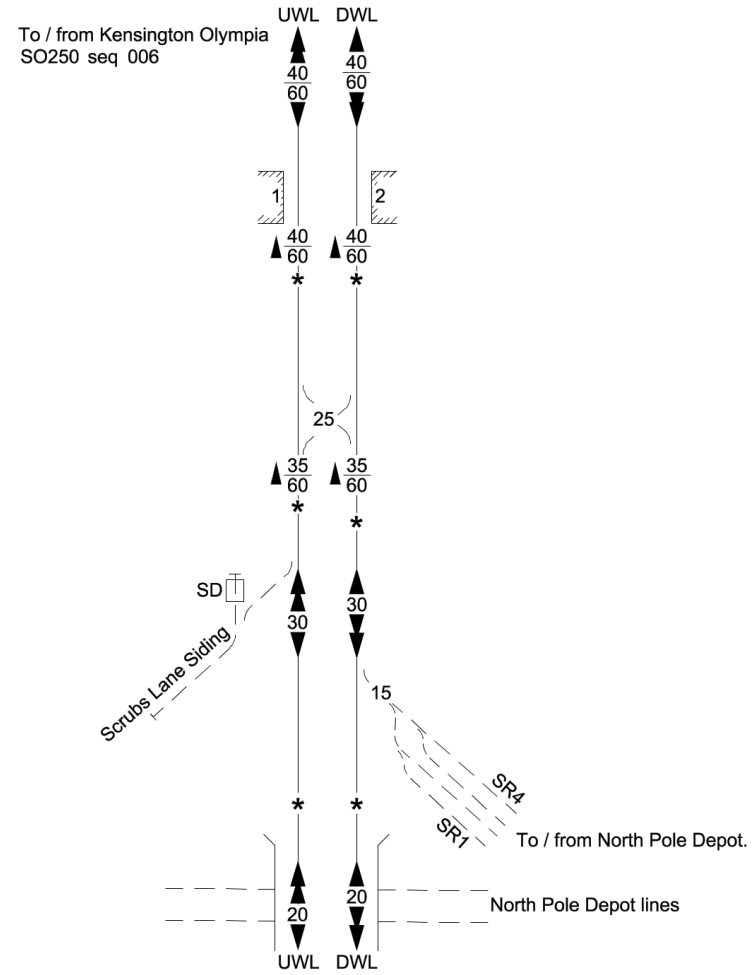
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD165	002	North Pole Junction to Acton Wells Junction	WAW	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN WITHDRAWN	

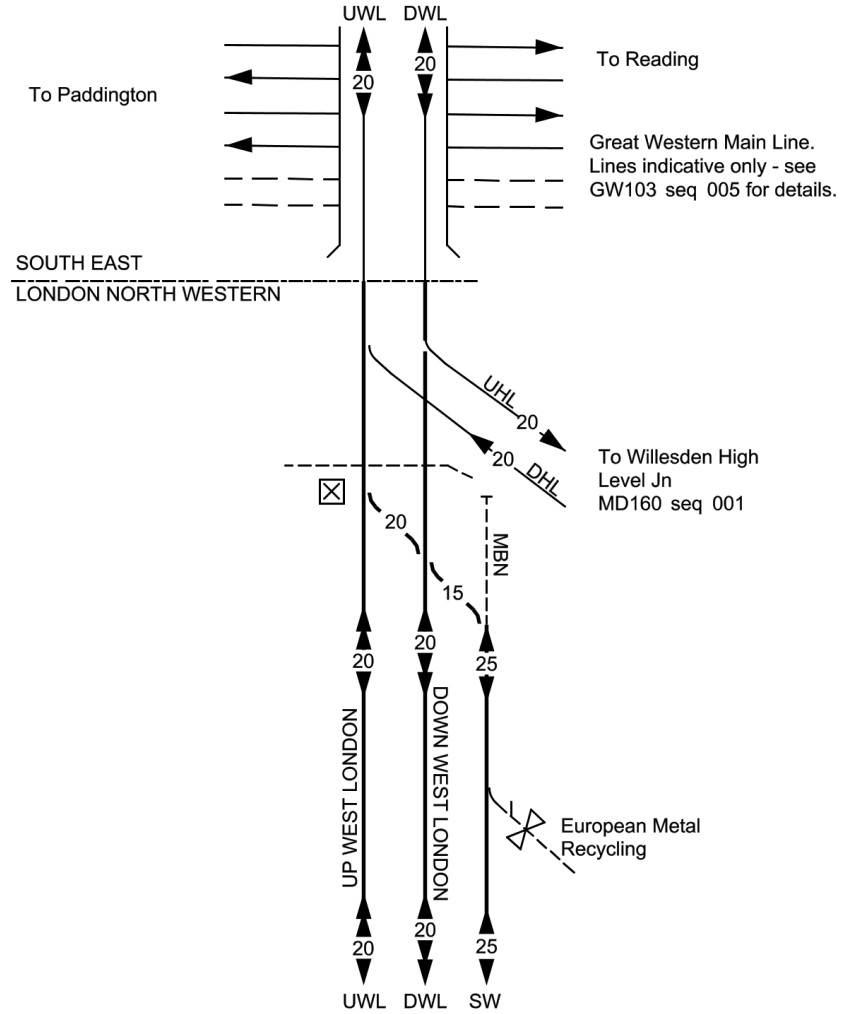
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD165	003	North Pole Junction to Acton Wells Junction	WAW	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN WITHDRAWN	

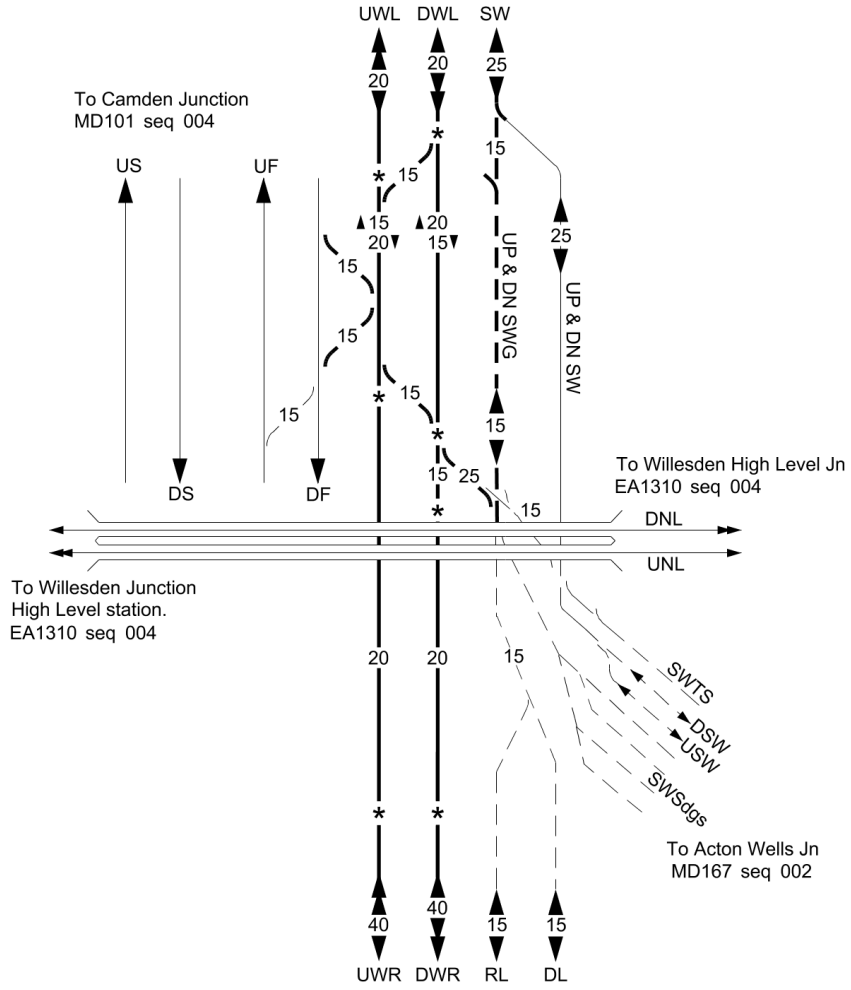
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	001	North Pole Junction to Wembley	WLL	West Coast South	27/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Continued in the Kent / Sussex / Wessex Routes Sectional Appendix.			GSM-R TCB Three Bridges ROC (TVC) Clapham / WLL Workstation DC: Lewisham UWL: Up West London line. DWL: Down West London line.
SHEPHERDS BUSH	4 15		Platform Lengths: Shepherds Bush Platform 1: 166 metres (182 yards) Platform 2: 208 metres (227 yards)
	4 61 *		
Limit of AC overhead electrification	4 73		DC: Lewisham AC: Rugby ECR
	5 24		
North Pole Jn	5 32 * 5 33 *		
(Scrubs Lane Siding connection)	5 35		
North Pole Substation	5 41		
Limit of DC third rail electrification (North Pole Depot connection)	5 48 5 48		AC: Rugby ECR
			SR4: Stabling Road 4. SR1: Stabling Road 1.
Start/end of Mitre Bridge	5 59 * 5 60		
Mitre Bridge			

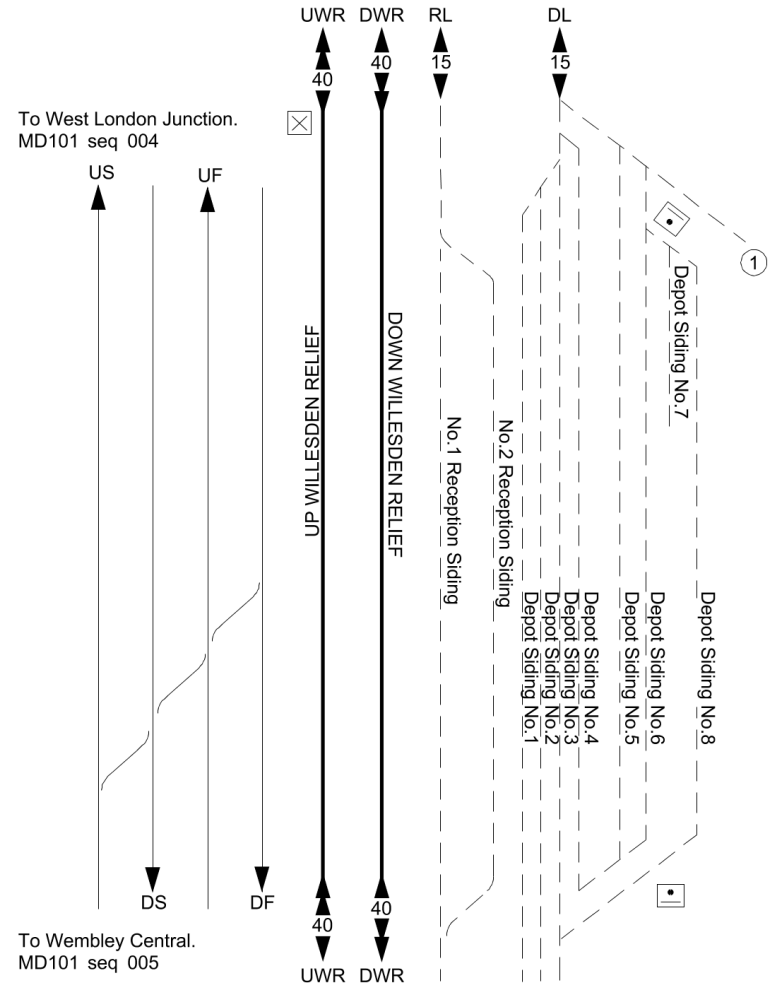
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	002	North Pole Junction to Wembley	WLL	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Mitre Bridge			GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR
Start/end of Mitre Bridge	5 64		UWL: Up West London. DWL: Down West London. UWR: Up Willesden Relief. DWR: Down Willesden Relief. SW: Up & Down South West.
Route Boundary	5 65		
Mitre Bridge Jn	5 67 (0 00)		UHL: Up High Level. DHL: Down High Level. MBN: Mitre Bridge Neck.
Mitre Bridge LC (CCTV)	5 72		Line Lockouts: UWR/UWL: [0m 33ch] to 5m 72ch. DWL/DWR: 5m 72ch to [0m 33ch]. Willesden Relief lines mileages (ELR: LLG) are shown in square [ ] brackets.
	6 07		Mitre Bridge Neck and Up & Down South West line are NOT electrified.

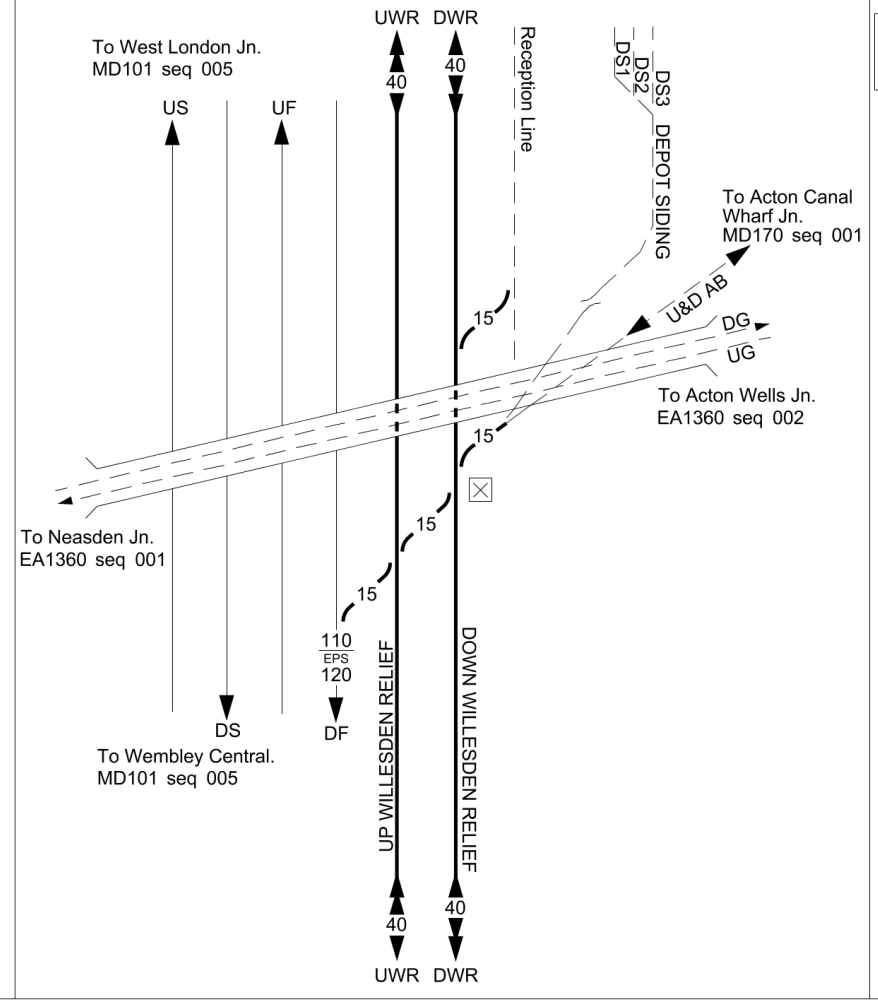
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	003	North Pole Junction to Wembley	WLL LLG	LNW South	20/05/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Limit of Electrification (Up & Down South West Goods only) West London Jn (Willesden) (Change of ELR and mileage)	6 10 * 6 13 * 6 14 6 19 0 12 0 16 * 0 18 * 0 20 * 0 28 *		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR Up & Down South West line is NOT electrified. Depot Line is NOT electrified from signal WM1188 into the Depot Sidings. Up & Down South West Goods: Permissive PF. ☒ Line Lockouts: UWR/UWL: [0m 33ch] to 5m 72ch. DWL/DWR: 5m 72ch to [0m 33ch]. Willesden Relief lines mileages (ELR: LLG) are shown in square [ ] brackets. UWL: Up West London. DWL: Down West London. SW: Up & Down South West. SWG: Up & Down South West Goods. SWTS: South West Through Siding. DSW: Down South West. USW: Up South West. SWSdgs: South West Sidings. DNL: Down North London. UNL: Up North London. UWR: Up Willesden Relief. DWR: Down Willesden Relief. RL: Reception Line. DL: Depot Line. Depot Line has ELR: WFL

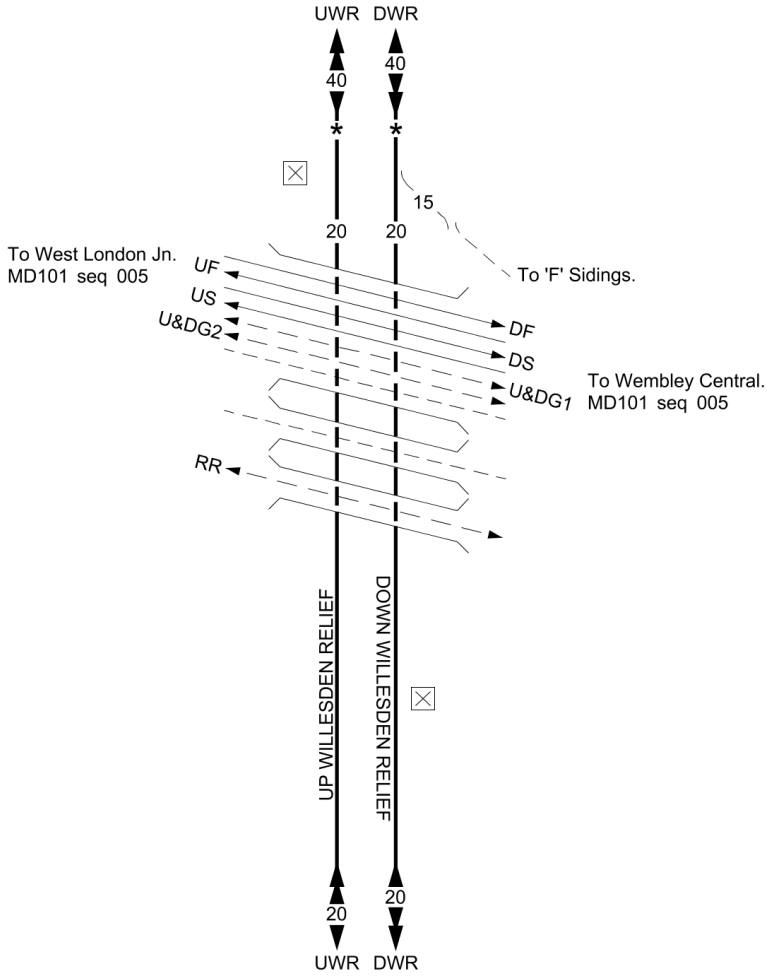
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	004	North Pole Junction to Wembley	LLG WFL	LNW South	05/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
South End Terminal Cabin	0 39		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR All lines and sidings are electrified with exception of the Depot Line and Depot Sidings. (1) To Depot Sidings No. 9-12 and Customs Road UWL: Up West London. DWL: Down West London. UWR: Up Willesden Relief. DWR: Down Willesden Relief. RL: Reception Line. DL: Depot Line. Line Lockouts: UWR: 1m 28ch to 0m 33ch. UWR/UWL: 0m 33ch to [5m 72ch]. DWL/DWR: [5m 72ch] to 0m 33ch. DWR: 0m 33ch to 1m 28ch. West London lines mileages (ELR: WLL) are shown in square [ ] brackets. ELR's: Willesden Relief lines and Reception Sidings: LLG. Depot Line and Depot Sidings: WFL.
Willesden Euroterminal			
North End Terminal Cabin	0 58		

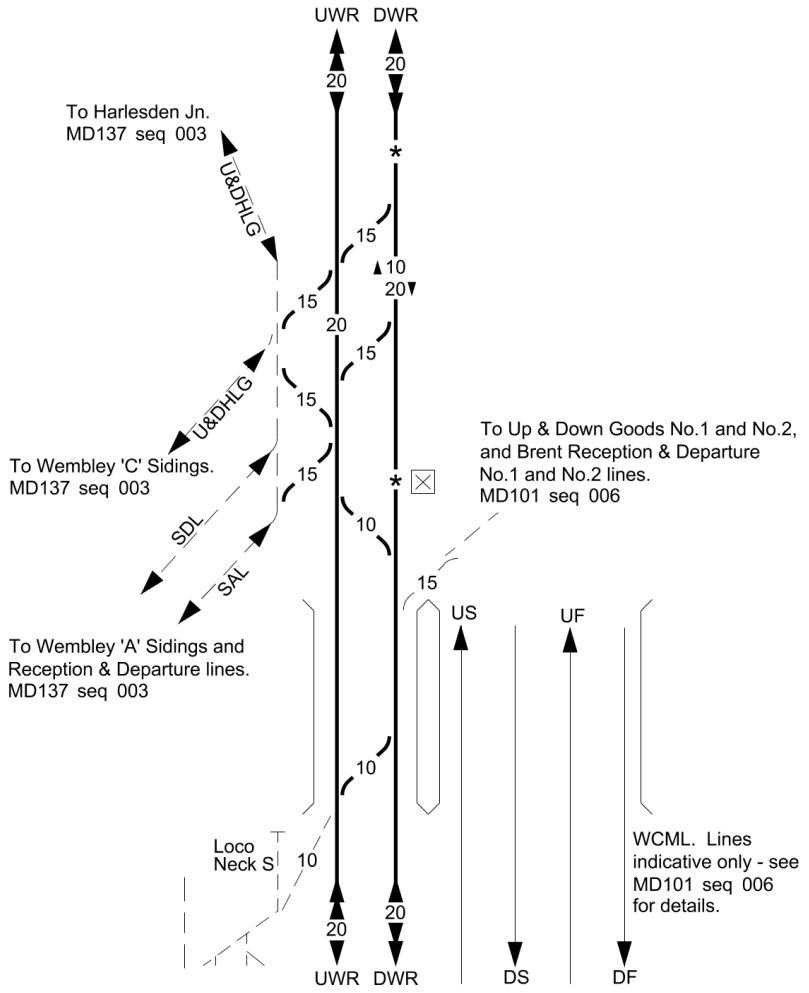
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	005	North Pole Junction to Wembley	LLG WFL	LNW South	05/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Willesden Euroterminal			GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR All lines and sidings are electrified with exception of the Depot Sidings and their connection to the Up & Down Acton Branch. DS1: Depot Siding No.1 DS2: Depot Siding No.2 DS3: Depot Siding No.3 U&D AB: Up & Down Acton Branch.
(Start of connection Reception Line with DWR)	0 64		
(Connection DWR with Reception Line)	0 66		
Willesden Junction	0 71		Line Lockouts: UWR: 1m 28ch to 0m 33ch. DWR: 0m 33ch to 1m 28ch.
	0 76		ELR's: Willesden Relief lines and Reception Sidings: LLG. Depot Line and Depot Sidings: WFL.

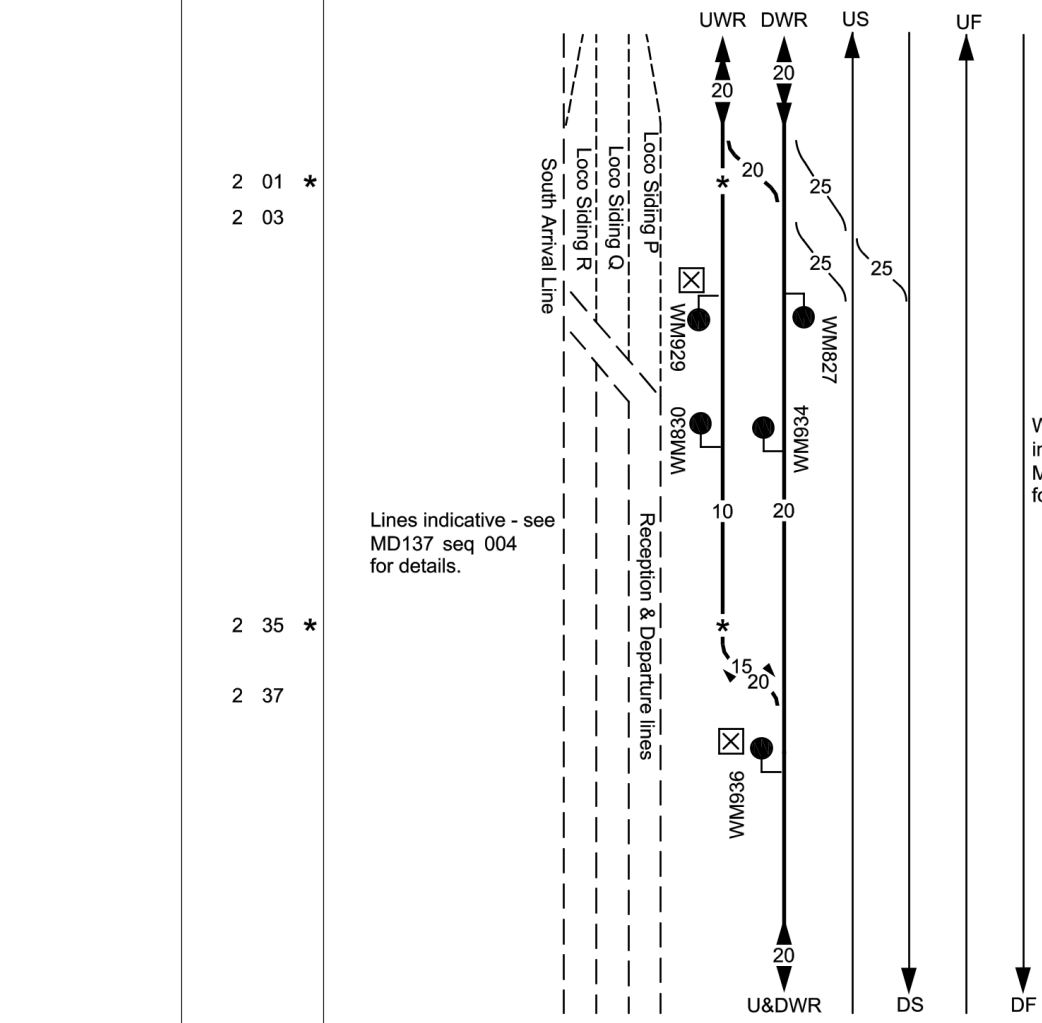
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	006	North Pole Junction to Wembley	LLG	LNW South	20/04/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	1 22 *		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR
Brent New Junction	1 25		'F' Sidings are NOT electrified.
Start/end of dive-under	1 29		
Start/end of dive-under	1 35		Line Lockouts: UWR: 2m 08ch to 1m 39ch. UWR: 1m 39ch to 1m 28ch. UWR: 1m 28ch to 0m 33ch. DWR: 0m 33ch to 1m 28ch. DWR: 1m 28ch to 1m 39ch. DWR: 1m 39ch to 2m 08ch. U&DG1: Up & Down Goods No.1 U&DG2: Up & Down Goods No.2 RR: Railnet Reversible.

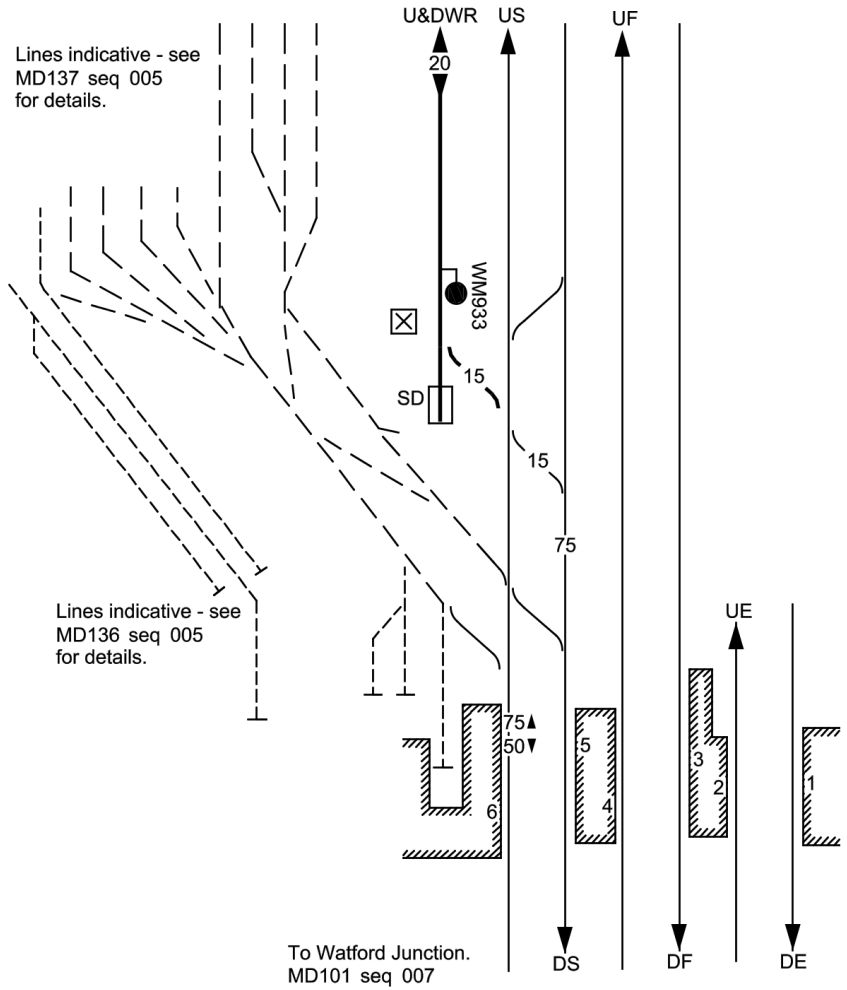
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	007	North Pole Junction to Wembley	LLG	LNW South	20/04/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wembley Yard South Junction	1 62		TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR GSM-R Line Lockouts: UWR: 2m 08ch to 1m 39ch. DWR: 1m 39ch to 2m 08ch. UWR: Up Willesden Relief. DWR: Down Willesden Relief. U&DHLG: Up & Down High Level Goods. SDL: South Departure Line. SAL: South Arrival Line.
	1 46 *		
	1 67 *		
Start/end of viaducts	1 73		
Brent Viaducts (North Circular Road)			
Start/end of viaducts	1 78		

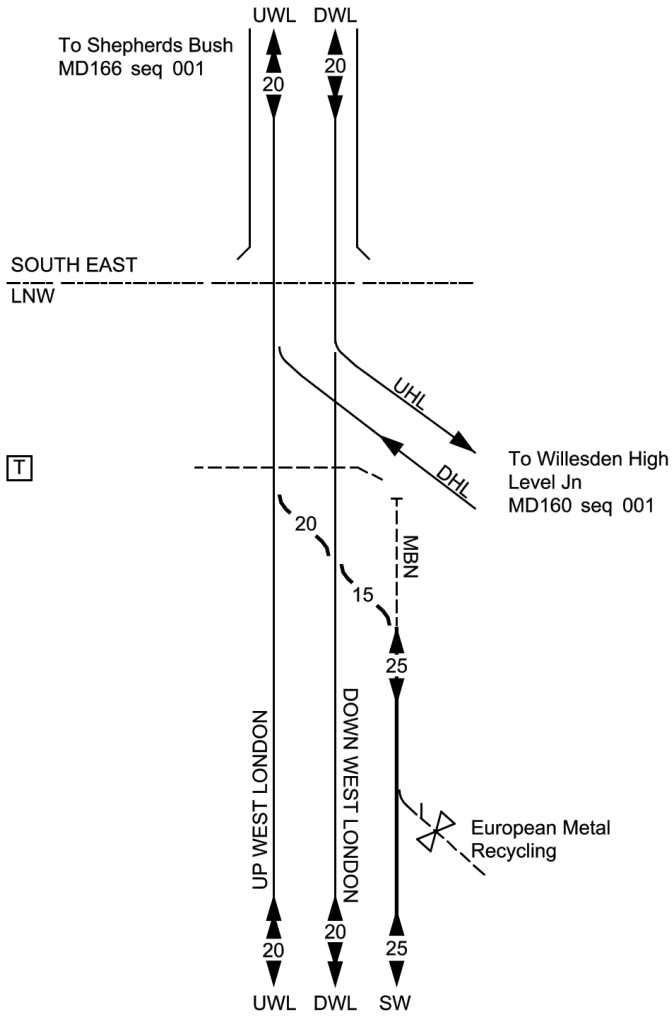
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	008	North Pole Junction to Wembley	LLG	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Sudbury Junction	2 01 *		GSM-R
	2 03		TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR
			Line Lockouts: UWR: 2m 08ch to 1m 39ch. DWR: 1m 39ch to 2m 08ch. DWR, UWR and U&DWR: 2m 08ch to 2m 54ch.
			TCB Wembley Mainline SCC (WM) Watford Workstation
	2 35 *		PF authorised between signal WM936 and signals WM830 / WM934 in the Up direction and between signals WM929 / WM827 and signal WM933 in the Down direction.
	2 37		U&DWR: Up & Down Willesden Relief. DWR: Down Willesden Relief. UWR: Up Willesden Relief.

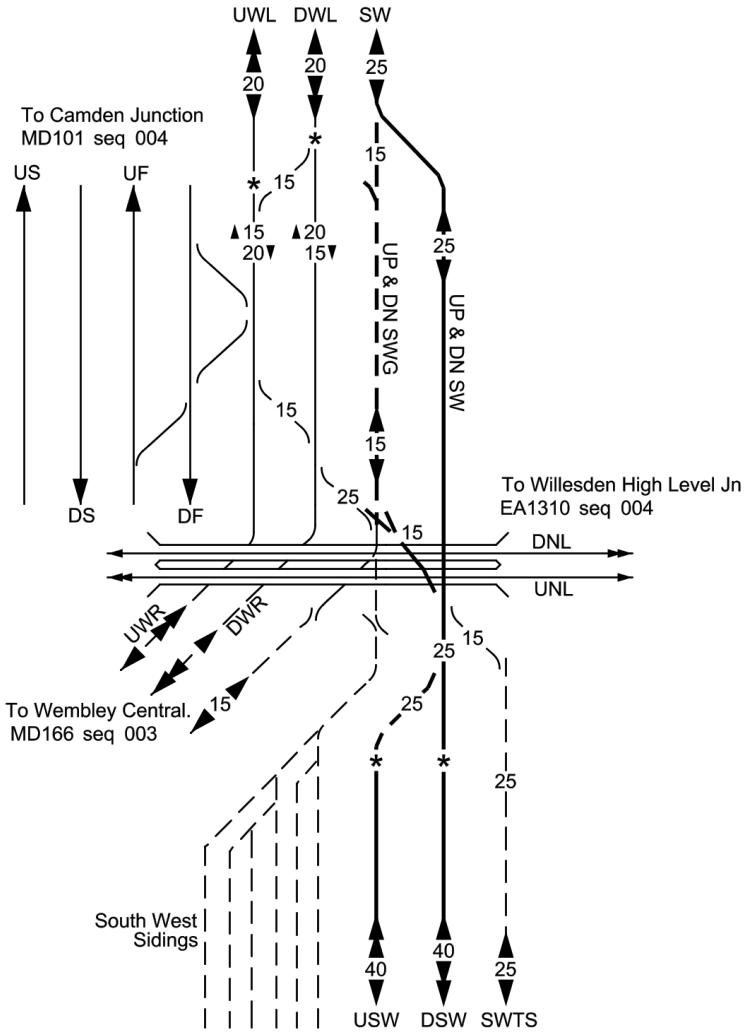
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	009	North Pole Junction to Wembley	LLG	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Start/end of Willesden Relief line	2 59 (7 68)		GSM-R TCB Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR PF authorised between signals WM929 / WM827 and signal WM933 in the Down direction. ☒ Line Lockouts: DWR, UWR and U&DWR: 2m 08ch to 2m 54ch. U&DWR and US: 2m 54ch to (7m 76ch). Mileages in brackets ( ) are WCML mileages (ELR: LEC1) (see MD101). U&DWR: Up & Down Willesden Relief. DWR: Down Willesden Relief. UWR: Up Willesden Relief. UE: Up DC Electric. DE: Down DC Electric. DC Electric lines indicative only - see MD120 seq 005 for details.
Wembley Central Junction	(7 78)		
WEMBLEY CENTRAL	(8 04)		

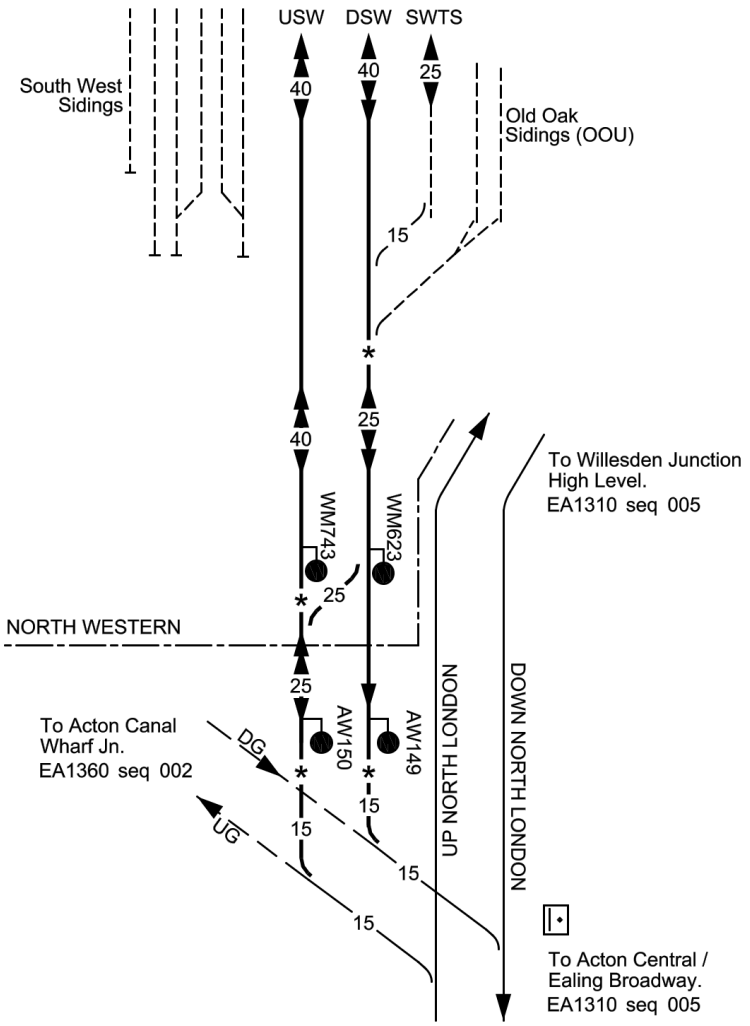
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD167	001	Mitre Bridge Jn to Acton Wells Jn (South West lines)	WLL	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Mitre Bridge			GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel NOTE: West London lines and High Level lines are provided with AC overhead electrification, controlled from Rugby ECR.
Start/end of Mitre Bridge	5 64		See Line of Route MD166 for West London lines details.
Route Boundary	5 65		
Mitre Bridge Jn	5 67 (0 00)		UWL: Up West London. DWL: Down West London. UHL: Up High Level. DHL: Down High Level.
Mitre Bridge LC (CCTV)	5 72		MBN: Mitre Bridge Neck. SW: Up & Down South West.
	6 07		Up & Down South West.: Permissive PF.

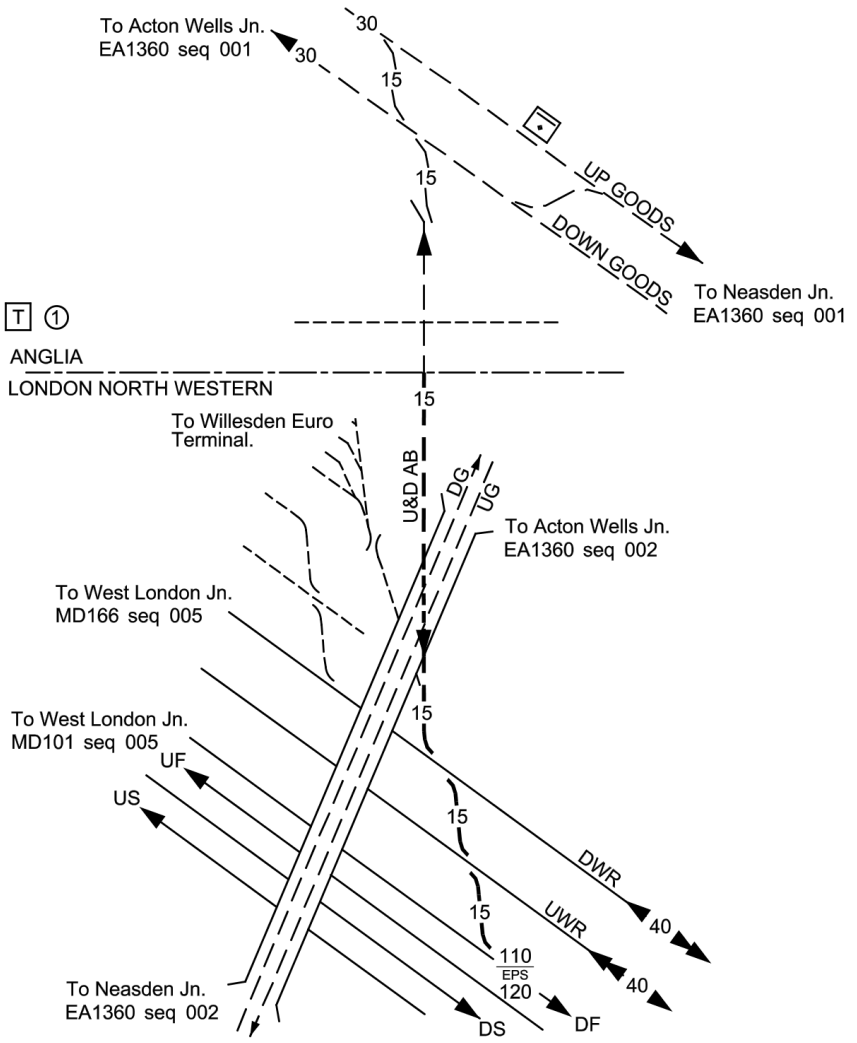
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD167	002	Mitre Bridge Jn to Acton Wells Jn (South West lines)	WLL WAW	LNW South	02/12/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Limit of Electrification (Up & Down South West Goods only) West London Jn (Willesden) (Change of ELR)	6 10 * 6 13 * 6 14 6 19 6 29 6 35 *		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel NOTE: West London lines and Up & Down South West Goods line are provided with AC overhead electrification, controlled from Rugby ECR. See Line of Route MD166 for West London lines details. PF authorised on all South West lines on this diagram, in both directions. UWL: Up West London. DWL: Down West London. SW: Up & Down South West. SWG: Up & Down South West Goods. SWTS: South West Through Siding. DSW: Down South West. USW: Up South West. DNL: Down North London. UNL: Up North London. UWR: Up Willesden Relief. DWR: Down Willesden Relief. South West Sidings has ELR: SZS

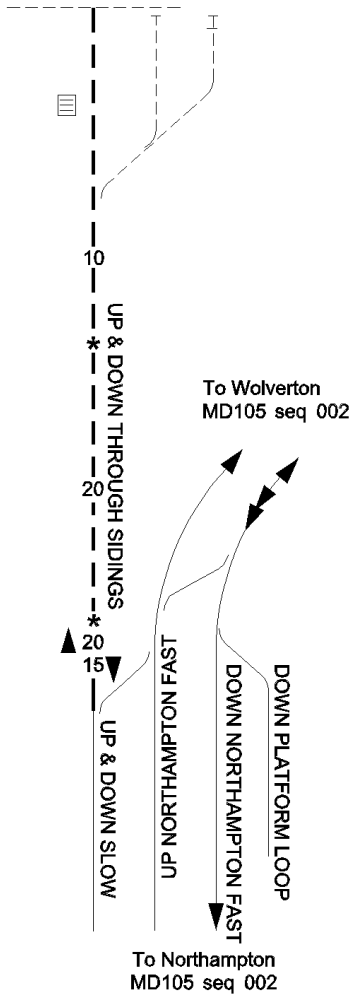
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD167	003	Mitre Bridge Jn to Acton Wells Jn (South West lines)	WAW BOK4	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel SWTS: South West Through Siding. DSW: Down South West. USW: Up South West. All South West lines on this diagram are permissive (PF) in both directions, with exception of the Down direction between signals WM623 / WM743 and signals AW149 / AW150. South West Sidings has ELR: SZS Old Oak Sidings has ELR: OOS NOTE: North London lines are provided with AC overhead electrification, controlled from Rugby ECR. Acton Wells Jn SB (AW)
	6 50 *		
	6 74 *		
Route Boundary (Change of ELR and mileage)	6 76 0 55		
	0 60 *		
Acton Wells Junction (Mileage for South West lines)	0 63		
Acton Wells Jn SB	0 64		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD170	001	Acton Canal Wharf to Willesden Junction	ACW	LNW South	05/11/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Acton Canal Wharf Jn	0 35		GSM-R
	(8 45)		TCB Acton Canal Wharf SB (ACW)
Acton Canal Wharf SB	(8 41)		Goods lines mileages in ( ) brackets.
Substation LC (UWC)	0 15		① Crossing telephone linked to Wembley Mainline SCC, Willesden Panel.
Limit of Electrification (Route Boundary and Sectional Appendix Boundary).	0 11		Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR
			U&D AB: Up & Down Acton Branch. DWR: Down Willesden Relief. UWR: Up Willesden Relief.
Willesden Junction	0 00		
	[0 71]		Willesden Relief lines mileages in [ ] brackets.
	[0 76]		

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
MD175	001	Brackmills to Northampton South Junction	BPH	BDN	NMH	LNW South	25/10/2014

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Bridge Street LC (MCB), former site of	4	56		
End of Line	4	55		Line out of use between Bridge Street (4m 55ch) and Northampton South Jn.
Bridge Street GF, former site of	4	49		
				AWS and TPWS not provided except at Northampton South Junction.
Bridge Street Jn, former site of *	4	29		
(ELR change: BPH - BDN)	0	00		
				Rugby SCC (RY) Northampton Workstation
Duston North Jn, former site of	0	18		
(ELR change:BDN - NMH)	0	29		
	0	50 *		TCB
Northampton South Jn	0	65		
(ELR change: NMH - HNR)	65	65		

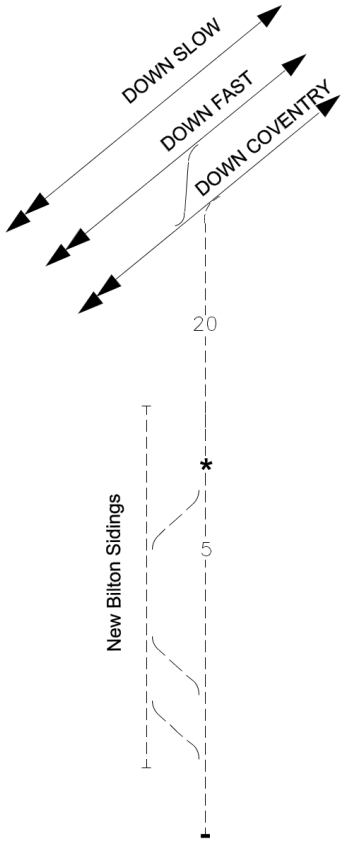
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD175	002	Brackmills to Northampton South Junction	BPH	LNW South	25/10/2014

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		This Table A has been withdrawn	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD175	003	Brackmills to Northampton South Junction	BPH BDN NMH	LNW South	25/10/2014

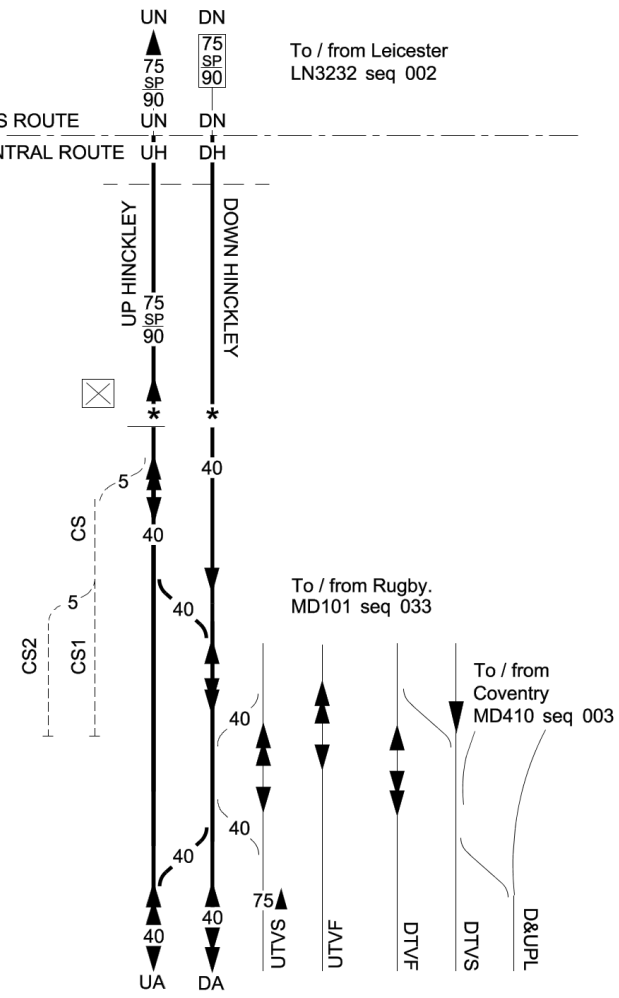
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		This Table A has been withdrawn	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD180	001	Rugby, Trent Valley Junction to New Bilton	RTS	LNW South	15/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Rugby Trent Valley Junction	83 18	Continued on MD101 seq 030	GSM-R TCB Rugby SCC (RC) Rugby Workstation AWS and TPWS not provided.
	83 19 0 00		
	0 27 *		
New Bilton (End of Line)	0 79		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD232	001	Hinckley (Exclusive) to Abbey Jn	WNS PVS	West Coast South	10/06/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Route / Sectional Appendix Boundary & change of Linenames	2 62	EAST MIDLANDS ROUTE / NW&C REGION - CENTRAL ROUTE	
Padge Hall Farm LC (UWC)	2 24	T ①	
	0 50 *		
(Connection to Cemetery Sidings)	0 40		
Limit of Electrification (OLE in Down direction)	0 39		
(Handpoints on Cemetery Sidings)	0 21		
(Crossover on Hinckley lines)	0 17		
(Buffer stops on CS1 and CS2)	0 10		
Nuneaton South Jn	0 05 (96 68)		
Change of Mileage / ELR	0 03	WNS	
(Change of line names)	10 63	PVS	



GSM-R

TCB Rugby SCC (WN) Nuneaton Workstation

UN: Up Nuneaton
DN: Down Nuneaton
Axle Counter area.

① Telephone linked to Rugby SCC

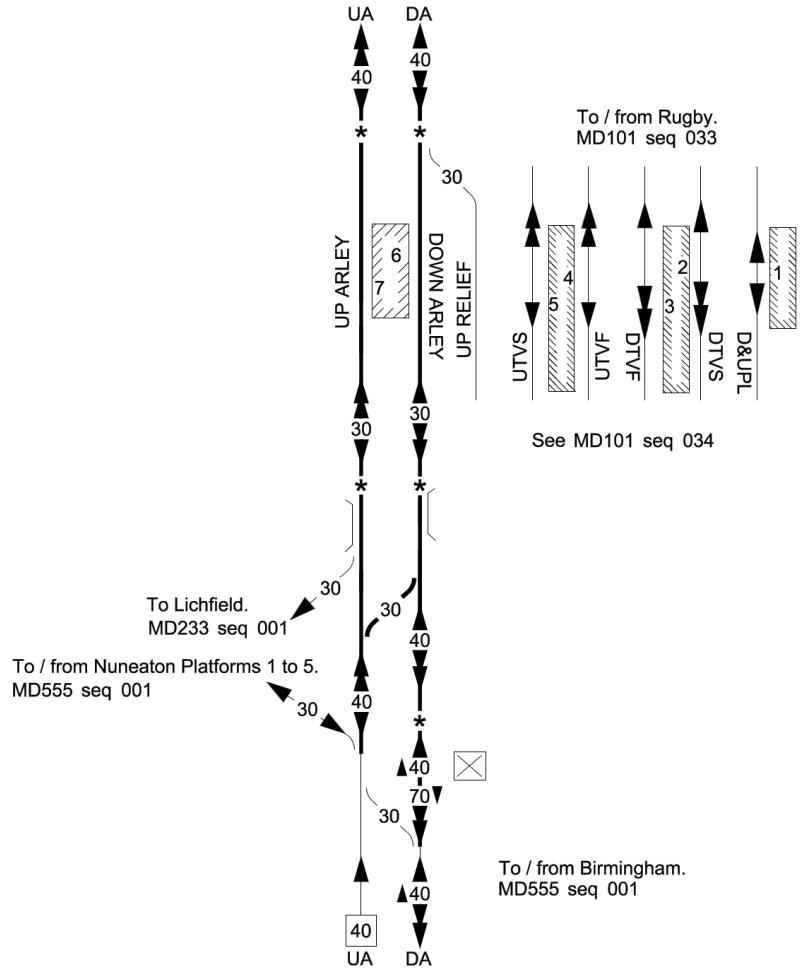
Traffic Lockout Devices (LOD(T)) provided:
Down Hinckley / Arley lines from 0m 64ch.
Up Arley / Hinckley lines to 0m 64ch.

AC: Crewe ECR

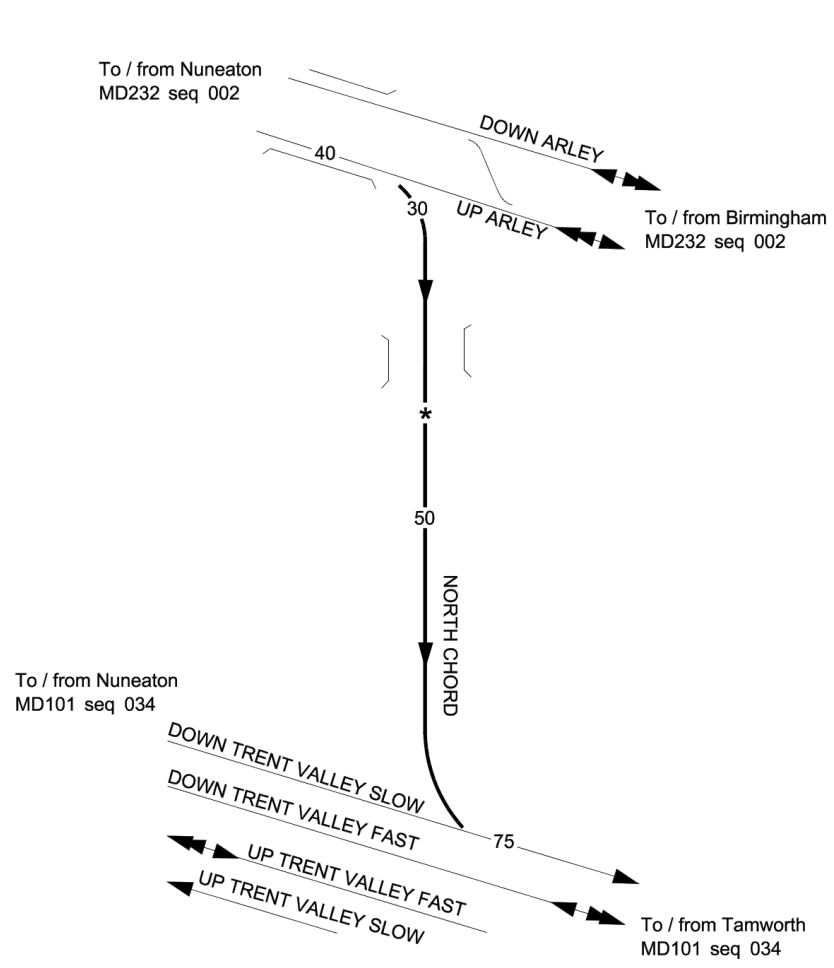
CS - Cemetery Sidings
CS1 - Cemetery Siding 1
CS2 - Cemetery Siding 2
UA: Up Arley
DA: Down Arley
UTVS: Up Trent Valley Slow
UTVF: Up Trent Valley Fast
DTVF: Down Trent Valley Fast
DTVS: Down Trent Valley Slow
D&UPL: Down & Up Platform Line

West Coast Main Line mileage in ( ) brackets.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD232	002	Hinckley (Exclusive) to Abbey Jn	PVS NMA	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
NUNEATON	10 57 *		TCB Rugby SCC (WN) Nuneaton Workstation AC: Crewe ECR GSM-R Axle Counter area. UTVS: Up Trent Valley Slow UTVF: Up Trent Valley Fast DTVF: Down Trent Valley Fast DTVS: Down Trent Valley Slow D&UPL: Down & Up Platform Line Rugby SCC (NW) Nuneaton Workstation Platform lengths: Nuneaton (Permissive Working) 6: 150 metres (PP authorised in the Down direction) 7: 150 metres (PP authorised in the Down direction)
	10 45		
Limit of Electrification (OLE in Up direction)	10 33		
Nuneaton flyover underbridge 102 metres (112 yards) (West Coast mainline under Arley lines)	10 18 * to 10 13		
Midland Yard Jn (& Change of ELR)	10 09		
	9 65 *		
Abbey Jn	9 60		Traffic Lockout Devices (LOD(T)) provided.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD233	001	Midland Yard Jn to Canal Farm Jn	MYC	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Midland Yard Jn	10 13		TCB Rugby SCC (NL) Nuneaton workstation GSM-R Axle Counter area.
	0 00		
Nuneaton flyover underbridge 102 metres (112 yards) (Nuneaton Chord lines under NC)	10 18 * to 10 13		Standage on North Chord 893 metres (977 yards).
	0 15 *		☒ Traffic Lockout Devices (LOD(T)) provided.
Canal Farm Jn	0 69		
	98 25		

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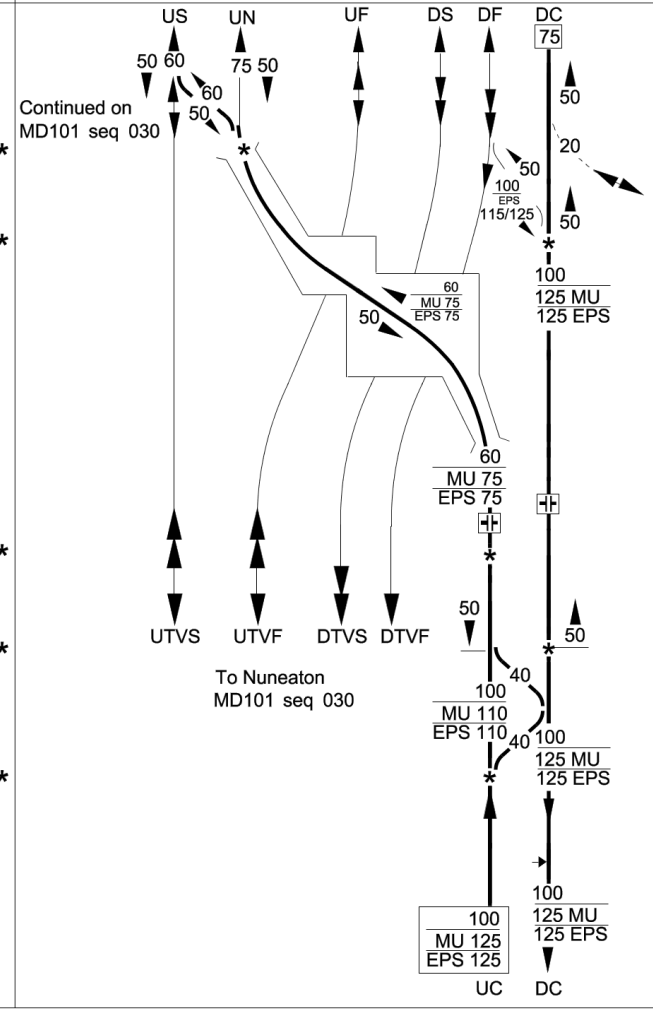
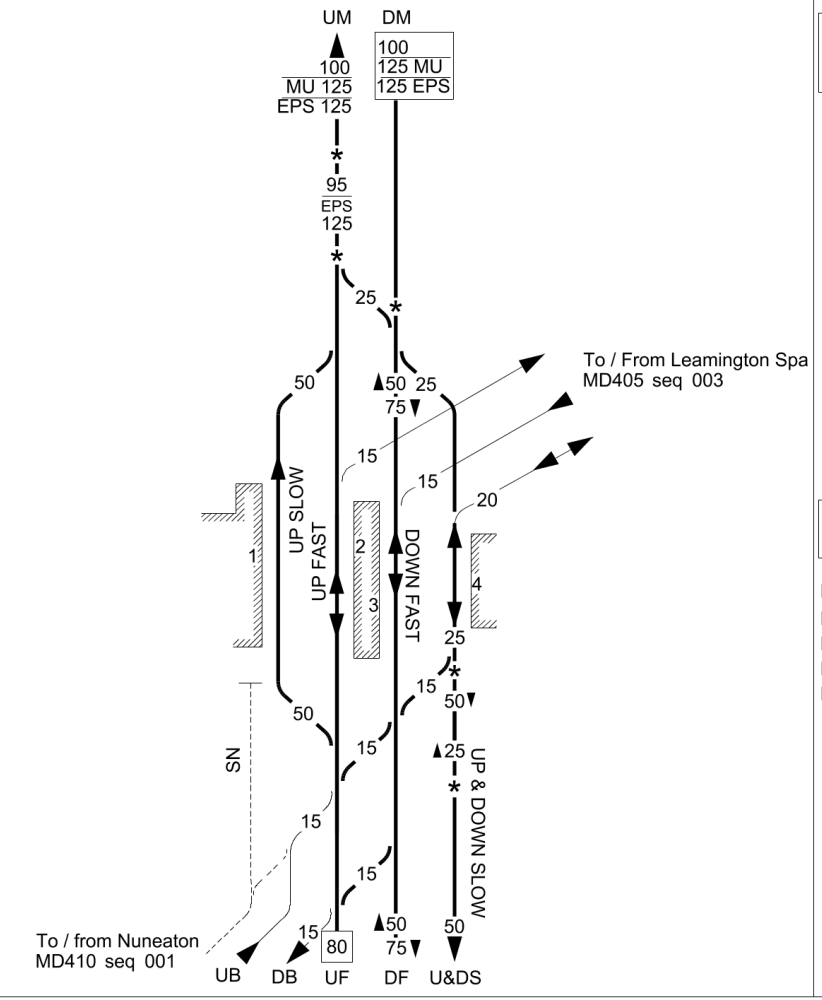
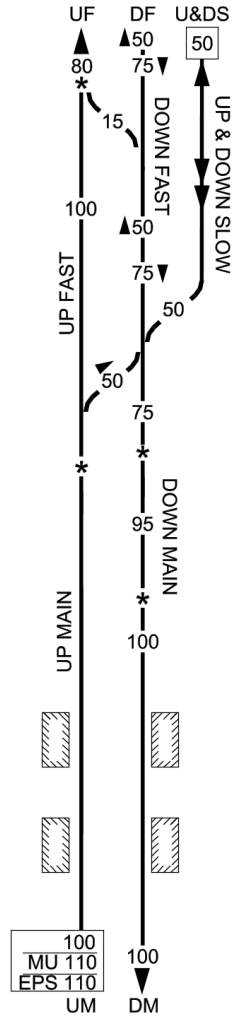
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	001	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Rugby Trent Valley Junction	83 18		GSM-R TCB Rugby SCC (RN/RC) Rugby Workstation AC: Rugby ECR To/from 90m 28ch Line name changes at 83m 19ch: UC to UN TASS fitted Axle Counter area UN - Up Northampton DC - Down Coventry UC - Up Coventry Traffic Lockout Devices (LOD(T)) provided on the DC and UC to/from 90m 24ch DTVF - Down Trent Valley Fast DTVS - Down Trent Valley Slow UTVF - Up Trent Valley Fast UTVS - Up Trent Valley Slow
	83 33 *		
	83 41 *		
OHNS	83 62		
OHNS	83 65		
	83 69 *		
	84 23 *		
Long Lawford Jn	84 30		
	84 38 *		
Brandon HABD (Indicated to West Midlands S.C.)	89 05		
(End of control from Rugby SCC)	90 28		

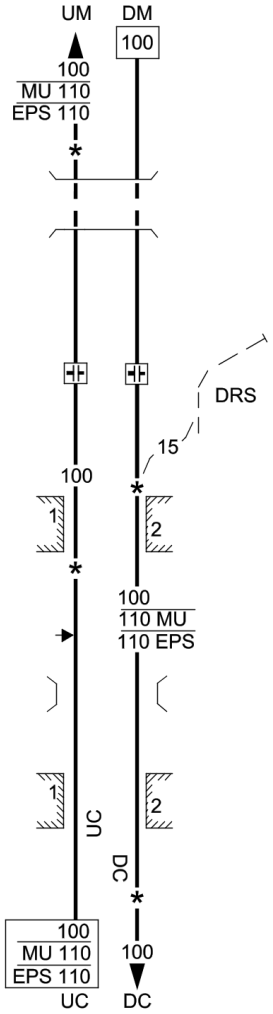
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	002	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	26/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of control from West Midlands S.C.)	90 29		GSM-R
	93 14 *		TCB West Midlands S.C. (RC) Coventry Workstation AC: Rugby ECR
			From aprox 90m 29ch
	93 56 *		Axle Counter area
	93 59 *		TASS fitted
Coventry South Jn	93 71		
COVENTRY	93 79		West Midlands S.C. (CB)
	94 08 *		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)
	94 13 *		SN: South Neck
Coventry North Jn	94 19 (0 00)		Mileage in brackets () refers to CNN mileage.
			UB: Up Bedworth DB: Down Bedworth

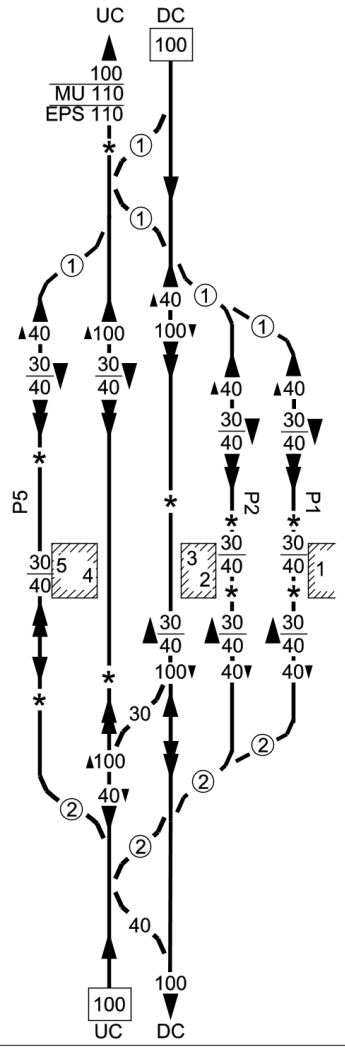
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	003	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	03/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	94 22 *		GSM-R TCB West Midlands S.C. (CB) Coventry Workstation AC: Rugby ECR GSM-R (IVRS) area TASS fitted Axle Counter area
	94 58 *		
	94 60 *		
	95 21 *		
CANLEY	95 37		Platform lengths: Canley Down Main: 168 metres Up Main: 168 metres
TILE HILL	97 45		Platform lengths: Tile Hill Down Main: 162 metres Up Main: 162 metres

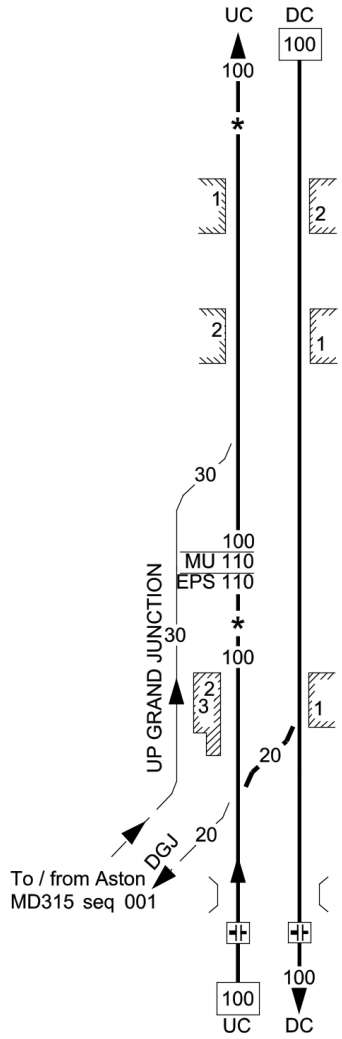
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	004	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	29/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (CB) Coventry Workstation AC: Rugby ECR Axle Counter area. TASS fitted area.
Beechwood Tunnel (274 metres / 300 yards)	98 23 * 98 28 to 98 42		
Berkswell OHNS	99 22		DRS - Down Refuge Siding. 60 metres (66 yards)
(Connection to DRS)	99 33 99 34 *		
BERKSWELL	99 38 99 46 *		Platform lengths: Berkswell Platform 1: 173 metres (189 yards) Platform 2: 173 metres (189 yards)
Bradnocks Marsh HABD	101 14		
Blythe Viaduct 65 metres (71 yards)	101 75 to 101 78		West Midlands S.C. (CB) Proof House Workstation
HAMPTON-IN-ARDEN	102 61		Platform lengths: Hampton-in-Arden Platform 1: 185 metres (202 yards) Platform 2: 181 metres (197 yards)
	103 20 *		UC - Up Coventry DC - Down Coventry (change of linename to Coventry lines at 102m 60ch)

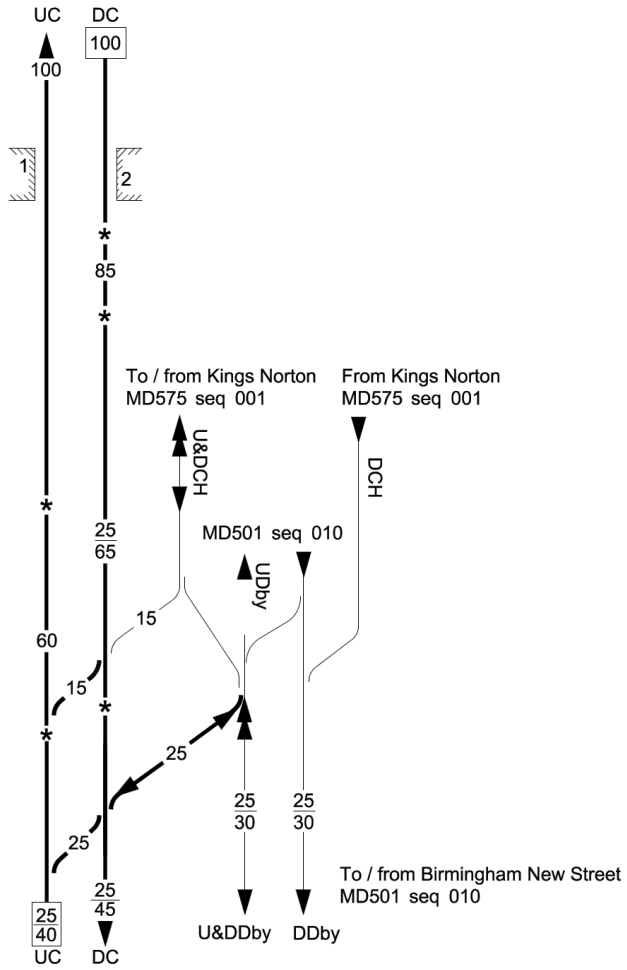
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	005	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	29/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB — West Midlands S.C. (CB) Proof House Workstation AC: Rugby ECR 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 P1 - Platform 1 line P2 - Platform 2 line P5 - Platform 5 line 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) Permissive Working - Platforms 1, 2 and 5: PP-A & PP-C in both the Up and Down directions. ② Maximum permissible speed over the crossover is 40mph in the Down direction, and 30/40mph in the Up direction.
	104 20 *		
Birmingham International South Jn	104 25		
	104 42 *		
	104 45 *		
	104 46 *		
BIRMINGHAM INTERNATIONAL	104 55		
	104 62 *		
	104 65 *		
	104 66 *		
Birmingham International North Jn	105 02		

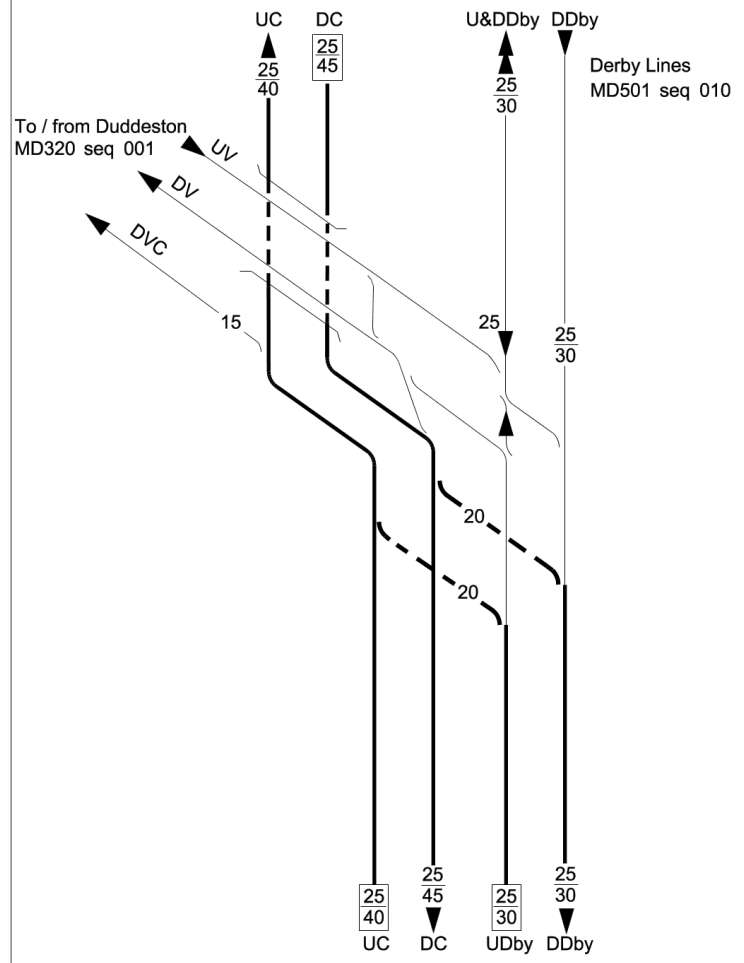
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	006	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	29/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB — West Midlands S.C. (CB) Proof House Workstation AC: Rugby ECR
	106 23 *		Axle Counter area. TASS fitted area.
MARSTON GREEN	106 33		Platform lengths: Marston Green Platform 1: 168 metres (183 yards) Platform 2: 167 metres (182 yards)
LEA HALL	108 00		Platform lengths: Lea Hall Platform 1: 183 metres (200 yards) Platform 2: 181 metres (198 yards)
Stechford South Jn	108 66 -(0 29)		UC - Up Coventry DC - Down Coventry Mileages in brackets () are MD315 mileages (ELR: SAS).
	109 00 *		
STECHFORD	109 08 -(0 12)		Platform lengths: Stechford Platform 1: 128 metres (140 yards) Platform 2: 170 metres (186 yards)
Stechford North Jn	109 12 (0 00)		
Stechford Viaduct 50 metres (55 yards)	109 28 to 109 30		DGJ - Down Grand Junction
Stechford OHNS	109 33		

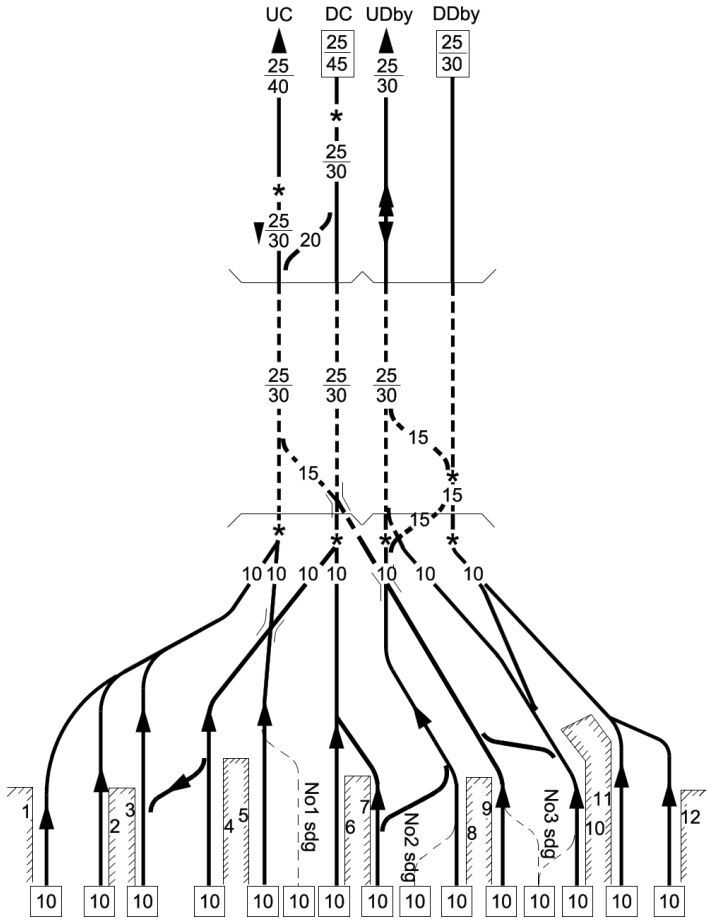
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	007	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ADDERLEY PARK	110 79		GSM-R TCB West Midlands S.C. (CB) Proof House Workstation AC: Rugby ECR UC - Up Coventry DC - Down Coventry Platform lengths: Adderley Park Platform 1: 95 metres (103 yards) Platform 2: 95 metres (103 yards)
	111 12 *		
	111 48 *		Axle Counter area: Down Coventry : to 111m 21ch Up Coventry : from 111m 41ch. TASS fitted: Down Coventry : to 111m 33ch Up Coventry : from 111m 74ch.
	111 60 *		U&DCH - Up & Down Camp Hill UDby - Up Derby DDby - Down Derby DCH - Down Camp Hill U&DDby - Up & Down Derby
Grand Jn	111 72		
	111 74 *		
	111 76 *		

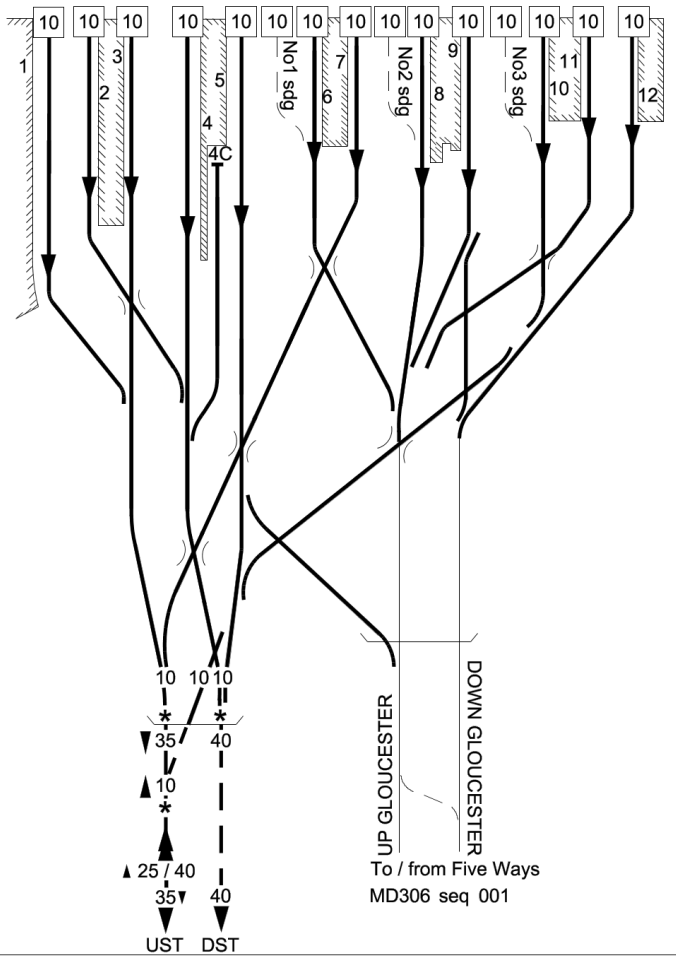
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	008	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Curzon Street Jn	112 07		GSM-R TCB West Midlands S.C. (CB) Proof House Workstation AC: Rugby ECR UC - Up Coventry DC - Down Coventry U&DDby - Up & Down Derby DDby - Down Derby UV - Up Vauxhall DV - Down Vauxhall DVC - Down Vauxhall Chord
Proof House Jn	112 19		UDby - Up Derby

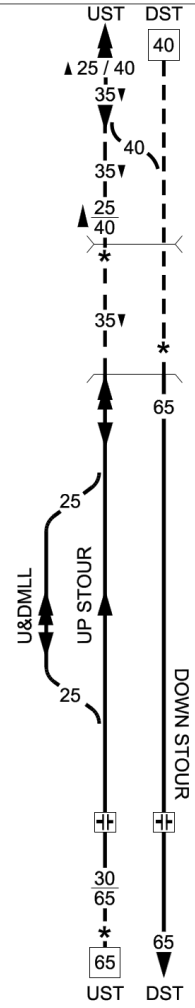
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	009	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	27/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (CB & WP) Proof House Workstation AC: Rugby ECR UC - Up Coventry DC - Down Coventry UDby - Up Derby DDby - Down Derby West Midlands S.C. (BM & CB & WP) New Street Workstation Axle Counter area: Down Coventry and Down Derby : from 112m 42ch Up Coventry and Up Derby : to 112m 42ch. Platform Lengths: Birmingham New Street See Local Instruction published under MD301. 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) Maximum speed 10mph, all lines Birmingham New Street. AWS magnets are not provided for Birmingham New Street station platform and platform starting signals. PP is authorised over platform lines in clear weather only, except Platform 4C.
	112 40 *		
(Start of bi-directional UC and UDby)	112 42 *		
New Street South Tunnel from (232 metres / 254 yards)	112 47		
	112 56 *		
to	112 58		
	112 59 *		
	112 60 *		
BIRMINGHAM NEW STREET Change of mileage & ELR	112 73 0 05	RBS1 RBS2	

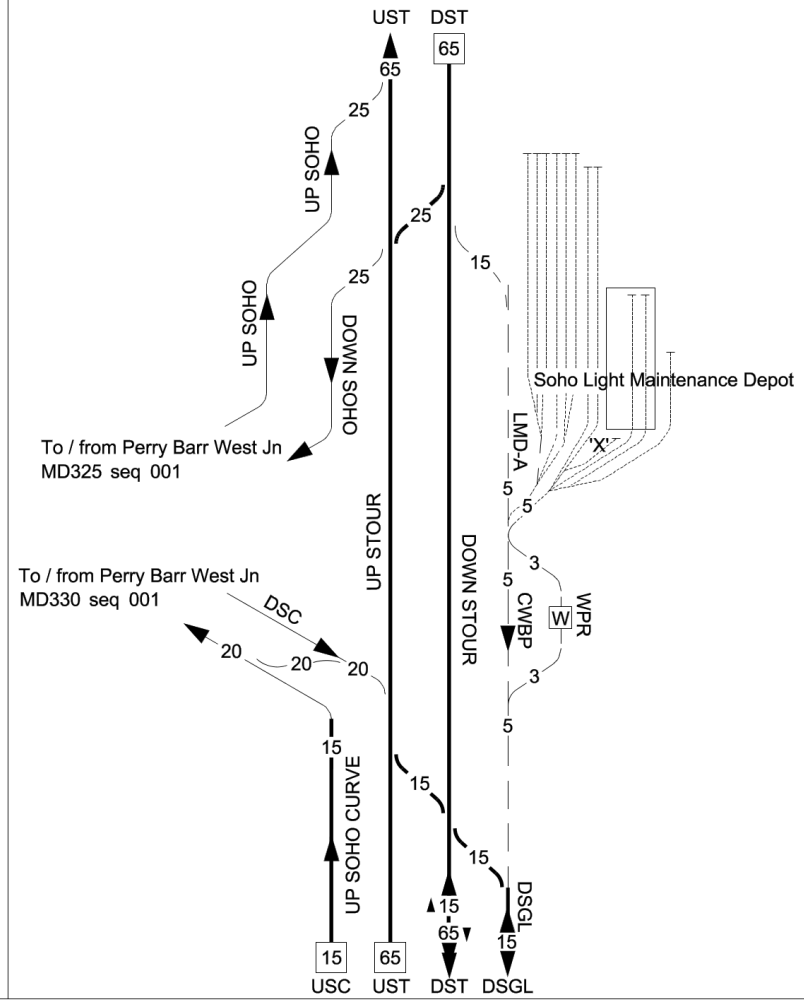
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	010	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	27/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BIRMINGHAM NEW STREET Change of mileage & ELR	112 73 RBS1 0 05 RBS2		GSM-R TCB West Midlands S.C. (BM) New Street Workstation AC: Rugby ECR Axle Counter area. Maximum speed 10mph, all lines Birmingham New Street. AWS magnets are not provided for Birmingham New Street station platform and platform starting signals. PP is authorised over platform lines in clear weather only, except Platform 4C. Platform Lengths: Birmingham New Street See Local Instruction published under MD301 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)
New Street North Tunnel from (687 metres / 751 yards)	0 17 *		
	0 19 *		West Midlands S.C. (BW) New Street Workstation
Tunnel continues on Seq 011			UST - Up Stour DST - Down Stour

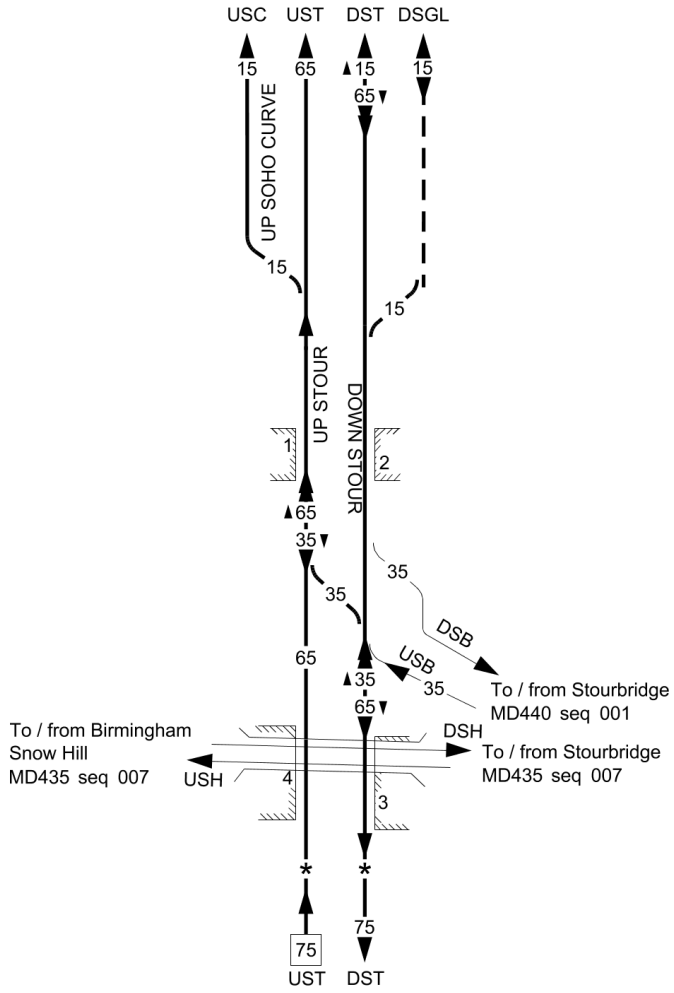
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	011	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	02/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
New Street North Tunnel continued (687 metres / 751 yards) Tunnel continued from Seq 010			GSM-R TCB — West Midlands S.C. (BW), New Street Workstation, AC: Rugby ECR Axle Counter area. Bi-directional on the Up Stour line between Birmingham New Street and Monument Lane South Jn.
Arena Tunnel (161 metres / 176 yards)	to 0 53 from 0 53 *		
	0 60 *		TASS fitted Down Stour line - from 0m 65ch Up Stour line - to 0m 65ch.
	to 0 61		UST - Up Stour DST - Down Stour U&DMLL - Up & Down Monument Lane Loop Permissive working: PF is authorised in both directions on U&DMLL. Down direction: 567 metres (620 yards). Up direction: 627 metres (686 yards).
Monument Lane South Jn	0 65		West Midlands S.C. (BW), Stour Valley Workstation From approx 1m 01ch on the Down Stour to approx 1m 79ch on the Up Stour.
Monument Lane North Jn	1 26		
Winson Green OHNS	1 45		
	2 01 *		

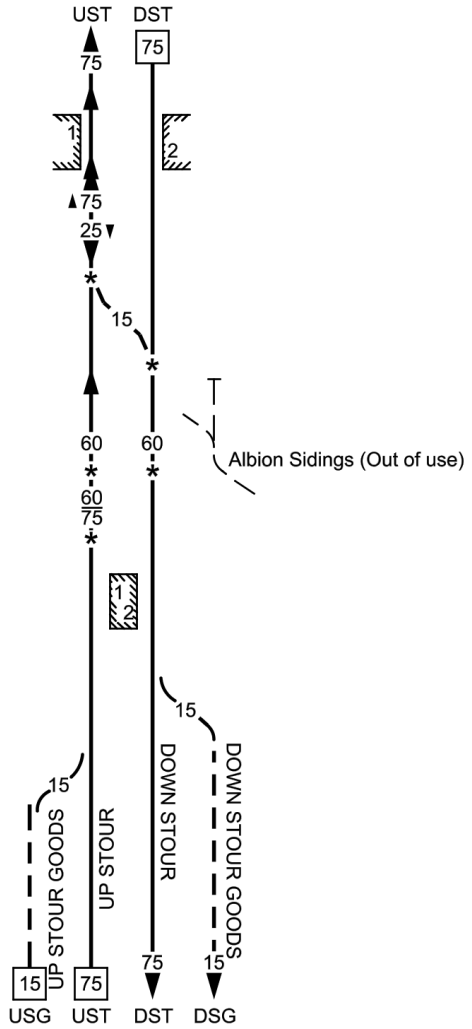
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	012	Rugby to Penkridge (Exclusive) (Via Birmingham)	RBS2	Central	28/01/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Soho South Jn	2 06 (2 71)		GSM-R TCB West Midlands S.C. (BW) Stour Valley Workstation AC: Rugby ECR Axle Counter area on all Main lines, but not LMD Arrival Line or Soho Light Maintenance Depot. TASS fitted: Down Stour and Up Stour lines
(Connection to LMD-A)	2 10		LMD-A - Light Maintenance Depot Arrival Line
(end of Soho lines parallel to Stour lines)	2 16 (2 61)		'X' - Non-electrified line. All other depot lines electrified. Mileages in brackets ( ) refer to MD325, SSP mileages.
Soho, Light Maintenance Depot	2 24		WPR - Wash Plant Road CWBP - Carriage Washer By Pass Line
Soho North Jn	2 38 [0 21]		Mileage in brackets [ ] refer to MD330, SCL mileage. Up Soho Curve from Soho Curve North Jn to Soho North Jn has ELR RBS2. DSC - Down Soho Curve DSGL - Down Soho Goods Loop Down Soho Goods Loop - 270 metres (295 yards) Permissive working: PF is authorised in both directions on DSGL Down direction trains can turn back on the Down Stour line at exit from Down Soho Goods Loop.

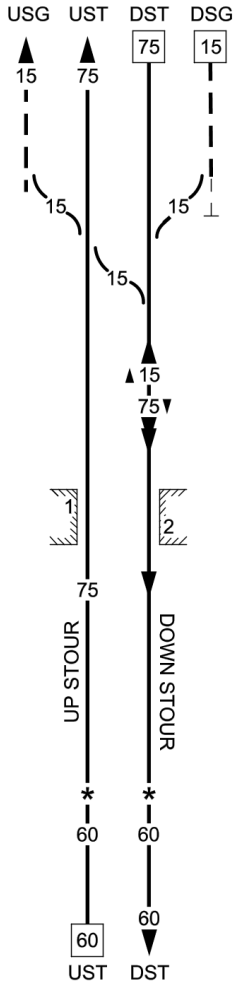
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	013	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	05/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Soho Curve North Jn	2 62		GSM-R TCB West Midlands S.C. (BW) Stour Valley workstation AC: Rugby ECR Axle Counter area. Up Soho Curve from Soho Curve North Jn to Soho North Jn has ELR RBS2. Down Soho Goods Loop - 270 metres (295 yards) Permissive working: PF is authorised in both directions on DSGL Down direction trains can turn back on the Down Stour line at exit from Down Soho Goods Loop. TASS fitted: Down Stour and Up Stour lines
Start / end of Down Soho Goods Loop	2 66		
SMETHWICK ROLFE STREET	3 30		Platform lengths: Smethwick Rolfe Street Platform 1: 152 metres (166 yards) Platform 2: 136 metres (149 yards) Up direction trains can turnback in Platform 1 at Smethwick Rolfe Street.
Galton Jn	3 64		USB - Up Stourbridge DSB - Down Stourbridge
SMETHWICK GALTON BRIDGE	4 05		Platform lengths: Smethwick Galton Bridge Platform 3: 151 metres (165 yards) Platform 4: 149 metres (163 yards) Down direction trains can turnback in Platform 3 at Smethwick Galton Bridge.
	4 20 *		USH - Up Snow Hill DSH - Down Snow Hill

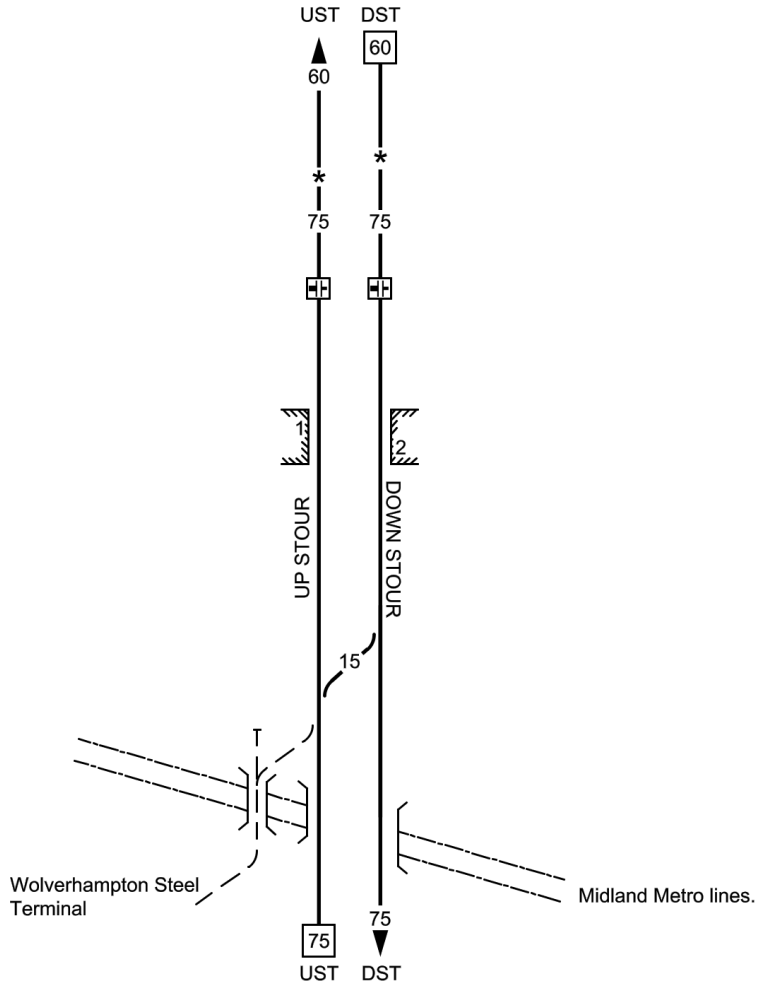
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	014	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	03/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (BW) Stour Valley workstation AC: Rugby ECR
SANDWELL & DUDLEY	5 28		Platform lengths: Sandwell & Dudley Platform 1: 270 metres (295 yards) Platform 2: 268 metres (293 yards) Up direction trains can turnback in Platform 1 at Sandwell & Dudley.
	5 70 *		Axle Counter area.
Albion Jn	5 73 *		
Albion Sidings (former connection with Down Stour line)	5 76		
	6 20 *		TASS fitted: Down Stour and Up Stour lines
	6 30 *		
DUDLEY PORT	7 29		Platform lengths: Dudley Port Platform 1: 89 metres (97 yards) Platform 2: 89 metres (97 yards)
(Connection to Down Stour Goods)	7 35		
(Exit from Up Stour Goods)	7 43		USG - Up Stour Goods : 512 metres (559 yards) DSG - Down Stour Goods : 694 metres (758 yards)
			Permissive working - PF authorised on USG and DSG

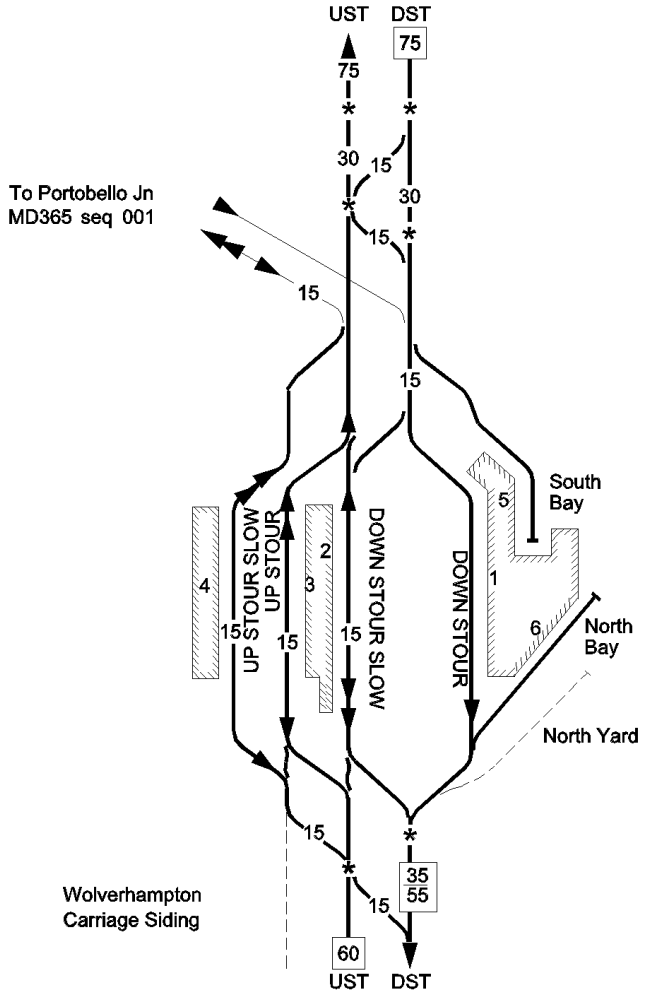
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	015	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	03/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
TIPTON	7 76 8 16 8 40 *		GSM-R TCB West Midlands S.C. (BW) Stour Valley workstation AC: Rugby ECR Axle counter area. USG - Up Stour Goods: 512 metres (559 yards) DSG - Down Stour Goods: 694 metres (758 yards) Permissive working - PF authorised on USG and DSG TASS fitted: Down Stour and Up Stour lines Platform lengths: Tipton Platform 1: 105 metres (115 yards) Platform 2: 101 metres (110 yards) Down direction trains can turnback in Platform 2 at Tipton.

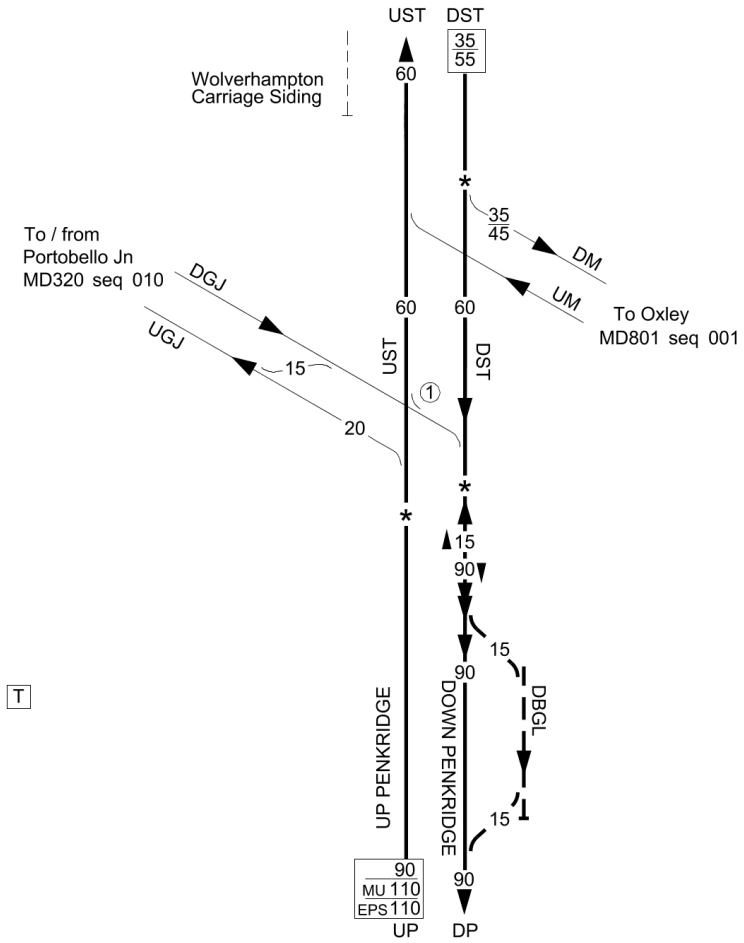
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	016	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	03/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB West Midlands S.C. (BW) Wolverhampton workstation AC: Rugby ECR GSM-R Axle counter area
	8 61 * 8 62 *		
Coseley OHNS	9 12		TASS fitted: Down Stour and Up Stour lines
COSELEY	9 46		Platform lengths: Coseley Platform 1: 122 metres (133 yards) Platform 2: 122 metres (133 yards)
Monmore Green	11 62		
(Connection to Steel Terminal)	11 72		
Wolverhampton Steel Terminal			Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.

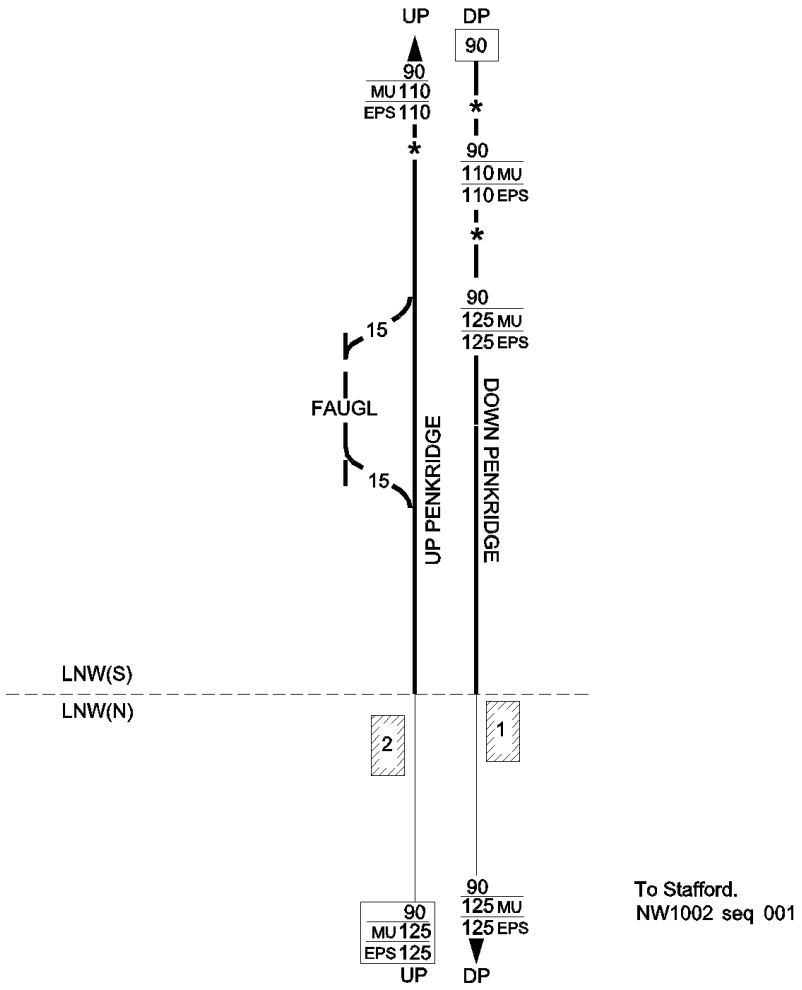
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	017	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	27/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	12 40 *		TCB West Midlands S.C. (BW) Wolverhampton workstation AC: Rugby ECR GSM-R Axle counter area UST = Up Stour DST = Down Stour TASS fitted: DST/DM lines, UM/UST lines and platforms 1,2,3 & 4 PP is authorised over all platform lines, except for Platform 4 in the Down direction, which is PP-C Platform lengths: Platform 1-267 metres Platform 2-270 metres Platform 3-239 metres Platform 4-279 metres Platform 5-86 metres Platform 6-120 metres West Midlands S.C. (WS) Wolverhampton workstation
	12 54 *	To Portobello Jn MD365 seq 001	
	12 55 *		
Wolverhampton Crane Street Junction	12 60		
WOLVERHAMPTON	12 75		
	13 10 *	Wolverhampton Carriage Siding	
	13 14 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	018	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2 RBS3	LNW South	05/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Buffer stop on Wolverhampton Carriage Siding)	13 25		GSM-R TCB West Midlands S.C. (WS) Wolverhampton workstation AC: Rugby ECR Axle counter area
Wolverhampton North Jn	13 32 *		UST - Up Stour DST - Down Stour
Bushbury Jn	14 42		UM - Up Main DM - Down Main
Change of mileage and ELR	15 32		TASS fitted: Down Stour and Up Stour lines and Down Penkrdgie and Up Penkridge lines.
	15 33 *		① 20mph through connection
	15 34 *		
(Connection to / from Down Bushbury Goods Loop)	15 41		
	15 56	T	DBGL: Down Bushbury Goods Loop: 153 SLU - 981 metres/1073 yards
(Connection from Down Bushbury Goods Loop)	16 19		UP - Up Penkridge DP - Down Penkridge

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	019	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS3	LNW South	27/02/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (WS) Wolverhampton workstation AC: Rugby ECR Axle counter area. UP: Up Penkridge. DP: Down Penkridge. TASS fitted: Down Penkridge and Up Penkridge lines.
Four Ashes South Jn	19 71		FAUGL: Four Ashes Up Goods Loop (440 metres / 481 yards).
Four Ashes	20 20		
Sectional Appendix boundary	23 30		Rugby ROC (WS) Stafford Workstation
PENKRIDGE	23 32		
Continued in the LNW(N) Sectional Appendix.		To Stafford. NW1002 seq 001	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	001	Birmingham New Street to Blackwell	BAG1	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-001	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	002	Birmingham New Street to Blackwell	BAG1	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-002	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	003	Birmingham New Street to Blackwell	BAG1	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-003	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	004	Birmingham New Street to Blackwell	BAG1	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-004	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	005	Birmingham New Street to Blackwell	BAG1 BAG2 SKN	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-005	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	006	Birmingham New Street to Blackwell	BAG2	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-006	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	007	Birmingham New Street to Blackwell	BAG2	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-007	

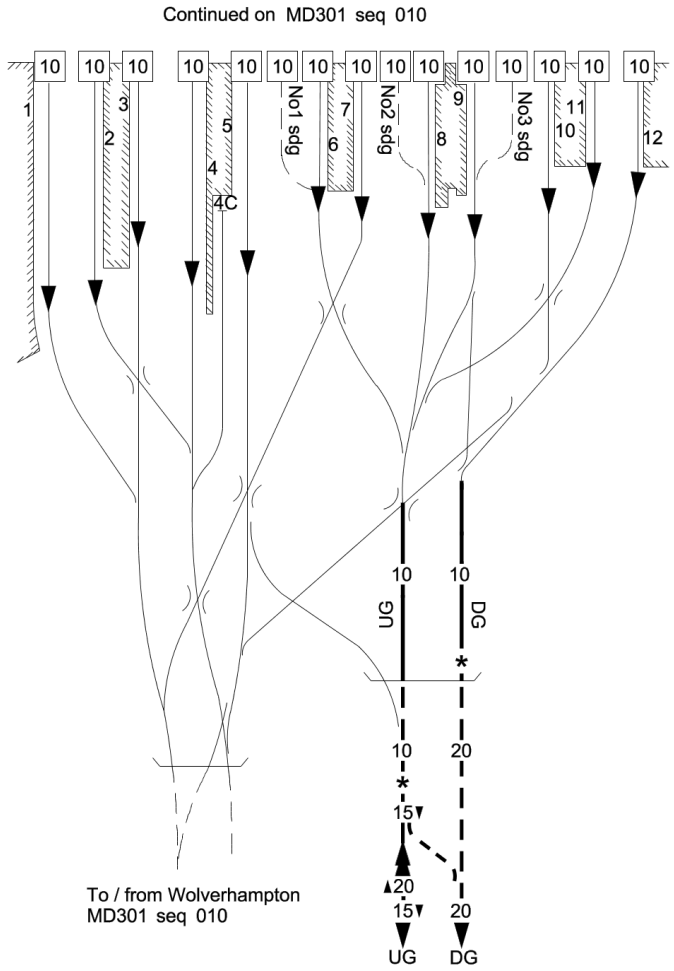
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	008	Birmingham New Street to Blackwell	BAG2	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-008	

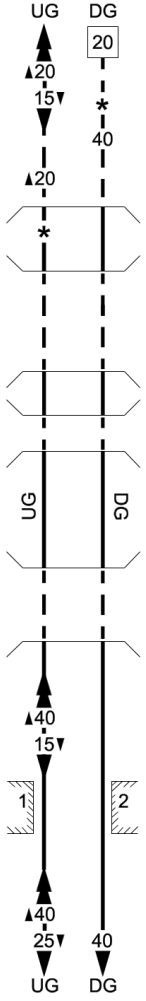
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	009	Birmingham New Street to Blackwell	BAG2	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-009	

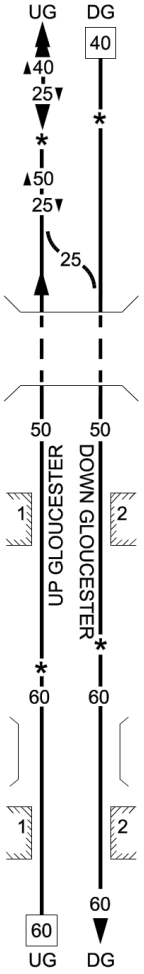
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	001	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	RBS2 BAG1	Central	27/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BIRMINGHAM NEW STREET	0 05		GSM-R TCB — West Midlands S.C. (BM), New Street Workstation, AC: Rugby ECR Axle Counter area. Maximum speed 10mph, all lines Birmingham New Street. AWS magnets are not provided for Birmingham New Street station platform and platform starting signals. Platform Lengths: Birmingham New Street See Local Instruction published under MD301 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)
Change of mileage & ELR	0 18 RBS2 / 42 39 * BAG1		
Holliday Street Tunnel ① from (281 metres / 307 yards)	42 40 – 42 42 *		DG: Down Gloucester UG: Up Gloucester ① Trolleys must only be placed on the line in this tunnel when the line is in the absolute possession of the Engineer. Bi-directional on the Up Gloucester line from Birmingham New Street to Church Road Jn. West Midlands S.C. (BB), New Street Workstation

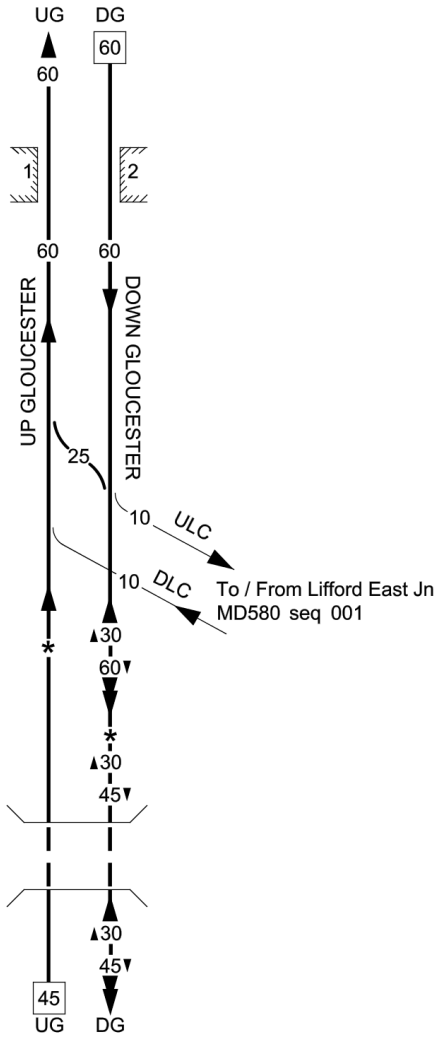
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	002	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG1	Central	27/12/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	42 50 *		GSM-R TCB — West Midlands S.C. (BB), New Street Workstation, AC: Rugby ECR Axle Counter area: Down Gloucester : to 43m 13ch Up Gloucester : from 43m 12ch.
Holliday Street Tunnel continued ① to (281 metres / 307 yards)	42 54 42 55 *		① Trolleys must only be placed on the line in this tunnel when the line is in the absolute possession of the Engineer.
Canal Tunnel ① from (206 metres / 225 yards)	42 57		Bi-directional on the Up Gloucester line from Birmingham New Street to Church Road Jn.
to	42 67		
Granville Street Tunnel ① from (74 metres / 81 yards)	42 68		
to	42 72		DG: Down Gloucester UG: Up Gloucester
Bath Row Tunnel ① from (192 metres / 210 yards)	42 78		
to	43 07		
FIVE WAYS	43 18		Platform Lengths: Five Ways Platform 1 - 197 metres (215 yards) Platform 2 - 192 metres (210 yards) West Midlands S.C. (BB), Kings Norton Workstation Up direction trains can turn back in Platform 1 at Five Ways.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	003	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG1	Central	27/12/2022

Location		Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB — West Midlands S.C. (BB) Kings Norton Workstation AC: Rugby ECR
		43	40 *		Bi-directional on the Up Gloucester line from Birmingham New Street to Church Road Jn.
		43	42 *		
Church Road Jn		43	48		
Church Road Tunnel (98 metres / 107 yards)	from	43	56		
	to	43	61		
					West Midlands S.C. (SY) Kings Norton Workstation
UNIVERSITY		44	73		Platform Lengths: University Platform 1 - 173 metres (189 yards) Platform 2 - 185 metres (202 yards)
		45	09 *		
		45	10 *		
Selly Oak Viaduct (229 metres / 250 yards)	from	45	33		
	to	45	45		
SELLY OAK		45	50		Platform Lengths: Selly Oak Platform 1 - 190 metres (208 yards) Platform 2 - 190 metres (208 yards)

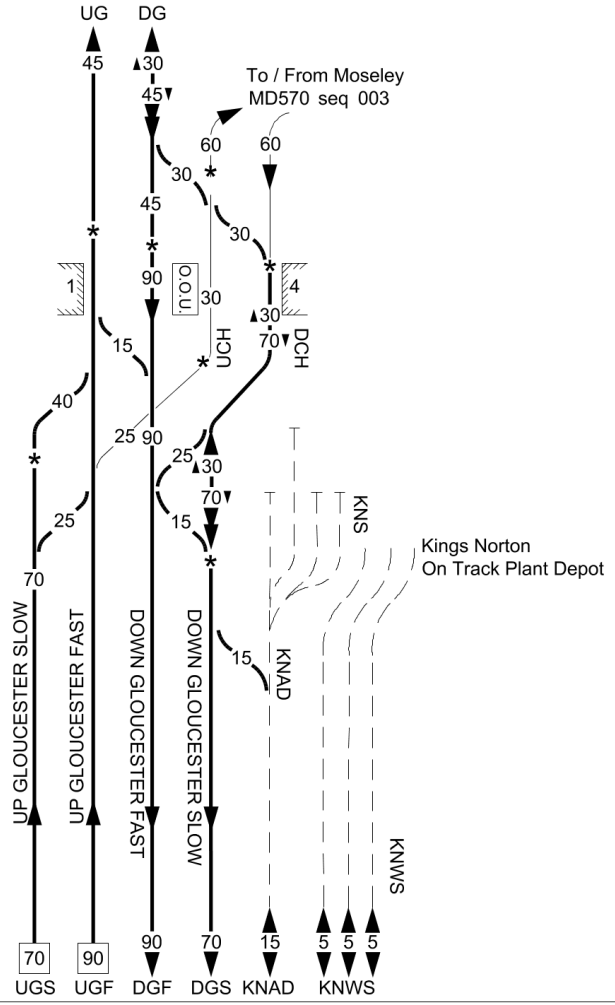
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	004	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG1	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BOURNVILLE	46 58		GSM-R TCB West Midlands S.C. (SY) Kings Norton Workstation AC: Rugby ECR Platform Lengths: Bournville Platform 1 - 142 metres (155 yards) Platform 2 - 142 metres (155 yards)
Lifford West Jn	47 20		ULC: Up Lifford Curve. DLC: Down Lifford Curve.
	47 27 *		
	47 31 *		
Pershore Road Tunnel (57 metres / 62 yards)	47 34 to 47 37		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	005	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG1 BAG2 SKN	LNW South	02/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kings Norton Station Jn	(46 45) *	BAG1	
	47 48		
Change of mileage and ELR	46 41	BAG2	
	46 50 *		
	46 51 *		
	(46 54) *		
KINGS NORTON	46 65		
	(46 59)		
	(46 68) *		
	46 79 *		
Kings Norton Jn	46 79		
	(46 77)		
	47 02 *		
(End of diagram)	47 22		



GSM-R

TCB West Midlands S.C. (SY)
Kings Norton workstation
AC: Rugby ECR

Mileages in brackets refer to Camp Hill lines.

ELR's: Camp Hill lines and Down Camp Hill to Down Gloucester Slow connecting line have ELR : SKN.

Platform Lengths: Kings Norton
Platform 1 - 150 metres (164 yards)
Platform 4 - 150 metres (164 yards)

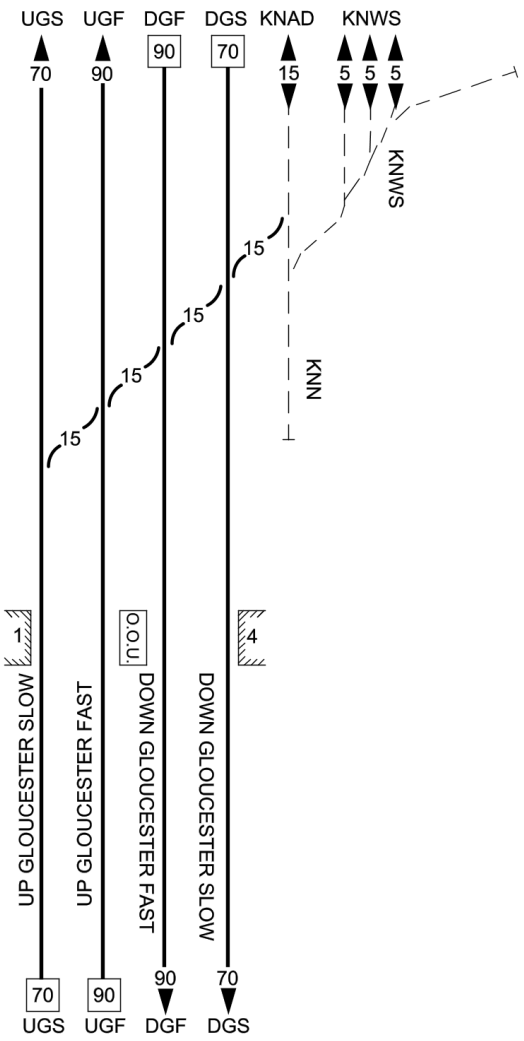
O.O.U. - platforms Out Of Use.

DG: Down Gloucester
UG: Up Gloucester

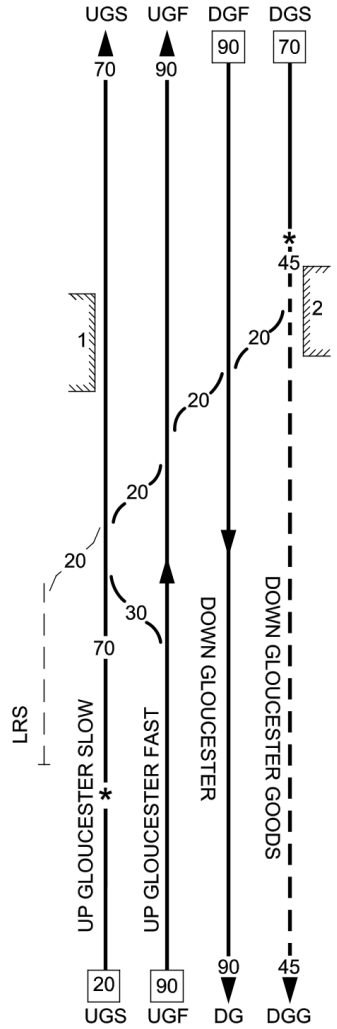
UCH - Up Camp Hill
DCH - Down Camp Hill
KNS - Kings Norton Sidings
KNAD - Kings Norton Arrival and Departure
KNWS - Kings Norton West Sidings

NOTE: Only the following lines are electrified: Down Gloucester Slow and Up Gloucester Slow lines. Down Camp Hill line from Kings Norton Station Jn to Kings Norton Jn, including 30mph crossovers at Kings Norton Station Jn.

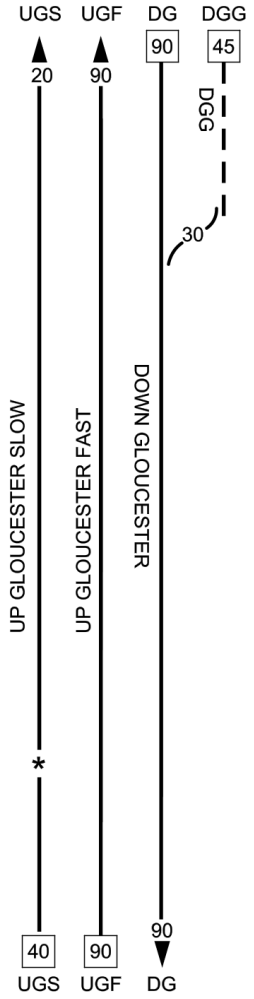
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	006	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kings Norton West Jn	47 46		GSM-R TCB West Midlands S.C. (SY) Kings Norton Workstation AC: Rugby ECR KNAD - Kings Norton Arrival and Departure KNWS - Kings Norton West Sidings KNN - Kings Norton Neck
NORTHFIELD	48 12		Platform Lengths: Northfield Platform 1 - 190 metres (208 yards) Platform 4 - 190 metres (208 yards) O.O.U. - Out Of Use NOTE: Only the following lines are electrified: Down Gloucester Slow and Up Gloucester Slow.

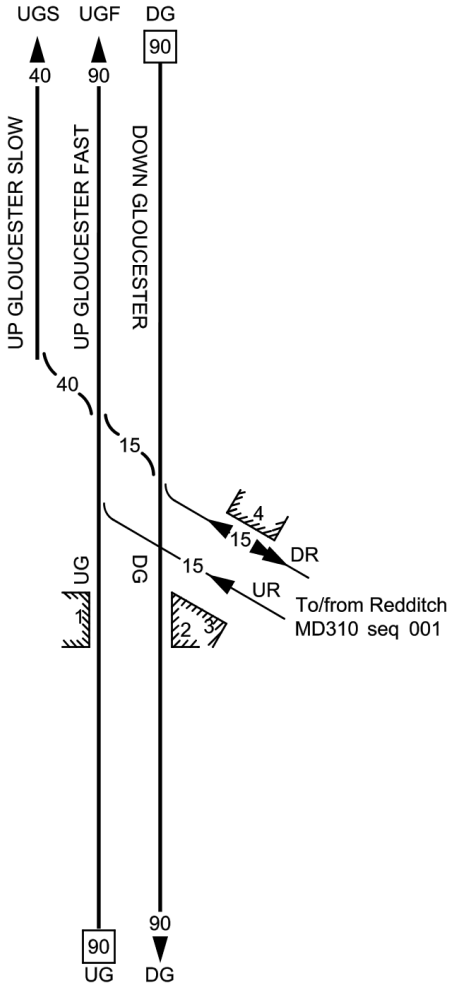
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	007	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	49 03 *		GSM-R TCB West Midlands S.C. (SY) Kings Norton Workstation AC: Rugby ECR UGS - Up Gloucester Slow UGF - Up Gloucester Fast DGF - Down Gloucester Fast DGS - Down Gloucester Slow
LONGBRIDGE	49 12		Platform Lengths: Longbridge Platform 1 - 170 metres (186 yards) Platform 2 - 150 metres (164 yards)
Longbridge Jn	49 21		
	49 42 *		UGS - Up Gloucester Slow UGF - Up Gloucester Fast DG - Down Gloucester DGG - Down Gloucester Goods LRS - Longbridge Reversing Siding NOTE: Only the following lines are electrified: Down Gloucester Slow to Longbridge Jn. Down Gloucester from Longbridge Jn. Up Gloucester Fast to Longbridge Jn. Up Gloucester Slow from Longbridge Jn. Longbridge Reversing Siding.

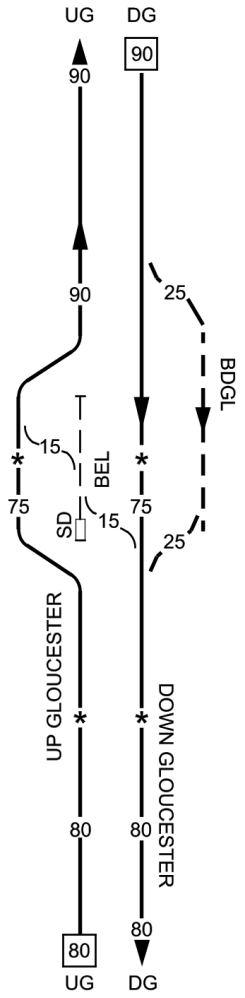
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	008	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Cofton Jn	50 34		GSM-R TCB West Midlands S.C. (SY) Kings Norton Workstation AC: Rugby ECR DGG - Down Gloucester Goods NOTE: Only the following lines are electrified: Down Gloucester and Up Gloucester Fast lines.
	50 60 *		

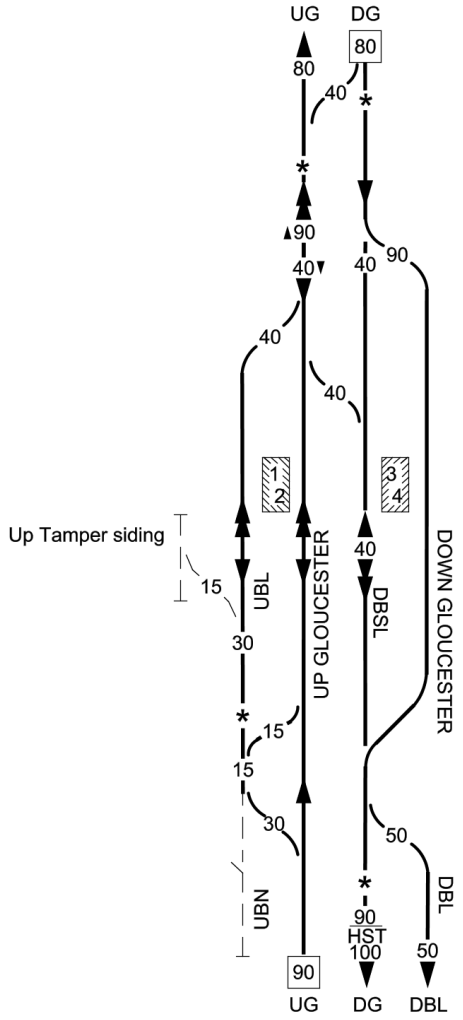
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	009	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	13/05/2018

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Barnt Green Jn	51	58		GSM-R TCB West Midlands S.C. (SY) Kings Norton Workstation AC: Rugby ECR NOTE: The following line is NOT electrified: Up Gloucester Slow line DR - Down Redditch UR - Up Redditch UG - Up Gloucester DG - Down Gloucester Platform Lengths: Barnt Green Platform 1 - 184 metres (201 yards) Platform 2 - 186 metres (203 yards) West Midlands S.C. (BA) Bromsgrove Workstation Axle Counter area: Up Gloucester to 52m 04ch. Down Gloucester from 52m 13ch.
BARNT GREEN	51	67		

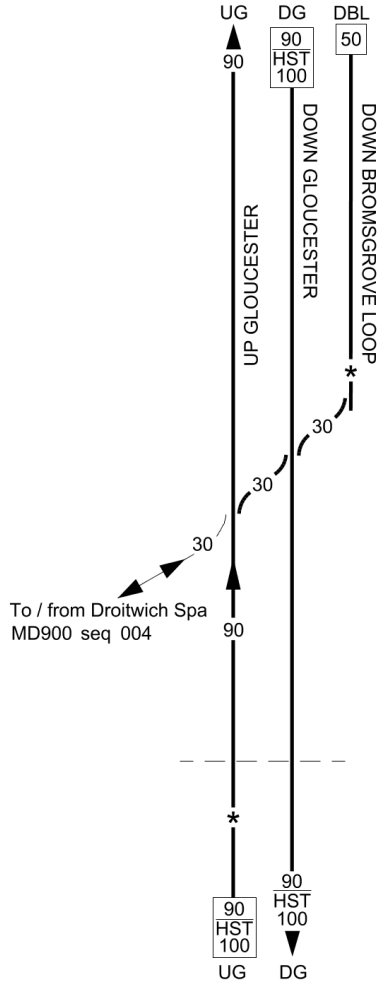
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	010	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	13/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Blackwell North Jn	52 57		GSM-R TCB West Midlands S.C. (BA) Bromsgrove Workstation AC: Rugby ECR Axle Counter area. UG - Up Gloucester DG - Down Gloucester BDGL - Blackwell Down Goods Loop BEL - Blackwell Engine Lie-by NOTE: The following lines are not electrified: Blackwell Down Goods Loop Blackwell Engine Lie-by and associated Sand Drag BDGL - 557 metres (609 yards) SD - Sand Drag.
	53 00 *		
Blackwell South Jn	53 09		
Lickey Incline (Summit)	53 24		
	53 40 *		

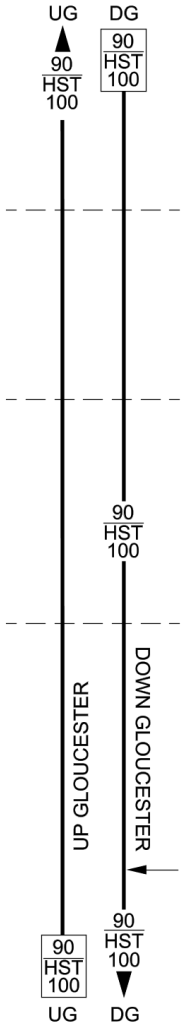
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	011	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	13/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	55 18 *		GSM-R TCB West Midlands S.C. (BA) Bromsgrove Workstation AC: Rugby ECR
Lickey Incline (lowest point)	55 20		
Bromsgrove North Jn	55 21 *		Axle Counter area
BROMSGROVE	55 45		Platform Lengths: Bromsgrove Platforms 1 -150 metres (164 yards) Platforms 2 -150 metres (164 yards) Platforms 3 -150 metres (164 yards) Platforms 4 -150 metres (164 yards)
			UBL - Up Bromsgrove Loop DBSL - Down Bromsgrove Station Loop UBN - Up Bromsgrove Neck DBL - Down Bromsgrove Loop
Limit of Electrification	55 69		
(All Lines)	55 73 *		
Bromsgrove South Jn	55 75		
	56 02 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	012	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	27/03/2021

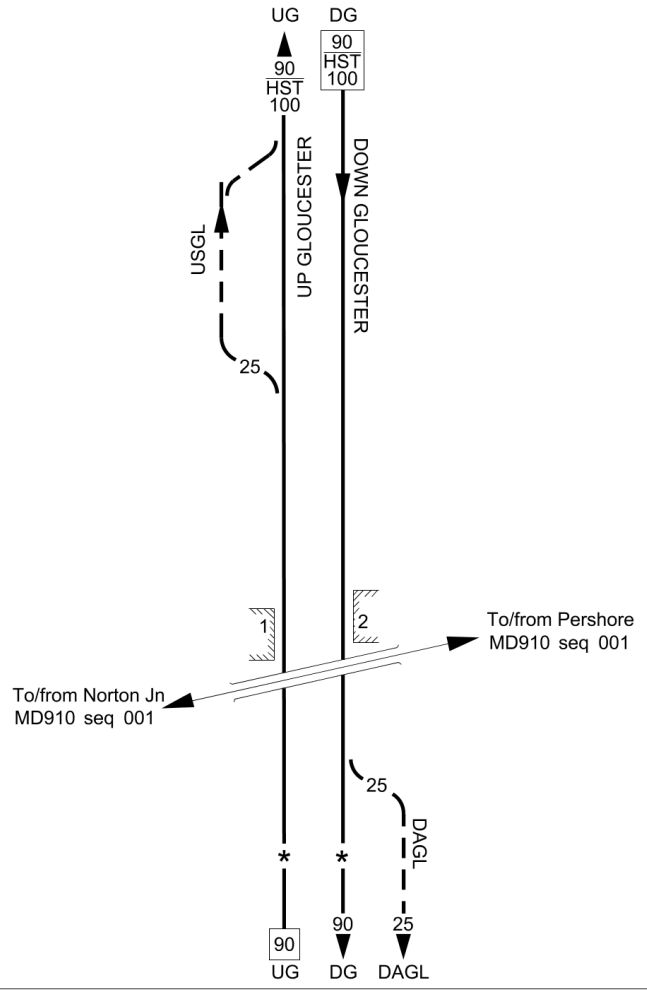
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (BA) Bromsgrove Workstation Axle Counter area.
	57 32 *		
Stoke Works Jn	57 43 (130 25)		Mileage in brackets refers to STO mileage (MD900)
Boat LC (UWC)	57 71	T	
	58 00 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	013	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	21/10/2017

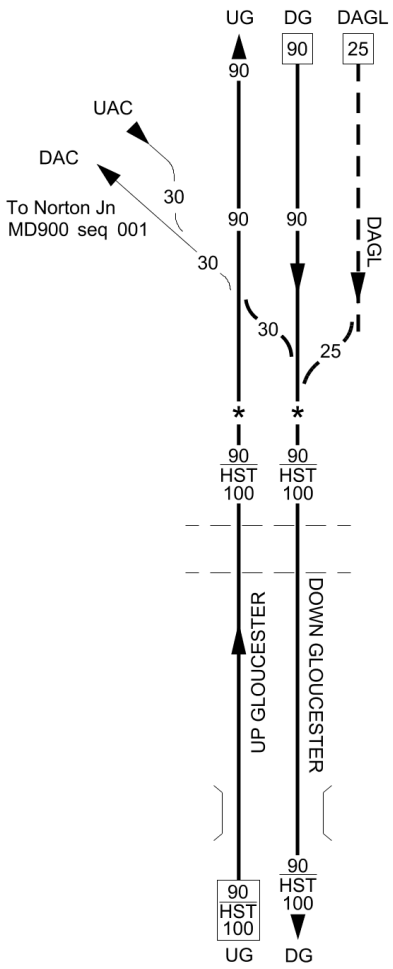
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB West Midlands S.C. (BA) Bromsgrove Workstation
Dunhampstead LC (AHBC)	62	12	T	Axle Counter area.
Oddingley LC (MCB-OD)	62	60	T	
Evelench LC (UWC)	63	54	T	
Spetchley HABD	65	17		

LNW South Route Sectional Appendix Module LNW(S)2

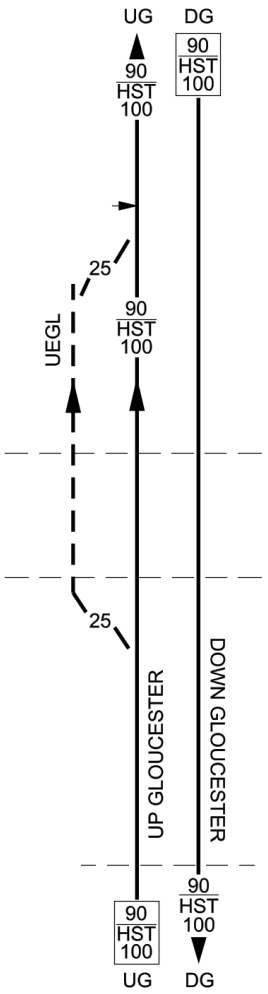
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	014	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	27/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (BA) Bromsgrove Workstation
Spetchley North Jn	66 16		Axle Counter area.
			USGL - Up Spetchley Goods Loop USGL - 552 metres (604 yards)
Spetchley South Jn	66 46		
WORCESTERSHIRE PARKWAY	68 13		Platform lengths: Worcestershire Parkway Platform 1: 265 metres (290 yards) Platform 2: 265 metres (290 yards)
(Intersection Bridge)	68 15		
Abbotswood North Jn	68 40		
	68 45 *		DAGL - Down Abbotswood Goods Loop DAGL 512 metres (560 yards)

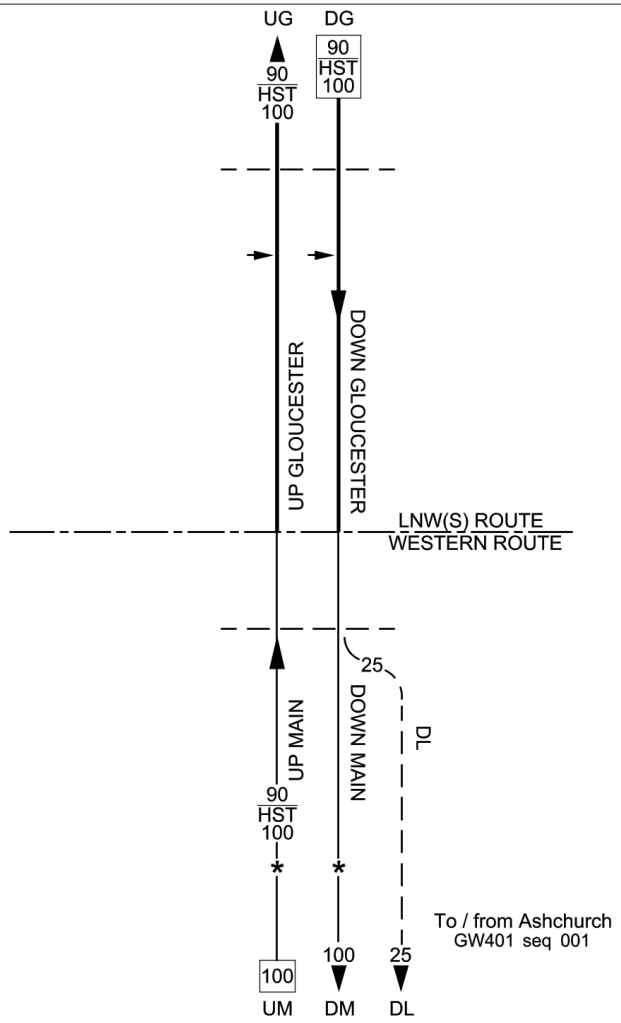
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	015	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	27/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Abbotswood Junction	68 60		GSM-R TCB West Midlands S.C. (BA) Bromsgrove Workstation Axle Counter area. UAC - Up Abbotswood Curve DAC - Down Abbotswood Curve DAGL - Down Abbotswood Goods Loop DAGL 512 metres (560 yards)
	69 10 *		
Wadborough LC (AHBC)	70 03	T	
Pirton LC (AHBC)	70 51	T	
River Avon Viaduct 76 metres (83 yards)	73 57 to 73 61		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	016	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	21/10/2017

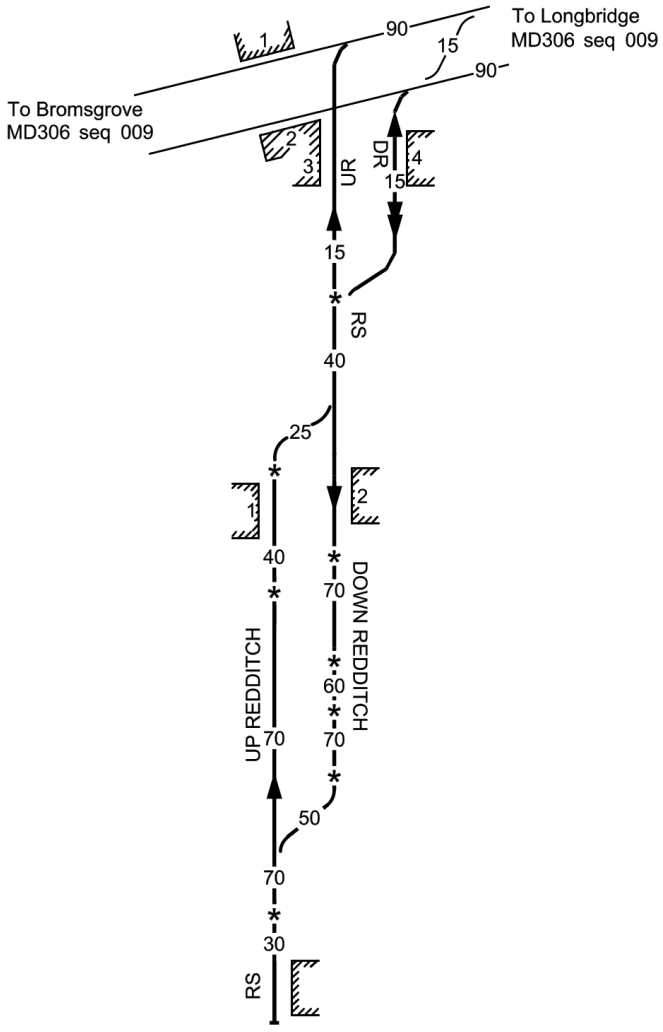
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (BA) Bromsgrove Workstation Axle Counter area.
Eckington HABD	74 48		
Eckington North Jn	74 55		UEGL - Up Eckington Goods Loop
Andrews LC (UWC)	74 71	T	UEGL - 520 metres, 568 yards
Cooks 1 LC (UWC)	75 03	T	
Eckington South Jn	75 07		
Cooks 2 LC (UWC)	75 23	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	017	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB West Midlands S.C. (BA) Bromsgrove Workstation GSM-R
Nortonside LC (UWC) also known as Whites Farm	75 32	T	
Eckington WILD	75 46		Axle Counter area Down : to 77m 34ch. Up : from 77m 32ch.
Route Boundary / Sectional Appendix Boundary Line name change	77 40		Gloucester SB (G)
Northway LC (AHBC)	78 76	T	DL Down Loop 448m, 490 yards (PF)
	79 20 *	*	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD310	001	Barnt Green Junction to Redditch	BEA	LNW South	21/10/2017

Location	Mileage M Ch	
Barnt Green Jn	51 58	
BARNT GREEN	51 67	
Barnt Green Single Line Jn	52 11	*
Alvechurch Station Jn	53 26	
	53 36	*
ALVECHURCH	53 40	
	53 52	*
	53 70	*
	54 37	*
	54 49	*
	55 16	*
Weights Lane Jn	55 21	
	56 10	*
REDDITCH	56 60	



Running lines & speed restrictions

Signalling & Remarks

GSM-R

TCB West Midlands S.C. (SY)
Kings Norton Workstation
AC: Rugby ECR

Platform lengths: Barnt Green
Platform 3: 151 metres (165 yards)
Platform 4: 187 metres (205 yards)

DR: Down Redditch
UR: Up Redditch
RS: Redditch Single

Entire Line of Route electrified from Barnt Green Jn to Redditch

West Midlands S.C. (BB)
Kings Norton Workstation

Axle Counter area: from 52m 62ch to end of the line at Redditch.

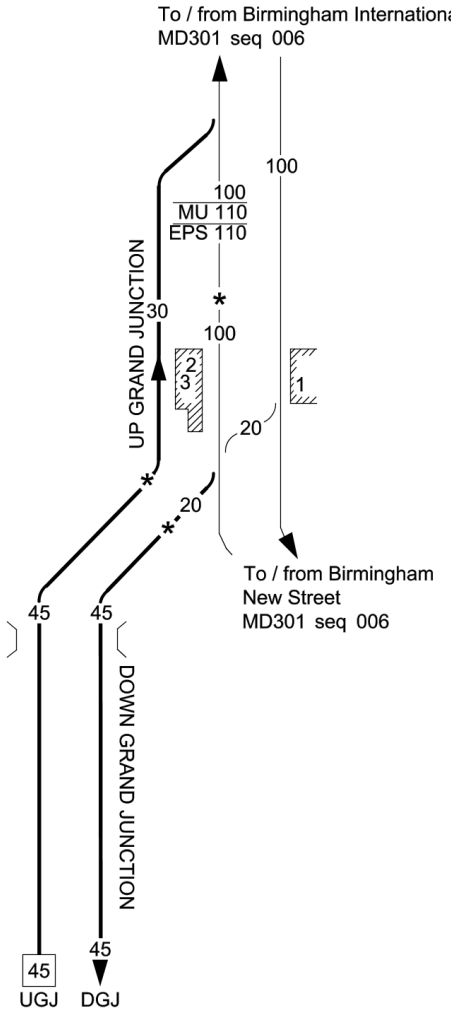
Platform lengths: Alvechurch
Platform 1: 149 metres (163 yards)
Platform 2: 151 metres (165 yards)

OTNS

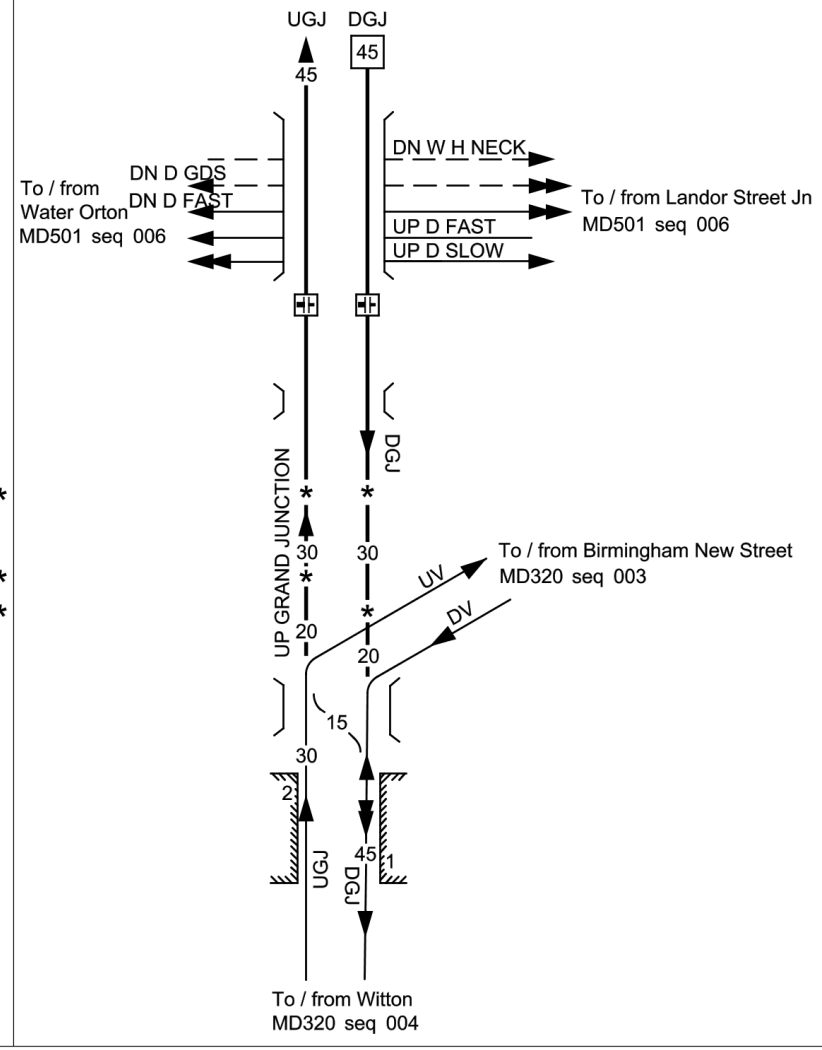
Platform length: Redditch
161 metres (176 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD315	001	Stechford South Junction to Aston South Junction	SAS RBS1	LNW South	29/05/2018

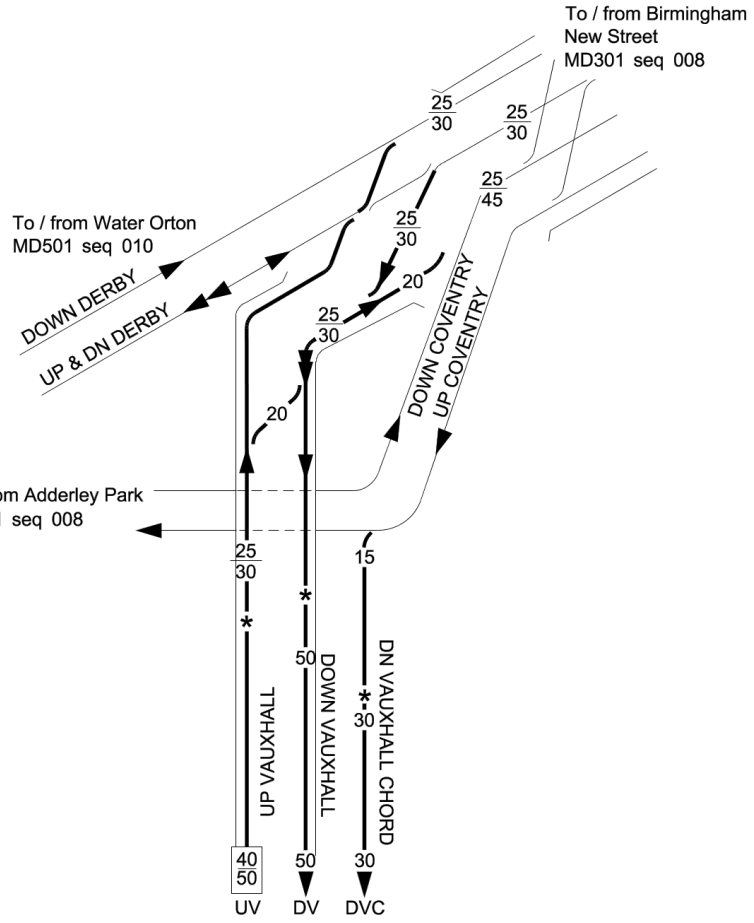
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stechford South Jn	108 66 -(0 29)		GSM-R TCB West Midlands S.C. (SB) Proof House Workstation AC: Rugby ECR
	109 00 *		Axle Counter area
STECHFORD	109 08 -(0 12)		Platform Lengths: Stechford Platform 3 - 134 metres (147 yards)
Stechford North Jn	109 12		
Change of mileage	109 16 0 00		
	0 04 *		
	0 05 *		
River Cole Viaduct 50 metres (55 yards)	0 11 to 0 13		



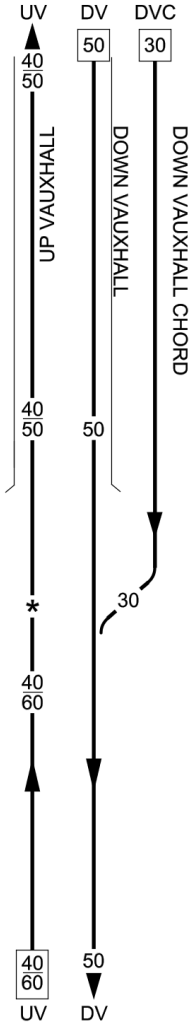
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD315	002	Stechford South Junction to Aston South Junction	SAS	LNW South	27/12/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Underbridge (Derby lines) 118 metres (129 yards)	2 03		GSM-R TCB — West Midlands S.C. (SB) Proof House workstation AC: Rugby ECR Axle Counter area DN W H NECK - Down Washwood Heath Neck DN D GDS - Down Derby Goods DN D FAST - Down Derby Fast UP D FAST - Up Derby Fast UP D SLOW - UP Derby Slow Derby lines are indicative only.
	to 2 09		
Washwood Heath OHNS	2 10		
River Rea Viaduct 64 metres (70 yards)	2 16 to 2 19		DGJ - Down Grand Junction
	2 40 *		
	2 51 *		UV - Up Vauxhall DV - Down Vauxhall
	2 56 *		
Aston South Jn Change of mileage Aston Viaduct 70 metres (77 yards)	2 61 (1 60) (1 60 to 1 64)		
ASTON	(1 68)		Platform Lengths: Aston Platform 1 - 147 metres (160 yards) Platform 2 - 145 metres (158 yards) Down direction trains can turnback in Platform 1 at Aston. Mileages in brackets are MD320 mileages.

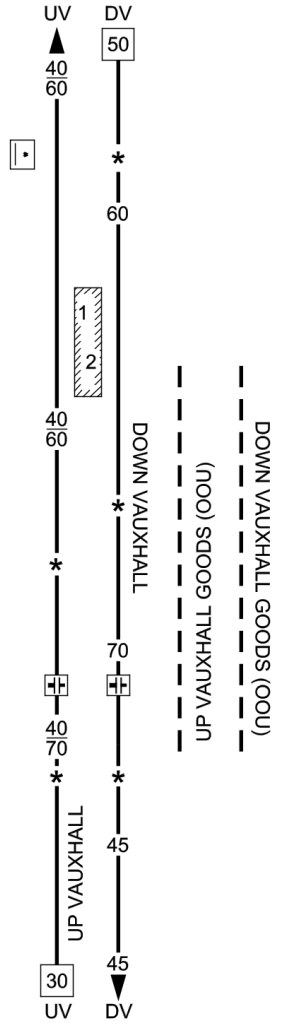
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	001	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	22/10/2022

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Proof House Jn	112	19			TCB West Midlands S.C. (PA) Proof House Workstation AC: Rugby ECR GSM-R
Start / end of Lawley Street Viaduct 595 metres (653 yards)	- 0	03			
(Crossover)	0	00			
Curzon Street Jn	112	07			
	0	02			
	0	05	*		
	0	06	*		
	0	09	*		

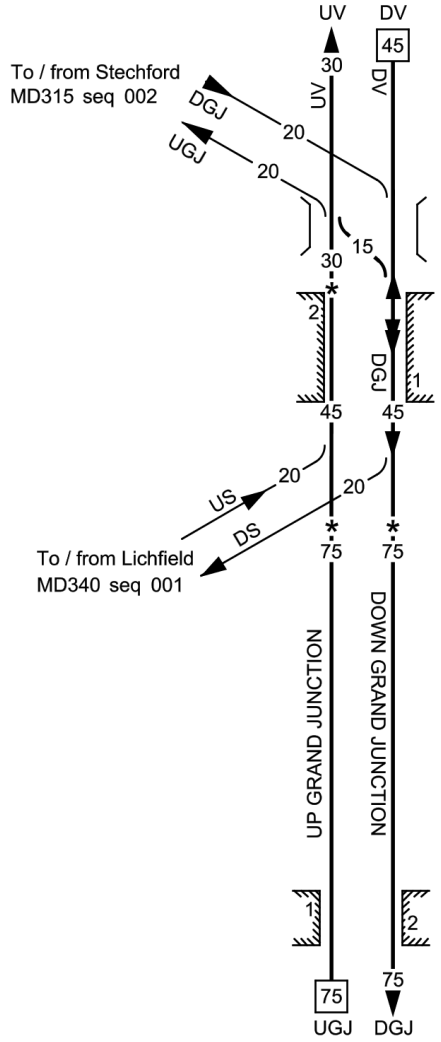
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	002	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	29/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Start / end of Lawley Street Viaduct 595 metres (651 yards)	0 27		GSM-R TCB West Midlands S.C. (PA) Proof House Workstation AC: Rugby ECR
	0 29 *		
Vauxhall Jn	0 30		

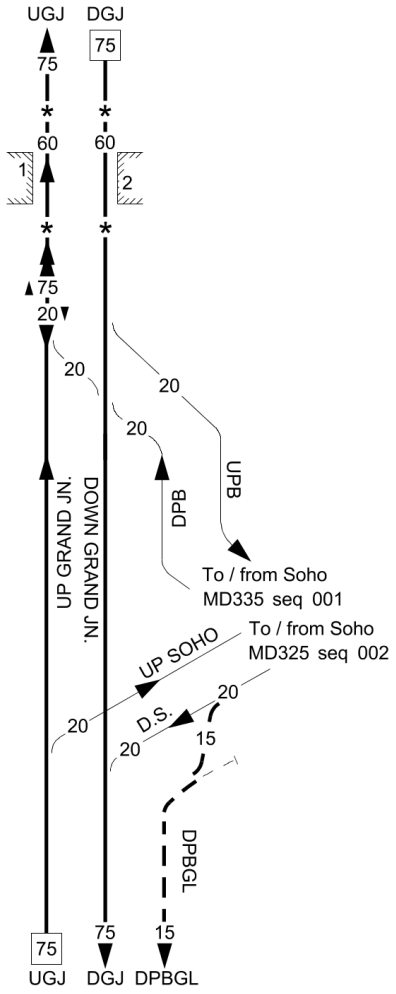
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	003	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	29/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aston SB	0 37 *		GSM-R TCB West Midlands S.C. (PA) Proof House workstation AC: Rugby ECR
DUDDESTON	0 53		Platform lengths: Duddeston Platform 1: 147 metres (161 yards) Platform 2: 152 metres (166 yards)
	0 65 *		Axle Counter area Down direction : from 0m 75ch Up direction : to 0m 66ch
	0 71 *		
Aston OHNS	1 37		Vauxhall Goods lines out of use and disconnected from the Main lines, but LIVE OLE remains in situ above each line.
	1 46 *		

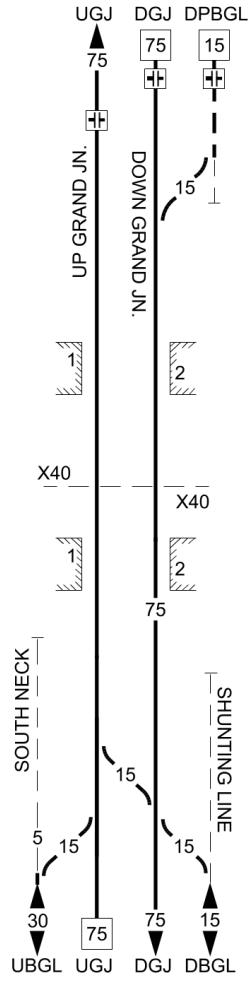
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	004	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	27/12/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aston South Jn	(2 61)		GSM-R TCB — West Midlands S.C. (SB), Proof House workstation, AC: Rugby ECR
	1 60		Axle Counter area
Aston Viaduct	1 60		DV - Down Vauxhall UV - Up Vauxhall DGJ - Down Grand Junction UGJ - Up Grand Junction
70 metres (77 yards)	1 to 64		Mileage in brackets ( ) is MD315 mileage.
	1 67 *		Platform Lengths: Aston Platform 1 - 147 metres (160 yards) Platform 2 - 145 metres (158 yards)
ASTON	1 68		Down direction trains can turnback in Platform 1 at Aston.
Aston North Jn	1 73		
	1 78 *		US - Up Sutton DS - Down Sutton
WITTON	2 45		West Midlands S.C. (SB), Stour Valley workstation Platform Lengths: Witton Platform 1 - 135 metres (147 yards) Platform 2 - 138 metres (150 yards)

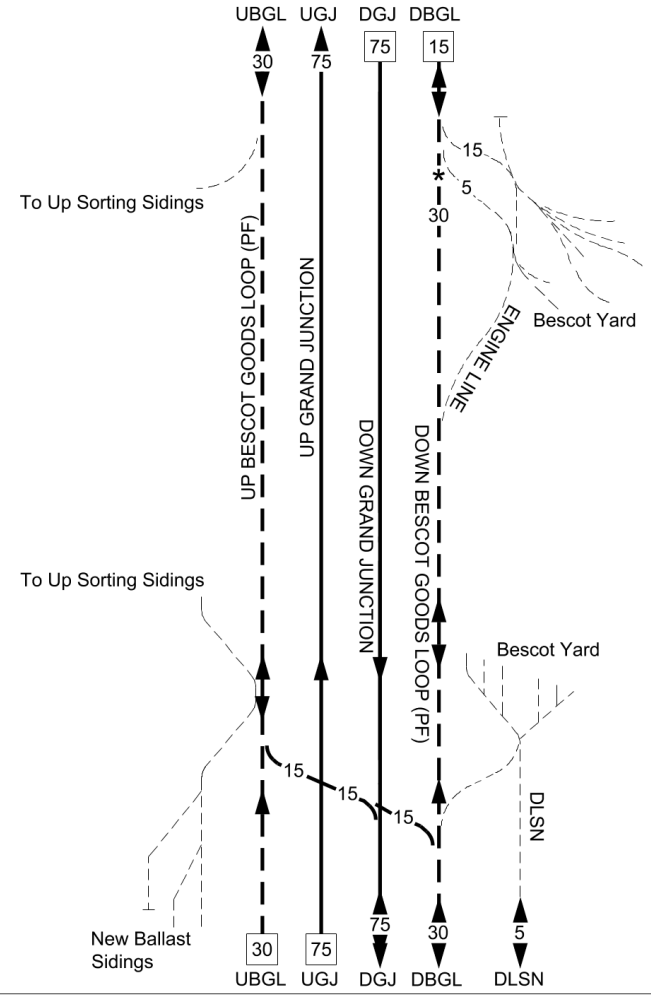
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	005	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	29/05/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB — West Midlands S.C. (SB) Stour Valley workstation AC: Rugby ECR Axle Counter area
	3 27 *		
PERRY BARR	3 33		Platform Lengths: Perry Barr Platform 1 - 130 metres (142 yards) Platform 2 - 91 metres (100 yards)
	3 39 *		Up direction trains can turn back in Platform 1 at Perry Barr.
Perry Barr South Jn	3 44 (0 00)		Mileage in brackets is MD335 mileage.
(end of Perry Barr lines parallel to Grand Jn lines)	3 60 (0 16)		UPB - Up Perry Barr DPB - Down Perry Barr D.S. - Down Soho
Perry Barr North Jn	4 10		DPBGL - Down Perry Barr Goods Loop 448 metres (489 yards)

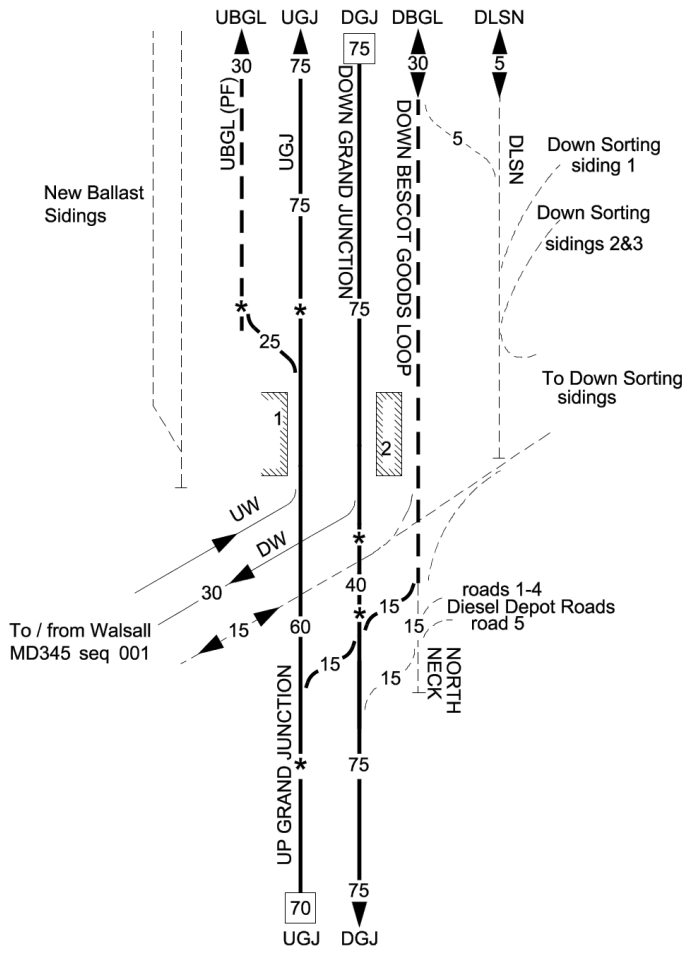
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	006	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	14/05/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB — West Midlands S.C. (SB), Stour Valley workstation, AC: Rugby ECR
Perry Barr OHNS (DGJ and DPBGL)	4	17		DPBGL - Down Perry Barr Goods Loop 448 metres (489 yards)
Perry Barr OHNS (UGJ)	4	22		
(Exit from DPBGL)	4	38		Axle Counter area Down direction : to 4m 68ch Up direction : from 4m 60ch
				West Midlands S.C. (SB), Bescot workstation
HAMSTEAD	4	76		From aprox. 4m 76ch. Platform Lengths: Hamstead Platform 1 - 128 metres (140 yards) Platform 2 - 105 metres (115 yards)
Charlemont Road LC (R/G-X)	6	74		
TAME BRIDGE PARKWAY	7	48		Platform Lengths: Tame Bridge Parkway Platform 1 - 101 metres (110 yards) Platform 2 - 101 metres (110 yards)
Newton Jn	7	59		UBGL - Up Bescot Goods Loop DBGL - Down Bescot Goods Loop Permissive working - PF authorised on UBGL and DBGL

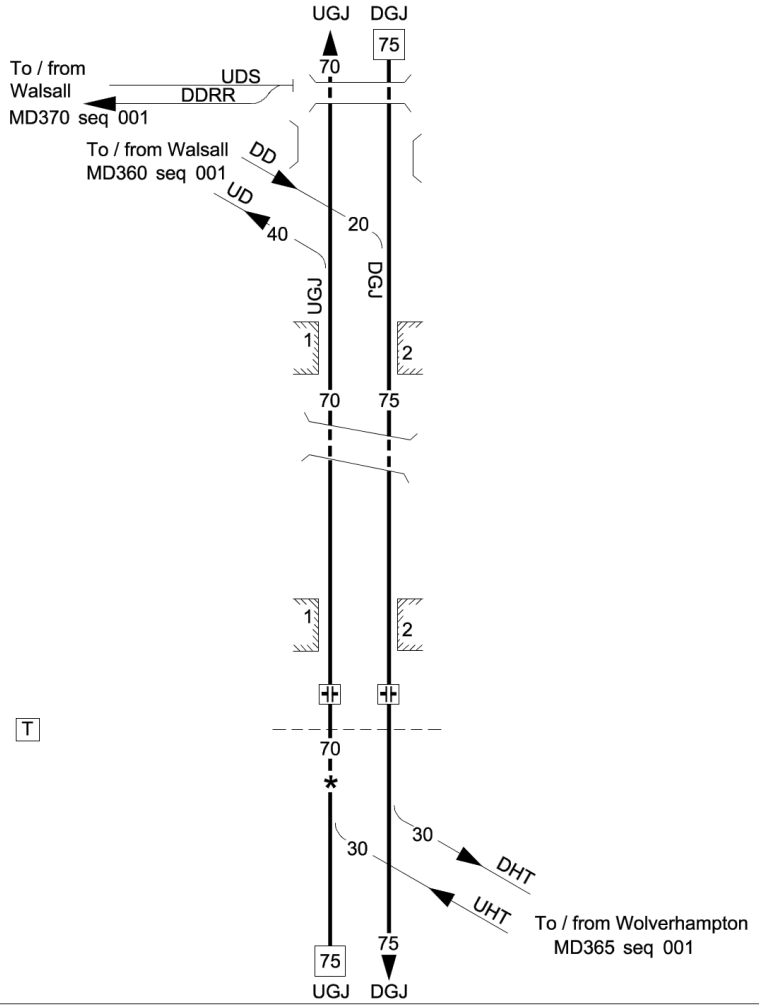
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	007	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	14/05/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bescot Middle Jn	7 67 *		GSM-R TCB West Midlands S.C. (SB) Bescot workstation AC: Rugby ECR UBGL - Up Bescot Goods Loop DBGL - Down Bescot Goods Loop Permissive working - PF authorised on UBGL and DBGL DLSN - Down Local Shunting Neck
	8 25		

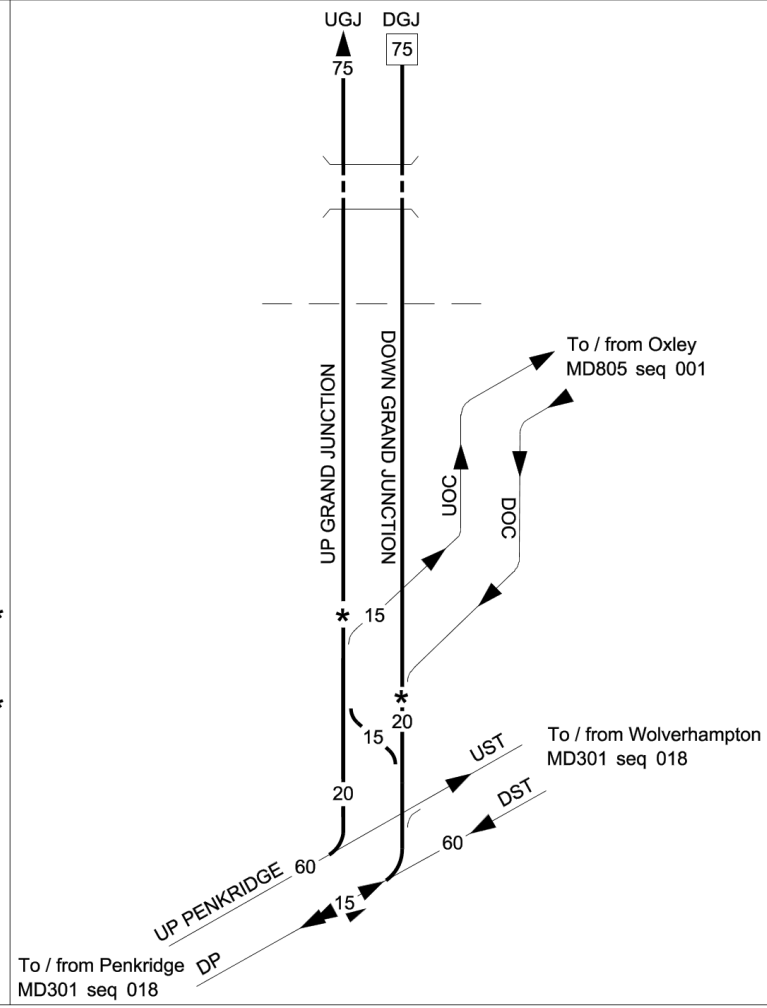
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	008	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	12/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BESCOT STADIUM Bescot Jn	8 40 * 8 47 8 50 8 52 * 8 56 * 8 66 *		GSM-R TCB — West Midlands S.C. (SB), Bescot Workstation, AC: Rugby ECR UBGL - Up Bescot Goods Loop UGJ - Up Grand Junction DBGL - Down Bescot Goods Loop DLSN - Down Local Shunting Neck Permissive working - PF authorised on UBGL and DBGL Platform Lengths: Bescot Stadium Platform 1 - 86 metres (94 yards) Platform 2 - 86 metres (94 yards) UW - Up Walsall DW - Down Walsall

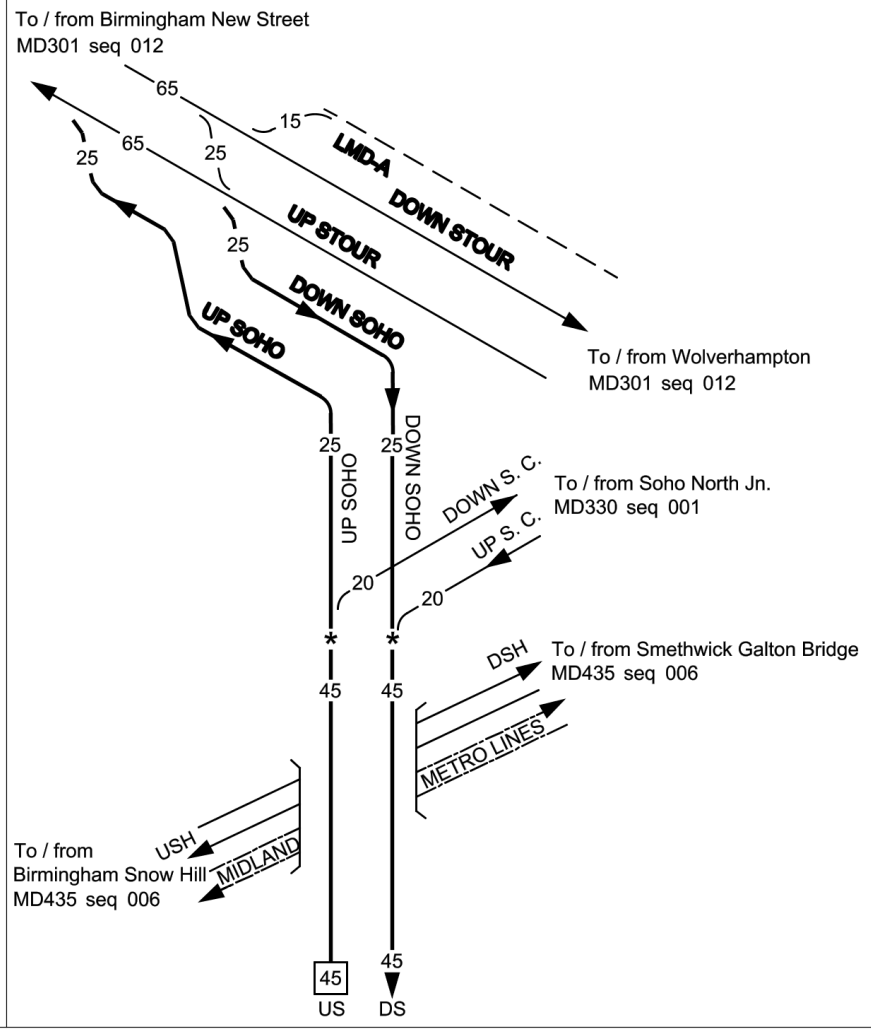
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	009	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	13/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	8 75		GSM-R
Former South Staffordshire line from Bridge 26 - 10 metres (11 yards) to	9 00 9 00		TCB West Midlands S.C. (SB) Bescot Workstation AC: Rugby ECR
River Tame (Bridge 27B) from 45 metres (49 yards) to	9 46 9 48		
Darlaston Jn	9 65		DD - Down Darlaston UD - Up Darlaston DGJ - Down Grand Junction UGJ - Up Grand Junction
DARLASTON (UNDER CONSTRUCTION)	10 10		Platform lengths: Darlaston Platform 1: UNDER CONSTRUCTION Platform 2: UNDER CONSTRUCTION
Black country route road (A454) from Bridge 34B - 40 metres (45 yards) to	10 65 10 67		West Midlands S.C. (SB) Wolverhampton Workstation From aproximately 11m 25ch. Axle Counter area Down: from 11m 50ch Up: to 11m 34ch.
WILLENHALL (UNDER CONSTRUCTION)	11 55		Platform lengths: Willenhall Platform 1: UNDER CONSTRUCTION Platform 2: UNDER CONSTRUCTION
Willenhall OHNS	12 22		
Portobello Jn LC (CCTV) (Noose Lane)	12 47		
	12 62 *		
Portobello Jn	12 64		DHT - Down Heath Town UHT - Up Heath Town
(End of diagram)	13 00		

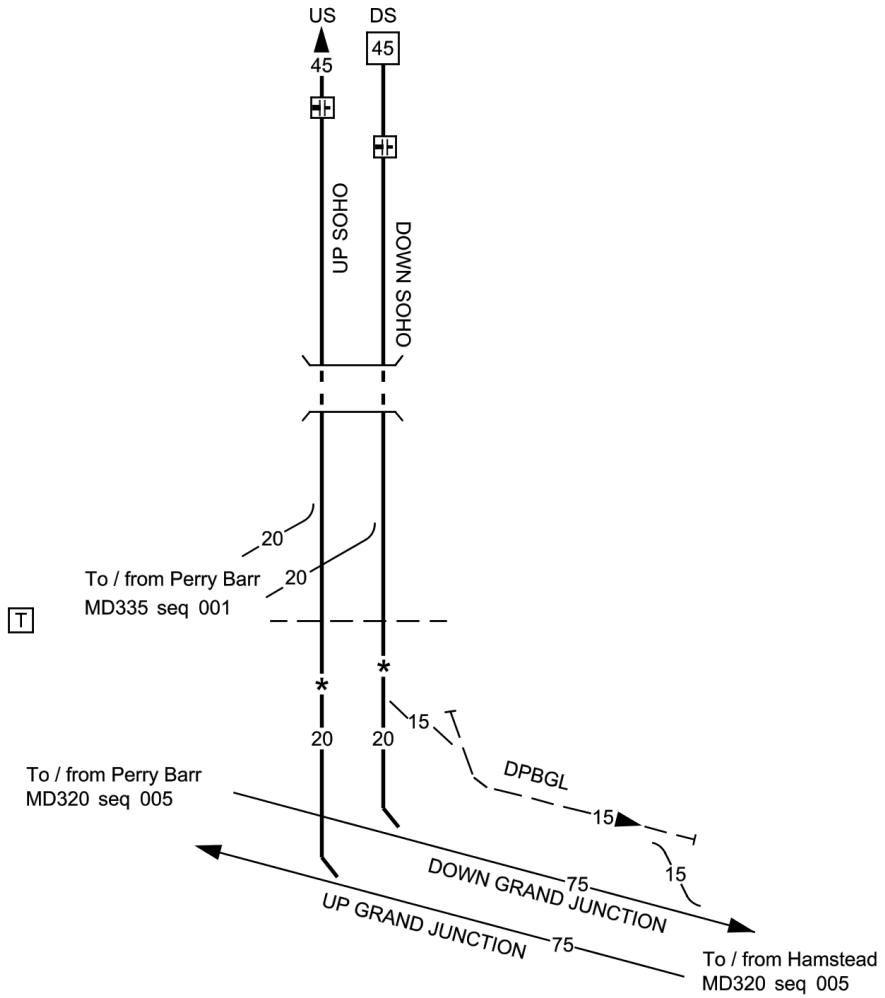
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	010	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	21/01/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	13 00		GSM-R TCB West Midlands S.C. (SB) Wolverhampton Workstation AC: Rugby ECR Axle Counter area
Wednesfield Heath Tunnel (164 metres/ 179 yards)	13 65 to 13 73		
Fowlers Park LC (FP)	14 63		
(Start of Oxley Chord lines parallel to Grand Junction lines)	15 12		UOC - Up Oxley Chord DOC - Down Oxley Chord
	15 20 *		
Bushbury (Oxley) Jn	15 23 *		UST - Up Stour DST - Down Stour DP - Down Penkridge
Bushbury Jn	15 32 (14 42)		Mileage in brackets ( ) is MD301, RBS2 mileage.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD325	001	Soho South Jn to Perry Barr North Jn (Soho Lines)	SSP	LNW South	03/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Soho South Jn	(2 06) 2 71		GSM-R TCB West Midlands S.C. (SP) Stour Valley workstation AC: Rugby ECR Axle Counter area LMD-A - LMD Arrival line Mileages in brackets ( ) are MD301 mileages.
(end of Soho lines parallel to Stour lines)	(2 16) 2 61		
Soho East Jn	[0 00] 2 38 2 37 *		DOWN S. C. - Down Soho Curve UP S. C. - Up Soho Curve Mileage in brackets [ ] is MD330 mileage.
Snow Hill lines 46 metres (50 yards)	2 15 to 2 10		DSH - Down Snow Hill. USH - Up Snow Hill. Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD325	002	Soho South Jn to Perry Barr North Jn (Soho Lines)	SSP PBL	LNW South	03/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Soho Road OHNS (Up Soho)	1 60		GSM-R TCB West Midlands S.C. (SP) Stour Valley workstation AC: Rugby ECR Axle Counter area
Soho Road OHNS (Down Soho)	1 49		
Hamstead Tunnel (114 metres / 125 yards)	0 71 to 0 65		
Perry Barr West Jn	0 39		
Change of mileage	0 29		
Handsworth Memorial Cricket Club LC (UWC)	0 20	T	
	0 04 *		
	0 02 *		
Perry Barr North Jn	0 00 (4 10)		DPBGL - Down Perry Barr Goods Loop DPBGL - 448 metres (489 yards) Mileage in brackets is MD320 mileage.

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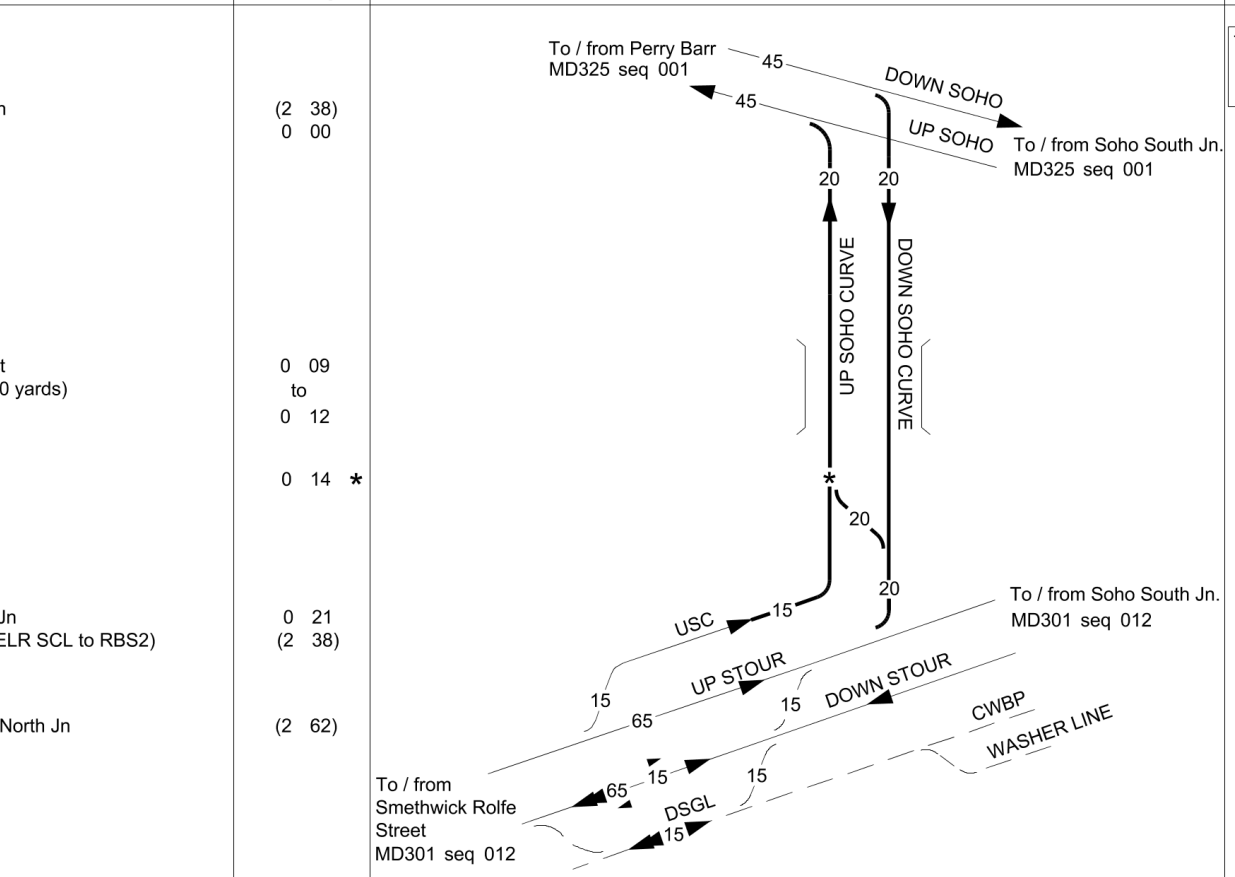
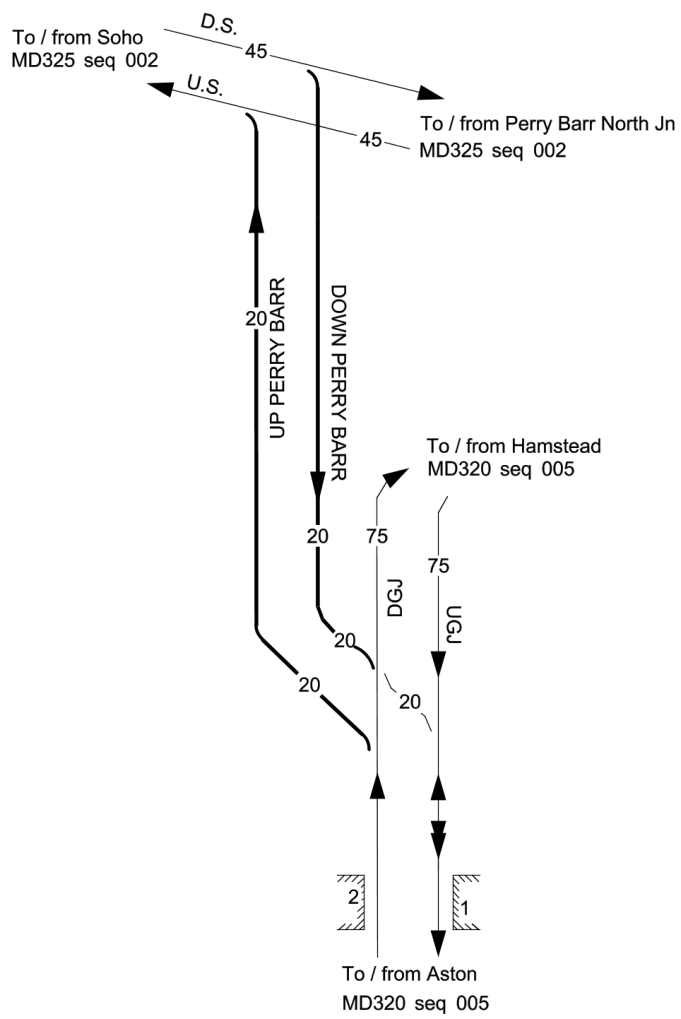
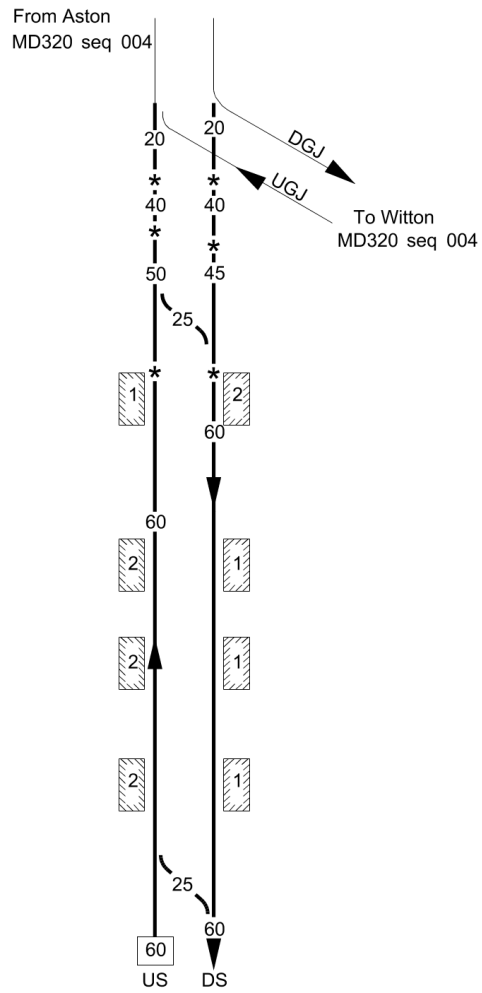
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD330	001	Soho East Jn to Soho North Jn	SCL RBS2	LNW South	05/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Soho East Jn	(2 38) 0 00		GSM-R TCB West Midlands S.C. (SP) Stour Valley workstation AC: Rugby ECR Axle Counter area
Soho Viaduct 46 metres (50 yards)	0 09 to 0 12		
	0 14 *		
Soho North Jn (Change of ELR SCL to RBS2)	0 21 (2 38)		USC - Up Soho Curve DSGL - Down Soho Goods Loop CWBP - Carriage Washer By Pass Line
Soho Curve North Jn	(2 62)		Mileages in brackets ( ) are MD301, RBS2 mileages.

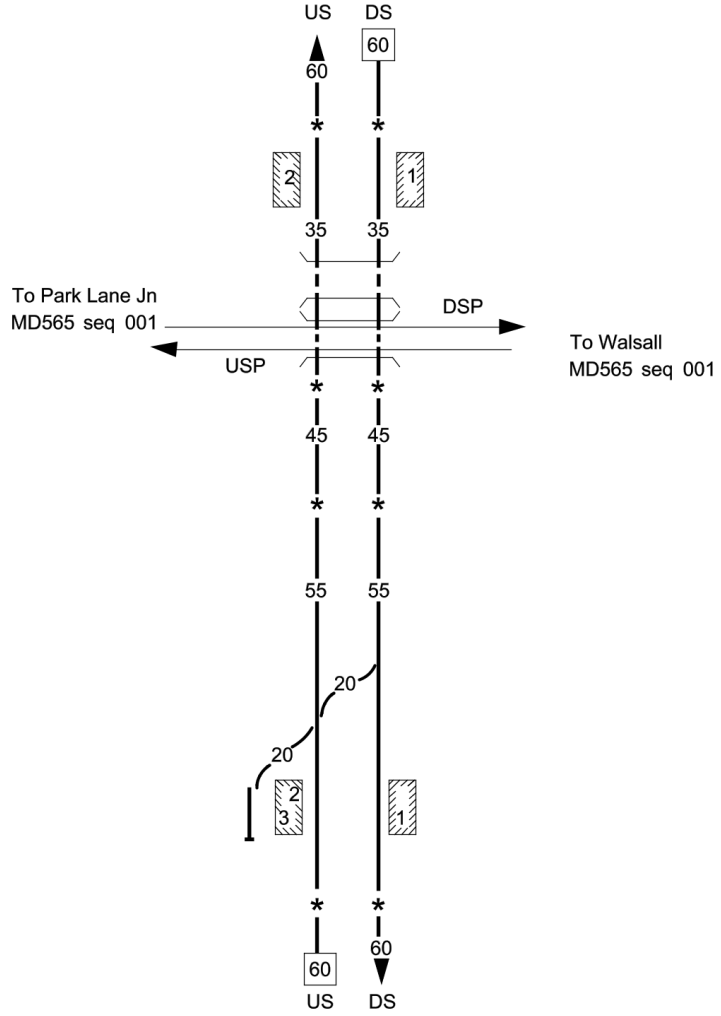
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD335	001	Perry Barr West Jn to Perry Barr South Jn	SSP	LNW South	03/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Perry Barr West Jn	0 39		GSM-R TCB West Midlands S.C. (SP) Stour Valley workstation AC: Rugby ECR D.S. - Down Soho U.S. - Up Soho Axle Counter area
(start / end of parallel section with Grand Junction lines)	0 16		
Perry Barr South Jn	0 00 (3 44)		DGJ - Down Grand Junction UGJ - Up Grand Junction Mileage in brackets are MD320 mileaeges.
PERRY BARR	(3 33)		

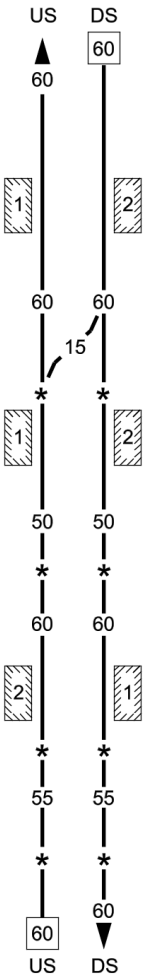
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	001	Aston North Junction to Alrewas (Exclusive)	ALC1	LNW South	14/11/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aston North Jn	1 73		GSM-R
Change of mileage	0 00		TCB West Midlands S.C. (AW) Proof House Workstation AC: Rugby ECR
	0 01 *		DGJ - Down Grand Junction UGJ - Up Grand Junction
	0 25 *		
	0 28 *		
(Crossover)	0 35		Aston SB (AN)
GRAVELLY HILL	1 16 * 1 18		Platform lengths: Gravelly Hill Platform 1 - 169 metres Platform 2 - 154 metres
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
(Crossover)	4 00		US = Up Sutton DS = Down Sutton

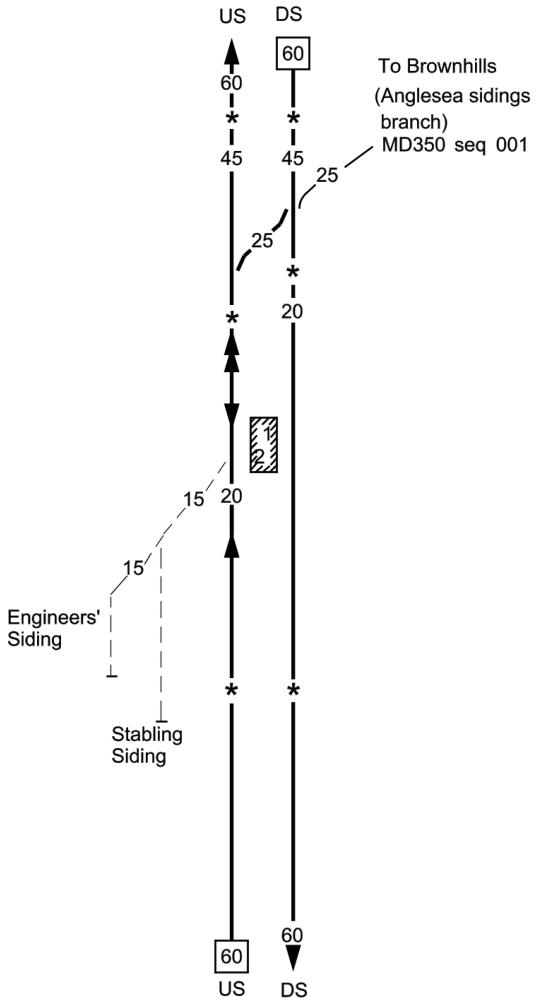
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	002	Aston North Junction to Alrewas (Exclusive)	ALC1 ALC2	LNW South	31/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Aston SB (AN) AC: Rugby ECR
	4 71 *		
SUTTON COLDFIELD	4 74		Platform lengths: Sutton Coldfield Platform 1 - 151 metres Platform 2 - 150 metres
Change of ELR	5 00		
Sutton Coldfield Tunnel (157 metres / 172 yards)	5 04 to 5 12		
	5 16 *		US = Up Sutton DS = Down Sutton USP = Up Sutton Park DSP = Down Sutton Park
	5 67 *		
FOUR OAKS	6 26		Platform lengths: Four Oaks Platform 1 - 149 metres Platform 2 - 148 metres Platform 3 - 159 metres Bay platform-permissive (PP) Down direction trains can turnback in Platform 2 at Four Oaks.
	6 35 *		

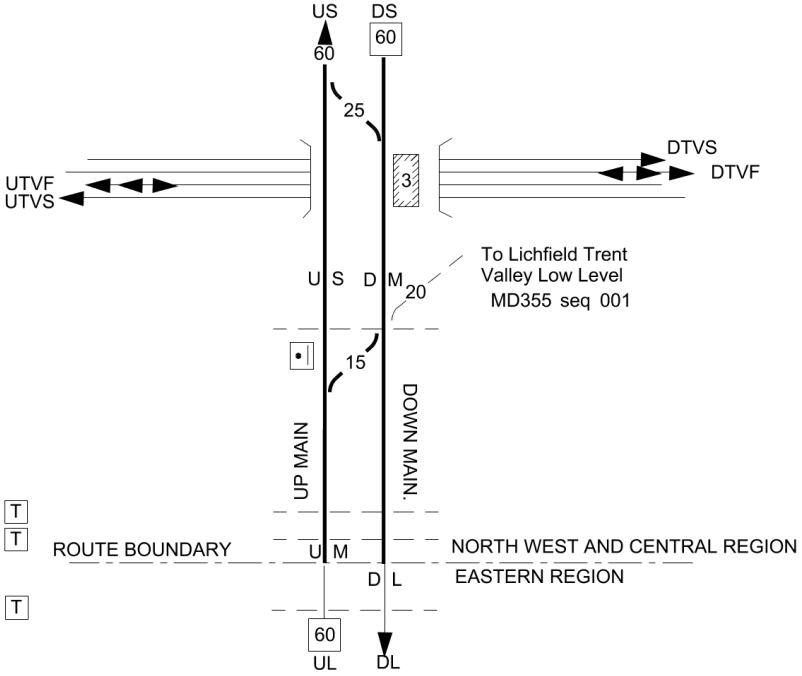
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	003	Aston North Junction to Alrewas (Exclusive)	ALC2	LNW South	17/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB — Aston SB (AN) AC: Rugby ECR US - Up Sutton DS - Down Sutton
BUTLERS LANE	7 27		Platform lengths: Butlers Lane Platform 1 - 151 metres Platform 2 - 151 metres
(Crossover)	8 03		
	8 08 *		
BLAKE STREET	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.
	8 40 *		
SHENSTONE	10 53		Platform lengths: Shenstone Platform 1 - 149 metres Platform 2 - 151 metres
	12 20 *		
	12 40 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	004	Aston North Junction to Alrewas (Exclusive)	ALC2 BJW3	LNW South	17/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	13 20 *		GSM-R TCB Aston SB (AN) AC: Rugby ECR US = Up Sutton DS = Down Sutton
Lichfield City Jn Change of mileage and ELR	13 33 16 47		
	16 51 *		
	16 54 *		
LICHFIELD CITY	16 70		Platform lengths: Lichfield City Platform 1 - 149 metres Platform 2 - 225 metres Down direction trains can turnback in Platform 2 at Lichfield City
	17 10 *		Engineers' Siding is NOT electrified Engineers' Siding 75 metres (82 yards) Stabling Siding 241 metres (264 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	005	Aston North Junction to Alrewas (Exclusive)	BJW3	LNW South	21/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Crossover)	17 69		TCB Aston SB (AN) AC: Rugby ECR
LICHFIELD TRENT VALLEY	18 05		Platform length:Lichfield Trent Valley Platform 3 - 150 metres
Limit of electrification	18 07		Down direction trains can turnback in Platform 3 at Lichfield Trent Valley
			US = Up Sutton
			DS = Down Sutton
Lichfield TV Jn	18 13		AB Lichfield TV Jn SB (TV)
Lichfield TV LC	18 14		
Lichfield Trent Valley Junction SB (TV)	18 15		
			DTVS = Down Trent Valley Slow
			DTVF = Down Trent Valley Fast
			UTVF = Up Trent Valley Fast
			UTVS = Up Trent Valley Slow
			Bi-directional on DTVF and UTVF
Hollands (Streethay) LC	18 41		
Corks Farm No.2 LC	18 66		TCB Alrewas SB
Route Boundary	19 00		
Brookhay LC (AHBC)	19 74		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	

GSM-R

GSM-R

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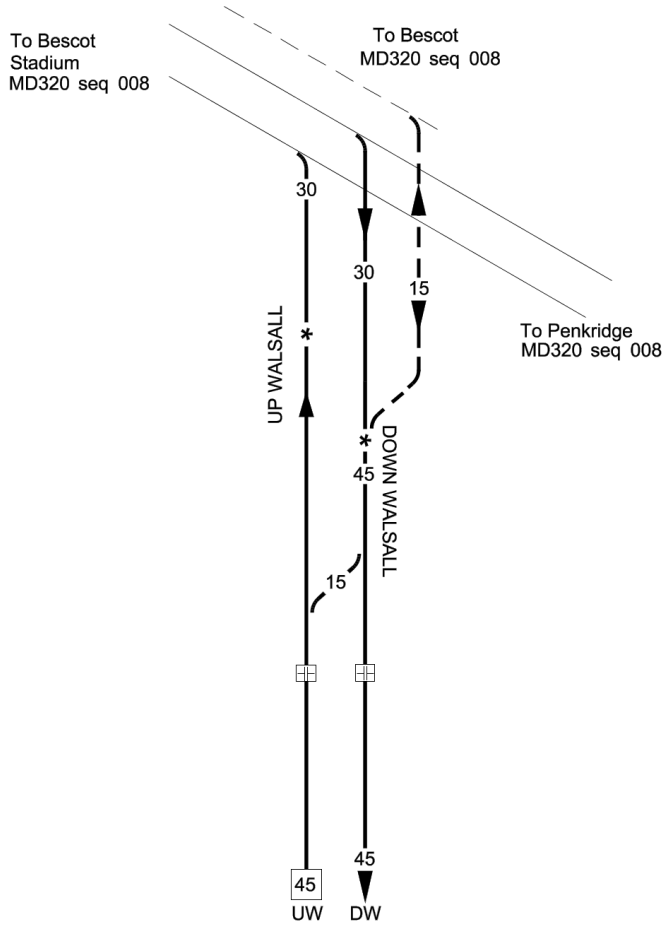
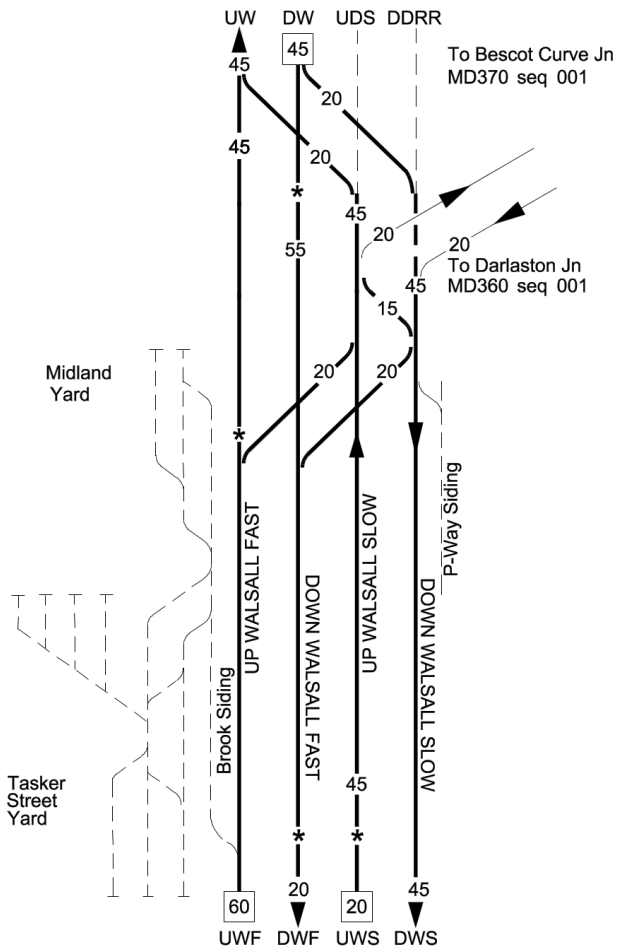
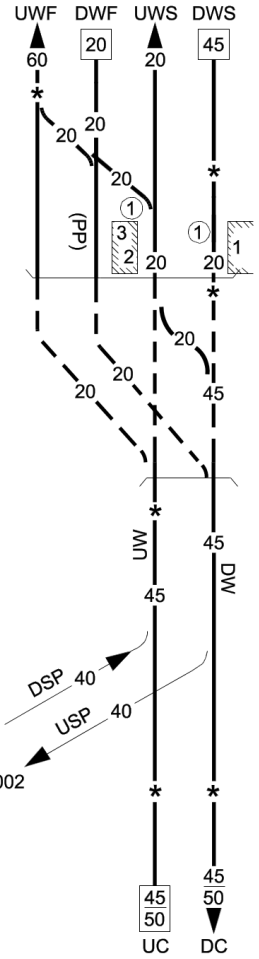
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	001	Bescot Jn to Rugeley North Jn (Excl.)	BJW1	Central	15/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bescot Jn Change of mileage	8 50 0 00		GSM-R TCB West Midlands S.C. (BP) Bescot Workstation AC: Rugby ECR
	0 06 *		
	0 11 *		
(Crossover)	0 17		
Bescot OHNS	0 20		AC: Crewe ECR From 0m 20ch

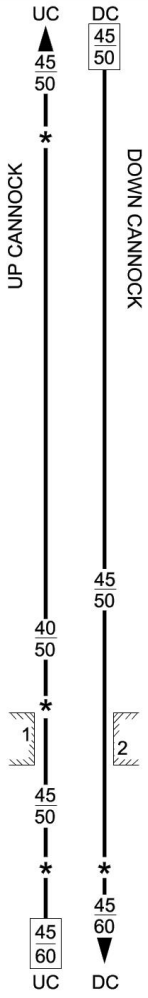
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	002	Bescot Jn to Rugeley North Jn (Excl.)	BJW1 BJW2	Central	15/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Walsall Pleck Jn Change of mileage & ELR	0 63 * 0 65 BJW1 5 42 BJW2 5 50 * 6 12 *		GSM-R TCB West Midlands S.C. (BP) Walsall Workstation AC: Crewe ECR UDS: Up Dudley Siding DDRR: Down Dudley Run Round Line West Midlands S.C. (DR) Walsall Workstation

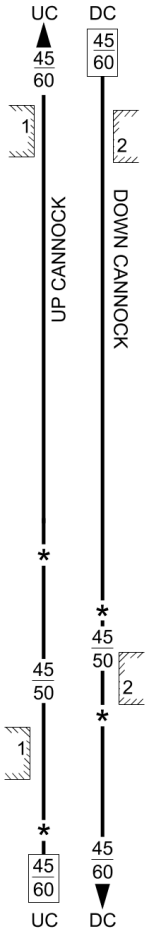
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	003	Bescot Jn to Rugeley North Jn (Excl.)	BJW2 RRN1	Central	15/07/2023

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
	6 15	*		GSM-R TCB West Midlands S.C. (DR) Walsall Workstation AC: Crewe ECR
Walsall South Jn	6 18			UWF: Up Walsall Fast DWF: Down Walsall Fast UWS: Up Walsall Slow DWS: Down Walsall Slow
	6 20	*		Platform lengths: Walsall Platform 1 - 111 metres (121 yards) Platform 2 - 177 metres (194 yards) Platform 3 - 177 metres (194 yards)
WALSALL	6 29			(1) (PP-C)
	6 32	*		
Park Street Tunnel (131 metres / 143 yards)	6 30 to 6 40			
Walsall North Jn	6 40			
	6 41	*		UW: Up Walsall DW: Down Walsall
Ryecroft Junction	6 76 (47 48)			Mileage in brackets is MD565 mileage.
				West Midlands S.C. (RR) Walsall Workstation
Change of mileage & ELR	6 79 0 00	BJW2 RRN1	To / from Water Orton MD565 seq 002	
	0 05	*		DSP: Down Sutton Park USP: Up Sutton Park
				UC: Up Cannock DC: Down Cannock

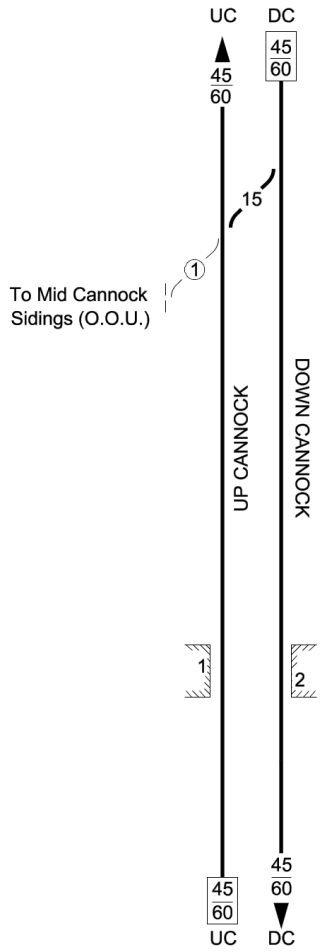
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	004	Bescot Jn to Rugeley North Jn (Excl.)	RRN1	Central	15/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (RR) Walsall Workstation AC: Crewe ECR
	1 50 *		
	2 31 *		
BLOXWICH	2 32		Platform lengths: Bloxwich Platform 1 - 87 metres (95 yards) Platform 2 - 86 metres (94 yards)
	2 41 *		

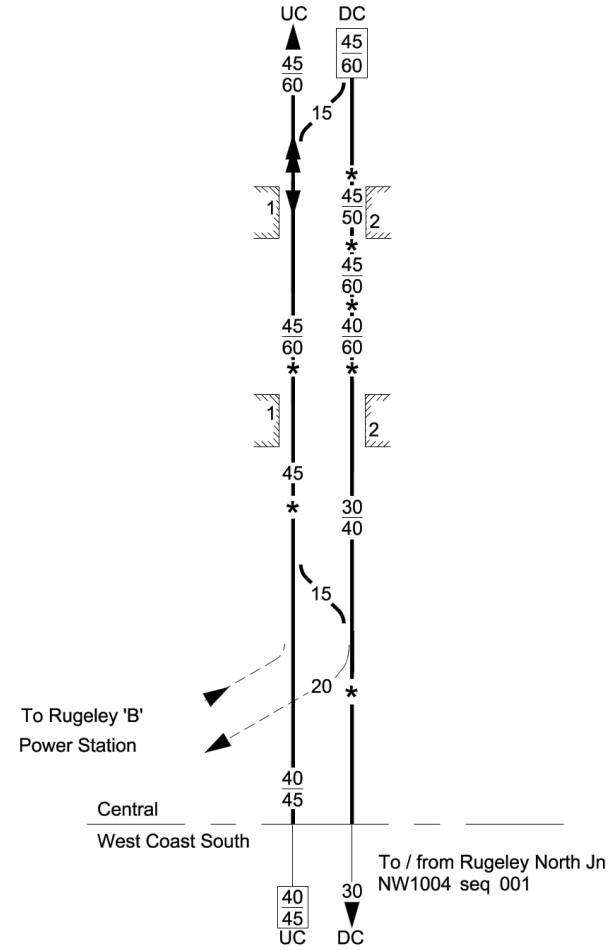
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	005	Bescot Junction to Rugeley North Junction (Excl)	RRN1	LNW South	18/07/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (RR) Walsall Workstation AC: Crewe ECR
BLOXWICH NORTH	3 01		Platform lengths: Bloxwich North Platform 1 - 87 metres (95 yards) Platform 2 - 90 metres (98 yards)
	4 75 *		
	5 02 *		
LANDYWOOD	5 12 *		Platform lengths: Landywood Platform 1 - 86 metres (94 yards) Platform 2 - 95 metres (104 yards)
	5 40 *		
WYRLEY & CHESLYN HAY, former site of	5 67		

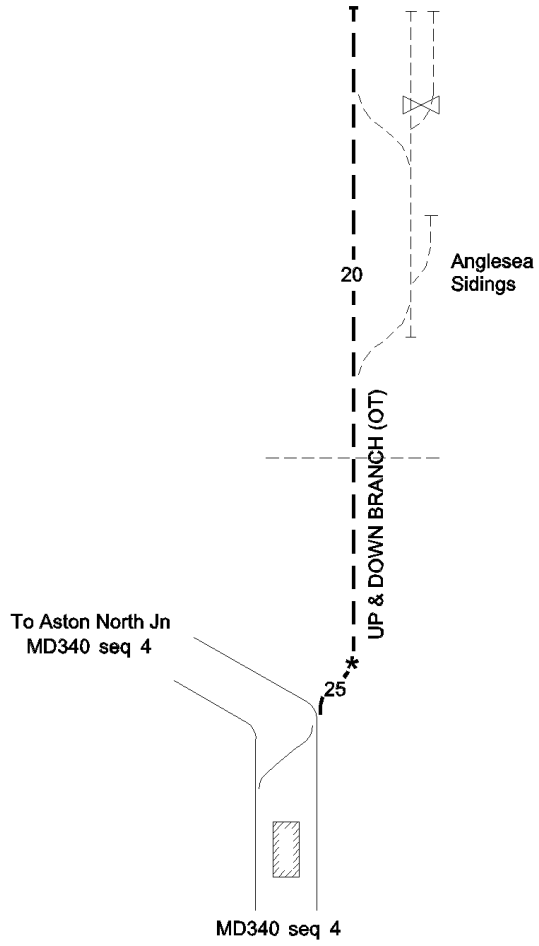
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	006	Bescot Jn to Rugeley North Jn (Excl.)	RRN1 RRN2	Central	15/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (RR) Walsall Workstation AC: Crewe ECR
Mid Cannock Junction	6 30		① Out of Use
CANNOCK	7 16		Platform lengths: Cannock Platform 1 - 87 metres (95 yards) Platform 2 - 87 metres (95 yards)
(Change of ELR RRN1 : RRN2)	7 20	RRN1 RRN2	

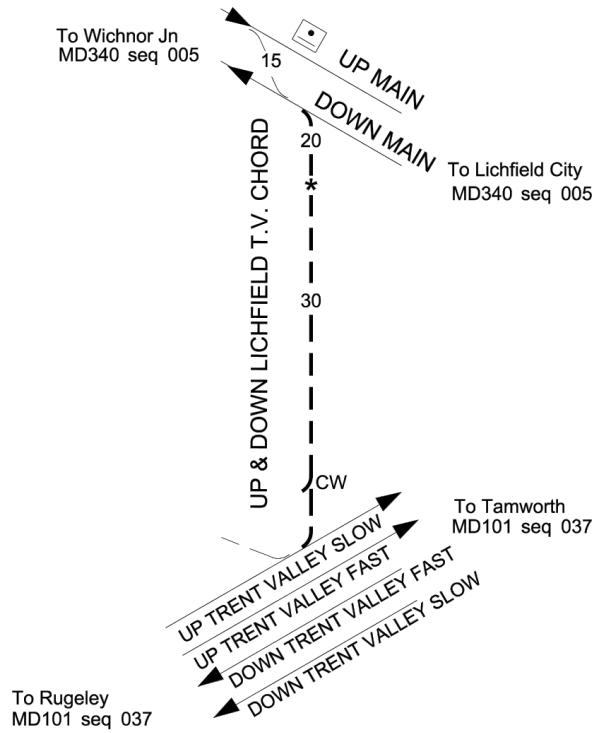
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	007	Bescot Jn to Rugeley North Jn (Excl.)	RRN2	Central	15/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hednesford Jn	8 62		GSM-R TCB West Midlands S.C. (RR) Walsall Workstation AC: Crewe ECR
	9 00 *		
HEDNESFORD	9 05		Platform lengths: Hednesford Platform 1 - 109 metres (119 yards) Platform 2 - 88 metres (96 yards)
	9 11 *		Down direction trains can turnback in Platform 1 at Hednesford.
	11 78 *		
	13 22 *		
RUGELEY TOWN	13 27		Platform lengths: Rugeley Town Platform 1 - 88 metres (96 yards) Platform 2 - 88 metres (96 yards)
	13 50 *		
Rugeley Power Station Jn	13 70		
	13 73 *		
Continued in LNW(N) Sectional Appendix			

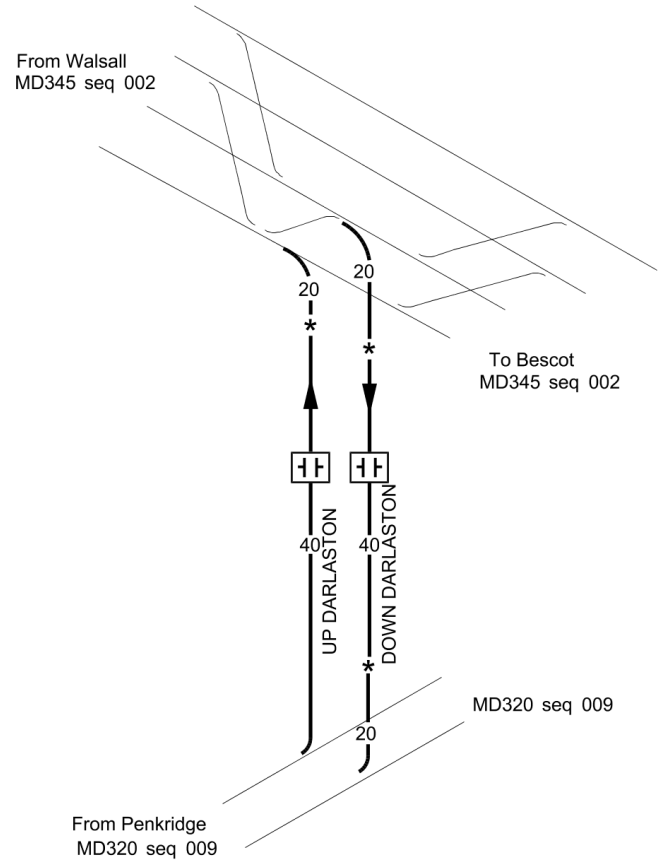
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD350	001	Anglesea Sidings to Lichfield City	BJW3	LNW South	05/03/2016

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		
	16 45 *		
Lichfield City Jn	16 47		Line OUT OF USE
LICHFIELD CITY	16 70		

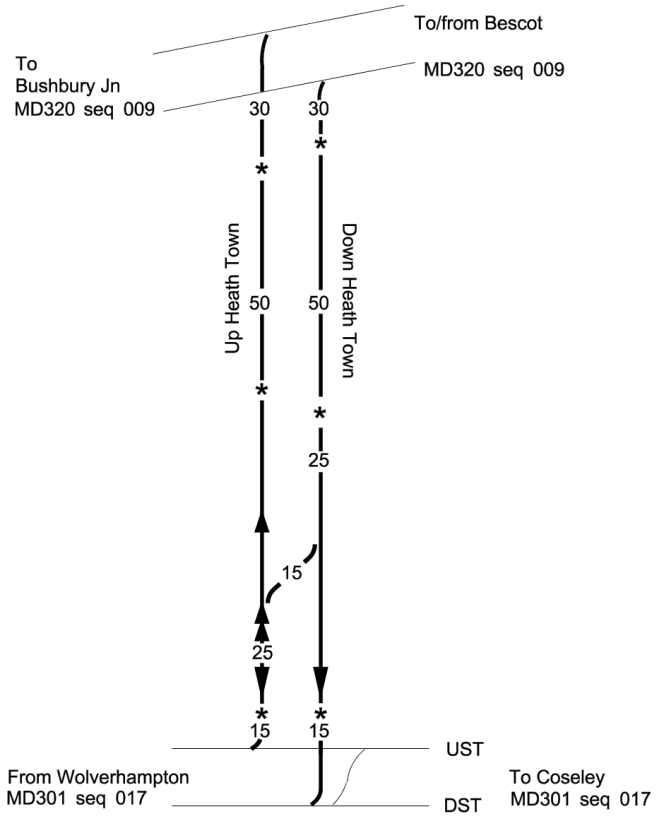
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD355	001	Lichfield TV Jn to Lichfield Trent Valley (Chord Line)	LTV	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Lichfield Trent Valley Junction SB (TV)	18 15		GSM-R TCB Lichfield TV Jn SB (TV) To/from 00m 16ch
Lichfield TV Jn	18 13		
Change of mileage	0 22		
	0 17 *		GSM-R (IVRS) and GSM-R area Axle Counter Area Rugby SCC (LS) Trent Valley Workstation To/from 00m 16ch
Lichfield Trent Valley	0 02		Catch Points Worked: 0m 08ch
Change of mileage	116 28		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD360	001	Walsall, Pleck Junction to Darlaston Junction	WDJ	LNW South	29/10/2018

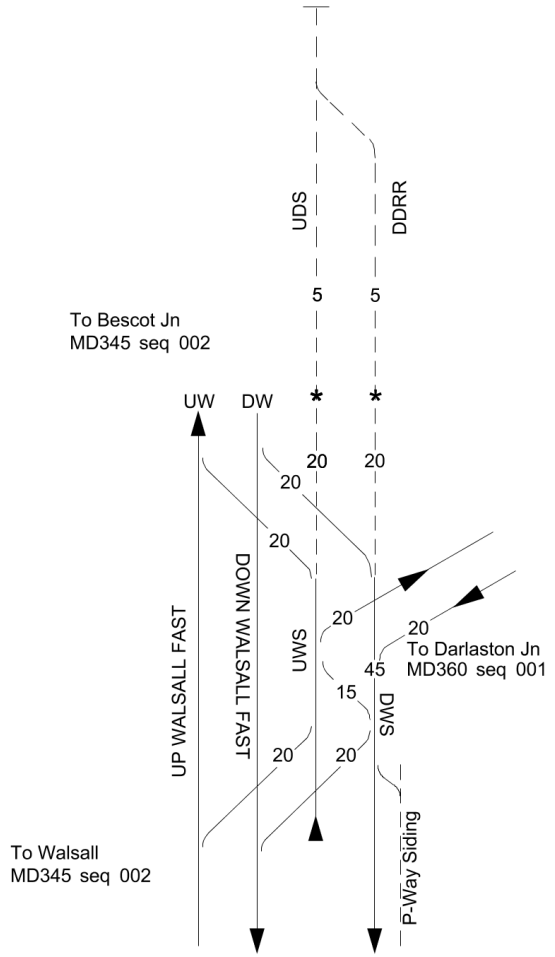
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (PD) Walsall Workstation AC: Crewe ECR
Walsall Pleck Jn	5 42		
Change of mileage	5 45		
	1 16		
	1 13 *		
	1 10 *		
OHNS	1 02		West Midlands S.C. (PD) Bescot Workstation AC: Rugby ECR
	0 21 *		
Darlaston Jn	0 15		
Change of mileage	9 65		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD365	001	Portobello Jn to Wolverhampton Crane Street Jn	PJW	Central	08/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Portobello Jn	0 00 (12 64) 0 02 * 0 04 *		GSM-R TCB West Midlands S.C. (PC) Wolverhampton workstation AC: Rugby ECR Axle counter area
	1 01 * 1 05 *		
	1 52 *		
Wolverhampton Crane Street Junction	1 59 (12 60)		UST = Up Stour DST = Down Stour

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD370	001	Bescot Curve Jn to Walsall Pleck Jn	DPJ	LNW South	10/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bescot Curve Jn	4 73		GSM-R UDS: Up Dudley Siding DDRR: Down Dudley Run Round Line UDS: 480 metres / 525 yards / 75 SLU
	5 31 *		TCB West Midlands S.C. (DR) Walsall Workstation AC: Crewe ECR
Walsall Pleck Jn	5 42		UWS: Up Walsall Slow DWS: Down Walsall Slow

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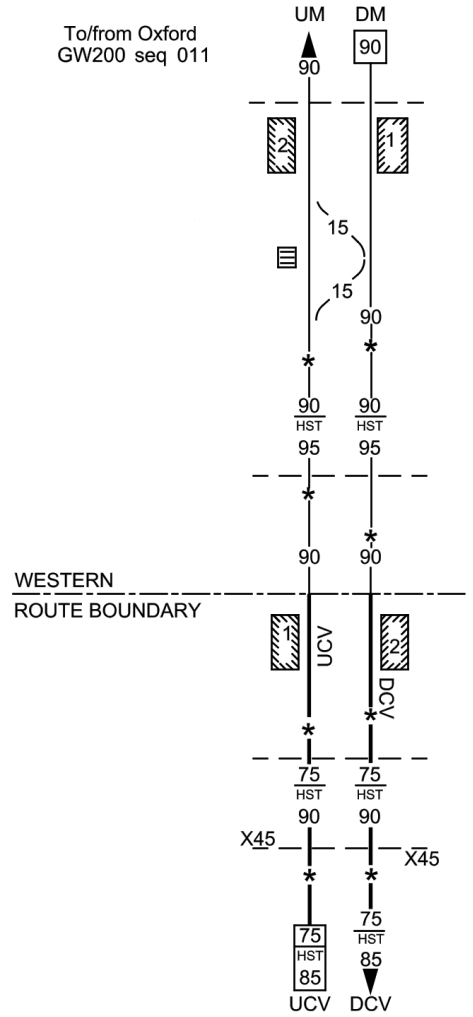
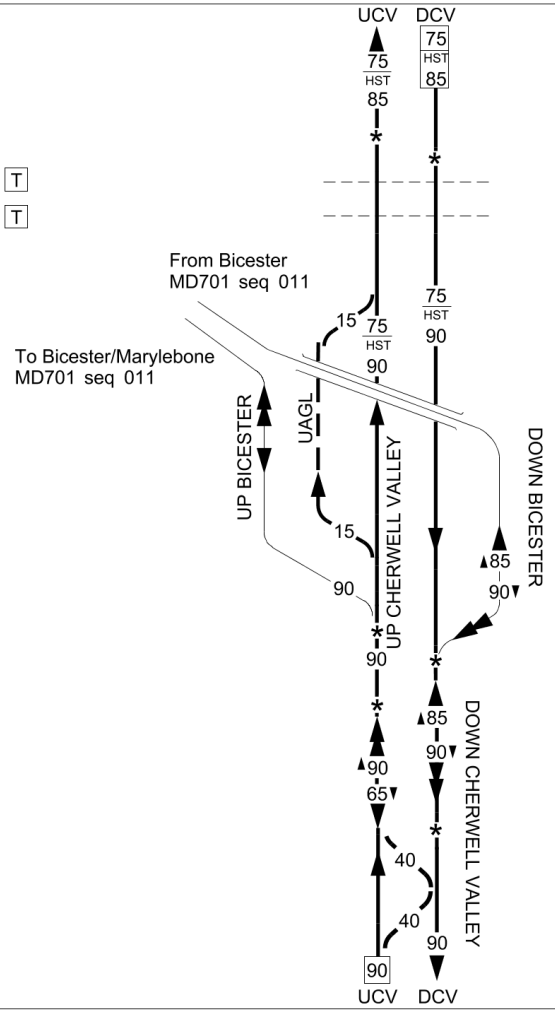
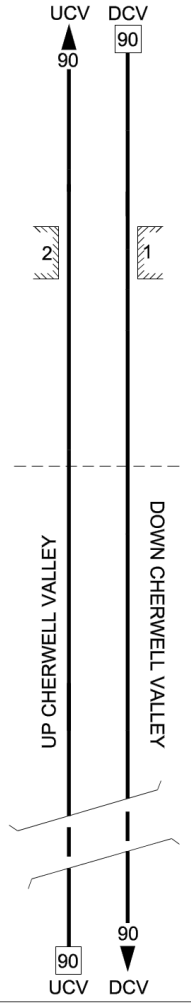
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	001	Heyford to Bordesley Junction	DCL	LNW South	22/09/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Continued in Western Sectional Appendix.			GSM-R TCB Thames Valley S.C. (OD) Oxford Workstation
Tackley LC (UWC)	72 47	T	
TACKLEY	72 50		Platform Lengths: Tackley (See Western Sectional Appendix)
Tackley GF	72 60		
	72 69 *		
	73 12 *		
Inkpens No.1 LC (UWC)	74 10	T	
	74 50 *		Axle Counter area: Down line from 75m 36ch Up line to 74m 78ch
	74 64 *		
Route Boundary	75 00		West Midlands S.C. (OL) Cherwell Valley Workstation
HEYFORD	75 21		Platform Lengths: Heyford Platform 1 - 70 metres (77 yards) Platform 2 - 70 metres (77 yards)
	76 35 *		
	76 40 *		
Knaptons LC (UWC)	76 55	T	
Somerton LC (R/G-X)	77 24	T	UCV: Up Cherwell Valley DCV: Down Cherwell Valley
	77 40 *		

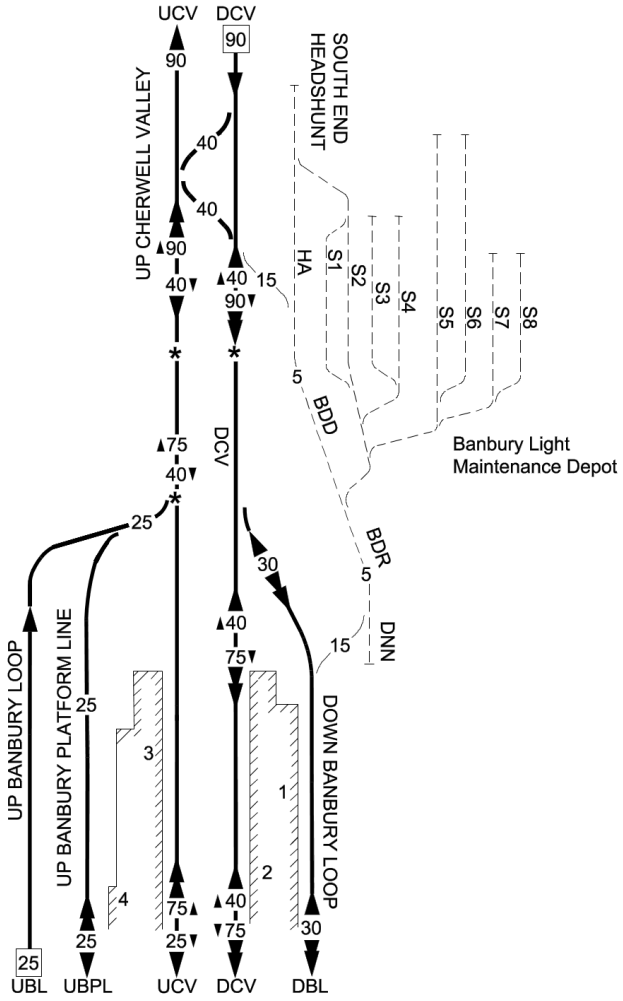
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	002	Heyford to Bordesley Junction	DCL	LNW South	23/04/2022

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB West Midlands S.C. (OL) Cherwell Valley Workstation
Fritwell & Somerton Station, former site of	78	07			Axle Counter area
	78	48	*		
	78	50	*		
Abernethys LC (UWC)	78	52		T	
Boulders Farm No.2 LC (UWC)	79	10		T	
South end of Goods Loop	80	34			
North end of Goods Loop	81	03			UAGL: Up Aynho Goods Loop 807 metres (882 yards) Permissivie working - PP-F is authorised on Up Aynho Goods Loop
Aynho Jn (Up lines)	81	13			
	① (18	30)			① Mileage on Up Bicester line.
	81	14	*		
Aynho Jn (Down lines)	81	16			
	② (18	35)	*		② Mileage on Down Bicester line.
	81	27	*		
	81	39	*		UCV: Up Cherwell Valley DCV: Down Cherwell Valley
Crossovers near Aynho Road	81	44			
(End of Crossover on Up Cherwell Valley)	81	49			

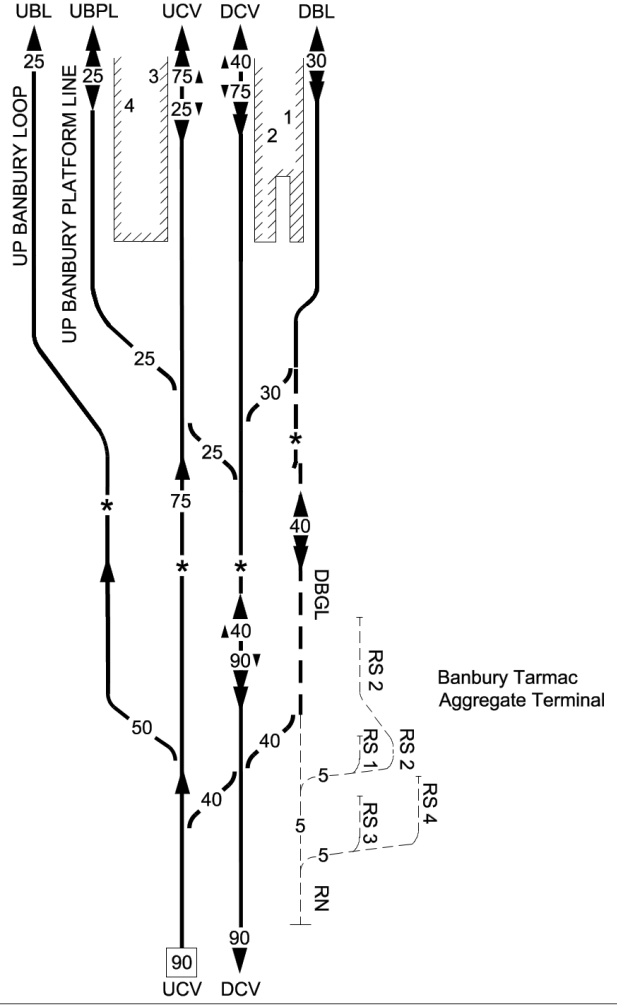
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	003	Heyford to Bordesley Junction	DCL	Central	14/01/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB West Midlands S.C. (OL) Cherwell Valley Workstation Axle Counter area
KINGS SUTTON	82	55		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 LC (FP)	83	10		
M40 Overbridge from 51 metres (56 yards)	84	79		
to	85	01		
(End of diagram)	85	20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	004	Heyford to Bordesley Junction	DCL	Central	14/01/2023

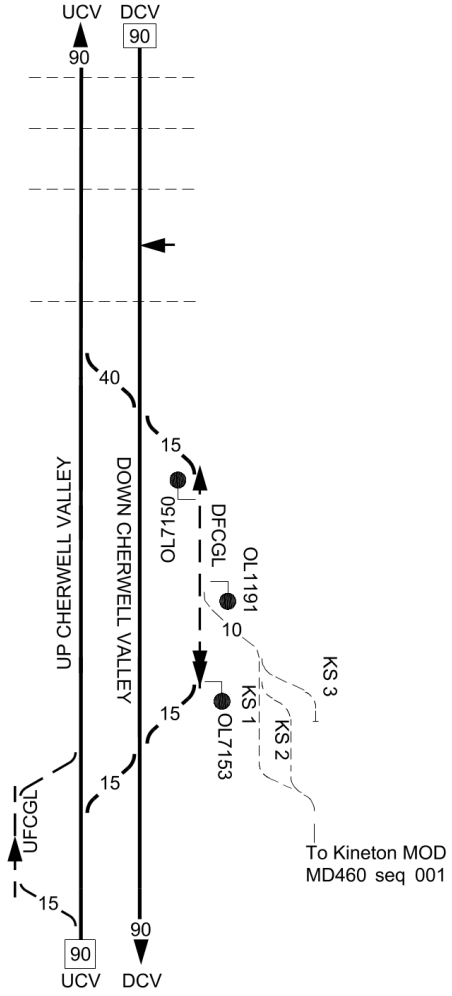
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	85 21		GSM-R TCB West Midlands S.C. (OL) Cherwell Valley Workstation Axle Counter area
(Buffer stop on South end Headshunt)	85 37		
Banbury Depot Jn	85 48		UCV: Up Cherwell Valley DCV: Down Cherwell Valley 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
(Connection from Banbury Depot Departure)	85 57		
	85 60 *		
Banbury Light Maintenance Depot	85 68		
Banbury South Jn	85 72 *		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)
(Connection to Banbury Depot Reception)	86 08		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
BANBURY	86 16		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)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	005	Heyford to Bordesley Junction	DCL	Central	14/01/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BANBURY	86 16		GSM-R TCB West Midlands S.C. (OL) Cherwell Valley Workstation Axle Counter area 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) 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 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 DBGL - 806 metres (881 yards) RS: Reservoir Sidings No.1 to No.4 RN: Reservoir Neck
Banbury North Jn	86 47		
	86 48 *		
	86 57 *		
	86 69 *		
(Buffer stop on Reservoir Siding 2)	86 79		
Banbury Reservoir Sidings	87 18		
(Buffer Stop on Reservoir Siding 1)	87 24		
Reservoir Jn	87 25		
(Connection Neck to RS 1 and RS 2)	87 27		
(Buffer stop on Reservoir Neck)	87 45		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	006	Heyford to Bordesley Junction	DCL	LNW South	12/03/2022

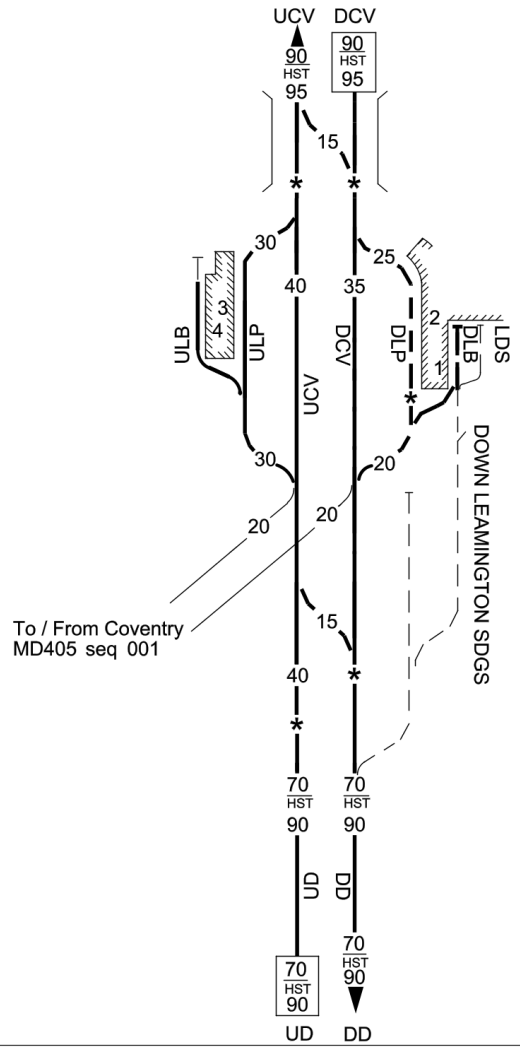
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Little Bourton LC (UWC)	88	40	T	GSM-R TCB West Midlands S.C. (OL) Cherwell Valley Workstation Axle Counter area: DCV: to 87m 69ch UCV: from 88m 10ch UCV: Up Cherwell Valley DCV: Down Cherwell Valley
Jefferies LC (UWC)	88	58	T	
Whites LC (UWC)	88	73	T	
Cropredy HABD	89	79		
Wormleighton LC (UWC)	93	37	T	
Fenny Compton South Jn	94	20		DFCGL : Down Fenny Compton Goods Loop Up and Down directions: 814 metres / 890 yards (between signals OL7153 and OL7150) Up and Down directions: 615 metres / 673 yards (between signals OL1191 and OL7150)
Kineton Jn	94	60		KS1: Kineton Siding 1 KS2: Kineton Siding 2 KS3: Kineton Siding 3 UFCGL : Up Fenny Compton Goods Loop 461 metres (504 yards)
Fenny Compton Middle Jn	94	77		
Fenny Compton North Jn	95	27		



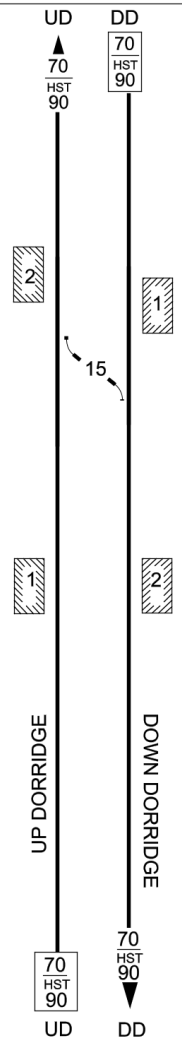
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	007	Heyford to Bordesley Junction	DCL	LNW South	08/08/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	96 00 *		GSM-R TCB West Midlands S.C. (OL) Cherwell Valley Workstation UCV: Up Cherwell Valley DCV: Down Cherwell Valley
	97 17 *		
	97 20 *		
Harbury Tunnel 64 metres (70 yards)	100 49 to 100 52		
Emergency crossover	105 30		
Neilson Street Viaduct 174 metres (190 yards)	105 53 to 105 62		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	008	Heyford to Bordesley Junction	DCL	LNW South	13/11/2017

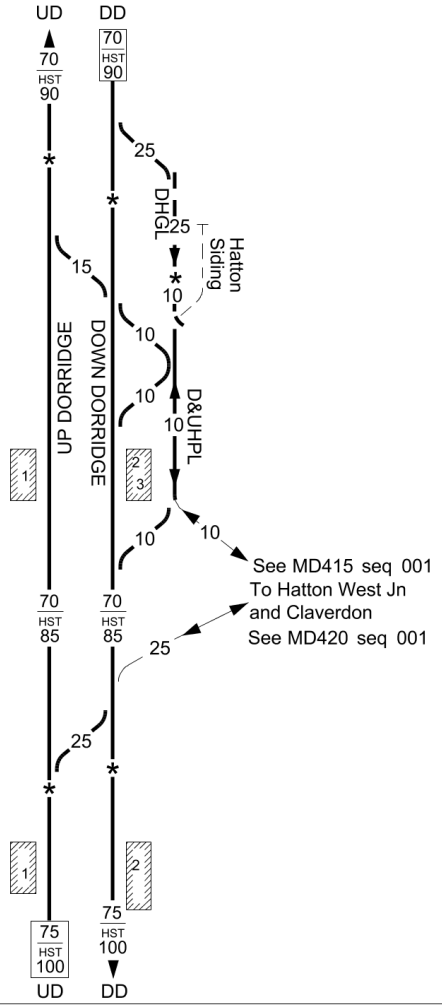
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Leamington Viaduct 182 metres (199 yards)	105 65 to 105 73		GSM-R TCB West Midlands S.C. (LN) Cherwell Valley Workstation UCV: Up Cherwell Valley DCV: Down Cherwell Valley ULB: Up Leamington Bay ULP: Up Leamington Platform DLB: Down Leamington Bay DLP: Down Leamington Platform LDS: Leamington Depot Siding 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) 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 UD: Up Dorridge DD: Down Dorridge
Leamington Spa South Jn	105 73 *		
LEAMINGTON SPA	106 07		
	106 18 *		
Leamington Spa North Jn	106 25		
	106 32 *		
	106 38 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	009	Heyford to Bordesley Junction	DCL	LNW South	08/08/2016

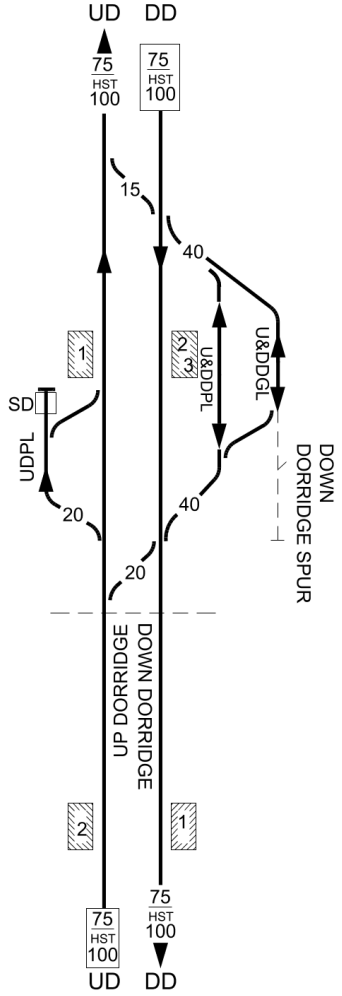
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WARWICK	108 02		GSM-R TCB West Midlands S.C. (LJ) North Warwick Workstation UD: Up Dorridge DD: Down Dorridge Axle Counter area - Down line from: 107m 22ch Up line: to 107m 10ch Platform lengths: Warwick Platform 1 - 189 metres (207 yards) Platform 2 - 186 metres (203 yards)
Crossover	108 15		
WARWICK PARKWAY	109 26		Platform lengths: Warwick Parkway Platform 1 - 216 metres (236 yards) Platform 2 - 216 metres (236 yards) Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.

LNW South Route Sectional Appendix Module LNW(S)2

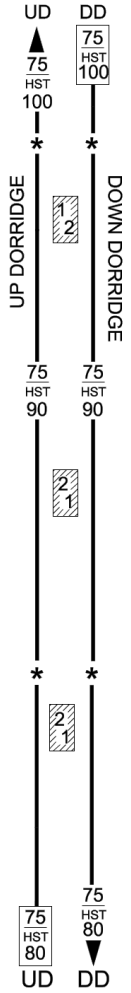
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	010	Heyford to Bordesley Junction	DCL	LNW South	30/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Budbrooke Jn	111 02		GSM-R
	111 51 *		TCB West Midlands S.C. (LJ) North Warwick Workstation
	111 56 *		UD: Up Dorridge DD: Down Dorridge
	111 77 *		Axle Counter area
HATTON	112 14		DHGL - Down Hatton Goods Loop 1217 metres (1331 yards)
Hatton Station Jn	112 18		D&UHPL - Down & Up Hatton Platform Line Down direction - 207 metres (226 yards) Up direction - 159 metres (174 yards)
Hatton North Jn	112 57		Platform lengths: Hatton Platform 1 - 130 metres (142 yards) Platform 2 - 132 metres (144 yards) Platform 3 - 134 metres (147 yards)
	112 61 *		Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.
	112 62 *		Exceptional Rail Head conditions: Down Dorridge between 116m 00ch and 116m 40ch Up Dorridge between 116m 60ch and 116m 00ch
LAPWORTH	116 31		Platform lengths: Lapworth Platform 1 - 120 metres (131 yards) Platform 2 - 184 metres (201 yards)

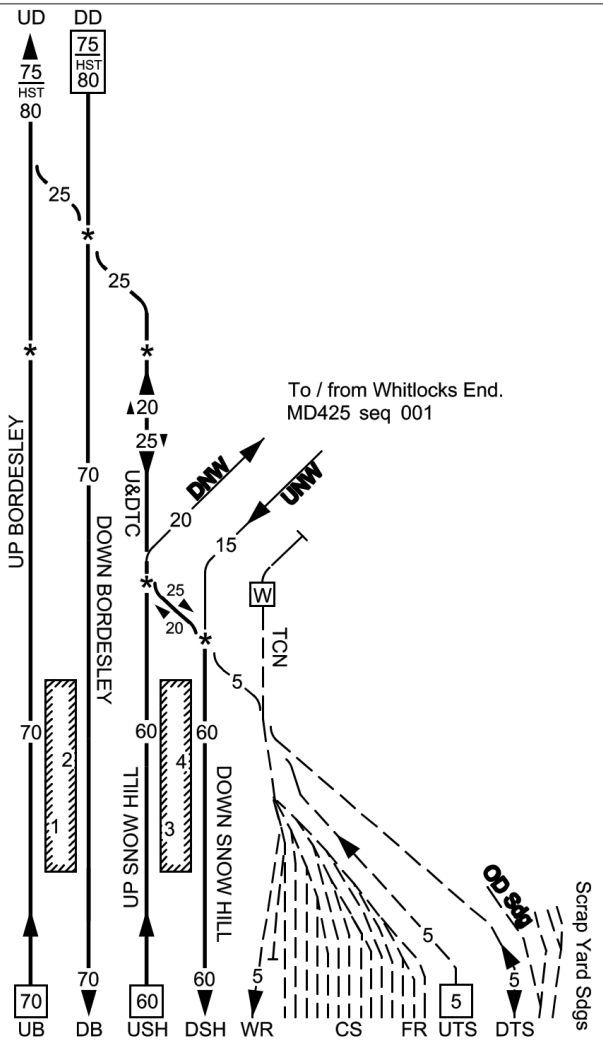
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	011	Heyford to Bordesley Junction	DCL	LNW South	23/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Dorridge South Jn	118 53		TCB West Midlands S.C. (LJ) North Warwick Workstation GSM-R UD: Up Dorridge DD: Down Dorridge Axle Counter area Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley. Platform lengths: Dorridge Platform 1 - 188 metres (206 yards) Platform 2 - 188 metres (206 yards) Platform 3 - 183 metres (200 yards) U&DDGL: Up & Down Dorridge Goods Loop Up direction: 810 metres (886 yards) Down direction: 852 metres (932 yards) U&DDPL: Up & Down Dorridge Passenger Loop Up direction: 810 metres (886 yards) Down direction: 852 metres (932 yards) UDPL: Up Dorridge Passenger Loop 525 metres (574 yards) Exceptional Rail Head conditions: Down Dorridge between 117m 00ch and 120m 00ch Up Dorridge between 120m 00ch and 118m 00ch
DORRIDGE	118 75		
Dorridge North Jn	119 38		
Bentley Heath LC (CCTV)	119 43		
WIDNEY MANOR	120 66		Platform lengths: Widney Manor Platform 1 - 143 metres (156 yards) Platform 2 - 142 metres (155 yards)

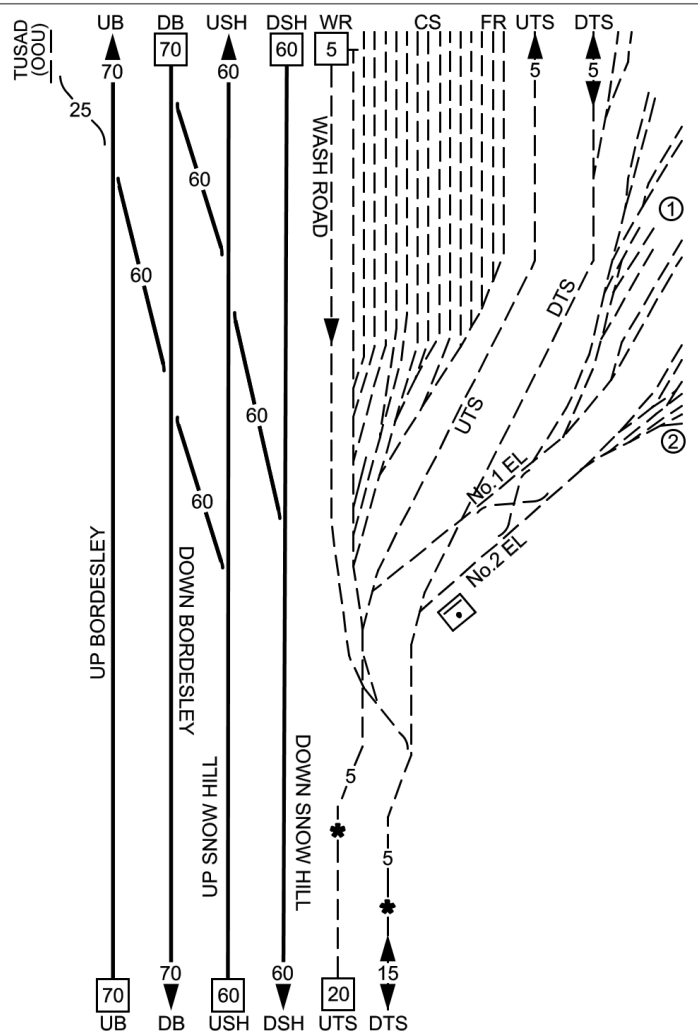
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	012	Heyford to Bordesley Junction	DCL	Central	10/06/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB West Midlands S.C. (LJ) Snow Hill Workstation GSM-R Axle Counter area UD: Up Dorridge DD: Down Dorridge
SOLIHULL	122 00 *		Platform lengths: Solihull Platform 1 - 186 metres (203 yards) Platform 2 - 186 metres (203 yards)
	122 25		Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.
OLTON	124 11		Platform lengths: Olton Platform 1 - 203 metres (222 yards) Platform 2 - 205 metres (224 yards)
	125 00 *		
ACOCKS GREEN	125 08		Platform lengths: Acocks Green Platform 1 - 152 metres (166 yards) Platform 2 - 153 metres (167 yards)

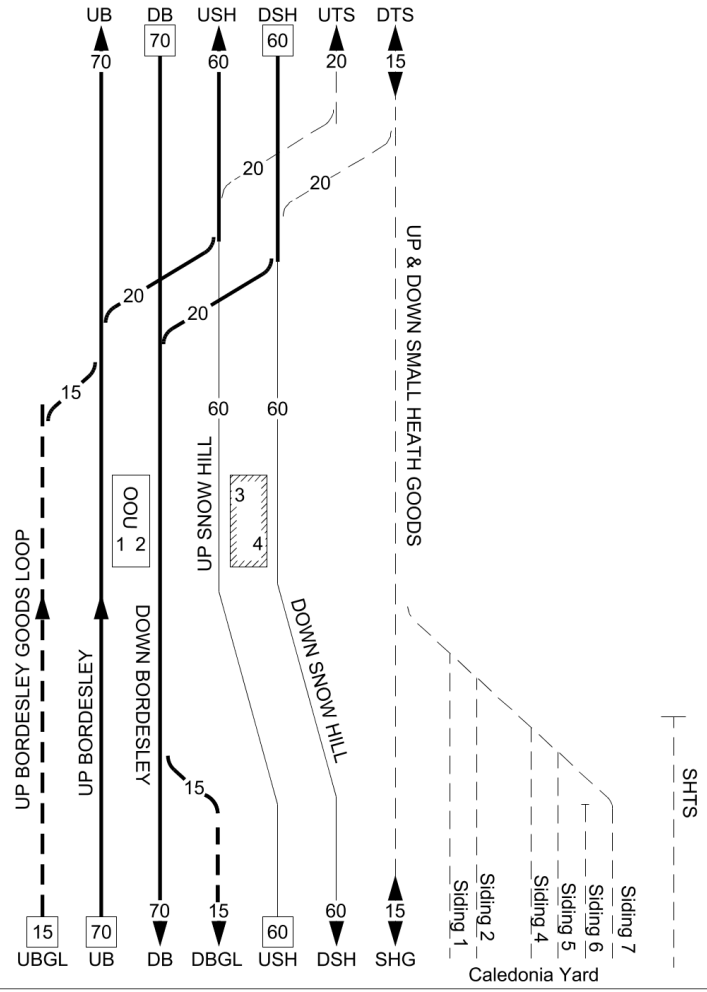
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	013	Heyford to Bordesley Junction	DCL BCV	LNW South	05/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tyseley South Jn (Change of ELR - see Remarks)	125 53 * 125 60 * 125 73 125 74 * 126 00 *		GSM-R TCB West Midlands S.C. (LJ) Snow Hill Workstation Dorridge, Bordesley and Snow Hill lines controlled by West Midlands S.C. UTS, DTS, Carriage Sidings and Wash Road controlled by Tyseley No.1 SB (TY1). 'No Block' signalling applies on UTS and DTS. Axle counter area on Dorridge, Bordesley and Snow Hill lines only. Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley. UD: Up Dorridge. DD: Down Dorridge. U&DTC: Up & Down Tyseley Chord. DNW: Down North Warwick. UNW: Up North Warwick. WR: Wash Road. UTS: Tyseley Up Through Siding. DTS: Tyseley Down Through Siding. TCN: Tyseley Carriage Neck. CS: Carriage Sidings 1 - 12. FR: Fuel Roads 13 - 15. OD Sdg: Oil Discharge Siding. Platform lengths: Tyseley Platform 1 - 152 metres (166 yards) Platform 2 - 152 metres (166 yards) Platform 3 - 152 metres (166 yards) Platform 4 - 152 metres (166 yards) ELRs: DCL applies to all lines and sidings on this diagram except for Up Bordesley to 125m 73ch and Down Bordesley from 125m 73ch - ELR: BCV. AWS and TPWS not provided on Tyseley Up Through Siding and Tyseley Down Through Siding.
TYSELEY	126 05		

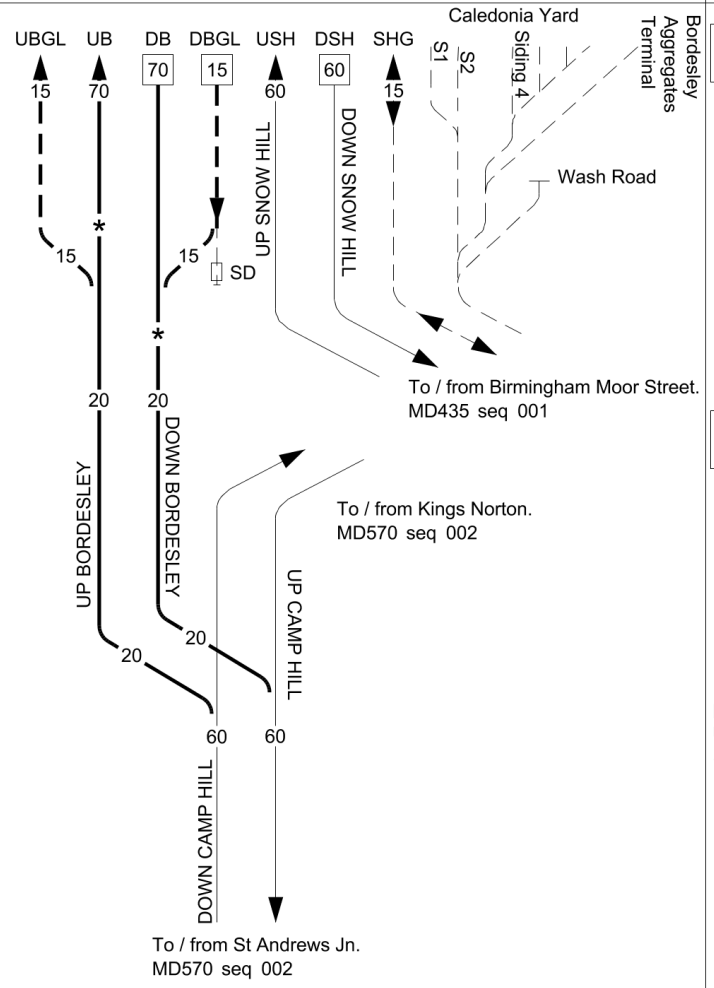
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	014	Heyford to Bordesley Junction	DCL BCV	LNW South	05/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tyseley North Jn	126 23		TCB West Midlands S.C. (LJ) Snow Hill workstation GSM-R Bordesley and Snow Hill lines controlled by West Midlands S.C. UTS, DTS, Carriage Sidings, Wash Road, No.1 Engine Line and No.2 Engine Line controlled by Tyseley No.1 SB (TY1). 'No Block' signalling applies on UTS and DTS. Axle counter area on Bordesley and Snow Hill lines only. GSM-R not provided at Tyseley No.1 SB. ① Birmingham Railway Museum sidings. ② Tyseley Diesel Depot sidings. TUSAD: Tyseley Up Sidings Arrival / Departure. UTS: Tyseley Up Through Siding. DTS: Tyseley Down Through Siding. CS: Carriage Sidings 1 - 12. FR: Fuel Roads 13 - 15. No.1 EL: No.1 Engine Line. No.2 EL: No.2 Engine Line. AWS and TPWS not provided for signals controlled from Tyseley No.1 SB. ELRs: BCV applies to the Down Bordesley and Up Bordesley lines and TUSAD. DCL applies to the Up Snow Hill and Down Snow Hill lines and all other sidings on this diagram.
Tyseley No.1 SB	126 40		
	126 47 *		
	126 52 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	015	Heyford to Bordesley Junction	DCL BCV	LNW South	25/06/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Small Heath South Jn	126 59		TCB West Midlands S.C. (LJ) Snow Hill workstation GSM-R ELRs: DCL applies to the Up Snow Hill and Down Snow Hill lines on this diagram. BCV applies to the Down Bordesley and Up Bordesley lines. Axle counter area Bordesley lines, Snow Hill lines and all goods lines. UTS: Tyseley Up Through Siding. DTS: Tyseley Down Through Siding. DBGL: Down Bordesley Goods Loop. UBGL: Up Bordesley Goods Loop. SHG: Up & Down Small Heath Goods. Small Heath station platforms 1 and 2: Out Of Use. **For details of the Snow Hill lines and Up & Down Small Heath Goods line and sidings, see:** MD435 seq 001 SHTS: Small Heath Terminal Siding UBGL: 1102 metres (1205 yards). DBGL: 558 metres (610 yards). PF authorised on UBGL and DBGL. TPWS not provided on Up Bordesley Goods Loop and Down Bordesley Goods Loop.
SMALL HEATH	127 04		
Small Heath North Jn	127 14		
Connection to DBGL	127 21		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	016	Heyford to Bordesley Junction	BCV	LNW South	25/06/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bordesley Aggregates Terminal	127 46		GSM-R
	127 54 *		TCB West Midlands S.C. (LJ) Snow Hill workstation
Bordesley South Jn	127 57		**For details of the Snow Hill lines and Up & Down Small Heath Goods line and sidings, see:** MD435 seq 001
	127 60 *		UBGL: 1102 metres (1205 yards). DBGL: 558 metres (610 yards). PF authorised on UBGL and DBGL. TPWS not provided on Up Bordesley Goods Loop and Down Bordesley Goods Loop.
			West Midlands S.C. (LJ) Washwood Heath workstation
			Axle counter area: Down Bordesley: to 127m 75ch. Up Bordesley: from 127m 68ch.
Bordesley Jn	128 11 (41 44)		DBGL: Down Bordesley Goods Loop. UBGL: Up Bordesley Goods Loop. SHG: Up & Down Small Heath Goods.

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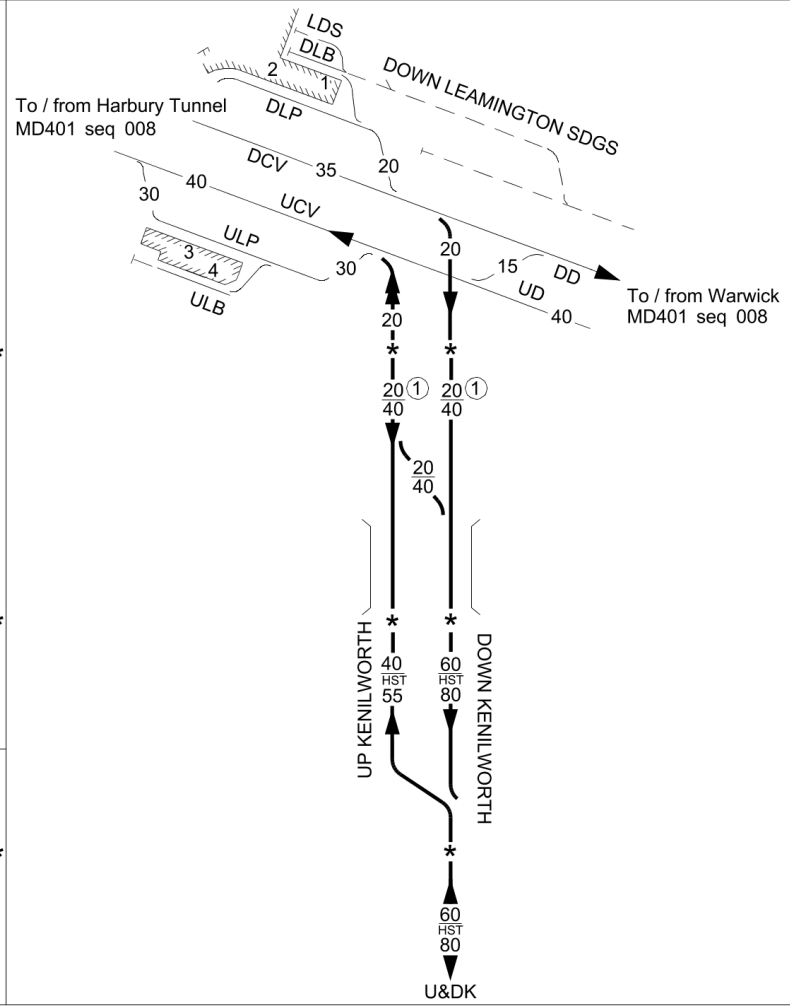
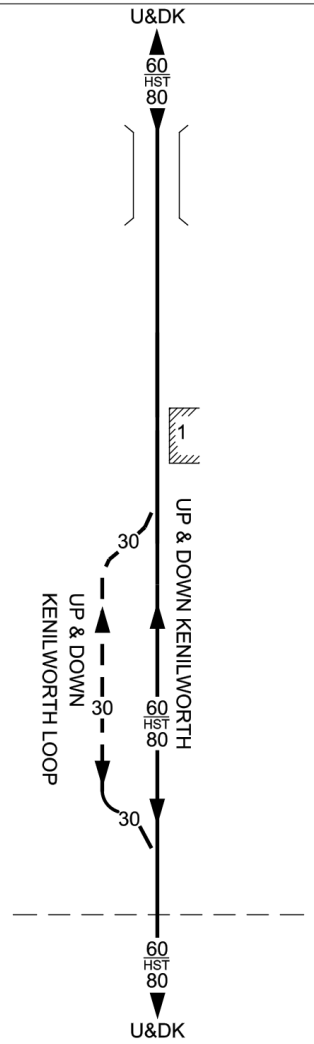
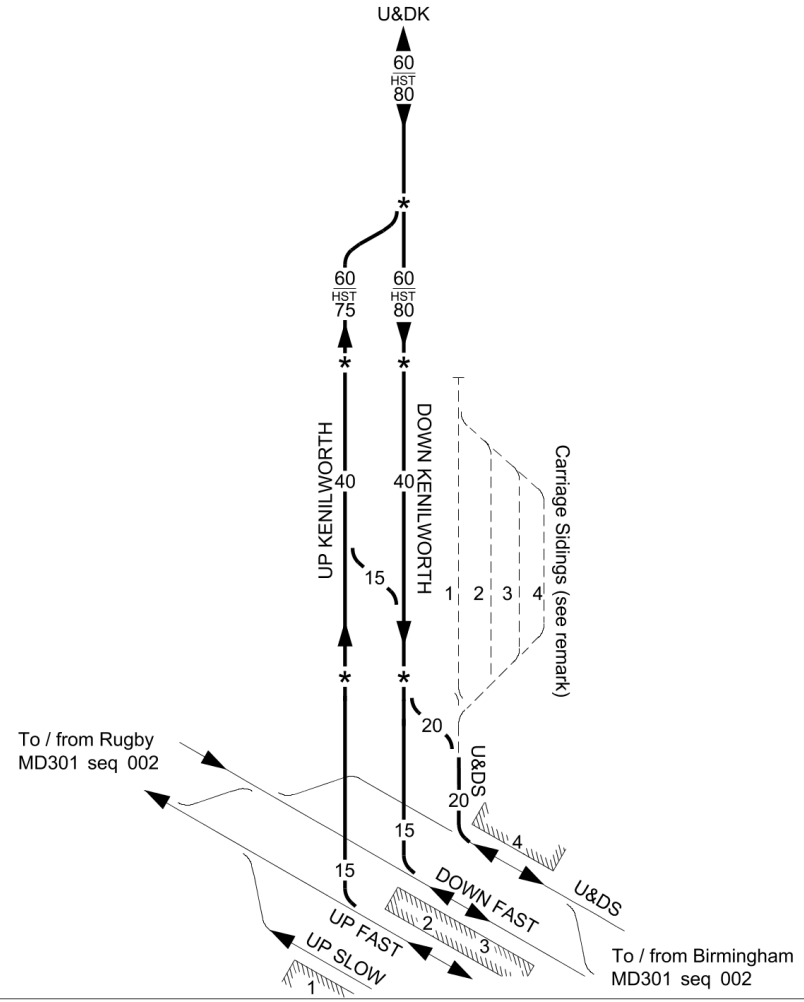
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	001	Leamington Spa Jn. to Coventry South Jn.	LSC1 LSC2	LNW South	28/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
LEAMINGTON SPA	106 07		GSM-R TCB West Midlands S.C. (LN) Cherwell Valley workstation
Leamington Spa North Jn	106 25		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 DD: Down Dorridge UD: Up Dorridge
	106 30 *		(1) 20mph max, all trains except passenger (loaded or empty), postal, newspaper and parcel trains composed entirely of bogie vehicles.
Foundry Wood Jn	106 39		
Milverton Viaduct 220 metres (241 yards)	106 44 to 106 55		
	106 56 *		
Change of mileage & ELR	107 06		
	0 00		
Milverton Jn	0 10		
(Speed change in Up direction only)	0 19 *		U&DK: Up & Down Kenilworth

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	002	Leamington Spa Jn. to Coventry South Jn.	LSC2	LNW South	26/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (LN) Cherwell Valley workstation
River Avon Viaduct 194 metres (212 yards)	1 13 to 1 22		
			West Midlands S.C. (LC) Coventry workstation Axle Counter area Down direction : from 2m 60ch Up direction : to 2m 60ch.
KENILWORTH	3 49		Platform lengths: Kenilworth Platform 1 - 100 metres (109 yards)
Kenilworth South Jn	3 75		Up & Down Kenilworth Loop: 800 metres (875 yards)
Kenilworth North Jn	4 47		
Millburn Grange LC (UWC)	5 25	T	

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 *		GSM-R TCB West Midlands S.C. (LC) Coventry Workstation U&DK - Up & Down Kenilworth Axle Counter area
Coventry Carriage Sidings (start mileage of buffer stop)	8 14 * 8 15		
Limit of electrification	8 20		AC: Rugby ECR
(Crossover)	8 23		Carriage Sidings 1 & 2 are partly electrified, and are out of use until further notice.
Coventry South Jn	8 34 * 8 45 (93 71)		U&DS: Up & Down Slow
COVENTRY	(93 79)		Mileages in brackets ( ) are MD301 (ELR: RBS1) mileages

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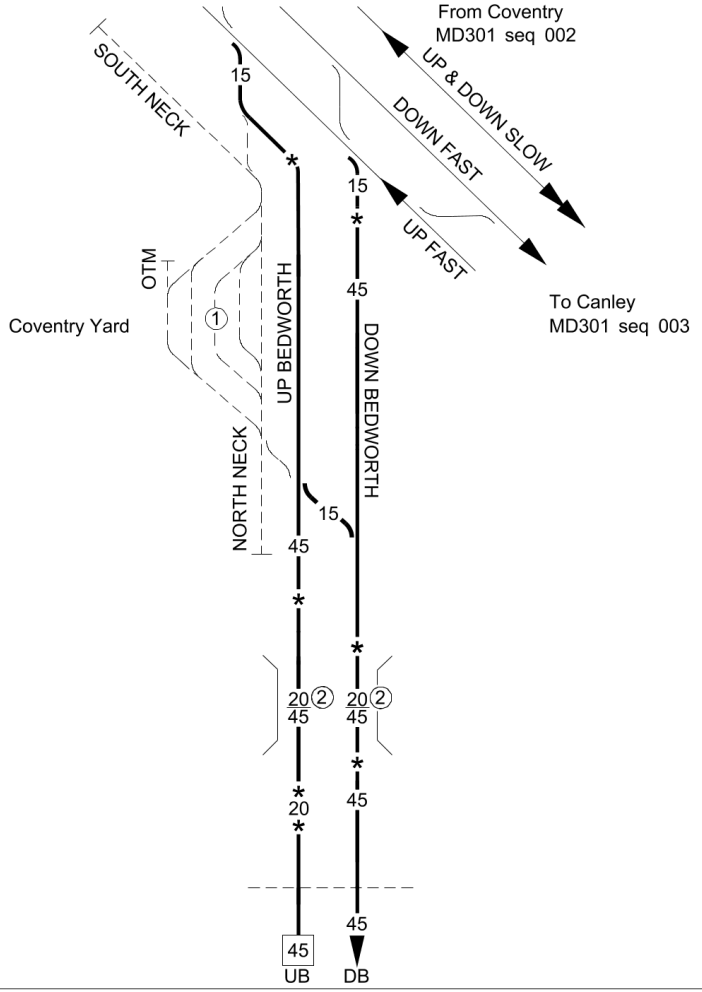
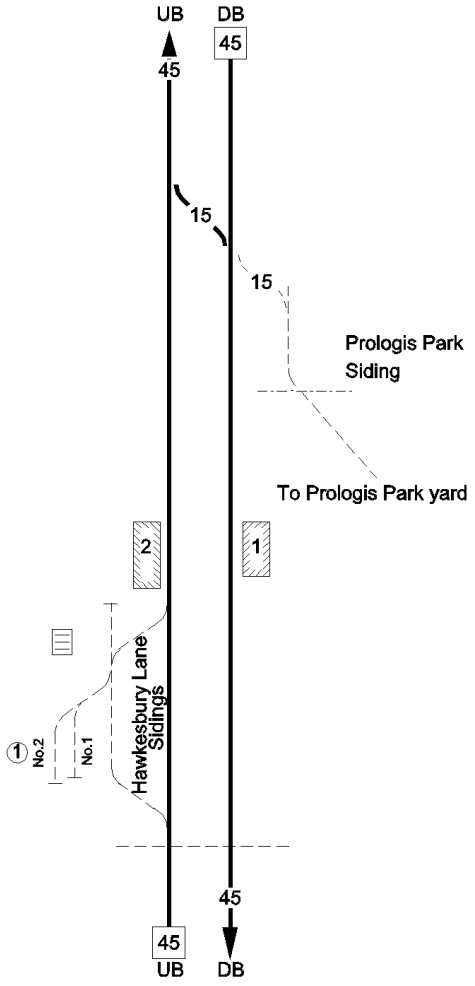
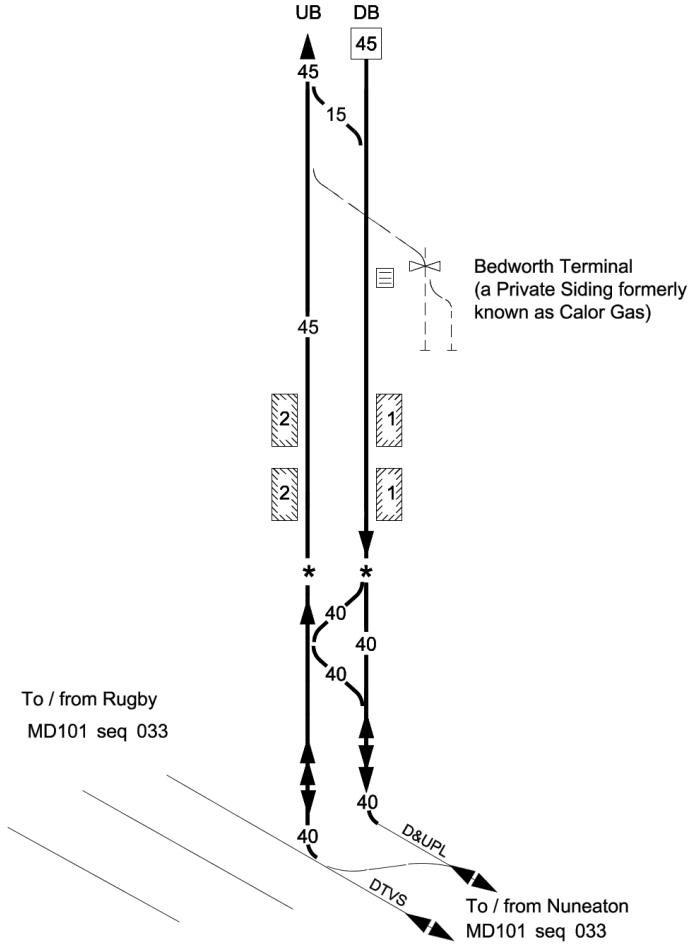
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	001	Coventry North Jn. to Nuneaton South Jn.	CNN	LNW South	26/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Connection to Up Fast)	-0 04		TCB West Midlands S.C. (CN) Coventry Workstation AC: Rugby ECR
Coventry North Jn	94 19		GSM-R (IVRS) area
Change of mileage	0 00		
	0 01 *		Axle Counter area
	0 04 *		
(Coventry Yard OTM Siding Buffer stop)	0 05		OTM: OTM Siding
Coventry Yard (Sidings 1 - 5 numbered from line nearest Up Bedworth)	0 20		① Siding 3 (Middle road) Out Of Use. The following lines are NOT electrified: Sidings 3, 4 and 5 OTM North Neck (partly electrified)
(Coventry Yard North Neck Buffer stop)	0 33		
	0 42 *		
Limit of electrification	0 45 *		
Spon End viaduct (330 metres / 360 yards)	0 47 to 0 63		② 20 mph (across Spon End viaduct) applicable to all trains except passenger (loaded / empty), postal, newspaper and parcels trains composed entirely of bogie vehicles.
	0 68 *		
	0 72 *		
	0 73 *		
Coundon Road LC (CCTV)	1 04		

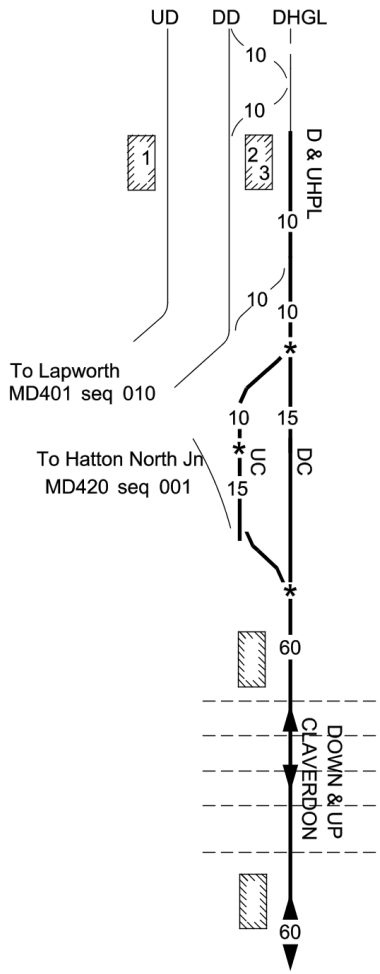
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	002	Coventry North Jn. to Nuneaton South Jn.	CNN	LNW South	05/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Three Spires Junction Prologis Park Siding	3 08 (0 00)		TCB West Midlands SC (CN) Coventry Workstation (to 3m 69ch) GSM-R (IVRS) area Axle Counter Area Mileages in brackets() are Prologis Park Siding mileage Only one train at a time is permitted on Prologis Park Siding (from 3m 69ch) Platform lengths: Coventry Arena Platform 1 = 78 metres Platform 2 = 149 metres TCB Rugby SCC (CN) Nuneaton Workstation ① No.2 Out of Use
Network Rail boundary	(0 58)		
COVENTRY ARENA	3 56		
Hawksbury Lane Sdgs GF	4 50		
Hawkesbury Lane LC (CCTV)	4 72		

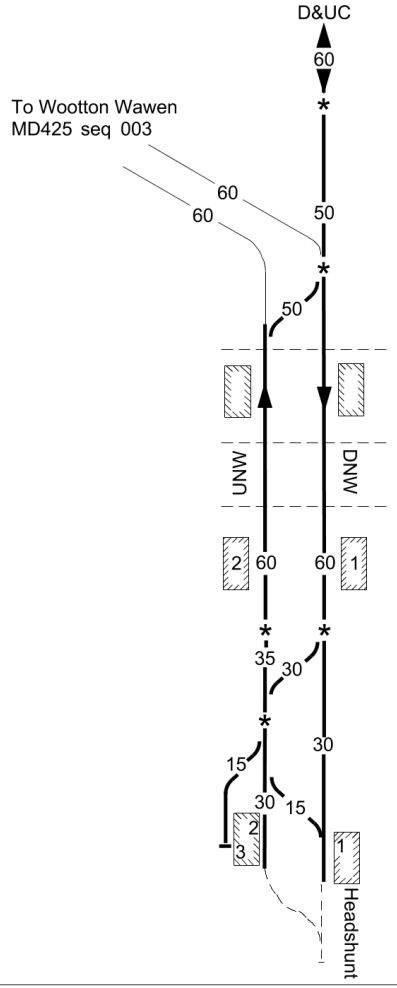
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	003	Coventry North Jn. to Nuneaton South Jn.	CNN	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(crossover)	4 88		TCB Rugby SCC (CN) Nuneaton Workstation GSM-R Axle Counter area
(UB Connection to Bedworth Terminal)	5 36		DB: Down Bedworth UB: Up Bedworth
(Gates to Bedworth Terminal)	5 41		
Calor Gas Sidings GF	5 42	T S	
(Buffer stops in Bedworth Terminal)	5 55		
BEDWORTH	6 29		Platform lengths: Bedworth Platform 1 = 76 metres Platform 2 = 77 metres
BERMUDA PARK	8 03		Platform lengths: Bermuda Park Platform 1 = 77 metres Platform 2 = 77 metres
	8 75 *		Traffic Lockout Devices (LOD(T)) provided to/from Nuneaton at 8m 66ch
Chilvers Coton Jn	9 00		
Limit of electrification	9 30		AC: Crewe ECR
Nuneaton South Jn	9 53		
	96 68		
Change of mileage			D&UPL: Down & Up Platform Line DTVS: Down Trent Valley Slow

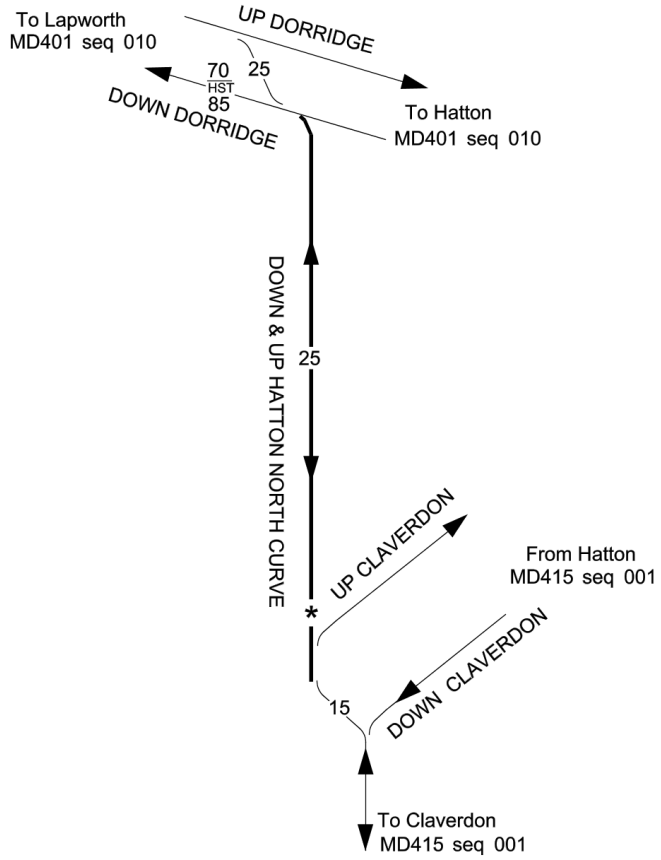
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD415	001	Hatton Station to Stratford-upon-Avon	HSA	LNW South	08/08/2016

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB West Midlands S.C. (HS) North Warwick workstation
HATTON	112	14			D & UHPL: Down & Up Hatton Platform Line UC: Up Claverdon DC: Down Claverdon
Hatton Station Jn	112	18			
Change of mileage	18	12			
	18	07	*		UD: Up Dorridge DD: Down Dorridge DHGL: Down Hatton Goods Loop
	18	02	*		Platform lengths: Hatton Platform 3 - 134 metres
Hatton West Jn	17	62	*		
CLAVERDON	16	38			Platform lengths: Claverdon - 138 metres
Burnham Bros LC (UWC)	16	20	T		
Park Farm No.1 LC (UWC)	16	00	T		
Park Farm No.2 LC (UWC)	15	48	T		
Songar Grange Farm LC (UWC)	14	38	T		
Edstone Hall No.1 LC (UWC)	14	06	T		Axle Counter area
BEARLEY	13	19			Platform lengths: Bearley - 61 metres

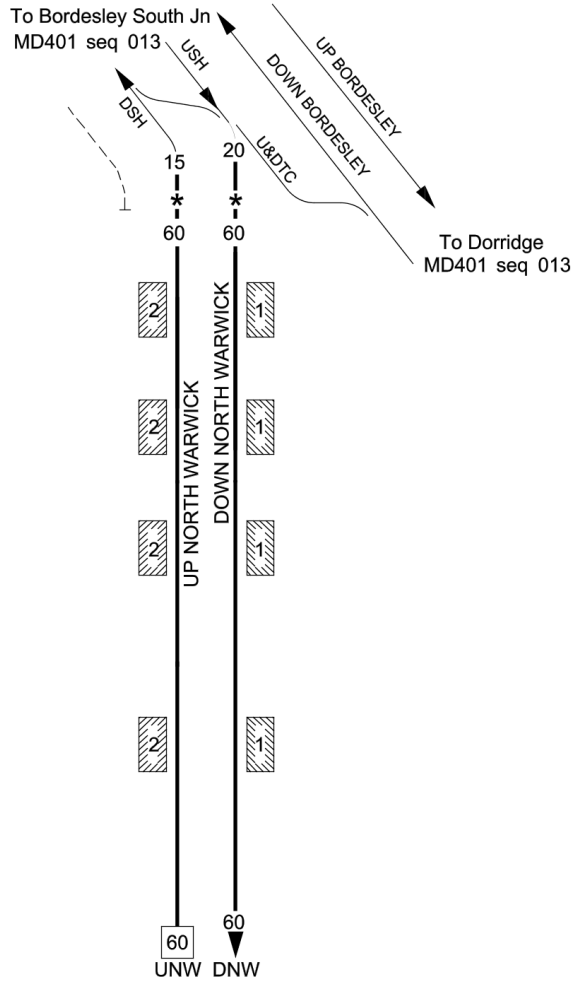
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD415	002	Hatton Station to Stratford-upon-Avon	HSA	LNW South	03/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	12 55 *		TCB West Midlands S.C. (HS) North Warwick workstation
			GSM-R
			D&UC: Down & Up Claverdon
			UNW: Up North Warwick DNW: Down North Warwick
Bearley Jn	17 71		
Change of mileage	12 48 *		Axle Counter area: Down direction to 9m 35ch Up direction from 9m 45ch
Yew Tree Farm LC (UWC)	12 23	T	
WILMCOTE	11 49		Platform lengths: Wilmcote Down - 123 metres Up - 123 metres
Burton Farm No.2 LC (UWC)	10 59	T	
Burton Farm No.1 LC (UWC)	10 20	T	
STRATFORD-UPON-AVON PARKWAY	9 78		Platform lengths: Stratford-Upon-Avon Parkway Down - 152 metres Up - 152 metres
	9 25 *		West Midlands S.C. (WM) North Warwick workstation
	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
	8 63		

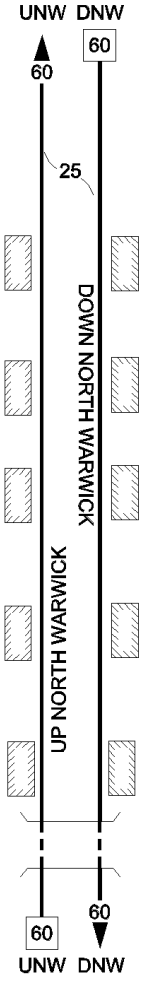
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD420	001	Hatton North Junction to Hatton West Junction	HHW	LNW South	08/08/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hatton North Jn.	112 57		GSM-R
Change of mileage	18 25		TCB West Midlands S.C. (HS) North Warwick workstation
			Axle Counter area
	17 69 *		
Hatton West Jn	17 62		

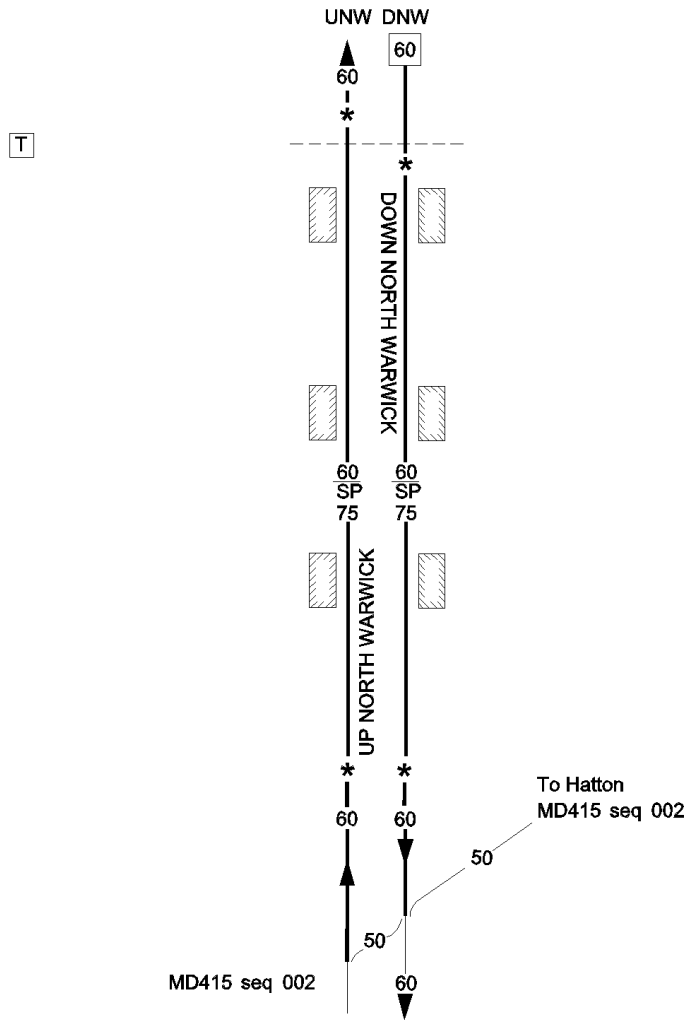
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	001	Tyseley South Junction to Bearley Junction	TSB	LNW South	08/08/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tyseley South Jn	125 73		GSM-R
Change of mileage	0 00		TCB West Midlands S.C. (TB) Snow Hill Workstation
	0 08 *		Axle Counter area
SPRING ROAD	0 56		USH: Up Snow Hill DSH: Down Snow Hill U&DTC: Up & Down Tyseley Chord
HALL GREEN	1 22		Platform lengths: Spring Road Down North Warwick -123 metres (135 yards) Up North Warwick -116 metres (127 yards)
YARDLEY WOOD	2 48		Platform lengths: Hall Green Down North Warwick -154 metres (168 yards) Up North Warwick -154 metres (168 yards)
SHIRLEY	3 66		Platform lengths: Yardley Wood Down North Warwick -143 metres (156 yards) Up North Warwick -143 metres (156 yards)
			West Midlands S.C. (TB) North Warwick workstation
			Platform lengths: Shirley Down Main - 153 metres (167 yards) Up Main - 153 metres (167 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	002	Tyseley South Junction to Bearley Junction	TSB	LNW South	05/03/2016

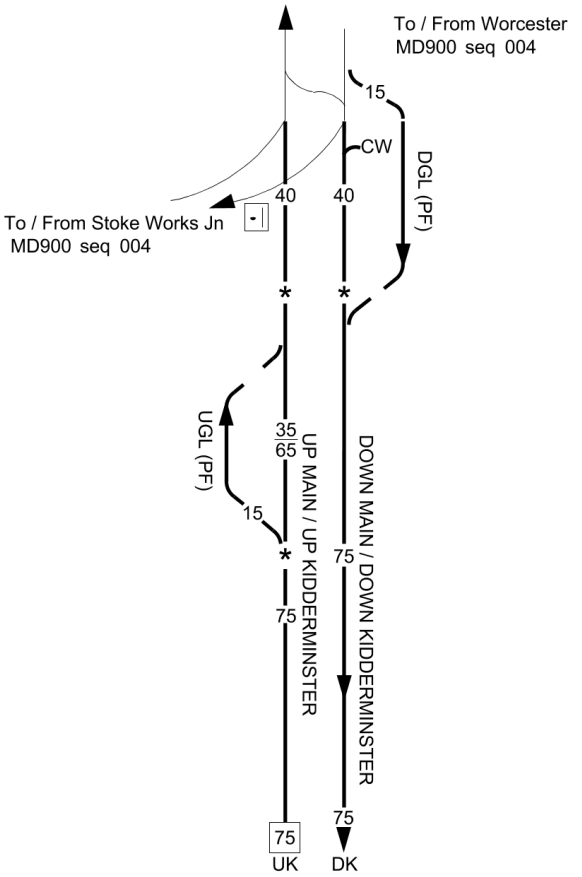
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB West Midlands S.C. (TB) North Warwick workstation GSM-R Axle Counter area
WHITLOCKS END	4 60		Platform lengths: Whitlocks End Down: 158 metres Up: 149 metres
WYTHALL	5 59		Platform lengths: Wythall Down: 121 metres Up: 119 metres
EARLSWOOD	6 65		Platform lengths: Earlswood Down: 115 metres Up: 115 metres
THE LAKES	7 50		Platform lengths: The Lakes Down: 40 metres Up: 40 metres
WOOD END	8 56		Platform lengths: Wood End Down: 122 metres Up: 94 metres
Wood End Tunnel (158 metres/173 yards)	8 62 to 8 70		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	003	Tyseley South Junction to Bearley Junction	TSB	LNW South	05/03/2016

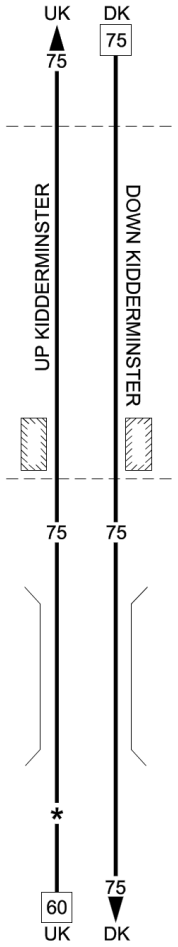
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (TB) North Warwick workstation
	8 77 *		
Beaumont Hill LC (UWC)	9 11	T	
	9 14 *		Axle Counter area
DANZEY	10 43		Platform lengths: Danzey Down Main-154 metres Up Main-153 metres
HENLEY-IN-ARDEN	13 41		Platform lengths: Henley-In-Arden Down Main-153 metres Up Main-153 metres
WOOTTON WAWEN	15 22		Platform lengths: Wootton Wawen Down Main-122 metres Up Main-122 metres
	17 00 *		
Bearley Jn	17 71		
Change of mileage	12 48		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD430	001	Droitwich Spa to Stourbridge North Junction	OWW	LNW South	27/03/2021

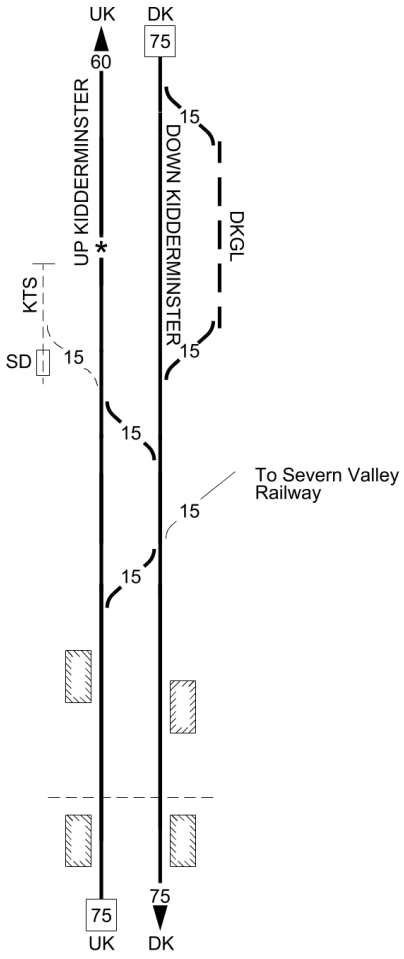
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Droitwich Spa SB (DS) RA8
Droitwich Spa Jn	126 21 126 24		CW Down Main
Droitwich Spa (DS) SB	126 26		DGL - 282m, 924ft
	126 30 *		
Droitwich Spa Up Goods Loop			UGL - 436m, 1428ft
	127 59 *		
NRN Channel Change (and line name change to UK and DK)	127 70		TCB West Midlands SC (DR) Stourbridge workstation from aprox. 127m 72ch.



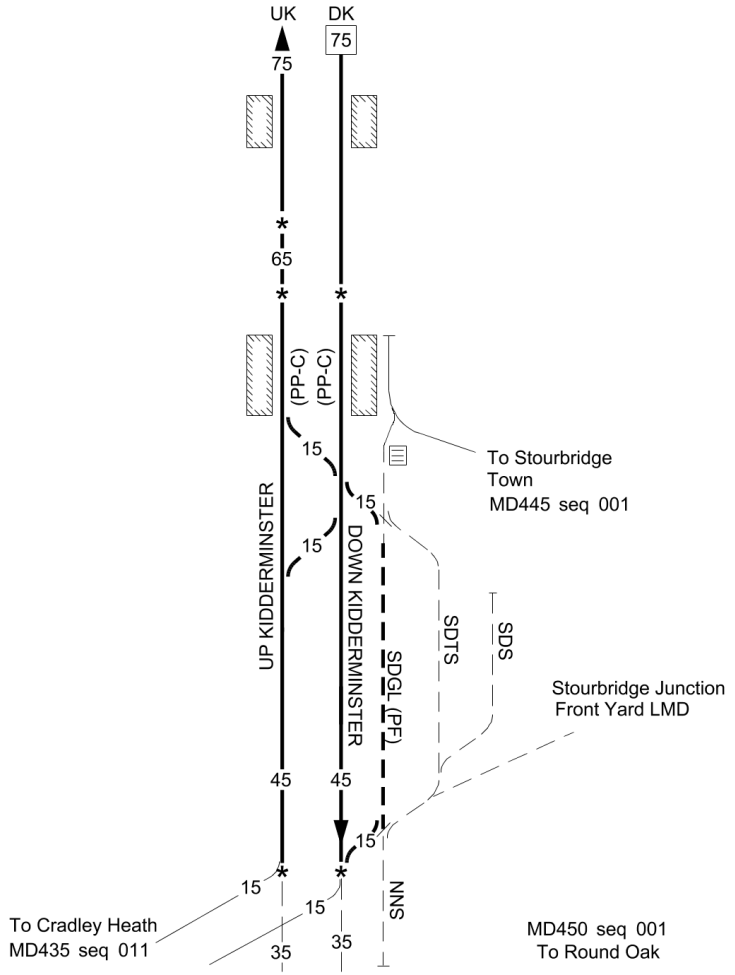
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD430	002	Droitwich Spa to Stourbridge North Junction	OWW	Central	14/01/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB West Midlands SC (DR) Stourbridge Workstation GSM-R
Sewage Farm LC (FP)	129	12		
Cutnall Green (former route boundary)	130	40		
HARTLEBURY	131	68		Platform Lengths: Hartlebury Down Kidderminster: 101 metres (110 yards) Up Kidderminster: 101 metres (110 yards).
Hartlebury LC (CCTV)	131	72		
Hoobrook Viaduct (338 metres / 370 yards) from	134	36		
to	134	52		
	134	55 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD430	003	Droitwich Spa to Stourbridge North Junction	OWW	LNW South	27/03/2021

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB West Midlands SC (DR) Stourbridge Workstation
Down Kidderminster Goods Loop	134	59		
				DKGL: Down Kidderminster Goods Loop. DKGL: 69 SLU / 447 metres / 489 yards.
	135	00 *		
				KTS: Kidderminster Turnback Siding. KTS: 27 SLU / 175 metres / 191 yards.
	135	15		
Kidderminster Junction	135	30		
KIDDERMINSTER	135	46		Platform Lengths: Kidderminster Down Kidderminster: 144 metres Up Kidderminster: 143 metres
Blakedown LC (CCTV)	138	51		
BLAKEDOWN	138	54		Platform Lengths: Blakedown Down Kidderminster: 120 metres Up Kidderminster: 119 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD430	004	Droitwich Spa to Stourbridge North Junction	OWW	LNW South	27/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands SC (SJ) Stourbridge Workstation
HAGLEY	140 29		Platform Lengths: Hagley Down Kidderminster: 125 metres. Up Kidderminster: 122 metres.
	141 54 *		
	142 00 *		
STOURBRIDGE JN	142 16		Platform Lengths: Stourbridge Junction Down Kidderminster: 155 metres. Up Kidderminster: 154 metres.
Stourbridge Jn GF	142 24		
Stourbridge Middle Jn	142 25		SDGL: Stourbridge Down Goods Loop. SDGL: 39 SLU / 250 metres / 273 yards. SDTS: Stourbridge Down Through Siding. SDS: Stourbridge Down Siding.
Stourbridge North Jn	142 51 *		SNN: Stourbridge North Neck.

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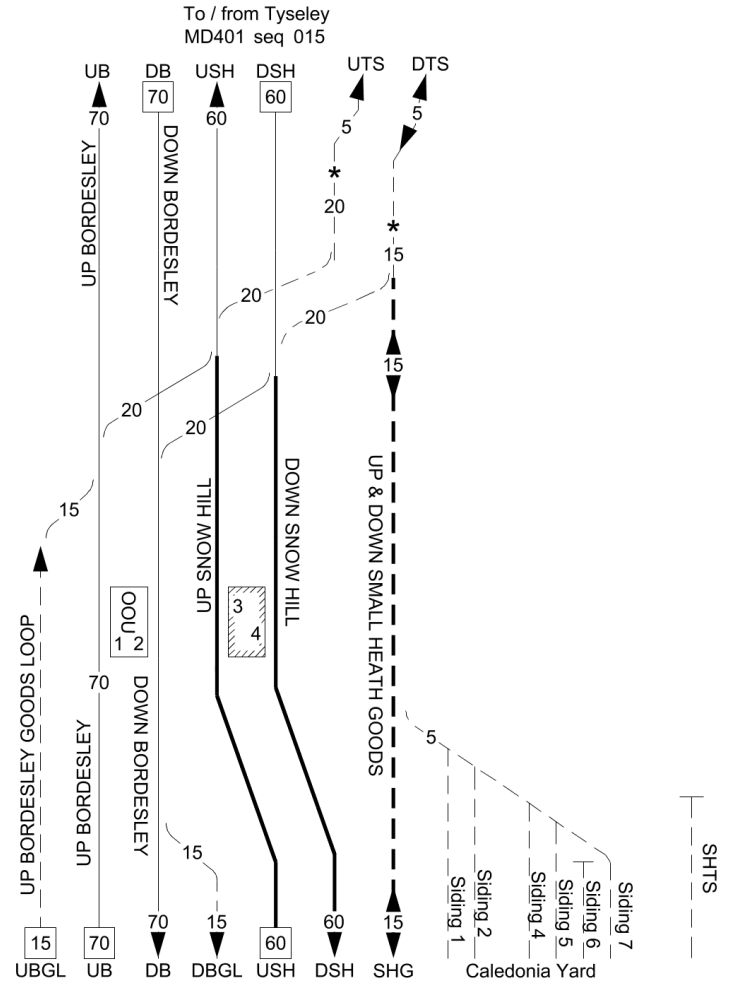
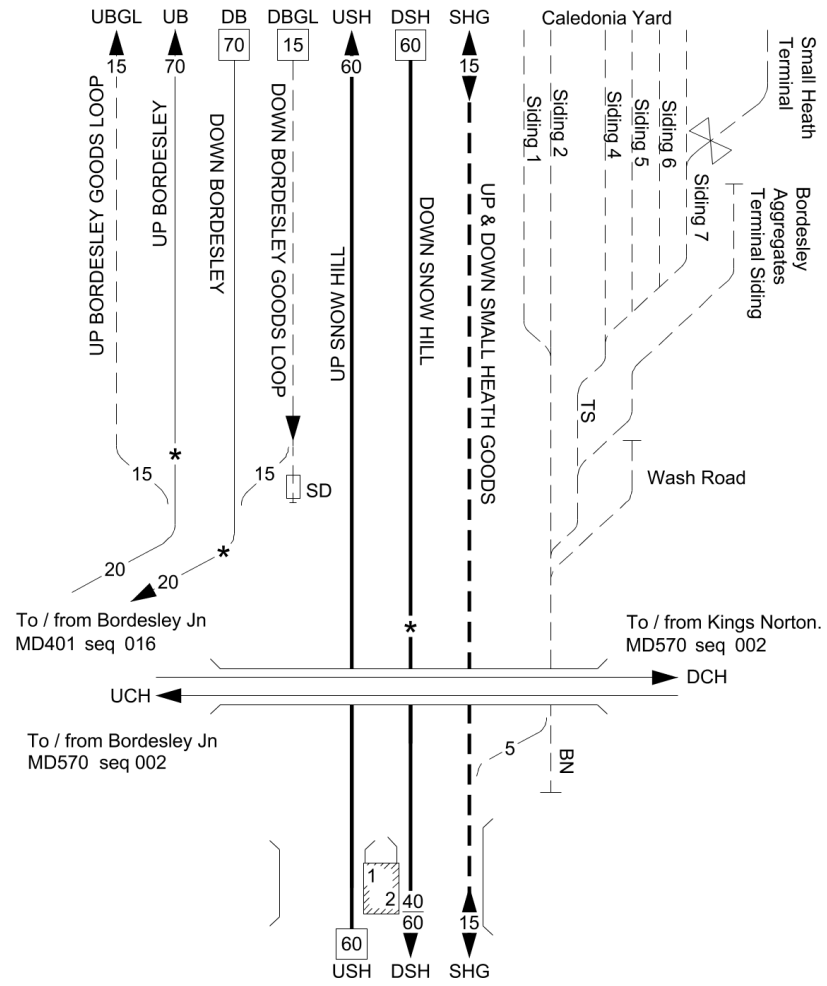
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	001	Small Heath South Jn to Stourbridge North Jn	DCL	LNW South	25/06/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (LJ) Snow Hill workstation Axle counter area. UTS: Tyseley Up Through Siding. DTS: Tyseley Down Through Siding. DBGL: Down Bordesley Goods Loop. **For details of the Bordesley lines and Up and Down Bordesley Goods Loops, see:** MD401 seq 015 Platform lengths: Small Heath. Platform 3: 159 metres (174 yards). Platform 4: 144 metres (157 yards). SHTS: Small Heath Terminal Siding
	126 47 *		
	126 52 *		
Small Heath South Jn	126 59		
SMALL HEATH	127 04		
Small Heath North Jn	127 14		
Connection to Down Bordesley Goods Loop	127 21		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	002	Small Heath South Jn to Stourbridge North Jn	DCL	LNW South	25/06/2022

Location	Mileage M	Mileage Ch	
(Buffer stop on Bordesley Aggregates Terminal Siding)	127	35	
Bordesley Aggregates Terminal	127	46	
	127	54	*
Bordesley South Jn	127	57	
	127	60	*
	127	66	*
(Camp Hill lines)	127	71	
(Connection to Bordesley Down Yard)	127	75	
(Buffer stop on Bordesley Neck)	127	76	
(Start / end of Down side viaduct)	127	78	
BORDESLEY	128	03	
Corporation Yard Viaducts			
(Start / end of viaducts)	128	11	



TCB West Midlands S.C. (LJ)
Snow Hill workstation

GSM-R

Axle counter area.

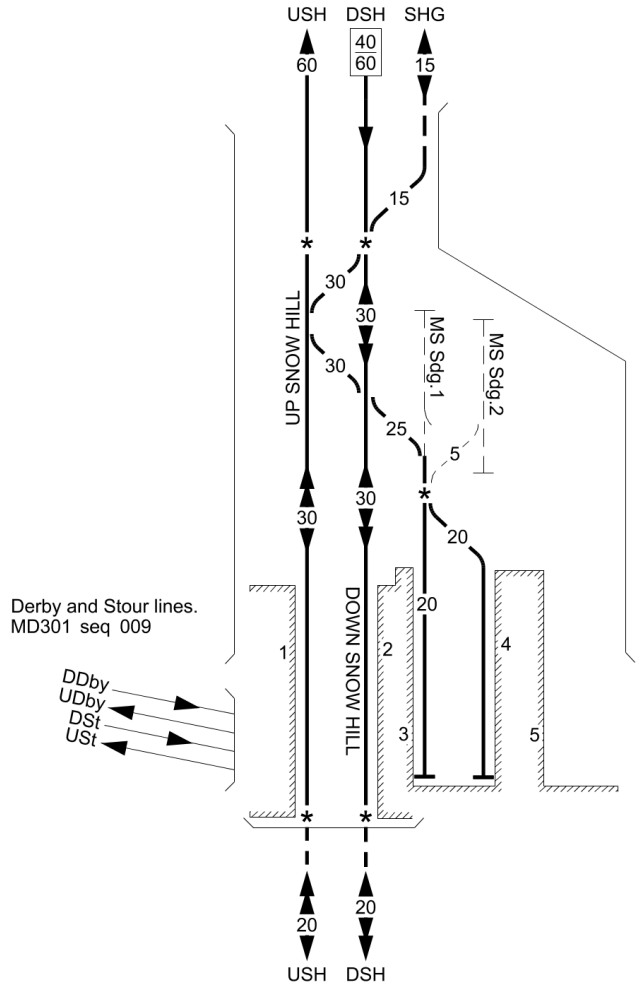
For details of the Bordesley lines and Up and Down Bordesley Goods Loops, see: MD401 seq 015

TS: Through Siding

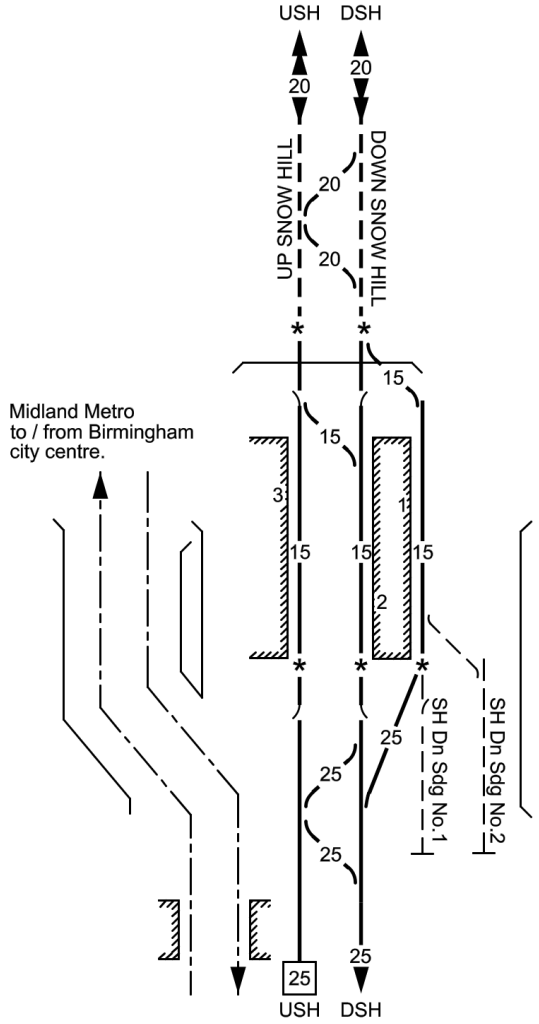
DCH: Down Camp Hill.
UCH: Up Camp Hill.
BN: Bordesley Neck.

Platform lengths: Bordesley.
Platform 1: 148 metres (162 yards).
Platform 2: 148 metres (162 yards).

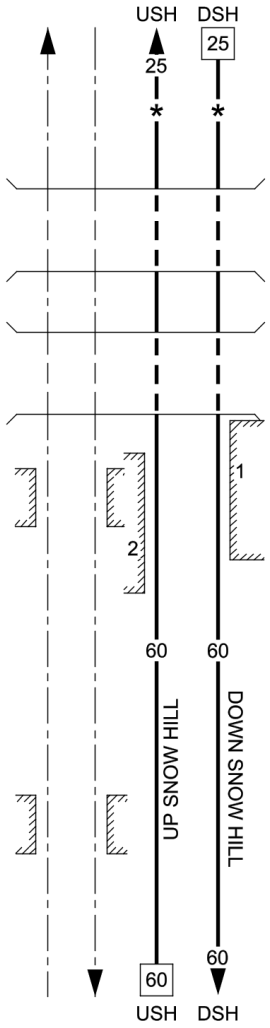
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	003	Small Heath South Jn to Stourbridge North Jn	DCL	LNW South	31/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of viaduct)	128 23		GSM-R TCB West Midlands S.C. (WM) Snow Hill Workstation Axle counter area: Up Snow Hill: from 128m 13ch. Down Snow Hill: to 128m 24ch. Up & Down SHG (Down): to 128m 24ch. Up & Down SHG (Up): from 128m 24ch.
	128 35 *		
(Buffer stop on Moor Street Siding 1)	128 39		SHG: Up & Down Small Heath Goods. MS Sdg: Moor Street Siding.
Bordesley Viaduct			
	128 56 *		
(Start / end of viaduct)	128 66	Derby and Stour lines. MD301 seq 009	Platform lengths: Birmingham Moor Street. Platform 1: 212 metres (232 yards). Platform 2: 212 metres (232 yards). Platform 3: 202 metres (221 yards). Platform 4: 202 metres (221 yards). Platform 5: Not in use. PP authorised in Platforms 3 and 4.
BIRMINGHAM MOOR STREET	128 66		
(Derby and Stour lines)	128 69		Derby and Stour lines provided with 25kV overhead electrification, controlled from Rugby ECR.
(Start / end of tunnel)	128 72 *		DDby: Down Derby. DSt: Down Stour. UDby: Up Derby. USt: Up Stour.
Snow Hill Tunnel (588 metres / 643 yards)			

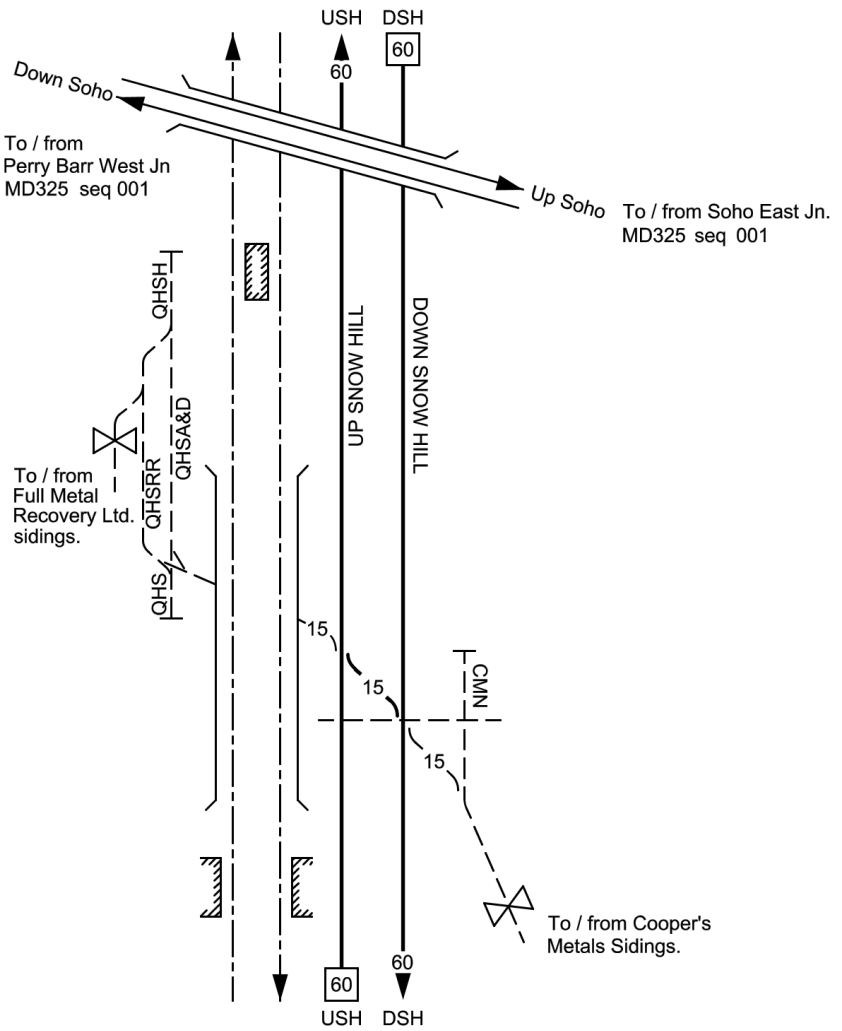
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	004	Small Heath South Jn to Stourbridge North Jn	DCL	LNW South	05/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Snow Hill Tunnel (588 metres / 643 yards)			GSM-R TCB West Midlands S.C. (WM) Snow Hill Workstation
(Crossover)	129 11		
(Crossover)	129 14		
	129 18 *		
(Start / end of tunnel)	129 21		
(Start / end of viaduct)	129 33		Platform lengths: Birmingham Snow Hill. Platform 1: 194 metres (212 yards). Platform 2: 233 metres (255 yards). Platform 3: 233 metres (255 yards). (NB: Lengths quoted are platform starter signal to platform starter signal, for each platform).
BIRMINGHAM SNOW HILL	129 36		PP authorised in all platforms in both directions.
Snow Hill Viaduct	129 38 *		
(Start / end of viaduct)	129 45		SH Dn Sdg No.1: Snow Hill Down Siding No.1. SH Dn Sdg No.2: Snow Hill Down Siding No.2.
St Pauls (Midland Metro stop)	129 52		Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.

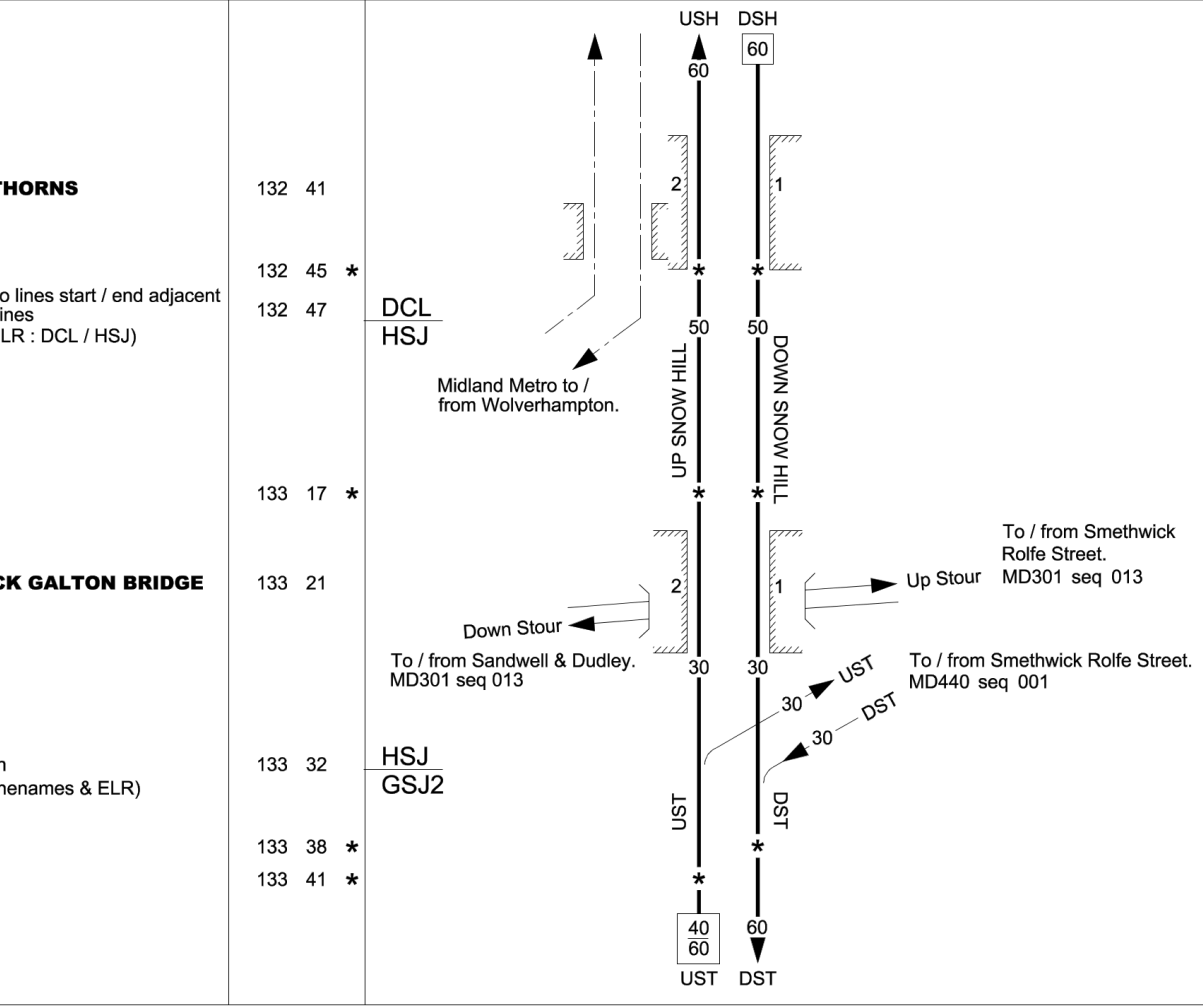
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	005	Small Heath South Jn to Stourbridge North Jn	DCL	LNW South	05/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	129 58 *		GSM-R TCB West Midlands S.C. (WM) Snow Hill Workstation
Hockley No.1 Tunnel (124 metres / 136 yards)	129 66 to 129 72		Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.
Hockley No.2 Tunnel (146 metres / 160 yards)	129 75 to 130 02		
JEWELLERY QUARTER	130 04		Platform lengths: Jewellery Quarter. Platform 1: 151 metres (165 yards). Platform 2: 151 metres (165 yards).
			West Midlands SC (SJ) Stourbridge Workstation
Soho Benson Road (MIdland Metro stop)	130 78		

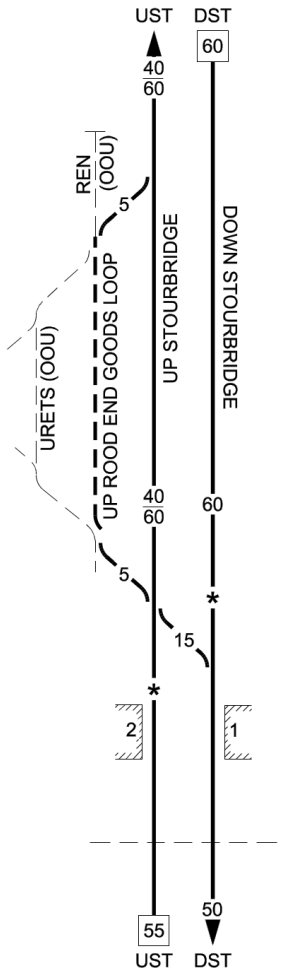
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	006	Small Heath South Jn to Stourbridge North Jn	DCL	LNW South	05/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands SC (SJ) Stourbridge Workstation
(Soho lines)	131 18		Soho lines are provided with 25kV overhead electrification, controlled from Rugby ECR.
Winson Green / Outer Circle (Midland Metro stop)	131 27		Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.
			QHS: Queens Head Siding. QHSA&D: Queens Head Siding Arrival & Departure. QHSH: Queens Head Siding Headshunt. QHSRR: Queens Head Siding Run Round.
Handsworth Jn	131 65		CMN: Cooper's Metals Neck.
Queens Head Staff Crossing	131 66		
Handsworth Booth Street (Midland Metro stop)	131 75		

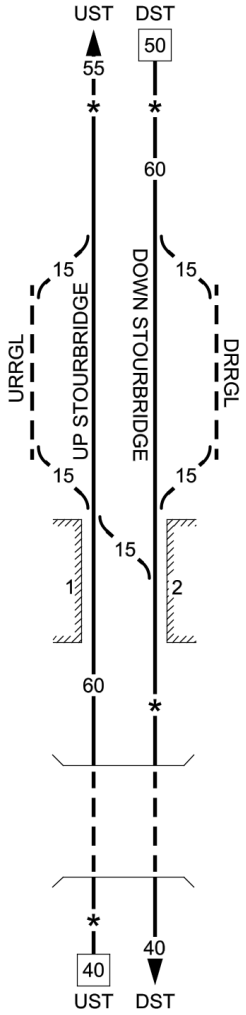
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	007	Small Heath South Jn to Stourbridge North Jn	DCL HSJ GSJ2	Central	06/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands SC (SJ) Stourbridge Workstation
THE HAWTHORNS	132 41		Platform lengths: The Hawthorns. Platform 1: 150 metres (164 yards). Platform 2: 150 metres (164 yards).
	132 45 *		
Midland Metro lines start / end adjacent to Snow Hill lines (Change of ELR : DCL / HSJ)	132 47	DCL / HSJ	Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.
	133 17 *		Stour lines are provided with 25kV overhead electrification, controlled from Rugby ECR.
SMETHWICK GALTON BRIDGE	133 21		Platform lengths: Smethwick Galton Bridge. Platform 1: 150 metres (164 yards). Platform 2: 152 metres (166 yards).
Smethwick Jn (Change of linenames & ELR)	133 32	HSJ / GSJ2	Fixed Warning System (TOWS) provided at Smethwick Galton Bridge: • Down Snow Hill: from The Hawthorns station (exclusive) through to Smethwick Jn (exclusive). • Up Snow Hill: from 134m 05ch (Rood End Yard) to 133m 00ch.
	133 38 *		UST: Up Stourbridge. DST: Down Stourbridge.
	133 41 *		

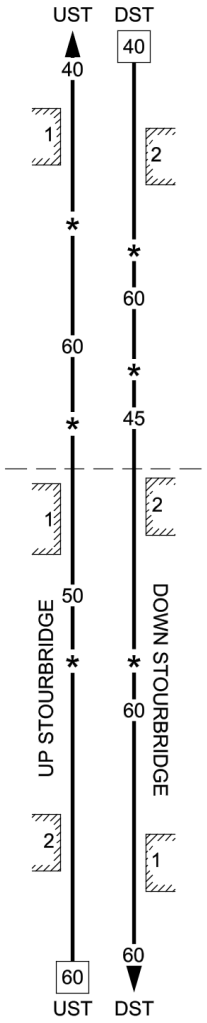
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	008	Small Heath South Jn to Stourbridge North Jn	GSJ2	Central	26/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (SJ) Stourbridge Workstation
(Buffer stop on Rood End Neck)	133 79		
(Goods Loop connection)	134 05		REN: Rood End Neck (Out of Use). URETS: Up Rood End Through Siding (Out of Use).
			Up Rood End Goods Loop: 456 metres (499 yards). PF authorised on Up Rood End Goods Loop.
Rood End Yard	134 21		
(Goods Loop connection)	134 38		
	134 40 *		
	134 45 *		
LANGLEY GREEN	134 47		Platform lengths: Langley Green. Platform 1: 144 metres (157 yards). Platform 2: 144 metres (157 yards).
Langley Green LC (CCTV)	134 60	T	

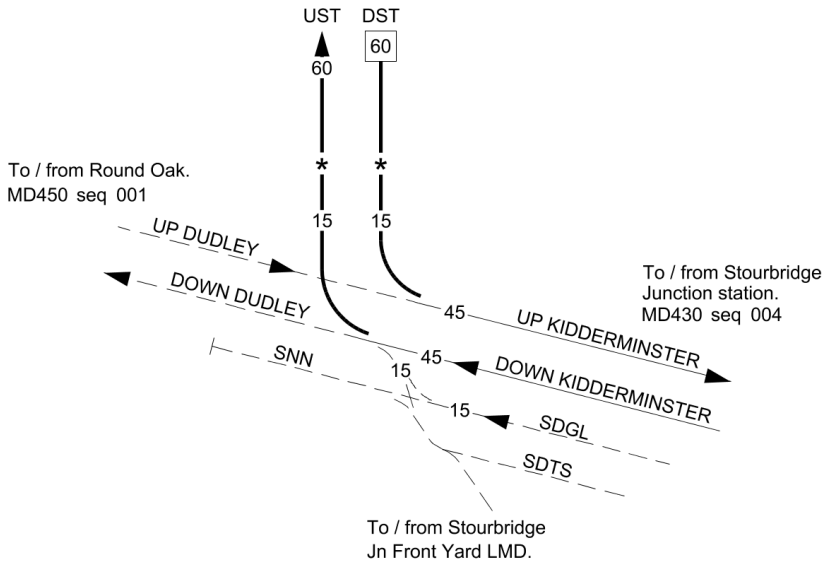
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	009	Small Heath South Jn to Stourbridge North Jn	GSJ2	LNW South	05/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	135 00 *		GSM-R TCB West Midlands SC (SJ) Stourbridge Workstation
(Goods Loops connections)	135 62		DRRGL: Down Rowley Regis Goods Loop. URRGL: Up Rowley Regis Goods Loop. DRRGL: 392 metres (429 yards). URRGL: 422 metres (462 yards).
(Goods Loops connections)	136 07		PF authorised on both DRRGL and URRGL.
ROWLEY REGIS	136 14		Platform lengths: Rowley Regis. Platform 1: 184 metres (201 yards). Platform 2: 184 metres (201 yards).
	136 31 *		
(Start / end of tunnel)	136 40		
Old Hill Tunnel (819 metres / 896 yards)			
(Start / end of tunnel)	137 01		
	137 10 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	010	Small Heath South Jn to Stourbridge North Jn	GSJ2	LNW South	05/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands SC (SJ) Stourbridge Workstation
OLD HILL	137 30		Platform lengths: Old Hill. Platform 1: 106 metres (116 yards). Platform 2: 125 metres (137 yards).
	137 43 *		
	137 46 *		
	138 32 *		
	138 60 *		
Cradley Heath LC (CCTV)	138 65	T	
CRADLEY HEATH	138 70		Platform lengths: Cradley Heath. Platform 1: 165 metres (180 yards). Platform 2: 143 metres (156 yards).
	139 20 *		
LYE	140 14		Platform lengths: Lye. Platform 1: 119 metres (130 yards). Platform 2: 120 metres (131 yards).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	011	Small Heath South Jn to Stourbridge North Jn	GSJ2	LNW South	27/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stourbridge North Jn	141 00 * 141 07 (142 50)		GSM-R TCB West Midlands SC (SJ) Stourbridge Workstation UST: Up Stourbridge. DST: Down Stourbridge. Mileage in ( ) brackets has ELR: OWW. SNN: Stourbridge North Neck. SDGL: Stourbridge Down Goods Loop. SDTS: Stourbridge Down Through Siding.

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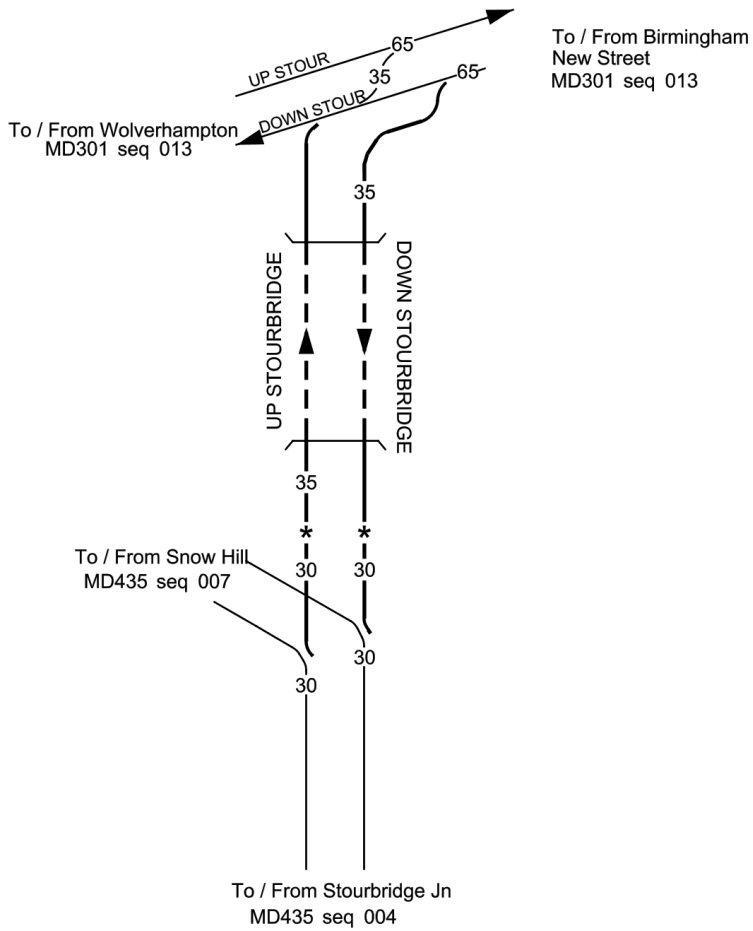
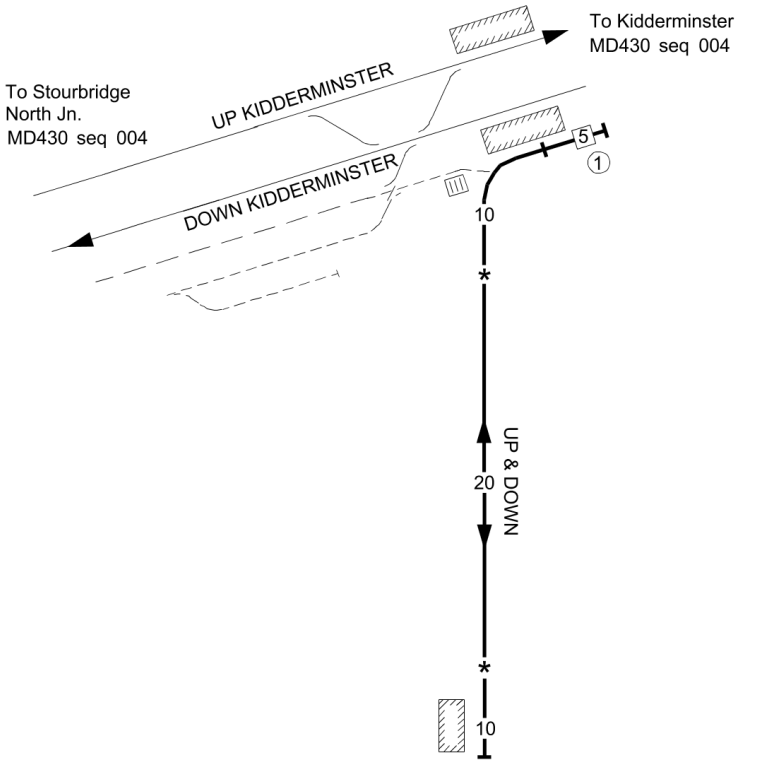
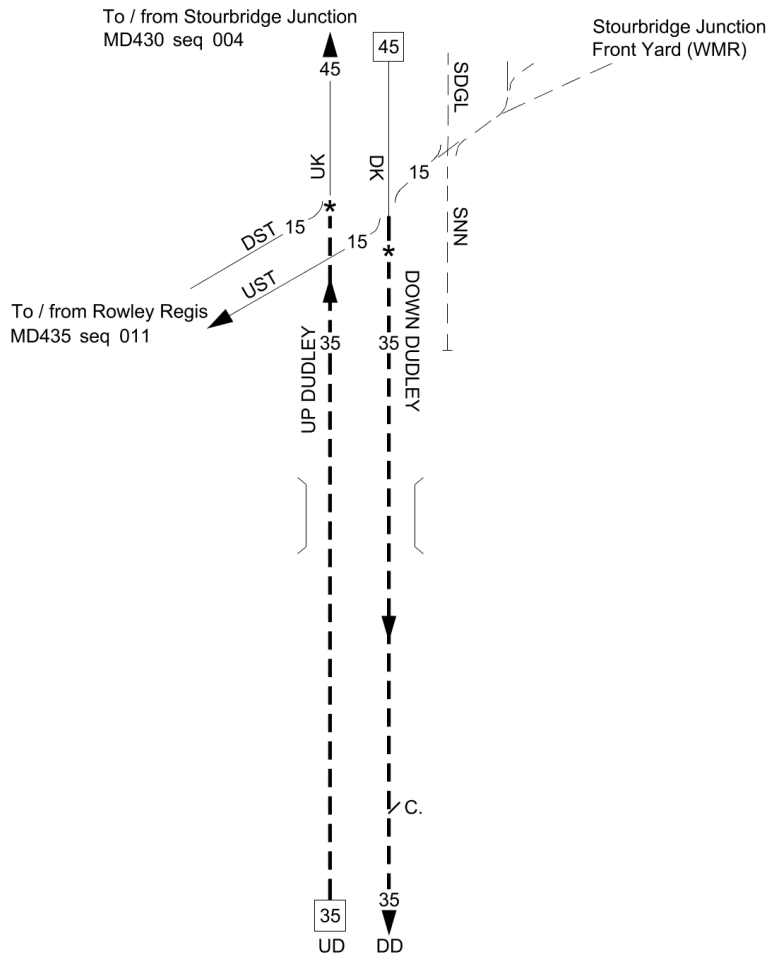
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD440	001	Galton Junction to Smethwick Junction	GSJ1	LNW South	03/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Galton Junction	3 64		GSM-R TCB West Midlands S.C. (GS) Stour Valley Workstation NOTE: The Up Stour and Down Stour lines are provided with AC overhead electrification, controlled from Rugby ECR. Axle Counter area: Down direction: to 4m 05ch Up direction: from 3m 71ch West Midlands SC (SJ) Stourbridge Workstation
Galton Tunnel (150 metres / 164 yards)	3 71 to		
	3 78		
	4 05 *		
Smethwick Jn	4 08		
Change of mileage	133 32		

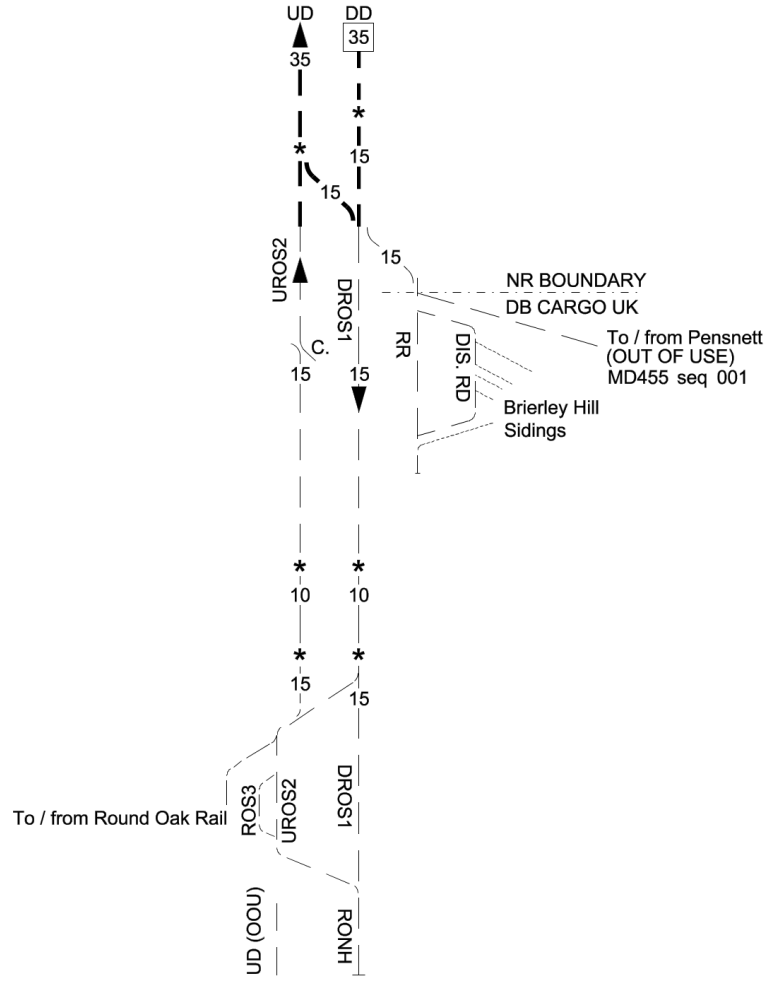
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD445	001	Stourbridge Junction to Stourbridge Town	SJS	LNW South	27/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OTS West Midlands SC (SJ) Stourbridge Workstation
STOURBRIDGE JN	142 16		Platform Length: Stourbridge Junction Bay Platform: 89 metres.
	142 24 *		① PMOL (Pre Metro Operations Limited) lease area Depot, located between the buffer stop and a derailer. Movements within this area subject to a maximum speed of 5mph. See Local Instructions.
	142 65 *		
STOURBRIDGE TOWN	142 78		Platform Length: Stourbridge Town 27 metres.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD450	001	Stourbridge North Junction to Round Oak	OWW	LNW South	27/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stourbridge North Jn	142 51 *		GSM-R
	142 52 *		TCB West Midlands S.C. (SJ) Stourbridge Workstation
(Buffer Stop on SNN)	142 60		SDGL - Stourbridge Down Goods Loop DK - Down Kidderminster. UK - Up Kidderminster. SNN - Stourbridge North Neck. DST - Down Stourbridge. UST - Up Stourbridge.
Stourbridge Viaduct 173 metres (189 yards)	142 68 to 142 77		
Catch Points (Down Dudley)	143 53		West Midlands S.C. (DR) Stourbridge Workstation (From 143m 40ch)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD450	002	Stourbridge North Junction to Round Oak	OWW	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (DR) Stourbridge Workstation UD - Up Dudley DD - Down Dudley
	144 25 *		
	144 27 *		
Kingswinford Jn	144 31		DROS1: Down Round Oak Siding 1. UROS2: Up Round Oak Siding 2.
Network Rail Boundary (Brierley Hilll Sidings only)	144 36		
Catch Points (Up Round Oak Siding 2)	144 41		DIS. RD - Discharge Road RR - Run Round
(Buffer Stop on Run Round)	144 68		
	145 37 *		
	145 40 *		
(Crossover)	145 42		
Round Oak Sidings			DROS1: Down Round Oak Siding 1. UROS2: Up Round Oak Siding 2. ROS3: Round Oak Siding 3. RONH: Round Oak North Headshunt.
End of Line (Stop Block on RONH)	146 16		

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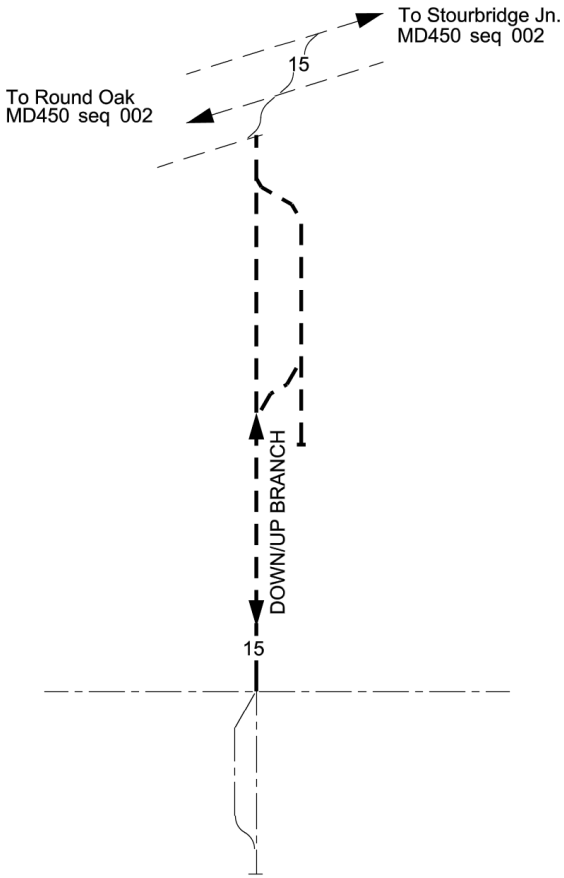
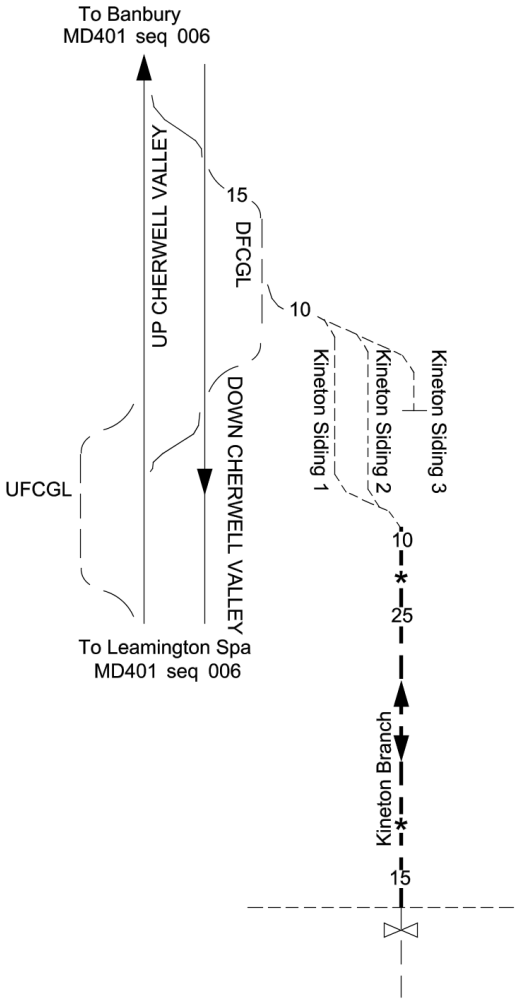
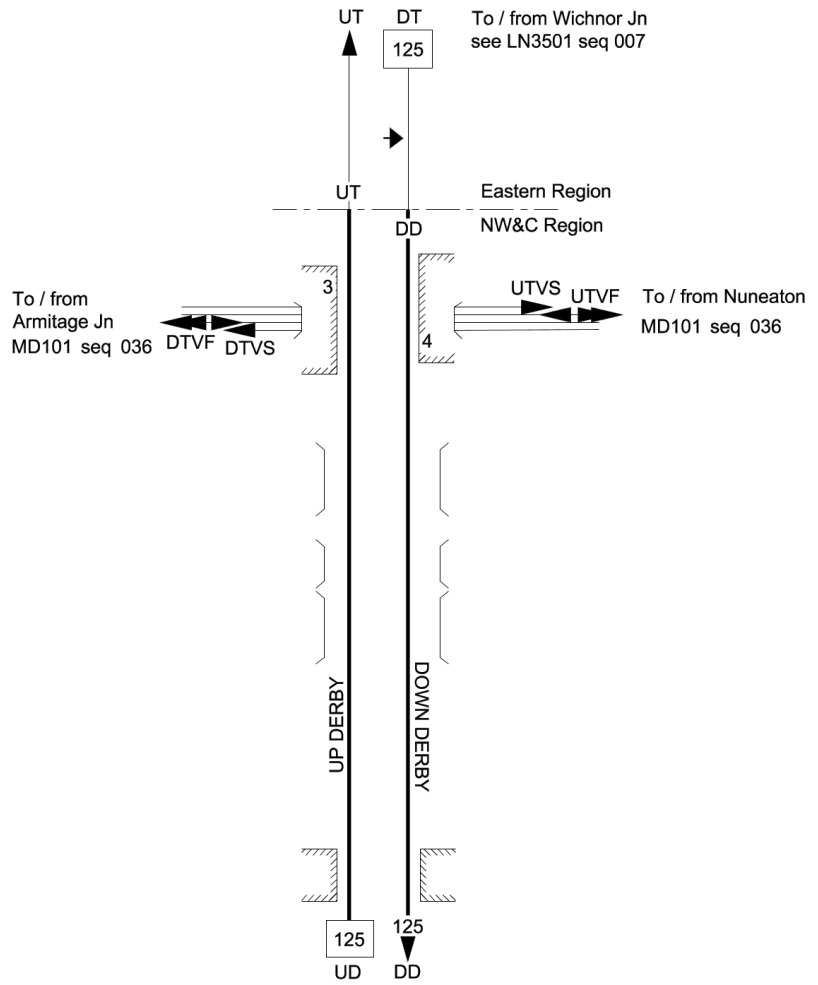
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD455	001	Kingswinford Junction South to Pensnett	KWD	LNW South	17/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kingswinford Junction	144 31		OTS West Midlands SC (DR) Stourbridge Workstation OUT OF USE AWS and TPWS not provided.
Network Rail Boundary	145 60		
Pensnett	145 73		
End of line	146 30		

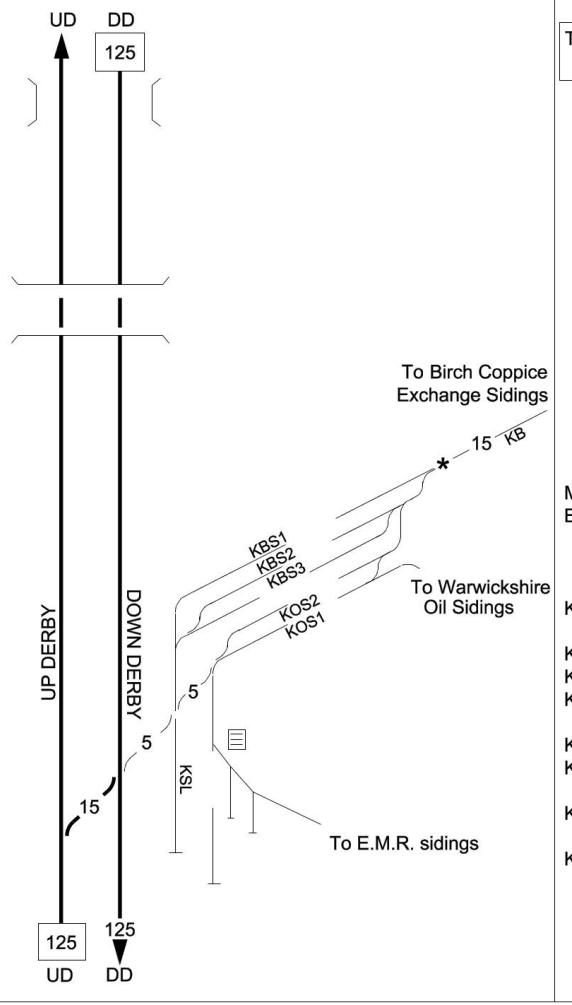
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD460	001	Fenny Compton to Burton Dassett	DCL SJT1	LNW South	08/08/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Fenny Compton South Jn	94 20		GSM-R Siding West Midlands S.C. (OL) Cherwell Valley workstation TPWS not provided.
Kineton Jn	94 60		DFCGL : Down Fenny Compton Goods Loop UFCGL : Up Fenny Compton Goods Loop
Change of mileage / ELR	95 00		
Kineton MOD Branch	22 60		
	23 03 *		OT(S) Line controlled by train staff located at Fenny Compton sidings
	25 00 *		GSM-R
(Network Rail Boundary)	25 55		Down: End of GSM-R area at 25m 55ch Up: Start of GSM-R area at 25m 55ch
Burton Dassett Kineton MOD boundary gate	25 60		

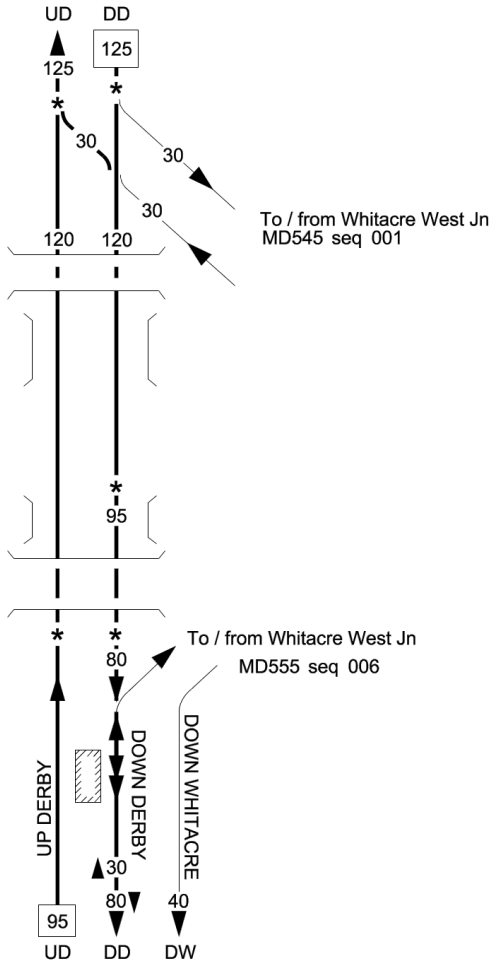
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	001	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Control Boundary Up Line	21 40		GSM-R
Control Boundary Down Line	21 62		TCB Derby EMCC (DY) Burton Workstation
Tamworth HABD	22 30		TCB West Midlands S.C. (WW) Water Orton Workstation
Route Boundary	23 30		UT - Up Tamworth DT - Down Tamworth
TAMWORTH (HIGH LEVEL)	23 58		Platform lengths: Tamworth Down Derby: 245 metres (268 yards) Up Derby: 245 metres (268 yards)
Kettlebrook viaduct (221 metres / 242 yards)	24 06 to 24 17		
A5 Underbridge (29 metres / 32 yards)	24 59 to 24 60		
Wilnecote Lane Underbridge (81 metres / 89 yards)	24 60 to 24 62		
WILNECOTE	25 47		Platform lengths: Wilnecote Down Derby: 89 metres (97 yards) Up Derby: 89 metres (97 yards)

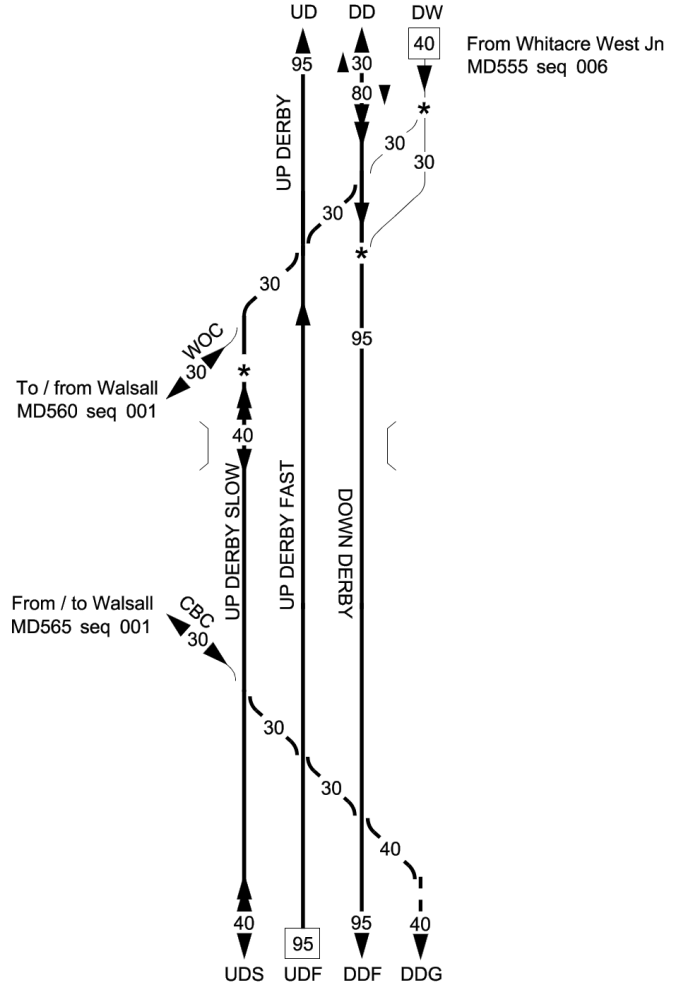
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	002	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hedging Lane Underbridge (29 metres / 32 yards)	26 24 to 26 25		TCB West Midlands S.C. (WW) Water Orton Workstation GSM-R
M42 overbridge 33 metres (36 yards)	27 63 to 27 65		
	(0 60) *		Mileage in brackets ( ) refers to the Kingsbury Branch, with 0m 00ch at Kingsbury SF. ELR: KBC.
Kingsbury Branch Sidings	28 17		KB: Kingsbury Branch KBS1: Kingsbury Branch Siding 1 KBS2: Kingsbury Branch Siding 2 KBS3: Kingsbury Branch Siding 3 KOS1: Kingsbury Oil Siding 1 KOS2: Kingsbury Oil Siding 2 KSL: Kingsbury Shunting Line KDS2 - Kingsbury Down Siding 2
Kingsbury SF (KY)	28 26 (0 00)		
Kingsbury Branch Jn	28 33		
(Buffer stop on KDS2)	28 43		

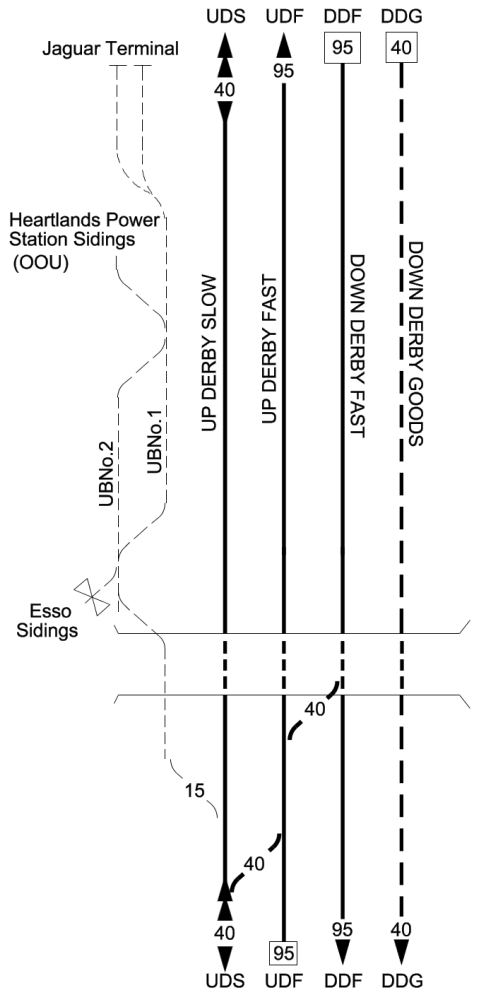
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	003	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1 DBP2 DBP3	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	29 32 *		GSM-R 
	29 34 *		TCB West Midlands S.C. (WW) Water Orton Workstation
Kingsbury Jn (and change of ELR)	29 39		
River Tame tributary Underbridge 34 metres (37 yards)	30 61 to 30 63		
River Tame viaduct (81 metres / 89 yards)	31 00 to 31 04		
	32 37 *		
River Tame viaduct (59 metres / 65 yards)	32 38 to 32 41		
M42 / M6 Toll Underbridge 68 metres (74 yards)	32 53 to 32 56		
	33 10 *		
Water Orton East Jn Change of mileage and ELR.	33 22		
	34 43		
WATER ORTON	34 54		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)

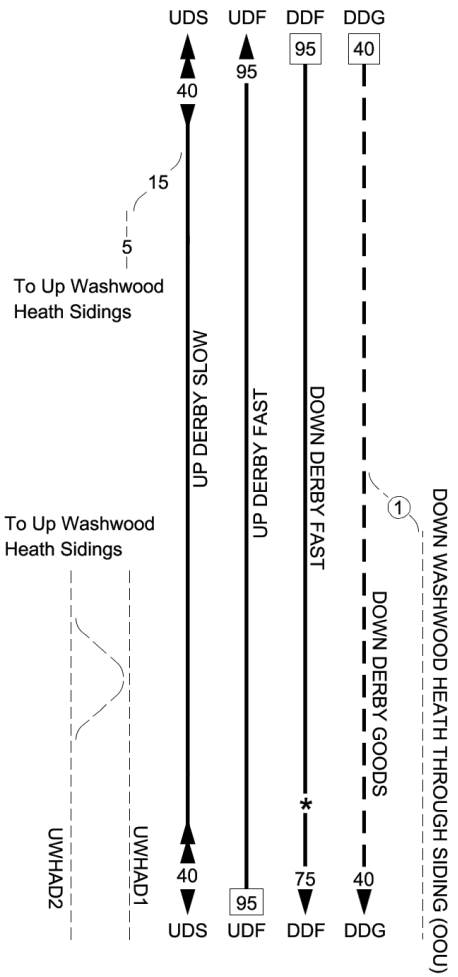
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	004	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Water Orton West Jn	35 00 * 35 10 * 35 15		TCB West Midlands S.C. (WP) Water Orton Workstation GSM-R UD: Up Derby DD: Down Derby DW: Down Whitacre WOC: Water Orton Curve DDG: Down Derby Goods DDF: Down Derby Fast UDF: Up Derby Fast UDS: Up Derby Slow CBC - Castle Bromwich Curve
River Tame viaduct (60 metres / 66 yards)	35 20 * 35 40 35 to 43		
Castle Bromwich Jn	36 14		

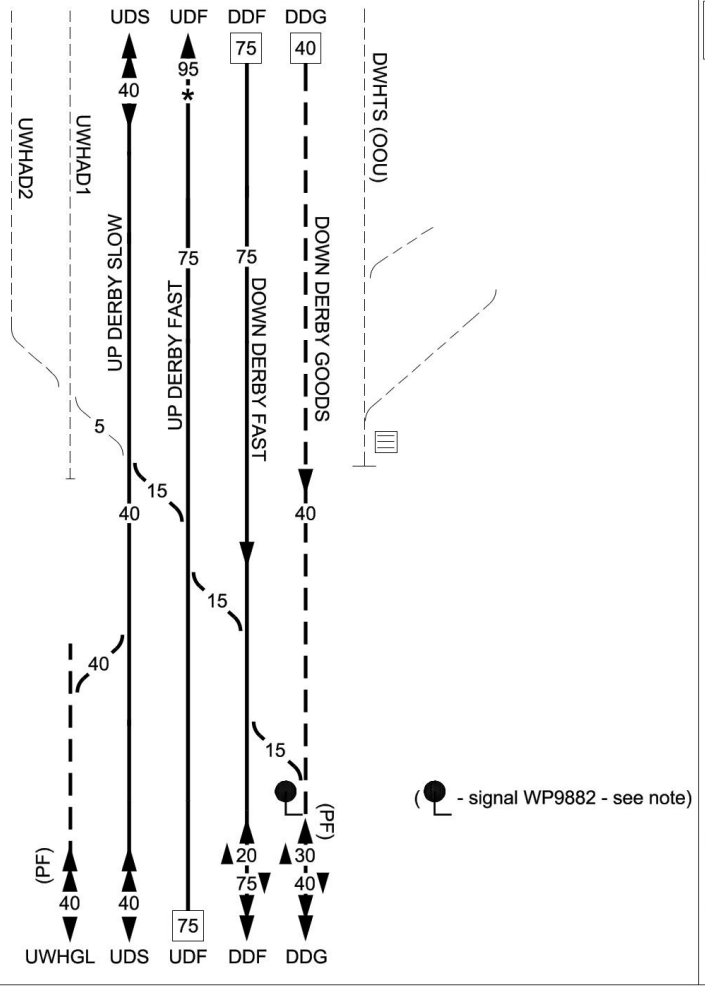
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	005	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Jaguar Cars Sidings			GSM-R TCB West Midlands SC (WP) Washwood Heath Workstation (OOU) - Out Of Use. UBNo.1: Up Bromford No.1 Siding UBNo.2: Up Bromford No.2 Siding
Heartlands Power Station Sidings (OOU)			
Esso Sidings			
M6 Motorway Bridge	38 04 to 38 15		
Bromford Bridge Junction	38 27		

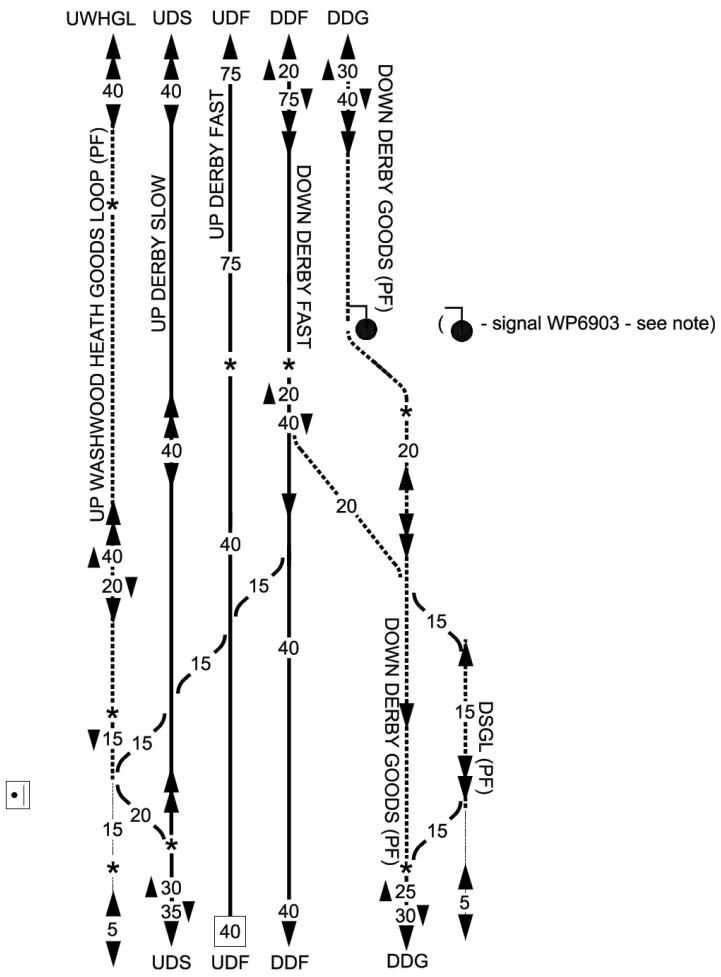
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	006	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	22/10/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Washwood Heath East Jn	38	44		GSM-R TCB West Midlands SC (WP) Washwood Heath Workstation
Up Washwood Heath Sidings				① Connection OOU
	39	30 *		UWHAD1: Up Washwood Heath Arrival / Departure 1 498 metres / 545 yards UWHAD2: Up Washwood Heath Arrival / Departure 2 496 metres / 542 yards

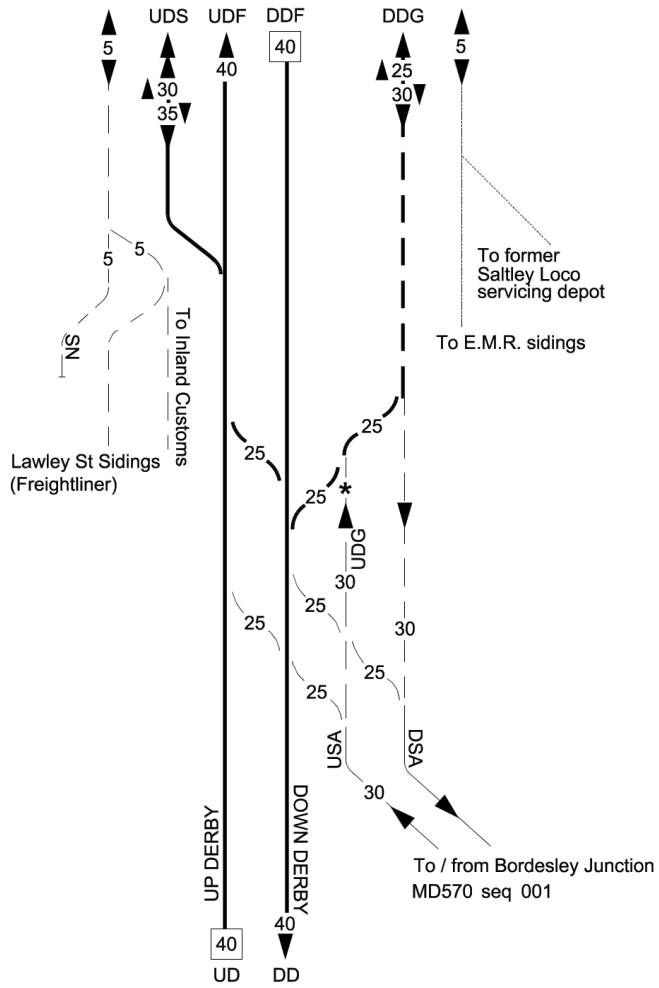
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	007	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	39 40 *		GSM-R TCB West Midlands SC (WP) Washwood Heath Workstation UWHAD1: Up Washwood Heath Arrival / Departure 1 498 metres / 545 yards UWHAD2: Up Washwood Heath Arrival / Departure 2 496 metres / 542 yards DWHTS: Down Washwood Heath Through Siding (OOU)
Heartlands Park GF	39 50		
(Baulk of timbers on DWHTS)	39 53		
(Stop block on Up WH Arrival)	39 54		
Washwood Heath West Jn	39 62		UWHGL: Up Washwood Heath Goods Loop (PF) 850 metres / 929 yards DDG: 534 metres / 584 yards (between signals WP9882 and WP6903).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	008	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	30/09/2023

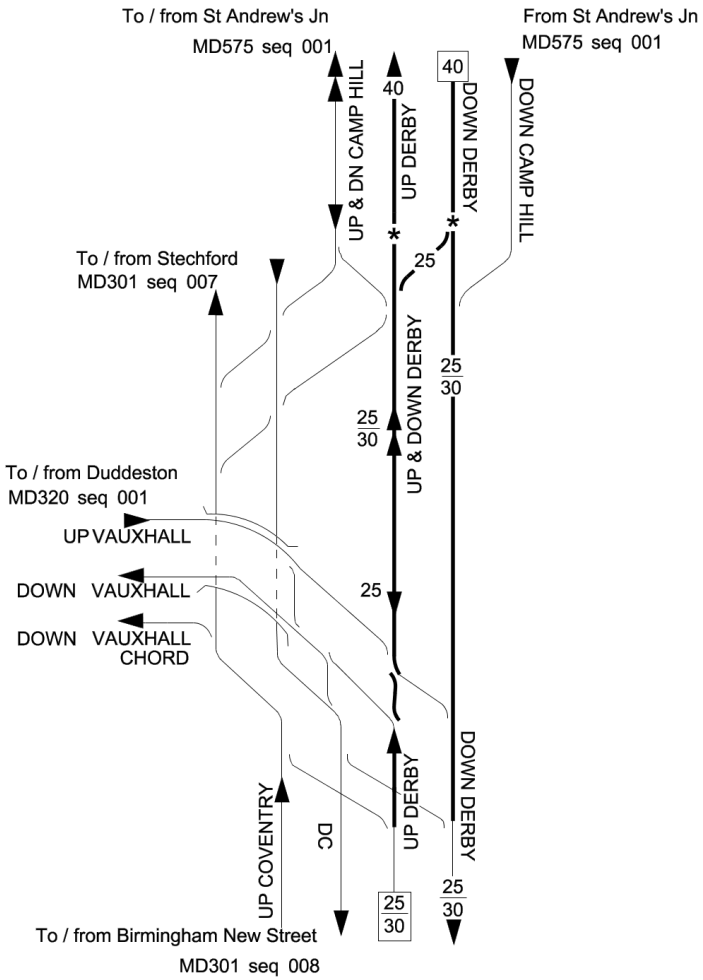
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands SC (WP) Washwood Heath Workstation Up Washwood Heath Goods Loop (PF): 850 metres / 929 yards. Down Derby Goods: 534 metres / 584 yards (between signals WP9882 and WP6903). DSGL: Down Saltley Goods Loop (PF)
	40 08 *		
	40 20 *		
	40 22 *		
Duddeston Jn	40 31		
	40 35 *		
West Midlands SC	40 38		
	40 41 *		
	40 42 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	009	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	30/09/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Saltley Loco Servicing Depot, former	40	49		GSM-R TCB West Midlands SC (WP) Washwood Heath Workstation UDS: Up Derby Slow UDF: Up Derby Fast DDF: Down Derby Fast DDG: Down Derby Goods SN: Saltley Neck UDG: Up Derby Goods DSA: Down St. Andrews USA: Up St. Andrews
Lawley Street Freightliner Terminal	40	54		
Landor Street Jn	40	60		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	010	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	41 21 *		GSM-R TCB West Midlands S.C. (WP) Proof House Workstation AC: Rugby ECR
	41 22 *		
Grand Jn	41 26		
Proof House Jn	41 51		DC - Down Coventry

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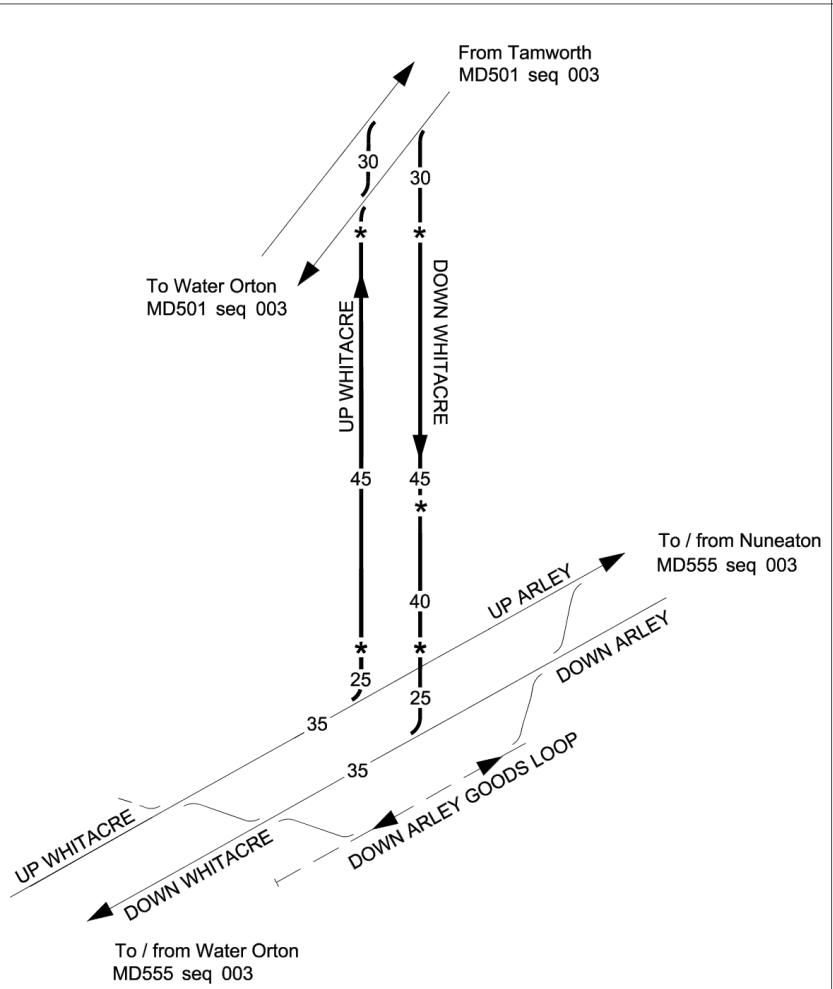
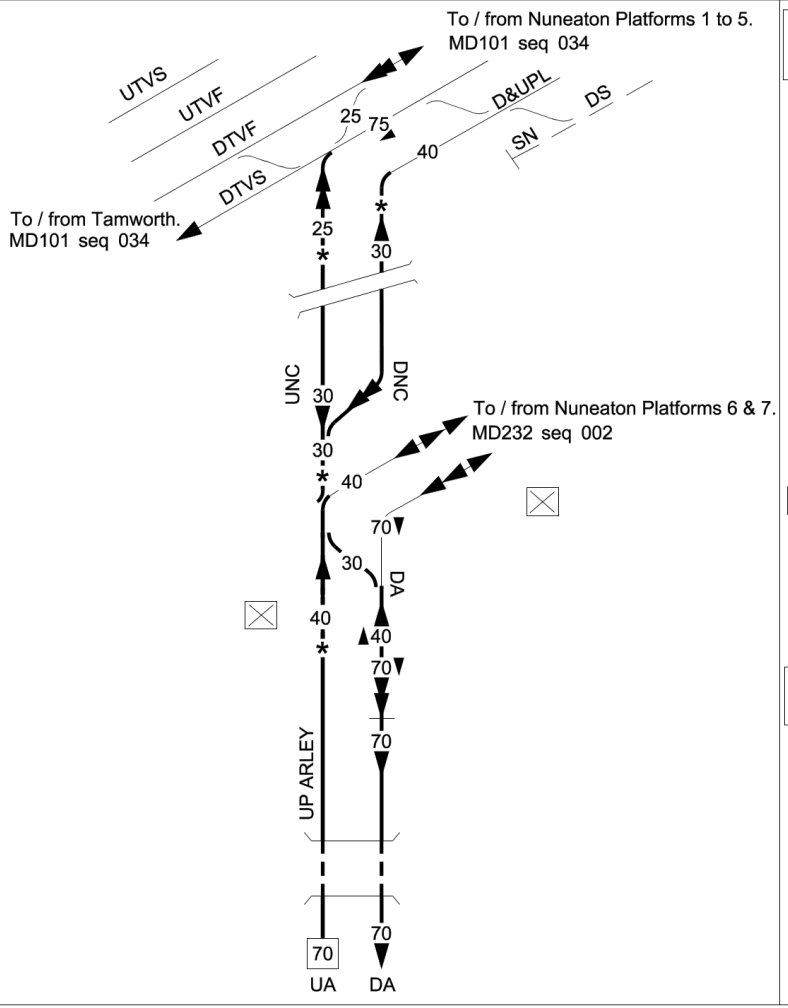
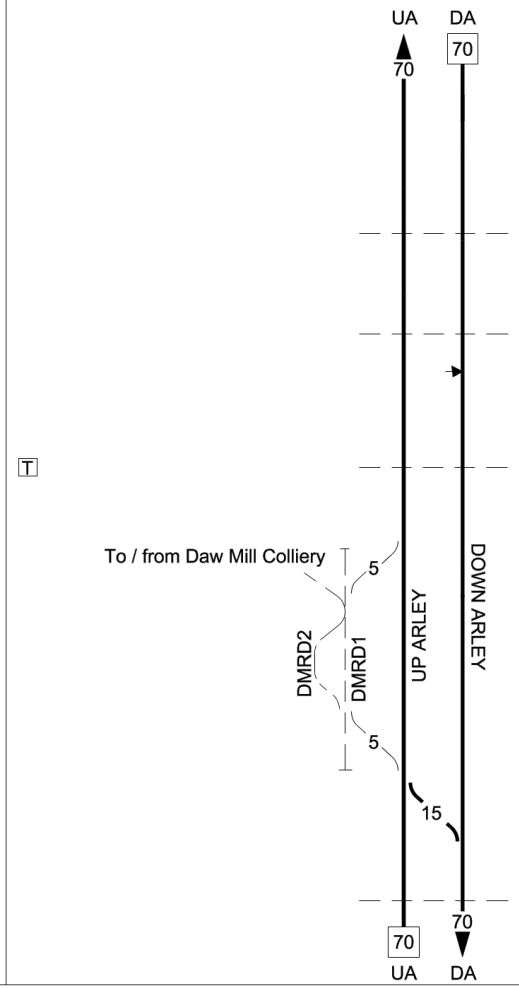
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD545	001	Kingsbury Junction To Whitacre Junction	KJW	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kingsbury Jn	29 39		TCB West Midlands SC (WW) Water Orton workstation GSM-R
	29 41 *		
	31 40 *		
	31 67 *		
Whitacre West Jn	31 69		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	001	Nuneaton North Jn to Water Orton East Jn	NWO	LNW South	24/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Nuneaton North Jn	(97 36) 10 18		TCB Rugby SCC (NW) Nuneaton Workstation AC: Crewe ECR GSM-R UTVS: Up Trent Valley Slow UTVF: Up Trent Valley Fast DTVF: Down Trent Valley Fast DTVS: Down Trent Valley Slow D&UPL: Down & Up Passenger Line DS: Down Siding SN: Shunting Neck UNC: Up Nuneaton Chord DNC: Down Nuneaton Chord Mileage in brackets ( ) refers to LEC2 mileage.
	10 14 *		
	10 11 *		
North Chord Overbridge (North Chord line MD233 runs over)	10 08		
Limit of Electrification (UNC)	10 00		
Limit of Electrification (DNC)	9 73		
(DNC & UNC become single line only)	9 68		
	9 62 *		
Abbey Jn	9 60		Traffic Lockout Devices (LOD(T)) provided: Down Arley line to 9m 35ch Up Arley line from 9m 35ch
(crossover between Arley lines)	9 56		Down direction trains can turnback on the Down Arley at Abbey Jn. DA: Down Arley
	9 26 *		
(end of bi-directional on Down Arley)	8 35		West Midlands S.C. (NW) Water Orton workstation From approx. 8m 30ch.
Stockingford station, former site of	8 33		
Arley Tunnel (648 metres / 709 yards)	6 55 to 6 22		Axle Counter area Down Arley: to 8m 17ch Up Arley: from 8m 43ch

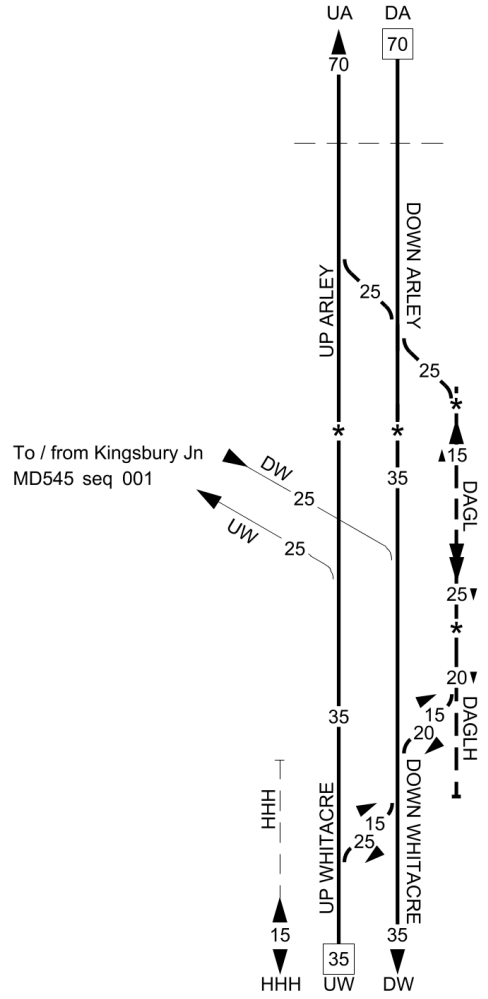
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	002	Nuneaton North Jn to Water Orton East Jn	NWO	Central	26/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Golf Course LC (FP)	5 65		TCB West Midlands S.C. (NW) Water Orton Workstation GSM-R
Churchbridge LC (FP)	5 53		
Arley HABD	5 34		
Windridge LC (UWC)	3 03	T	
Daw Mill East Jn	2 36		
Daw Mill Colliery	2 30		
(Connection to Daw Mill Reception D.1)	2 05		
Daw Mill West Jn	2 01		
Lockharts LC (FP)	1 19		

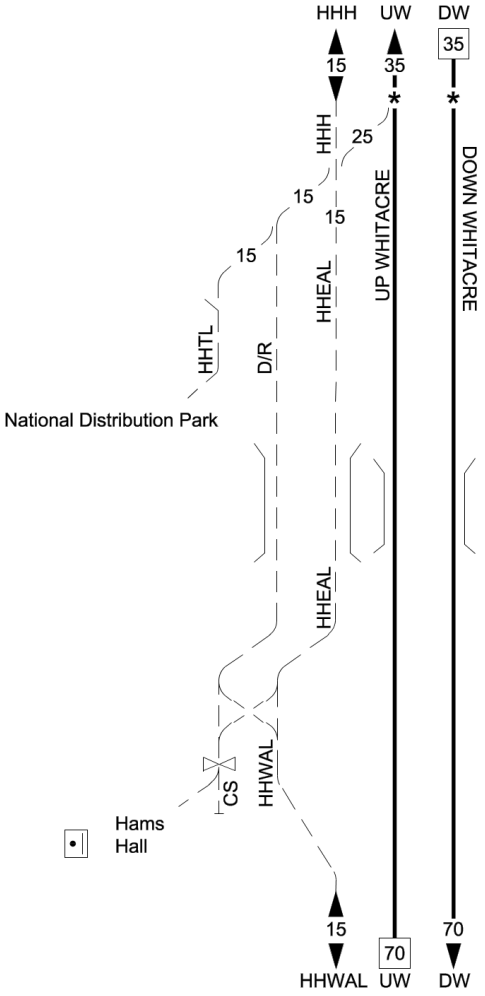
DMRD1: Daw Mill Reception/Departure Line 1
DMRD2: Daw Mill Reception/Departure Line 2

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)

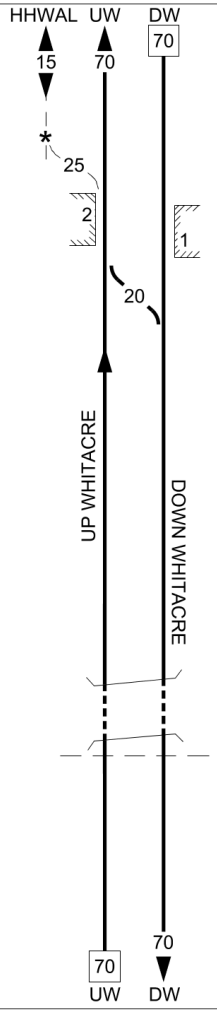
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	003	Nuneaton North Jn to Water Orton East Jn	NWO DBP3	LNW South	26/06/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Woodlake LC (FP)	0 53		GSM-R TCB West Midlands S.C. (NW) Water Orton workstation
Whitacre East Jn	0 28		
	0 19 *		
	0 17 *		
Whitacre West Jn	0 00		UW: Up Whitacre DW: Down Whitacre DAGL: Down Arley Goods Loop DAGLH: Down Arley Goods Loop Headshunt
Change of mileage and ELR.	31 69		DAGL (PF): 486 metres (532 yards).
	31 74 *		(WW) From approx. 31m 74ch.
(Connection from / to DAGL and Buffer stop on HHH)	31 79		DAGLH: 59 metres (65 yards).
(Buffer stop on DAGLH)	32 01		
Hams Hall Jn	32 03		HHH: Hams Hall Headshunt HHH: 216 metres (236 yards) (signal HH1 to buffer)

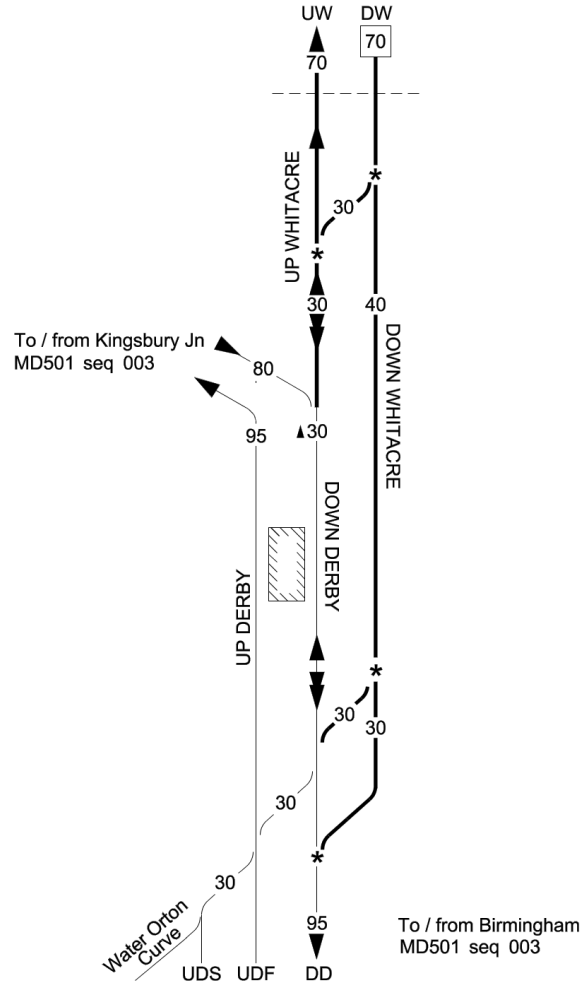
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	004	Nuneaton North Jn to Water Orton East Jn	DBP3	Central	10/06/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (WW) Water Orton Workstation HHH: Hams Hall Headshunt HHEAL: Hams Hall East Arrival Line D/R: Departure / Runround Line HHTL: Hams Hall Transfer Line HHWAL: Hams Hall West Arrival Line 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)
	32 07 *		
National Distribution Park	32 21	National Distribution Park	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.
River Blythe Viaducts from 66 metres / 72 yards (Whitacre lines) 83 metres / 91 yards (HHEAL & D/R)	32 22		
to	32 26		
(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		HHWAL: Hams Hall West Arrival Line CS: Cripple Siding
(Buffer stop on Cripple siding)	32 58		
Hams Hall Control Centre (HH)	32 60	Hams Hall	
(Start of 3 track section)	32 64		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	005	Nuneaton North Jn to Water Orton East Jn	DBP3	LNW South	26/06/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (WW) Water Orton workstation
	33 02 *		HHWAL: Hams Hall West Arrival Line
Coleshill East Jn	33 04		
COLESHILL PARKWAY	33 10		Platform lengths: Coleshill Parkway Platform 1: 125 metres (137 yards) Platform 2: 125 metres (137 yards)
Coleshill West Jn	33 16		Up direction trains can turnback at platform 1 at Coleshill Parkway.
M42 and M6 Toll Overbridge (81 metres / 86 yards)	33 71 to 33 75		
George Road LC (FP)	33 76		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	006	Nuneaton North Jn to Water Orton East Jn	DBP3	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB West Midlands S.C. (WW / WP) Water Orton Workstation GSM-R
Salisbury Drive LC (FP)	34 21		
	34 29 *		
(Crossover on Whitacre lines)	34 31		
	34 38 *		
Water Orton East Jn	34 43 (33 22)		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)
	34 79 *		
(Crossover)	35 02		
(Crossover on Derby lines)	35 07		DD: Down Derby UDF: Up Derby Fast UDS: Up Derby Slow
	35 10 *		
Water Orton West Jn	35 15		

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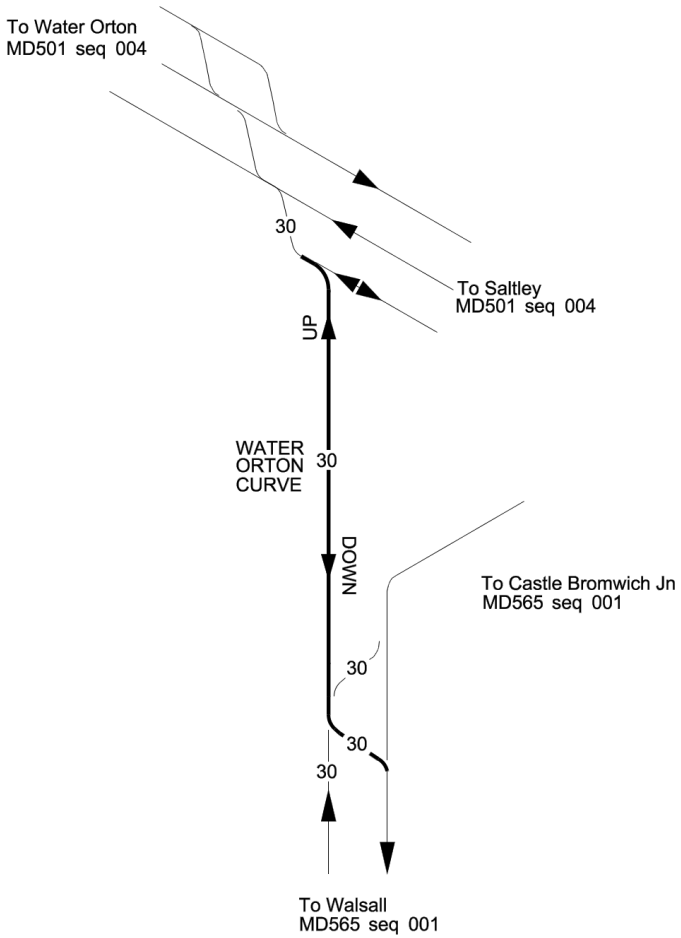
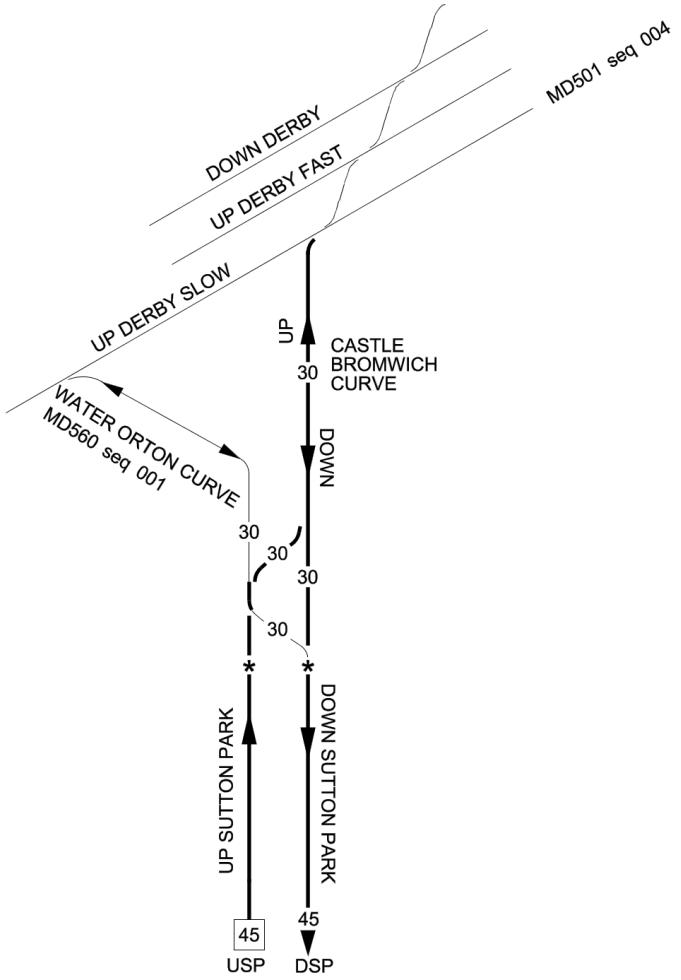
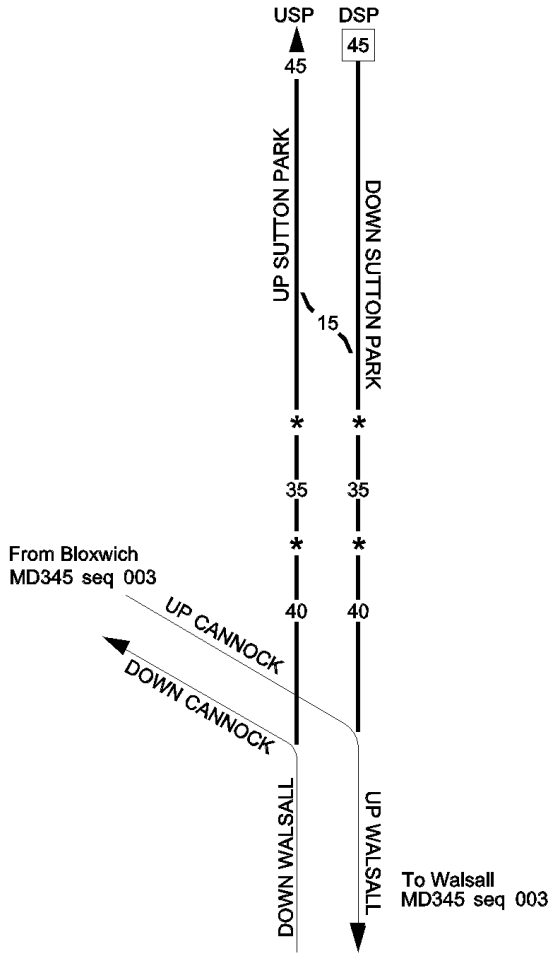
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD560	001	Water Orton West Junction to Park Lane Junction	WOP CBR2	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Water Orton West Jn	35 15		TCB West Midlands SC (WR) Water Orton workstation GSM-R
Change of ELR	36 04		
Park Lane Jn	36 15		

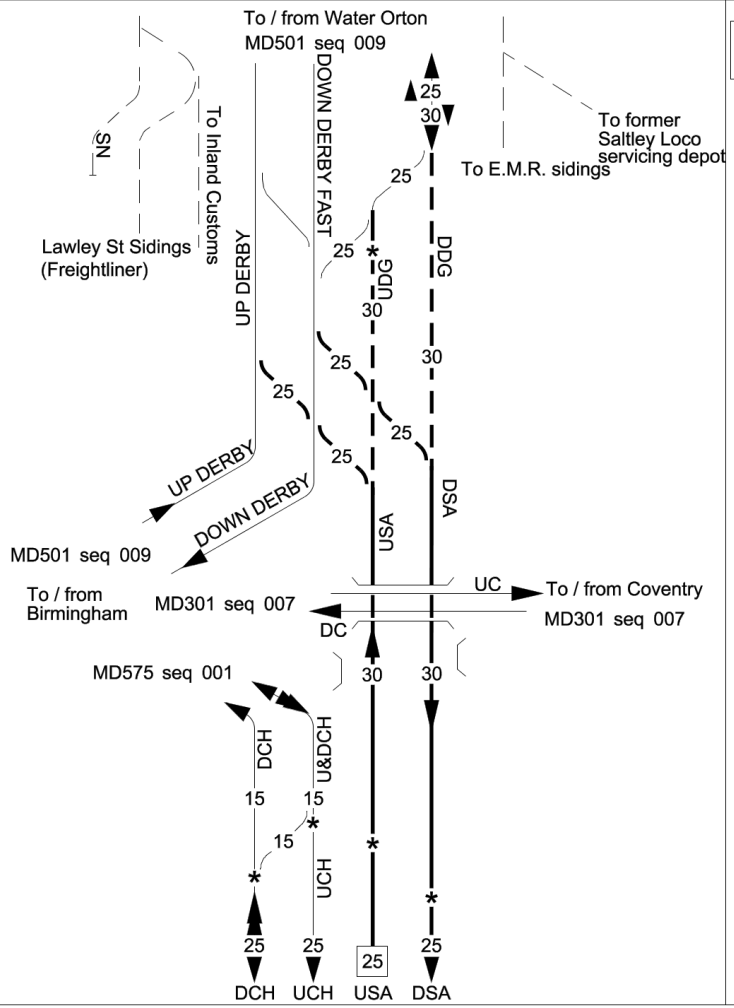
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD565	001	Castle Bromwich Junction to Ryecroft Junction	CBR1 CBR2	LNW South	22/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Castle Bromwich Jn	36 08		GSM-R 
Change of mileage	0 55		TCB West Midlands SC (WR) Water Orton workstation
Change of mileage / ELR	0 00		
	36 04		
	36 05 *		
Park Lane Jn	36 15		
	36 20 *		

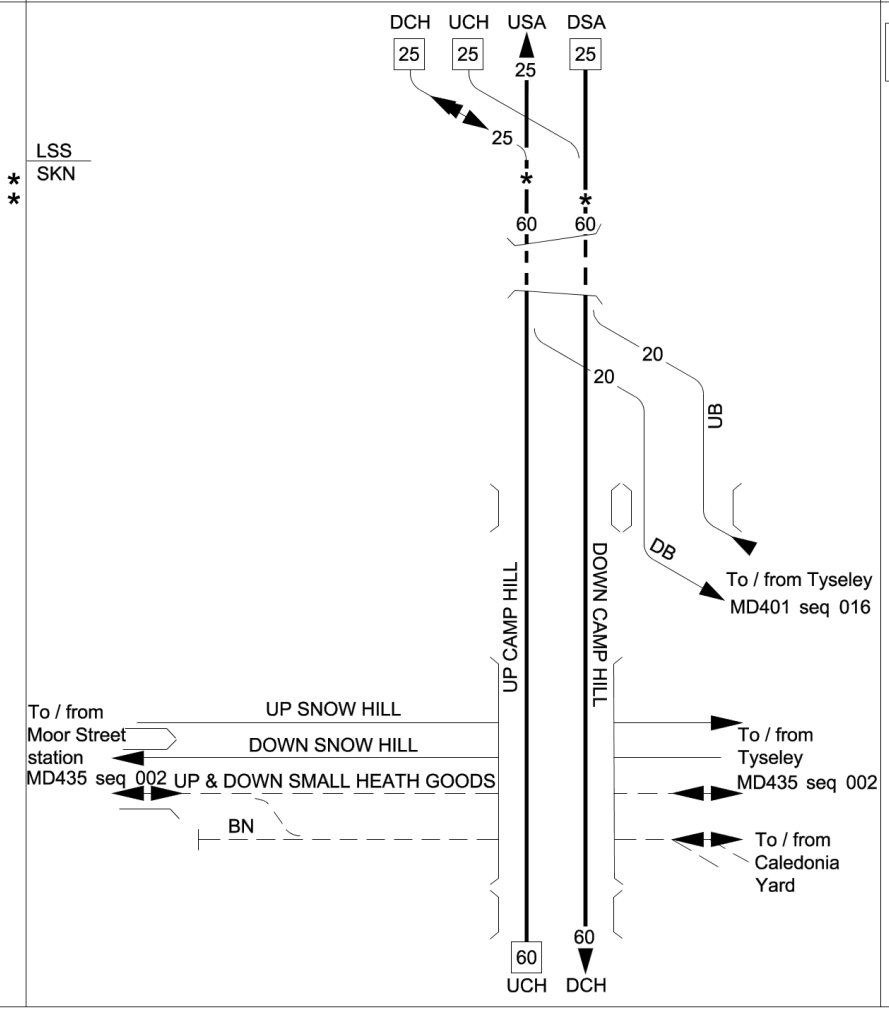
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD565	002	Castle Bromwich Junction to Ryecroft Junction	CBR2	LNW South	12/03/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aldridge Jn	44 73		GSM-R TCB West Midlands S.C. (WR) Walsall Workstation
	46 60 *		
	47 00 *		
Ryecroft Junction	47 48		
Change of mileage	6 76		

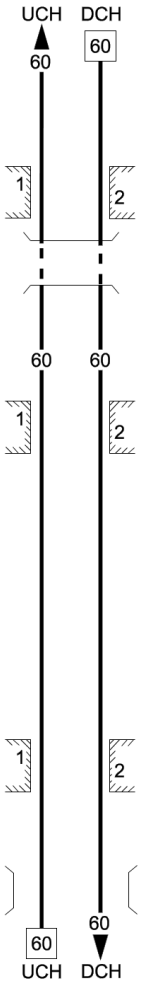
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	001	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)	DBP3 LSS	Central	15/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (LL) Washwood Heath Workstation DDG: Down Derby Goods UDG: Up Derby Goods SN: Saltley Neck DSA: Down St. Andrews USA: Up St. Andrews UCH: Up Camp Hill DCH: Down Camp Hill U&DCH: Up & Down Camp Hill
	40 52 *		
Lawley Street Freightliner Terminal	40 54		
Landor Street Jn	40 60		
(Change of ELR & linenames)	40 63	DBP3 / LSS	
RBS1 Coventry lines overbridge from	40 74		
19 metres (21 yards) to	40 75		
Birmingham & Warwick Canal from	41 00		
(55 metres / 60 yards) to	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		

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	15/04/2023

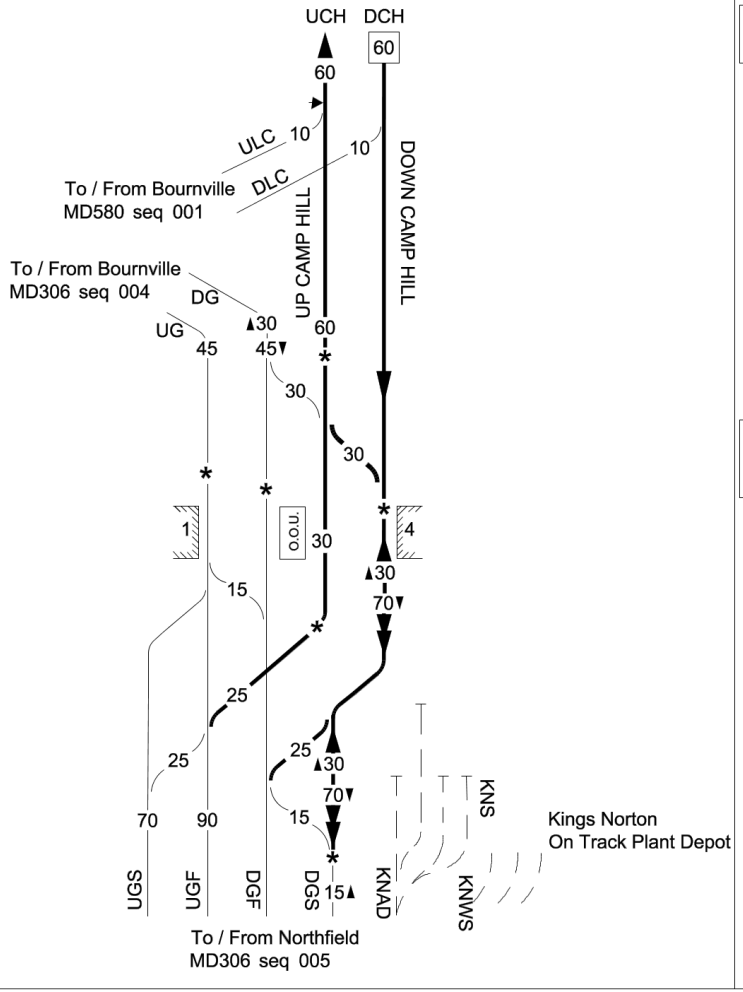
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	41 15		GSM-R TCB West Midlands S.C. (LL) Washwood Heath Workstation
St. Andrews Jn (Change of ELR & linenames)	41 18 41 19 * 41 20 *	LSS SKN	DSA: Down St. Andrews USA: Up St. Andrews
B4128 Coventry Road overbridge (49 metres / 54 yards) from	41 42		
to	41 44		
Bordesley Jn	41 44 (128 11)		
Bridges over A45 Road 20 metres (22 yards) from	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) from	41 68		
to	41 72		
Viaduct over Grand Union Canal 40 metres (44 yards) from	41 72		
to	41 74		
(End of diagram)	41 75		

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	15/04/2023

Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)		41 75		TCB West Midlands S.C. (LL) Washwood Heath Workstation GSM-R
MOSELEY VILLAGE (UNDER CONSTRUCTION)		43 43		Platform Lengths: Moseley Village Platforms 1&2 UNDER CONSTRUCTION
Moseley Tunnel (144 metres / 157 yards)	from	43 47		
	to	43 54		
KINGS HEATH (UNDER CONSTRUCTION)		44 20		Platform Lengths: Kings Heath Platforms 1&2 UNDER CONSTRUCTION
				West Midlands S.C. (SY) Kings Norton Workstation from 44m 58ch.
PINEAPPLE ROAD (UNDER CONSTRUCTION)		45 06		Platform Lengths: Pineapple Road Platforms 1&2 UNDER CONSTRUCTION
Worcester & Birmingham Canal 46 metres (50 yards)	from	46 00		
	to	46 02		
(End of diagram)		46 04		

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	15/04/2023

Location	Mileage M Ch	
(Start of diagram)	46 04	
Lifford East HABD	46 07	
Lifford East Jn	46 11	
	46 44	*
Kings Norton Station Jn	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)	*



TCB West Midlands S.C. (SY)
Kings Norton Workstation

GSM-R

ULC - Up Lifford Curve
DLC - Down Lifford Curve

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.

AC: Rugby ECR

Platform Lengths: Kings Norton
Platform 4 - 150 metres (164 yards)

O.O.U. - platforms Out Of Use.

Mileage in brackets refer to (BAG2) Gloucester lines

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

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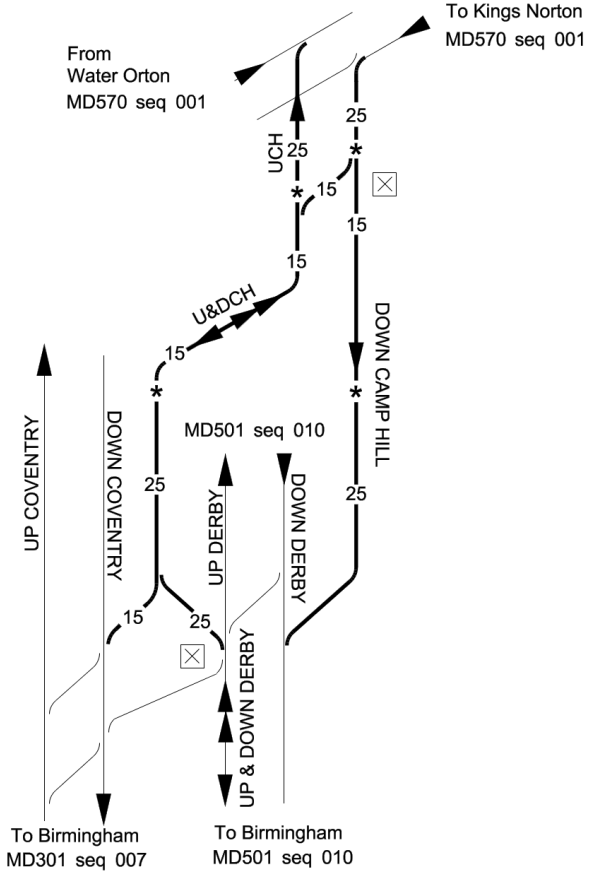
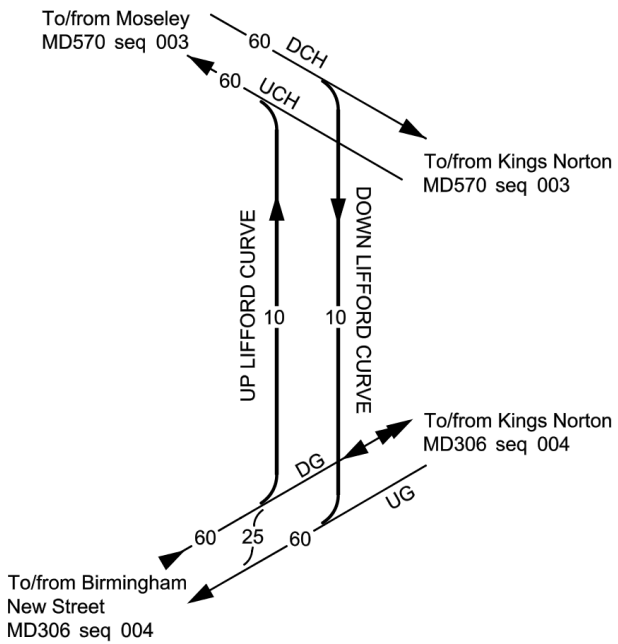
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD575	001	St Andrew's Junction to Grand Junction	SAG	LNW South	22/10/2022

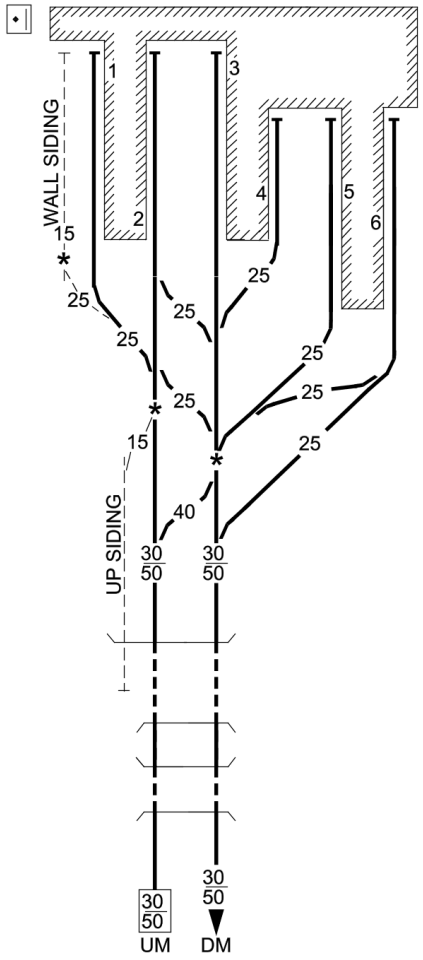
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
St Andrew's Jn Change of mileage	41 18 0 00		GSM-R TCB West Midlands S.C. (SG) Washwood Heath workstation
	0 05 *		UCH: Up Camp Hill U&DCH: Up & Down Camp Hill
	0 07 *		
	0 28 *		
Limit of Electrification (Up & Down Camp Hill only)	0 33		TCB West Midlands S.C. (SG) Proof House Workstation AC: Rugby ECR
	0 45		NOTE: Up & Down Camp Hill line only, electrified from 0m 33ch to Grand Junction.
Grand Jn Change of mileage	0 52 41 26		



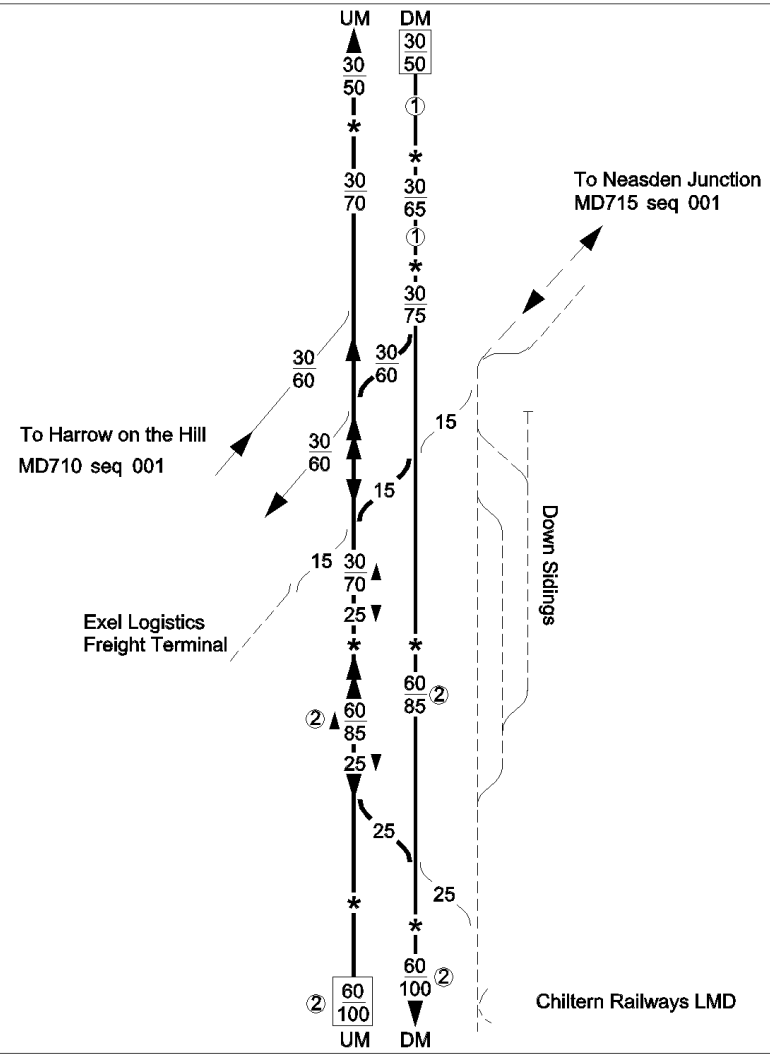
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD580	001	Lifford East Junction to Lifford West Junction	LEL	LNW South	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Lifford East Junction	46 11		GSM-R TCB West Midlands S.C. (SY) Kings Norton Workstation DCH - Down Camp Hill UCH - Up Camp Hill Note: Gloucester lines are provided with A.C. overhead electrification. UG - Up Gloucester DG - Down Gloucester
Lifford West Jn Change of mileage	46 36 (47 20)		

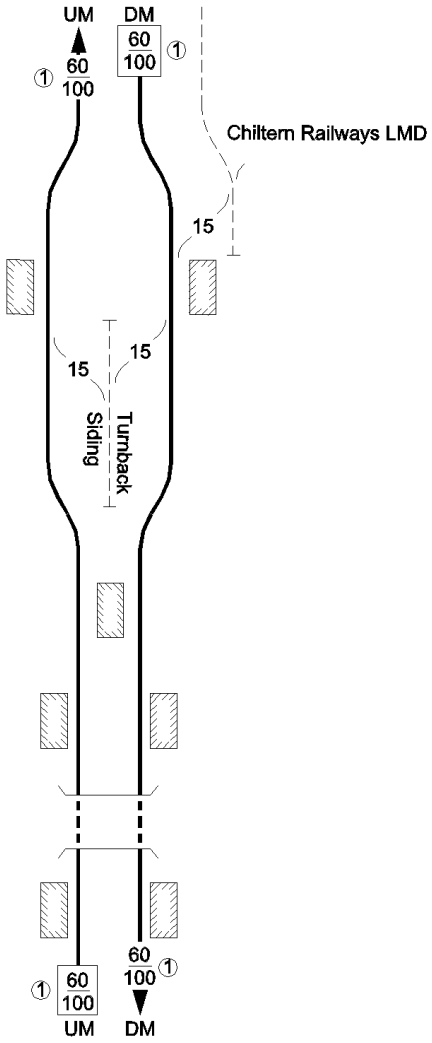
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	001	Marylebone to Aynho Junction	MCJ1	LNW South	02/10/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Marylebone IECC (ME) **MARYLEBONE**	205 77 205 77		GSM-R TCB Marylebone IECC (ME) South workstation Platform lengths: Marylebone 1-229 metres 2-245 metres 3-245 metres 4-115 metres 5-215 metres 6-216 metres Platforms 1,2,3,5 and 6 - permissive (PP) Maximum 25mph all Platform lines.
	205 60 *		
	205 52 *		
	205 50 *		
	205 48		
St Johns Wood Tunnel (1468 metres / 1606 yards)	from 205 33		
	to 204 40		
Hampstead Tunnel (635 metres / 694 yards)	from 204 35		
	to 204 03		

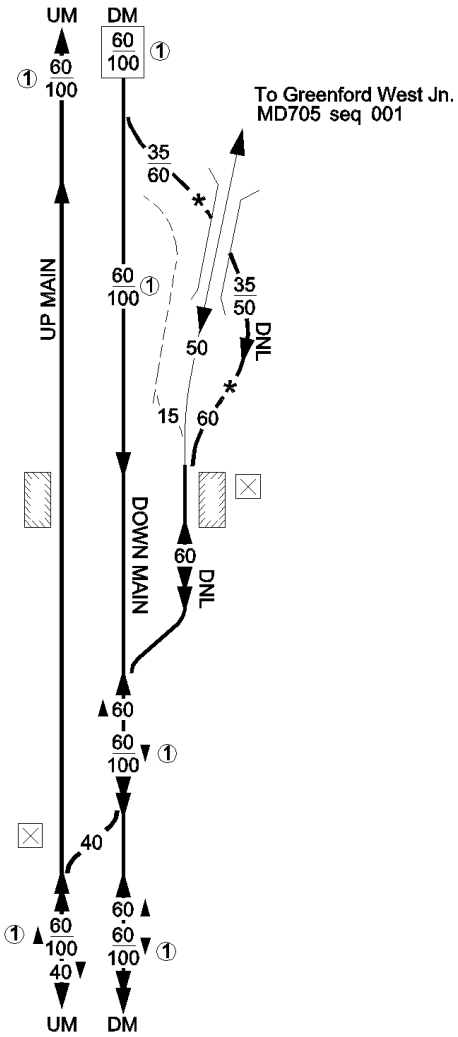
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	002	Marylebone to Aynho Junction	MCJ1 NAJ1	LNW South	26/07/2014

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Neasden South Jn (Change of mileage and ELR)	202 21 ① 202 20 * 202 13 * 202 00 ① 201 48 * 200 65 6 30 6 17 * 5 60 5 57 * 5 56 *		GSM-R TCB Marylebone IECC (ME) South workstation 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.
Great Central Way Jn			

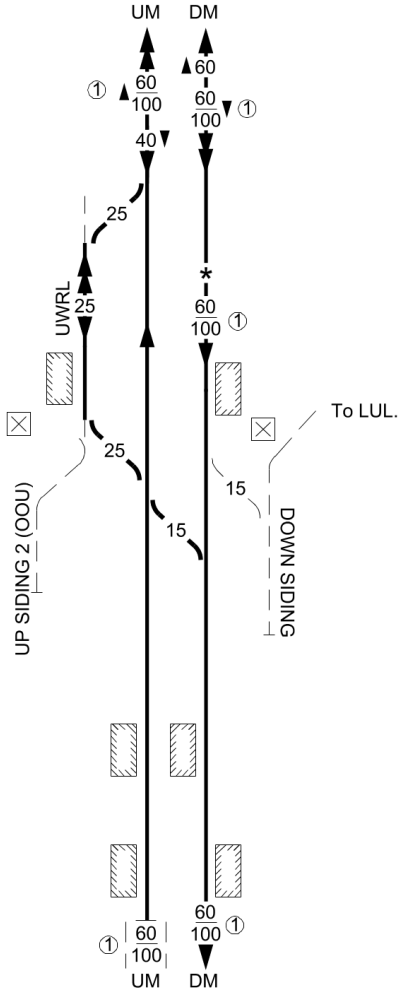
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	003	Marylebone to Aynho Junction	NAJ1	LNW South	26/07/2014

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WEMBLEY STADIUM	5 00		GSM-R TCB Marylebone IECC (ME) South workstation 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
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

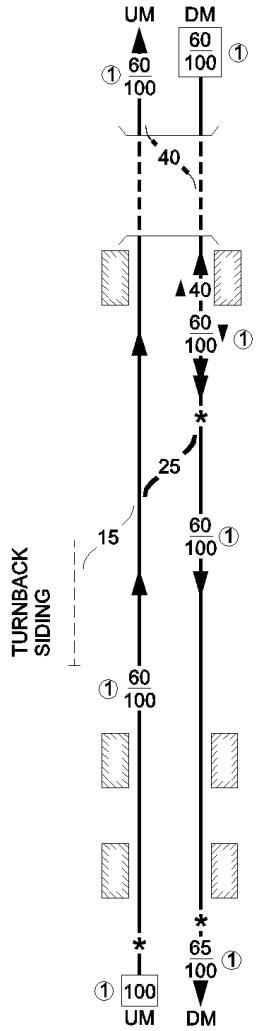
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	004	Marylebone to Aynho Junction	NAJ1 NAJ2	LNW South	26/07/2014

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Northolt Park Jn	0 72		GSM-R TCB Marylebone IECC (ME) South workstation 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. DNL: Down Northolt Loop Patrolman's Directional Lockout: Down Northolt Loop and Down Main lines between 0m 03ch at Northolt Junction and 1m 75ch at West Ruislip. Platform lengths: South Ruislip Down Northolt Loop: 123 metres Up Main: 141 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.
	0 44 *		
	0 12 *		
Northolt Jn	0 00		
(Change of mileage and ELR)	0 00		
SOUTH RUISLIP	0 07		
	0 32		
Ruislip Gardens Jn	1 20		

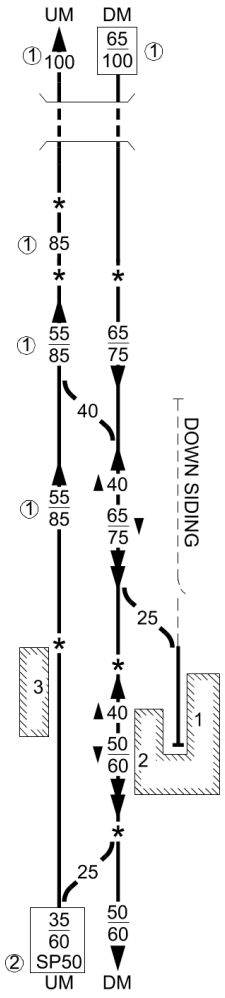
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	005	Marylebone to Aynho Junction	NAJ2	LNW South	26/04/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Marylebone IECC (ME) South workstation
	1 38		Patrolman's Directional Lockout: Down Northolt Loop and Down Main lines between 0m 03ch at Northolt Junction and 1m 75ch at West Ruislip.
	1 51 *		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.
WEST RUISLIP	1 68		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. UWRL: Up West Ruislip Loop 99 SLU / 634 metres / 693 yards.
DENHAM	4 50		Platform lengths: Denham Down Main: 191 metres Up Main: 165 metres
DENHAM GOLF CLUB	5 42		Platform lengths: Denham Golf Club Down Main: 165 metres Up Main: 167 metres

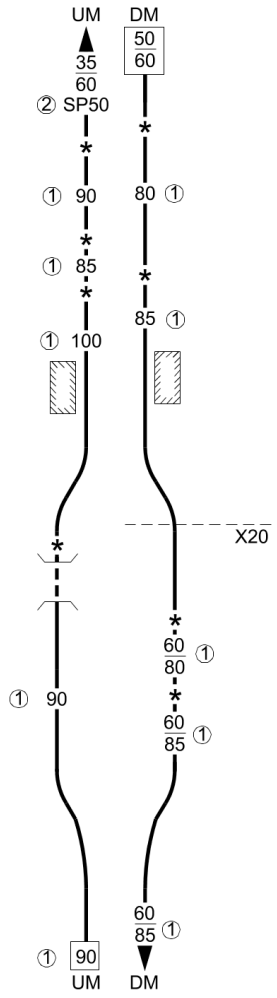
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	006	Marylebone to Aynho Junction	NAJ2	LNW South	01/11/2014

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gerrards Cross Covered Way	from 6 78		GSM-R TCB Marylebone IECC (ME) South workstation 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.
	to 7 13		
GERRARDS CROSS	7 18		Platform lengths: Gerrards Cross Down Main: 167 metres Up Main: 168 metres
	7 34 *		
SEER GREEN & **JORDANS**	9 75		Platform lengths: Seer Green & Jordans Down Main: 167 metres Up Main: 167 metres
BEACONSFIELD	11 41		Platform lengths: Beaconsfield Down Main: 215 metres Up Main: 214 metres
	11 54 *		
	11 56 *		

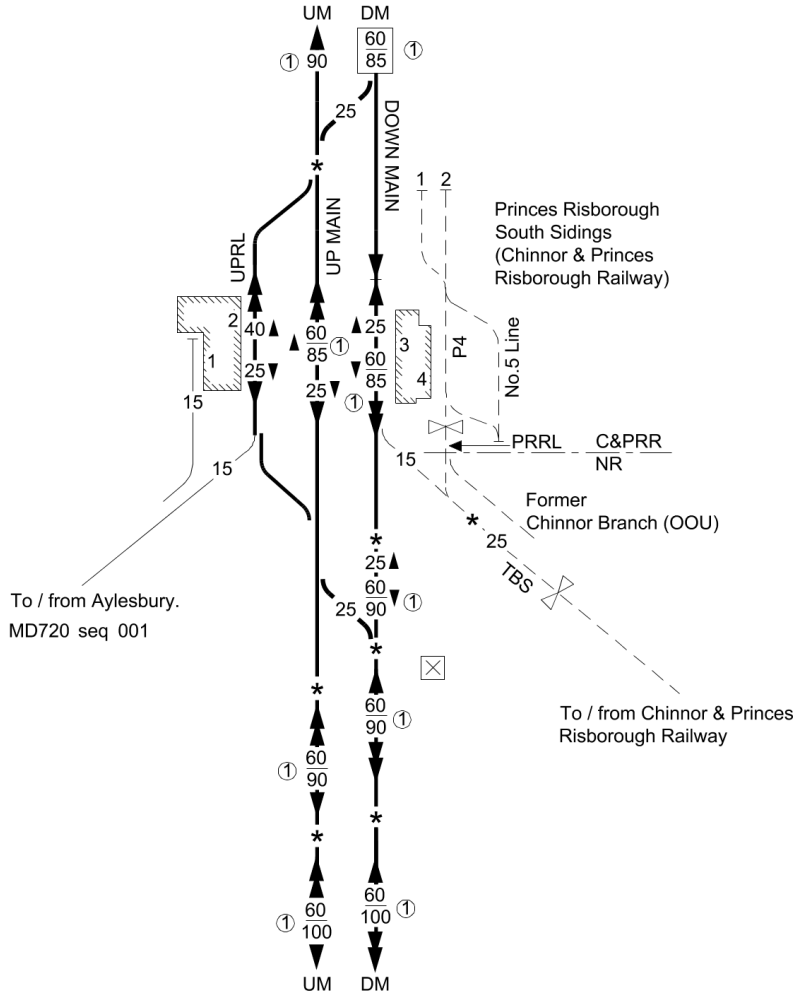
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	007	Marylebone to Aynho Junction	NAJ2	LNW South	06/02/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Whitehouse Tunnel (322 metres / 352 yards)	from 13 12 to 13 28		GSM-R TCB Marylebone IECC (ME) South workstation 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.
HIGH WYCOMBE	15 03 * 15 44 * 16 20 * 16 22 * 16 29 16 40 *		Platform lengths: High Wycombe 1 (Bay): 145 metres - permissive (PP) 2: 237 metres (both directions) 3: 215 metres ② Sprinter class trains without a centre gangway are permitted to travel at the higher permissible speed of 60mph.

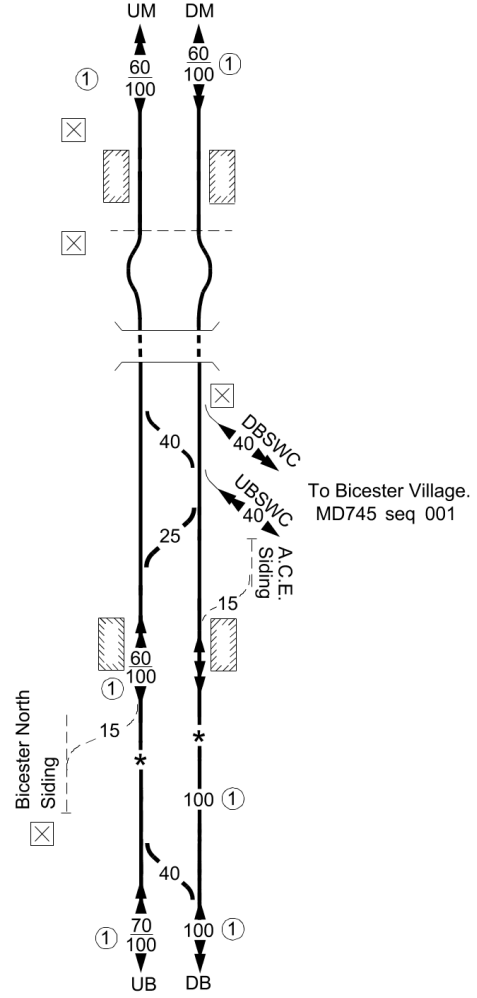
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	008	Marylebone to Aynho Junction	NAJ2	LNW South	16/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Marylebone IECC (ME) South workstation 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. ② Sprinter class trains without a centre gangway are permitted to travel at the higher permissible speed of 60mph.
	17 20 * 17 23 *		
	18 44 *		
	18 65 * 18 67 *		
SAUNDERTON	21 27		Platform lengths: Saunderton Down Main: 148 metres Up Main: 148 metres
Ridgway Path LC (FP) (R/G-X)	23 27		Marylebone IECC (ME) North workstation
	23 28 *		
Saunderton Tunnel (76 metres / 83 yards) (Up line only)	from 23 31 to 23 35		
	23 36 *		Up Main and Down Main lines diverge between 22m 00ch and 24m 16ch.
	23 69 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	009	Marylebone to Aynho Junction	NAJ2 THA	LNW South	17/11/2018

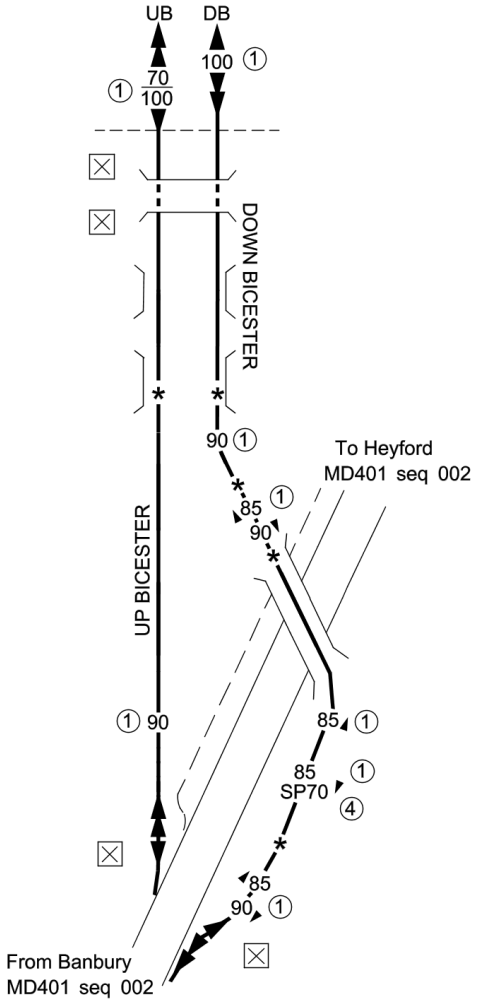
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	24 16 *		GSM-R TCB Marylebone IECC (ME) North workstation
PRINCES RISBOROUGH	24 40		① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.
Princes Risborough Junction	24 50		UPRL: Up Princes Risborough Loop.
South Sidings boundary gate	(0 01)		P4 - Platform 4 Line
NR / C&PRR boundary	(0 05)		Platform lengths: Princes Risborough (1: 61 metres - permissive (PP)) 2: 215 metres 3: 215 metres 4: 100 metres
	(0 09) *		PRRL: Princes Risborough Reception Line.
	24 60 *		PRRL: 75 metres (82 yards) (between gate and ground position light signal ME667).
Thame Branch Siding boundary gate (NR / C&PRR boundary)	(0 50)		Mileages in brackets ( ) refer to the Thame Branch Siding. ELR:THA.
	24 65 *		TBS: Thame Branch Siding.
	24 70 *		TBS: 654 metres (715 yards).
	25 40 *		Patrolmans directional line lockouts (PDL):
	25 43 *		Down Main line: Starts: 9m 01ch (Bicester North) Ends: 24m 65ch (Princes Risborough)
			Up Main line: Starts: 24m 65ch (Princes Risborough) Ends: 9m 01ch (Bicester North)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	010	Marylebone to Aynho Junction	NAJ2 NAJ3	LNW South	23/04/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
HADDENHAM & THAME PARKWAY	30 25		TCB Marylebone IECC (ME) North workstation GSM-R 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: Haddenham & Thame Parkway Down Main: 215 metres Up Main: 215 metres Up Main and Down Main lines diverge between 33m 60ch and 0m 70ch (site of former Ashendon Junction). ☒ 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)
Chearsley No 9 FP (R/G OMSL)	31 40		
Ashendon Jn, former site of Change of mileage / ELR.	33 69 0 00		
Brill Tunnel (177 metres / 194 yards)	from 2 29 T to 2 39 T		
Bicester South Jn	8 23		
BICESTER NORTH	9 27		DBSWC: Down Bicester South West Chord. UBSWC: Up Bicester South West Chord. Line name change at Bicester North: DM - DB (Down Bicester) UM - UB (Up Bicester) Platform lengths: Bicester North Down: 222 metres Up: 215 metres ☒ Patrolmans directional line lockouts (PDL): Down Bicester line: Starts: 18m 23ch (Aynho Junction) Ends: 9m 66ch (Bicester North) Up Bicester line: Starts: 9m 66ch (Bicester North) Ends:18m 19ch (Aynho Junction)
	9 40 * 9 44 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	011	Marylebone to Aynho Junction	NAJ3	LNW South	08/08/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bucknells Farm LC (BW)	12 27	T	
Ardley Tunnel (1056 metres / 1155 yards)	from 15 13 to 15 65	T T	
Souldern No.1 Viaduct (282 metres / 308 yards)	from 16 32 to 16 47	T Up side T Down side	
Souldern No.2 Viaduct (369 metres / 404 yards)	from 17 05 17 20 * to 17 25	T Up side T Down side	
Aynho Park Jn, former site of	17 45		
	② 17 52 *		
	② 17 64 *		
	② 18 22 *		
Aynho Junction (Up lines)	③ 18 30 (81 13)		
Aynho Junction (Down lines)	② 18 35 (81 16)		



GSM-R

TCB Marylebone IECC (ME)
North workstation

West Midlands S.C. (NA)
Cherwell Valley workstation

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.

② Mileage on Down Bicester line.
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.

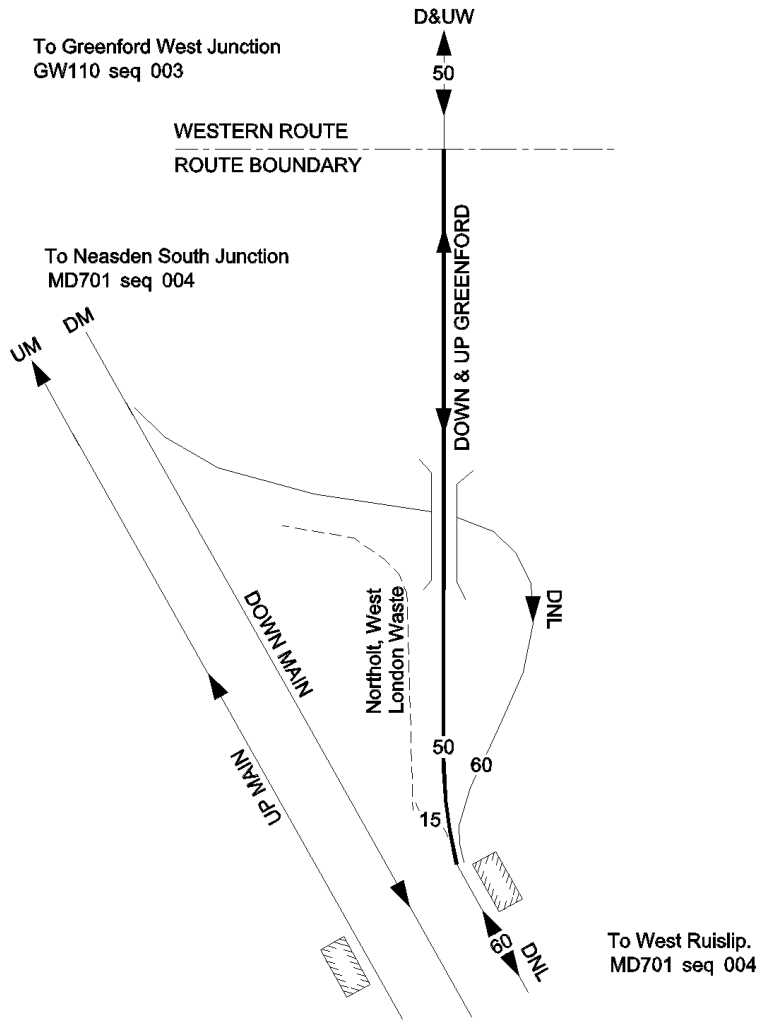
④ Sprinter class trains without a centre gangway are permitted to travel at the higher permissible speed of 85mph.

☒ Patrolmans directional line lockouts (PDL) :

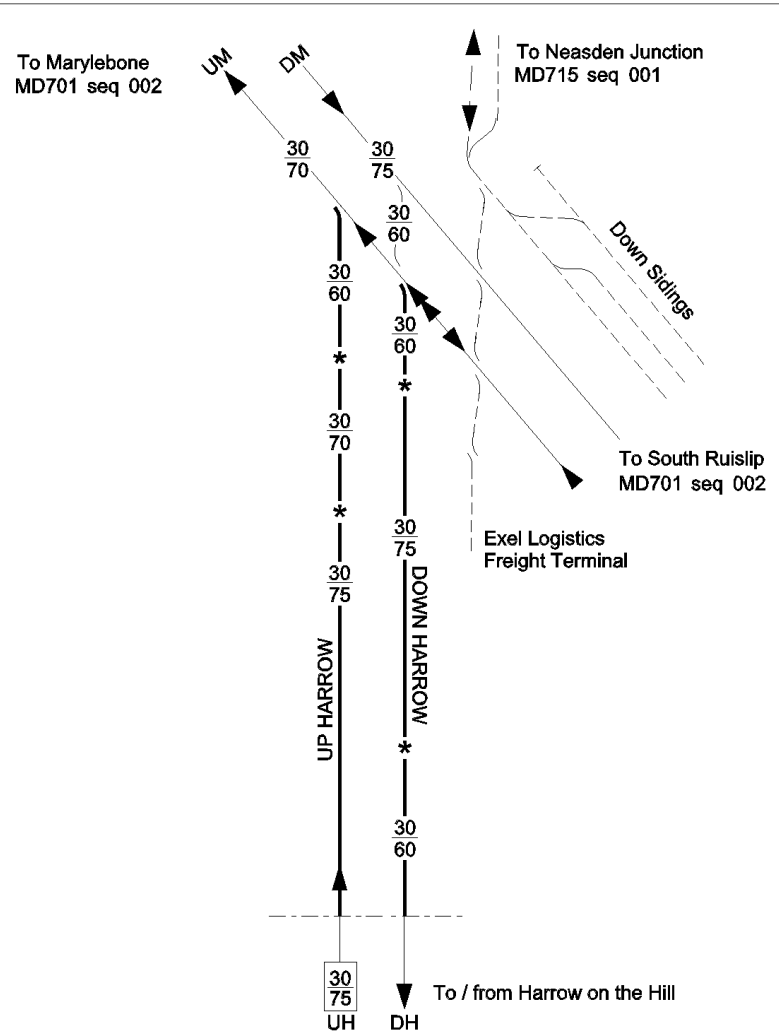
Down Bicester line
Starts: 18m 23ch (Aynho Junction)
Ends: 9m 66ch (Bicester North)

Up Bicester line
Starts: 9m 66ch (Bicester North)
Ends: 18m 19ch (Aynho Junction)

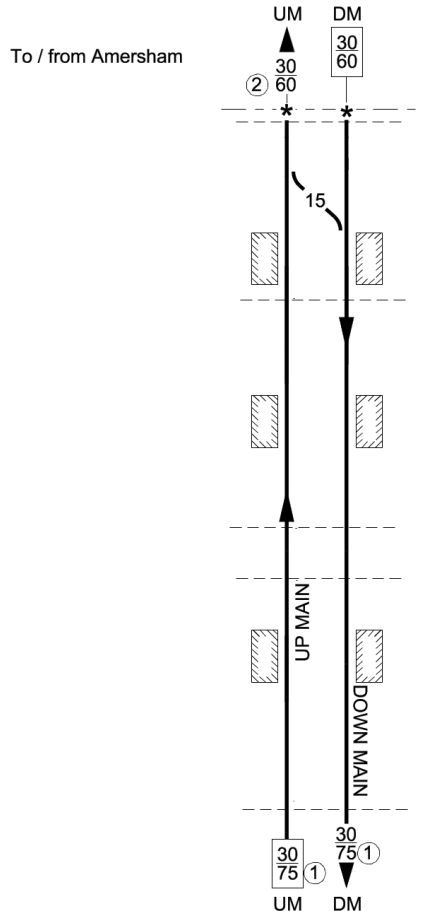
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD705	001	Greenford West Jn to South Ruislip	ANL	LNW South	02/02/2013

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Route Boundary	8 60		TCB Marylebone IECC (ME) South workstation GSM-R CSR 88 D&UW: Down & Up Wycombe (Line name changes at route boundary).
Northolt Jn Change of mileage	10 15 0 00		DNL: Down Northolt Loop
SOUTH RUISLIP	0 07		Platform lengths: South Ruislip Down Northolt Loop: 123 metres Up Main: 141 metres

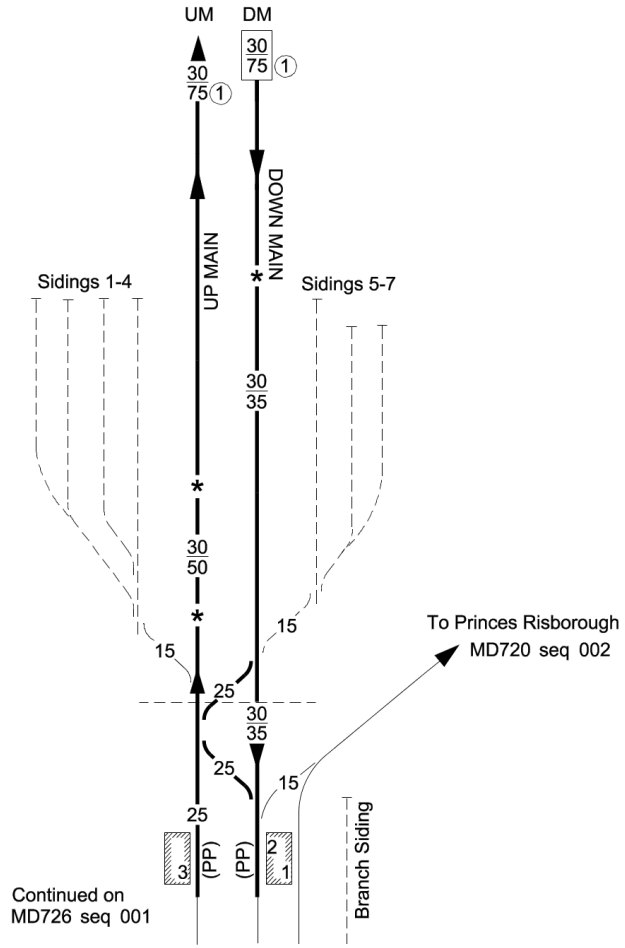
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD710	001	Neasden South Junction to Harrow on the Hill	MCJ1	LNW South	07/04/2014

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 *		
	197 70 *		
Network Rail / LUL Boundary Change of mileage	197 05 9 13		Lines between 9m 13ch and 25m 21ch (see MD712 seq 001) are maintained and controlled by LUL.

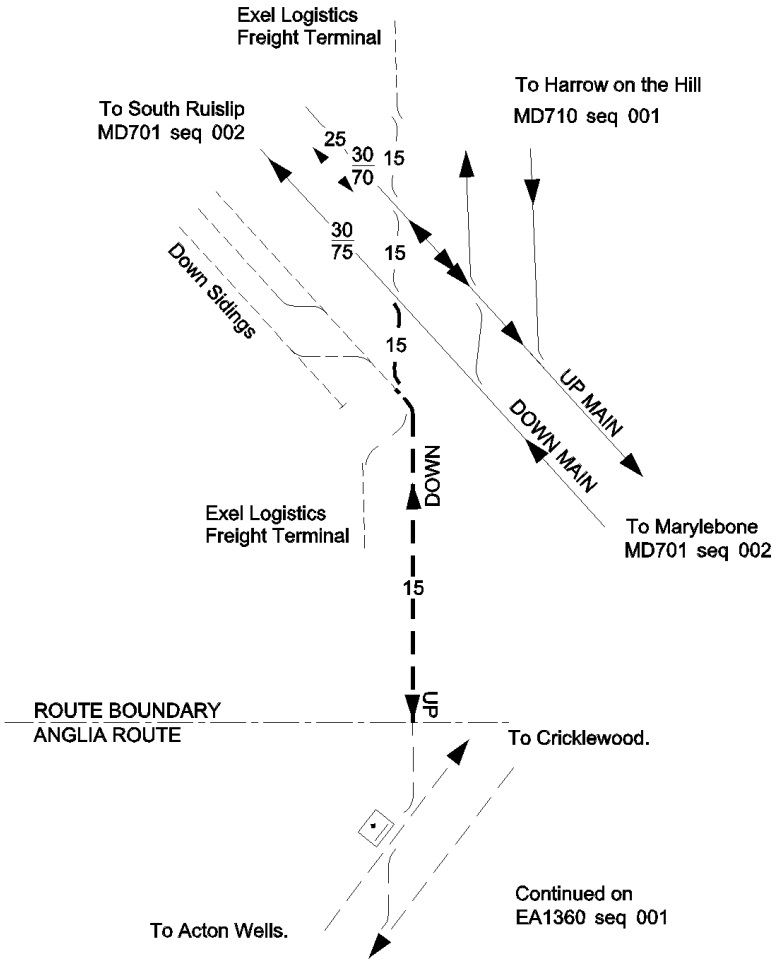
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD712	001	Amersham (Exclusive) to Aylesbury	MCJ2	Central	01/07/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Marylebone IECC (ME) North Workstation Lines between 25m 21ch and 9m 13ch (see MD710 seq 001) are maintained and controlled by LUL. ② Maximum permissible speed is reduces to 30/40mph during the autumn leaf fall season, on the Up line only.
LUL / Network Rail Boundary Pipers Wood (FP)	25 25	21 21	*		
GREAT MISSENDEN	29	00			Platform lengths: Great Missenden Down Main - 151 metres Up Main - 158 metres
Great Missenden No.70 (FP)	30	03			
WENDOVER	33	43			Platform lengths: Wendover Down Main - 168 metres Up Main - 169 metres
Wendover No.4 (FP)	35	09			
Yew Tree Farm (FP)	35	56			
STOKE MANDEVILLE	35	75			Platform lengths: Stoke Mandeville Down Main - 169 metres Up Main - 157 metres
Stoke Mandeville No.2 (FP)	36	41			① 70mph for Loco hauled trains

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD712	002	Amersham (Exclusive) to Aylesbury	MCJ2	Central	09/09/2023

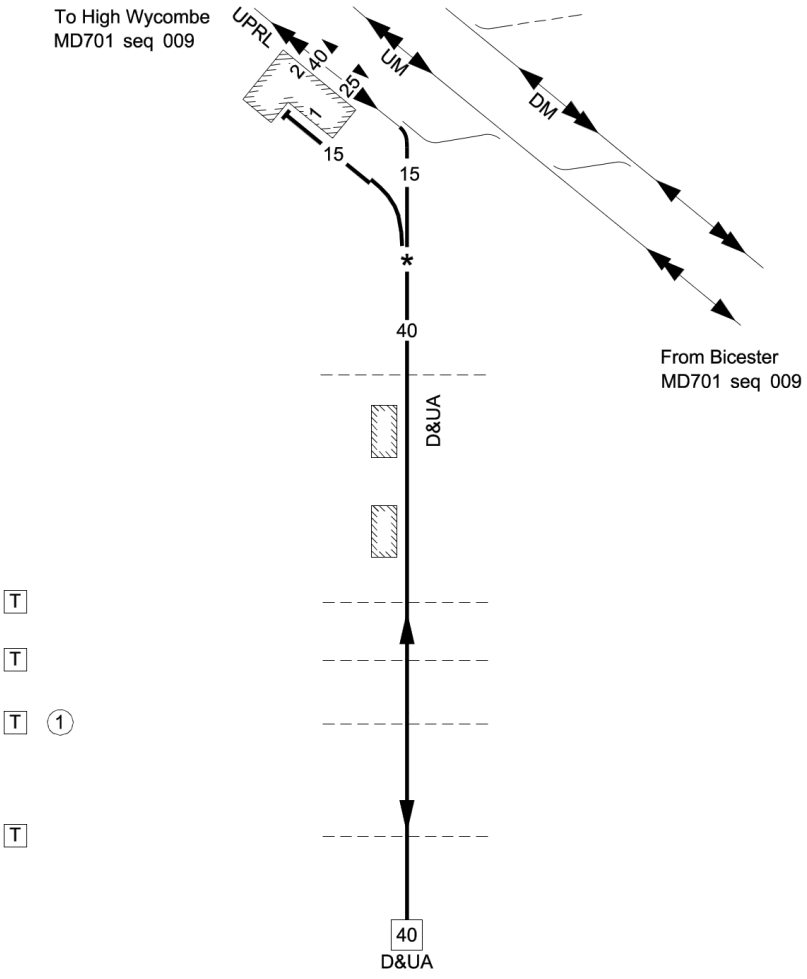
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	37 59 *		GSM-R TCB Marylebone IECC (ME) North Workstation ① 70mph for Loco hauled trains
	37 70 *		
	37 76 *		
Barrow Crossing (WL)	38 02		
Aylesbury Junction	38 08		
AYLESBURY	38 13		Platform lengths: Aylesbury Platform 1-197 metres Platform 2-175 metres Platform 3-187 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD715	001	Neasden South Junction to Neasden Junction	NJN	LNW South	02/02/2013

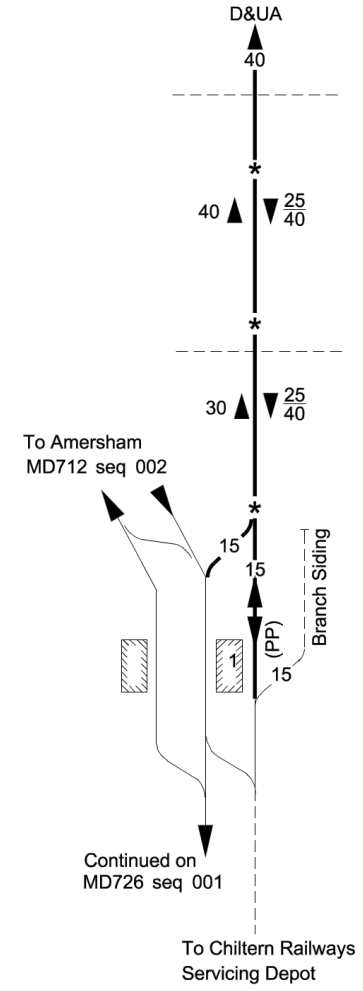
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Neasden South Jn	6 30		TCB Marylebone IECC (ME) South workstation GSM-R CSR 88
Route Boundary	6 51		
Neasden Jn	6 55		
Neasden Jn SB (NJ)	6 56		
Change of mileage	7 03		
Continued in Network Rail Anglia Route Sectional Appendix.			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	001	Princes Risborough to Aylesbury	PRA	Central	29/10/2023

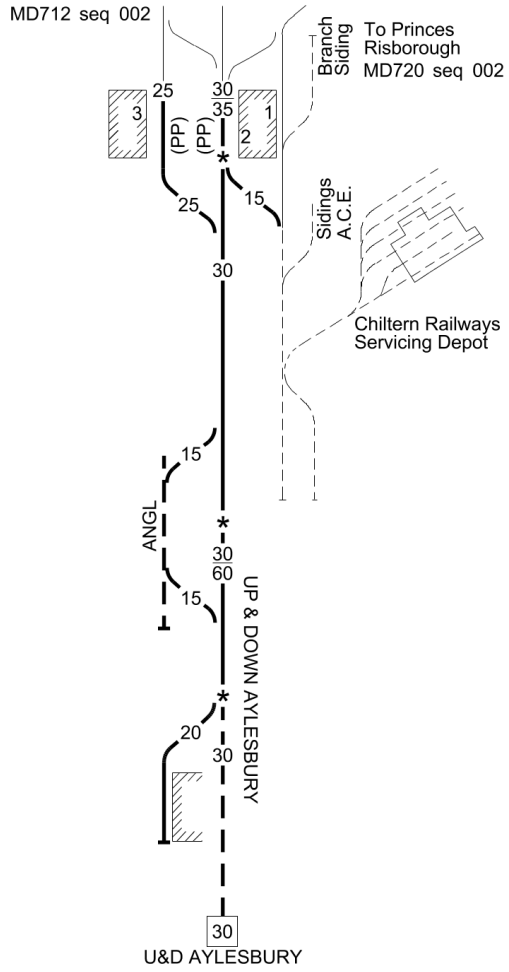
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
PRINCES RISBOROUGH	24 40	To High Wycombe MD701 seq 009	TCB Marylebone IECC (ME) North Workstation
Princes Risborough Jn	24 48		GSM-R
Change of mileage	42 31		Platform lengths: Princes Risborough Platform 1 - 61 metres (67 yards) permissive (PP)
	42 36 *		UPRL: Up Princes Risborough Loop UM: Up Main DM: Down Main
Westmead FP (R/G OMSL)	43 31	From Bicester MD701 seq 009	D&UA - Down & Up Aylesbury
MONKS RISBOROUGH	43 57		Platform length: Monks Risborough-95 metres
LITTLE KIMBLE	45 14		Platform length: Little Kimble-90 metres
Apsley Manor Farm No.2 LC (UWC)	46 58	T	
Dodds Farm LC (UWC)	46 70	T	
Marsh Lane LC(ABCL, Out of use)	47 00	T (1)	(1) Marsh Lane LC temporarily out of use.
Moat Farm No.1 LC (UWC)	47 44	T	



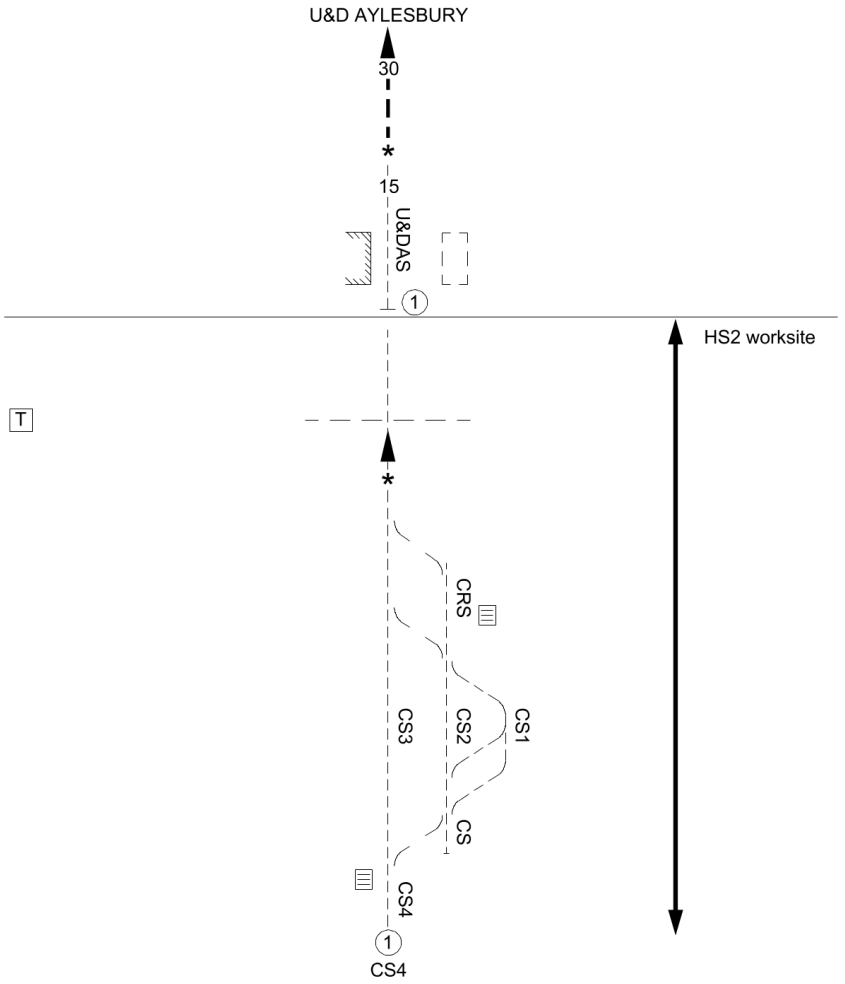
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	002	Princes Risborough to Aylesbury	PRA	Central	29/10/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Stoke Mandeville No.17 FP (R/G OMSL)	48	18			GSM-R TCB Marylebone IECC (ME) North Workstation
	48	64	*		
	49	18	*		D&UA - Down & Up Aylesbury
Aylesbury No.31 FP	49	19			
Aylesbury Junction	49	35	*		
Change of mileage	38	08			
AYLESBURY	38	13			Platform lengths: Aylesbury Platform 1 - 197 metres (215 yards) permissive (PP)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD725	001	Aylesbury to Claydon L&NE Jn	MCJ2	LNW South	21/08/2022

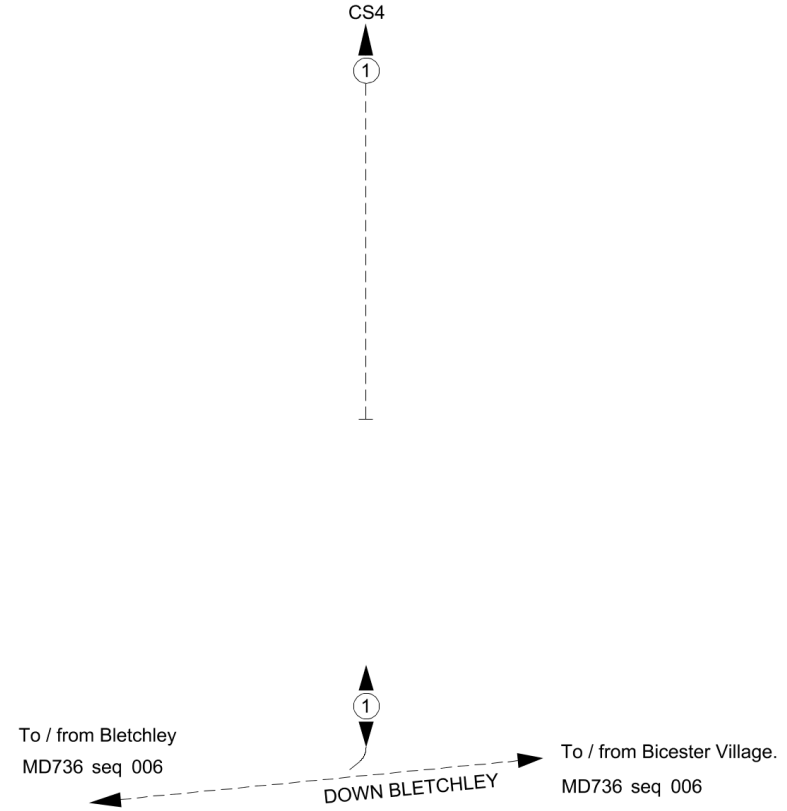
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
AYLESBURY	38 13		GSM-R TCB Marylebone IECC (ME) North workstation Platform lengths: Aylesbury 2-175 metres 3-187 metres
	38 18 *		
	38 38		
	38 47 *		ANGL: Aylesbury North Goods Loop. 625 metres (684 yards).
	39 01		
Aylesbury Vale Jn	40 26 *		Platform lengths: Aylesbury Vale Parkway Bay platform: 168 metres - permissive (PP)
AYLESBURY VALE PARKWAY	40 38		NSTR Marylebone IECC (CJ) From 40m 74ch. TPWS and AWS not provided.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD725	002	Aylesbury to Claydon L&NE Jn	MCJ2 MCJ3	LNW South	21/08/2022

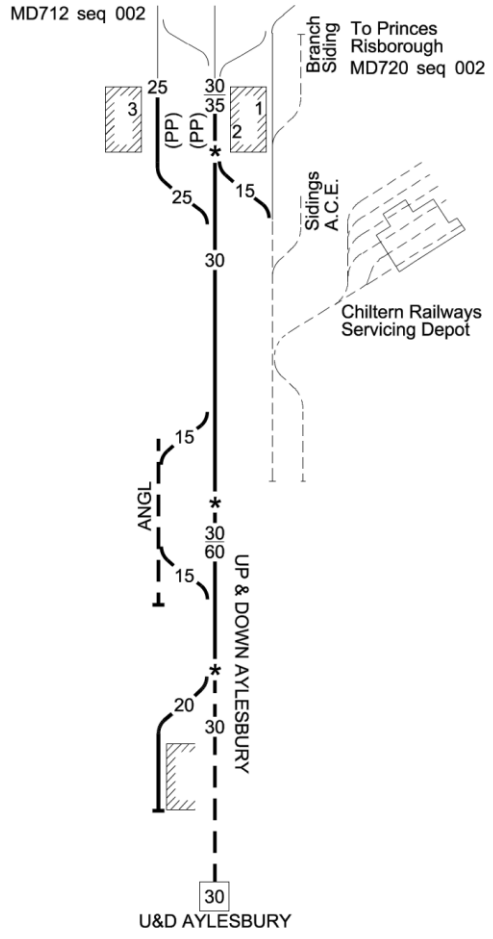
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R NSTR Marylebone IECC (CJ) North workstaion TPWS and AWS not provided. U&D Aylesbury - Up & Down Aylesbury Sidings U&DAS - Up & Down Aylesbury Siding.
(Change of linename to U&D Aylesbury Siding)	43	05	*		
QUAINTON ROAD	44	22			Quainton Road (Buckinghamshire Railway Society)
Enhanced Possession Protection (Baulk of timbers with stop lamp)	44	45			(1) Line to / from Claydon L&NE Jn is temporarily OOU.
(Change of mileage and change of ELR: MCJ2 - MCJ3).	44	48			GSM-R Up: Start of GSM-R area at 161m 42ch Down: End of GSM-R area at 161m 42ch
	161	50			
Ditchburns LC (UWC)	159	33			
	158	09	*		
(Crossover)	158	04			
Calvert South GF	157	63			CRS - Calvert Reception Siding CRS - 394 metres (431 yards)
(Crossover)	157	61			
(Crossover CS1 to CS2)	157	31			CS1 - Calvert Siding 1 CS2 - Calvert Siding 2 CS3 - Calvert Siding 3 CS4 - Calvert Siding 4
(Crossover)	157	09			CS - Cripple Siding
Calvert North GF	157	05			

LNW South Route Sectional Appendix Module LNW(S)2

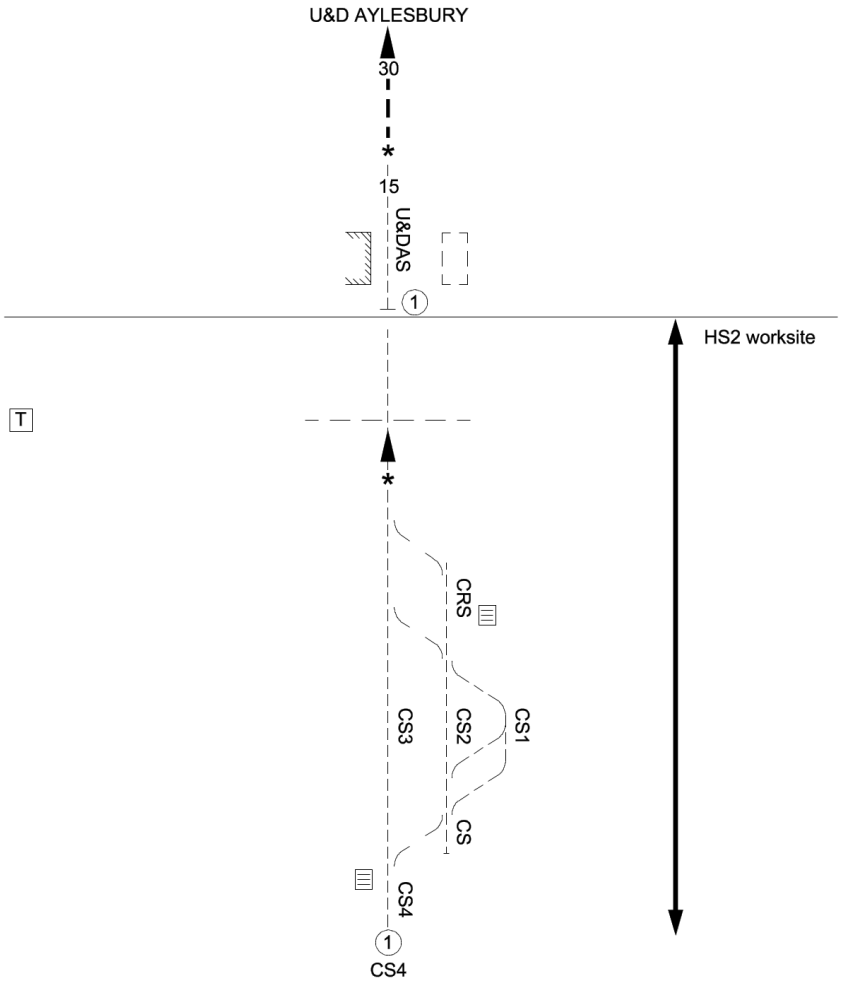
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD725	003	Aylesbury to Claydon L&NE Jn	MCJ3 MCJ4	LNW South	21/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Calvert Jn (fomer site of) (Change of mileage and change of ELR: MCJ3 - MCJ4).	156 72 0 00		Sidings Line is NON-OPERATIONAL, all lines on this page are a HS2 worksite. TPWS and AWS not provided.
Temporary Buffer Stop on CS4	0 11		
Claydon L&NE Jn	0 41 (12 57)		① Out of use Mileage in brackets ( ) is Down & Up Main line (MD736) mileage (ELR: OXD).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	001	Aylesbury to Claydon West Jn	MCJ2	Central	09/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
AYLESBURY	38 13		GSM-R TCB Marylebone IECC (ME) North workstation Platform lengths: Aylesbury 2-175 metres 3-187 metres
	38 18 *		
	38 38		
	38 47 *		ANGL: Aylesbury North Goods Loop. 625 metres (684 yards).
	39 01		
Aylesbury Vale Jn	40 26 *		Platform lengths: Aylesbury Vale Parkway Bay platform: 168 metres - permissive (PP)
AYLESBURY VALE PARKWAY	40 38		NSTR Marylebone IECC (CJ) From 40m 74ch. TPWS and AWS not provided.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	002	Aylesbury to Claydon West Jn	MCJ2 MCJ3	Central	09/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NSTR Marylebone IECC (CJ) North workstaion TPWS and AWS not provided. U&D Aylesbury - Up & Down Aylesbury Sidings U&DAS - Up & Down Aylesbury Siding.
(Change of linename to U&D Aylesbury Siding)	43 05 *		
QUAINTON ROAD	44 22		Quainton Road (Buckinghamshire Railway Society)
Enhanced Possession Protection (Baulk of timbers with stop lamp)	44 45		(1) Line to / from Claydon L&NE Jn is temporarily OOU.
(Change of mileage and change of ELR: MCJ2 - MCJ3).	44 48 161 50		GSM-R Up: Start of GSM-R area at 161m 42ch Down: End of GSM-R area at 161m 42ch
Ditchburns LC (UWC)	159 33	T	
	158 09 *		
(Crossover)	158 04		
Calvert South GF	157 63		CRS - Calvert Reception Siding CRS - 394 metres (431 yards)
(Crossover)	157 61		
(Crossover CS1 to CS2)	157 31		CS1 - Calvert Siding 1 CS2 - Calvert Siding 2 CS3 - Calvert Siding 3 CS4 - Calvert Siding 4
(Crossover)	157 09		CS - Cripple Siding
Calvert North GF	157 05		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	003	Aylesbury to Claydon West Jn	MCJ3 MCJ4	Central / WCS	09/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Calvert Jn (fomer site of) (Change of mileage and change of ELR: MCJ3 - MCJ4).	156 72 0 00	MCJ3 MCJ4	Sidings Line is NON-OPERATIONAL, all lines on this page are a HS2 worksite. TPWS and AWS not provided.
Temporary Buffer Stop on CS4	0 11	CS4 1	
Claydon West Jn	0 41 (12 57)	Central Route West Coast South Route 1 To / from Bletchley MD736 seq 006 DOWN BLETCHLEY To / from Bicester Village. MD736 seq 006	Claydon L&NE Jn to be removed and Claydon West Jn shown instead on the OXD lines. 1 Out of use Mileage in brackets ( ) is Bletchley lines (MD736) mileage (ELR: OXD).

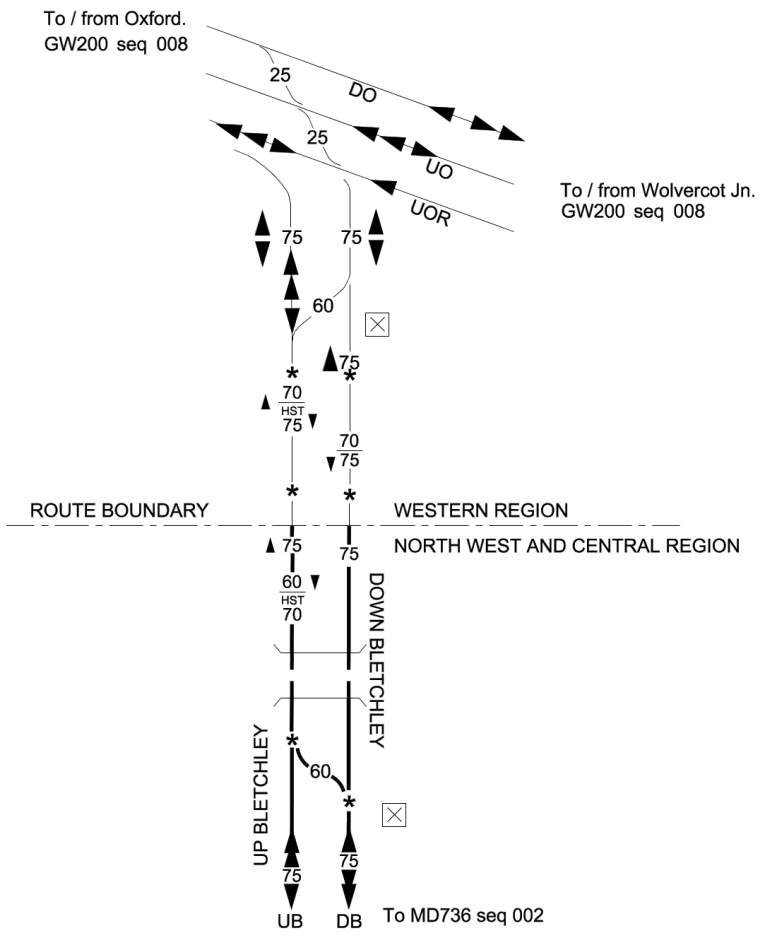
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD735	001	Denbigh Hall South Jn to Bicester Town	DHF BFO OXD	LNW South	14/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE HAS BEEN WITHDRAWN	

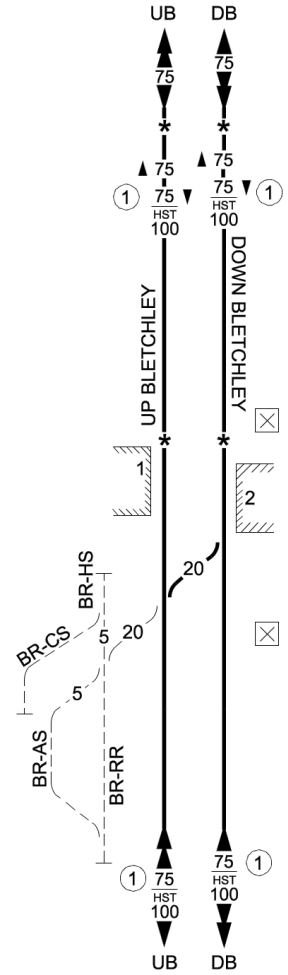
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD735	002	Denbigh Hall South Jn to Bicester Town	OXD	LNW South	14/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE HAS BEEN WITHDRAWN	

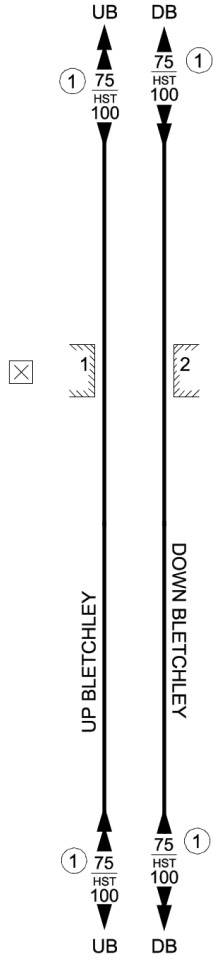
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	001	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	16/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxford North Jn (Up Bletchley Connection)	30 20 (64 35)		GSM-R TCB Thames Valley S.C. (OD) Oxford Workstation Axle Counter area. DO: Down Oxford UO: Up Oxford UOR: Up Oxford Relief. Mileage in brackets ( ) is main line (GW200) mileage (ELR: DCL).
Oxford Canal Jn	29 57		
	29 43 *		☒ Patrolmans directional line lockout (applies to both lines) between Oxford Canal Junction and Woodstock Road Junction.
	29 36 *		NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to Buffer Stop on Down Bletchley at OXD 1m 32ch.
Network Rail Route Boundary & Sectional Appendix Boundary	29 15		Marylebone IECC (OB) North Workstation
Wolvercot Tunnel 133 metres (145 yards) from	28 67		from aproximately 29m 15ch (DB) & aproximately 29m 05ch (UB).
to	28 61		
	28 51 *		
Woodstock Road Jn	28 47		
	28 43 *		☒ Patrolmans directional line lockout (applies to both lines) between Woodstock Road Junction and Oxford Parkway.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	002	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	16/09/2023

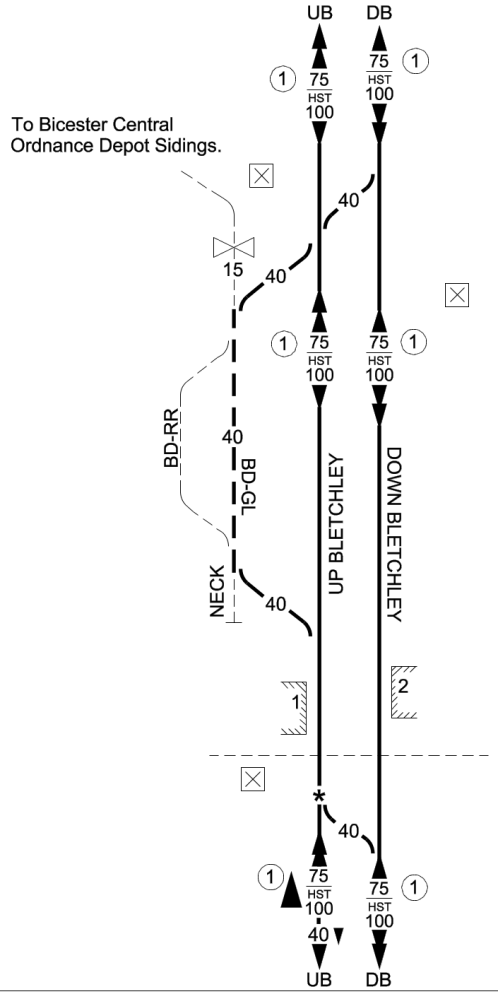
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	28	17 *		GSM-R TCB Marylebone IECC (OB) North Workstation Axle Counter area. NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to Buffer Stop on Down Bletchley at OXD 1m 32ch. (1) Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.
	27	57 *		☒ Patrolmans directional line lockout (applies to both lines) between Oxford Parkway and Woodstock Road Jn.
OXFORD PARKWAY	27	51		Platform lengths: Oxford Parkway Platform 1: 244 metres (267 yards) Platform 2: 225 metres (246 yards)
(Buffer stop on BR-HS)	27	41		
Water Eaton Jn	27	39		☒ Patrolmans directional line lockout (applies to both lines) between Water Eaton Jn and Bicester Depot West Jn.
Banbury Road Sidings	27	25		BR-AS: Banbury Road Aggregate Siding. BR-RR: Banbury Road Run Round. BR-HS: Banbury Road Head Shunt. BR-CS: Banbury Road Cripple Siding.
(Buffer stop on BR-RR)	27	10		DB: Down Bletchley UB: Up Bletchley

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	003	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	16/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ISLIP	25 35		TCB Marylebone IECC (OB) North Workstation GSM-R Axle Counter area. NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to Buffer Stop on Down Bletchley at OXD 1m 32ch.. (1) Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph. Platform lengths: Islip Platform 1: 194 metres (212 yards) Platform 2: 193 metres (211 yards) ⊠ Patrolmans directional line lockout (applies to both lines) between Water Eaton Jn and Bicester Depot West Jn.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	004	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	16/09/2023

Location	Mileage M	Mileage Ch	
Bicester Depot West Jn	20	38	
Bicester Depot East Jn	19	60	
BICESTER VILLAGE	19	40	
Bicester London Road LC (CCTV)	19	31	
	19	28	*
(crossover)	19	25	



Signalling & Remarks

GSM-R

TCB Marylebone IECC (OB) North Workstation

Axle Counter area.

NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to Buffer Stop on Down Bletchley at OXD 1m 32ch..

Patrolmans directional line lockout (applies to both lines) between Water Eaton Jn and Bicester Depot West Jn.

Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn.

BD-GL: Bicester Depot Goods Loop.
BD-RR: Bicester Depot Run Round.

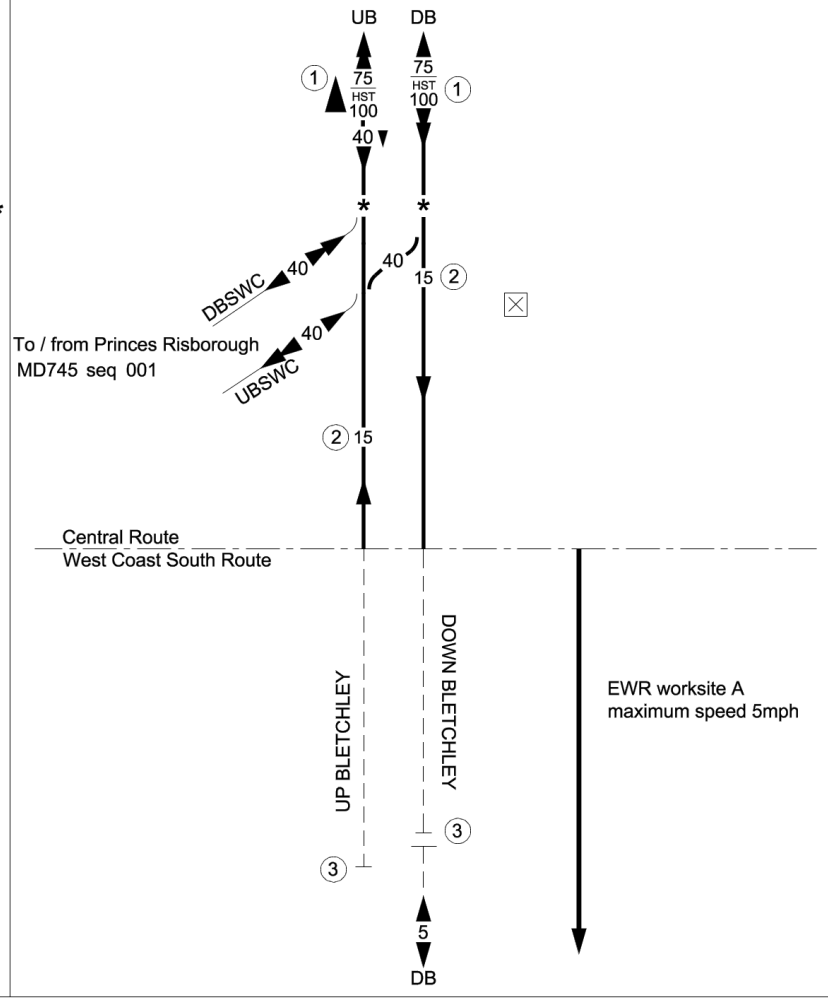
BD-GL is permissive (PF).

(1) Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.

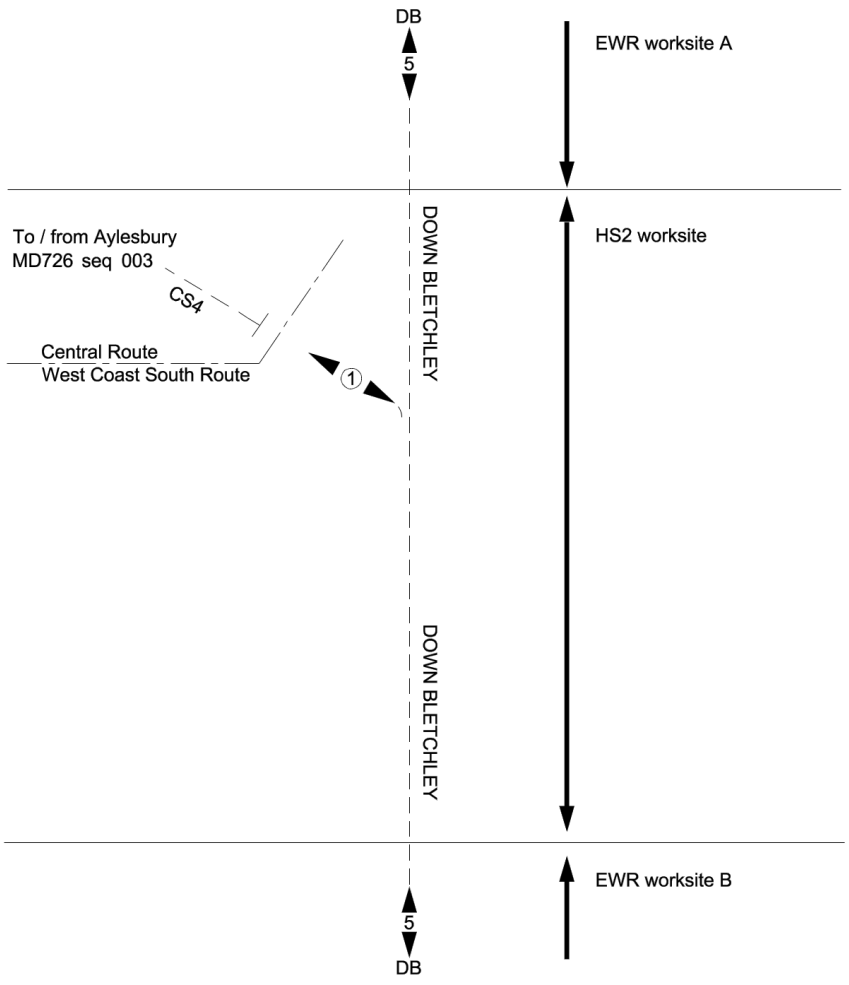
Platform lengths: Bicester Village
Platform 1: 240 metres (262 yards)
Platform 2: 230 metres (252 yards)

Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn.

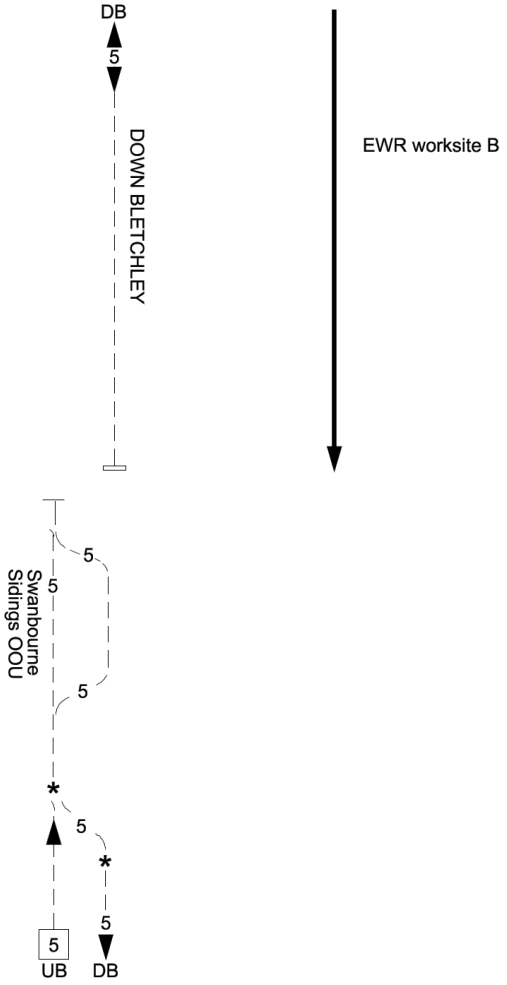
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	005	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central / WCS	28/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gavray Jn	19 05 *		TCB Marylebone IECC (OB) North Workstation GSM-R Axle Counter area from top of the page to enhanced possession protection at Gavray Jn. (1) Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph. (2) Operational linespeed is 15mph. However for asset management purposes these passenger lines between 19m 05ch and 18m 40ch are maintained at 100mph . This is temporary until final commissioning in 2024. ☒ Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn. Mileage in brackets ( ) is the Chord line mileage. UBSWC: Up Bicester South West Chord. DBSWC: Down Bicester South West Chord.
	19 00 (0 52)	
Start of EWR worksite A & Route boundary	18 40	
Enhanced Possession Protection (DB) (Baulk of timbers with stop lamp)	18 34	
Enhanced Possession Protection (UB) (Baulk of timbers with stop lamp)	18 28	(3) Line to / from Swanbourne is temporarily OOU.

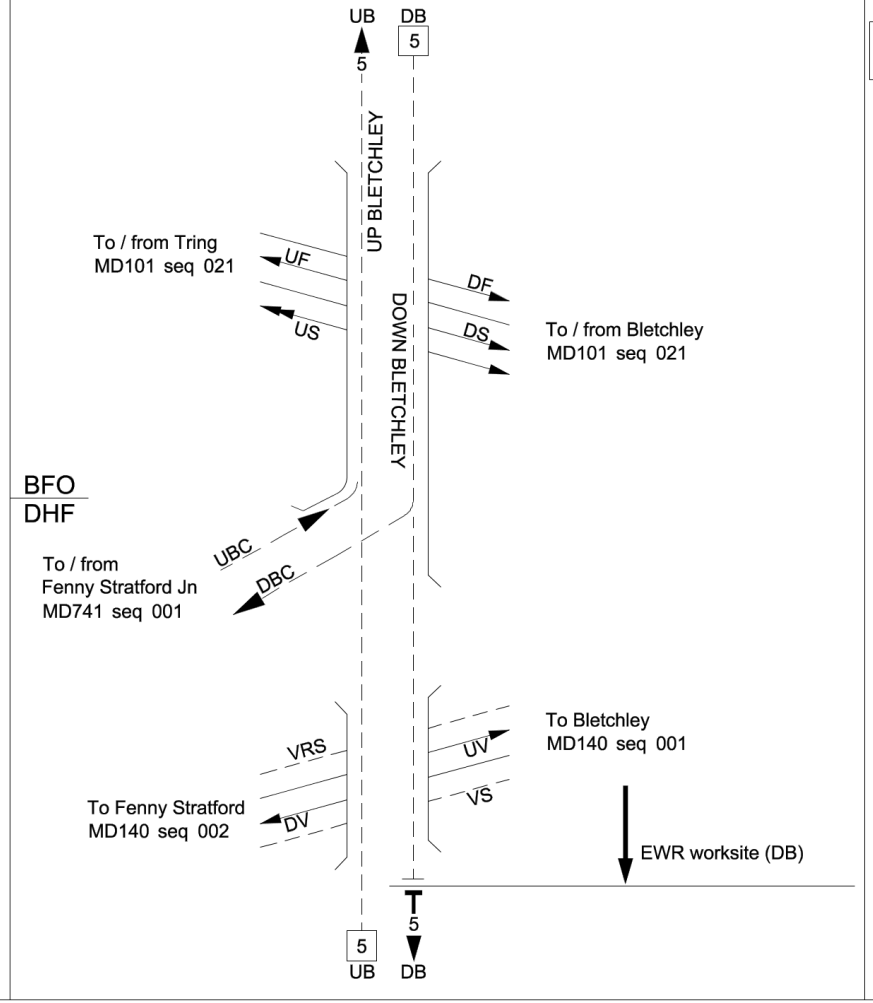
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	006	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	West Coast South	09/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(End of EWR worksite A)	13 35		All lines on this page are OUT OF USE and reconstruction works are ongoing in connection with the East West Rail and HS2 Projects.
Temporary Buffer Stop on Calvert Siding 4	(0 11)		CS4 - Calvert Siding 4
Claydon West Jn	12 57 (0 41)		TPWS and AWS not provided at Claydon West Jn. ① Connection and line to / from Aylesbury is temporarily OOU. Mileage in brackets refers to MD726 MCJ3.
(End of HS2 worksite / start of EWR) worksite B)	11 26		

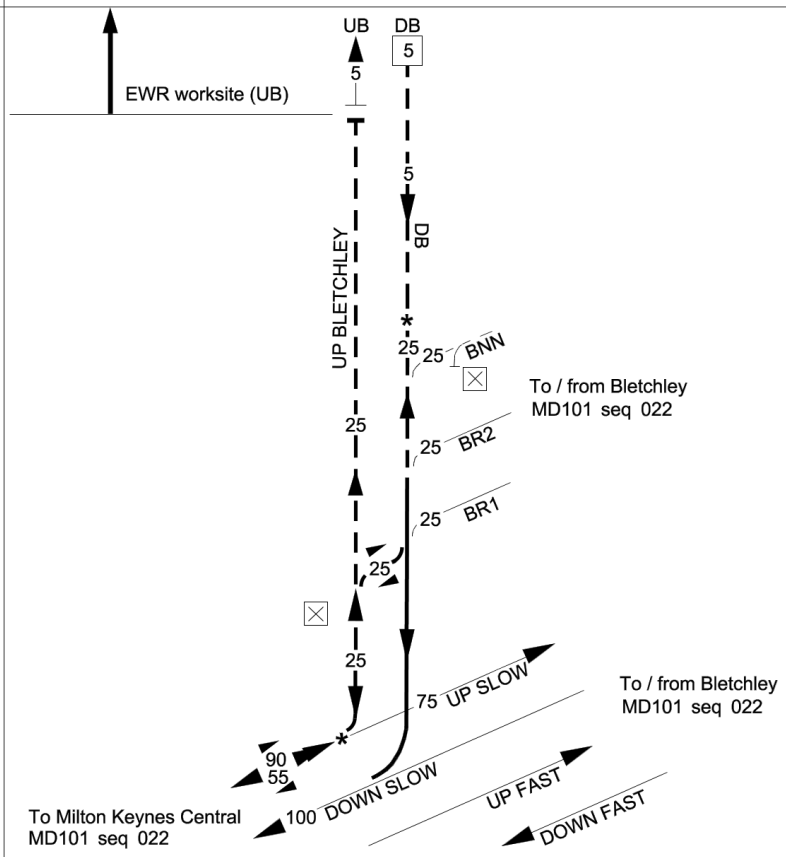
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	007	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD BFO	West Coast South	09/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Winslow, former site of	7 10		Line non-operational between Gavray Jn (Exclusive) and buffer stop at 1m 31ch (Swanbourne). All lines and sidings on this page are OUT OF USE in connection with the East West Rail Project construction works.
Buffer stop (DB)	1 31		
Buffer stop	1 27		
	1 23		
Swanbourne Sidings	0 76		
Flyover Junction (Change of mileage and change of ELR: OXD - BFO).	0 62 *		GSM-R TCB Marston Vale SCC (MV) TPWS not provided between Swanbourne Sidings and Flyover Summit Jn.
	0 00		
	0 05 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	008	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	BFO DHF	West Coast South	09/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Start/end of Flyover from	0 38		TCB Marston Vale SCC (MV) GSM-R The Down Bletchley and Up Bletchley lines on this page are OUT OF USE in connection with the East West Rail project, EXCEPT the line in Bold on the Down Bletchley from 1m 12ch towards Denbigh Hall South Jn. TPWS not provided between Swanbourne Sidings and Flyover Summit Junction. DF: Down Fast. UF: Up Fast. DS: Down Slow. US: Up Slow.
Flyover Summit Jn (Change of ELR: BFO - DHF).	0 75	BFO / DHF	UBC: Up Bletchley Chord. DBC: Down Bletchley Chord.
Start/end of Flyover to	0 76		
Bridge over Vale lines from	1 07		VRS: Vale Refuge Siding. UV: Up Vale. DV: Down Vale. VS: Vale Sidings.
to	1 10		
Enhanced Possession Protection (Baulk of timbers with stop lamp on DB)	1 12		The following lines on this page are OUT OF USE in connection with the East West Rail Project construction works: - the Down Bletchley line to 1m 12ch. - the Up Bletchley line (the whole of this page).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	009	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	DHF	West Coast South	09/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Enhanced Possession Protection (Baulk of timbers with stop lamp on UB)	1 20		TCB Rugby SCC (TK) Bletchley Workstation GSM-R The following line on this page is OUT OF USE in connection with the East West Rail Project construction works: - the Up Bletchley line from 1m 20ch towards Flyover Summit Jn. AC: Rugby ECR
Limit of Electrification (Up Bletchley)	1 37		
	1 48 *		
Bletchley Flyover North Jn (DB)	1 50		UB: Up Bletchley. DB: Down Bletchley. BNN: Bletchley North Neck. BR2: Bletchley Relief 2. BR1: Bletchley Relief 1.
	1 56		
Bletchley Flyover North Jn (UB)	1 63 (47 42)		☒ Traffic Lockout Devices (LOD(T)) provided, between Denbigh Hall South Jn and Bletchley Flyover North Jn (Up line) and connection to Bletchley North Neck (Down line).
Denbigh Hall South Jn	1 73 (47 52)		Mileages in brackets ( ) are main line (MD101) mileages (ELR: LEC1).

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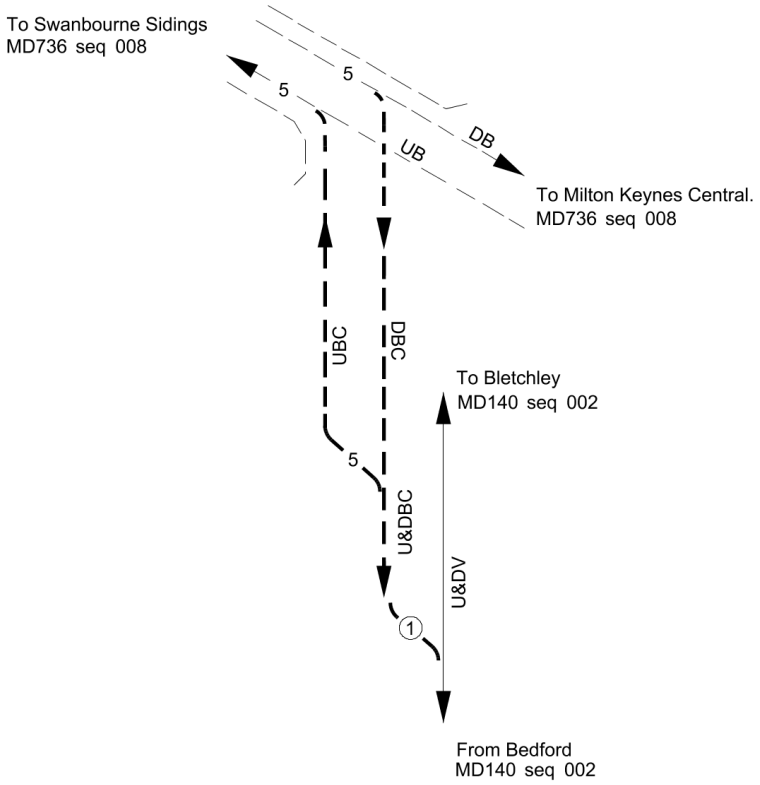
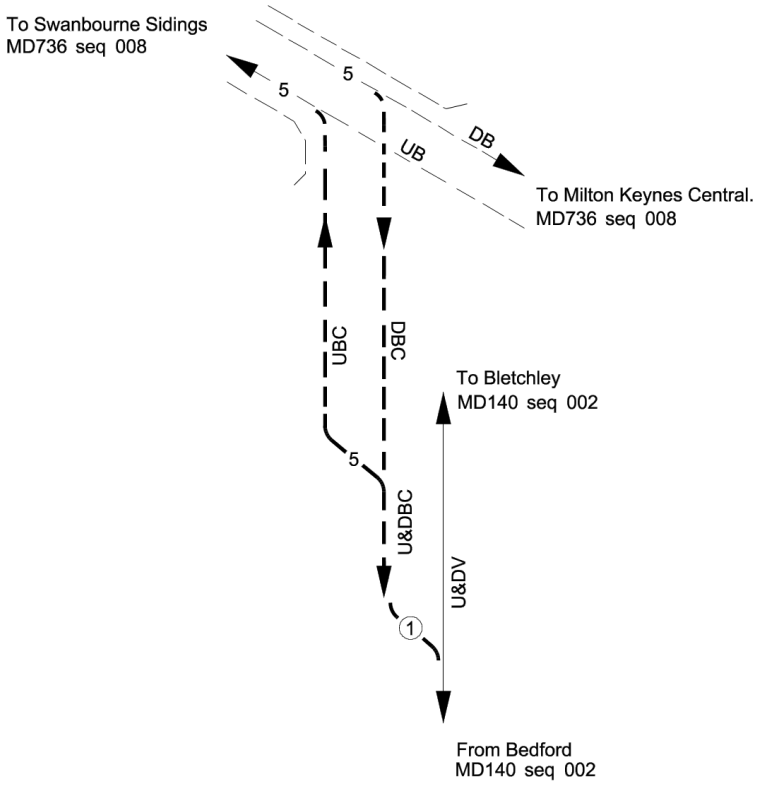
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD740	001	Bletchley, Summit of Flyover to Fenny Stratford (Flyover Lines)	BFO	LNW South	16/04/2022

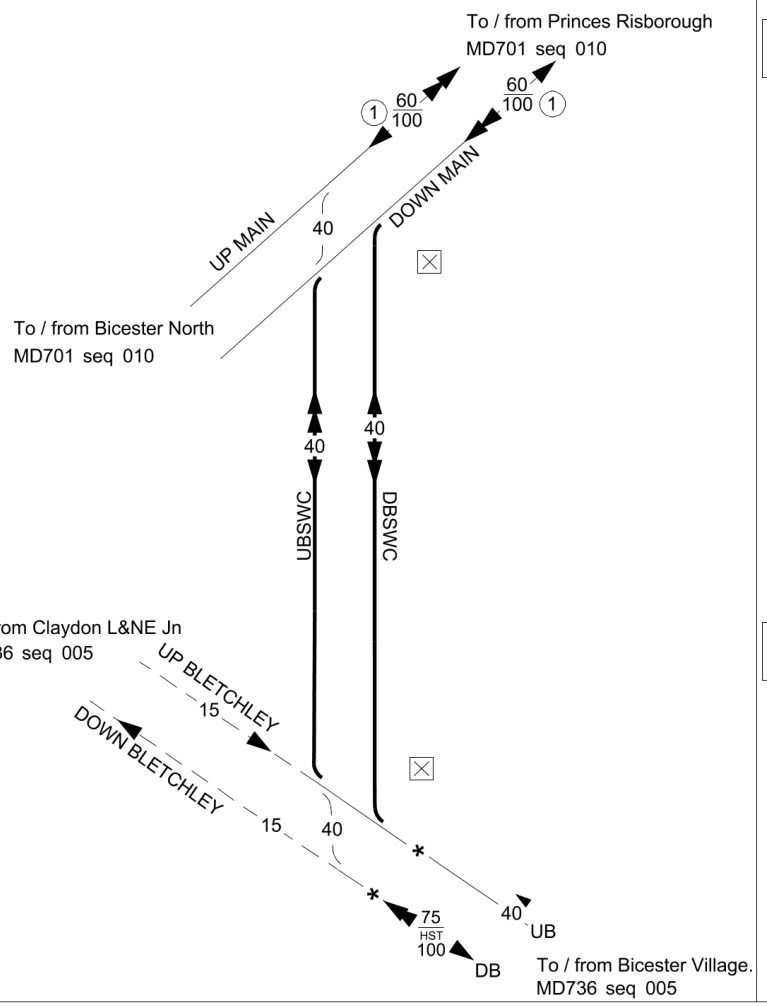
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Flyover Junction Summit	0 68		GSM-R TCB Marston Vale SCC (MV) The following lines on this page are OUT OF USE in connection with the East West Rail Project construction works: - the Down Bletchley line - the Up Bletchley line - the Down Bletchley Chord - the Up Bletchley Chord - the Up & Down Bletchley Chord DBC: Down Bletchley Chord. UBC: Up Bletchley Chord. U&DBC: Up & Down Bletchley Chord. U&DV: Up & Down Vale. DB: Down Bletchley. UB: Up Bletchley. Lines out of use in connection with East West Rail Project construction works. Points at Fenny Stratford Jn clipped and padlocked OUT OF USE. (1) Points out of use.
Start/end of Flyover	0 77		
Change of mileage	1 59		
Fenny Stratford Jn	0 76		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD741	001	Flyover Summit Jn to Fenny Stratford Jn (Bletchley Flyover Lines)	BFO	West Coast South	09/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Flyover Summit Jn	0 75		TCB Marston Vale SCC (MV) GSM-R The following lines on this page are OUT OF USE in connection with the East West Rail Project construction works: - the Down Bletchley line - the Up Bletchley line - the Down Bletchley Chord - the Up Bletchley Chord - the Up & Down Bletchley Chord DBC: Down Bletchley Chord. UBC: Up Bletchley Chord. U&DBC: Up & Down Bletchley Chord. U&DV: Up & Down Vale. DB: Down Bletchley. UB: Up Bletchley.
Start/end of Flyover	0 76		
Flyover Single Jn (start of Up & Down Bletchley Chord)	1 24		Lines out of use in connection with East West Rail Project construction works. Points at Fenny Stratford Jn clipped and padlocked OUT OF USE.
Fenny Stratford Jn & Change of mileage	1 60 0 76		① Points out of use.

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD745	001	Bicester South Jn to Gavray Jn	BSG	LNW South	23/04/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bicester South Jn	8 23		TCB Marylebone IECC (ME) North workstation GSM-R (1) Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph. ☒ Patrolmans directional line lockout (applies to both lines) between Bicester South Jn and Gavray Jn. Mileage at Bicester South Jn is 8m 23ch for both BSG and the mainline (NAJ3). Axle counter area: Down direction (both lines): from 0m 22ch. Up direction (both lines): to 0m 22ch. DBSWC: Down Bicester South West Chord. UBSWC: Up Bicester South West Chord.
Gavray Jn	8 79 [19 00] [19 05] *		Marylebone IECC (OB) North workstation ☒ Patrolmans directional line lockout (applies to both lines) between Bicester South Jn and Gavray Jn. Mileages in brackets [ ] are Bletchley lines (MD736) mileages (ELR: OXD). UB: Up Bletchley. DB: Down Bletchley.

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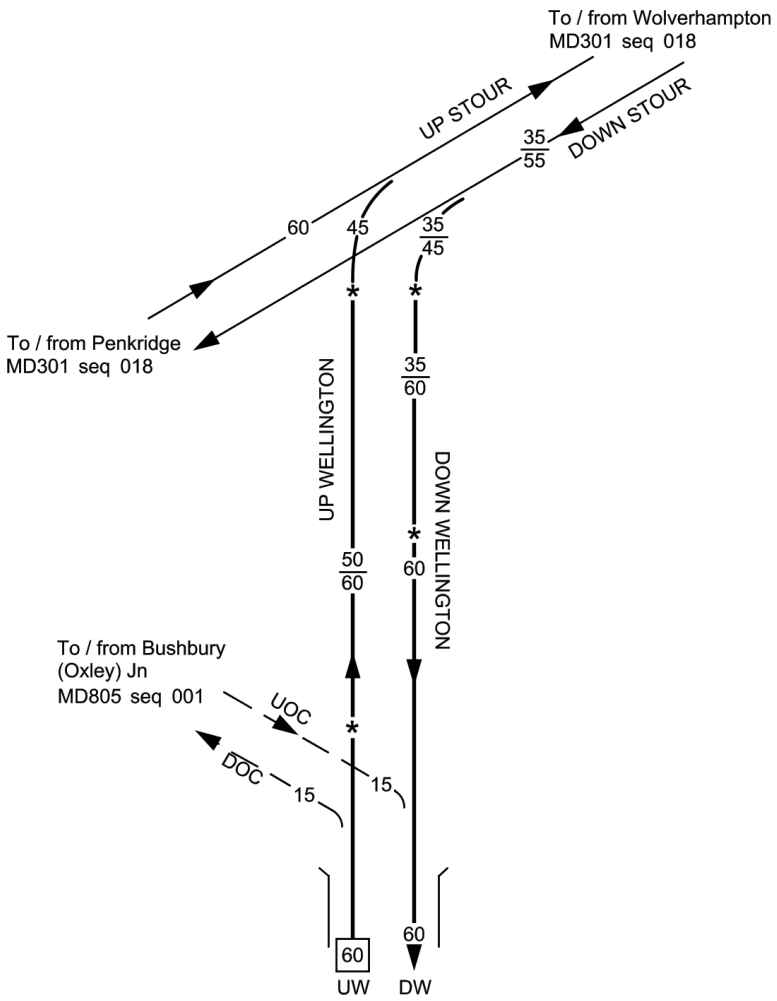
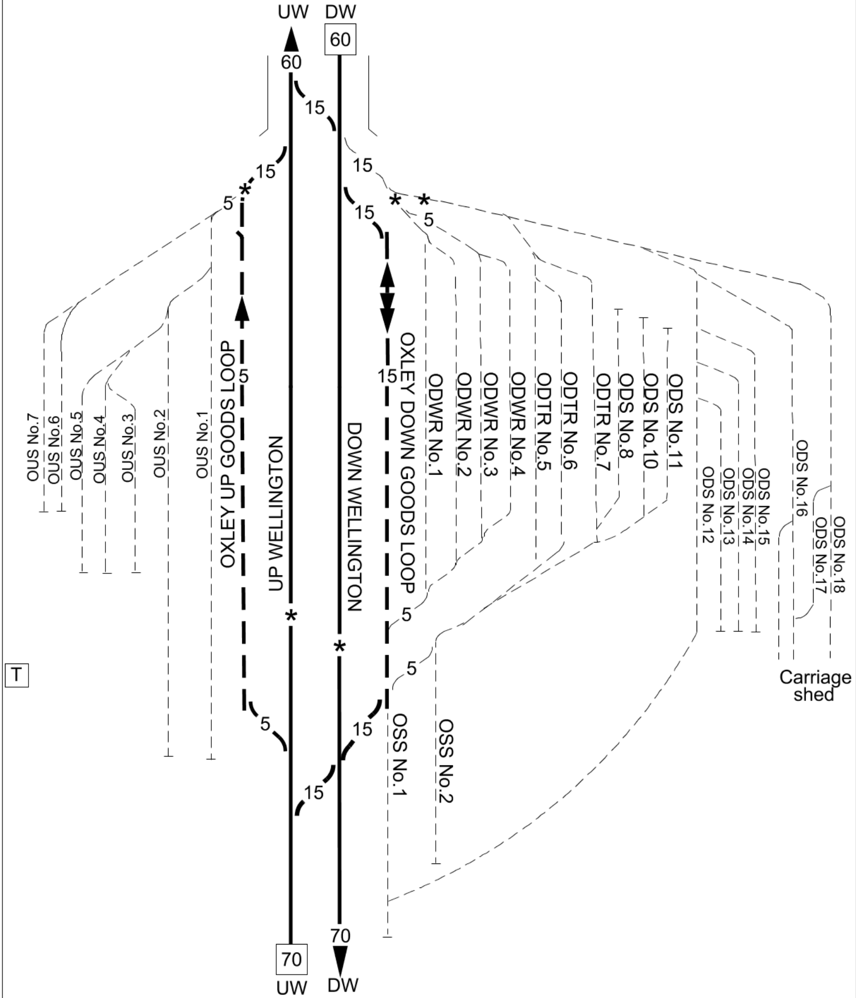
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	001	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ1 WSJ2	LNW South	24/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wolverhampton North Jn Change of mileage	13 32 143 52		GSM-R TCB West Midlands S.C. (OS) Wolverhampton workstation AC: Rugby ECR Axle Counter area at Wolverhampton North Junction only. Mileage descreases down the page until Oxley, Stafford Road Jn West Midlands S.C. (OS) Telford workstation UOC - Up Oxley Chord DOC - Down Oxley Chord
	143 45 *		
	143 22 *		
	143 03 *		
Oxley, Stafford Road Jn Change of mileage and ELR	142 79 143 02		
Oxley Viaduct 211 metres (231 yards)	143 03 to 143 13		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	002	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	11/06/2022

Location	Mileage M	Mileage Ch	
Oxley Viaduct cont. 211 metres (231 yards)	143	03	
(Crossover)	(143 to 143	09)	
	143	13	
Oxley Depot Up Sidings Connection	143	14	
	143	15	*
	143	16	*
Oxley Depot			
	143	40	*
	143	42	*
	143	45	T
Oxley Depot Up Sidings Jn	143	47	
(Crossover)	143	49	
(ODS No.12 siding connection)	143	56	
Limit of electrification - UW & DW	143	63	
(Stop block on OSS No.1 and End of diagram)	143	69	

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB West Midlands S.C. (OS) Telford workstation AC: Rugby ECR

Axle Counter area:
DW : from 144m 19ch
UW: to 144m 39ch

UW: Up Wellington
DW: Down Wellington

OUS: Oxley Up Siding

ODWR: Oxley Down Wash Road
ODTR: Oxley Down Through Road
ODS: Oxley Down Siding

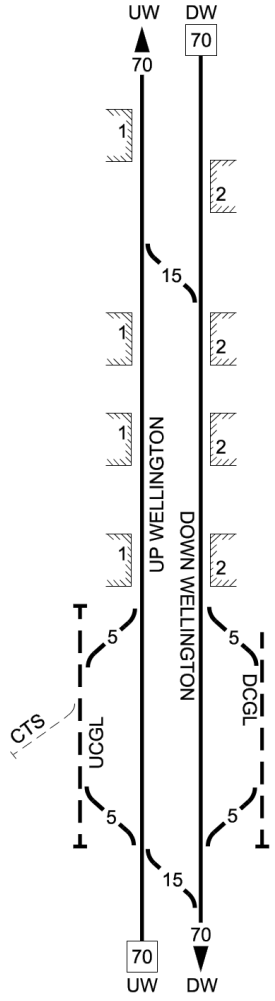
ODGL (PF) - 348 metres / 381 yards (from signal OS7712 to signal OS1739)
- 456 metres / 499 yards (from signal OS7712 to signal OS7717)

OUGL (PF) - 460 metres / 503 yards

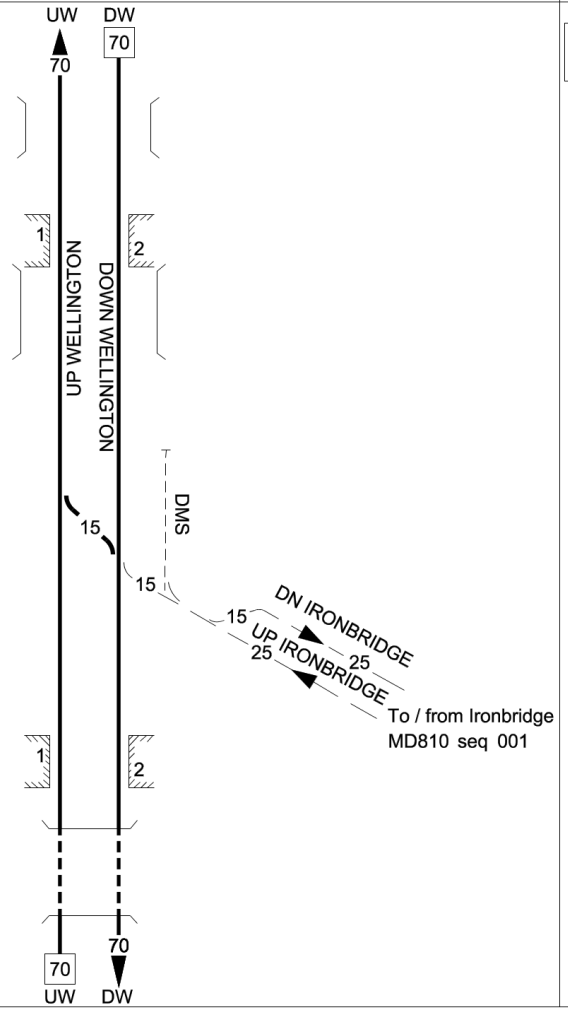
OSS No.1: Oxley No.1 Shunting Spur
OSS No.2: Oxley No.2 Shunting Spur

NOTE: ALL lines on this diagram are electrified except the following:
ODS No.8, No.9, No.10 & No.11
ODS No.13, No.14 & No.15
ODS No.18
OSS No.2
OUS No.1 & No. 2 are not electrifiied at the Wellington end.

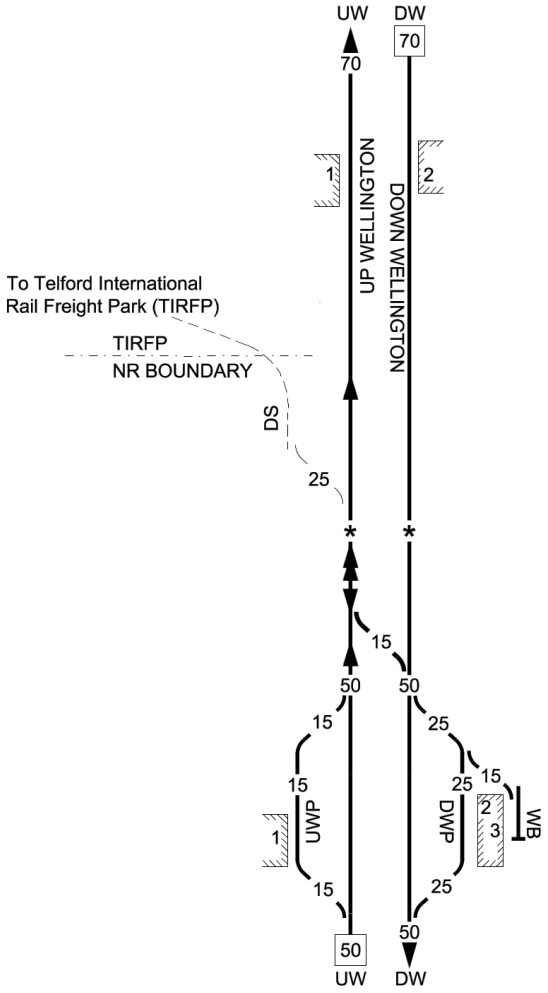
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	003	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	05/11/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	143	70		GSM-R TCB West Midlands S.C. (MJ) Telford workstation Axle Counter area
BILBROOK	145	66		Platform lengths: Bilbrook Platform 1 - 100 metres (109 yards) Platform 2 - 100 metres (109 yards)
(Crossover)	146	27		UW: Up Wellington DW: Down Wellington
CODSALL	146	41		Platform lengths: Codsall Platform 1 - 97 metres (106 yards) Platform 2 - 94 metres (103 yards)
ALBRIGHTON	149	38		Platform lengths: Albrighton Platform 1 - 138 metres (151 yards) Platform 2 - 100 metres (109 yards)
COSFORD	150	69		Platform lengths: Cosford Platform 1 - 122 metres (133 yards) Platform 2 - 122 metres (133 yards)
				DCGL: Down Cosford Goods Loop UCGL: Up Cosford Goods Loop CTS: Cosford Tamper Siding
				DCGL: 365 metres (399 yards) UCGL: 365 metres (399 yards) Permissive: - PF authorised on both DCGL & UCGL
(Crossover)	151	23		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	004	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	Central	21/01/2023

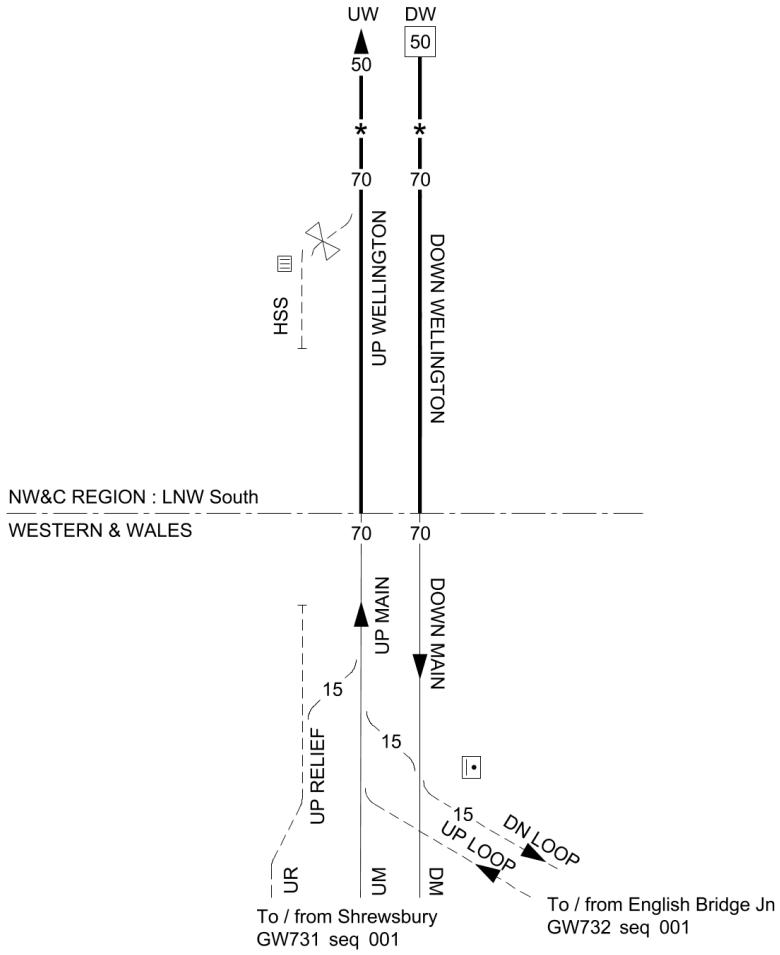
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (MJ) Telford Workstation
Ruckley Viaduct 82 metres (90 yards)	152 08 to 152 12		Axle Counter area from Ruckley Viaduct to Madeley Jn. A track circuit section at Madeley Jn (both lines). Axle Counter area from Madeley Jn (excl.) to Oakengates.
SHIFNAL Shifnal Viaduct 225 metres (246 yards)	154 24 154 24 to 154 38		Platform lengths: Shifnal Platform 1 - 115 metres (126 yards) Platform 2 - 96 metres (105 yards)
Madeley Jn	156 19		DMS: Down Madeley Siding DMS: 362 metres (396 yards)
TELFORD CENTRAL	157 38		Platform lengths: Telford Central Platform 1 - 271 metres (312 yards) Platform 2 - 271 metres (312 yards)
Oakengates Tunnel 428 metres (468 yards)	157 76 to 158 17		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	005	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	05/11/2022

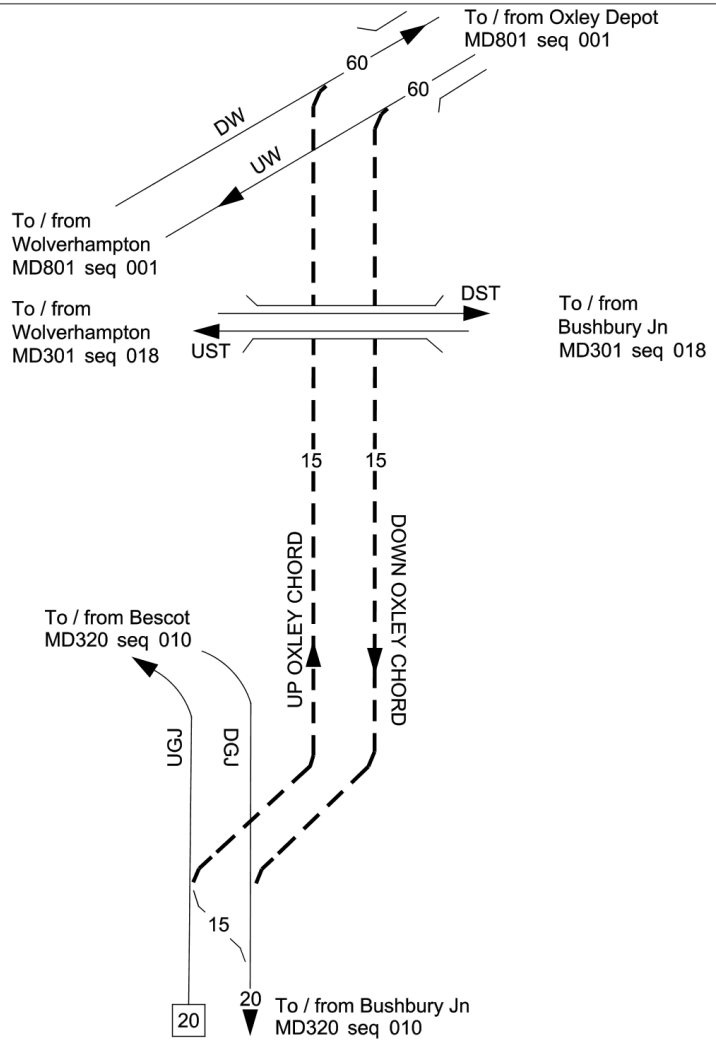
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
OAKENGATES	158 31		GSM-R TCB West Midlands S.C. (MJ) Telford workstation Axle Counter area from Oakengates to Donnington Jn, and from Wellington (exclusive) to Route Boundary (GW731). Platform lengths: Oakengates Platform 1 - 101 metres (110 yards) Platform 2 - 100 metres (109 yards)
Telford International Rail Freight Park (aprox 3.5km from Donnington Jn)	(2 19)		
Network Rail boundary	(0 44)		DS - Donnington Siding, ELR is WND
Donnington Jn	160 73 (0 00) 161 00 *		Mileages shown in brackets () apply to the Donnigton Siding.
WELLINGTON (SHROPSHIRE)	161 27		DWP: Down Wellington Platform UWP: Up Wellington Platform WB: Wellington Bay DWP: 201 metres (220 yards) UWP: 150 metres (164 yards) Platform lengths: Wellington Platform 1 - 136 metres (149 yards) Platform 2 - 201 metres (220 yards) Platform 3 - 92 metres (107 yards)

LNW South Route Sectional Appendix Module LNW(S)2

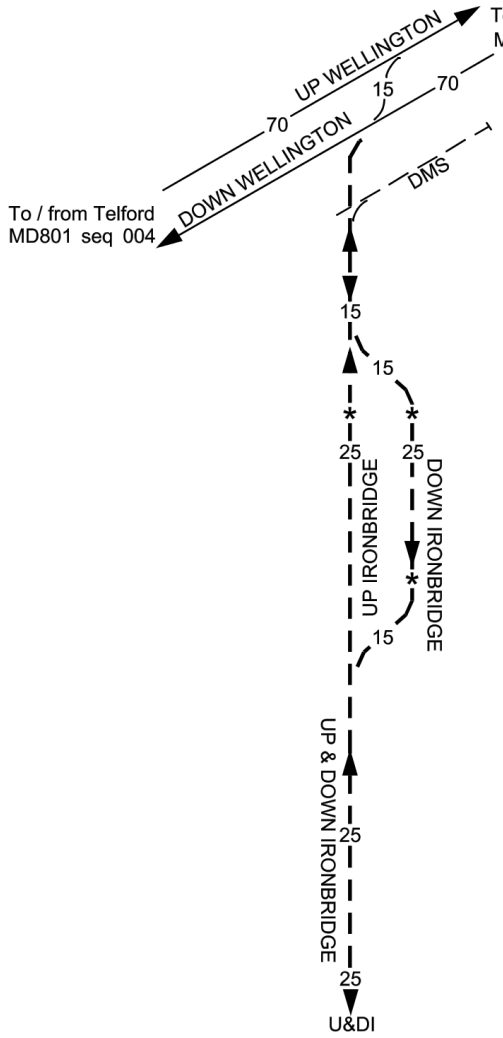
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	006	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	11/06/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C. (MJ) Telford workstation Axle Counter area from Wellington (exclusive) to Route Boundary (GW731).
	162 00 *		
Allscott GF	163 70		HSS - Hereford Storage Siding, 288 metres (315 yards)
Network Rail Route Boundary & Sectional Appendix Boundary	170 46		Abbey Foregate SB (AF)
(Buffer stop on Up Relief)	171 01		
Abbey Foregate SB	171 13		
Abbey Foregate Jn	171 15		AB
Continued in Western & Wales Route Sectional Appendix			

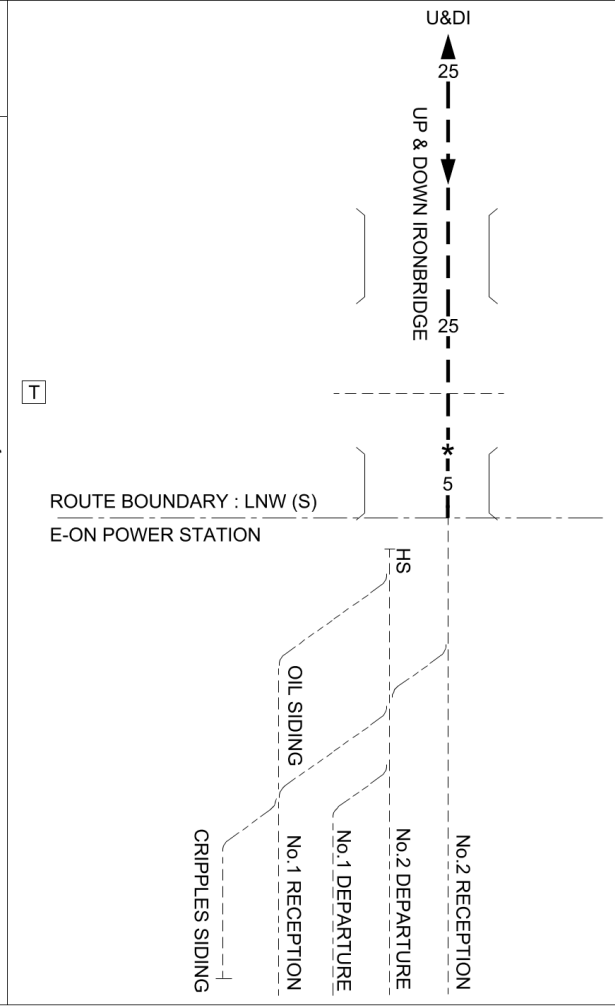
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD805	001	Oxley, Stafford Road Jn to Bushbury Oxley Jn (Oxley Chord Lines)	OXC	LNW South	24/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxley, Stafford Road Jn	(142 79) 1 02		GSM-R TCB West Midlands S.C. (OS) Telford workstation UW: Up Wellington DW: Down Wellington Wellington lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.
Limit of electrification (Down Oxley Chord only)	0 72		
(Stour lines)	0 57		West Midlands S.C. (OS) Wolverhampton workstation DST: Down Stour UST: Up Stour Stour lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.
Grand Junction lines start / end adjacent to Oxley Chord lines.	0 11		UGJ: Up Grand Junction DGJ: Down Grand Junction Grand Junction lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.
Bushbury (Oxley) Jn	0 00 (15 23)		Axle Counter area at Bushbury (Oxley) Jn. Down Oxley Chord: from 0m 11ch Up Oxley Chord: to 0m 06ch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD810	001	Madeley Junction to Ironbridge National Power Station	MJI1	LNW South	24/02/2018

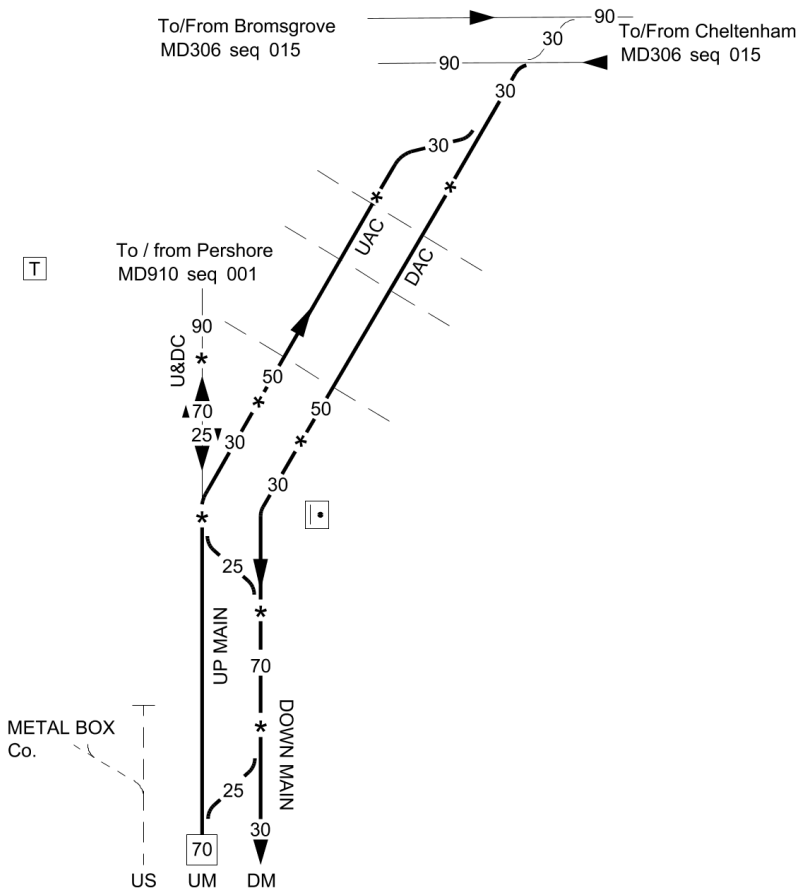
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Madeley Jn	156 19		GSM-R TCB West Midlands S.C. (MJ) Telford workstation UW: Up Wellington DW: Down Wellington DMS: Down Madeley Siding DMS: 362 metres (396 yards) TPWS only provided at Madeley Jn.
(Points MJ1347)	156 23		
	156 30 *		
	156 47 *		
Madeley South Jn	156 51		Axle Counter area between 156m 75ch and 160m 14ch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD810	002	Madeley Junction to Ironbridge National Power Station	MJI1 MJI2	LNW South	31/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB West Midlands S.C (MJ) Telford workstation
Lightmoor Jn, former site of (Change of mileage / ELR)	160 15 162 25		Axle Counter area between 156m 75ch and 160m 14ch on MJI1.
Coalbrookdale Viaduct 255 metres (279 yards)	161 37 to 161 24		TPWS not provided.
Chunes LC (UWC)	160 59	T	
Albert Edward Viaduct 99 metres (108 yards)	160 34 * to 160 29	*	GSM-R
Network Rail Boundary	160 29	ROUTE BOUNDARY : LNW (S)	Up: Start of GSM-R area at 160m 29ch Down: End of GSM-R area at 160m 29ch
(Headshunt Stop Block)	160 28	E-ON POWER STATION	HS - Headshunt
Ironbridge e-on Power Station Sidings	159 78		

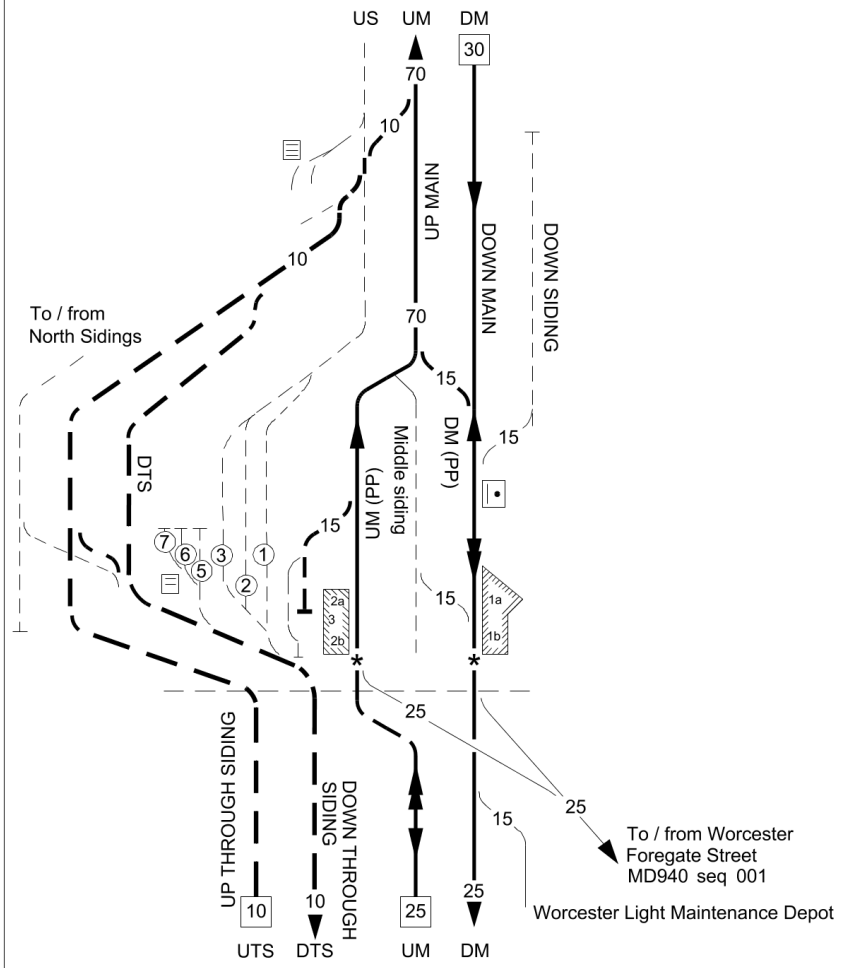
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD900	001	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill	ABW OWW	LNW South	27/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Abbotswood Jn	68 60 0 00		TCB West Midlands S.C. (BA) RA8 Bromsgrove Workstation GSM-R Axle counter area between Abbotswood Jn and Cooksholme LC (excl.) Abbotswood Jn controlled by West Midlands S.C. Bromsgrove workstation t
Single Line Jn	0 05		
(Speed change in Down direction)	0 08 *		
Drakes Broughton LC (FP) and (Speed change in Up direction)	0 09 *		Norton Jn SB (NJ)
Cooksholme LC (UWC)	0 25		
Norton LC (FP)	0 42 (117 20) *		UAC - Up Abbotswood Curve DAC - Down Abbotswood Curve U&DC - Up & Down Cotswolds single line
(Speed change in Up direction)	0 58 *		
(Speed change in Down direction)	0 59 *		
Norton Junction SB	0 62 *		AB ELR - ABW ELR - OWW
Change of ELR & change of linenames	117 26 *		
	117 33 *		
(Buffer stop on Up Siding)	120 03		
	120 04 *		
Wylds Lane Jn	120 14		

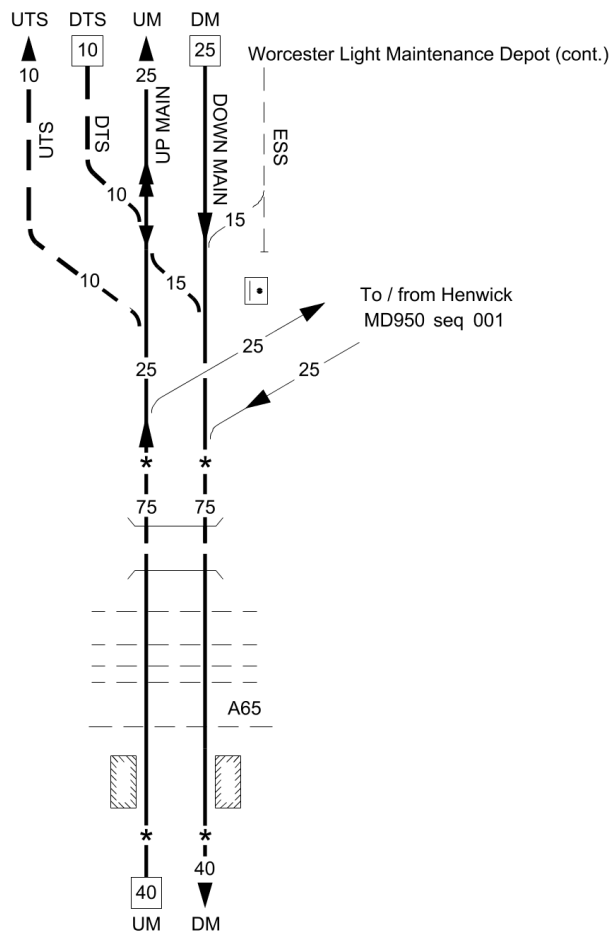
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD900	002	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill	OWW	LNW South	05/06/2021

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R AB RA8 Worcester Shrub Hill SB (SH)
(Buffer Stop on Down Siding)	120	15			US - Up Siding
North Sidings GF	120	17			
Worcester Shrub Hill Through Sidings	120	20			No Block on Through Sidings
					①,②,③ Hereford Sidings (GWR) ⑤,⑥,⑦ Hereford Sidings (WMT)
Worcester Shrub Hill SB	120	31			
(Buffer stops on Hereford Sidings 5-7)	120	37			
Through Sidings Intermediate Signals GF	120	40			Platform 1a - 106m (116 yards) Platform 1b - 147m (161 yards) Platform 2 - 259m (283 yards) Platform 3 - 70m (77 yards)
WORCESTER SHRUB HILL	120	42			
Shrub Hill Jn	120	46	*		
Barrow crossing (WL) (across UTS, DTS, UM, UB and DM)	120	47			
(Connection to LMD on Down Main)	120	50			
Worcester Light Maintenance Depot	120	54			Acceptance Working (TCB) on UM from Worcester Tunnel Jn to Worcester Shrub Hill (Bi-directional).

LNW South Route Sectional Appendix Module LNW(S)2

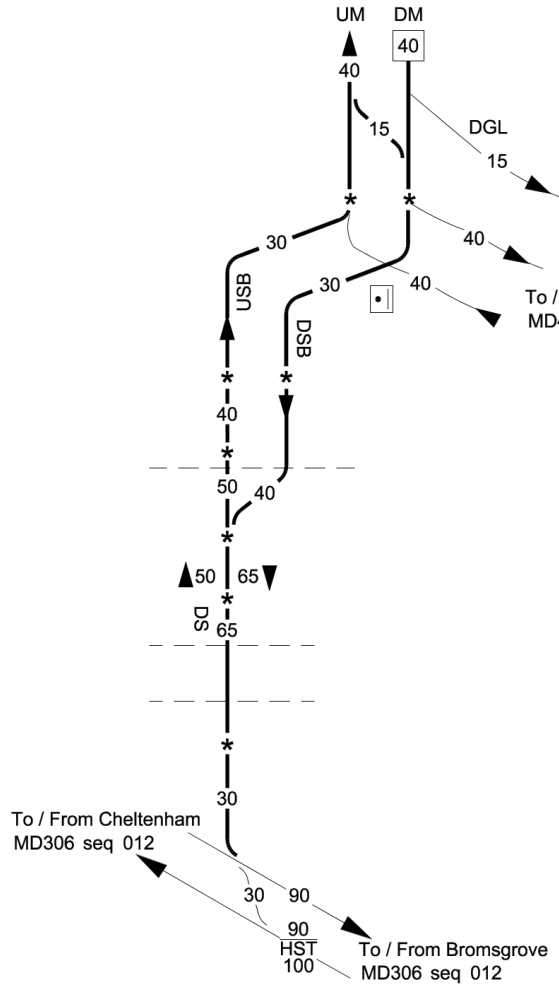
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD900	003	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill	OWW	LNW South	05/06/2021

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R 
Worcester Tunnel Jn SB	120	72			AB Worcester Tunnel Jn SB RA8 (TJ)
(Start of Up Through Siding on Up Main)	120	75			Worcester Light Maintenance Depot ESS - Engine Shed Siding UTS - Up Through Siding DTS - Down Through Siding NB on Through Sidings Acceptance Working (TCB) on UM from Worcester Tunnel Jn to Worcester Shrub Hill (Bi-directional).
Worcester Tunnel Jn	120	78	*		
Rainbow Hill Tunnel (194m, 212yds)	120	79			
	to				
	121	09			
Brickfields LC (FP)	121	20			TCB Droitwich Spa SB (DS) RA8
	123	13		T	
Ladywood LC (FP)	123	50			From aprox 123m 20ch.
Bilford Road LC (FP)	124	16			
Fernhill Heath LC (FP)	124	38			
Chawson LC (FP)	125	24			
DROITWICH SPA	126	10			Down platform - 144m, 157yds Up platform - 143m, 156yds
	126	19	*		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD900	004	Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill	OWW STO	Central	25/03/2023

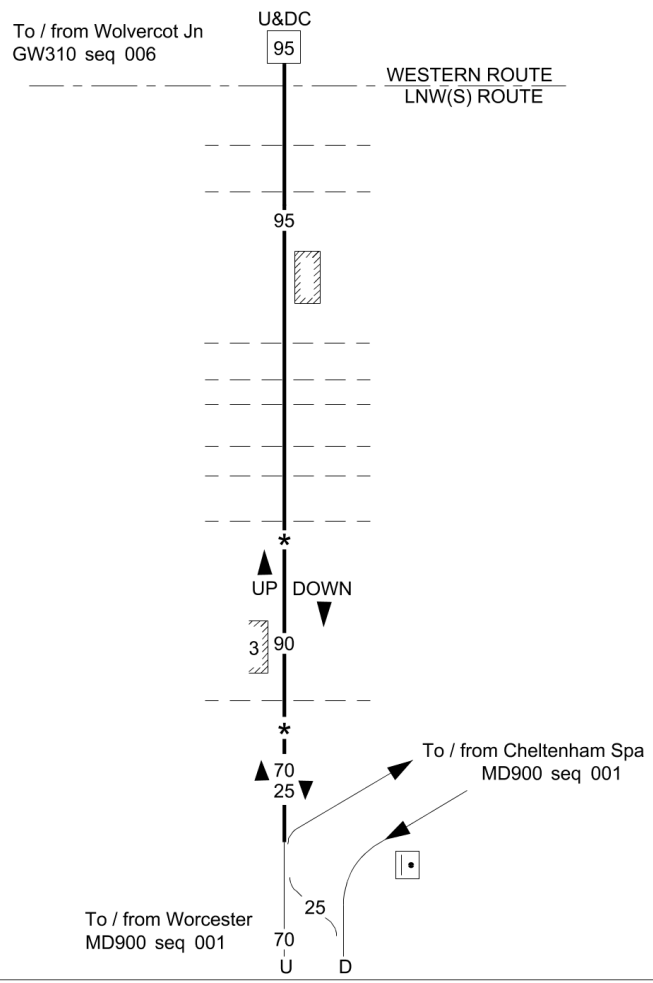
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Droitwich Spa Jn (Change of linenames and ELR)	126 21 *	OWW / STO	TCB Droitwich Spa SB (DS)
Droitwich Spa (DS) SB	126 26		USB - Up Stoke Branch DSB - Down Stoke Branch
	126 30 *		
Bays Meadow LC (FP)	126 51 * 126 53		
Single line	126 67 *		
	127 50 *		Location of known low rail adhesion - 127m 25ch and 127m 45ch
Rashwood Farm LC (FP)	128 11		West Midlands S.C. (BA) Bromsgrove Workstation
Wychbold LC (FP)	128 75		From aprox. 128m 41ch.
	130 20 *		Axle Counter area between Wychbold LC (excl.) and Stoke Works Jn.
Stoke Works Jn	130 25 57 43		DS - Droitwich Single



GSM-R

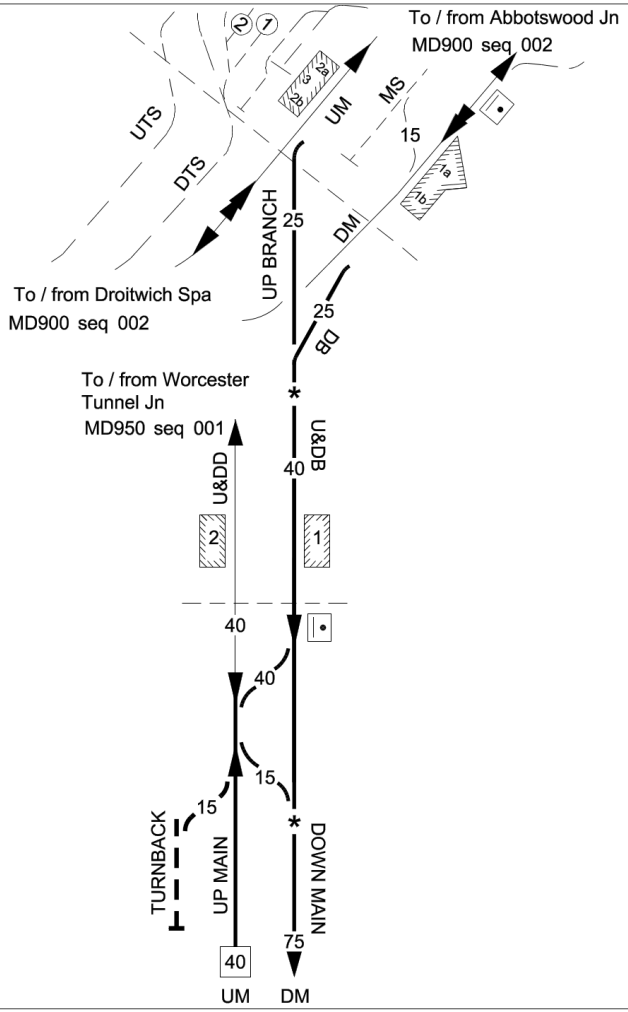
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD910	001	Pershore (Incl.) to Norton Jn	OWW	LNW South / Western	27/03/2021

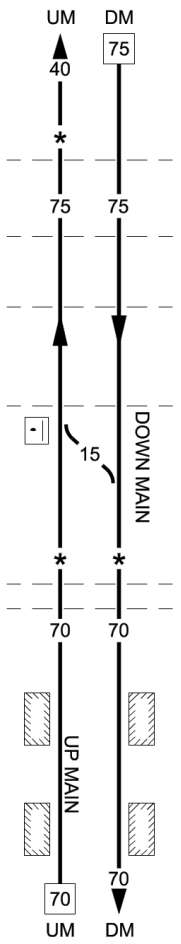
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Norton Jn SB (NJ) RA7
Route Boundary	112	00			U&DC - Up & Down Cotswolds single line
Mares LC (UWC)	112	06		T	Location of known low rail adhesion - 111m 40ch and 113mp.
Massingham LC (FP)	112	29			Axle counter area between the following: - 111m 40ch and 113mp - 116m 15ch to 116m 60ch.
(Section phone)	112	44		T	
PERSHORE	112	52			Platform - 187m, 204yds
Lewis No 1 (UWC)	113	31		T	
Lewis No 2 (UWC)	113	48		T	
Stoulton LC (FP)	113	79			
Stonebow LC (FP)	114	44			
Coles LC (UWC)	114	56		T	
Smiths LC (FP)	115	23			
	115	60	*		
WORCESTERSHIRE PARKWAY	116	60			Platform 3 - 265 metres (290 yards)
Sadler's LC (UWC)	117	07		T	
	117	20	*		
Norton Jn and SB	117	26			

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	001	Worcester Shrub Hill to Shelwick Jn	WAH	Central	28/10/2023

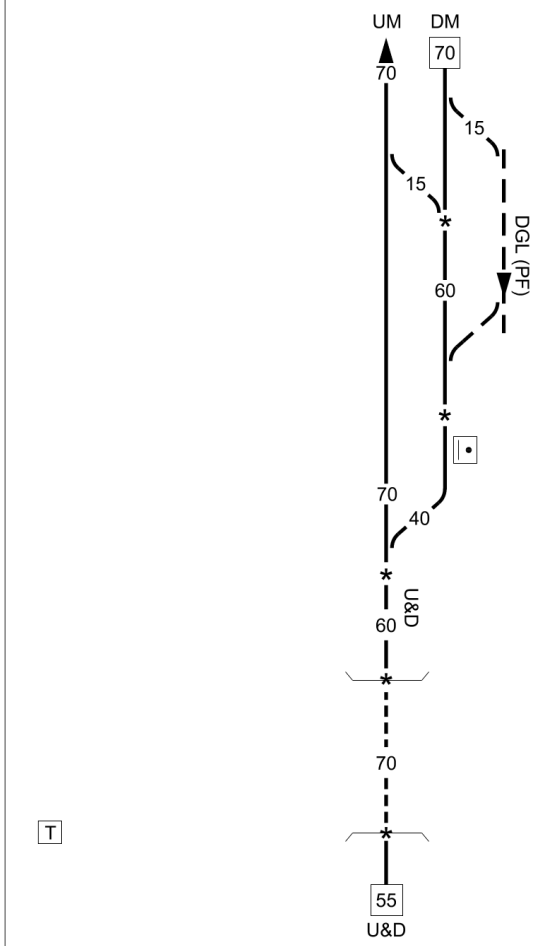
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
WORCESTER SHRUB HILL	120	42			GSM-R TCB Henwick SB (HK) UTS - Up Through Siding DTS - Down Through Siding UM - Up Main MS - Middle Siding DM - Down Main
Shrub Hill Jn	120	46			
Barrow crossing (WL) (across UTS, DTS, UM, UB and DM)	120	47			
Single line	120	54			DB - Down Branch U&DB - Up & Down Branch U&DD - Up & Down Droitwich
	120	66	*		
WORCESTER FOREGATE STREET	121	12			Platform 1 - 152m, 166yds
Henwick LC (MCB)	121	65			
Henwick SB (HK)	121	65			AB
(Main lines trailing crossover)	121	72			
	121	74	*		Turnback Line - 313 metres, 342 yards.
(Buffer stop on Turnback Line)	122	14			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	002	Worcester Shrub Hill to Shelwick Jn	WAH	Central	24/06/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					AB Newland East SB (NE) GSM-R
	122	20	*		
Kays LC (FP)	122	41			
Rushwick LC (FP)	123	60			
Powick 3 LC (FP)	124	33			
					Location of known low rail adhesion between 125m 20ch and 125m 60ch on both lines.
Newland East LC (MCB)	126	22			
Newland East SB	126	22			
	127	15	*		
Lower Howsell LC (FP)	127	27			
Jamaica Road LC (FP)	127	45			
MALVERN LINK	127	75			Down platform - 128m, 140yds Up platform - 186m, 203yds
GREAT MALVERN	129	06			Down platform - 135m, 148yds Up platform - 142m, 155yds

LNW South Route Sectional Appendix Module LNW(S)2

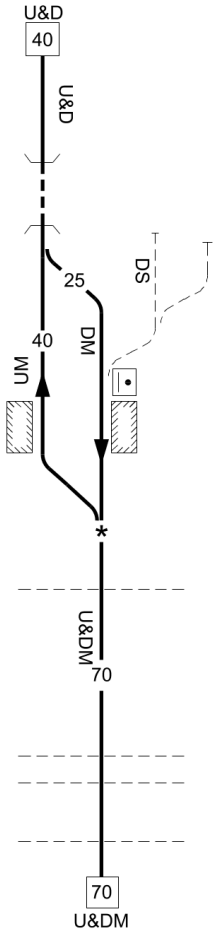
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	003	Worcester Shrub Hill to Shelwick Jn	WAH	LNW South	02/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Malvern Wells SB RA7 (MW)
(Start of Down Goods Loop)	129 59		
			DGL - Down Goods Loop 346m, 1134ft
Malvern Wells Down Goods Loop	129 70 *		
(End of Down Goods Loop)	130 03		
	130 10 *		TB
Malvern Wells SB	130 13		
Single line	130 18		
	130 19 *		U&D - Up & Down
Colwall Tunnel (1450m,1586yds)	130 48 *		
	to		
	131 40 *	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	004	Worcester Shrub Hill to Shelwick Jn	WAH	LNW South	27/03/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 55	TB RA7 Malvern Wells/Ledbury SB (MW) (L) GSM-R
	131 60 *	*	
		70	
COLWALL	131 72	UP & DOWN	Platform - 109m, 119yds
Colwall Green LC (FP)	132 50		
	132 58	T	
Cummings No.2 LC (FP)	132 70		
Cradley Brook LC (FP)	133 01		
	133 76	T	
Cummings No.1 LC (FP)	134 01		
	134 30 *	*	
		60	
	135 12 *	*	
		40 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	005	Worcester Shrub Hill to Shelwick Jn	WAH	LNW South	02/10/2021

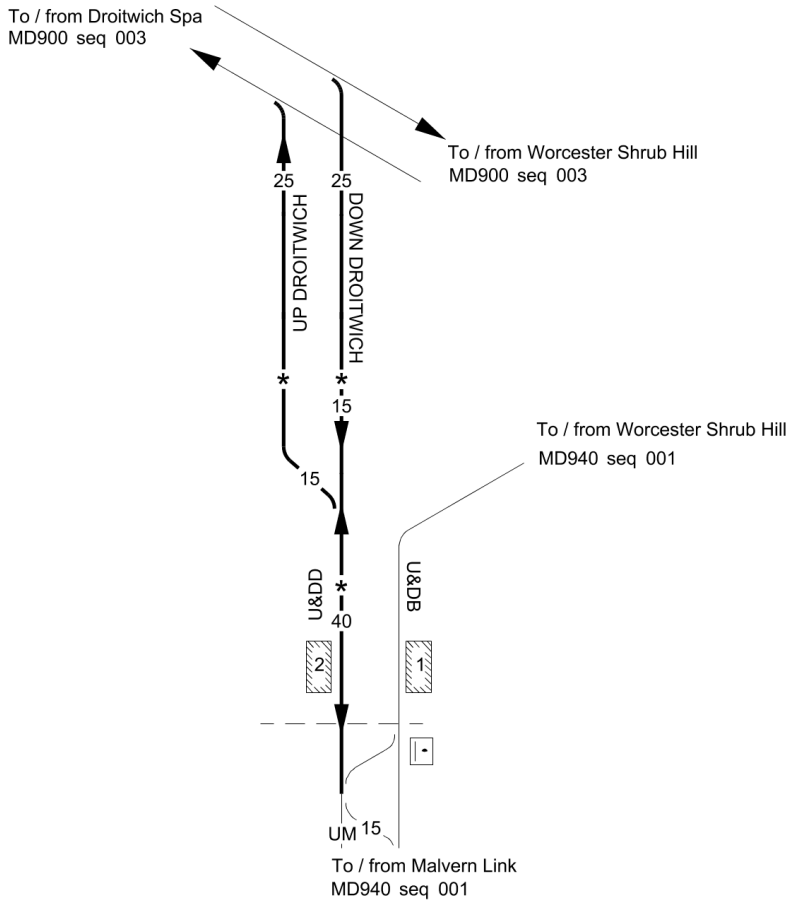
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TB Ledbury SB (L) RA7
Ledbury Tunnel (1203m, 1316 yds) Single line	135 15 to 135 75 135 76	T	
			DS - Down Siding
Ledbury SB	136 06		CL - 384m, 1260ft
LEDBURY	136 09		Down platform - 100m, 109yds Up platform - 98m, 107yds
Single line	136 30 *		
Beynon LC (FP)	137 61		
	139 18	T	U&DM - Up & Down Main
Ashperton LC (FP)	140 09		
Rimmell's LC (UWC)	140 34	T	
Stoke Edith LC (AHBC)	142 22		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	006	Worcester Shrub Hill to Shelwick Jn	WAH	LNW South	27/03/2021

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U&D 70	TB Ledbury SB (L) RA7 GSM-R
Yarkhill 4A LC (FP)	143	54		
	145	13	T	
Moorend Farm 1 LC (FP)	145	50		
			70	
Withington LC (FP)	146	00		
Green Lane LC (UWC)	147	21		
Shelwick Green LC (UWC)	147	48	T	
	147	70 *	*	
			To/From Shrewsbury GW730 seq 011	
			30 LNW SOUTH WALES ROUTE	
Route Boundary	148	09		
Shelwick Jn	148	11		Shelwick Junction controlled by Hereford (H) signal box
	49	26		
			30	
			75 To/From Hereford GW730 seq 011	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD950	001	Worcester Tunnel Jn to Henwick	BLW WAH	LNW South	05/06/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Worcester Tunnel Jn SB (TJ) RA7
Worcester Tunnel Jn	120 78		
	0 30		
	0 06 *		
	0 01		
Former Rainbow Hill Jn (Change of ELR)	0 00		ELR - BLW ELR - WAH
	120 64		
	120 66 *		U&DD - Up & Down Droitwich U&DB - Up & Down Branch
WORCESTER FOREGATE STREET	121 12		Platform 2 - 154m, 168yds
Henwick LC (MCB)	121 65		
Henwick SB (HK)	121 65		AB Henwick SB (HK)
(Main lines trailing crossover)	121 72		UM - Up Main

SPECIAL WORKING ARRANGEMENT
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MD101 (EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

From	To	Type of Train	Line(s)	Remarks
Brent Sidings		All	Brent Reception and Departure Roads 1 & 2	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 27/06/20

MD136 (HARLESDEN JN TO WEMBLEY CENTRAL (WILLESDEN CARRIAGE SHED LINES))

From	To	Type of Train	Line(s)	Remarks
Harlesden Jn.	Willesden Carriage Sidings South	Coaching stock in both directions.	Down Carriage line and Up Carriage line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 06/06/2020

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

From	To	Type of Train	Line(s)	Remarks
Harlesden Jn.	Railnet Reception & Departure Roads 1 – 4 and Brent Sidings	Coaching stock or freight vehicles Total train length must not exceed 234m/768ft	Up & Down High Level Goods line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 06/06/20

MD155 (KENSAL GREEN JN. TO HARLESDEN JN. (CITY LINES))

From	To	Type of Train	Line(s)	Remarks
Kensal Green Jn.	Harlesden Jn.	8 Coaching stock.	Down City line, Up City line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1
Willesden Up Carriage line	Up High Level Goods line and signal WM.672	11 Coaching stock vehicles.	Up City line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 07/06/20

MD165 (NORTH POLE JUNCTION TO ACTON WELLS JUNCTION)

From	To	Type of Train	Line(s)	Remarks
Mitre Bridge Jn.	Willesden	16 freight vehicles.	Down/Up lines	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1)
Old Oak Sidings	Acton Wells Jn	Freight vehicles A brakevan (in which a Guard or Shunter must ride) must be formed as the leading vehicle both directions.	Up and Down South West lines and Up and Down South West Goods lines	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1)

Dated: 07/12/13

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MD166 (NORTH POLE JUNCTION TO WEMBLEY)

From	To	Type of Train	Line(s)	Remarks
Mitre Bridge Jn.	West London Junction	Freight vehicles. Total train length must not exceed 476m/1561ft	Down/Up lines	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1
Brent Sidings		All	Brent Reception 1&2 and Harlesden Jn	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 06/06/20

MD306 (BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD)

From	To	Type of Train	Line(s)	Remarks
Bromsgrove	Blackwell	All	Up	May be assisted in rear (coupled if central auto coupler in use) **See Local Instructions.**

Dated: 21/10/2017

MD345 (BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (EXCL))

From	To	Type of Train	Line(s)	Remarks
Brook Siding	signal DR1359	Coaching Stock and Freight Vehicles.	Walsall, Up Walsall Fast line to 'Limit of Shunt' signal DR1367	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1 Movement must not exceed 30 SLUs.
Walsall, signal DR9356	Brook Siding, to 'Stop and Telephone' board	Coaching Stock and Freight Vehicles.	Down Walsall Fast line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1 Movement must not exceed 30 SLUs.

Dated: 23/05/20

MD501 (EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE))

From	To	Type of Train	Line(s)	Remarks
Kingsbury Shunt Frame	Kingsbury Branch Jn	Freight	Up Derby	Propel movement authorised for trains onto the Up Derby at Kingsbury Branch Jn, not exceeding 607m (1990ft) in length upon scheduled departure only.
Kingsbury Branch Jn (Signal KY24)	Kingsbury Shunt Frame	Freight	Down Derby	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1 not exceeding 607m (1990ft) in length.

Dated: 15/08/2020

MD715 (NEASDEN SOUTH JUNCTION TO NEASDEN JUNCTION)

From	To	Type of Train	Line(s)	Remarks
Neasden Jn.	Neasden South Jn.	Freight trains and coaching stock trains.	Up & Down line,	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 16/05/20

MD940 (WORCESTER SHRUB HILL TO SHELWICK JN)

From	To	Type of Train	Line(s)	Remarks
Ledbury Station (Signal L.39)	Rear of Up outer Home (Signal L.1)	Freight / ECS trains reversing at Ledbury	Down Main / Single	Propelled movements authorised

Dated: 27/03/2021

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LOCAL INSTRUCTIONS
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MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

EUSTON To MILTON KEYNES CENTRAL

Class 321 Electric Multiple Units. Twelve car formations of sliding door stock must not use the following platforms to pick up or set down passengers.

Euston Platforms 9, 10
Queen's Park All platforms
Wembley Central All platforms
Bushey Platforms 3 and 4
King's Langley Platforms 1 and 2
Apsley Platforms 1 and 2
Milton Keynes Central Platform 2a

If a 12-car formation of sliding door stock is stopped in any platform listed above, then the doors must not be released, except in cases of an emergency.

See the Route Clearance section of this Appendix for details of platform restrictions applicable to Class 3501/1 Electric Multiple Units.

Dated: 23/10/2021

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

EUSTON

Starting of trains. Rule Book, Module SS1, Section 3.5

The Ready to Start signal must not be given by means of the bell/buzzer communication, it must be given for all trains by means of the Right Away indicator.

Working into and out of the Passenger Platform Lines. The Responsible Person must make arrangements for any locomotive attached to the train to supply Electric Train Heating to be uncoupled before another locomotive is coupled to the train. If the locomotive of an incoming train is not required to propel the coaches from the platform, it must (after being detached from the train) remain stationary at the buffer stops until the departing train has drawn clear of the platform starting signal. Any subsequent movement of the locomotive must only be made after the permission of the Signaller has been obtained. The Driver of the locomotive will be responsible for advising the Signaller when ready to move.

Uncoupling of train locomotives. Drivers of incoming trains, if programmed to leave locomotives coupled and unmanned, must always leave the locomotive sufficiently eased up to slacken the coupling between the locomotive and train when the type of locomotive allows this to be done without further movement to the train whilst passengers are alighting.

Propelling movements. A member of the Euston shunting staff must be in charge of every propelling movement. Trains propelled to the Up Carriage Sidings must have the continuous brake connected and be controlled by a Shunter riding in the leading vehicle. The Shunter in Charge of a propelling movement which has to be maintained at a stand must secure the emergency brake handle in the ON position and make use of the tool specially provided for this purpose when the stock is equipped with the vacuum brake.

Platforms to the Up Carriage Sidings. When a train is propelled from the station to the Up Carriage Sidings, the locomotive must remain attached until the Shunter gives the Driver permission for it to be detached. Before the Shunter does so he must put on and chain the hand brakes in at least two brakevans and place at least four scotches under the wheels of the two vehicles nearest the station. The continuous brake must be destroyed, and in the case of a vacuum braked train, the vacuum hosepipe at the station end of the train must not be replaced on the dummy coupling when the locomotive is detached. He must also see that a red light is placed on the vehicles at both ends of the train after sunset and during fog or falling snow.

After the train has been secured, it must not be moved again until the Shunter in Charge of the operation is satisfied that the scotches have been taken from under the wheels and the hand brakes released.

After sunset and during fog or failing snow, a red light must be exhibited on the locomotive at the station end. A red light must be exhibited on the leading vehicle of all trains backing out of platforms after sunset and during fog or failing snow.

Working into and out of the Up Carriage Sidings at Euston. All electric multiple unit trains must be driven into the sidings from the leading end.

Ordinary Coaching stock may be either propelled or hauled into these sidings as required. When a locomotive has been put into the sidings to bring a train out, it must be at once coupled. Locomotive hauled trains and E.M.U.'s must not move towards the exit signal until the Shunter has advised the Signaller at Wembley Mainline SCC that the train is ready, where the coaches are for, and has obtained the necessary permission. Trains being propelled from the sidings by a locomotive must have a shunter in the leading vehicle fitted with a brake valve and a route must be set up into the station before any movement is made.

Working in the Middle Sidings. After working trains into the Middle Siding or Middle Sidings 1 and 2. Drivers of departing locomotives must await instructions from the Signaller at Wembley Mainline SCC before moving towards the exit signal.

Drivers taking over locomotives or trains in the Middle Sidings must obtain permission to move, by telephone, from the Signaller at Wembley Mainline SCC.

Working of Class 253/254 trains. Class 253/254 trains are prohibited from using platforms 1 to 3, 8 to 11 and 16 & 17.

The Driver of a Class 253/254 train entering platforms 4 to 7 or 12 to 15 must not proceed beyond the 'HST Stop' Board at the South end of the platform. Immediately upon arrival in the platform, the leading power car must be shut down and not restarted until 10 minutes before expected departure time.

Dated: 05/06/2021

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Primrose Hill Tunnels To Kensal Green Tunnels

The use of any equipment (such as trolleys, rail mounted plant) that may affect the normal operation of axle counters is prohibited unless the line is protected in accordance with Rule Book Module TS1 or T3 and a technician is in attendance to reset the axle counter equipment.

Dated: 04/12/10

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Primrose Hill Tunnels

Axle Counters

Emergency Communication. This instruction applies if a train is stopped in Primrose Hill tunnels between 1m 54ch (Fast and Slow lines) and 2m 27ch (Fast lines) and 2m 30ch (Slow lines) by an incident. It defines the preferred method for the Driver to arrange immediately with the Signaller at Wembley Mainline SCC to stop the passage of trains in the area of the tunnels.

If a train is stopped by an incident that may have caused an adjacent line(s) to have become obstructed, the Driver must immediately contact the Signaller at Wembley Mainline SCC (using GSM-R where possible), using the appropriate Emergency Call Procedure.

Provided that the relevant process (shown below) is immediately carried out in full, the Driver need not carry out Emergency Protection.

The relevant provisions of the Rule Book, Module M1 are modified accordingly.

The Driver must use the Emergency Call Procedure to contact the Signaller at Wembley Mainline SCC. The Driver must first state, 'This is a Primrose Hill tunnel emergency call' and advise the train headcode and describe very briefly, details of the incident.

To ensure that the passage of all trains is stopped, the Signaller at Wembley Mainline SCC must immediately:-

- Replace to Danger signals WM.113 (Down Fast line), WM.317 (Down Slow line), WM.114 (Up Fast line) and WM.318 (Up Slow line).
- Inform the Operations Controller, using the direct emergency telephone, by stating, 'This is a Primrose Hill tunnel Emergency Call'.
- Make sure the driver of each train has received the group call and is stopping their train, by stating:

'This is the signaller at …… *(signal box/panel position/workstation)*'

'The driver of …… *(trains)* must immediately stop their train(s)'

'Please can the driver of …… *(train)* repeat the message back to me' *(repeating for each train).*

- Confirm to the Driver that the passage of trains has been stopped.
- Obtain full details from the Driver.

Dated: 07/05/16

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Sudbury Junction

Working at the North end of Brent Sidings. Notice boards comprising black numerals on a yellow background lettered '35 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. No further hand signal will be received until the train has passed the advance signal and is under the control of the Yard Staff.

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: 05/11/16

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

WEMBLEY CENTRAL

Down Slow Platform. When an 8 car train comprised of sliding door stock is required to set down or pick up passengers in platform 5 at Wembley Central, the rear passenger door on the rear vehicle must be locked out of use by means of the parcel door isolating switch in the rear driving cab. This must be done before the train commences its journey. In the case of a train which has to make an unscheduled stop at Wembley Central, the train must be stopped on the Down Slow line at Queen's Park Station and the Driver requested to lock the door out of use.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

WATFORD JUNCTION

Trains starting from Platform 10

Drivers must advise the Signaller at Wembley Mainline SCC – Watford Workstation when they are "Ready to Start" from Platform 10 at Watford Junction station by pressing the SG (standing at signal) button on the GSM-R radio TWO minutes before departure time, unless the appropriate signal has already been cleared.

If the train is already late for departure, the Driver must operate the SG button immediately he/she is ready, unless the appropriate signal has already been cleared.

The Signaller at Wembley Mainline SCC – Watford Workstation must reply to the "Standing at Signal" message with "Wait Signal". The Signaller will only contact the Driver with further information about the departure time if necessary.

Dated: 23/10/2021

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

HEMEL HEMPSTEAD

Hot Axle Box Detectors. If the examination of the axle, by the Train Crew reveals any trace of overheating, the train must not go through Watford Tunnel until the vehicle has been examined and given any necessary attention by technical staff on whose authority the train may be worked forward. Only if the Train Crew are satisfied that there is no evidence whatsoever of overheating may the train be worked forward at caution to Watford Junction for technical examination.

The Signaller/Team Leader at Wembley Mainline SCC – Watford Workstation must be advised of the results of the examination immediately.

Dated: 29/12/14

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

TRING To CHEDDINGTON

Wheel Impact Load Detector (Wheelchex). This equipment analyses the dynamic wheel loads produced by each passing train. The data obtained may result in an alarm being received in Network Rail, London North Western Route Control in Birmingham. A Wheelchex system is installed on the Down Fast, Up Fast, Down Slow and Up Slow lines between Tring and Cheddington at 34m 60ch. If an alarm is received from the detector, the train will be stopped by signals and the Driver may be instructed by the Signaller to proceed at a reduced speed to a location where the train can be taken out of service.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

LEIGHTON BUZZARD To BLETCHLEY

The Automatic Track Warning System (ATWS) is provided between 41m 20ch and 42m 60ch between Leighton Buzzard and Bletchley, and is applicable to all lines. Drivers should be aware that the physical notification to track workers will be fixed flashing amber lights placed on the overhead line stanchions in the cess of the Down Fast line and the overhead line stanchions in the cess of the Up Slow line.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

BLETCHLEY

Provided that signal TK3223 is showing a proceed aspect, the Driver of a Down train conveying more than 12 vehicles must overrun the Down Fast platform a sufficient distance to enable the rear vehicle on the train to be platformed.

Up Arrival Line. When the yard staff are not on duty, Trainmen must contact the Signaller at Rugby SCC Bletchley workstation for permission to pass the 'Stop & Await Instructions' board.

Dated: 25/01/2014

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

MILTON KEYNES CENTRAL

Trains Starting from Platforms 2 and 2A. The Conductor must press the 'Train Ready to Start' plunger 2 minutes before the train is ready to start.

Dated: 29/12/08

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Wolverton Works Siding

Working of movements to/from Wolverton Centre Sidings and Wolverton Works Sidings

Before a movement enters the Centre Sidings the Signaller will contact the Railcare Person in Charge to obtain permission. Separate releases are provided for both the north and south connections to the sidings. The person operating the release may do so provided that the hand points are set for the move and the destination siding has sufficient space to accommodate the train. The person operating the release should be aware that the release is only maintained for 10 seconds and should not be given until the movement is ready to proceed.

Before a movement proceeds from the Centre Sidings to the Main line the person responsible for the movement will contact the Signaller and advise the reporting number, speed and destination of the train.

Movements to/from Wolverton Works Sidings and the Centre Sidings are under the responsibility of the Railcare Person in Charge who must ensure the line is clear throughout before authorising a movement. The person responsible for the movement should contact the Signaller to obtain clearance of signal KR.1496 for movements to the Incline Siding and signal KR.1497 for movements from the Incline Siding. When the movement is complete, the person responsible for the movement must inform the Signaller.

During times of disruption or other special circumstances a Network Rail nominee may be appointed as the Person in Charge.

Dated: 23/07/10

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

RUGBY UP YARD

Rugby Up Sidings

General: Rugby Up Sidings complex comprised of three sidings, accessed from the Up and Down Through Siding to the North of Rugby station.

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 01788 513 611 and report to the signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

All points within the Rugby Up Sidings complex are hand operated and the PIC of any movement within the Rugby Up Sidings complex must ensure hand points are set in the correct position for the movement.

Arrivals:

Trains destined for Rugby Up Sidings will normally arrive on the Up & Down Through Siding from the Up direct. If arriving from the Down direction, the locomotive shall run round the train via the Up Goods Line upon arrival under the control of the PIC.

Upon arrival the PIC will hand a Radio to the train driver and must reach a clear understanding with the Driver and Signaller at Rugby SCC concerning the following movements to access the Up Yard:

Upon arrival, the PIC must contact the Signaller at Rugby SCC when the train is ready to shunt from the Up & Down Through Siding to Rugby Up Sidings via the Up Slow line once the locomotive run round is complete. The PIC will confirm the train length.

If the train is longer than 200m / 565ft, the Signaller at Rugby SCC shall clear the position light signal associated with Signal RN4184 towards the Up Slow line. If required, Signal NR5366 can be cleared onto the Depot Line.

The PIC shall bring the rear of the train to a stand behind Signal RN1219 and contact the Signaller at Rugby SCC to clear Signal RN1219 into the Up Sidings.

The PIC shall complete the propel movement and shall contact the Signaller at Rugby SCC to confirm the train is in clear of Signal RN1220 to allow the Signaller to normalise the route.

The PIC shall split the train into portions within the Up Sidings and ensure the train is secured.

If there is no PIC on duty, the Signaller may authorise a light engine movement into the Up Yard only

Departures:

The PIC shall marshal the train within the Up Sidings, complete a brake test and draw the train down to Signal RN1220 ready for departure. If necessary Signals RN1220 and RN1219 can be set up for opposed locking to allow a train to be formed.

Upon departure the PIC shall contact the Signaller at Rugby SCC when the train is ready to shunt from the Rugby Up Sidings to the Up & Down Through Siding via the Up Slow line.

The Signaller at Rugby SCC shall clear Signal RN1220 and the position light signal associated with Signal RN4184 towards the Up Slow line. If required, Signal NR5366 can be cleared onto the Depot Line.

The PIC shall bring the rear of the train to a stand behind Signal RN1219 and contact the Signaller at Rugby SCC to clear Signal RN1219 onto the Up & Down Through Siding.

The PIC shall complete the propel movement and shall contact the Signaller at Rugby SCC to confirm the train is in clear of Signal RN4184 to allow the Signaller to normalise the route.

Upon arrival on the Up & Down Through Siding, the locomotive shall run round via the Up Goods Loop line if required.

The PIC will collect the radio from the driver and shall contact the Signaller Rugby SCC to advise the Signaller that the train is ready to depart the Up & Down Through Siding.

Opposing Locking is omitted for signals RN1219 & RN1220 and RN1219 & RN1224. In both cases the two signals can be cleared simultaneously to allow continuous shunting without contacting the Signaller. The PIC must contact the Signaller at Rugby SCC to request this before conducting any movements and contact the Signaller once all moves are completed.

A ‘Shunting Override Control’ facility is available to allow trains longer than approximately 200m / 656ft / 31 SLU) to shunt continuously between the Up & Down Through Siding and the North Sidings using the Up Slow line as a headshunt. When this facility is in use, the route is set and locked between the Up Slow and Up & Down Through Siding / Up Siding to allow continuous movement to take place without Signaller interaction. The PIC must contact the Signaller at Rugby SCC to request this before conducting any movements and contact the Signaller once all moves are completed.

Dated:04/07/2020

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

NUNEATON

The Signaller at Rugby S.C.C. will, when possible, route a diverted Virgin Trains West Coast Up service, hauled by a diesel locomotive from the Birmingham direction, into platform 5. In these circumstances the Driver must bring the train to a stand at signal RN.5436 at the south end of the platform, where the diesel locomotive will be detached. This movement is to ensure that the whole train is platformed.

The Signaller at Rugby S.C.C. will, when possible, route a diverted Arriva Cross Country Up direction service from the Tamworth direction, for a reversal movement at Nuneaton for the Birmingham direction, formed of either 2 x Class 220 or 2 x Class 221 units, conveying 8/9 or 10 vehicles into platform 5.

If the Signaller at Rugby S.C.C. is in a position to clear the position light signal associated with signal RN.5436 at the south end of platform 5, he will do so. The train doors may then be released for station duties.

If the Signaller at Rugby S.C.C. is unable to clear the position light signal associated with signal RN.5436 at the south end of platform 5, then the Driver must bring the train to a stand at signal RN.5436. The Signaller at Rugby S.C.C. must then be advised when station duties have been completed. Upon clearance of the position light signal associated with signal RN.5436 the Driver may draw the train forward and bring the train to a stand at the far (south) end of platform 5 for a reversal movement. These movements are to ensure that the rear of such a train is standing inside clear of signal NL.9547 at the north end of platform 5.

Dated: 08/09/08

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MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

BETWEEN LICHFIELD TRENT VALLEY JUNCTION AND LICHFIELD TRENT VALLEY

Rule Book Module P2 - Working single and bi-directional lines by pilotman

Working by pilotman need only be introduced in accordance with Section 7 of this Module following a failure of the signalling equipment on the Up & Down Lichfield TV Chord line.

Dated: 09/06/12

MD101 – EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

LICHFIELD TRENT VALLEY

Stafford and Lichfield Trent Valley – LS1301 and LS1303 duplicate signal numbers. Following the re-signalling of the Stafford area, there are two pairs of signals with the same identities, one pair at Lichfield Trent Valley, controlled from Trent Valley Workstation in Rugby SCC, and the other pair at Stafford station, controlled from Stafford Workstation in Rugby ROC.

To reduce the risk of miscommunication, all persons calling from any of these signals (whether using the signal post telephone or any other means) or referring to these locations, must state either “Stafford” or “Trent Valley”, as appropriate, before stating the signal prefix and number when referring to signal LS1301 or LS1303. These instructions also apply to written records and forms.

The signals will be plated as follows:

- Stafford LS1301
- Trent Valley LS1301
- Stafford LS1303
- Trent Valley LS1303

Dated: 01/09/15

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Hanslope South Jn To RUGBY

Trains diverted via Northampton. Down and Up trains booked to run via Weedon may be diverted via Northampton without previous warning and Drivers so routed need not observe the requirements of Rule Book, Module S7, Section 1.2.

Trains booked to run via Northampton may similarly be diverted via Weedon. Drivers need not observe the requirements of Rule Book, Module S7, Section 1.2, unless their train is booked to call at Northampton and/or Long Buckby.

Dated: 07/12/13

MD105 - HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON)

Hanslope North Junction To RUGBY

Trains diverted via Weedon. Trains booked to run via Northampton may be diverted via Weedon. Drivers need not observe the requirements of Rule Book, Module S7, Section 1.2, unless their train is booked to call at Northampton and/or Long Buckby.

Dated: 07/12/13

MD105 - HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON)

NORTHAMPTON

Trains Starting from Platforms 1 to 4. The 'Train Ready To Start' plunger must be pressed two minutes before the train is ready to start.

Electric Multiple Units. Twelve car formations of sliding door stock must only use platforms 1, 2, 3 and 4 to take up or set down passengers.

Stabling of E.M.U. trains. E.M.U. trains must be stabled with the pantograph in the raised position and saloon lighting set unless instructed otherwise.

Riverside Sidings - departing trains. Drivers must not move their train towards signals RY.1211 or RY.1213 without first contacting the Signaller. The Signaller will confirm that no train has been signalled towards the sidings. Once this confirmation has been obtained, the Driver should ascertain, as far as is practical, that no conflicting movement will take place in the siding. The Driver must then bring their train to a stand, short of signal RY.1211 or RY.1213, to await its clearance. The provisions of Rule Book, Module TW1, Section 34.1 are hereby amended.

Before the Driver of an 8 car Class 321 E.M.U. departs to shunt into the station, the Signaller must be informed that the train consists of an 8 car Class 321 E.M.U. Movements comprised of an 8 car Class 321 E.M.U. must be routed via the Down Goods Loop or the Up & Down Slow line.

Northampton North Junction. The illumination of the 'OFF' indicator working in conjunction with signal RY.1038 controlling set back movements from the 'Up & Down' Slow line, will be the Driver's authority to commence the setting back movement. The setting back movement must be made at walking pace and the Driver must be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

Dated: 07/12/13

MD105 - HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON)

Northampton Up Sidings

General: Northampton Up Sidings complex comprised of 5 through sidings, accessed from the Reception Line to the North of Northampton Station. Sidings 1, 2 and 5 are electrified.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Northampton Panel Signaller at Rugby SCC on telephone 01788 513610 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

All points within the Northampton Up Sidings complex are hand operated and the PIC of any movement within the sidings complex must ensure hand points are set in the correct position for the movement.

Arrivals:

The PIC must advise the Signaller that they are on site prior to any inward bound service passing Rugby (if arriving from the North) or Bletchley (if arriving from the South) and advise they are ready to accept the service.

The Signaller shall contact the PIC and ask them to accept the train. The PIC shall ensure that the hand points are set into the correct siding. Trains arriving from the Rugby direction are signalled on to the Reception Line from Signal RY1044 on the Up and Down Slow. Trains arriving from the Northampton direction are signalled on to the Reception Line from Signal RY1033.

Departures:

The PIC shall marshal the train within the sidings and complete a brake test. The PIC shall contact the Signaller to obtain permission for a movement to draw the train towards Signal RY1227 for Northbound departures or Signal RY1224 for Southbound departures.

Dated: 06/03/2021

MD105 - HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON)

Northampton Kings Heath Traincare Depot

General. Northampton Kings Heath Traincare Depot is located to the North of Northampton station. The depot is defined as the sidings located on the Down side of the EMU Arrivals Line, accessed from the Down Goods Loop. The person in charge of the Depot is known as the Depot Operations Controller, (hereafter denoted as the DOC). A 'DOC acceptance switch' system is provided and when operated by the DOC either enables you to signal movements onto the Depot by way of signals RY.1217 or RY.1037 'Slot off', or 'Slot on' prevents access to the Depot. The DOC can use the acceptance switch in an emergency to revert either signal RY.1217 or signal RY.1037 to danger.

Working into the Depot.

Trains arriving from the **station (South)** end will be:

- signalled from signal RY.1217 onto the EMU Arrivals Line towards signal RY.1037. At signal RY.1037 the Driver will stop and using the 'DOC' telephone provided (in a labelled yellow cabinet) adjacent to signal RY.1037, contact the DOC to obtain instructions regarding destination within Depot, once the DOC has spoken to the Driver the DOC will operate the acceptance switch which will give the signaller at Rugby SCC – Northampton Workstation the slot thus enabling the signaller to clear signal RY.1037. The Driver will then await clearance of signal RY.1037 before proceeding into the Depot.

Trains arriving from the **North** end will be:

- routed onto the Down Northampton line to reverse behind signal RY.1050 (Mill Lane Junction). On clearance of signal RY.1050, the movement will be routed onto the EMU Arrivals Line to reverse behind signal RY.1037, then as above.

ARRIVING UNITS ONTO DEPOT DURING PHONE FAILURE

If the Depot Internet Fed Landline phone system fails and the DOC only has Communication via the SCC phone, TOC Drivers are to Call the DOC on the Depot Operations Office MOBILE NUMBER and proceed as instructed.

If during times of disruption the above is not possible, due to Infrastructure issues for example Drivers of trains arriving at Northampton station will, on arrival, be advised by the signaller at Rugby SCC – Northampton Workstation as to the intended route and destination within the Depot. When ready the signaller will clear signal RY.1217 into the Depot Departure roads at the South end of the Depot.

Departing the Depot.

Departures will be from the:

- **Depot Departure lines** and once the Driver is ready to depart, the DOC on authority of the signaller at Rugby SCC – Northampton Workstation will clear the Depot signalling and protection systems towards signal RY.1028. On arrival at signal RY.1028 the Driver will contact the Rugby SCC – Northampton Workstation. The signaller will then instruct the Driver to wait for a proceed signal.

OR

- **If during times of disruption, by way of the EMU Arrivals Line** and when a train is ready to depart, the DOC will contact the signaller at Rugby SCC – Northampton Workstation advising the head code and details of the train. On authorisation from the signaller, the DOC will authorise the train to approach signal RY.1226. On arrival at signal RY.1226 the Driver will contact the signaller at Rugby SCC – Northampton Workstation, and the signaller will instruct the Driver to wait for a proceed signal.

Dated: 08/10/2022

MD105 - HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON)

Northampton Castle Yard

General: Northampton Castle Yard complex comprised of 6 sidings, accessed from a Reception Line to the North of Northampton station. The sidings are No.11, 12, 13, 14, Headshunt & Aggregate Siding. The Aggregate Siding is accessible via siding No.13. Siding No.14 is utilised for stabling of turn over shunts. The Headshunt is accessible via siding No.13 & 14. Sidings 1 (Cripple Road) is electrified but is signed OOU.

Person in Charge (PIC):

Only one PIC shall be on duty and control movements within the Sidings at any one time. A PIC may take duty if travelling onboard an inbound service. When taking up duty the PIC must provide their name and mobile telephone number to the Northampton Panel Signaller at Rugby SCC on telephone 01788 513610 and report to the Signaller when their turn of duty is complete. The PIC may contact the Signaller for signalled shunt moves.

All points within the Northampton Castle Yard complex are hand operated and the PIC of any movement within the sidings complex must ensure hand points are set in the correct position for the movement.

Arrivals:

The Signaller shall contact the PIC and ask them to accept the train. The PIC shall ensure that hand points are set correctly. If arriving from the South a locomotive run round shall take place on the Reception Line, parallel to the Up Sidings before the train is signalled onto Siding No.13.

Upon arrival, the PIC shall split and shunt portions of the train from Siding No.13 onto the Aggregate Siding for discharge and utilise Siding No.14 for stabling of wagon portions during turn over shunts.

Multiple Arrivals: In the event a second service is scheduled to arrive at Northampton Castle Yard whilst a PIC is already on duty, the Signaller shall contact the PIC to request permission to accept a second service.

Departures:

The PIC shall marshal the train within the sidings and complete a brake test. The PIC shall contact the Signaller to obtain permission for a movement to draw the train towards Signal RY1035. If departing Southbound a locomotive run round shall take place on the Reception Line, parallel to the Up Sidings before the train is signalled onto the Up & Down Slow through Northampton Station.

On Track Machines

On Track Machines (Tampers / Stone Blowers) are authorised to stable within the yard by prior arrangement with DB Cargo. These are generally stabled on Sidings No. 11 & 12.

Dated: 01/05/2021

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MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)

Camden Jn To SOUTH HAMPSTEAD

BETWEEN CAMDEN JUNCTION AND SOUTH HAMPSTEAD

South Hampstead tunnels. In the event of a failure of the radio equipment rendering the Driver of a (D.O.O.) DC passenger train unable to communicate with Wembley Mainline SCC, the following conditions will apply. The train must not be allowed to proceed through either of the single bores of South Hampstead Tunnel until arrangements have been made either for the passengers to be detrained or for the train to be accompanied by a competent person. The Competent Person must travel with the train between Euston and South Hampstead to assist the Driver and work to his instructions in the event of an emergency arising. Clauses 3.1, 3.2 and 3.3 on page 5 of the Driver Only Operation (Passenger) General Instructions are modified accordingly.

During an emergency when a train or trains may be detained between stations for an excessive amount of time, authority may be given to move such trains to the stations in advance or in rear where the platform may already be occupied. In such circumstances, communication between the Signaller and Drivers must be by the Signal Post Telephone or connect radio in the case of London Underground Limited trains or by GSM-R or Signal Post Telephone in the case of any other passenger or freight train services.

When it is required to move a detained passenger train into an already occupied platform, the Signaller will contact the Driver of the train occupying the platform and advise him of the circumstances and from which direction the detained train will approach. The Signaller will request the Driver of the train occupying the platform for assurances that:-

- All passengers have been detrained.
- There is sufficient room in the platform to accommodate at least one vehicle of the detained train plus a 2 metre gap between the two trains.

If there is not sufficient room, the Signaller will instruct the Driver to draw forward, in accordance with Rule Book, Module S5 Part A, Section 1.1, if appropriate, or set back until sufficient room is available. The Driver must advise the Signaller when the movement is complete and give further assurances that:-

- One or more tail lights are illuminated in the direction in which the detained train will approach.
- That the Driver will make no further movement until instructed to do so by the Signaller regardless of any signal aspect displayed.

The Signaller will then contact the Driver of the detained train and advise him/her of the circumstances and instruct him/her to draw forward in accordance with Rule Book, Module S5 Part A, Section 1.1, or set back as appropriate.

When instructed to proceed, the Driver of the detained train must:-

- Drive from the leading cab in the direction of travel.
- Proceed at caution prepared to stop short of any obstruction.
- Bring the train to a stand immediately before entering the platform.
- Proceed with extreme caution into the platform bringing the train to a stand not less than 2 metres (2 yards) clear of the train already in the platform.
- Release the doors only of those vehicles which are completely accommodated in the platform.
- Advise the Signaller that the movement is complete and give an assurance that he/she will make no further movement until instructed by the Signaller regardless of any signal aspect displayed.

When it is possible to resume normal working, Drivers will be authorised individually by the Signaller and the provisions of Rule Book, Module S5 Part A, Section 1.1, will be applied where appropriate.

Dated: 23/05/2022

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)

KILBURN HIGH ROAD

Reversal of trains

When requested by London Underground (L.U.L.) Baker Street Control to reverse a train at Kilburn High Road on the Up D.C Electric line due to service disruption or any other reason, the Signaller at Wembley Mainline S.C.C. will, before authorising the particular train to approach platform 1 at Queens Park, confirm with L.U.L. Baker Street Control that a Competent Person will be on site to join the particular train at Queens Park. The Signaller at Wembley Mainline S.C.C. will then authorise the particular train to proceed to signal WS.7 for a reversal movement. The Competent Person must advise the train operator when signal WS.7 is cleared. If a second person is not immediately available, then the Signaller at Wembley Mainline S.C.C. will advise the L.U.L. Baker Street Control to despatch any such train into Queens Park for a reversal movement

Dated: 28/06/14

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)

QUEEN'S PARK

QUEEN'S PARK

In no circumstances must a T.O.C. train be allowed to run on to London Underground Limited (L.U.L.) lines.

Detraining of passengers onto infrastructure in the vicinity of Queen's Park. If a T.O.C. or a L.U.L. train is disabled and is unable to be assisted and passengers are required to be de-trained, then they will be required to walk under escort to Queen's Park station. The Signaller at Wembley Mainline S.C.C. must ensure, before authorising the Person in Charge responsible for the de-trainment of passengers to commence, that the following conditions have been complied with:-

- Network Rail, West Coast South Route, Rugby, Section 1 Control has given authority for the de-trainment of passengers.
- L.U.L. Control/T.O.C. Control has been advised and a clear understanding has been reached.
- All train movements are stopped on the Down and Up DC Electric lines.
- The Electrical Control Room Operator at Rugby has given the assurance that the DC current on both Down and Up DC Electric lines has been discharged for the area between Willesden Sub-station to Queen's Park Sub-station.
- Metro Sub-station Control Room Officer has given the assurance, via L.U.L. Signalling Control Centre Baker Street, that the L.U.L. current supply at Queen's Park has been discharged.
- A clear understanding must be reached with the Person in Charge of the de-trainment as to the route the passengers must use to reach Queen's Park station.

Dated: 23/05/2022

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)

STONEBRIDGE PARK

In no circumstances must a T.O.C. train be allowed to run on to London Underground Limited (L.U.L.) lines at Stonebridge Park L.U.L. Depot.

Detraining of passengers on infrastructure in the vicinity of Stonebridge Park. If a T.O.C or a L.U.L. train is disabled and is unable to be assisted and passengers are required to be de-trained, then they will be required to walk under escort to Stonebridge Park station. The Signaller at Wembley Mainline S.C.C. must ensure, before authorising the Person in Charge responsible for the de-trainment of passengers to commence, that the following conditions have been complied with:-

- Network Rail, West Coast South Route, Rugby, Section 1 Control has given authority for the de-trainment of passengers.
- L.U.L. Control/T.O.C. Control has been advised and a clear understanding has been reached.
- Stonebridge Park Control Tower has been advised and a clear understanding has been reached.
- All train movements are stopped on the Down and Up DC Electric lines.
- All train movements are stopped on 21 and 22 roads at the L.U.L. depot at Stonebridge Park.
- The Electrical Control Room Operator at Rugby has given the assurance that the DC current on both Down and Up DC Electric lines has been discharged for the area between Wembley Sub-station to Harlesden Sub-station.
- The L.U.L. Baker Street Signalling Control Centre has given the assurance, via L.U.L. Metro Sub-station Control Room Officer, that the L.U.L. current supply at Stonebridge Park has been discharged.
- A clear understanding must be reached with the Person in Charge of the de-trainment as to the route the passengers must use to reach Stonebridge Park station.

Dated: 16/05/2022

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)

HARROW & WEALDSTONE

A 'Train Ready to Start' plunger is provided at the exit from the Middle (Reversing) Siding for a Train Operating Company/London Underground Limited trains. Drivers of trains standing at signal WS.307 must press the plunger when the train is ready to depart.

A ‘Train Ready to Start' plunger is provided on the Down platform and must be operated when an Up train is ready to depart from that platform.

Dated: 07/10/06

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

Reception Road 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 should be shunted into Customs Siding or B-Sidings (DB infrastructure) before the train departs.

Dated: 13/06/2020

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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 departure. 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 Bletchley 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

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

Willesden Euro Terminal

General: Willesden Euro Terminal is located to the South of the West Coast Mainline adjacent to the Acton Lane Reception Lines, 5 ½ miles North of London Euston. The Terminal comprises 7 Reception Sidings (Roads 1-6,8), 5 Discharge Sidings (Roads 9-12 and Custom Siding), and a Locomotive Stabling Siding 7 (maximum capacity for 2 locomotives).

All points within the Willesden Euro Terminal siding complex are hand operated. The Shunter of any movement within the Sidings must ensure hand points are set in the correct position for the movement.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Willesden Panel Signaller at Wembley Mainline SCC on Telephone 0330 852 6417 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

Shunter: The shunter shall work under instruction of the PIC.

Arrivals:

Trains destined for Willesden Euro Terminal can arrive into either the North or South End connections. The Willesden Panel Signaller shall contact the PIC when a train is approaching Willesden Euro Terminal. The PIC shall give permission to the Shunter to operate the shunters release in either the North or South End shunters cabin.

Trains arriving from the North shall normally arrive onto the Reception Sidings 1-6 or 8. Trains arriving from the North via the South End shall arrive in rear of Signal WM1189. Upon arrival the PIC shall hand a Radio to the train driver and must reach a clear understanding with the Driver concerning the movements to access the Willesden Euro Terminal. The Driver shall propel the train under the control of the Shunter onto the assigned Reception Siding.

Trains arriving from the South: Unless there is a locomotive at either end of the movement, trains arriving from the South will arrive into the Terminal Reception Sidings 2 to 8. The locomotive will run-round the train and the shunter will shunt the train into the required Terminal Siding.

Departures:

The Shunter 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 Shunter to Signal WM753 for Northbound departures or Signal WM1188 for Southbound departures.

Shunt moves:

Shunts at the South End, passing Signal WM1188, but remaining within the rear of Signal WM1189 signal are known as a ‘Short Shunt’ and this must be requested by the Shunter with the Willesden Panel Signaller. Provided the locomotive does not pass the rear of Signal WM1189 the train can set back into the Sidings when ready to do so. The South End shunters release can remain in ‘accept’ providing only ‘Short Shunts’ are being carried out, without the need to request further acceptance from the Willesden Panel Signaller.

Shunts passing beyond the rear of Signal WM1189, and in rear of Signal WM742, are classed as ‘Long Shunts’ and this must be requested by Shunter with the Willesden Panel Signaller. For each ‘Long Shunt’ the Shunter must communicate with the Willesden Panel Signaller to gain acceptance.

Dated: 30/01/2021

MD166 – NORTH POLE JUNCTION TO WEMBLEY

Willesden F Sidings

General: Willesden F Sidings consists of three non-electrified sidings located off the Down Willesden Relief at Brent New Junction to the South of the West Coast Mainline, 6 ½ miles North of London Euston. The length of Siding 1 is 356m/ 1170ft, Siding 2 is 402m/ 1320ft and Siding 3 is 432m/ 1420ft.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Willesden Panel Signaller at Wembley Mainline SCC on Telephone 0330 852 6417 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves. The PIC must ensure the gates are open for train movements and shut after train movement(s).

All points within the Willesden F sidings complex are hand operated and the PIC of any movement within the Willesden F sidings complex must ensure hand points are set in the correct position for the movement.

Arrivals:

Signal WM821 is slotted with an acceptance switch at Willesden F Sidings. The Willesden Panel Signaller cannot clear Signal WM821 unless the switch has been set to accept. The Signaller shall contact the PIC when a train is approaching Willesden F Sidings to requests the slot. The Signaller will confirm to the PIC they have received the slot.

Arrivals from the South will arrive at Signal WM821 on the Down Willesden Relief. 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 Willesden F Sidings.

Arrivals from the North, the driver shall bring the front of the train to a stand at Brent New Junction on the Down Willesden Relief. 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 Willesden F Sidings. The driver of the inward train shall draw the train past Brent New Junction and shall bring the rear of the train to a stand behind Signal WM821 under the instruction of the PIC. The PIC shall confirm to the Signaller when the rear of the train is clear of Signal WM821. The PIC shall advise the Signaller that the train is ready to propel into Willesden F Sidings and ensure that Signal WM821 is displaying a proceed aspect before authorising the propel movement with the Driver. The PIC shall split the train into portions within the Willesden F sidings and ensure the train is secured.

Departures:

Departures to the South: The PIC shall marshal the train within the Sidings before completing a brake test. When train preparation duties have been completed a movement that is ready to depart from the Sidings will proceed on the authority of the PIC to Signal WM1210. The PIC shall contact the Signaller to obtain permission for the train to depart Signal WM1210. Providing no conflicting movements have been authorised the Signaller shall clear Signal WM1210. The PIC shall secure the gates after the train movement.

Departures to the North: The PIC shall marshal the train within the Sidings and complete a brake test. Once train preparation duties have been completed a propel movement that is ready to depart will proceed on the authority and be under control of the PIC to Signal WM1210. The PIC shall contact the Signaller to advise the train is ready to depart and obtain permission to clear Signal WM1210, Signal WM926 and if required Signal WM924. Providing no conflicting movements have been authorised the Signaller shall clear the required signals. The PIC shall authorise the propel movement with the Driver from Signal WM1210 onto the Down Willesden Relief until the locomotive has arrived behind Signal WM821. The PIC shall confirm to the Signaller when the train has come to a stand at Signal WM821. The Signaller shall clear Signal WM821 upon scheduled departure. The PIC shall secure the gates after the train movement.

Dated 24/06/2023

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 WMSC Birmingham New Street Signaller on the Platform 4C TDEU telephone or other appropriate means and request a Line Blockage of Platform 5B

When the WMSC 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 WMSC 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 WMSC Birmingham New Street Signaller on the GSM-R Radio or other appropriate means and request a line blockage of Platform 5B.

When the WMSC 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 WMSC 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 01/07/2023

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

Platform lengths – Birmingham New Street

Notes

The 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.

Platform Lengths:

1 - 350 metres (383 yards)

2 - 322 metres (352 yards)

3 - 322 metres (352 yards)

4 - 359 metres (393 yards)

4C - 98 metres (107 yards)

5 - 265 metres (289 yards)

6 - 315 metres (344 yards)

7 - 318 metres (348 yards)

8 - 339 metres (371 yards)

9 - 321 metres (351 yards)

10 - 321 metres (351 yards)

11 - 333 metres (364 yards)

12 - 236 metres (258 yards)

Dated: 27/12/2022

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)

BIRMINGHAM NEW STREET

Working in the station. Drivers having brought their trains to a stand on Sidings No.1, No.2 or No.3 must obtain the permission of the Signaller at WMSC Birmingham New Street Workstation before any movement is made towards the outlet signal.

The Driver or Train Manager of a north bound Driving Van Trailer (D.V.T.) operated train standing in Platform 5, 6 or 7 and marshalled with the locomotive at the rear, awaiting departure to the Down Stour line, must contact the Signaller at WMSC Birmingham New Street Workstation prior to departure and advise him/her of the train formation.

Fire Alarm/Station Evacuation: In the event of the fire alarms sounding and the requirement to evacuate the station, Train Crew on trains which are unable to depart immediately, must leave their trains with power doors open, or central locking released and all train lighting left switched on. This is to facilitate passenger egress and assist the Fire Evacuation Wardens in carrying out their duties.

To prevent unnecessary Fire Alarm activation, the Driver of any diesel unit, locomotive or High Speed Train Power Cars (which is not providing Electric Train Supply), which is booked to stand in the station for **more than 15 minutes**, must shut the engine(s) down until such time so as to enable a punctual departure.

Shunting Requirements

Shunting Movements can be made to behind the following signal

WP9931 Signal Up Derby Line (down direction), Movement to Platform 7 to 12 available form this signal

CB9145 Signal Up Coventry Line (down direction) Movements To Platform 1 to 7 available from this signal)

BW4182 Up Stour New Street North Tunnel, Movements to Platform 1 to 12 available from this signal

BB3506 Up Gloucester Line (emergency use only), Movements to Platform 5 to 12 available from this signal.

Drivers of trains shunting to the Up & Down Monument Lane Loop must reach a clear understanding with the WMSC Birmingham New Street Signaller as to whether the movement is to proceed to BW9189 Fix Red Signal north end of the Up & Down Monument Lane Loop, or the rear Clear Marker Board located 280 metres (306 yards) from BW7186 Signal.

Drivers of trains that have made a shunting movement to BW9189 Fix Red Signal north end of the Up & Down Monument Lane Loop MUST obtain the authority of the Birmingham New Street Signaller before making any movement towards BW7186 Exit Signal located at the south end of the Up & Down Monument Lane Loop.

When undertaking shunting movements Units must always be driven from the leading cab

Due to the unavailability of walking routes, shunting movements with two or more units with no through access MUST always be carried out with a Driver in each driving cab that becomes leading

Method Of Train Dispatch

Trains can be dispatched from any platform signal within Birmingham New Street Station.

The Right Away indicator (RA) will only illuminate on the signal the train is being dispatched from, any other signal(s) within the platform beyond the signal the train is dispatched from is classed as running signal and will not display RA Indication.

The Right Away Indicator will only illuminate on middle or inner platform signals when those signals are displaying a green aspect, the exception to this rule is when a route is set from BM6410 Inner Signal Platform 10A to the Up Coventry Line.

If a train is being dispatched from a middle or inner platform signal the OFF indicator associated with the Train Dispatch Equipment Unit will only illuminate when the signal displays a green aspect the exception to this rule is when a route is set from BM6410 Inner Signal Platform 10A to the Up Coventry Line.

If a train is dispatched from a platform starting signal the Right Away indicator will illuminate when the signal is displaying a proceed aspect.

LNW South Route Sectional Appendix Module LNW(S)2

Starting of Trains - Rule Book, Module SS1, Section 3.4. The Ready to Start signal must not be given by means of the bell/buzzer communication, it must be given for all trains by means of the Ready to Start indicator.

During any working which causes a train to be stopped short and/or on a curve whereby the driver is unable to observe or has a limited view of the relevant starting signal, the following instruction will apply.

The normal dispatch process for Birmingham New Street will apply with the exception of the following:

The Person In Charge Of Train Dispatch, must reach a clear understanding with the driver of the train as to what hand signal will be given for the RA

The Person In Charge Of train Dispatch, once all station duties are complete, will initiate the dispatch process and check the signal and the route indicator to establish if the correct route is set.

The Person In Charge Of train Dispatch will then put the RA up and double-check that all is clear and the signal is still clear for departure. Once this is done the Person In Charge Of train Dispatch will then have the authority to exhibit a green hand signal held steady above shoulder height to indicate to the driver of the Person In Charge Of Train Dispatch's authority to proceed.

Trains Standing Beyond or too close to sight a Middle or Inner Platform Signal

If the Person In Charge Of Train Dispatch becomes aware that a train due to be dispatched from a middle or inner platform signal is stood with the leading cab beyond the signal, the Person In Charge Of Train Dispatch must contact the WMSC Birmingham New Street Signaller and ascertain if the train is indicated on the Workstation Screen as being on the approach or beyond the signal.

If the signaller confirms the train is indicated on the approach to the signal, but on the ground the leading cab is beyond the signal, the Person In Charge Of Train Dispatch must explain the circumstances to the signaller and obtain permission to move the train towards the signal beyond to enable the normal dispatch process for Birmingham New street Station to take place.

If the Driver is too close to a middle or inner platform signal to sight the signal, the Driver must advise the Person In Charge Of Train Dispatch who must then contact the Birmingham New Street Signaller to obtain permission to move the train towards the signal beyond.

Before the Signaller gives permission to the Person In Charge Of Train Dispatch to move the train towards the signal beyond, the signaller MUST set the route from the middle or inner platform signal to the signal beyond to afford the protection of the interlocking and avoid the activation of a SPAD Alarm

Once the Signaller has given permission to move the train towards the signal beyond the Person In Charge of train Dispatch must:

Check the middle or inner platform the train is stood beyond or under has been cleared

Tell the Driver and guard of the train that the Signaller has given permission for the movement and the middle or inner platform signal has been cleared for the movement to proceed towards the signal beyond.

The Person In Charge Of Train Dispatch must make sure all doors on the train are closed before the Driver makes the movement.

The Person In Charge Of Train Dispatch must tell the Signaller when the movement has been completed.

LNW South Route Sectional Appendix Module LNW(S)2

11 Car Class 390 Sets or Class 220/221 exceeding 10 vehicles Routed into Platform 3,7, and 12 at Birmingham New Street

Due to restrictive platform lengths: -

11 car Class 390 Pendolino sets or class 220/221units exceeding 10 vehicles must arrive on Platform 3 from CB4141 Signal Down Coventry Line via BM230 Crossover and the Up Coventry Line, CB4141 will display 3 and an X in the Route Indicator for this route.

11 Car Class 390 Pendolino sets, or Class 220/221units exceeding 10 vehicles are prohibited from arriving onto Platform 7 from WP4929 Signal Down Derby line or WP9931 Signal Up Derby line, trains must arrive via the Down Coventry Line

11 Car Class 390 Pendolino sets or class 220/221units exceeding 10 vehicles are prohibited from arriving on Platform 12

Stopping Positions

Drivers of arriving trains approaching a yellow aspect displayed in the mid platform signal should bring their train to a stand at the inner platform signal (where provided) in line with their companies professional driving policy, if this signal also shows a proceed aspect then the train should continue to the platform end starting signal, stopping in accordance with their companies professional driving policy. This does not apply if the Person In Charge Of Train Dispatch displays a hand signal to stop the train short along the platform or a train operator specific stop car marker / stopping point is provided

Permissive Working

The Station Operations Coordinator MUST advise the WMSC Birmingham New Street Signaller when there is poor visibility that requires permissive working to be suspended and when it can resume.

Dated: 27/12/2022

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

COVENTRY

Platforming of Trains. Drivers of locomotive hauled passenger trains conveying 12 coaches must bring their trains to a stand in platform 1 (Up Slow line) or, 3 (Down Fast line) with the front of the locomotive adjacent to the '12 car Stop' board.

Dated: 07/10/06

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

BIRMINGHAM NEW ST To Bushbury Jn

Down and Up Virgin or CrossCountry services not booked to stop at Wolverhampton may be diverted without warning from Soho South Junction via Soho East Junction, Perry Barr North Junction, Portobello Junction to Bushbury Junction and vice versa. Drivers so routed need not observe the second sentence of Rule Book, Module S7, Section 1.2.

Dated: 07/12/13

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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 West Midlands S.C.- 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 West Midlands S.C. -Stour Valley workstation . The Designated Person must also advise the Signaller of the headcode, train identification and destination of the movement.

Dated: 27/12/17

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 WMSC Wolverhampton Workstation using GSM-R or telephone, 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 WS4301on 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: 30/05/15

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 Ricksercote neutral sections'.

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

Dated: 09/04/2022

MD306 - BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD)

BROMSGROVE

Assisting locomotive in rear between Bromsgrove and Blackwell

The head code of the assisting locomotive will be 0B00 for all movements including the period of time it is assisting a train in the rear on the Lickey Incline.

Up trains requiring assistance must normally be brought to a stand at signal BA7612 on the Up Bromsgrove Loop (Platform 1) or (by exception) signal BA3614 on the Up Gloucester line (Platform 2) to enable the assisting locomotive to proceed onto the rear of the train. Signals BA7612 or BA3614 will be maintained at danger and reminder appliances applied to the appropriate signal.

The Driver of the assisting locomotive and the Signaller at WMSC Bromsgrove Workstation must reach a clear understanding as to whether the assisting locomotive will return to Bromsgrove or continue to Saltley after a train has been assisted up the Lickey Incline.

Once the assisting locomotive has dropped onto the rear of the train, the Signaller at WMSC Bromsgrove Workstation must not authorise any movement in or out of the Bromsgrove Tamper Siding until the Driver of the assisting locomotive has confirmed the locomotive is on rear of the train and ready to assist the train.

When the assisting locomotive is on the rear of the train the Driver must contact the Signaller at WMSC Bromsgrove Workstation via the GSM-R Radio and confirm the assisting locomotive is on rear of the train and is ready to commence assisting the train.

The Signaller at WMSC Bromsgrove Workstation will repeat the message back to the Driver of the assisting locomotive and give an indication of the time before the movement of the train can commence if this is likely to be a prolonged period of time.

The Signaller at WMSC Bromsgrove Workstation must contact the Driver of the train requiring assistance and confirm the assisting locomotive is on the rear of the train and ready to provide assistance and to wait for the signal, giving an indication of the time before the movement can commence if this is likely to be a prolonged period of time.

Before clearing signal BA7612 or BA3614 for the train being assisted to commence the movement up the Lickey Incline the Signaller at WMSC Bromsgrove Workstation must ensure there is no risk of bringing the train to a stand on the Lickey Incline and the route must be cleared for the movement to proceed as far as signal BA3598 at Blackwell.

When the Signaller at WMSC Bromsgrove Workstation has cleared signal BA7612 or BA3614 for the movement to commence the associated OFF Indicators will illuminate to inform the Driver of the assisting locomotive that the signal is displaying a proceed aspect.

Blocking Of Adjacent Lines

If the Driver of the assisting locomotive has to work or walk on the outside of the train and requires the adjacent running line to be blocked, the Driver of the assisting locomotive must contact the Signaller at WMSC Bromsgrove Workstation and request the adjacent running line to be blocked to traffic in accordance with Rule Book Module TW1 Section 46.

Assisting Locomotive Leaving The Train At Blackwell

If the assisting locomotive is to return to Bromsgrove it must be brought to a stand at Blackwell on the Barnt Green side of ground position light signal BA1613.

If the assisting locomotive is returning to Saltley the Driver must follow the train at a safe distance and bring the locomotive to a stand at signal BA3598 at Blackwell and in accordance with Rule Book Module TW1 Section 15.2 not pass signal BA3598 until it has returned to danger and cleared again.

Certain Locomotives (66055 – 66059) are fitted with special cab equipment which automatically disengages the central auto-couplers. Should this equipment fail to operate correctly, the assisting locomotive must continue attached to the rear of the train concerned. The Driver of the assisting locomotive must immediately contact the Signaller at WMSC Kings Norton Workstation via GSM-R, explain the circumstances and act on the instructions received. No further attempt must be made to operate the automatic uncoupling equipment.

In addition to the Driver of the assisting locomotive contacting the Signaller at WMSC Kings Norton Workstation to advise the assisting locomotive has failed to detach, the Signaller will receive an automatic alarm which states: BANKING LOCOMOTIVE FAILED TO DETACH. The Signaller at WMSC Kings Norton Workstation must route the train to the Kings Norton Arrival & Departure line where the assisting locomotive can be detached.

The Drivers of the assisting locomotive and the train locomotive must then come to a clear understanding regarding the detaching of the assisting locomotive. When the assisting locomotive has been detached the Driver of the assisting locomotive must advise the Signaller at WMSC Kings Norton Workstation accordingly. If the Kings Norton Arrival & Departure line is not available for the purpose of detaching the assisting locomotive, then the train must be routed to Washwood Heath Up Yard where the assisting locomotive will be detached.

Dated: 21/10/2017

MD306 - BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD)

Eckington

Up Eckington Goods Loop. Trains exceeding 39 SLUs which are liable to foul Andrew's accommodation crossing must not be permitted to occupy the loop for long periods unless alternative arrangements have been made with crossing users.

Vehicles which are detached in this loop in an emergency must not be left fouling either Andrew's or Cook's 1 accommodation crossings.

Dated: 21/10/2017

MD306 - BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD)

Eckington South Jn To Ashchurch

Wheel Impact Load Detector (Wheelchex). This equipment analyses the dynamic wheel loads produced by each passing train. The data obtained may result in an alarm being received in Network Rail, Route Control. A Wheelchex system is installed on the Down Gloucester and Up Gloucester lines at 75m 46ch. If an alarm is received from the detector, the train will be stopped by signals and the Driver may be instructed by the Signaller to proceed at a reduced speed to a location where the train can be taken out of service.

Dated: 21/10/2017

MD306 - BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD)

KINGS NORTON To BIRMINGHAM NEW STREET

Up direction CrossCountry services booked to run between Kings Norton and Birmingham New Street, either via Selly Oak or via Lifford East Junction and Bordesley Junction, may be diverted accordingly without warning. Drivers so routed need not observe the second sentence of Rule Book, Module S7, Section 1.2.

Dated: 21/10/2017

MD310 - BARNT GREEN JUNCTION TO REDDITCH

Barnt Green Single Line Junction To REDDITCH

Method Of Working The Redditch Branch During Failure Situations

Description

The Redditch Branch consists of the following:

- Single Line between Barnt Green Single Line Junction and Alvechurch Station Junction operated under track circuit block regulations
- A dynamic passing loop between Alvechurch Station Junction and Weights Lane Junction operated under Track Circuit Block Regulations
- Single Line between Weights Lane Junction and the Buffer Stop at Redditch operated as One Train Working Without A Train Staff under Track Circuit Block Regulations

Train Detection

Train detection between Barnt Green Junction and the 52 ¾ mp Bridge 5 (Graves Bridge) is by means of track circuits.

Train detection between the 52 ¾ mp Bridge 5 (Graves Bridge) and the buffer stop at Redditch is by means of Axle Counters.

Reset / Restoration of a failed Axle Counter section

In the event of an in service failure of an axle counter section the Signaller shall attempt a reset of the failed axle counter section in accordance with the Signallers Axle Counter Reset/Restoration process.

Following the successful resetting of a failed axle counter section the Signaller will advise the Driver of the first train of the circumstances and request the Driver to examine the affected portion of line. The Signaller will instruct the Driver to pass the protecting signal at danger as listed in the table below, provided all track/axle counter sections are indicating clear over the single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. Under these circumstances there is no requirement to introduce Working By Pilotman.

Location	Signal to be passed at Danger	Instructions from Signaller to Driver
Barnt Green Single Line Jn to Weights Lane Jn	SY8	1. Inform the Driver why the line is to be examined 2. Reach a clear understanding as to which portion of line is to be examined. 3. Inform the Driver that following a successful axle counter reset all axle counter / track circuit sections are indicating clear between the protecting and exit signals on the portion of line being examined 4. That a route is set between the protecting signal and the exit signal on the portion of line being examined and the single line directional arrow is displaying the correct direction of travel for the train. 5. Instruct the Driver to pass the protecting signal at danger.
Weights Lane Jn to Redditch	BB7589	
Redditch to Alvechurch Station	BB7588	
Alvechurch Station to Barnt Green Single Line Jn	BB7584	

Failure of an Axle Counter to reset between Alvechurch Station Junction and Weights Lane Junction (Down Redditch line) or between Weights Lane Junction and Alvechurch Station (Up Redditch line)

If following an unsuccessful axle counter reset on the double track section of line resulting in the axle counter remaining occupied, the Signaller will advise the Driver of the first train of the circumstances and request the Driver to examine the affected portion of line. The Signaller will instruct the Driver to pass the protecting signal at Danger as listed in the table below provided all track/axle counter sections are indicating clear over single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. Under these circumstances Working By Pilotman is not required.

Following the examination of the affected portion of line and if the failed axle counter section remains occupied subsequent trains will be authorised to pass the protecting signal at Danger provided all track/axle counter sections are indicating clear over the portion of the single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. This method of working shall continue until the failed axle counter has been restored to normal working.

Location	Signal to be passed at Danger	Instructions from Signaller to Driver of train to examine the line
Alvechurch Station to Weights Lane Junction	SY8	1. Inform the Driver why the line is to be examined 2. Reach a clear understanding as to which portion of line is to be examined. 3. Inform the Driver all axle counter / track circuit sections are indicating clear on the single line section between the protecting signal and the end of the single line section 4. That a route is set between the protecting signal and the exit signal on the portion of line being examined and the single line directional arrow is displaying the correct direction of travel for the train, 5. Instruct the Driver to pass the protecting signal at danger 6. Following the examination of the line and if the axle counter remains in a failed state, all following trains shall comply with Section 3, 4 and 5 of these instructions.
Weights Lane Junction to Alvechurch Station	BB7588	

Complete failure of signalling between Barnt Green Single Line Junction and Redditch

In the event of the total loss of signalling between Barnt Green Single Line Junction and Redditch the following applies:

- Working By Pilotman shall be introduced between Barnt Green Station and Redditch.
- The Signaller and Pilotman shall nominate which line trains will travel over between Alvechurch Station Junction and Weights Lane Junction.
- Once agreed the route must be secured by point clips / padlocks and points scotched.
- The key to the padlocks must be retained by the Pilotman until Working by Pilotman is withdrawn.
- No deviation from this method of working is allowed during the period of the failure.
- The pilotman must accompany every train.
- The times of trains entering and departing the single line section must be recorded by the Signaller in the Occurrence Book

Dated: 13/09/14

MD320 - PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

Perry Barr North Jn - Bushbury Jn

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 Ricksercote neutral sections'.

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

Dated: 09/04/2022

MD320 - PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

Curzon Street Jn

An additional A.W.S. magnet is located immediately in advance of Signal PA.141. It will normally be supressed when the signal is cleared. If a Driver is authorised to pass the signal at Danger, the A.W.S. horn (warning indicator) will sound when the train passes the signal.

If the A.W.S. horn (warning indicator) sounds on any other occasion as a train passes the signal, the train must be stopped immediately and the Driver must contact the Signaller.

Dated: 27/05/2018

MD320 - PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

Duddeston To Aston South Jn

The Down and Up Vauxhall Goods lines between Duddeston station and Aston South Junction are non-operational and are out of use until further notice. Live OLE is still present above the out of use Vauxhall Goods lines.

Dated: 27/12/17

MD345 – BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (Excl)

Walsall Midland Yard/Tasker Street Sidings

General:

Walsall Midland Yard/Tasker Street Sidings are located adjacent to the Up Walsall Fast line between Walsall Station and Walsall Pleck Junction. Access is via Brook Siding which has a facing connection from the Up Walsall Fast at Walsall South Junction. Brook

Walsall Midland Yard: consists of 2 Through Sidings, numbered Siding No. 1 and Siding No. 2 which are both used to discharge cement wagons, and end on Siding No.3, used for emptying Aggregate box wagons.

Walsall Tasker Street Sidings: are currently clipped Out of Use.

All points within the Walsall Midland Yard/Tasker Street Sidings complex are hand operated and the PIC of any movement must ensure hand points are set in the correct position prior to the movement.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Walsall Workstation Signaller at West Midlands Signalling Centre (WMSC) on telephone 0121 576 2074 and report to the Signaller when their turn of duty is complete. The PIC may contact the Signaller for signalled shunt moves.

Arrivals:

Trains destined for Walsall Midland Yard/Tasker Street Sidings complex will arrive at the ‘Stop and Obtain Permission to Proceed’ board on Brook Siding, where the PIC shall hand a Radio to the train driver. The PIC must reach a clear understanding with the Driver concerning movements to access Walsall Midland Yard/Tasker Street Sidings. Once a train has arrived at Walsall Midland Yard a locomotive run round will take place using Siding No.1 or Siding No.2. The PIC shall split the train as necessary and secure each train portion within the Sidings.

If there is no PIC on site the driver must contact the Signaller to obtain permission to pass the ‘Stop and Obtain Permission to Proceed’ board into the terminal once they have established it is safe to do so.

Departures:

Trains departing from Walsall Midland Yard: The PIC shall marshal the train within Walsall Midland Yard Sidings and complete a brake test. Once train preparation duties have been completed the PIC shall contact the Signaller to obtain permission for a movement to pass the ‘Stop and Telephone Signaller’ board onto Brook Siding and proceed the train towards Ground Position Signal DR1359 ready for departure. The Signaller shall clear Ground Position Signal DR1359 upon scheduled departure.

Shunt moves.

Shunt movements from the terminal onto Brook Siding require the permission of the Walsall Workstation Signaller as the train is required to pass the stop board.

DATED: 18/08/2021

MD355 - LICHFIELD TV JN TO LICHFIELD TRENT VALLEY (CHORD LINE)

BETWEEN LICHFIELD TRENT VALLEY JUNCTION AND LICHFIELD TRENT VALLEY

Rule Book Module P2 - Working single and bi-directional lines by pilotman

Working by pilotman need only be introduced in accordance with Section 7 of this Module following a failure of the signalling equipment on the Up & Down Lichfield TV Chord line.

Dated: 09/06/12

MD370 - BESCOT CURVE JN TO WALSALL, PLECK JN

Bescot Curve Jn To Walsall, Pleck Jn

The Up Dudley Siding and Down Dudley Run Round Line are provided for the purpose of running round trains, under no circumstances are trains or vehicles to be stabled on either of these sidings.

Dated: 20/07/14

MD365 - PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN

Portobello Jn To Wolverhampton Crane Street Jn

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 Ricksercote neutral sections'.

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

Dated: 09/04/2022

MD401 - HEYFORD TO BORDESLEY JUNCTION

BANBURY

Up direction

A train turning back in the Up direction (south-bound), from the north-end of either Platform 2, 3 or 4 at Banbury Station, may receive the AWS horn when passing over the AWS magnet applicable to the Down direction platform starting signal.

Down direction

A train turning back in the Down direction (north-bound), from the south-end of either Platform 1, 2 or 3 at Banbury Station, may receive the AWS horn when passing over the AWS magnet applicable to the Up direction platform starting signal.

Dated: 25/03/17

MD401 - HEYFORD TO BORDESLEY JUNCTION

BANBURY

Working Of Banbury Depot Reception Line / Banbury Depot Departure Line

Arrivals

When there is a train movement destined for the Banbury Depot Reception Line or Banbury Depot Departure Line the WMSC Cherwell Valley Signaller must contact the Chiltern Railways Depot Operation Supervisor and advise the head code of the train.

When in a position to accept the train the Chiltern Depot Supervisor must give slot BD100 for movements from Signal OL9128 to the Banbury Reception Line or slot BD101 for movements from Signals OL3109 or OL9111 for movements to the Banbury Departure Line.

The slot release is applicable for one train movement only, once the train has arrived on the Banbury Depot Reception Line or Banbury Depot Departure Line the Chiltern Railways Depot Operation Supervisor must return the slot release to the normal position.

It is not possible for the Chiltern Railways Depot Operation Supervisor to give slot BD100 and BD101 at the same time.

Departures

When on duty the Chiltern Railway Depot Supervisor will contact the WMSC Cherwell Valley Signaller when a train movement is ready to depart from signal OL7113 Banbury Depot Reception Line or OL7112 Banbury Depot Departure Line, providing the head code of the train.

Shunting Movements Behind Signal OL9111 Up Cherwell Valley

Drivers of trains requiring to shunt behind signal OL9111 on the Up Cherwell Valley Banbury Depot Junction must reach a clear understanding with the signaller at WMSC Cherwell Valley 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 OL3110 on the Up Cherwell Valley is displaying a proceed aspect before setting a route for the shunt movement to proceed behind signal OL9111.

Dated: 23/04/2017

MD401 - HEYFORD TO BORDESLEY JUNCTION

Reservoir Sidings

General:

The site consists of four sidings accessed from the north end of the Down Banbury Goods Loop and Reservoir Neck.

Reservoir Sidings 1 is a private siding for Storage/Cripple Wagons.

Reservoir Sidings 2 is a private siding for the unloading of Aggregate Trains operated on behalf of Tarmac.

Reservoir Sidings 3 & 4 are provided for the stabling of On Track Machines.

Maintenance of On Track Machines is authorised on Reservoir Siding 4

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Signaller at WMSC Cherwell Valley Workstation on Telephone 0121 576 2083 and report to the signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

All points within the Reservoir Sidings complex are hand operated and the PIC of any movement within Reservoir Sidings complex must ensure hand points are set in the correct position for the movement

Aggregate Trains: - Reservoir Siding No 2 Arrivals

Aggregate Trains destined for Reservoir Siding 2 will normally arrive from the north and will be routed onto the Down Banbury Goods Loop at Reservoir Junction. Trains that arrive from the North are required to conduct a locomotive run round upon arrival on the Down Banbury Goods Loop.

Upon arrival the PIC will hand a Radio to the train Driver and must reach a clear understanding with the Driver and Signaller at the WMSC Cherwell Valley Workstation concerning the following movements:-

1. Upon arrival on the Down Banbury Goods Loop the Locomotive shall run round the train.
2. Due to the length of Reservoir Neck, if the train is longer than 320metres (350 yards), the PIC shall split the train into two portions on the Down Banbury Goods Loop and ensure the second portion is secured.
3. The PIC shall contact the Signaller at WMSC Cherwell Valley Workstation when the first portion of the train is ready to shunt from the Down Banbury Goods Loop to Reservoir Siding 2.

4. Proving no conflicting movements have been authorised within the Reservoir Sidings complex the Signaller at WMSC Cherwell Valley Workstation shall clear the position light signal associated with Signal OL7143 towards the Reservoir Neck.
5. The PIC shall confirm to the Signaller at WMSC Cherwell Valley Workstation when the first portion of the train is inside clear of Reservoir Siding 2. The PIC shall secure the train and detach the Locomotive.
6. The PIC shall contact the Signaller at WMSC Cherwell Valley Workstation and obtain the Signallers authority to shunt the Locomotive from Reservoir Siding 2 to the Down Banbury Goods Loop to attach to the second portion of the train.
7. The PIC shall contact the Signaller at WMSC Cherwell Valley Workstation when the second portion of the train is ready to shunt from the Down Banbury Goods Loop to Reservoir Siding 2.
8. Proving no conflicting movements have been authorised within the Reservoir Sidings complex the Signaller at WMSC Cherwell Valley Workstation shall clear the position light signal associated with Signal OL7143 towards the Reservoir Neck.
9. The PIC shall confirm to the Signaller at WMSC Cherwell Valley Workstation when the second portion of the train is inside clear of Reservoir Siding 2.
10. The PIC shall control movement of the train during unloading. If turnover shunts are required, the PIC shall contact the Signaller at WMSC Cherwell Valley Workstation to obtain the Signallers authority to draw forward into the Reservoir Neck. The PIC shall confirm to the Signaller at WMSC Cherwell Valley Workstation each time a shunt has been completed.

Aggregate Trains: - Reservoir Siding No 2 Departures

1. Upon departure the PIC shall contact the Signaller at WMSC Cherwell Valley Workstation and obtain the Signallers authority to shunt the first portion of the train from Reservoir Siding 2 to the Down Banbury Goods Loop.
2. The PIC shall ensure Signal OL1142 Ground Position Light Signal Reservoir Neck is displaying a proceed aspect before authorising the propelling movement from the Reservoir Neck to the Down Banbury Goods Loop.
3. Due to the length of Reservoir Neck, if the train is longer than 320m, the PIC shall secure the first portion of train on the Down Banbury Goods Loop and detach the locomotive.
4. The PIC shall contact the Signaller at WMSC Cherwell Valley Workstation when the Locomotive is ready to shunt from the Down Banbury Goods Loop to Reservoir Siding 2.
5. Proving no conflicting movements have been authorised within the Reservoir Sidings complex the Signaller at WMSC Cherwell Valley Workstation shall clear the position light signal associated with Signal OL7143 towards the Reservoir Neck.
6. The PIC shall confirm to the Signaller at WMSC Cherwell Valley Workstation when the locomotive is inside clear of Reservoir Siding 2.
7. The PIC shall attach the locomotive to the second portion of the train on Reservoir Siding 2.
8. The PIC shall contact the Signaller at WMSC Cherwell Valley Workstation and obtain the Signallers authority to shunt the second portion of train from Reservoir Siding 2 to the Down Banbury Goods Loop to attach to the first portion of the train previously secured on the Down Banbury Goods Loop.
9. If necessary, upon arrival on the Down Banbury Goods Loop the Locomotive shall run round the train.
10. When the two portions of the train have been coupled and a brake test has been completed the PIC shall collect the radio from the driver and must contact the Signaller at WMSC Cherwell Valley Workstation to advise the Signaller that the train is ready to depart.

No other movements must be authorised within the Reservoir Sidings Complex when a movement of the Aggregate Train has been authorised.

On Track Machines

On Track Machines (Tampers / Stone Blowers) are authorised to stable on Reservoir Sidings 3 or 4.

No movement must be made to or from Reservoir Siding 3 & 4 without the authority of the WMSC Cherwell Valley Signaller.

Reservoir Sidings No 3 & 4:- Arrivals

1. Before clearing the position light signal associated with Signal OL7143 Down Banbury Goods Loop towards the Reservoir Neck for an On Track Machine to stable in Reservoir Siding 3 or 4 the Signaller at WMSC Cherwell Valley Workstation must ensure no conflicting movement has been authorised within the Reservoir Siding Complex.
2. The Person In Charge Of The On Track Machine must contact the Signaller at WMSC Cherwell Valley Workstation and confirm the On Track Machine is inside clear on Reservoir Siding 3 or 4 and no further movement will take place towards the Reservoir Neck.

Reservoir Sidings No 3 & 4:- Departures

1. The Person In Charge Of The On Track Machine must contact the Signaller at WMSC Cherwell Valley Workstation when the On Track Machine is ready to depart Reservoir Siding 3 or 4 and advise the Signaller of the reporting number and destination of the On Track Machine
2. Provided no conflicting movement have been authorised within the Reservoir Sidings Complex the Signaller at WMSC Cherwell Valley Workstation shall give authority to the Person In charge of the On Track Machine to depart from Reservoir Siding 3 or 4 and proceed towards the exit Ground Position Light Signal OL1142.

Reservoir Siding 4:- Maintenance Of On Track Machines

1. Maintenance of On Track machines is authorised on Reservoir Siding 4, prior to maintenance being carried out the Person In Charge Of The On Track Machine must ensure that the provisions of Rule Book Module T10 – Duties of a designated person (DP) and people working on rail vehicles- for providing protection are adhered to.

Dated: 02/07/2022

MD401 - HEYFORD TO BORDESLEY JUNCTION

LEAMINGTON SPA

Carriage Sidings. The Down Leamington Bay and Leamington Depot Siding are designated as Carriage Cleaning/Servicing Sidings. No movement must take place in these sidings without the Driver obtaining the authority of the WMSC Cherwell Valley Signaller. Whilst carriage cleaning is taking place the WMSC Cherwell Valley Signaller will instruct the Driver to obtain permission from the Person Responsible for Protection.

Before shunting commences from these sidings, the Driver of the shunting movement must have a clear understanding with the Signaller or, during carriage cleaning, the Person Responsible for Protection.

Dated: 08/08/16

MD401 - HEYFORD TO BORDESLEY JUNCTION

DORRIDGE

If it is necessary to route a train formed of a Chiltern Railways 8 car sliding door train to the Up & Down Dorridge Passenger Loop (Platform 3), then the Driver must instruct the Person in Charge of the train to 'lock out' the doors on the rear vehicle and to advise any customers that wish to detrain at Dorridge to do so from an appropriate vehicle.

Dated: 18/02/08

MD401 - HEYFORD TO BORDESLEY JUNCTION

FENNY COMPTON

During times and certain circumstances when running water is on or immediate to the lines between 94m 60ch and 95m 00ch at Fenny Compton, trains will be cautioned through the area and Drivers will be requested to report back to the Signaller at WMSC Cherwell Valley Workstation the following information:

- Which lines are affected.
- The depth of the water.
- Whether the water is running/flowing alongside the track (in the cess etc) **and/or** through, under or across the ballast.

Dated: 08/08/16

MD401 - HEYFORD TO BORDESLEY JUNCTION

TYSELEY

Tyseley Down Sidings complex

Tyseley Down Sidings complex comprises the following:

Carriage Sidings. Wash Road, Stabling Sidings 1 to 12, Fuel Roads 13 to 15, and Tyseley Carriage Neck.

Tyseley Through Sidings. Situated between the Carriage Sidings and the Factory Sidings.

Oil Sidings and Cripple Sidings. Connection from the Down Tyseley Through Siding.

Diesel Depot area. Connection from No.2 Engine Line.

Birmingham Railway Museum area. Connection from No.1 Engine Line.

Tyseley Down Sidings Complex. Diesel Multiple Units (DMUs) must be driven from the leading cab except where the DMU cannot be driven from the leading cab due to a defect. Where the leading cab cannot be used, the provisions of Rule Book, Module TW1, Section 26 must be observed. Movements must only be made from other than the leading end with the Shunter controlling the movement from the ground and another Driver in the leading cab, if a functional brake is operative. All locomotives and DMUs must be shut down when being left unattended. Every effort must be made to keep noise to a minimum during all train movements.

Carriage Sidings. Before a movement is allowed to enter the sidings from the south end, the signaller at WMSC Snow Hill workstation must obtain permission from the Operations Supervisor at the Carriage Sidings, who must give an assurance that the line for which the points are set is clear sufficiently to accommodate the movement.

The signaller at Tyseley No.1 SB will, before authorising a movement beyond signal (TY1)3, obtain the Shunter's permission. All empty DMUs arriving at Tyseley Carriage Sidings from the north direction must stop at the 'Stop & Await Instructions' boards and not proceed without the Shunter's permission.

Telephones for the use of train crew to contact the Operations Supervisor on extension 05 44258 when assistance is required, have been located as follows:

- At the Birmingham-end of No.1 road.
- On the 5th overhead lighting stanchion (as counted from the south end) between No.4 and No.5 roads.
- On the 5th overhead lighting stanchion (as counted from the south end) between No.8 and No.9 roads.

Fuel Roads. 'Stop & Await Instructions' boards are located at the ends of each of the Fuel Roads 13, 14 and 15 and are under the control of the Designated Person, who will be identified by a yellow arm band endorsed D.P. in black letters. Drivers arriving at the north Shunters 'Stop & Await Instruction' boards will receive instructions from the north end Shunter to proceed towards the Fuel Roads "Stop & Await Instruction" boards. Drivers arriving at the Fuel Roads 'Stop & Await Instruction' board will receive authorisation from the Designated Person. However if the Designated Person is not immediately available he may delegate the north end Shunter to authorise the driver to pass the "Stop & Await Instruction" boards to the appropriate Fuel Road. Drivers who have not received specific authority from the north end Shunter to proceed onto the Fuel Roads shall stop on arrival at the 'Stop & Await Instructions' boards on Fuel Roads 13, 14 or 15 and must not proceed until authorised to do so by the Designated Person.

Diesel Depot area. Drivers must not proceed from shunting signals (TY1)7/8 or (TY1)21/22, located on the Diesel Depot side of Tyseley No.1 SB towards the Diesel Depot sidings unless authorised by the Person in Charge (PIC) at the Diesel Depot, even though the appropriate signal may have been cleared. Points are clipped for movement only onto No.1 Road. Entry to the Brook Road is by authorisation of the Senior Traction Maintenance Supervisor (Designated Person) and the PIC, who will precede the movement on the ground.

Movements must not be made beyond the protecting signals until the PIC has obtained the permission of the Designated Person and ensured that the appropriate derailer has been lowered and the associated signal is displaying a proceed aspect. The movement may be controlled by the PIC or Designated Person. Before authorising any movement out of the Diesel Depot, the PIC must obtain the permission of the Designated Person and ensure that the appropriate derailer has been lowered.

Tyseley Down Through Siding

Oil Discharge Siding and Scrap Yard sidings. The points in the Tyseley Down Through Siding forming the connection to the Oil Discharge Siding and Scrap Yard Sidings must be kept clipped and padlocked in the normal position for movements along the Tyseley Down Through Siding. When it is necessary for a movement to be made to or from the Oil Discharge Siding or Scrap Yard Sidings, the Guard or Shunter must obtain the key to the padlock from the signaller at Tyseley No.1 SB. Upon completion of work the points forming the connection from the Tyseley Down Through Siding to the Oil Discharge Siding and Scrap Yard Sidings must be clipped and padlocked in the normal position and the key returned to the signaller at Tyseley No.1 SB.

Tyseley Up Through Siding

Detention of trains at signal LJ7304. Drivers of through trains which are detained at this signal must advise the signaller at WMSC Snow Hill workstation if they require assistance to overcome the sharp rising gradient when starting away. The assisting locomotive must only assist the train as far as signal LJ7304 and must not be coupled to the train.

Dated: 05/08/17

MD410 - COVENTRY NORTH JN. TO NUNEATON SOUTH JN.

Coventry Yard

Stabling of West Midlands Trains units

Sidings 1 and 2 will be used for the stabling of West Midlands Trains units.

Arriving trains. Drivers of units requiring to stable in the Yard must contact the Signaller at West Midlands S.C. – Coventry workstation and advise him / her of the details of the train formation (unit number(s) and number of vehicles) and agree with the Signaller which siding the train will be stabled in. Upon clearance of the appropriate signal controlling movements into the Yard, the Driver may proceed and bring the train to a stand at the 'Check Handpoints' board adjacent to signal CB.7054 and ensure that any handpoints within the required route to Siding 1 or 2 are set in the correct position. Drivers must stable the unit(s) at the extreme (Nuneaton) end of Siding 1 or 2 and ensure that vehicles are not left standing foul of any adjoining siding. The Driver of unit(s) arriving into an already occupied siding must stable the unit(s) at least 2 metres (6'6") away from any other stabled unit(s), ensuring that the rear of their train formation is not left standing foul of any adjoining siding. If pantographs are to be lowered on Electric Multiple Units after stabling, then the Driver must ensure that an emergency tail lamp is placed on the rear vehicle.

Departing trains. All trains will normally depart from the station end of the Yard. Drivers of trains which are ready to depart must bring their train to a stand at the 'Stop - Await Instructions' board and contact the Signaller at West Midlands S.C. – Coventry workstation to obtain permission to pass the 'Stop - Await Instructions' board before proceeding towards signal CB.7054. The Driver must also advise the Signaller details of the train formation (unit number(s) and number of vehicles). Upon clearance of signal CB.7054 the Driver may proceed towards Coventry station.

Dated: 13/06/2020

MD410 - COVENTRY NORTH JN. TO NUNEATON SOUTH JN.

Prologis Park Siding & Yard

General: Prologis Park Siding is located off a connection to the Down Bedworth at Three Spires Junction and leads to Prologis Park Yard.

Only one train is permitted to be on Prologis Park Siding at a time.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Coventry Workstation Signaller at West Midlands SCC on telephone 0121 345 5720 and report to the Signaller when their turn of duty is completed.

Arrivals:

Trains destined for Prologis Park Yard will arrive on the Prologis Park Siding from the Down Bedworth Line only. The PIC must be on duty prior to the inward bound service passing through Coventry Station. The Coventry Workstation Signaller will contact the PIC and obtain permission for the train movement to enter Prologis Park Siding. The Signaller will route the service onto the Siding and the train Driver shall bring the train to a stand at 'Stop' board DC1 A.

Upon arrival at the 'Stop' board DC1 A the PIC will hand a Radio to the train driver and must reach a clear understanding with the Driver concerning the movements to access Prologis Park Yard. The PIC will grant authority to the Driver to pass over Wheelwright Lane level crossing and proceed into Prologis Park Yard. The PIC shall complete this movement and shall contact the Coventry Workstation Signaller to confirm the train has arrived in clear of Signal CN7540. The PIC shall split the train into portions within the Sidings and ensure the train is secure.

Departures:

The PIC shall marshal the train within the Yard and complete a brake test. The PIC will contact Coventry Workstation Signaller to obtain permission for a movement to pass 'Stop' board DC1 B and proceed the train towards Signal CN7540 ready for departure.

Dated: 15/08/2020

MD410 – COVENTRY NORTH JN TO NUNEATON SOUTH JN

Bedworth Terminal

General: Bedworth Terminal consists of 2 sidings located adjacent to the Down Bedworth approximately 1 mile to the West of Bedworth Station. Both sidings are 600ft / 183m. Access to the Sidings is via Up Bedworth only. Trains must arrive in the Up Direction.

Calor Gas Sidings Ground Frame is situated at the entrance into the Sidings in the Down Bedworth cess. The Ground Frame is released with Rugby SCC.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Nuneaton Panel Signaller at Rugby SCC on telephone 0330 8542631 and report to the signaller when their turn of duty is completed.

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

Arrivals:

Prior to arrival, the PIC shall ensure the gates are opened and shall inform the Signaller that they are on site ready to accept the service prior to any inward bound service passing Nuneaton.

The train shall arrive on the Up Bedworth Line opposite Calor Gas Sidings Ground Frame. Upon arrival the PIC shall hand a Radio to the Driver and conduct a radio test. The PIC must reach a clear understanding with the Driver concerning the movements to access Bedworth Terminal. The Driver of the train shall draw forward and shall bring the rear of the train to a stand under the instruction of the PIC behind 1A Point on the Up Bedworth. The PIC shall contact the Signaller to obtain the Ground Frame release. The PIC shall ensure the points are set correctly before authorising the propel movement with the Driver into Bedworth Terminal. The PIC shall split the train over two sidings as necessary and secure each train portion. The PIC shall return the Ground Frame release and contact the Signaller to confirm that release has been restored.

Departures:

Prior to departure, the PIC shall ensure the gates are opened and will authorise the Driver to draw the train down to CN1558 ‘Stop and Await Instructions Board’. Upon arrival the PIC shall contact the Signaller to obtain the Ground Frame release. Upon release, the PIC shall check the points are set correctly before authorising the driver to pass CN1558 ‘Stop and Await Instructions Board’ with the first portion of the train, bringing the rear of the train to a stand under the instruction of the PIC. The PIC shall reset the terminal hand point and authorise the Driver to propel the first portion of the train, coupling to the second portion of the train.

The PIC shall conduct a brake test. The PIC shall instruct the Driver to depart the train and obey all further Signals. Once the train has departed and cleared 1A Points on the Up Bedworth the PIC shall return the Ground Frame release and contact the Signaller to confirm that release has been restored.

Trains returning towards Nuneaton can perform a run round at Hawkesbury Lane Reception Line or Coventry North Yard.

Dated: 17/06/2023

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MD415 - HATTON STATION TO STRATFORD-UPON-AVON

STRATFORD-UPON-AVON

Working of locomotive hauled passenger trains in platform 1. The vehicles comprising a locomotive hauled train must not exceed 265 metres in length.

Drivers of trains which exceed 8 vehicles (or vehicles up to 158 metres in length) must draw the train forward and bring the train to a stand as appropriate to ensure that the rear 8 vehicles (or vehicles up to 158 metres in length) are platformed. On certain train formations the rear vehicle of the train may encroach the fence with locked gate and associated trespass guards at the Bearley Junction end of the platform. Suitable On Train announcements must be made for passengers in the vehicles which will not be platformed to move accordingly to detrain. The locomotive will then be detached to run round the train.

Working of locomotive hauled passenger trains in platforms 1 and 2. The vehicles comprising a locomotive hauled passenger train must not exceed 265 metres in length.

Drivers of trains which exceed 8 vehicles (or vehicles up to 158 metres in length) must draw the train forward and bring the train to a stand as appropriate to ensure that the rear 8 vehicles (or vehicles up to 158 metres in length) are platformed. Vehicles are not permitted to stand beyond the 'Stop & Telephone' board. Suitable On Train announcements must be made for passengers in the vehicles which will not be platformed to move accordingly to detrain.

The Driver of a train arriving in Platform 2 which exceeds 245 metres in length must contact the Signaller and obtain permission to draw the locomotive beyond the 'Stop & Telephone' board to ensure the first vehicle comes to a stand at the 'Stop & Telephone board' and to run round the train.

No vehicle, locomotive or On Track machine must be stabled in the headshunt. The Signaller must be advised when a movement to the headshunt has come to a stand clear of the hand points. No movement must be made from the headshunt without the permission of the Signaller.

The telephone located at the stop block end of the station building on Platform 1 is fitted with a loud sounding bell to enable the Signaller at West Midlands S.C. – North Warwick workstation to communicate with Train Crew. When this bell sounds, Train Crew must immediately contact the Signaller at West Midlands S.C. – North Warwick workstation by the most expeditious means.

When a train is ready for departure the Conductor must press the 'Train Ready To Start' plunger 2 minutes before the train is due to depart.

Dated: 01/11/10

MD430 - DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION

KIDDERMINSTER

Attaching of Locomotives in the Down Kidderminster platform. A locomotive which is authorised to operate on Network Rail infrastructure can be routed from signal DR7835 on the Severn Valley Exchange Line into the Down Kidderminster platform for the purpose of attaching to a train.

Dated: 28/08/12

MD430 - DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION

Stourbridge North Junction

Drivers requiring to depart Stourbridge Down Sidings, at Stourbridge North Junction, must bring their train to a stand at the 'Stop and Await Instructions' board then contact the Signaller at West Midlands SC Stourbridge Workstation to obtain permission to draw forward to the outlet signal (SJ.641).

During the period when the Chiltern Railways Light Maintenance Depot (LMD) Person in Charge (PIC) is on duty the Signaller at West Midlands SC Stourbridge Workstation must not clear signals SJ.630 or SJ.632 to authorise a movement to proceed onto the LMD until he has obtained the authority of the Chiltern Railways PIC of the LMD and also ensured that no conflicting movement has been authorised. The Chiltern Railways PIC will advise the Signaller at West Midlands SC Stourbridge Workstation when the movement has passed into the LMD and the handpoints are set for the Down Reception line.

When there is a requirement for a movement to proceed into the LMD when the Chiltern Railways PIC is not on duty, then the Signaller at West Midlands SC Stourbridge Workstation must contact Network Rail Control and request permission to authorise the movement. When the Signaller at West Midlands SC Stourbridge Workstation has obtained permission he must advise the Driver that the Chiltern Railways PIC is not on duty. The Signaller at West Midlands SC Stourbridge Workstation may then clear signal SJ.630 or SJ.632 for the movement to proceed.

The Chiltern Railways PIC, or the Driver when the Chiltern Railways PIC is not on duty, will advise the Signaller at West Midlands SC Stourbridge Workstation when a movement is ready to depart from the LMD. The Signaller at West Midlands SC Stourbridge Workstation will give permission provided he has not authorised a conflicting movement and clear signal SJ.641 for the movement to proceed.

Dated: 28/08/12

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MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

BIRMINGHAM MOOR STREET

An additional A.W.S. magnet is located immediately in advance of Signal WM.194. It will normally be suppressed when the signal is cleared. If a Driver is authorised to pass the signal at Danger, the A.W.S. horn (warning indicator) will sound when the train passes the signal. If the A.W.S. horn (warning indicator) sounds on any other occasion as a train passes the signal, the train must be stopped immediately and the Driver must contact the Signaller.

Birmingham Moor Street Siding 1 and Siding 2
Drivers working trains from these sidings, must, after completion of the required cab preparation duties, contact the Signaller at West Midlands S.C. – Snow Hill workstation and advise that their train is ready to leave the sidings.

Dated: 15/11/10

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

BIRMINGHAM SNOW HILL

Snow Hill Down Siding No.1 and Snow Hill Down Siding No.2
Drivers working trains from these sidings, must, after completion of the required cab preparation duties, contact the Signaller at West Midlands S.C. – Snow Hill workstation and advise that their train is ready to leave the sidings.

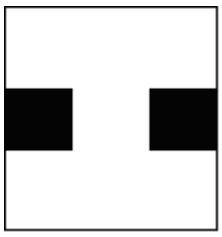
Dated: 18/02/08

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

BIRMINGHAM SNOW HILL

Terminating trains on Platform 1 that are booked to shunt to the sidings. Once station work has been completed the Person in Charge of the platform must contact the Signaller at WMSC Snow Hill Work Station and request permission for the train to draw forward to signal WM.198.

Mid Platform Marker Boards. RS/521 Section 4.12. A white square board with a black horizontal broken line, known as a mid platform marker board is provided on platform 2 and is applicable to Down direction trains only. A similar board is positioned in the six foot.



These boards are situated 25 metres in rear of the AWS magnet associated with signal WM.200. When a Driver receives a position light proceed aspect at signals WM.194 or WM.196 at Moor Street Station this must be taken as authority to proceed as per Rule Book, Module RS521, Section 2.7 and not proceed further than the mid platform marker board. If a train exceeds 4 vehicles in length the Driver must inform the Signaller immediately and await further instructions.

The Driver of a train booked to terminate in platform 2 in the Down direction must be prepared to move the train to signal WM.200 if instructed to do so by a member of the station staff, who must first obtain the Signallers authority. When the train has come to a stand the member of the station staff must advise the Signaller accordingly.

A mid platform marker board is provided on platform 3 and is applicable to Up direction trains only. A similar board is positioned in the six foot. These boards are situated 25 metres in rear of the AWS magnet associated with signal WM.197. When a Driver receives a position light proceed aspect at signals WM.211 or WM.459 this must be taken as authority to proceed as per Rule Book, Module RS521, Section 2.7 and not proceed further than the mid platform marker board. If a train exceeds 3 vehicles, or 89 metres in length, the Driver must inform the Signaller immediately and await further instructions.

These boards are only applicable to trains entering platforms 2 and 3 under the authority of a position light proceed aspect.

Dated: 03/12/16

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

QUEEN'S HEAD SIDINGS

QUEENS HEAD SIDINGS - Before permitting a train to leave the All Metal Recovery sidings, the shunter must obtain the permission of the Signaller at West Midlands SC, Stourbridge Workstation.

When a train has occupied the Run Round Road at Queens Head sidings and it departs to either:

- The Main line
- The European Metal Recycling sidings
- The All Metal Recovery sidings

The shunter must contact the signaller at West Midlands SC, Stourbridge Workstation and give an assurance that the Run Round Road is clear.

Dated: 28/08/12

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

Stourbridge North Junction To LANGLEY GREEN

When there is a requirement to attach and detach a bank engine to assist a freight train in rear between Stourbridge Junction and Langley Green in accordance with Section 1 Table J, 'Locomotives assisting in rear of trains', then the following instructions will apply:

The bank engine will be positioned at Stourbridge Junction and when it arrives, its Driver must contact West Midlands SC Stourbridge Workstation to provide his contact details. When the freight train that requires assistance in rear has arrived on the Down Siding at Stourbridge Junction the bank engine will be attached to the rear of the freight train.

The Driver of the freight train that requires assistance in rear must obtain the permission of West Midlands SC Stourbridge Workstation to pass the 'Stop' board on the Down Siding to draw the train forward towards signal SJ641 which will be cleared, if necessary, to enable the freight train that requires to be assisted in rear to draw forward towards the Up Stourbridge line to allow the bank engine to be attached.

In the event that communication is not available between the Driver of the freight train being assisted in rear and the Driver of the bank engine, then the Driver of the freight train being assisted in rear must communicate with West Midlands SC Stourbridge Workstation. The Driver of the bank engine must contact West Midlands SC Stourbridge Workstation who will then communicate with the Driver of the freight train to be assisted in rear and give an assurance that the bank engine has been coupled to the rear of the train; after completion of a brake continuity test the train will be ready to depart.

In the event that it is not possible to draw the freight train that requires assistance forward onto the Up Stourbridge line to attach the bank engine to the rear, then the Driver of the freight train must obtain the permission of West Midlands SC Stourbridge Workstation to pass the 'Stop' board on the Down Siding to draw the train forward towards signal SJ641 and upon clearance of this signal, the train will proceed onto the Neck for the bank engine to be attached to the rear. When coupling of the bank engine has been completed the Driver of the freight train will inform West Midlands SC Stourbridge Workstation who will then clear signal SJ642 and authorise the Driver of the assisted freight train to draw back to stand inside clear of signal SJ641.

The Driver of the bank engine must not apply power until the assisted freight train has cleared Stourbridge North Junction.

On arrival at either signal SJ26 on the Up Stourbridge line or signal SJ24 on the Up Rood End Goods Loop at Langley Green, the Driver of the bank engine will uncouple the assisting engine and contact West Midlands SC Stourbridge Workstation to advise them that the bank engine has been uncoupled and the train previously assisted in rear is ready to depart. The Signaller will then clear signal SJ24 or SJ26 for the freight train to depart.

If the bank engine is to return to Stourbridge Junction, West Midlands SC Stourbridge Workstation will clear signals SJ619 or SJ617 for the bank engine to proceed. If the bank engine is to continue on the Up Stourbridge, the Driver will contact West Midlands SC Stourbridge Workstation for authority to proceed towards either signal SJ24 or SJ26

Dated: 28/08/12

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

Caledonia Yard, Small Heath Terminal & Bordesley Aggregates Terminal

General: Caledonia Yard is formed of 6 operational Sidings. No.3 has been recovered. No.6 is a Stop Block Siding. No.1 & 2 are Through Sidings grouped together for train stabling. No.4, 5 & 7 are Through Sidings grouped together with No.6 Siding and link with Small Heath Terminal and Bordesley Aggregates Terminal. Trains may be stabled on No.1, 2 4 & 6 Siding. No.5 & 7 Sidings must not be used for train stabling to maintain through access.

Small Heath Terminal comprises of 1 x 260metre (284 yards) siding. Bordesley Aggregates Terminal comprises of 1 x 260metre siding (284 yards).

Person in Charge (PIC): Only one PIC shall be on duty and control movements of Caledonia Yard & Terminals at any one time. When taking up duty the PIC must provide their name and mobile telephone number to the WMSC Snow Hill Workstation Signaller at West Midlands Signalling Centre (WMSC) on telephone 0121 345 5822 and report to the Signaller when their turn of duty is complete.

All points within the complex are hand operated and the PIC must ensure hand points are set in the correct position before a train movement.

If multiple services are on site and the duty PIC is scheduled to leave, the PIC on duty shall advise the Signaller that their turn of duty is completed, and the shunter of the following service shall contact the Signaller to assume role of PIC.

Arrivals into Caledonia Yard: If a train is arriving in the Up Direction, the train shall conduct a locomotive run round on the Through Sidings at Tyseley before being signalled onto the Up & Down Small Heath Goods towards Signal LJ7321.

Prior to arrival at Signal LJ7321, the PIC must check all hand points are set correctly. Upon arrival at Signal LJ7321, the PIC shall hand a Radio to the Driver and must reach a clear understanding with the Driver concerning the movements to access Caledonia Yard and either Terminal. The PIC must operate the Shunter Release switch to accept the inward train and the Signaller shall set the route into Caledonia Yard.

5 trains can be catered for within Caledonia Yard, whether stabled or scheduled for emptying. A 6th service only can be accepted once a locomotive run round has been completed on a service schedule to depart Caledonia Yard imminently towards Tyseley.

If an arriving service is operated by a different Freight Operating Company (FOC) the Shunter for this service shall be required to work under the instruction of the duty PIC. Upon arrival at Signal LJ7321 the Shunter must reach a clear understanding with the PIC concerning all movements prior to the PIC accepting the train into Caledonia Yard.

Arrivals into Small Heath Terminal: Trains will generally arrive on Caledonia Yard No.7 siding. Upon arrival on No.7 Siding the PIC shall split the train and ensure the stabled portion of the train is secured before authorising the Driver to draw the first portion of the train forward arriving behind hand point No.5. If the train arrives on Caledonia Yard No.4 or 5, the train will draw forward onto the Through Siding and propel towards hand point No.5.

The PIC shall reset hand point No.5, lower the level crossing barriers, and authorise the Driver to propel the first portion into Small Heath Terminal for emptying. The train shall split into multiple portions and be shunted between Caledonia Yard No.7 and Small Heath Terminal.

Once the final portion has been emptied the PIC shall authorise the Driver to draw forward onto No.7 Siding and arrive behind hand point No.5. The PIC shall reset the hand point and authorise the Driver to propel the final portion, or complete train onto No.7 Siding ready for a locomotive run round.

The level crossing to access Bordesley Aggregates Terminal must be kept clear except during shunt movements. The barriers must be lowered prior to a train movement.

Arrivals into Bordesley Aggregates Terminal: Trains will generally arrive on Caledonia Yard No.4 or 5 siding. Upon arrival in Caledonia Yard the PIC shall split the train and ensure the stabled portion of the train is secured before authorising the Driver to draw the first portion of the train forward onto the Through Siding arriving behind hand point No.11. The PIC shall reset the hand point and authorise the Driver to propel the first portion into Bordesley Aggregates Terminal for discharge.

The train shall split into multiple portions and be shunted between Caledonia Yard No.4 or 5 Siding and Bordesley Aggregates Terminal.

Once the final portion has been discharged the PIC shall authorise the Driver to draw forward onto Through Siding and arrive behind hand point No.11. The PIC shall reset the hand points and authorise the Driver to propel the final portion, or complete train into Caledonia Yard ready for a locomotive run round.

Departures from Caledonia Yard: The PIC shall secure train within Caledonia Yard, detach the locomotive, and conduct a locomotive run round. The PIC shall couple the locomotive to the Tyseley end of the train and conduct a train brake test ready for departure. The PIC shall ensure all hand points are set correctly. The Driver shall contact the Signaller to advise they are ready to depart. The Signaller shall set the route and clear Signal LJ1314 for departure onto the Up & Down Small Heath Goods towards Tyseley. Once the train has departed, the PIC shall contact the Signaller to advise that their turn of duty is completed. If the train is departing from Siding No.1, Signal LJ1316 shall be cleared for departure.

Trains departing Small Heath Terminal will generally depart from Caledonia Yard No.7 Siding. Trains departing from Bordesley Aggregates Terminal will generally depart from either Caledonia Yard No.4 or 5 Siding.

Dated: 20/08/2022

MD445 - STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN

STOURBRIDGE JN To STOURBRIDGE TOWN

Operation of the line by Pre Metro Operations Limited (PMOL)

General. The service will be worked by a PMOL Class 139 unit (hereafter referred to as 'unit') which with a second support unit will be stabled within the PMOL Depot (hereafter referred to as 'Depot') located at the Kidderminster end of the Bay platform at Stourbridge Junction Station.

The unit operating on the single line service will be identified as 'vehicle 1' and the second unit stabled in the Depot identified as 'vehicle 2'.

The units are **not** equipped with GSMR and the normal method of contact between the Driver, the nominated PMOL Person in Charge (hereafter referred to as 'PIC') and the Signaller will be by using fixed lineside telephones. However, in addition, for emergency purposes or when contact is required by the Signaller to the PIC this may be by way of a dedicated mobile telephone. Before any movement commences from the Depot onto the single line, the Signaller will ascertain that the PIC is in possession of the mobile telephone and following a successful test, record the telephone number in the Train Register.

The Stourbridge Town branch will be protected against unauthorised movements from the Depot by a derailer, to which the key is retained on the train staff.

Movements within the Depot. The unit(s) are authorised to operate at 5 mph within the Depot, provided that the derailer is in position and that any movement of a unit will not encroach within 2 metres (2 yards) of the derailer and that the headlights and tail lights of the unit are extinguished. Upon completion of movements the PIC must give assurance to the Signaller that the derailer is in position. The units are authorised to operate within the confines of the Depot at any time.

Movements on the Stourbridge Town branch line. Prior to commencement of operations the PIC will request issue of the Train Staff for the Stourbridge Town branch and the key to the derailer . The PIC, in conjunction with the Signaller, will confirm that No.3 and No.4 ground frame points are locked in the Normal position before the unit 'vehicle 1' is authorised to proceed from the Depot.

Upon Completion of operations. The unit(s) will be secured within the Depot including the securing of the derailer in position. On return of the Train Staff and the derailer key to the Train Staff Release Cabinet, the PIC is to give the Signaller assurance that the Stourbridge Town branch is clear and safe and that all PMOL equipment has been removed.

Unit failure in service.

- **Assisted by second Class 139**. Should the unit (vehicle 1) fail in service and can be assisted by the other unit (vehicle 2) the PIC will contact the Signaller for authority to carry out the rescue procedure. The Token will remain with the failed unit. When both units arrive at Stourbridge Junction station, so that the other 139 unit can continue in service, the PIC will request the ground frame release so that the failed unit may be shunted on to the connecting line towards the Down Goods Loop and remain on the connecting line until the end of service when it will be shunted into the Depot.
- **Unit cannot be assisted by another Class 139 unit.** Should the unit (vehicle 1) fail in service and **cannot** be assisted by the other unit (vehicle 2), no other movement is permitted without the express permission of the Signaller who will notify Operations Control. During the failure, the Token will remain in the possession of the failed unit.

  In this instance, an attempt must be made to rectify the vehicle fault on the branch line. The PIC will contact the Signaller to confirm the arrangements. The PIC will confirm to the Signaller that the vehicle has been secured and that work is required on the unit. When a clear understanding has been reached, the Signaller may authorise work to commence on the unit.

  When the fault has been rectified and the unit is ready to move, the PIC will inform the Signaller of this fact and that all staff are clear of the line. When the Signaller has given permission, the unit may proceed.

Changeover of units. The PIC will obtain permission from the Signaller for the movements to take place utilising the Ground Frame and lineside signage as per the agreed Method of Working between Network Rail, PMOL and London Midland. The signaller must be informed that the movement is complete.

Dated: 07/05/16

MD445 - STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN

STOURBRIDGE JN To STOURBRIDGE TOWN

(OTHER THAN PRE-METRO OPERATIONS)

No traction unit with a brake defect is to be allowed to travel in the Down direction from Stourbridge Junction to Stourbridge Town. Under no circumstances must single car diesel multiple units, other than Class 153 units operate between Stourbridge Junction and Stourbridge Town stations.

Working of Class 153 Diesel Multiple Units. In the event of the failure of the track circuit actuator on a Class 153 Diesel Multiple Unit working between Stourbridge Junction and Stourbridge Town, the unit may continue in service normally between these points.

When the unit has completed its diagram between these points it must be worked E.C.S. to a maintenance depot in accordance with the instructions contained in Rule Book, Module TW5, Section 21.

An Annetts Key Lock is provided to operate Ground Frame Lever No.1 controlling the entrance/exit from the Stourbridge Town Branch. The key forms an integral part of the train staff that is provided for the Stourbridge Town Branch.

The Conductor is authorised to transfer the train staff between the Train Staff Release Cabinet and the Driver in accordance with Rule Book, Module TS8, Regulation 2.

The ground frame will be operated by the Conductor. The Driver of a train waiting to enter/leave the Stourbridge Town Branch must await advice from the Conductor that the ground frame is correctly set for the safe movement of the train.

Dated: 07/12/13

MD450 - STOURBRIDGE NORTH JUNCTION TO ROUND OAK

Kingswinford Junction To Round Oak Sidings

General: Round Oak Steel Terminal is linked with Round Oak Sidings No.1-3 and is accessible from Kingswinford Junction.

Person in Charge (PIC): Only one PIC shall be on duty and control movements within the Sidings at any one time. A PIC may take duty if travelling onboard an inbound service. When taking up duty the PIC must provide their name and mobile telephone number to the Stourbridge Workstation Signaller at West Midlands Signalling Centre (WMSC) on telephone 0121 345 5711 and report to the Signaller when their turn of duty is completed.

All points within the Round Oak Sidings complex are hand operated and the PIC of any movement within the Round Oak Sidings complex must ensure hand points are set in the correct position for the movement.

A derailer is located on Round Oak Siding No.2. The PIC is responsible for checking this is in the down or up position in relation to both arrival, departures and securing of stabled wagons.

Arrivals:

Steel Terminal Arrivals: The PIC must check all hand points at are set correctly routing the train from Down Round Oak Siding No.1 onto Up Round Oak Siding No.2 towards “Stop B” board. The PIC shall contact the Stourbridge Workstation Signaller to advise they are ready to accept the train at Kingswinford Junction and the Signaller shall clear signal DR5703 onto the Down Round Oak Siding No.1.

The train will arrive at “Stop B” board on Up Round Oak Siding No.2. Upon arrival the PIC will hand a Radio to the train driver and must reach a clear understanding with the Driver concerning the movements to access Round Oak Steel Terminal. The PIC shall ensure the train is secured, uncouple the locomotive and authorise the Driver to pass “Stop B” board into the Round Oak Headshunt. The PIC shall reset the hand points and authorise the Driver to proceed to “Stop & Contact Signaller” board DR9720. Upon arrival the PIC shall reset the hand points correctly routing the locomotive onto Up Round Oak Siding No.2 and authorise the Driver to proceed onto the rear of the train. The PIC shall couple the locomotive to the train. The PIC shall contact the Signaller to confirm the train has arrived in clear of “Stop & Contact Signaller” board DR9720 complete with tail lamp.

The PIC shall reset the hand points and contact the Signaller to obtain permission for a movement to pass “Stop & Contact Signaller” board DR7718 on Up Round Oak Siding No.2. Once permission has been granted by the Signaller the PIC shall authorise the Driver to proceed past “Stop & Contact Signaller” board DR7718. The PIC shall shunt the train into the Terminal and split the train into portions within the Terminal Sidings ensuring the train is secure. The PIC shall contact the Signaller to advise that the train has arrived within the Terminal and no further movements are required past “Stop & Contact Signaller” board DR7718.

Siding Only Arrivals: The PIC shall contact the Stourbridge Workstation Signaller to advise they are ready to accept the train at Kingswinford Junction and the Signaller shall clear signal DR5703 onto the Down Round Oak Siding No.1. The PIC must check all hand points at are set correctly routing the train towards either “Stop A” Board on Down Round Oak Siding No.1 or towards “Stop B” Board on Up Round Oak Siding No.2. The PIC must reach a clear understanding with the Driver concerning the movements. The PIC shall contact Stourbridge Workstation Signaller to confirm the train has arrived in clear of “Stop & Contact Signaller” board DR9720, complete with tail lamp.

Multiple Arrivals: In the event a second service is scheduled to arrive at Round Oak Sidings when a PIC is already on duty, the Stourbridge Workstation Signaller shall contact the PIC to request permission to accept a second service onto Down Round Oak Siding No.1 at Kingswinford Jn and come to a clear understanding with the PIC whether the service shall be routed towards “Stop A” Board on Down Round Oak Siding No.1 or towards “Stop B” Board on Up Round Oak Siding No.2. The PIC on duty shall check all hand points are set correctly. The Signaller shall confirm the routing of the train with the Driver or onboard shunter of the second service before clearing DR5703 onto the Down Round Oak Siding No.1. Upon arrival at either “Stop A” or “Stop B” Board, the driver or onboard shunter must reach a clear understanding with the PIC concerning movements.

Departures:

Steel Terminal Departures: The PIC shall contact Stourbridge Workstation Signaller to obtain permission for a movement to pass “Stop & Contact Signaller” board DR7718. The PIC must reach a clear understanding with the Driver concerning movements to marshal the train within the Terminal Sidings. The PIC shall authorise the Driver to proceed past “Stop & Contact Signaller” board DR7718 with the first portion of the train. The PIC shall control the movement to marshal the train together before completing a brake test. The PIC shall contact the Signaller to advise no further movements are required past “Stop & Contact Signaller” board DR7718.

Prior to scheduled departure, the Driver shall contact Stourbridge Workstation Signaller to obtain permission for the train to depart either “Stop And Contact Signaller” board DR7718 on the Up Round Oak Siding No.2 or “Stop And Contact Signaller” board DR9720 on the Down Round Oak Siding No.1. The PIC shall set the correct route prior to the train departing.

Siding Only Departures: Prior to scheduled departure, the Driver shall contact Stourbridge Workstation Signaller to obtain permission for the train to depart either “Stop And Contact Signaller” board DR7718 on the Up Round Oak Siding No.2 or “Stop And Contact Signaller” board DR9720 on the Down Round Oak Siding No.1. The PIC shall set the correct route prior to the train departing.

Multiple Departures: Prior to scheduled departure, the Driver shall contact Stourbridge Workstation Signaller to obtain permission for the train to depart either “Stop And Contact Signaller” board DR7718 on the Up Round Oak Siding No.2 or “Stop And Contact Signaller” board DR9720 on the Down Round Oak Siding No.1.

In the event a second service has been accepted by the PIC on duty into Round Oak Sidings and is not schedule to depart until after the first train has departed, the PIC on duty shall liaise with the shunter of the second service to hand over the role of PIC. The PIC on duty shall advise the Signaller that their turn of duty is completed and the shunter of the second service shall contact the Signaller to assume role of PIC.

Dated: 21/11/2020

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MD460 - FENNY COMPTON TO BURTON DASSETT

Fenny Compton Jn To Burton Dassett Kineton MOD

Kineton Junction To Burton Dassett Kineton MOD

Access to the Kineton Branch is given by the release of a captive key instrument (lockout device or similar) positioned in a lockable cabinet at the Burton Dassett end of Kineton Siding 1 or 2, released by the signaller at WMSC Cherwell Valley workstation.

Working of movements between Kineton Siding 1 or 2 and Burton Dassett

The driver must bring his train to a stand at OL5159 or OL5157 Stop Obtain Token Before Proceeding Boards located at the Burton Dassett end of Kineton Siding 1 or 2 and request a token release.
The signaller at WMSC Cherwell Valley workstation will contact the MOD Traffic Controller at Kineton and obtain an assurance that all MOD movements in the Exchange Sidings towards the Boundary Gate have ceased and the single line is clear to the 'Start of Token Section' board at Burton Dassett. The signaller will then give the 'release' to enable the driver to withdraw the token.

The driver must then check the trailing handpoints and set the route to the correct position before proceeding. The driver must bring the train to a stand at the End of Single Line board at Burton Dassett and work to the instructions of the MOD Traffic Controller at Kineton.

The driver must retain custody of the token until arrival back at Kineton No.1 or 2 sidings, except in cases where additional movements are required (see below).

Working of movements between Burton Dassett and Kineton No.1 or 2 sidings

Before the MOD Traffic Controller at Kineton authorises a movement to depart from Kineton MOD Sidings to Kineton Sidings 1 or 2, he/she must obtain authority for that movement to proceed from the signaller at WMSC Cherwell Valley workstation.

Upon arrival at the End of Single Line board at Fenny Compton, the driver must contact the signaller at WMSC Cherwell Valley workstation for permission to proceed into Kineton No.1 or 2 Sidings. The driver must then check the facing hand points and set the route to the correct position before commencing the movement.

When the movement has come to a stand in Kineton Siding.1 or 2 the driver must, before replacing the token in the token instrument machine, confirm to the signaller at WMSC Cherwell Valley workstation that the train is clear of the single line complete with tail lamp. The driver must then confirm to the signaller at WMSC Cherwell Valley workstation when the token has been returned to the token instrument machine.

The driver must confirm to the signaller at WMSC Cherwell Valley workstation that the train is complete with tail lamp.

Additional movement between Kineton No.1 or 2 Sidings and Burton Dassett

In the event that a second movement is required to operate from **Kineton No.1 or 2** Sidings to Kineton MOD Sidings, the MOD Traffic Controller at Kineton must confirm to the signaller at WMSC Cherwell Valley workstation that the previous train has departed clear of the Single line and is inside Kineton MOD Sidings. The driver of that train will then surrender the token to the nominated MOD representative who will arrange the return of the token by road transport to the token instrument machine located within the lockable cabinet at Fenny Compton Sidings.

Additional movement between Burton Dassett and Kineton No 1 or 2 Sidings

In the event that a second movement is required to operate from Kineton MOD Sidings to Kineton No 1 or 2 Sidings then the driver of the first movement will replace the token in the token instrument machine located within the lockable cabinet at Kineton Sidings. The nominated MOD representative will arrange for the token to be withdrawn from the token instrument machine and convey the token by road transport and issue to the driver of the second movement. The token will not be released by the signaller until it has been confirmed that the first train is complete with tail lamp.

Dated: 08/08/2016

MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Kingsbury Shunt Frame (KY)

General*:* Kingsbury Shunt Frame, Branch, Oil & Scrap Sidings are situated adjacent to the Down Derby between Wilnecote and Kingsbury Jn at Kingsbury Branch Jn. West Midlands Signalling Centre Water Orton Workstation Signaller controls the Derby Lines and gives electrical release to Kingsbury Shunt Frame to operate points and signals for movement to and from the sidings linking to the Birch Coppice single line.

Person in Charge (PIC): The PIC at this location is the DB Cargo Yard Supervisor located in Kingsbury Shunt Frame.

Arrivals:

Prior to any schedule arrivals, the Water Orton Workstation Signaller shall contact the PIC to confirm the estimated arrival time allowing the PIC to avoid conflicts within the Kingsbury Siding complex. The PIC shall ensure all hand points are set correctly within the siding complex prior to a trains arrival.

The Water Orton Workstation Signaller shall contact the PIC when a train is approaching Kingsbury Branch Jn.

For Up direction arrivals, the PIC shall obtain the electrical slot release from the Water Orton Workstation Signaller and set the route for the service to enter the sidings ensuring all shunt frame indicators are lit. The train will be signalled from WW4822 on the Up Derby Line across Kingsbury Branch Jn into Kingsbury Oil or Branch Sidings. Once the rear of the train has arrived in clear of Signal KY20/21 the PIC shall return the electrical slot release to the Water Orton Workstation Signaller allowing the mainline route to normalise for passage of trains.

Trains bound for Birch Coppice Terminal shall draw down Branch Siding No.1 and shall arrive at the ‘Stop and Telephone’ Board. The driver shall contact the PIC to obtain permission to draw towards ‘Stop Board A’ on the single line to Birch Coppice.

For Down direction arrivals, the driver shall bring the approaching train to a stand on the Down Derby Line at Kingsbury Branch Jn and the PIC shall hand a radio to the driver, complete a radio test and come to a clear understanding regarding the shunt movements. The driver of the inward train shall draw the train past Kingsbury Branch Jn and shall bring the rear of the train to a stand behind Ground Position Signal KY24 under the instruction of the PIC.

The PIC shall obtain the electrical slot release from the Water Orton Workstation Signaller and set the route for the service to enter Kingsbury Oil or Branch Sidings ensuring all shunt frame indicators are lit. The clearance of Ground Position Signal KY24 will illuminate the set-back ‘Off’ indicators located along the Down Derby cess.

The driver shall propel the train under control of the PIC. The train must arrive in clear of Signal KY20/21. The PIC shall return the electrical slot release to the Water Orton Workstation Signaller allowing mainline route to normalise for passage of trains.

The PIC shall shunt the train to its destination as necessary. Prior to authorising any move through the shunt frame, the PIC must ensure and check the route has been set correctly by observing Signal KY20/21, the shunt frame panel and the shunt frame levers.

Departures:

Trains from Birch Coppice Terminal shall draw down the single line to ‘Stop Board A’. Upon arrival the driver shall contact the PIC to request permission to pass ‘Stop Board A’ and draw the down to the ‘Stop’ Board protecting Kingsbury Shunt Frame.

rains departing Kingsbury Oil or Scrap Sidings shall be marshalled together under control of the PIC before completing a brake test. The train shall be ready and stationary at the ‘Stop’ Boards on either Oil Sidings that protect Kingsbury Branch Jn. Prior to the scheduled departure time the PIC shall contact the Water Orton Workstation Signaller and obtain the electrical slot release at the Shunt Frame to set up the correct routing for the train to departure from Signal KY20/21.

For trains departing in the Down direction, the PIC shall authorise the driver past the ‘Stop’ Board and draw forward to KY20/21 and wait for the signal to clear. The train shall depart at 5mph until the rear of the train has cleared Kingsbury Branch Jn. The PIC shall return the electrical slot release to the Water Orton Workstation Signaller allowing mainline route to normalise for passage of trains.

For train departing in the Up direction trains, the PIC shall hand a radio to the driver and come to a clear understanding regarding shunt movements. The driver shall propel the train under control of the PIC passing ‘Stop’ Board and Signal KY20/21. The train shall propel across Kingsbury Branch Jn onto the Up Derby Line. The driver shall hand the radio to the PIC as the locomotive passes KY20/21 and continue the propel movement across Kingsbury Branch Jn until the locomotive has arrived behind Signal WW4822.

The PIC shall observe the movement throughout. Upon arrival behind WW4822, the PIC shall return the slot release to the Water Orton Workstation Signaller allowing mainline route to normalise for passage of trains. The Water Orton Workstation Signaller shall clear Signal WW4822 on the Up Derby Line. The PIC shall observe the train passing Kingsbury Branch Jn.

Dated: 31/10/2020

MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Kingsbury Jn To WATER ORTON

Trains diverted via Whitacre West Junction. Down and Up trains booked to travel direct, may be diverted via Whitacre West Junction without previous warning. Drivers so routed need not observe the requirements of Rule Book, Module S7, Section 1.2.

Dated: 07/12/13

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MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Up Washwood Heath Sidings

General: Up Washwood Heath Sidings consists of 3 sidings. There are 2 through sidings with bottom discharge units for aggregate material and 1 cripple siding accessible only via the East end of the site. The sidings can be accessed through a single access at the East End of the site and via two Arrival/Departure roads at West end of the site all connecting to the Up Derby Slow. The length of the 2 through sidings are 767m/2516ft.

All points within the Up Washwood Heath Sidings are hand operated and the PIC of any movement must ensure hand points are set in the correct position prior to the movement.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Washwood Heath Workstation Signaller at West Midlands Signalling Centre (WMSC) on telephone 0121 576 2011 and report to the signaller when their turn of duty is complete. The PIC may contact the Signaller for signalled shunt moves.

Arrivals:

The PIC must advise the Washwood Heath Workstation Signaller that they are on site and the access gates are open 30 minutes prior to arrival and advise they are ready to accept the service.

Trains arriving from the West end are signalled towards ‘Stop and Telephone board’ WP8946 on the Up Washwood Heath Arrival/Departure No.1 or ‘Stop and Telephone board’ WP8948 on the Up Washwood Heath Arrival/Departure No.2, where the train shall 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 concerning movements to access Up Washwood Heath Sidings.

Trains arriving from the East direction are signalled on to the arrival/departure access line. The Driver shall stop short of the 1st set of points and 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 concerning the movements to access Up Washwood Heath Sidings.

Departures:

Trains departing towards the West: The PIC shall marshal the train within Up Washwood Heath Sidings and complete a brake test. The PIC shall contact the Signaller to advise the train is ready to depart. The PIC shall collect the Radio from the Driver prior to the train departing and give the Driver authority to pass the ‘Stop and Telephone’ board to draw up towards Signal WP8893 on the Up Washwood Heath Arrival/Departure No.1 or Signal WP8895 on the Up Washwood Heath Arrival/Departure No.2. The Signaller shall clear Signal WP8893 or Signal WP8895 upon scheduled departure. The PIC shall secure the access gates and confirm with the Signaller that their turn of duty is complete.

Trains departing towards the East: The PIC shall marshal the train within Up Washwood Heath Sidings and complete a brake test. The PIC shall contact the Signaller to advise the train is ready to depart. The PIC shall collect the Radio from the Driver prior to the train departing and give the Driver authority to pass the ‘Stop and Telephone’ board to draw up towards Signal WP8864 on the single line Arrival/Departure line. The Signaller shall clear Signal WP8864 upon scheduled departure. The PIC shall secure the access gates and confirm with the Signaller that their turn of duty is complete.

Dated: 06/03/2021

MD501 – TAMWORTH (INCLUSIVE TO BIRMINGHAM, PROOF HOUSE JUNCTION

Former Saltley Depot (Saltley L.I.P) and European Metals Recycling (EMR) Sidings

General: Former Saltley Depot (also known as the Saltley L.I.P**)**, and European Metals Recycling (EMR) Sidings are located off the Down Saltley Goods Loop adjacent to Landor St Junction. The length of EMR No.1 & No.2 Siding is 235m / 770ft

Person in Charge (PIC): When taking up duty for EMR services the PIC must provide their name and mobile telephone number to the Washwood Heath Workstation Signaller at WMSC on Telephone 0121 576 2011 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

All points within both the Former Saltley Depot and EMR Sidings complex are hand operated. The PIC of any movement within the Sidings must ensure hand points are set in the correct position for the movement.

Arrivals:

Former Saltley Depot :

If there is no PIC on duty, the Signaller may authorise a light engine movement only.

The Driver of an arriving locomotive must bring the movement to a stand at the 'Stop and Check Points' board. The Driver must check that the hand points are in the correct position before proceeding onto the single siding.

European Metals Recycling Sidings:

Trains destined for EMR Sidings will arrive on the Down Saltley Goods Loop. Trains that arrive from the Water Orton direction are required to conduct a locomotive run round on the Tyseley Through Sidings. The train will arrive on the Down Saltley Goods Loop via Landor St Junction. All arriving trains are propelled into the site from the Down Saltley Goods Loop.

Upon arrival on the Down Saltley Goods Loop the PIC will hand a Radio to the train driver and must reach a clear understanding with the Driver and the Washwood Heath Workstation Signaller concerning the movements to access the EMR Sidings. The PIC will check all hand points are set correctly, advise the Signaller that the train is ready to propel into EMR sidings and ensure that the Position Light on Signal WP8911 is cleared. The PIC shall split the train into portions within the EMR Siding and ensure the train is secure. The PIC may request Signal WP1898 is cleared for shunting movements if necessary.

During a wagon set turn over shunt, the PIC may request Signal WP1898 is cleared for shunting movements if necessary.

Departures:

Former Saltley Depot:

Before departure, the Driver of a departing locomotive must obtain permission to proceed towards Signal WP1898 from the Washwood Heath Workstation Signaller. When permission has been obtained the Driver must ensure that no other movements are taking place before proceeding towards Signal WP1898. If the Signaller is unable to give permission for the movement, they will instruct the Driver to request permission again after a given period.

European Metals Recycling Sidings:

The PIC shall marshal the train within the EMR Sidings and complete a brake test. The PIC may request Signal WP1898 is cleared for shunting movements if necessary. The PIC will contact the Washwood Heath Workstation Signaller to obtain permission for the train to depart Signal WP1898 onto the Down Saltley Goods Loop.

Shunting Movements:

When shunt movements are required the PIC must advise the Washwood Heath Workstation Signaller that a movement is about to commence. The Signaller will give permission providing no other movement has been authorised. Once all shunting movements have been completed the PIC must advise the Washwood Heath Workstation Signaller.

Signal WP1898 is set to return to danger after each movement. It is imperative that all Drivers are aware of this when making repeat shunting movements in proximity of this Signal and that they ensure the Signal is cleared prior to making any movements beyond it.

Dated: 15/08/2020

MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Bromford Bridge JLR

General: Bromford Bridge JLR Sidings consists of two sidings located off the Up Bromford No.1 Siding adjacent to the Up Derby Slow. The length of the Up Bromford No.1 Siding is 658m/ 2159ft.

All points within the Bromford Bridge JLR complex and the Up Bromford Sidings are hand operated and the PIC of any movement must ensure hand points are set in the correct position prior to the movement.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Washwood Heath Workstation Signaller at WMSC on Telephone 0121 576 2011 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

Arrivals:

Trains that arrive from the Water Orton direction will arrive at Signal WP9867 on the Up Derby Slow.

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 Up Bromford Sidings. The train will then draw forward towards Signal WP9881. The PIC shall confirm to the Signaller when the rear of the train is clear of Ground Position Signal WP1858. The PIC shall check all hand points are set correctly, advise the Signaller that the train is ready to propel into Bromford Bridge No.1 Siding and ensure that Ground Position Signal WP1858 is displaying a proceed aspect before authorising the propel movement with the Driver into Up Bromford No.1 Siding. The PIC shall confirm to the Signaller when the locomotive is inside clear of Signal WP8869. The PIC shall split the train into portions within the JLR Sidings and ensure the train is secure.

Trains that arrive from the Washwood Heath direction are signalled from Signal WP6862 on the Up Derby Slow to Ground Position Signal WP1858 where the train will 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 Up Bromford Sidings. The train shall draw forward from Signal WP1858 into Up Bromford No.1 Siding. Upon arrival the Locomotive shall run round the train via Up Bromford No.2 Siding. The PIC shall confirm to the Signaller when the run round is complete. The PIC shall split the train into portions within the JLR Sidings and ensure the train is secure.

Departures:

Trains departing towards Washwood Heath: The PIC shall marshal the train within the Up Bromford Sidings and complete a brake test. Once train preparation duties have been completed a movement that is ready to depart will proceed on the authority of the PIC to Signal WP8869. The PIC shall contact the Signaller to obtain permission for the train to depart Signal WP8869 onto the Up Derby Slow.

Trains departing towards Water Orton: The PIC shall marshal the train on the Up Bromford No1.Siding and complete a brake test. Once the run round move is complete the PIC shall reach a clear understanding with the Driver concerning the propel movement onto the Up Derby Slow. The PIC shall contact the Signaller to advise the train is ready to depart and obtain permission to clear Signal WP8869. Providing no conflicting movements have been authorised the Signaller shall clear Signal WP8869. The PIC shall authorise the propel movement with the Driver from WP8869 onto the Up Derby Slow until the locomotive has arrived behind Ground Position Signal WP1858. The PIC shall confirm to the Signaller when the train has come to a stand at Ground Position Signal WP1858. The PIC shall collect the Radio from the Driver prior to the train departing.

Dated: 20/02/2021

MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Lawley Street Freightliner Terminal

General: Lawley Street Freightliner Terminal (also known as Birmingham Freightliner Terminal) is located off the Up Washwood Heath Goods Loop adjacent to the Up Derby Line.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Washwood Heath Workstation Signaller at WMSC on Telephone 0121 576 2011 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

Shunter: The shunter will work under instruction of the PIC.

All points within the Terminal siding complex are hand operated. The Shunter of any movement within the Sidings must ensure hand points are set in the correct position for the movement.

Arrivals:

Trains arriving from the Water Orton direction are required to conduct a locomotive run round on the Up Washwood Heath Goods Loop arriving at Signal WP9907. Upon arrival, the Shunter shall hand a radio to the driver and complete a radio test. Once the locomotive run round has been completed, the shunter must reach a clear understanding with the driver regarding the propel movements into the terminal.

Trains arriving via Bordesley are not required to conduct a locomotive run round upon arrival on the Up Washwood Heath Goods Loop or Up Derby Slow.

Driver relief shall take place at Landor St Jn on the Up St Andrews Line at Signal LL4772. The relief driver will be possession of a radio and shall conduct a test with the PIC prior to departing this Signal. Alternatively, if driver relief does not take place at Landor St Jn, the driver of the arriving service shall collect a radio from the PIC near to the former Saltley PSB before continuing to draw the train into the Up Washwood Heath Goods Loop, or alternatively onto the Up Derby Slow arriving the rear of the train behind Signal WP9907 or WP9905.

Prior to propelling the train into the Terminal sidings, the Shunter shall contact the Signaller to request the route is set from either Signal WP9907 or WP9905 towards the Terminal. Both the Up Washwood Heath Goods Loop and Up Derby Slow are fitted with Set-Back ‘Off’ indicators. These indicators act as repeaters for Signals WP9907 and WP9905 respectively and allow drivers to set-back towards the Terminal under the authority of these Signals. Once the “OFF” indicator is illuminated the driver shall inform the Shunter that the train is ready to set back. The Shunter shall instruct the driver to commence the propel movement towards the Terminal.

Signals WP8902 and WP9907 can be set up for apposed locking to allow a train to be split into portions within the Terminal Sidings. Once the final shunt has been completed, the Shunter shall ensure the train is secured and shall contact the Signaller to advise the train has arrived within Terminal, inside clear of Signal WP8902 and advise that no further movements are required.

Departures:

Prior to marshalling a train ahead of departure, the Shunter shall contact the Signaller to request the route is set from Signal WP8902 towards the Up Washwood Heath Goods Loop. Signals WP8902 and WP9907 can be set up for apposed locking to allow a train to be shunted and formed together limiting interaction with the Signaller.

A train up to 640m in length shall be at a stand behind Signal WP8902. Once the Shunter has formed the train, they shall advise the Signaller that the train is inside clear of Signal WP8902 and no further movements are required. The Shunter shall complete a brake test and shall contact the Signaller to advise the train is ready to depart.

If a train is in excess of 640m in length the Shunter must inform the Signaller that the train is unable to set back behind Signal WP8902 prior to departure. Prior to departure the Driver shall contact the Signaller to inform that the train is ready to depart ahead of Signal WP8902. The driver shall advise the PIC they have been granted permission to depart and give one short blast of the horn to warn the train is departing. The driver shall depart the train via the Up Washwood Heath Goods Loop towards Signal WP8890, obeying all Signals as normal. As the train is starting ahead of Signal WP8902, the route can not be reset to depart the train via the Up Derby Slow.

Opposing Locking is omitted for Signals WP8902 & WP9907 only and is not available between Signals WP8902 and WP9905. The two signals can be cleared simultaneously to allow continuous shunting without contacting the Signaller. The PIC must contact the Signaller at WMSC to request this before conducting any movements and contact the Signaller once all moves are completed.

Dated: 21/11/2020

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MD545 - KINGSBURY JUNCTION TO WHITACRE JUNCTION

Kingsbury Jn To Whitacre Jn

Between Kingsbury Junction and Water Orton

Trains diverted via Whitacre West Junction. Down and Up trains booked to travel direct, may be diverted via Whitacre West Junction without previous warning. Drivers so routed need not observe the requirements of Rule Book, Module S7, Section 1.2.

Dated: 07/12/13

MD555 - NUNEATON NORTH JN TO WATER ORTON EAST JN

Daw Mill Colliery

General: Daw Mill Colliery is located off two Reception/Departure 1 & 2 Lines adjacent to the Up Arley near Whitacre East Junction.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Water Orton Workstation Signaller at West Midlands SCC on telephone 0121 5762010. and report to the signaller when their turn of duty is completed.

All points within the Daw Mill Colliery Sidings are hand operated and the PIC of any movement within the Siding complex must ensure hand points are set in the correct position for the movement.

Arrivals:

Trains destined for Daw Mill Colliery will arrive on the Reception/Departure 1 & 2 Lines. Trains that arrive from the Nuneaton direction must be formed with a locomotive at both ends of the train and will arrive behind Ground Position Signal NW1274 at Daw Mill West Jn on the Down Arley Line before proceeding onto the Reception/Departure 1 & 2 Lines.

Upon arrival at the 'Stop & Telephone' board NW8268 or NW8270 respectively the PIC will hand a Radio to the train driver and must reach a clear understanding with the Driver and the Water Orton Workstation Signaller concerning the movements to access Daw Mill Colliery. The locomotive may be required to run round the train under the control of the PIC in liaison with the Signaller.

The PIC will liaise with the driver before authorising the driver to proceed or propel the train into the Colliery Sidings. The PIC shall complete the movement and shall contact the Water Orton Workstation Signaller to confirm the train is in clear of 'Stop & Telephone' board NW8277 and normalise the hand points. The PIC shall split the train into portions within the Colliery Sidings and ensure the train is secure

Departures:

Departing trains towards Water Orton: The PIC shall marshal the train within the Colliery Sidings and complete a brake test. The PIC will contact Water Orton Workstation Signaller to obtain permission for a movement to pass 'Stop & Telephone' board NW8277 onto the Reception/Departure Lines 1 or 2 and proceed the train towards exit signals NW8267 or NW8269 respectively ready for departure.

Departing trains towards Nuneaton: The PIC shall marshal the train within the Colliery Sidings and complete a brake test. The PIC will contact Water Orton Workstation Signaller for permission to propel the train past 'Stop & Telephone' board NW8277 onto the Reception/Departure Lines 1 or 2 and bring the train to a stand behind 'Stop & Telephone' board NW8268 or NW8270 respectively. The PIC shall contact Water Orton Workstation Signaller to obtain permission for the train to draw up to Signal NW8266 ready for departure.

Dated: 11/07/20

MD555 - NUNEATON NORTH JN TO WATER ORTON EAST JN

Hams Hall

General: Hams Hall Railfreight Terminal is located off adjacent to the Up Whitacre to the West of Whitacre Junction. The terminal comprises 4 sidings and a cripple siding.

The sidings can be accessed through a West Arrival Line from the Up Whitacre at Coleshill East Junction and via either the East Arrival Line or Departure/RunRound Line at Hams Hall Junction at the East End of the site.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Water Orton Workstation Signaller at West Midlands SCC on telephone 0121 5762010. and report to the signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

Shunter: The shunter will work under instruction of the PIC.

Arrivals:

Trains arriving in the Up direction from Water Orton will be signalled from WW6974 on the Up Whitacre onto the Hams Hall West Arrival Line. The train will arrive at the 'Await Instructions Board' Signal HH8 on the West Arrival Line. Upon arrival the PIC will liaise with the driver and must reach a clear understanding with the Driver concerning the movements to access Hams Hall Terminal. The PIC will authorise the driver to proceed past Signal HH8. The PIC shall instruct the driver to commence the propel movement towards the Terminal.

Trains arriving in the Down direction from Whitacre West Jn will be signalled from WW6959 on the Down Whitacre or NW4279 on the Down Arley onto the Hams Hall East Arrival Line or Departure/Runround Line. The train will arrive at the 'Await Instruction Board' Signal HH3 on the East Arrival Line or 'Await Instruction Board' Signal HH5 on the Departure/Runround Line. Upon arrival the PIC will liaise with the driver and must reach a clear understanding with the Driver concerning the movements to access Hams Hall Terminal. The PIC will authorise the driver to proceed past Signal HH3 or Signal HH5 to draw into the terminal.

Departures:

Trains departing towards Water Orton: The PIC shall marshal the train within the Hams Hall Terminal and complete a brake test. The PIC shall instruct the driver to commence the propel movement onto the Hams Hall East Arrival Line or Departure/Runround Line. The train is propelled behind 'Await Instruction Board' Signal HH3 on the East Arrival Line or 'Await Instruction Board' Signal HH5 on the Departure/Runround Line where it will be brought to a stand. The PIC shall contact the Signaller to advise the train is ready to depart. The PIC will then authorise the driver to pass Signal HH3 or Signal HH5 and proceed towards Signal WW1973. The Signaller shall clear Signal WW1973 upon scheduled departure

Trains departing towards Whitacre West Jn: The PIC shall marshal the train within the Hams Hall Terminals and complete 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 HH2 or Signal HH4. The PIC shall contact the Signaller to advise the train is ready to depart. The Signaller shall clear Signal WW8692 upon scheduled departure

Dated: 01/05/2021

MD701 - MARYLEBONE TO AYNHO JUNCTION

MARYLEBONE

Wall Siding - Starting of trains. Before making a movement, the Driver must contact the Signaller and advise which service/destination the train is to work. The Driver must additionally obtain authority from the Signaller to move towards the exit signal ME.501.

Staff Crossing spanning Platform 1 and the Wall Siding. In the event that the white light indications on the staff crossing do not appear to operate, staff should contact the signaller at Marylebone IECC and await his/her permission before proceeding.

The walking route along the Up Siding between the connection at the Marylebone end and the 'STOP' board (ME.512) is of **Limited Clearance** (Rule Book Module G1, Section 8) and is signed as such. A telephone is provided at both ends of this section for staff to contact the signaller at Marylebone IECC for permission to proceed. Once clear of the Limited Clearance section, staff must again use the telephone(s) provided to advise the Signaller that they are clear.

Where services are in excess of the booked length indicated and receive a call-on at signal ME10 on the Up Main line on final approach into Marylebone station, the Driver must contact the Signaller and advise of the additional length. The train must only proceed past signal ME10 once the Signaller has confirmed that there is sufficient space in the relevant platform.

Dated: 02/07/16

MD701 – MARYLEBONE TO AYNHO JUNCTION

WEMBLEY STADIUM

Wembley Turnback Siding. Unrestricted access to the siding is for Classes 165/168/172 and Class 67 and 68 locomotives with Mark 3 carriages. Due to the vertical track gradient, use for other rolling stock types is to be agreed with the Network Rail Local Operations Manager

Dated: 01/09/15

MD701 - MARYLEBONE TO AYNHO JUNCTION

WEST RUISLIP

Drivers of trains stopping at West Ruislip station in the Up direction (towards Marylebone) must not proceed towards signal ME84 when the signal displays a red aspect.

Exchange of traffic from Network Rail to L.U.L. Before a movement is made from the Down Siding to the Connecting line, the Person in Charge of the movement must obtain the permission of the Signaller at London Undergound Limited (L.U.L.) by means of the telephone situated under Ickenham Road bridge (Network Rail bridge 12, L.U.L. bridge R55). On receipt of such permission the movement may be propelled as far as the notice board lettered 'Stop and Telephone LT Signaller'. Locomotives may pass the 'Stop' board provided the Driver is conducted by a competent member of L.U.L. staff. When the vehicles have been secured and the locomotive has returned on to the Down Siding the Person in Charge of the movement must advise the Signaller at L.U.L. that the movement has been completed.

Exchange of traffic from L.U.L. to Network Rail. Before a locomotive proceeds from the Down Siding to the Connecting line, the Person in Charge of the movement must obtain the permission of the Signaller at L.U.L. by means of the telephone situated under Ickenham Road bridge.

Dated: 25/04/15

MD701 - MARYLEBONE TO AYNHO JUNCTION

West Ruislip Up Siding No 2

When the Down Main and Up Main lines are taken under possession, the following instructions for Drivers, PICOPS, PICOS/PIC/RP and Machine Controllers will apply:

INSTRUCTIONS FOR DRIVERS:

Engineering Trains entering the former Sidings No 2 at West Ruislip.

When possible, the engineering train will be routed on to the Up West Ruislip Loop and stop at ME87 signal.

Once you have arrived at ME87 Signal, you should contact the PICOP. The PICOP will instruct you to proceed to the temporary stop block and work to the directions of the PICOS/PIC.

Engineering Trains exiting the former Sidings No 2 at West Ruislip.

When your engineering train is at the temporary stop block and is ready to leave the former sidings No 2, arrangements will be made for the temporary stop block to be removed.

The PICOS/PIC at the former Sidings No 2 at West Ruislip will instruct you to proceed towards ME84 signal work to the instructions of the PICOP.

INSTRUCTIONS FOR PICOPS:

Engineering Trains entering the possession before entering the former Sidings No 2 at West Ruislip.

When possible, the engineering train will be routed on to the Up West Ruislip Loop and stop at ME87 signal. When you have confirmed that the train/OTM is at a stand at ME87, and you have received confirmation from the PICOS/PIC at former Sidings No 2 at West Ruislip that the temporary stop block has been removed, and that the trailing points have been reversed from the Up Main into the sidings then the train/OTM can be allowed into the sidings.

The driver will be instructed to work as directed by the PICOS/PIC at the temporary stop block.

Once the PICOS/PIC has confirmed that the engineering train has moved clear of the temporary stop block and is complete with tail lamp, the temporary stop block must be replaced.

Engineering Trains exiting the former Sidings No 2 at West Ruislip into the possession

When the engineering train is ready to leave the former sidings No 1 & 2, the PICOS/PIC will inform the PICOP that the train is waiting at the temporary stop block ready to access the Up West Ruislip Loop.

When the points from the sidings to the Up Main have been reversed, you may authorise the PICOS/PIC to lift the temporary stop block to allow the engineering train to proceed onto the Up West Ruislip Loop. The PICOP will authorise the driver of the engineering train to proceed from the temporary stop block onto the Up West Ruislip Loop.

Once the responsible person has confirmed to you that the temporary stop block is back in place, AND that the train is complete with tail lamp, you must inform the PICOP.

Under NO circumstances can the buffer stop be removed without the agreement between the PICOP and the PICOS/PIC.

INSTRUCTIONS FOR MACHINE CONTROLLERS OF OTP:

OTP entering the former Sidings No 2 at West Ruislip.

When possible, the OTP will be routed on to the Up West Ruislip Loop and stop at ME87 signal.

Once you have arrived at ME87 Signal, you should contact the PICOP. The PICOP will instruct you to proceed to the temporary stop block and work to the directions of the PICOS/PIC.

OTP exiting former Sidings No 2 at West Ruislip.

When your OTP is at the temporary stop block and is ready to leave the former sidings No 1 & 2, arrangements will be made for the temporary stop block to be removed. The PICOS/PIC will instruct you to proceed towards ME84 signal.

OTP STABLING in former Sidings No 2 at West Ruislip.

OTP can be stabled in the former sidings No 2 as long as they are shut down in W6 GAUGE and have chocks under each of the rail wheels.

Dated: 27/07/20

MD701 - MARYLEBONE TO AYNHO JUNCTION

PRINCES RISBOROUGH

Princes Risborough South Sidings

A gate is installed across the Princes Risborough Reception line to Princes Risborough South Sidings, leaving 75 metres (82 yards) available behind ground position light signal ME667.
When the gate is closed drivers of movements needing to access Princes Risborough South Sidings must stop at the gate and wait for it to be opened and authority to proceed. If the gate is open, drivers may enter the sidings.

Thame Branch Siding

When stabling movements on the Thame Branch Siding, Drivers must bring the movement to a stand at the stop marker immediately before the Chinnor Railway access gate. Before a departing movement commences from the access gate towards signal ME174, Drivers must contact the Signaller at Marylebone IECC and obtain authority for the movement to proceed towards the signal.

Access to the Chinnor & Princes Risborough Railway ("Chinnor Railway" or "C&PRR") via the Thame Branch Siding

Trains and locomotives visiting the Chinnor Railway will be signalled normally as far as the access gate at the far end of the Thame Branch Siding. The Chinnor Railway representative on site must confirm to the Marylebone IECC signaller when the train or locomotive has left the Thame Branch Siding complete with tail lamp and the access gate has been locked closed behind it.

Trains or locomotives intending to leave the Chinnor Railway via the Thame Branch Siding

The Chinnor Railway representative must contact the Marylebone IECC signaller and obtain permission to open the access gate to the Thame Branch Siding. When permission is given to open the access gate, the driver of the train or locomotive must speak to the Marylebone IECC signaller to obtain authority to enter the Thame Branch Siding and proceed up to signal ME174. When the access gate to the Chinnor Railway is locked closed behind the train, the Chinnor Railway representative must inform the Marylebone IECC signaller.

Dated: 22/08/2020

MD701 - MARYLEBONE TO AYNHO JUNCTION

HADDENHAM AND THAME PARKWAY

During times and certain circumstances when running water is on or immediate to the lines between 30m 15ch and 30m 30ch, trains will be cautioned through the area and Drivers will be requested to report back to the Signaller at Marylebone IECC the following information:

- Which lines are affected.
- The depth of the water.
- Whether the water is running/flowing alongside the track (in the cess etc) and/or through, under or across the ballast.

Dated: 04/10/08

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MD701 - MARYLEBONE TO AYNHO JUNCTION

Ashendon Jn, former site of To Brill Tunnel

During times and certain circumstances when running water is on or immediate to the lines between 0m 75ch and 2m 10ch, trains will be cautioned through the area and Drivers will be requested to report back to the Signaller at Marylebone IECC the following information:

- Which lines are affected.
- The depth of the water.
- Whether the water is running/flowing alongside the track (in the cess etc) and/or through, under or across the ballast.

Dated: 04/10/08

MD701 MARYLEBONE TO AYNHO JUNCTION

Bicester South Junction

The Down Main line approach to Bicester South Junction is provided with two splitting distant signals, as per *Handbook RS521 Signals, Handsignals, Indicators and Signs, Section 2.6 Splitting distant signals,* in order to provide clear advance information of which route is set at the junction signal (signal ME187).

The inner splitting distant signal is numbered as ME187R and is not capable of displaying a red aspect.

The outer splitting distant signal is numbered as ME353 and is capable of displaying a red aspect.

At both splitting distant signals, the higher signal head, positioned closest to the running line, applies to the straight ahead route towards Bicester North station. The lower signal head, off-set and further away from the running line, applies to either the Down Bicester South West Chord or the Up Bicester South West Chord. The permissible speed is the same to both chord lines and information about which chord line will be used will be given at the junction signal ME187.

NOTES:
An AWS clear (bell) indication will be given when either signal head shows a green.

Under certain failure conditions it is possible for a single yellow to be shown in each head – i.e. displayed as 2 yellows horizontally. This must be treated as a caution, i.e. be prepared to stop at the next signal.

Dated: 03/12/16

MD701 - MARYLEBONE TO AYNHO JUNCTION

West Ruislip Up Siding No 1 & 2

When the Down Main and Up Main lines are taken under possession, the following instructions for Drivers, PICOPS, PICOS/PIC/RP and Machine Controllers will apply:

INSTRUCTIONS FOR DRIVERS:

Engineering Trains entering the former Sidings No 1 & 2 at West Ruislip.

When possible, the engineering train will be routed on to the Up West Ruislip Loop and stop at ME87 signal.

Once you have arrived at ME87 Signal, you should contact the PICOP. The PICOP will instruct you to proceed to the temporary stop block and work to the directions of the PICOS/PIC.

Engineering Trains exiting the former Sidings No 1 & 2 at West Ruislip.

When your engineering train is at the temporary stop block and is ready to leave the former sidings No 1 & 2, arrangements will be made for the temporary stop block to be removed.

The PICOS/PIC at the former Sidings No 1 & 2 at West Ruislip will instruct you to proceed towards ME84 signal work to the instructions of the PICOP.

INSTRUCTIONS FOR PICOPS:

Engineering Trains entering the possession before entering the former Sidings No 1 & 2 at West Ruislip.

When possible, the engineering train will be routed on to the Up West Ruislip Loop and stop at ME87 signal. When you have confirmed that the train/OTM is at a stand at ME87, and you have received confirmation from the PICOS/PIC at former Sidings No 1 & 2 at West Ruislip that the temporary stop block has been removed, and that the trailing points have been reversed from the Up Main into the sidings then the train/OTM can be allowed into the sidings.

The driver will be instructed to work as directed by the PICOS/PIC at the temporary stop block.

Once the PICOS/PIC has confirmed that the engineering train has moved clear of the temporary stop block and is complete with tail lamp, the temporary stop block must be replaced.

Engineering Trains exiting the former Sidings No 1 & 2 at West Ruislip into the possession

When the engineering train is ready to leave the former sidings No 1 & 2, the PICOS/PIC will inform the PICOP that the train is waiting at the temporary stop block ready to access the Up West Ruislip Loop.

When the points from the sidings to the Up Main have been reversed, you may authorise the PICOS/PIC to lift the temporary stop block to allow the engineering train to proceed onto the Up West Ruislip Loop. The PICOP will authorise the driver of the engineering train to proceed from the temporary stop block onto the Up West Ruislip Loop.

Once the responsible person has confirmed to you that the temporary stop block is back in place, AND that the train is complete with tail lamp, you must inform the PICOP.

Under NO circumstances can the buffer stop be removed without the agreement between the PICOP and the PICOS/PIC.

INSTRUCTIONS FOR MACHINE CONTROLLERS OF OTP:

OTP entering the former Sidings No 1 & 2 at West Ruislip.

When possible, the OTP will be routed on to the Up West Ruislip Loop and stop at ME87 signal.

Once you have arrived at ME87 Signal, you should contact the PICOP. The PICOP will instruct you to proceed to the temporary stop block and work to the directions of the PICOS/PIC.

OTP exiting former Sidings No 1 & 2 at West Ruislip.

When your OTP is at the temporary stop block and is ready to leave the former sidings No 1 & 2, arrangements will be made for the temporary stop block to be removed. The PICOS/PIC will instruct you to proceed towards ME84 signal.

OTP STABLING in former Sidings No 1 & 2 at West Ruislip.

OTP can be stabled in the former sidings No 1 & 2 as long as they are shut down in W6 GAUGE and have chocks under each of the rail wheels.

Dated: 27/07/19

MD705 - GREENFORD WEST JN TO SOUTH RUISLIP

Entire Line Of Route

Modified working arrangements between South Ruislip (Northolt Junction) and Greenford West junction

Modified working is authorised **for one train only in the up direction** over the down and up Greenford line (ANL). The responsible person who gives permission for modified working is the LNW Network Rail Route Control Manager

The driver of an Up direction train worked under these arrangements will be instructed to complete a Modified Working Ticket at the dictation of the Signaller at Marylebone IECC whilst detained at ME72 signal.

Drivers must follow the instructions of the Signaller and where instructed to do so, cancel the ticket and hand it to his/her Supervisor at the earliest opportunity

Dated: 12/04/13

MD705 - GREENFORD WEST JN TO SOUTH RUISLIP

Entire Line Of Route

Modified working arrangements between South Ruislip (Northolt Junction) and Greenford West junction

Modified working is authorised **for one train only in the up direction** over the down and up Greenford line (ANL). The responsible person who gives permission for modified working is the LNW Network Rail Route Control Manager

The driver of an Up direction train worked under these arrangements will be instructed to complete a Modified Working Ticket at the dictation of the Signaller at Marylebone IECC whilst detained at ME72 signal.

Drivers must follow the instructions of the Signaller and where instructed to do so, cancel the ticket and hand it to his/her Supervisor at the earliest opportunity

Dated: 12/04/13

MD710 - NEASDEN SOUTH JUNCTION TO HARROW ON THE HILL

Working of Engineering Trains to and from London Underground Limited Infrastructure

When a possession of the line is taken between Harrow on the Hill (exclusive) and Amersham (inclusive), the application of two Rule Books will apply between Network Rail staff and London Underground staff. To prevent confusion, where reference is made in GE/RT8000 Rule Book Modules T3 and Handbook 12 to the 'Engineering Supervisor' then this person will be known as the 'Possession Master'. The PICOP must carry out all the requirements in relation to the 'Engineering Supervisor' with the 'Possession Master'.

Dated: 04/06/11

MD712 - AMERSHAM TO AYLESBURY

AYLESBURY

Aylesbury South Sidings - starting of trains

The Driver must contact the Signaller at Marylebone IECC via the Cab Secure Radio, or by use of the signal post telephone if for any reason the Cab Secure Radio is not available, and request authority to proceed towards an exit signal. The Driver must not proceed towards the exit ground position light signal without the authority of the Signaller at Marylebone IECC. The Driver must also additionally advise the Signaller at Marylebone IECC on which siding the train is standing and what service the train is to form, or the location that the train is required to proceed to.

Dated: 07/10/06

MD712 - AMERSHAM TO AYLESBURY

Working of Engineering Trains to and from London Underground Limited Infrastructure

When a possession of the line is taken between Harrow on the Hill (exclusive) and Amersham (inclusive), the application of two Rule Books will apply between Network Rail staff and London Underground staff. To prevent confusion, where reference is made in GE/RT8000 Rule Book Modules T3 and Handbook 12 to the 'Engineering Supervisor' then this person will be known as the 'Possession Master'. The PICOP must carry out all the requirements in relation to the 'Engineering Supervisor' with the 'Possession Master'.

Dated: 04/06/11

MD720 - PRINCES RISBOROUGH TO AYLESBURY

Marsh Lane LC (ABCL)

The instructions for A.B.C.L. Level Crossings in Rule Book, Module TW8, Section 4 apply at this crossing with the following modifications. The crossing is operated by approaching trains or the operation of the Driver's plunger. In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (Driver's No.1 Key) on the white light post to activate the crossing. When the light is flashing the Driver may proceed as normal. If after the operation of the plunger the white light still does not flash the Driver must treat the crossing as failed. A telephone to the Signaller at Marylebone IECC Is provided.

Dated: 07/10/06

MD720 - PRINCES RISBOROUGH TO AYLESBURY

Entire Line Of Route

Modified working arrangements between Princes Risborough and Aylesbury.

Prior to the introduction of Pilot Working, ticket working may be introduced by issue of “Modified Working” tickets, when specially authorised by the Designated Operations Officer.

Drivers of Up direction trains worked under these arrangements will be instructed to open the emergency cabinet at the side of signal ME.386 or ME.388 and complete a Modified Working Ticket at the dictation of the Signaller at Marylebone IECC.

Drivers of Down direction trains worked under these arrangements will be instructed to open the emergency cabinet at the side of signal ME.165 or ME.167 and complete a Modified Working Ticket at the dictation of the Signaller at Marylebone IECC.

Drivers must follow the instructions of the Signaller and when instructed to do so, cancel the ticket and hand it to his/her Supervisor at the earliest opportunity.

Dated: 07/10/06

MD725 - AYLESBURY TO CLAYDON L&NE JUNCTION

Working between Aylesbury Vale Junction and Claydon L&NE Jcn SB

Working at Claydon accepting trains from Aylesbury towards the Calvert Sidings.

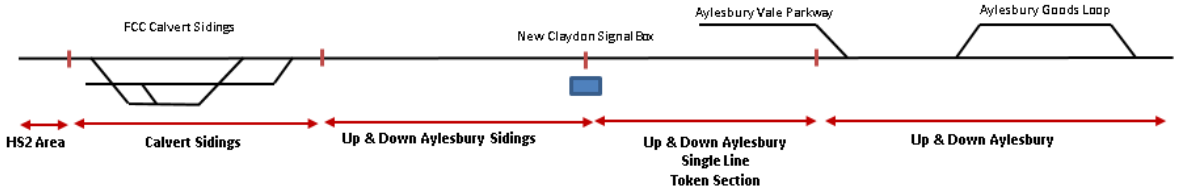
When you are contacted by the Marylebone Signaller and asked if you can release a token for trains to enter the Up & Down Aylesbury Single Line you must ensure that the line is clear up to CN1 in accordance with the Rule Book and agree with the Calvert Person in Charge (CPIC) it is the next train due on the Up & Down Aylesbury Sidings. If these conditions are met, you may release a token.

Once a token has been released to the driver and the Marylebone Signaller gives you “entering section” you must make the appropriate entry in the train register and move the train on the Signal Box Diagram.

When the train arrives at CN1 Stop Board you must confirm with the CPIC that they are able to accept the train onto the Up & Down Aylesbury Siding and the line is clear and safe up to FCC1 Stop Board. You must then collect the token from the driver and authorise them to pass CN1 Stop Board and proceed as far as FCC1 Stop Board and await instructions from the CPIC or their representative.

Once the train has passed CN1 you must inform the CPIC that the train has now entered the Up & Down Aylesbury Siding. The token must be replaced in the token machine and Marylebone Signaller informed that the train has cleared the token section and the “line is clear”. Appropriate entries into the TRB must be made and the trains location on the Signal Box Diagram must be updated.

The CPIC will contact you and let you know when the train has arrived complete with tail lamp in the Calvert Sidings and the Up & Down Aylesbury Siding is clear. Appropriate entries into the TRB must be made and the trains location on the Signal Box Diagram must be updated.



Working at Claydon accepting trains from Calvert Sidings towards Aylesbury Loop.

When you are contacted by the CPIC and they request permission for a train to pass FCC2 Stop Board and enter the Up & Down Aylesbury Siding you must ensure that no other train is scheduled to use either the Up & Down Aylesbury Siding or the Up & Down Aylesbury Single Line and that the token for the single line has not already been released. Provided that condition is met, and the line is clear and safe for the passage of the train up to CN2 Stop Board you must contact the Marylebone Signaller and request a token for the Up & Down Aylesbury Single Line.

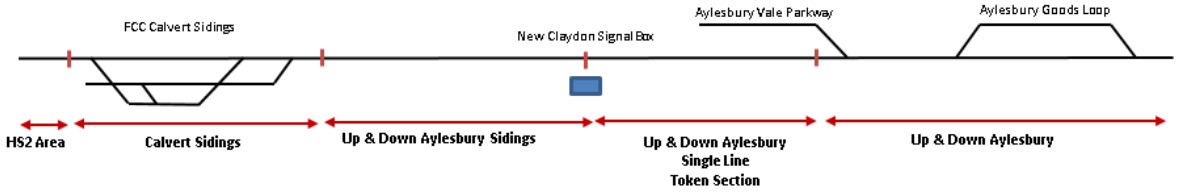
Once you have released the token you may give the CPIC permission for the train to enter the Up & Down Aylesbury Siding up to CN2 Stop Board.

When the PIC gives you entering section for the train, appropriate entries into the TRB must be made and the trains location on the Signal Box Diagram must be updated.

Once the train arrives at CN2 Stop Board and provided it is still safe to do so you may give the driver the token for the Up & Down Aylesbury Single Line and give them permission to pass CN2 Stop Board and obey the next signal.

Once the train has past CN2 Stop Board and is complete with tail lamp you must give Marylebone “entering section” and let the CPIC know that the train has arrived complete with taillamp and the Up & Down Aylesbury Siding is clear. You must make appropriate entries into the TRB and the trains location on the Signal Box Diagram must be updated.

Once the Marylebone Signaller contacts you to let you know the train has arrived in the Aylesbury Goods Loop and the token has been replaced you must make an appropriate entry in the TRB and update the Signal Box Diagram. You must inform the CPIC that the train has cleared the Up & Down Aylesbury Single Line and has arrived complete at Aylesbury Goods Loop.



Possession of the Up Down Aylesbury Sidings

When a possession of the Up & Down Aylesbury Sidings is required this can be only be authorised by both the CPIC and the Signaller together in accordance with GSR 13.4

Full Possession:

Both the Claydon Signaller and the CPIC must agree that the full length of the sidings is to be taken under possession and protection must be placed at both ends of the siding.

It is still permissible to allow a token to be released for a train to travel up to CN1 Stop Board from Aylesbury, but the train must not pass CN1 Stop Board until the possession is given up.

Partial Possession:

In order to allow construction traffic to cross using a RRAP the CPIC may request a partial possession of the sidings. Once the Signaller and the CPIC have agreed to a partial possession the CPIC will confirm that protection has been placed at the crossing before the partial possession is granted. Unless required to do so in an emergency no train should enter the siding until the partial possession is handed back.

Special Train running to Quainton Preserved Railway

When a special train is required to run to Quainton Station on the Up & Down Aylesbury Siding the details will be published in advance.

When there is an CPIC on duty and FCC is in operation the Claydon Signaller will agree with the CPIC the limit of the movement of the train. The Signaller will then collect the token and instruct the Driver to pass CN1 Stop Board and confirm the limits of the move. The train must be treated as in the instructions for a train from Aylesbury to Claydon and the token replaced and Out of Section given to Marylebone and Entering to the CPIC.

Once the token has been replaced and out of section given the Claydon Signaller must request a token from Marylebone Signaller for the Special Trains return journey in accordance with the instructions for trains from Claydon to Aylesbury.

If there is no CPIC on duty and FCC is not operating then the Claydon Signaller can, provided the line is clear and safe in accordance with the Rule Book, authorised the driver to pass CN1 Stop Board once they have agreed the limits of the movement. The train must then be treated as above.

Dated: 27/01/2020

MD726 AYLESBURY TO CLAYDON WEST JUNCTION

BETWEEN AYLESBURY VALE PARKWAY AND QUAINTON ROAD

General:

The HS2 materials by rail unloading point is located adjacent to the Up & Down Aylesbury Siding on the approach to Quainton Road (Buckinghamshire Railway Society).

The Up & Down Aylesbury Siding between Claydon Token Cabin and the Stop Block at Quainton Road is under the control of the HS2 PIC. No train movements will take place to or from the Up & Down Aylesbury Siding without the PIC's permission.

Person in Charge (PIC):

When taking up duty the PIC must provide their name and mobile telephone number to the Marylebone North Workstation Signaller. Also, the PIC must report to the Signaller when their turn of duty is completed. If a HS2 shunter(s) are on duty, they must report to the PIC and work to the instructions of the PIC.

Method of Working:

The customary method of working between Aylesbury Vale Parkway and Quainton Road will be a one train operation, with the driver retaining possession of the token for the section of Up and Down Aylesbury Goods line between AVP and Claydon Token Cabin.

However, if an operational need arises for a second train/loco to serve the HS2 unloading point at Quainton Road, after the PIC has confirmed to the Marylebone North Signaller that there is sufficient room to accommodate the second train/loco, then the token must be replaced in the machine at Claydon Token Cabin by the driver of the train stabled at Quainton Road.

Arrivals:

The PIC/Shunter will meet the driver of the arriving train at Claydon Token Cabin and hand the driver a radio. The PIC will liaise with the driver and a clear understanding must be reached concerning the movements to access the HS2 unloading point. Prior to accepting the train to the HS2 unloading point the PIC must ensure that all staff working in the unloading point area are advised of the imminent arrival of the train. When this requirement is met the PIC will instruct the Driver to pass the Stop Board at Claydon Token Cabin and proceed to the unloading point at Quainton Road. If this is the only train to serve the unloading point in the required timings, then the driver will retain the token. This will be agreed via a conversation between the driver and Marylebone North Signaller and a clear understanding must be reached. This conversation will take place at Aylesbury North Goods Loop.

However, if it is planned to arrive a second train/loco at the Quainton Road unloading point then the Token must be replaced in the Claydon Token Cabin machine after the train has drawn clear of the Claydon Token Cabin Stop Board complete with tail lamp. The replacement of the token must be carried out by the driver.

Departures:

No departures from Quainton Road towards Claydon Token Cabin will take place without the permission of the PIC. When the train arrives at Claydon Token Cabin the driver will contact the Marylebone North Signaller and confirm that he/she still has possession of the Token previously withdrawn at Aylesbury Vale Parkway. When this agreement is reached the Marylebone North Signaller will give permission for the driver to pass the Claydon Token Cabin Stop Board and proceed towards ME306 signal at Aylesbury Vale Parkway and obey that signal.

Dated: 09/09/2023

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MD736 – OXFORD NORTH JN (EXCL.) TO DENBIGH HALL SOUTH JN

Bicester Eastern Perimeter Rd LC (TMOB)

Lineside equipment is provided to enable the Driver to initiate the lowering of the barriers from his cab as follows:

A control wire is provided at driving cab height on the nearside of the line adjacent to the 'Stop' board. The train must be stopped at the control wire. The Driver must pull and release the control wire to initiate the lowering sequence of the barriers. Operating the wire a second time will stop the lowering sequence of the barriers. Pulling the control wire a third time will continue the lowering sequence. When the lowering sequence is complete the Driver's white light will flash.

A cupboard is also provided at the approaches to the level crossing which contains a manual control unit with three push buttons:

'Raise'
'Lower'
'Stop'

When the 'Lower' button has been pressed, the 'Up' indicator will be extinguished, showing that the barrier lowering sequence had commenced and the road traffic signals will commence to operate. Red indicator lights will show that the road traffic signals are operating on both approaches to the crossing. If it is necessary to stop the barriers descending, the 'Stop' button must be pressed. Further operation of the 'Lower' button will continue the lowering sequence. When all barriers are fully lowered, the 'Down' indicator will illuminate. Momentary depression of the 'Raise' button will cause the barriers to rise from whatever position they may be in and the red traffic signal may be extinguished. If it is necessary to stop the barriers rising, the 'Stop' button must be pressed. When the barriers are correctly lowered, the Drivers white light will flash. The Driver **must then re-lock the cupboard** and rejoin the train. As the barriers are designed to rise automatically following the passage of the train, the train may proceed on its journey. Approximately quarter of a mile in advance of the crossing is an elevated indicator which, when illuminated, displays the letters 'BU' to signify that the barriers have risen behind a train which has passed clear of the crossing.

Failure of Equipment. The Signaller at Claydon L. & N.E. Junction box must be immediately advised of the failure of any equipment at this level crossing. If it has been necessary to gain access to the RKB222 and Allen Keys, the Signaller must be advised of the reasons for their use. The Signaller must notify Network Rail Control, who must notify the Maintenance Contractor, who must then replace the protecting glass.

Failure of White Light. If the White light on the 'Stop' board fails to flash, the train may proceed over the crossing provided it has first been established that the barriers are fully lowered.

Failure of barriers. If the barriers fail to lower, but the road traffic signals are operating, a second attempt must be made to lower the barriers from the control unit on the other side of the crossing. If the barriers still fail to lower, the train may proceed over the crossing provided the Driver is satisfied it is safe to do so.

Failure of barriers and Red road traffic signals. If the barriers and red traffic signals fail, trains may pass over the crossing in clear weather during daylight hours provided that the Guard can give the Driver an assurance that it is safe to do so. During the hours of darkness, or during fog or falling snow, trains must not pass over the crossing until the failure has been rectified.

Failure of 'BU' Indication. If the 'BU' indication has not been illuminated by the time the train is about to pass it, the train must stop and the Driver must return to either of the cupboards and observe that the 'Up' indicator is illuminated. If it is not, he must attempt to raise the barriers by pressing the 'Raise' button on the control unit. Should this be unsuccessful, he must try the corresponding button on the other control unit. If after these attempts, one or more barriers fail to rise completely, the following action must be taken:

(i) Break the glass of the glass fronted box located in the control cupboard and remove the keys to the hydraulic equipment covers.

(ii) Unlock and open the hinged door on the rear of the barrier control mechanism (side away from the road).

(iii) Extend the telescopic hand pump handle and pump to raise the barrier (approximately 20 pumps required).

(iv) Raise each barrier in turn:
NOTE: Barriers YN1 and ZN1 must not be raised until or unless YO and ZO are fully raised.

(v) If after following these instructions, the barriers return to the lowered position the Shunter must contact the Signaller at Claydon L. & N.E. Junction box and advise him of the failure and request the provision of an Attendant at the crossing.

The train must not then leave until:
(a) the Attendant has arrived or.
(b) the failure has been rectified by the Signalling Technician.

(vi) Move the handle to the "Up" position, stow the handle and close and lock the access door.

Dated: 13/02/16

MD736 – OXFORD NORTH JN (EXCL.) TO DENBIGH HALL SOUTH JN.

Banbury Road Sidings

General: Banbury Road Sidings is located adjacent to the Up Bletchley to the East of Oxford Parkway Station accessed by Water Eaton Junction. The Sidings comprises an Aggregate Discharge Siding, Run round Siding, Head Shunt and 1 cripple siding accessible only via the West end of the site.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Marylebone North Workstation Signaller at Marylebone IECC on telephone 0207 922 9541 and report to the signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

Points within Banbury Road Sidings are either motorised or hand operated and the PIC of any movement within the Yard complex must ensure points are set in the correct position for the movement.

The PIC must check that there are no Chiltern Railway Units still berthed in the Sidings before commencing operations.

Arrivals:

Aggregate trains destined for Banbury Road Sidings will normally arrive from the Oxford direction on the Down Bletchley and shall arrive at Oxford Parkway Station Platform 2 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 Banbury Road Sidings. The train shall draw forward from Signal OB1767 into the Banbury Road Aggregate Siding inside clear of Signal OB1768.

Aggregate trains destined for Banbury Road Sidings arriving from the Bicester direction and shall arrive on the Up Bletchley and shall arrive at Oxford Parkway Station Platform 1 to be met by the PIC. Upon arrival the PIC shall hand a Radio to the train river and must reach a clear understanding with the driver and signaller concerning the movements to access Banbury Road Sidings. The Signaller shall clear Signal OB1766 to allow the train to draw forward. The PIC shall bring the rear of the train to a stand behind Signal OB9005 and confirm with the Signaller. The Signaller shall clear Signal OB9005 towards Banbury Road Sidings. The PIC shall ensure that Signal OB9005 is displaying a proceed shunt aspects before authorising the propel movement with the Driver into Banbury Road Aggregate Siding.

Departures:

Trains departing towards Oxford: The locomotive shall run round if required and the PIC shall complete a brake test prior to departure. The PIC shall contact the Signaller to advise the train is ready to depart. The Signaller shall clear Signal OB1768 upon scheduled departure.

Trains departing towards the Bicester: The locomotive shall run round if required and the PIC shall complete a brake test prior to departure.

The PIC shall reach a clear understanding with the Driver concerning the propel movement onto the Down Bletchley or Up Bletchley. The PIC shall contact the Signaller to advise the train is ready to depart and obtain permission to clear Signal OB1768 and Signal OB9006 (Down Bletchley) or Signal OB1768 and Signal OB1766 (Up Bletchley). Providing no conflicting movements have been authorised the Signaller shall clear the required Signals. The PIC shall ensure the Signal OB1768 is displaying a proceed shunt aspect before authorising the propel movement with the Driver into Oxford Parkway Station. The PIC shall walk the train back using Platform 1 as a position of safety. The Driver shall bring the train to a stand behind Signal OB1767 on the Down Bletchley or Signal OB9005 on the Up Bletchley. The PIC shall confirm to the Signaller when the train has come to a stand at Signal OB1767 or OB9005. The PIC shall collect from the Driver and the Driver shall contact the Signaller to request the Signal is cleared to depart.

Opposing Locking is omitted for Signal OB1768 & Signal OB5001. In both cases the two Signals can be cleared simultaneously to allow continuous shunting without contacting the Signaller. The PIC must contact the Signaller at Marylebone IECC to request this before conducting any movements and contact the Signaller once all moves are completed. The PIC must not operate 962 hand points with a train stood at OB5001.

Stabling of trains in Banbury Road Sidings

Between the hours of 22.00 and 06.00 Chiltern Railways are permitted to stable trains in Banbury Road Sidings.

Dated: 29/05/2021

MD736 - OXFORD, NORTH, JN, (EXCL.) TO DENBIGH HALL SOUTH JN.

Gavray Jn (exclusive) To Flyover Junction Summit

Between Gavray Jn, Start of EWR worksite A & Route Boundary (18m 40ch) and Bridge over Vale lines (Bletchley Flyover inclusive, 1m 12ch))

The Up Bletchley and Down Bletchley lines between Gavray Jn, Start of EWR worksite A & Route Boundary (OXD 18m 40ch) and Bridge over Vale lines (Bletchley Flyover inclusive, DHF 1m 12ch) is non-operational and is out of use until further notice.

Dated: 16/09/23

MD801 - WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE (EXCLUSIVE)

Telford International Railfreight Park

General:

Telford International Railfreight Park (TIRFP) is accessed via Donnington Siding which has a facing connection from the Up Wellington at Donnington Jn to the West of Wellington Station.

All points within the Telford International Railfreight Park complex are hand operated and the PIC of any movement must ensure hand points are set in the correct position prior to the movement.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Telford Workstation Signaller at West Midlands Signalling Centre (WMSC) on telephone 0121-345-5885 and report to the Signaller when their turn of duty is complete.

Arrivals:

Prior to an arrival the Telford Workstation Signaller must obtain permission from the PIC to accept a train before signalling the movement into the Donnington Siding. The PIC shall ensure the Terminal gates are opened before accepting a train. All trains must arrive with the locomotive leading the train.

Trains destined for Telford International Railfreight Park will arrive at the ‘Stop Telephone TIRFP PIC’ board DS1 on Donnington Siding. The driver shall contact the PIC to obtain permission pass DS1. The PIC shall authorise the Driver to pass ‘Stop Telephone TIRFP PIC’ board DS1 and arrive at the Terminal gates. Upon arrival at the terminal gates the PIC will liaise with the driver before authorising the driver to proceed into the Terminal. Once the movement is complete the PIC shall contact the Telford Workstation Signaller to confirm the train has arrived in clear of the terminal gates complete with tail lamp. The PIC shall split the train into portions within the Terminal Sidings and ensure the train is secure.

If the PIC cannot be contacted an arrival can be signalled onto the Donnington Siding up to Board DS1. The Signaller must inform the driver of the circumstances if the PIC can’t be contacted before the train can be signalled onto Donnington Siding.

Departures:

The PIC shall marshal the train within the Terminal Sidings and complete a brake test. Once train preparation duties have been completed the PIC shall contact the Signaller to obtain permission for the train to draw onto Donnington Siding and proceed towards ‘Stop and Telephone WMSC’ board MJ361. Upon arrival at MJ361 the driver shall contact the Signaller to obtain permission for the train to proceed to Signal MJ363 on Donnington Siding. The Signaller shall clear Signal MJ363 upon scheduled departure onto the Up Wellington.

Mulitple Services: Mulitple arrivals and departures are authorised and are controlled by the Terminal PIC. Only 1 train can occupy Donnington Siding at any one time.

Dated: 12/03/2022

MD801 - WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE (EXCLUSIVE)

CODSALL

Rule Book Module TW7, Section 1.1 – Authorising a wrong-direction movement

Authority will not be given by the Signaller at West Midlands SC, Telford Workstation to a Driver of an Up direction train to return in the wrong-direction into the Up Platform after a platform overrun has occurred unless signal MJ.326 in rear can be replaced or maintained at Danger without causing a change of aspect to a Driver on any other train.

Dated: 03/12/12

MD801 - WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE (EXCLUSIVE)

COSFORD

Rule Book Module TW7, Section 1.1 – Authorising a wrong-direction movement

Authority will not be given by the Signaller at West Midlands SC, Telford Workstation to a Driver of an Up direction train to return in the wrong-direction into the Up Platform after a platform overrun has occurred unless signal MJ.338 in rear can be replaced or maintained at Danger without causing a change of aspect to a Driver on any other train.

Dated: 03/12/12

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Tunnel Jn

Reversal of empty DMUs for Light Maintenance Depot. On clearance of the shunt-ahead arm on the Down Main Section signal, Drivers may draw forward sufficiently for the train to reverse behind the appropriate ground disc signals.

Dated: 27/03/2021

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Light Maintenance Depot

Worcester Light Maintenance Depot (LMD) consists of the following sidings numbered from the Down Main line:

Through Road

Service Road

Sidings No.1 & 2

Sidings No.3 to 7 inclusive (Field Sidings)

Definitions used in these instructions

"Person in Charge of Sidings" means -The RO 2 (Shunter) on duty.

"Nominated Person" means -The Carriage Cleaning Supervisor, or, in his/her absence the RO 2 (Shunter).

"Designated Person" means -The Senior Fleet Technician/Fitter, or, in his/her absence the RO 2 (Shunter). The Designated Person will wear a high visibility arm band with the letters "DP".

NOTE: Only one person can be a "Designated Person" at any one time.

Protection arrangements within the LMD. These will be in accordance with Rule Book, Modules T10 and TW1.

Movements to the LMD. All movements from Shrub Hill or Tunnel Junction onto the LMD must be made only on the authority of the "Person in Charge of Sidings" who before authorising the movement must ensure the complete train formation can be accommodated within the Depot.

Movements to/from Service Road and Sidings No.1. Movements past the "STOP and await instructions" board located at either end of the Service Road and at the entrance to No.1 Sidings must only be authorised by the "Designated Person".

Movements within the LMD. All movements within the Depot, except the Service Road and No.1 Siding, shall be made on the authority of the Person in Charge of the Siding.

Movements from the LMD. The "Person in Charge of Sidings" will advise the Signaller at Shrub Hill or Tunnel Junction signalboxes the reporting number and destination of all trains prior to departure from the Depot.

Carriage Washing Machine. The speed of movements through the carriage washing machine must not exceed 3 mph. Engineers on track machines and freight vehicles must not pass through the carriage washing machine.

Carriage Cleaning. Carriage cleaning is prohibited on the Through Road, Service Road and No.1 Siding. Carriage cleaning may only be performed in sidings 2 to 7 inclusive (Field Sidings).

The "Nominated Person" will be responsible for the protection of carriage cleaning staff in these sidings.

Toilet flushing may only be undertaken on the Flushing Apron, No.2 siding.

Maintenance/Repair/Inspection of Units/Coaching stock. Maintenance/Repair/Inspection of Units/Coaching stock is prohibited on the Through Road and must normally be undertaken on either the Service Road or No.1 Sidings. The "Designated Person" will be responsible for the protection of these sidings. Maintenance/Repair/Inspection of Units/Coaching stock may be undertaken on sidings Nos. 2 to 7 inclusive provided the required Protection arrangements are made with the "Nominated Person".

Train Preparation Duties. Train Preparation duties must not be carried out on the Through Road and the Service Road but may be carried out on Sidings 1 to 7 inclusive. Traincrew undertaking train preparation duties are responsible for their own safety.

Responsibility for Connecting/Disconnecting Battery Charging Equipment. The "Designated Person" will be responsible for the connection/disconnection of battery charging equipment to units/coaching stock within the carriage servicing depot.

Change of responsibility for "Designated Person". The change of responsibility from the RO 2 (Shunter) to Fleet Engineer's staff and vice versa must be recorded in the Log Book provided.

Dated: 27/03/2021

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Shrub Hill Through Sidings

No train or shunting movement destined to stable in 'the sidings', must be allowed to occupy the Down or Up Through siding, until the Guard or Shunter has obtained the permission of the Worcester Shrub Hill Station Signaller and has placed to Danger the ground frame operated intermediate Stop signal on the Through siding concerned.

Under no circumstances must either signal be placed to Danger without the Signaller's permission.

Immediately shunting has been completed and the Down and Up Through sidings are again clear, the signal(s) must be replaced to the "Off" position and the Signaller advised accordingly.

The traincrew must comply immediately with the requirements of Rule Book, Module TW1, Section 36.1, using one of the telephones connected to Worcester Shrub Hill station signalbox. When the intermediate Stop signal is "Off" the Driver must bring the train to a stand to enable this to be done.

Working of Passenger trains. Passenger trains being worked over the Down or Up Through Sidings in an emergency must not exceed 5 mph.

Train shunted clear of line or entering loop lines on other than track circuit block (TCB) or ERTMS lines - Rule Book, Module TW1, Section 36.1. Drivers must carry out the provisions of this Rule when a movement is made onto the Through Sidings from the running line at the Worcester Shrub Hill Station end.

Dated: 27/03/2021

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Shrub Hill

North Sidings ground frame. The signaller must be advised of the movements required to be made using this ground frame. A Person in Charge of movements (PiC) must be appointed who must be specially trained in the use of the ground frame. The PiC must be in attendance in good time and before trains approach from the Norton Junction direction. Provided the signaller is in a position to grant permission, a release will be given for the interlocking lever.

After the points have been restored to the correct position, the PiC must not leave the ground frame until an assurance has been received from the signaller that everything is in order.

Shunting movements – station area. The following is the preferred shunting route that will be used where more than one route is available. Where only one shunting route is available, or where due to the nature of the location, liaison between the signaller and the driver always precedes any movement, no preferred shunting route is listed.

Location	Shunt details
Norton Junction end	To Up Main line and reverse behind shunting signal SH54.

All shunting movements between the station and the Hereford / Back Road Sidings involving HSTs must be made using one engine only with the Oxford end power car shut down. All GWR train movements into and out of the Hereford Sidings must be made via the Norton Junction end using the North Sidings Ground Frame.

Back Road Siding (Bay Siding). Movements to and from the Back Road Siding are fully signalled and are under the control of the signaller. Drivers must telephone the signaller for permission to make any movement towards the exit ground disc signal.

The Tunnel Junction end of the siding is provided with electrical shore supply connections for use when HST sets are being stabled.

Hereford Sidings 1, 2 & 3 (GWR) A PiC must be appointed whenever moves are required to, within or from these sidings. This person must contact the signaller when starting and finishing duty and provide a contact telephone number. The PiC will be responsible for the operation of the North Sidings Ground Frame.

Drivers wishing to undertake train preparation duties must telephone the signaller on arrival to agree suitable protection arrangements and obtain permission to start work. The signaller must record the name of the driver together with a mobile telephone contact number. The signaller must inform the driver if a PIC is already on duty.

Drivers must inform signallers when train preparation duties are complete. No other movements must be permitted towards, within or from the Hereford sidings until train preparation duties are complete.

Drivers must obtain permission before making any movement towards the exit ground disc signal at the Norton Junction end of the layout.

The Tunnel Junction end of sidings 1 and 3 are provided with electrical shore supply connections. Drivers of down direction HST movements must bring their train to a stand at the shore supply stop boards provided.

No other movements are permitted in the Hereford Sidings whilst GWR HST services are being stabled or prepared for service.

No. 2 Hereford Siding will be protected by the signaller when drivers are undertaking train preparation duties on roads 1 and / or 3.

Under normal circumstances no other movements will be permitted or planned over no. 2 Hereford Siding between the hours of 04.00 and 06.30 daily.

Signallers will not release control of the ground frame until such time as they are advised that all GWR train preparation duties are complete and all GWR staff are clear of the Hereford sidings

Dated: 23/04/2021

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Shrub Hill Jn to Henwick SB (HK)

Section obstructed by accident or by disabled train. Should the opposite running line to that on which the train is travelling also be obstructed, such line must be protected in both directions in accordance with the Rule Book, Module M1.

Trains returning from Worcester Foregate Street to Worcester Shrub Hill.

Trains capable of being driven from either end may proceed from Worcester Shrub Hill to Worcester Foregate Street station and return therefrom to Worcester Shrub Hill.

These trains must terminate at Foregate Street station and return only from that location.

The person in Charge at Foregate Street station must advise the Henwick Signaller when the train is ready to leave.

Trains returning from Worcester Foregate Street towards Hereford.

During exceptional circumstances such as engineering work or service disruption, trains capable of being driven from either end may proceed from the Hereford direction to Worcester Foregate Street station and return therefrom towards Hereford.

The person in Charge at Worcester Foregate Street must advise the Henwick Signaller when the return train is ready to leave.

Dated: 27/03/2021

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Ledbury to Shelwick Jn

Method of working during a failure of block indicators only or when it is not possible to clear the section signal for a train which has been accepted. Section 1.1 (c) item 2 of Rule Book, Module P2 “Working Single and b-directional lines by Pilotman” does not apply.

Dated: 27/03/2021

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Ledbury

Up trains - Rule Book, Module TW1, Section 36.1. The Guard must advise the Signaller, by operating the nearest ‘Train arrived complete’ plunger for approximately one second, when a passenger train has arrived clear within the Up platform, complete with tail lamp.

Dated: 27/03/2021

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Malvern Wells Down Goods Loop

Down Goods Loop. If an HST is brought to a stand in the DGL for more than five minutes, the rear engine (Worcester end) must be shut down.

Due to limited clearance at MW38 signal, loaded passenger trains conveying mark 1, 2 or 3 stock must not use the Down Goods Loop.

Dated: 27/03/2021

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Henwick Turnback Siding

Due to limited clearance in the siding, HST's conveying passengers are prohibited from using the siding.

Dated: 27/03/2021

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Malvern Wells SB to Ledbury

Rule Book, Module P2 - Working of Single and Bi-directional Lines by Pilotman

Section 1.1 (c) item 2 of these instructions does not apply between Malvern Wells and Ledbury and vice versa.

Working of Single Line

1. A train failing in the section must not be divided, but an assisting locomotive must be obtained to remove the train complete.

2. When it is necessary to examine the line through both Colwall and Ledbury Tunnels the following procedure must be adopted:-

The section of line between the signalbox, where the train to be used to examine the line will enter the section, and the far end of the first tunnel must be examined on foot. The train may then be allowed to enter the section on receipt of information that the line is clear to that point, but the Driver must be instructed not to proceed beyond that point until authorised by the person examining the line, who must then ride with the Driver to the entrance of the second tunnel.

The train must wait at this point until examination on foot of the second tunnel has been made and the person concerned has arrived at the other signalbox. The Signaller there, on receipt of information that the line is clear to the signalbox, must advise the Driver by telephone and authorise them to proceed.

Colwall and Ledbury Tunnels - Alarm wire. An alarm bell wire connected to Malvern Wells signalbox (Colwall Tunnel) and Ledbury signalbox (Ledbury Tunnel) is fixed to the wall on the Up side of each tunnel 4ft 6ins above ground level.

The wire is provided for the purpose of immediately attracting the attention of the Signaller if staff observe anything which may affect the safety of the line, or if a train is stopped by failure, accident or other exceptional cause in either tunnel.

When it is necessary to attract the Signaller's attention, the wire must be broken and this will cause a bell in the signalbox to ring. The person who severs the wire must not leave the loose ends hanging down, but must coil each end into a large loop in such a manner that the metal core does not touch the ground or the wet tunnel wall, otherwise the bell will cease ringing. They must also, as soon as practicable, advise the Signaller the approximate position at which this action was taken.

This equipment does not relieve traincrew of carrying out normal protection arrangements.

Ledbury Tunnel. Owing to the restricted clearance, the following arrangements must apply:

Traincrews and passengers on slam door stock other than HSTs must have access to an inwards-opening door or end gangway door in case of emergency. Slam door stock without gangway connections, either throughout or within each set, is therefore prohibited for use on passenger trains requiring to pass through the tunnel.

The section of line between the signalbox, where the train to be used to examine the line will enter the section, and the far end of the first tunnel must be examined on foot. The train may then be allowed to enter the section on receipt of information that the line is clear to that point, but the Driver must be instructed not to proceed beyond that point until authorised by the person examining the line, who must then ride with the Driver to the entrance of the second tunnel.

The train must wait at this point until examination on foot of the second tunnel has been made and the person concerned has arrived at the other signalbox. The Signaller there, on receipt of information that the line is clear to the signalbox, must advise the Driver by telephone and authorise them to proceed.

Dated: 27/03/2021

MD950 – WORCESTER TUNNEL JN TO HENWICK

Worcester Tunnel Jn to Henwick SB (SK)

Section obstructed by accident or disabled train. Should the opposite running line to that on which the train is travelling also be obstructed, such line must be protected in both directions in accordance with Rule Book, Module M1.

Trains returning from Worcester Foregate Street to Worcester Tunnel Junction. DMU trains may proceed from Worcester Tunnel Junction to Worcester Foregate Street station and return therefrom to Worcester Tunnel Junction.

DMU trains must terminate at Foregate Street station and return only from that point.

The Person in Charge at Foregate Street station must advise the Worcester Tunnel Junction Signaller when the return train is ready to leave.

Trains returning from Worcester Foregate Street towards Hereford.

During exceptional circumstances such as engineering work or service disruption, trains capable of being driven from either end may proceed from the Hereford direction to Worcester Foregate Street station and return therefrom towards Hereford.

The person in Charge at Worcester Foregate Street must advise the Henwick Signaller when the return train is ready to leave.

Dated: 27/03/2021

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ROUTE CLEARANCE
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ROUTE CLEARANCE

Last Updated: 29/03/14

LONDON NORTH WESTERN (SOUTH)

GENERAL NOTES

The following tables apply only to the working of trains over running lines and sidings listed in the Table As of the Sectional Appendix. All speed restrictions and local instructions shall be adhered to.

The notations (used in these tables) are explained as follows:

Y	Permitted to operate without restriction.
R	Permitted to operate but restrictions apply. See “Notes” column for details.
N	No published clearance*
E	ECS/transit - self powered
EH	ECS/transit - dead hauled - (pantograph (where fitted) is lowered)
H	Hauled - (pantograph (where fitted) is lowered)
B	When the loco’s RA is higher than that of the route then permission is ONLY given (B) for trains working to/from a possession, or to assist a failed train in an emergency. Prior permission must be obtained from Network Rail Control.
T	Permitted to operate with the Tilt system

* Where clearances are not published in the Sectional Appendix Route Clearance Tables, trains are only allowed to operate when specifically permitted and the authority has been formally published in an operating notice and / or Network Rail Acceptance Panel documentation.

Conditions of Operation

In addition to any restrictions published in the Route Clearance Tables, it shall be noted that there are other documents (Network Rail Acceptance Panel Summary of Rolling Stock/Infrastructure Compatibility, Discrepancy Registers, Local and General Instructions) that apply to operation on Network Rail managed infrastructure. The Railway Undertaking shall familiarise itself with these.

Tables

D1	Diesel Multiple Units
D2	Electric Multiple Units
D3	Coaching Stock
D4	Locomotives Electric and Diesel
D5	Freight containers/swap bodies

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Table D1A – Route clearance of diesel multiple units

Last Updated: 19/03/2022

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	Y	N	Y	Y	Y	Y	R1	R1	R1 Prohibited Euston platforms 1 and 3
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	Y	N	Y	Y	Y	Y	Y	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	Y	N	Y	Y	Y	Y	Y	Y	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	Y	N	Y	Y	Y	Y	Y	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	Y	N	Y	Y	Y	Y	Y	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	Y	N	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	Y	N	Y	Y	Y	Y	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	Y	N	Y	Y	Y	Y	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	Y	N	Y	Y	Y	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	Y	N	Y	Y	Y	Y	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	Y	N	Y	Y	Y	Y	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	N	Y	Y	Y	Y	E	E	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	Y	N	Y	Y	Y	Y	E	E	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	Y	N	Y	Y	Y	Y	E	E	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	Y	N	Y	Y	Y	Y	N	N	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	N	Y	Y	Y	Y	N	N	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	Y	N	Y	Y	Y	Y	N	N	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	Y	N	Y	Y	Y	Y	E	E	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	Y	N	Y	Y	Y	Y	N	N	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	Y	N	Y	Y	Y	Y	N	N	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	Y	N	Y	Y	Y	Y	N	N	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	N	N	Y	N	N	N	N	N	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	N	N	Y	N	N	N	N	N	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	N	Y	N	N	N	N	N	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	N	Y	N	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	Y	N	Y	Y	Y	Y	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	N	Y	Y	Y	Y	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	Y	N	Y	Y	Y	Y	Y	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	N	Y	Y	Y	Y	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	Y	N	N	N	Y	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	Y	N	Y	Y	Y	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	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	N	Line out of use NC/G1/2014/LNW443v2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD175	NMH	Site of Former Duston North Jn – Northampton South Jn	0	29	0	65	N	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	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	Y	N	Y	Y	Y	Y	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	Y	N	Y	Y	Y	Y	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	Y	N	Y	Y	Y	Y	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	Y	N	Y	Y	Y	Y	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	Y	N	Y	Y	Y	Y	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	Y	N	Y	Y	Y	Y	Y	Y	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	Y	N	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	Y	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	Y	N	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	Y	N	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	Y	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	Y	N	Y	Y	Y	Y	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	Y	N	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	R1	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	E	N	Y	Y	E	Y	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	E	N	Y	Y	E	Y	Y	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	Y	N	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	Y	N	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	Y	N	Y	Y	Y	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	Y	N	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	Y	N	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	Y	N	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	Y	N	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	Y	N	Y	Y	Y	Y	Y	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	Y	N	Y	Y	Y	Y	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	Y	N	Y	Y	Y	Y	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	Y	N	Y	Y	Y	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	Y	N	Y	Y	Y	Y	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	Y	N	Y	Y	Y	Y	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	Y	N	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	Y	N	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	Y	N	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	Y	N	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	Y	N	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Limit of Electrification – Ryecroft Jn	6	34	6	76	Y	N	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	Y	N	Y	Y	Y	Y	Y	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	Y	N	Y	Y	Y	Y	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	Y	N	Y	Y	Y	Y	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	N	N	N	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	N	N	N	Line out of use NC/G1/2005/LN296
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	Y	N	Y	Y	Y	Y	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	Y	N	Y	Y	Y	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	Y	N	Y	Y	Y	Y	Y	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	Y	N	Y	Y	Y	Y	Y	Y	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	Y	N	Y	Y	Y	Y	Y	Y	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	Y	N	Y	Y	Y	Y	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	Y	N	Y	Y	Y	Y	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	Y	N	Y	Y	Y	Y	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	Y	N	Y	Y	Y	Y	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	Y	N	Y	Y	Y	Y	Y	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	Y	N	Y	Y	Y	Y	Y	Y	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	Y	N	Y	Y	Y	Y	Y	Y	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	Y	N	Y	Y	Y	Y	Y	Y	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	Y	N	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	E	N	Y	Y	E	E	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	Y	N	Y	Y	Y	Y	Y	Y	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	Y	N	Y	Y	Y	Y	Y	Y	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	Y	N	Y	Y	Y	Y	Y	Y	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	Y	N	Y	Y	Y	Y	Y	Y	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	Y	N	Y	Y	Y	Y	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	R1	N	Y	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	Y	N	Y	Y	Y	Y	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	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	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	Y	N	Y	Y	Y	Y	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	Y	N	Y	Y	Y	Y	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	Y	N	Y	Y	Y	Y	Y	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	Y	N	Y	Y	Y	Y	Y	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	Y	N	Y	Y	Y	Y	Y	Y	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	Y	N	Y	Y	Y	Y	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	Y	N	Y	Y	Y	Y	Y	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	Y	N	Y	Y	Y	Y	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	Y	N	Y	Y	Y	Y	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	Y	N	Y	Y	Y	Y	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	Y	N	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	Y	N	Y	Y	Y	Y	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	Y	N	Y	Y	Y	Y	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	Y	N	Y	Y	Y	Y	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	Y	N	Y	Y	Y	Y	Y	Y	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	Y	N	Y	Y	Y	Y	Y	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	Y	N	Y	Y	Y	Y	Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	E	N	Y	Y	Y	Y	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	E	N	Y	Y	Y	Y	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	R1	N	Y	Y	Y	Y	N	N	R1 Prohibited laden except for access to Chinnor Railway via Thame Jn
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	R1	N	Y	Y	Y	Y	N	N	R1 Prohibited laden except for access to Chinnor Railway via Thame Jn
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	E	N	Y	Y	Y	Y	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	E	N	Y	Y	Y	Y	N	N	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	E R1	N	R1	R1	R1	R1	N	N	R1 Prohibited unless fitted with tripcocks
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	E	N	R1	R1	R1	R1	N	N	R1 Prohibited over LUL section
MD712	MCJ2	Aylesbury Jn - Aylesbury	38	08	38	13	E	N	Y	Y	Y	Y	N	N	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	E	N	Y	Y	Y	Y	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	R1	N	Y	Y	Y	Y	N	N	R1 Prohibited Princes Risborough platform 2 when laden
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	Y	N	Y	Y	Y	Y	N	N	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	Y	N	Y	Y	Y	Y	N	N	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	R1	N	Y	Y	Y	Y	N	N	R1 Prohibited in laden condition when any other trains are within this section of route except when providing assistance

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	R1	N	Y	Y	Y	Y	N	N	R1 Prohibited in laden condition when any other trains are within this section of route except when providing assistance
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	R1	N	Y	Y	Y	Y	N	N	R1 Prohibited in laden condition when any other trains are within this section of route except when providing assistance
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	Y	N	Y	N	N	Y	Y	Y	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	R1	N	N	N	N	N	N	N	R1 Prohibited Temporary Buffer Stops to Gates (Claydon)
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	N	N	N	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	E	N	Y	Y	Y	Y	N	N	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	E	N	Y	Y	Y	Y	N	N	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	E	N	Y	Y	Y	Y	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	E	N	Y	Y	Y	Y	N	N	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	E	N	Y	Y	Y	Y	N	N	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	Y	N	Y	Y	Y	Y	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	Y	N	Y	N	N	Y	Y	Y	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	Y	N	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	Y	N	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	Y	N	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	Y	N	Y	Y	Y	Y	Y	Y	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	Y	N	Y	Y	Y	Y	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	N	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	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	139	150	153	155	156	158	159	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	E	N	Y	Y	Y	Y	Y	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	E	N	Y	Y	E	E	Y	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	E	N	Y	Y	E	E	Y	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	E	N	Y	Y	E	E	Y	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	E	N	Y	Y	E	E	Y	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	E	N	Y	Y	E	E	Y	Y	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	E	N	Y	Y	E	E	Y	Y	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	E	N	Y	Y	E	E	Y	Y	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	E	N	Y	Y	E	E	Y	Y	

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Table D1B – Route clearance of diesel multiple units

Last Updated: 20/08/2022

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	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	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	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	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	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	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	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	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	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 R2	N	E	Y	N	N	Y	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	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	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	R3	Y	T	R1 Prohibited Rugby Trent Valley Jn to Nuneaton South Jn R2 Prohibited Nuneaton to Armitage Jn (NW1001 Sectional Appendix Boundary) R3 Tare inflated suspension only past Telephone (Up Fast 1100, 114m 66ch)
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	E R1	N	E	Y	N	E R2	Y	N	N	Y	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	E R1	N	E	Y	N	E R2	Y	N	N	Y	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	E R1	N	E	Y	N	E R2	Y	N	N	Y	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	N	N	N	N	N	E R1	N	N	N	N	N	N	R1 Prohibited to Class 172/2 and 172/3
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	N	N	N	N	N	E R1	N	N	N	N	N	N	R1 Prohibited to Class 172/2 and 172/3
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	E R1 R2	N	E R2	N	N	R2 R3 R4	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Permitted Willesden Junction Low Level for access to Willesden TMD R3 Prohibited between Willesden Junction Low Level and Harrow and Wealdstone R4 Prohibited to Class 172/2 and 172/3 when laden
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	N	N	N	N	N	N	N	N	N	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	N	N	N	N	N	N	N	N	N	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	N	N	N	N	E	N	N	N	N	N	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	N	N	N	N	E	N	N	N	N	N	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	N	N	N	N	E	N	N	N	N	N	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N	N	N	N	N	E	N	N	N	N	N	Y	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	N	N	N	N	E	N	N	N	N	N	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	N	N	N	N	N	E	N	N	N	N	N	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	N	N	N	N	E	N	N	N	N	N	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	N	N	N	N	N	E R1	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	N	N	N	N	N	E R1	N	N	N	Y	N	N	R1 Prohibited with footsteps fitted
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	N	N	N	N	N	E R1	N	N	N	Y	N	N	R1 Prohibited with footsteps fitted
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	Y	N	N	Y	N	E	N	N	N	N	N	E	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	E R1	N	E	N	N	R2	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited to Class 172/2 and 172/3 when laden

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	N	N	N	N	E R1	N	E	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	N	N	E	N	Y	N	N	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	N	N	N	N	Y	Y	N	Y	N	N	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	N	N	Y	Y	N	Y	N	N	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	E R1	N	E	N	N	Y	Y	R2	N	N	Y	Y	R1 Route prohibited to Class 165/1 R2 For access to Wembley Yard
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	N	N	Y	Y	N	Y	N	N	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	N	N	Y	N	N	Y	N	N	Y	Y	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	E R1 R2	N	E	Y	N	E R3	Y	Y	N	N	Y	Y	R3 Route prohibited to Class 165/1 R4 Prohibited with footsteps fitted. R5 Route prohibited to Class 172/2 and 172/3
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	N	N	N	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	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	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	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	N	N	Y	N	N	N	N	N	N	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	N	N	Y	N	N	N	N	N	N	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	N	N	Y	N	N	N	N	N	N	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	N	N	Y	N	N	N	N	N	N	Y	Y	
MD233	MYC	Midland Yard Jn - Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	E R1	N	Y	Y	N	E R2	Y	N	N	Y	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	R1	N	Y	Y	N	Y	Y	N	N	Y	Y	T	R1 Route prohibited to Class 165/1

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	R1	N	Y	Y	N	R2	Y	N	N	Y	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	R1	N	Y	Y	N	R2	Y	N	N	Y	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	R1	N	Y	Y	N	Y	Y	N	N	Y	Y	T	R1 Route prohibited to Class 165/1
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	R1	N	Y	Y	N	R2	Y	N	N	Y	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited Birmingham New Street East Dock Bay when laden
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	E	N	Y	Y	N	Y	Y	N	N	Y	Y	T	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	E	N	Y	Y	N	Y	Y	N	N	Y	Y	T	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	E	N	Y	Y	N	Y	Y	N	N	Y	Y	T	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	E	N	Y	Y	N	N	Y	N	N	Y	Y	T	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	E	N	Y	Y	N	N	Y	N	EH	Y	Y	T	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	E	N	Y	Y	N	N	Y	N	EH	Y	Y	T	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	Y	N	N	Y	N	Y	N	N	N	Y	Y	Y	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	Y	N	N	Y	N	Y	N	N	N	Y	Y	Y	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	Y	N	N	Y	N	Y	N	N	N	Y	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	Y	N	N	Y	N	Y	N	N	N	Y	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	Y	R1	N	Y	N	Y	N	N	N	Y	Y	Y	R1 Prohibited Barnt Green Jn – Route Boundary (52m 40ch)
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	Y	N	Y	N	Y	N	N	N	Y	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	E R1	Y	N	Y	N	Y	Y	Y	N	E	Y	Y	R1 Route prohibited to Class 165/0.
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	N	N	N	N	N	N	N	Y	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	N	Y	Y	N	N	N	N	N	N	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	N	Y	Y	N	N	N	N	N	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	R1	N	Y	Y	N	N	Y	N	N	Y	Y	Y	R1 Prohibited between Perry Barr South Jn and Bescot Jn

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	E R1	N	Y	Y	N	N	Y	N	EH R2	Y	Y	Y	R1 Prohibited between Bescot Jn and Darlaston Jn R2 Prohibited between Bescot Jn and Bushbury (Oxley) Jn
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	N	N	Y	N	N	N	N	N	N	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	N	E	Y	N	N	N	N	N	Y	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	E	N	E	Y	N	N	Y	N	N	Y	Y	Y	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	E	N	E	Y	N	N	Y	N	N	Y	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	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	N	N	Y	N	N	N	N	N	N	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	E	N	E	Y	N	N	Y	N	N	Y	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	Y	Y	Y	N	N	R1	Y	Y	N	N	Y	T	R1 Route prohibited to Class 172/2 and 172/3
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	R1	Y	R1	R2	N	R3	R4	R4	N	Y	Y	Y	R1 Prohibited Banbury North Down Bay platform when laden R2 Prohibited between Aynho Jn and Leamington Spa R3 Class 172/2 and 172/3 prohibited Aynho Jn to Leamington Spa R4 Prohibited between Banbury and Leamington Spa Jn

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	Y	N	Y	Y	N	Y	N	N	N	Y	Y	Y	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	Y	N	Y	Y	N	Y	N	N	N	Y	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	Y	N	Y	Y	N	Y	N	N	N	Y	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	Y	N	Y	Y	N	Y	N	N	N	Y	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	Y	N	Y	Y	N	Y	N	N	N	Y	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	N	N	Y	N	Y	N	N	N	Y	Y	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	R1	N	Y	Y	N	Y	N	N	N	Y	N	N	R1 Route prohibited to Class 165/1
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	Y	Y	N	Y	N	Y	N	N	N	Y	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	Y	N	E R1	Y	N	Y	N	N	N	Y	Y	Y	R1 Prohibited between Hartlebury and Route Boundary (GW370) (Cutnall Green)
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	Y	N	Y	Y	N	Y	N	N	N	Y	Y	Y	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	Y	N	Y	Y	N	Y	N	N	N	Y	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	N	N	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	N	N	N	N	N	N	N	N	Y	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	N	N	N	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	Y	N	Y	N	N	Y	N	N	N	N	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	N	N	E	Y	N	E	N	N	N	N	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	N	E	Y	N	E	N	N	N	N	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	N	E	Y	N	E	R1	N	N	Y	Y	Y	R1 Prohibited between Water Orton East Jn and Castle Bromwich Jn
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	N	Y	Y	N	N	Y	N	N	Y	Y	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	N	E	Y	N	E R1	N	N	N	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	N	N	N	Y	N	E	N	N	N	Y	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	N	N	N	Y	N	E	N	N	N	Y	Y	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	N	E	Y	N	E	N	N	N	N	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	N	E	Y	N	N	N	N	N	Y	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	N	E	Y	N	N	N	N	N	Y	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	E	N	E	Y	N	N	Y	N	N	Y	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	E	N	E	Y	N	N	Y	N	N	Y	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	N	Y	Y	N	E	N	N	N	Y	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	Y	N	Y	Y	N	Y	N	N	N	Y	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	N	N	N	Y	N		N	N	N	Y	Y	Y	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	R1	N	Y	Y	N	Y	N	N	N	Y	Y	Y	R1 Route prohibited to Class 165/1
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	N	N	Y	N	N	N	N	N	Y	Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	R1	N	Y	N	N	R2	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	R1	N	Y	N	N	Y	N	N	N	N	N	N	R1 Route prohibited to Class 165/1
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	Y	N	Y	N	N	Y	Y	Y	N	N	Y	Y	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	Y	N	Y	N	N	R1	Y	R2	N	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3 R2 30 mph Haddenham and Thame Parkway Up platform
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	Y	N	Y	N	N	R1	Y	Y	N	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	Y	N	Y	N	N	Y	Y	Y	N	N	Y	Y	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	R1 R2	N	Y	N	N	R3 R4	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited unless fitted with tripcocks R3 Prohibited from being the leading unit between on the LUL section Harrow on the Hill and Amersham (9m 13ch to 25m 21ch) due to the non-fitment of tripcocks R4 Route prohibited to Class 172/2 and 172/3
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	R1 R2	N	Y	N	N	R3 R4	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited on LUL section unless fitted with tripcocks R3 Prohibited from being the leading unit on the LUL section between Harrow on the Hill and Amersham (9m 13ch to 25m 21ch) due to the non-fitment of tripcocks R4 Route prohibited to Class 172/2 and 172/3

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	R1	N	Y	N	N	R2	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	E R1	N	E	N	N	E	N	N	N	N	N	N	R1 Route prohibited to Class 165/1
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	R1	N	Y	N	N	Y	N	N	N	N	N	N	R1 Route prohibited to Class 165/1
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	R1	N	Y	N	N	Y	N	N	N	N	N	N	R1 Route prohibited to Class 165/1
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	R1	N	Y	N	N	R2	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	Y	N	E	N	N	E R1	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	Y	N	E	N	N	E R1	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	Y	N	E	N	N	E R1	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	Y	N	Y	N	N	Y	N	N	N	N	N	N	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	R1	N	R1	N	N	R2	N	N	N	N	N	N	R1 Prohibtied Temporary Buffer Stop to Gates (Claydon) R2 Route prohibited to Class 172/2 and 172/3
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	N	N	N	N	N	N	N	N	N	N	Line non-operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	E R1	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	E R1	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	E R1	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	E R1	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	E R1	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	N	N	N	N	N	N	N	N	N	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	Y	N	Y	N	N	Y	N	N	N	N	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	N	Y	Y	N	N	Y	N	EH	Y	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	Y	Y	N	N	Y	N	EH R1	Y	Y	Y	R1 Prohibited between Oxley TRSMD and Limit of Electrification
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	Y	Y	N	N	Y	N	N	Y	N	R1	R1 3mph Shifnal Down platform with deflated suspension

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	Y	Y	N	N	Y	N	N	Y	N	R1 R2	R1 3mph Oakengates Up platform with deflated suspension R2 3mph Wellington Down Loop platform with deflated suspension
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	N	N	Y	N	N	Y	N	EH	Y	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	N	N	N	N	N	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	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	Y	Y	Y	Y	N	R1	Y	Y	N	Y	Y	Y	R1	Route prohibited to Class 172/0 and 172/1
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	Y	Y	Y	Y	N	R1	Y	Y	N	Y	Y	Y	R1	Route prohibited to Class 172/1
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	Y	Y	Y	Y	N	R1	N	N	N	Y	Y	Y	R1	Route prohibited to Class 172/1
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	Y	Y	Y	Y	N	R1	N	N	N	Y	Y	Y	R1	Route prohibited to Class 172/1
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	Y	Y	N	N	N	N	Y	Y	N	N	Y	Y		
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	Y	Y	N	Y	N	R1	Y	Y	N	Y	Y	Y	R1	Route prohibited to Class 172/1
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	Y	Y	N	Y	N	R1	Y	Y	N	Y	Y	Y	R1	Route prohibited to Class 172/1
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	Y	Y	N	Y	N	R1	N	N	N	Y	Y	Y	R1	Route prohibited to Class 172/1
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	Y	Y	N	Y	N	R1	N	Y	N	N	Y	Y	R1	Route prohibited to Class 172/1

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Table D2A – Route clearance of electric multiple units

Last Updated: 01/04/2023

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	Y	N	Y	R1 R2	Y	Y	N	Y	Y	N	R1 Prohibited London Euston platform 5 R2 Prohibited London Euston platform 12 with deflated secondary suspension
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	Y	N	Y	Y	Y	Y	N	Y	Y	N	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	Y	N	Y	Y	Y	Y	N	Y	Y	E R1	Class 360/1 only
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	Y	Y	Y	Y	Y	Y	N	Y	Y	N	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	Y	Y	Y	Y	Y	Y	N	Y	Y	E R1	Class 360/1 only
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	Y	Y	Y	Y	Y	Y	N	Y	Y	E R1 R2	R1 Class 360/1 only R3 Class 360/2 dead-hauled only between Wembley Central and Watford South Jn
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	Y	Y	Y	Y	Y	Y	N	Y	Y	E R1 R2	R1 Class 360/1 only Class 360/2 dead hauled only
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	Y	Y	Y	Y	Y	Y	Y	Y	Y	E R1 R2	R1 Class 360/1 only Class 360/2 dead hauled only
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	R1	R1	Y	Y	Y	Y	Y	Y	Y	E R2 R3	R1 Prohibited between Wolverton and Hanslope North Jn R2 Class 360/1 only R1 Class 360/2 dead hauled only
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	N	N	Y	Y	Y	Y	Y	Y	Y	N	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	N	N	Y	R1	Y	Y	Y	Y	Y	N	R1 Prohibited between Rugby and Rugby Trent Valley Jn
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	N	Y	N	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	N	N	Y	Y	Y	Y	Y	Y	Y	E R1 R2	R1 Class 360/1 only Class 360/2 dead-hauled only
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	N	N	Y	Y	Y	Y	Y	Y	Y	E R1 R2	R1 Class 360/1 only Class 360/2 dead-hauled only
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	N	N	Y	Y	Y	Y	Y	Y	Y	EH R1	R1 Prohibited between Mill Lane Jn and Rugby South Jn

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	Y	N	N	N	N	N	N	H	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	Y	N	N	N	N	N	N	H	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	Y	N	N	N	N	N	N	H	N	N	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	Y	N	N	N	N	N	N	H	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	Y	N	N	Y	Y	Y	N	H	R1 R2	N	R1 5mph Watford Jn platform 11 R2 Prohibited Watford Jn platform 11 with deflated suspension (available for detrainment only)
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	N	Y	N	Y	Y	N	Y	Y	N	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	Y	N	Y	N	Y	Y	N	Y	Y	N	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	Y	N	Y	N	Y	Y	N	Y	Y	N	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	Y	N	Y	N	Y	Y	N	Y	Y	N	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	N	Y	N	Y	Y	N	Y	Y	N	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	Y	N	Y	N	Y	Y	N	Y	Y	N	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	Y	N	Y	N	Y	Y	N	Y	Y	N	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	E	N	N	EH	E	N	N	H	E	N	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	E	N	N	E R1	E	N	N	H	E	N	R1 Prohibited Bletchley platform 6
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	N	N	N	EH	N	N	N	H	N	N	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	Y	N	Y	E	Y	Y	N	Y	N	N	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	Y	N	N	N	N	N	N	H	N	N	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	Y	N	N	E	N	N	N	Y	N	N	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	Y	N	N	E	N	N	N	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	Y	Y	Y	Y	Y	Y	N	Y	N	N	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	Y	Y	Y	Y	N	Y	N	N	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	Y	Y	Y	Y	Y	Y	N	Y	Y	N	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	Y	Y	Y	Y	N	Y	N	N	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	Y	N	N	N	N	N	N	H	N	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	N	N	N	N	N	N	N	N	N	N	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	N	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	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	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	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	N	N	N	N	N	N	H	N	N	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	N	N	N	N	N	N	H	N	N	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	N	N	N	N	N	N	H	N	N	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	N	N	N	N	N	N	H	N	N	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	N	N	N	N	N	N	H	N	N	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	N	N	N	N	N	N	H	N	N	
MD233	MYC	Midland Yard Jn - Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	N	N	Y	N	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	N	N	Y	N	R1	R1	Y	Y	R1	N	R1 Prohibited Wolverhampton platform 6
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	N	Y	N	Y	Y	Y	H	N	N	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	N	Y	N	Y	Y	Y	H	N	N	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	N	Y	N	Y	Y	Y	H	N	N	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	N	N	Y	N	Y	Y	Y	H	N	N	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	N	N	N	N	N	N	R1 R2 R3	H	N	N	R1 Prohibited bwetween Bromsgrove (limit of electrification) and Stoke Works Jn R2 Proibited Blackwell Down Goods Loop R3 Prohibited Blackwell engine lie-by and associated sand drag
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	N	N	N	N	N	N	H	N	N	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	N	N	N	N	N	N	N	H	N	N	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	Y	N	Y	Y	Y	H	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	N	N	Y	N	Y	Y	Y	Y	Y	N	

MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	N	N	Y	N	Y	Y	Y	H	Y	N	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	N	N	Y	N	Y	Y	Y	H	Y	N	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	N	N	Y	N	Y	Y	Y	H	Y	N	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	N	N	Y	N	Y	Y	Y	H	Y	N	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	N	Y	N	Y	Y	Y	H	N	N	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	N	Y	N	Y	Y	Y	H	N	N	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	N	Y	N	Y	Y	Y	H	N	N	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	N	N	N	N	N	N	H	N	N	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	N	N	N	N	N	N	Y	Y	Y	N	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	N	N	N	N	N	Y	Y	Y	N	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	N	N	N	N	N	Y	Y	Y	N	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	N	N	N	N	N	Y	Y	Y	N	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	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	N	N	N	N	N	N	H	N	N	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	N	Y	N	Y	Y	Y	Y	Y	N	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	N	N	N	N	N	N	N	H	N	N	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	N	N	N	N	N	N	N	H	N	N	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	N	N	N	N	N	N	N	H	N	N	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	N	N	N	N	N	N	N	H	N	N	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	N	N	N	N	N	N	N	H	N	N	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	N	N	N	N	N	N	N	H	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	N	N	N	N	N	N	N	H	N	N	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	N	N	N	N	N	N	H	N	N	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	N	N	N	N	N	N	N	H	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	N	N	N	N	N	N	N	H	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	N	N	N	N	N	N	N	H	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	N	N	N	N	N	N	N	H	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	N	N	N	N	N	N	N	H	N	N	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	N	N	N	N	N	N	N	H	N	N	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	N	N	N	N	N	N	N	H	N	N	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	N	N	N	N	N	N	N	H	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	N	N	N	N	N	N	N	H	N	N	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	N	N	N	N	N	N	N	H	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	N	N	N	N	N	N	H	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	N	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	N	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	N	N	N	N	N	N	N	H	N	N	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	N	N	N	N	N	N	H	N	N	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	N	N	N	N	N	N	H	N	N	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	N	N	N	N	N	N	H	N	N	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	N	N	N	N	N	N	H	N	N	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	N	N	N	N	N	N	N	H	N	N	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	N	N	N	N	N	N	N	H	N	N	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	N	N	N	N	N	N	H	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	N	N	N	N	N	N	H	N	N	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	N	N	N	N	N	N	H	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	N	N	N	N	N	N	N	H	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	N	N	N	N	N	N	N	H	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	N	N	N	N	N	N	H	N	N	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	N	N	N	N	N	N	N	H	N	N	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	N	N	N	N	N	N	N	H	N	N	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	N	N	N	N	N	N	N	H	N	N	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	N	N	N	N	N	N	H	N	N	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	N	N	N	N	N	N	N	H	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	N	N	N	N	N	N	N	H	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	N	N	N	N	N	N	N	H	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	N	N	N	N	N	N	N	H	N	N	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	N	N	N	N	N	N	N	H	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	N	N	N	N	N	N	N	H	N	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	N	N	H	N	N	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	N	N	N	N	N	N	N	H	N	N	
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	N	N	N	N	N	N	N	H	N	N	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	N	N	N	N	N	N	N	N	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	N	N	N	N	N	N	N	H	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	N	N	N	N	N	N	N	H	N	N	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	N	N	N	N	N	N	N	H	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	N	N	N	N	N	N	N	H	N	N	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	N	N	N	N	N	N	N	H	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	N	N	N	N	N	N	N	H	N	N	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	N	N	N	N	N	N	N	N	N	N	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	N	N	N	N	N	N	N	H	N	N	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	N	N	N	N	N	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	N	N	N	N	N	N	N	H	N	N	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	N	N	N	N	N	N	N	H	N	N	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	N	N	N	N	N	N	N	H	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	N	N	N	N	N	N	N	H	N	N	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	N	N	N	N	N	N	N	H	N	N	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	N	N	N	N	N	N	H	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	N	N	N	N	N	N	N	N	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	N	Y	N	Y	Y	Y	H	E	N	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	Y	N	Y	Y	Y	H	E	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	N	N	N	N	N	H	N	N	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	N	N	N	N	N	H	N	N	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	N	N	N	N	N	N	H	N	N	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	N	N	N	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	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	313	315	317	319	321	322	323	325	350	360	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	N	N	N	N	N	N	N	H	N	N	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	N	N	N	N	N	N	N	H	N	N	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	N	N	N	N	N	N	N	H	N	N	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	N	N	N	N	N	N	N	H	N	N	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	N	N	N	N	N	N	N	H	N	N	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	N	N	N	N	N	N	H	N	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	N	N	N	N	N	N	H	N	N	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	N	N	N	N	N	N	N	H	N	N	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	N	N	N	N	N	N	H	N	N	

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Table D2B – Route clearance of electric multiple units

Last Updated: 19/03/2022

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	Y	N	N	N	Y	N	N	Y	
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	N	Y	N	N	N	Y	N	N	Y	R1 Up and Down Slow Lines only
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	E R1	Y	E	N	E	Y	N	N	N	R1 Up and Down Slow Lines only
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	Y	Y	N	N	Y	Y	N	N	N	R1 Prohibited from Up Willesden Relief Line R2 Prohibited between the connection to Willesden Reception Sidings and Sudbury Jn
MD101	LEC1	Willesden West London Jn – Harlesden Jn	5	23	6	01	Y	Y	E	EH	Y	Y	EH R1 R2	N	N	R1 Prohibited with third rail current collection equipment (including shoe arms and height limit beams) R2 Prohibited with footsteps fitted R3 Up and Down Slow Lines only
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	Y	Y	N	EH	Y	Y	EH R1 R2	N	N	R1 Prohibited with third rail current collection equipment (including shoe arms and height limit beams) R2 Prohibited with footsteps fitted
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	Y	R1 R2	N	EH	R3	Y	EH R4 R5	N	N	R1 Prohibited Watford Junction platform 11 R2 Prohibited between Watford North Junction and Bletchley Jn when laden R3 Prohibited Hemel Hempstead Up Siding platform R4 Prohibited with third rail current collection equipment (including shoe arms and height limit beams) R5 Prohibited with footsteps fitted
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	Y	E	N	EH	Y	R1	EH R2 R3	N	N	R1 Prohibited Bletchley platforms 5 and 6 R2 Prohibited with third rail current collection equipment (including shoe arms and height limit beams) R3 Prohibited with footsteps fitted

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	R1 R2	E	N	EH	R2	Y	EH R3 R4 R5	N	N	R1 Prohibited Milton Keynes platform 3 in laden condition unless units have been subjected to a 25mm lateral footstep modification as detailed in clear route model LV-ES-6 (377-2) R2 Prohibited between Milton Keynes and Hanslope North Jn R3 Prohibited with third rail current collection equipment (including shoe arms and height limit beams) R4 Prohibited with footsteps fitted R5 Prohibited between Wolverton and Hanslope Jn
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	N	N	N	EH	N	T	N	N	N	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	N	N	N	EH	N	T	N	N	N	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	N	N	EH	N	T	N	N	N	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	N	E	N	N	N	Y	N	N	N	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	N	E R1 R2	N	N	N	Y	N	N	N	R1 Prohibited between Northampton and Northampton North Jn R2 Northampton platform 2 (down fast) only
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	N	N	N	N	N	Y	N	N	N	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	N	Y	N	N	N	N	N	N	Y	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	N	Y	N	N	N	N	N	R1	Y	R1 Class 499/2 only
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	N	Y	N	N	N	N	N	R1	Y	R1 Class 499/2 only
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	N	Y	N	N	N	N	N	N	Y	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	N	N	N	N	N	N	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	Y	E	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	Y	E	N	N	Y	N	N	N	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	Y	E	N	N	Y	N	N	N	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N	Y	E	N	N	Y	N	N	N	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	Y	E	N	N	Y	N	N	N	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	N	Y	E	N	N	Y	N	N	N	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	Y	E	N	N	Y	N	N	N	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	E	R1 R2	N	N	N	N	N	N	N	R1 For access to Bletchley platform 5 only R2 Prohibited with footsteps fitted
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	E	R1	N	N	E	N	N	N	N	R1 Prohibited with footsteps fitted
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	N	N	N	N	N	N	N	N	N	R1 Prohibited Limit of Electrification (Bletchley TMD) - Bedford St Johns West Jn
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	E	Y	E	EH	E	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	N	EH	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	Y	E	N	N	Y	N	N	EH	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	E	Y	N	N	E	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	Y	Y	N	EH	Y	N	EH	N	EH	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	N	EH	Y	N	EH	N	EH	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	Y	Y	N	N	Y	Y	N	N	N	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	N	EH	Y	N	EH	N	EH	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	N	N	E	N	N	N	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	N	N	N	N	N	N	N	N	N	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	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	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	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	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	N	N	N	N	EH	N	N	N	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	N	N	N	N	Y	N	N	N	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	N	N	N	N	Y	N	N	N	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	N	N	N	N	Y	N	N	N	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	N	N	N	N	N	N	N	N	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	N	N	N	N	N	N	N	N	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	N	N	N	N	N	T	N	N	N	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	N	N	N	N	N	T	N	N	N	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	N	N	N	N	N	T	N	N	N	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	N	N	N	N	N	T	N	N	N	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	N	N	N	N	N	T	N	N	N	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	N	N	N	N	N	T R1 R2	N	N	N	R1 Prohibited Birmingham platform 12 in 11-car formations. R2 Prohibited from entering Birmingham platform 3 via points NS578 reverse and platform 7 via points NS560 reverse when formed of 11-cars

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	N	N	N	N	N	T R1 R2	N	N	N	R1 Prohibited Birmingham platform 12 in 11-car formations. R2 Prohibited from entering Birmingham platform 3 via points NS578 reverse and platform 7 via points NS560 reverse when formed of 11-cars
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	N	N	N	N	N	T	N	N	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	N	N	N	N	N	T	N	N	N	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	N	N	N	N	N	T	N	N	N	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	N	N	N	N	N	T	N	N	N	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	N	N	N	N	N	T	N	N	N	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	N	N	N	N	N	N	N	N	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	N	N	N	N	N	N	N	N	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	N	N	N	N	N	N	N	N	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	N	N	N	N	N	N	N	N	N	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	N	N	N	N	N	N	N	N	N	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	N	N	N	N	N	N	N	N	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	N	N	N	N	N	N	N	N	N	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	N	N	N	N	N	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	N	N	N	N	Y	N	N	N	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	N	N	N	N	Y	N	N	N	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	N	N	N	N	N	Y	N	N	N	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	N	N	N	N	N	Y	N	N	N	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	N	N	N	N	N	Y	N	N	N	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	N	N	N	N	N	Y	N	N	N	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	N	N	N	N	N	Y	N	N	N	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	N	N	N	N	N	Y	N	N	N	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	N	N	N	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	N	N	N	N	N	Y	N	N	N	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	N	N	N	N	N	Y	N	N	N	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	N	N	N	N	N	N	N	N	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	N	N	N	N	N	N	N	N	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	N	N	N	N	N	N	N	N	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	N	N	EH	N	EH	N	N	N	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	N	N	N	N	Y	N	N	N	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	N	N	N	N	N	R1	N	N	N	Prohibited Walsall Pleck Jn – Walsall North Jn on the Down Fast line
MD345	BJW2	Limit of Electrification – Ryecroft Jn	6	34	6	76	N	N	N	N	N	N	N	N	N	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	N	N	N	N	N	Y	N	N	N	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	N	N	N	N	Y	N	N	N	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	N	N	N	N	Y	N	N	N	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	N	N	N	N	Y	N	N	N	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	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	N	N	EH	N	H	N	N	N	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	N	N	N	N	N	N	N	N	N	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	N	N	N	N	Y	N	N	N	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	N	N	N	N	N	N	N	N	N	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	N	N	N	N	N	N	N	N	N	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	N	N	N	N	N	N	N	N	N	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	N	N	N	N	N	N	N	N	N	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	N	N	N	N	N	N	N	N	N	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	N	N	N	N	N	N	N	N	N	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	N	N	N	N	H	N	N	N	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	N	N	N	N	N	N	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	N	N	N	N	N	N	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	N	N	N	N	N	N	N	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	N	N	N	N	N	N	N	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	N	N	N	N	N	N	N	N	N	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	N	N	N	N	N	N	N	N	N	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	N	N	N	N	N	N	N	N	N	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	N	N	N	N	N	N	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	N	N	N	N	N	N	N	N	N	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	N	N	N	N	N	N	N	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	N	N	N	N	N	N	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	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	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	N	N	N	N	N	EH R1	N	N	N	R1 OPPOS applies between Tamworth and Wilnecote
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	N	N	N	N	EH R1	N	N	N	R1 55mph over bridge 17 Cudworth on the Up Fast at 32m 48 ½ch
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	N	N	N	N	H	N	N	N	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	N	N	N	N	H	N	N	N	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	N	N	N	N	H	N	N	N	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	N	N	N	N	N	H	N	N	N	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	N	N	N	N	N	H	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	N	N	V	N	H	N	N	N	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	N	N	N	N	N	N	N	N	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	N	N	N	N	N	N	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	N	N	N	N	N	N	N	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	N	N	N	N	N	N	N	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	N	N	N	N	N	N	N	N	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	N	N	N	N	N	N	N	N	N	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	N	N	N	N	N	N	N	N	N	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	N	N	N	N	N	N	N	N	N	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	N	N	N	N	N	N	N	N	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	N	N	N	N	N	N	N	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	N	N	N	N	N	N	N	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	N	N	N	N	N	N	N	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	N	N	N	N	N	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	N	N	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	N	N	N	N	N	N	N	N	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	N	N	N	N	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	N	N	N	N	N	N	N	N	N	
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	N	N	N	N	N	N	N	N	N	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	N	N	N	N	N	N	N	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	N	N	N	N	N	N	N	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	N	N	N	N	N	N	N	N	N	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	N	N	N	N	N	N	N	N	N	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	N	N	N	N	N	N	N	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	N	N	N	N	N	N	N	N	N	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	N	N	N	N	N	N	N	N	N	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	N	N	N	N	N	N	N	
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	N	N	N	N	N	N	N	N	N	Line non operational
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	N	N	N	N	N	N	N	N	N	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	N	N	N	N	N	N	N	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	N	N	N	N	N	N	N	N	N	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	N	N	N	N	N	N	N	N	N	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	N	N	N	N	N	N	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	N	N	N	N	N	N	N	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	N	N	N	N	Y	N	N	N	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	N	N	N	Y	N	N	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	N	N	N	N	N	N	N	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	N	N	N	N	N	N	N	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	N	N	N	N	H	N	N	N	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	N	N	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	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	458	499	508	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	N	N	N	N	N	N	N	N	N	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	N	N	N	N	N	N	N	N	N	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	N	N	N	N	N	N	N	N	N	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	N	N	N	N	N	N	N	N	N	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	N	N	N	N	N	N	N	N	N	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	N	N	N	N	N	N	N	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	N	N	N	N	N	N	N	N	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	N	N	N	N	N	N	N	N	N	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	N	N	N	N	N	N	N	N	

Table D2B – Route clearance of electric multiple units

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	Y	E R1 R2	N	N	Prohibited between London Euston and Camden Carriage Neck Class 720/6 only
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	E R1	Y	E R2	N	N	Up and Down Slow Lines only Class 720/6 only
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	E R1	Y	E	N	N	Up and Down Slow Lines only
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	E	Y	E R1	N	N	5-car operations only for Class 720/6
MD101	LEC1	Willesden West London Jn – Harlesden Jn	5	23	6	01	E R1	Y	E R2	N	N	Up and Down Slow Lines only Class 720/6 only
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	N	Y	E R1 R2	N	N	Prohibited between Wembley Central Jn and Watford South Jn Class 720/6 only
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	N	R1	N	N	N	Prohibited between Watford Junction Station and Bletchley South Jn
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	N	N	N	N	N	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	N	N	N	N	N	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	N	N	N	N	N	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	N	N	N	N	N	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	N	N	N	N	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	N	N	N	N	N	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	N	N	N	N	N	
D120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	N	Y	N	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC lines)	3	01	5	28	N	Y	N	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC lines)	5	28	11	46	N	Y	N	N	N	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	N	Y	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	E R1	N	N	N	Prohibited between Watford Yard and St Albans Abbey
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	E	E	E	E	E R1	Single unit only in electric mode
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	E	E	E	E R1	Single unit only in electric mode
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	E	E	E	E R1	Single unit only in electric mode
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N		E			
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	E	E	E	E	E R1	Single unit only in electric mode
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	E	E	E	E	E R1	Single unit only in electric mode
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	E	E	E	E R1	Single unit only in electric mode
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	N	N	N	N	N	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	N	N	N	N	N	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	E R1	N	N	N	N	Prohibited Limit of Electrification (Bletchley TMD) - Bedford St Johns West Jn

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	E	Y	E R1	N	N	5-car operations only
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	N	Y	N	E	E	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	E	E R1	E	E	5-car operations only for Class 720/6
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	E	Y	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	E	Y	N	N	N	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	E	Y	N	N	N	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	N	Y	E R1	N	N	5-car operations only for Class 720/6
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	E	Y	N	N	N	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	EH R1	N	N	Class 720/1 & /5 only
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	N	E	N	N	N	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	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	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	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	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	N	N	N	N	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	N	N	N	N	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	N	N	N	N	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	N	N	N	N	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	N	N	N	N	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	N	N	N	N	N	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	N	N	N	N	N	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	N	N	N	N	N	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	N	N	N	N	N	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	N	N	N	N	N	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	N	N	N	N	N	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	N	N	N	N	N	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	N	N	N	N	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	N	N	N	N	N	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	N	N	N	N	N	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	N	N	N	N	N	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	N	N	N	N	N	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	N	N	N	N	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	N	N	N	N	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	N	N	N	N	N	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	N	N	N	N	N	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	N	N	N	N	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	N	N	N	N	N	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	N	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	N	N	N	N	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	N	N	N	N	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	N	N	N	N	N	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	N	N	N	N	N	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	N	N	N	N	N	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	N	N	N	N	N	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	N	N	N	N	N	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	N	N	N	N	N	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	N	N	N	N	N	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	N	N	N	N	N	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	N	N	N	N	N	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	N	N	N	N	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	N	N	N	N	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	N	N	N	N	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	N	N	N	N	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	N	N	N	N	N	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	N	N	N	N	N	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	N	N	N	N	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	N	N	N	N	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	N	N	N	N	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	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	N	N	N	N	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	N	N	N	N	N	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	N	N	N	N	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	N	N	N	N	N	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	N	N	N	N	N	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	N	N	N	N	N	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	N	N	N	N	N	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	N	N	N	N	N	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	N	N	N	N	N	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	N	N	N	N	N	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	N	N	N	N	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	N	N	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	N	N	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	N	N	N	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	N	N	N	N	N	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	N	N	N	N	N	
MD430	OWW	Kidderminster – Stourbridge North Jn	135	46	142	51	N	N	N	N	N	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	N	N	N	N	N	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	N	N	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	N	N	N	N	N	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	N	N	N	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	N	N	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	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	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	N	N	N	N	N	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	N	N	N	N	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	N	N	N	N	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	N	N	N	N	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	N	N	N	N	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	N	N	N	N	N	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	N	N	N	N	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	N	N	N	N	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	N	N	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	N	N	N	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	N	N	N	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	N	N	N	N	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	N	N	N	N	N	
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	N	N	N	N	N	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	N	N	N	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	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	N	N	N	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	N	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	N	N	N	N	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	N	N	N	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	745	755	Notes
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	N	N	N	N	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	N	N	N	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	N	N	N	N	N	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	N	N	N	N	N	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	N	N	N	N	N	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	N	N	N	N	N	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	N	N	N	N	N	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	N	N	N	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	N	N	N	N	N	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	N	N	N	N	N	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	N	N	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	N	N	N	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	N	N	N	N	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	N	N	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	N	N	N	

MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	N	N	N	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	N	N	N	N	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	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	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	N	N	N	N	N	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	N	N	N	N	N	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	N	N	N	N	N	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	N	N	N	N	N	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	N	N	N	N	N	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	N	N	N	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	N	N	N	N	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	N	N	N	N	N	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	N	N	N	N	

Table D3 – Route clearance of coaching stock

Last Updated: 08/04/2023

To be read in conjunction with General Notes.

Network Rail documentation may refer to either Mark 1-3 stock or C1-3 gauge as detailed below:

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

C3 = standard passenger coaching stock gauge for Mark 3 coaches which are 23 metres (75') long overall.

Mk3 (MOD) = Mk 3 coaches (Modified) and refers to Mk 3 coaches which have been fitted with powered bodyside plug doors.

Mk3 DVT (MOD) = Mk3 DVT (Modified) and refers to Mk3 DVTs that have had centre pivot lateral bump stops modified to ESG-S-MO15, reducing lateral body movement.

Mk4 DVTs can operate over all routes cleared for Mark 4 coaching stock. Any restrictions applied to Mk4 coaching stock also apply to Mk 4 DVTs.

Mk3 coaches used with Class 43 power cars and fitted with external power-operated sliding doors, manufactured by Vapor Stone Rail Systems, and CET are compatible with all routes shown as cleared for Mk3 coaches.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	Y	Y	Y	EH	Y	Y	N	Y	N	
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	Y	Y	Y	EH	Y	Y	N	Y	N	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	Y	Y	Y	EH	Y	Y	N	Y	N	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	Y	Y	Y	EH	Y	Y	N	Y	N	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	Y	Y	Y	EH	Y	Y	N	Y	N	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	Y	Y	Y	EH	Y	Y	N	Y	N	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	Y	Y	Y	EH	Y	Y	N	Y	N	
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1-5) – Denbigh Hall South Jn	46	41	47	52	Y	Y	Y	EH	Y	Y	N	Y	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	Y	Y	Y	EH	Y	Y	N	Y	Y	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	Y	Y	Y	EH	Y	Y	N	Y	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	Y	Y	Y	EH	Y	Y	N	Y	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	Y	Y	Y	N	Y	Y	N	Y	Y	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	Y	Y	Y	N	Y	Y	N	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	Y	Y	Y	N	Y	Y	N	Y	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	Y	Y	Y	N	Y	Y	N	Y	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	Y	Y	Y	N	N	N	N	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	Y	Y	Y	N	N	N	N	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	Y	Y	Y	N	N	N	N	N	N	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	Y	Y	Y	N	N	N	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	Y	Y	Y	N	N	N	N	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	Y	Y	N	Y	Y	N	Y	N	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	Y	Y	Y	N	Y	Y	N	Y	N	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	Y	Y	Y	N	Y	Y	N	Y	N	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	Y	Y	Y	N	Y	Y	N	N	N	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	Y	Y	N	Y	Y	N	Y	N	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	Y	Y	Y	N	Y	Y	N	Y	N	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	Y	Y	Y	N	Y	Y	N	Y	N	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	Y	Y	Y	N	N	N	N	Y	Y	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	Y	Y	Y	N	N	N	N	N	N	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	Y	Y	Y	N	N	N	N	N	N	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	Y	Y	Y	EH R1	N	Y	N	Y	N	R1 Prohibited with footsteps fitted

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	Y	Y	Y	N	N	N	N	N	N	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	Y	Y	Y	N	N	Y	N	Y	N	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	Y	Y	Y	N	N	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	Y	Y	Y	N	N	N	N	N	N	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	Y	N	N	N	N	N	N	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	Y	Y	Y	EH	Y	Y	N	Y	N	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	Y	N	N	N	N	N	N	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	Y	Y	Y	EH R1	N	Y	N	N	N	R1 Prohibited with footsteps fitted
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	Y	Y	Y	EH R1	N	Y	N	N	N	R2 Prohibited with footsteps fitted
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	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	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	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	Y	Y	Y	N	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	Y	Y	Y	N	N	N	N	N	N	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	Y	Y	Y	N	N	N	N	N	N	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	Y	Y	Y	N	N	N	N	N	N	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	Y	Y	Y	N	N	N	N	N	N	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	Y	Y	Y	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	Y	Y	Y	N	N	N	N	N	N	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	Y	Y	Y	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	Y	Y	Y	EH	Y	Y	N	Y	N	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	Y	Y	Y	EH	Y	Y	N	Y	N	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	Y	Y	Y	Y	Y	Y	N	Y	N	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	Y	Y	Y	Y	Y	Y	N	Y	N	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	Y	Y	Y	N	N	N	N	N	N	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	Y	Y	Y	N	N	N	N	N	N	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	Y	Y	Y	N	N	N	N	N	N	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	Y	Y	Y	N	N	N	N	N	N	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	Y	Y	Y	N	N	N	N	N	N	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	Y	Y	Y	N	N	N	N	N	N	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	Y	Y	Y	N	N	N	N	N	N	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	Y	Y	Y	N	N	N	N	N	N	

MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	Y	Y	Y	Y	Y	Y	N	Y	N	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	Y	Y	Y	Y	Y	Y	N	Y	N	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	Y	Y	Y	N	Y	Y	N	Y	N	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	Y	Y	Y	N	Y	Y	N	Y	N	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	Y	Y	Y	Y	Y	Y	N	Y	N	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	Y	Y	Y	Y	Y	Y	N	Y	N	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	Y	Y	Y	R1	Y	Y	N	Y	N	R1 Prohibited between Portobello Jn and Bushbury Jn
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	Y	Y	Y	N	Y	Y	N	Y	N	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	Y	Y	Y	N	Y	Y	N	Y	N	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	Y	Y	Y	N	Y	Y	N	Y	N	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	Y	Y	Y	N	Y	Y	N	Y	N	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	Y	Y	Y	N	N	N	N	N	N	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	Y	Y	Y	N	N	N	N	N	N	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	Y	Y	Y	N	N	N	N	N	N	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	Y	Y	Y	N	N	N	N	N	N	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	Y	Y	Y	N	N	N	N	Y	N	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	Y	Y	Y	N	N	N	N	Y	N	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	Y	Y	Y	N	N	N	N	Y	N	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	Y	Y	Y	N	N	N	N	Y	N	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	Y	Y	Y	N	N	N	N	Y	N	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	Y	Y	Y	N	N	N	N	Y	N	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	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	Y	Y	Y	N	N	N	N	N	N	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	Y	Y	Y	N	Y	Y	N	Y	N	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	Y	Y	Y	Y	Y	Y	N	Y	N	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	Y	Y	Y	Y	N	Y	N	N	N	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	Y	Y	Y	Y	N	Y	N	N	N	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	Y	Y	Y	Y	N	Y	N	N	N	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	Y	Y	Y	Y	N	Y	N	N	N	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	Y	Y	Y	Y	N	Y	N	N	N	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	Y	Y	Y	Y	N	Y	N	N	N	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	Y	Y	Y	Y	N	Y	N	N	N	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	Y	Y	Y	N	N	N	N	Y	N	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	Y	Y	Y	Y	N	Y	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	Y	Y	Y	Y	N	Y	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	Y	Y	Y	Y	N	Y	N	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	Y	Y	Y	Y	N	Y	N	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	Y	Y	Y	N	N	N	N	N	N	R1
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	Y	Y	Y	EH R1	N	R1	N	N	N	Prohibited between Hartlebury and Route Boundary (GW370) (Cutnall Green)
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	Y	Y	Y	Y	N	Y	N	N	N	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	Y	Y	Y	Y	N	Y	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	Y	Y	Y	Y	N	Y	N	N	N	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	Y	Y	Y	N	N	N	N	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	Y	Y	N	N	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	Y	Y	Y	N	N	N	N	N	N	

MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	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	Y	Y	Y	N	N	N	N	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	Y	Y	Y	EH	N	Y	N	N	N	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	Y	Y	Y	EH	N	Y	N	N	N	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	Y	Y	Y	EH	N	Y	N	N	N	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	Y	Y	Y	EH R1	N	Y	N	N	N	R1 Prohibited between Landor St and Grand Jn
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	Y	Y	Y	EH	N	Y	N	N	N	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	Y	Y	Y	N	N	N	N	N	N	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	Y	Y	Y	N	N	N	N	N	N	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	Y	Y	Y	EH	N	Y	N	N	N	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	Y	Y	Y	N	N	N	N	N	N	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	Y	Y	Y	N	N	N	N	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	Y	Y	Y	N	N	N	N	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	Y	Y	Y	N	N	N	N	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	Y	Y	Y	EH	N	Y	N	N	N	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	Y	Y	Y	Y	N	Y	N	N	N	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	Y	Y	Y	N	N	N	N	N	N	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	Y	Y	Y	Y	N	Y	N	N	N	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	Y	Y	Y	N	N	N	N	N	N	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	Y	Y	Y	Y	N	Y	N	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	Y	Y	Y	Y	N	Y	N	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	Y	Y	Y	Y	N	Y	N	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	Y	Y	Y	Y	N	Y	N	N	N	

MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	Y	Y	Y	Y	N	Y	N	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	Y	Y	Y	Y	N	Y	N	N	N	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	Y	Y	Y	N	N	N	N	N	N	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	Y	Y	Y	N	N	N	N	N	N	
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	Y	Y	Y	N	N	N	N	N	N	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	Y	Y	Y	N	N	Y	N	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	Y	Y	Y	Y	N	Y	N	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	Y	Y	Y	Y	N	Y	N	N	N	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	Y	Y	Y	EH	N	Y	N	N	N	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	Y	Y	Y	EH	N	Y	N	N	N	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	Y	Y	Y	EH	N	Y	N	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	Y	Y	Y	EH	N	Y	N	N	N	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	Y	Y	Y	Y	Y	N	N	N	N	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	Y	Y	R3	R3	R3	R1 R2	N	N	N	R1 Prohibited between Claydon L&NE Jn and Stop Block Gate R2 20mph maximum speed R3 Prohibited Temporary Buffer Stop and Gates (Claydon)
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	N	N	N	N	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	Y	Y	Y	N	N	N	N	N	N	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	Y	Y	Y	N	N	N	N	N	N	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	Y	Y	Y	N	N	N	N	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	Y	Y	Y	N	N	N	N	N	N	

MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	Y	Y	Y	N	N	N	N	N	N		
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	Y	Y	Y	N	N	N	N	N	N		
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	Y	Y	Y	Y	Y	N	N	N	N		
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	Y	Y	Y	Y	N	Y	N	N	N		
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	Y	Y	Y	Y	N	Y	N	N	N		
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	Y	Y	Y	Y	N	Y	N	N	N		
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	Y	Y	Y	Y	N	Y	N	N	H R1	R1	Prohibited Madeley Jn – Telford Central
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	Y	Y	Y	N	N	N	N	N	N		
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	Y	Y	Y	N	N	N	N	N	N		
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	Y	Y	Y	N	N	N	N	N	N		

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	Y	Y	Y	N	N	N	N	N	N	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	Y	Y	Y	N	N	N	N	N	N	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	Y	Y	Y	N	N	N	N	N	N	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	Y	Y	Y	N	N	N	N	N	N	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	Y	Y	Y	N	N	N	N	N	N	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	Y	Y	Y	N	N	N	N	N	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	Y	Y	Y	N	N	N	N	N	N	
GW350	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	Y	Y	Y	N	N	N	N	N	N	
GW350	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	Y	Y	Y	N	N	N	N	N	N	

Table D4A – Route clearance of locomotives

Last Updated: 19/03/2022

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	37/7 37/9	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	37/7 37/9	Notes
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	8	N	N	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	8	N	N	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	8	N	N	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	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	8	Y	Y	Y	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	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	8	Y	R1	Y	Y	Y	Y	Y	Y	Y	R1 Prohibited 52m 40ch to Stoke Works Jn
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	8	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	8	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	0	20	0	04	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	0	04	2	61	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Limit of Electrification – Ryecroft Jn	6	34	6	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	8	N	N	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	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	8	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	8	N	N	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	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	8	Y	Y	Y	Y	Y	Y	R1	R1	R1	R1 5mph Down Main line between 202m 21ch and 202m 00ch
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited unless fitted with tripcocks or agreed operational arrangements are in place to allow the vehicle to proceed onto LUL infrastructure

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	31/131/6	31/4	33	37/037/3 37/437/6	37/5	37/7 37/9	Notes
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited over LUL section unless fitted with tripcocks or agreed operational arrangements are in place to allow the vehicle to proceed onto LUL infrastructure
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	8	N	N	Y	Y	Y	Y	Y	Y	Y	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	8	N	N	N	N	N	N	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	10	N	N	Y	Y	Y	Y	Y	Y	Y	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	8	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	8	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	8	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	8	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	7	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	7	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	7	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	7	Y	N	Y	Y	Y	Y	Y	Y	Y	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	7	Y	N	Y	Y	Y	Y	Y	Y	Y	

Table D4B – Route clearance of locomotives

Last Updated: 19/03/2022

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	8	Y	Y	Y	Y	Y	Y	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 –5) – Denbigh Hall South Jn	46	41	47	52	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	8	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	8	Y	Y	Y	Y	Y	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	8	Y	Y	Y	Y	Y	Y	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	8	Y	Y	Y	Y	Y	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	8	Y	Y	Y	Y	Y	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	8	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	8	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	8	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	8	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) - Watford Jn (DC Lines)	11	46	17	58	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	7	Y	Y	Y	Y	Y	Y	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	Y	Y	Y	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	8	Y	Y	Y	Y	Y	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	8	Y	Y	Y	Y	Y	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	8	Y	Y	Y	Y	Y	Y	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	Y	Y	Y	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	8	Y	Y	Y	Y	Y	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	8	Y	Y	Y	Y	Y	Y	
MD140	LEC1	Bletchley South Jn –Bletchley North Jn (Change of Mileage)	46	41	46	59	8	Y	Y	Y	Y	Y	Y	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	8	Y	Y	Y	Y	Y	Y	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	8	Y	Y	Y	Y	Y	Y	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	8	Y	Y	Y	Y	Y	Y	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	8	Y	Y	Y	Y	Y	Y	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	8	Y	Y	Y	Y	Y	Y	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	8	Y	Y	Y	Y	Y	Y	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	8	Y	Y	Y	Y	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	Y	Y	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	8	Y	Y	Y	Y	Y	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	Y	Y	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	8	Y	Y	Y	Y	Y	Y	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	8	Y	Y	Y	Y	Y	Y	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	8	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	8	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	8	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	7	Y	Y	Y	Y	Y	Y	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	8	Y	Y	Y	Y	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	8	Y	Y	Y	Y	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	8	Y	Y	Y	Y	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	8	Y	Y	Y	Y	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	8	Y	Y	Y	Y	Y	Y	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	8	N	Y	Y	Y	Y	Y	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	8	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	8	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	8	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	8	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	8	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	8	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	8	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	8	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	8	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	8	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	8	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	8	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	8	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	8	Y	Y	Y	Y	Y	Y	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	8	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	8	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	8	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	8	Y	Y	Y	Y	Y	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	8	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	8	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	8	Y	Y	Y	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	8	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	8	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	8	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	8	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	8	Y	Y	Y	Y	Y	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	8	Y	Y	Y	Y	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	8	Y	Y	Y	Y	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	8	Y	Y	Y	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	8	Y	Y	Y	Y	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	8	Y	Y	Y	Y	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	8	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	8	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	8	Y	Y	Y	Y	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	8	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	8	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Limit of Electrification – Ryecroft Jn	6	34	6	76	8	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	8	Y	Y	Y	Y	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	8	Y	Y	Y	Y	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	8	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	8	Y	Y	Y	Y	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	8	Y	Y	Y	Y	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	8	Y	Y	Y	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	8	Y	Y	Y	Y	Y	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	8	Y	Y	Y	Y	Y	Y	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	8	Y	Y	Y	Y	Y	Y	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	8	Y	Y	Y	Y	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	8	Y	Y	Y	Y	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	8	Y	Y	Y	Y	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	8	Y	Y	Y	Y	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	8	Y	Y	Y	Y	Y	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	8	Y	Y	Y	Y	Y	Y	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	8	Y	Y	Y	Y	Y	Y	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	8	Y	Y	Y	Y	Y	Y	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	8	Y	Y	Y	Y	Y	Y	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	8	Y	Y	Y	Y	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	8	Y	Y	Y	Y	Y	Y	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	8	Y	Y	Y	Y	Y	Y	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	8	Y	Y	Y	Y	Y	Y	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	8	Y	Y	Y	Y	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	8	Y	Y	Y	Y	Y	Y	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	8	Y	Y	Y	Y	Y	Y	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	8	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	8	Y	Y	Y	Y	Y	Y	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	8	Y	Y	Y	Y	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	8	Y	Y	Y	Y	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	8	Y	Y	Y	Y	Y	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	8	Y	Y	Y	Y	Y	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	8	Y	Y	Y	Y	Y	Y	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	8	Y	Y	Y	Y	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	8	Y	Y	Y	Y	Y	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	8	Y	Y	Y	Y	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	8	Y	Y	Y	Y	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	8	Y	Y	Y	Y	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	8	Y	Y	Y	Y	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	8	Y	Y	Y	Y	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	8	Y	Y	Y	Y	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	8	Y	Y	Y	Y	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	8	Y	Y	Y	Y	Y	Y	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	8	Y	Y	Y	Y	Y	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	8	Y	Y	Y	Y	Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	7	Y	Y	Y	Y	Y	Y	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	7	Y	Y	Y	Y	Y	Y	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	7	Y	Y	Y	Y	Y	Y	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	7	Y	Y	Y	Y	Y	Y	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	8	Y	Y	Y	Y	Y	Y	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	8	R1	R1	R1	R1	R1	R1	R1 Prohibited unless fitted with tripcocks or agreed operational arrangements are in place to allow the vehicle to proceed onto LUL infrastructure
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	8	R1	R1	R1	R1	R1	R1	R1 Prohibited over LUL section unless fitted with tripcocks or agreed operational arrangements are in place to allow the vehicle to proceed onto LUL infrastructure
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	8	Y	Y	Y	Y	Y	Y	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	8	Y	Y	Y	Y	Y	Y	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	8	Y	Y	Y	Y	Y	Y	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	8	Y	Y	Y	Y	Y	Y	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	8	Y	Y	Y	Y	Y	Y	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	8	Y	Y	Y	Y	Y	Y	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	8	Y	Y	Y	Y	Y	Y	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	8	Y	Y	Y	Y	Y	Y	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	8	Y	Y	Y	Y	Y	Y	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	8	N	N	N	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	8	Y	Y	Y	Y	Y	Y	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	7	Y	Y	Y	Y	Y	Y	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	7	Y	Y	Y	Y	Y	Y	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	7	Y	Y	Y	Y	Y	Y	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	7	Y	Y	Y	Y	Y	Y	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	8	Y	Y	Y	Y	Y	Y	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	10	Y	Y	Y	Y	Y	Y	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	8	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	8	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	8	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	8	Y	Y	Y	Y	Y	Y	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	8	Y	Y	Y	Y	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	8	Y	Y	Y	Y	Y	Y	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	8	Y	Y	Y	Y	Y	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	8	Y	Y	Y	Y	Y	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	8	Y	Y	Y	Y	Y	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	8	Y	Y	Y	Y	Y	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	7	Y	Y	Y	Y	Y	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	7	Y	Y	Y	Y	Y	Y	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	7	Y	Y	Y	Y	Y	Y	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	7	Y	Y	Y	Y	Y	Y	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	7	Y	Y	Y	Y	Y	Y	

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Table D4C – Route clearance of locomotives

Last Updated: 19/03/2022

To be read in conjunction with General Notes.
Class 67 – Additional speed restrictions are detailed on the current Vehicle / Infrastructure Summary of Compatibility documentation

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	7	Y	Y	N	Y	R1 R2	Y	Y	Y	Y	R1 20mph maximum speed R2 Prohibited unless formed as part of the Rail Head Treatment Train
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	8	N	N	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	8	N	N	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	8	N	N	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	7	Y	Y	N	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	8	N	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	8	Y	Y	Y	Y	Y	R1	R1	Y	Y	R1 Prohibited Wolverhampton platform 6
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	BJW2	Limit of Electrification – Ryecroft Jn	6	34	6	76	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	8	N	N	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	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	8	N	N	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	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	8	Y	Y	Y	Y	Y	Y	Y	Y	R1	R1 5mph on the Down Main line between 202m 21ch and 202m 00ch
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	7	Y	Y	Y	Y	Y	Y	R1	Y	Y	R1 Prohibited Down Northolt Loop between Northolt Park Jn and Northolt Jn
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited unless fitted with tripcocks or agreed operational arrangements are in place to allow the vehicle to proceed onto LUL infrastructure
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	8	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited over LUL section unless fitted with tripcocks or agreed operational arrangements are in place to allow the vehicle to proceed onto LUL infrastructure
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	8	Y	Y	Y	Y	R1	Y	Y	Y	Y	R1 Prohibited Temporary Buffer Stops to Gates (Claydon)
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	8	N	N	N	N	N	N	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	8	Y	Y	Y	Y	N	Y	Y	Y	Y	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	8	Y	Y	Y	Y	N	Y	Y	Y	Y	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	8	Y	Y	Y	Y	N	Y	Y	Y	Y	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	8	Y	Y	Y	Y	N	Y	Y	Y	Y	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	8	Y	Y	Y	Y	N	Y	Y	Y	Y	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	58	59	60	66	67	68	70	73	97/3	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	7	Y	Y	Y	Y	R1	Y	R2	Y	Y	R1 5mph Comer Road overbridge (122m 00ch) R2 Prohibited Down Main Line between Worcester Foregate Street and Malvern Link
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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Table D4D – Route clearance of locomotives

Last Updated: 19/03/2022

To be read in conjunction with General Notes.

Class 92 locomotives may additionally be dead hauled on any route that conforms to W6a and RA7 provided that the 'Battery Isolation Switch' is set to the 'Isolate' position.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	8	Y	Y	Y	Y	N	Y	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	8	Y	Y	Y	Y	N	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	8	Y	Y	Y	Y	N	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	8	Y	Y	Y	Y	N	Y	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	8	Y	Y	Y	Y	N	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	8	Y	Y	Y	Y	N	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	8	Y	Y	Y	Y	N	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	8	N	N	Y	N	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	8	N	N	Y	N	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	8	N	N	Y	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	7	Y	Y	Y	Y	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	Y	Y	H	N	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	8	Y	Y	Y	Y	H	N	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	8	Y	Y	Y	Y	H	N	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	8	Y	Y	Y	Y	H	N	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	Y	Y	H	N	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	8	EH	EH	Y	EH	N	N	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	8	EH	EH	Y	EH	N	N	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	8	N	N	Y	N	N	N	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	8	Y	Y	Y	Y	N	Y	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	8	N	N	Y	N	N	N	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	8	Y	Y	Y	Y	H	Y	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	8	Y	Y	Y	Y	N	Y	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	8	Y	Y	Y	Y	H	R1	R1 15mph when operating in AC mode
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	Y	Y	N	R1	R1 15mph between Mitre Bridge Jn and West London Jn
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	8	Y	Y	Y	Y	N	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	Y	Y	N	R1	R1 15mph between Mitre Bridge Jn and West London Jn
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	8	N	N	Y	N	N	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	8	H	H	Y	H	N	N	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	8	N	N	Y	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	8	N	N	Y	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	8	N	N	Y	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	7	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	8	H	H	Y	H	H	N	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	8	Y	Y	Y	Y	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	8	Y	Y	Y	Y	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	8	Y	Y	Y	Y	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	8	H	H	Y	H	H	N	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	8	H	H	Y	H	H	N	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	8	H	H	Y	H	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	8	Y	Y	Y	Y	N	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	8	Y	Y	Y	Y	N	Y	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	8	Y	Y	Y	Y	N	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	8	Y	Y	Y	Y	N	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	8	Y	Y	Y	Y	N	Y	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	8	Y	Y	Y	Y	N	Y	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	8	Y	Y	Y	Y	N	Y	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	8	Y	Y	Y	Y	N	Y	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	8	Y	Y	Y	Y	N	Y	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	8	Y	Y	Y	Y	N	Y	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	8	Y	Y	R1	Y	N	Y	R1 Prohibited North Bay at Wolverhampton station (platform 6)
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	8	Y	Y	Y	Y	N	Y	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	8	Y	Y	Y	Y	N	N	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	8	Y	Y	Y	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	8	Y	Y	Y	Y	N	N	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	8	Y	Y	Y	Y	N	N	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	51	58	8	H R1	N	Y	N	N	N	R1 Prohibited 52m 40ch to Stoke Works Jn
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	8	N	N	Y	N	N	N	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	8	N	N	Y	N	N	N	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	8	Y	Y	Y	Y	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	8	Y	Y	Y	Y	N	N	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	8	Y	Y	Y	N	N	N	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	8	Y	Y	Y	N	N	N	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	8	Y	Y	Y	N	N	N	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	8	Y	Y	Y	Y	N	N	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	8	Y	Y	Y	Y	N	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	8	Y	Y	Y	Y	N	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	8	Y	Y	Y	Y	N	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	8	Y	Y	Y	Y	N	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	8	Y	Y	Y	Y	N	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	8	Y	Y	Y	Y	N	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	8	Y	Y	Y	Y	N	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	8	Y	Y	Y	Y	N	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	8	Y	Y	Y	Y	N	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	8	H	H	Y	Y	N	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	8	Y	Y	Y	Y	N	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	8	Y	Y	Y	Y	N	N	
MD345	BJW2	Limit of Electrification – Ryecroft Jn	6	34	6	76	8	H	H	Y	H	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	8	H	H	Y	Y	N	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	8	H	H	Y	Y	N	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	8	H	H	Y	Y	N	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	8	N	N	Y	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	8	H	N	Y	H	N	N	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	8	Y	Y	Y	Y	N	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	8	Y	Y	Y	Y	N	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	8	N	N	Y	N	N	N	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	8	H R1	H R1	Y	H R1	N	N	R1 Prohibited between Aynho Jn and Fenny Compton
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	8	N	N	Y	N	N	N	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	8	H R1	H R1	Y	H R1	N	N	R1 Prohibited between Tyseley South Jn and Tyseley
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	8	H	H	Y	H	N	N	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	8	H	H	Y	H	N	N	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	8	H	H	Y	H	N	N	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	8	H	H	Y	H	N	N	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	8	N	N	Y	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	8	N	N	Y	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	8	N	N	Y	N	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	8	N	N	Y	N	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	8	N	N	Y	N	N	N	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	8	N	N	Y	N	N	N	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	8	N	N		N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	8	N	N	Y	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	8	H R1	H R1	Y	H R1	N	N	R1 Prohibited between Rowley Regis and Stourbridge North Jn
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	8	H	H	Y	H	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	8	N	N	Y	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	8	N	N	Y	N	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	8	N	N	Y	N	N	N	Line out of use NME/2005/LNW284
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	8	N	N	Y	N	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	8	H	H	Y	H	N	N	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	8	H	H	Y	H	N	N	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	8	H	H	Y	H	N	N	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	8	H	H	Y	H	N	N	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	8	N	N	Y	N	N	N	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	8	H	H	Y	H	N	N	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	8	H	H	Y	H	N	N	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	8	H	H	Y	H	N	N	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	8	H	H	Y	H	N	N	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	8	H	H	Y	H	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	8	H	H	Y	H	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	8	H	H	Y	H	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	8	H	N	Y	N	N	N	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	8	H	H	Y	H	N	N	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	8	H	N	Y	N	N	N	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	8	H	H	Y	H	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	8	N	N	Y	N	N	N	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	8	N	N	Y	N	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	7	N	N	Y	N	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	7	N	N	Y	N	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	7	N	N	Y	N	N	N	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	7	N	N	Y	N	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	8	N	N	Y	N	N	N	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	8	N	N	Y	N	N	N	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	8	N	N	Y	N	N	N	
MD712	MCJ2	Aylesbury Jn - Aylesbury	38	08	38	13	8	N	N	Y	N	N	N	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	8	N	N	Y	N	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	8	N	N	Y	N	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	8	N	N	Y	N	N	N	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	8	N	N	R1	N	N	N	R1 Prohibited Aylesbury North Goods Loop
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	8	N	N	Y	N	N	N	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	8	N	N	Y	N	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	8	N	N	Y	N	N	N	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	7	N	N	Y	N	N	N	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	7	N	N	Y	N	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	7	N	N	Y	N	N	N	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	7	N	N	Y	N	N	N	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	7	N	N	Y	N	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	7	N	N	Y	N	N	N	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	7	N	N	Y	N	N	N	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	8	N	N	Y	N	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	-	N	N	Y	N	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	8	Y	Y	Y	Y	N	N	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	8	Y	Y	Y	Y	N	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	8	H R1	H R1	Y	H R1	N	N	R1 Prohibited between Oxley and Cosford (Bridge No.359 at 145m 65ch – Bilbrook station) on Down Wellington line, but permitted over the Up Wellington line in both directions, under Single Line Working arrangements over the Up Wellington line for Down direction movements.
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	8	H R1	H R1	Y	H R1	N	N	R1 20 mph over Bridge No.415 between Wellington and Allscott GF at 163m 70ch in the down direction
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	8	H	H	Y	H	N	N	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	8	N	N	Y	N	N	N	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	8	N	N	Y	N	N	N	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	8	N	N	Y	N	N	N	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	8	N	N	Y	N	N	N	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	8	N	N	Y	N	N	N	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	7	N	N	Y	N	N	N	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	7	N	N	Y	N	N	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	7	N	N	Y	N	N	N	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	7	N	N	Y	N	N	N	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	7	N	N	Y	N	N	N	

Table D5A - Route clearance of Freight Vehicles

Last Updated: 30/04/2022

To be read in conjunction with General Notes.

The notations (used in these tables) are explained as follows for freight vehicles or loads conforming to the Group Standards:

Y Permitted to operate over the route without restriction.

R Permitted to operate over part or all of the route but restrictions apply. See “Notes” column for details.

S Permitted for, or prohibited to, specific traffic. See “Notes” column for details.

* Route does not conform to Group Standard W6A Lower Gauge as defined in GE/RT8073. Certain W6A vehicles are prohibited from all or part of the route; these restrictions are detailed on the Summary of Compatibility for the vehicles concerned.

N Prohibited from operating over the route

Conditions of Operation

When operating within a possession the notations detailed within the table may not apply subject to a risk assessment and the application of appropriate control measures (in accordance with company and Group Standards).

Freight traffic, other than containers/swap bodies, which exceed W6A gauge shall only operate in accordance with GORT3056-K

Vehicles conveying containers/swap bodies are also subject to the procedure detailed in GO/RM3056, Section J Intermodal Traffic.

Temporary authority for a specific wagon and container/swapbody combination may be granted by the Infrastructure Manager’s Gauging Engineer. This authority shall be detailed and issued on an RT3973/CON form.

Note

GO/RM3056 Section J Intermodal Traffic contains details of the wagon type (by TOPS code) and container/swapbody (by height, width and/or size code) combinations that conform to the gauges shown as column headings in this table.

Line of route	Line of Route / Sector Description	Gauge								Notes	
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12		
MD101	London Euston – West London Junction (Willesden)	Y *	R1	R1	R1	N	R1	N	N	R1	Applies only to traffic operating over the Slow lines between Camden Junction (to / from the Primrose Hill lines [MD145]) and West London Junction (Willesden).
MD101	West London Junction (Willesden) – Rugby Trent Valley Junction	Y *	Y	Y	Y	N	Y	N	N		
MD101	Rugby Trent Valley Junction – Armitage Junction (Exclusive)	Y *	Y	Y	Y	N	Y	N	N		
MD101	West London Junction (Willesden) – Sudbury Junction (Willesden Relief Lines)	Y	Y	Y	Y	N	Y	N	N		
MD101	Harlesden Junction – Sudbury Junction (Brent Reception & Departure Lines)	Y *	Y	Y	Y	N	Y	N	N		
MD105	Hanslope Junction – Rugby via Northampton	Y *	Y	Y	Y	N	Y	N	N		
MD120	Camden Junction – Willesden Suburban Junction (DC Lines)	R1*	N	N	N	N	N	N	N	R1	Only L.U.L trains may operate between Queens Park Jn and the NR/LUL boundary on the connecting lines to/from Queens Park LUL lines
MD120	Willesden Suburban Junction – Watford Junction (DC Lines)	Y *	N	N	N	N	N	N	N		
MD130	Watford Junction – St Albans Abbey	Y *	N	N	N	N	N	N	N		
MD136	Harlesden Jn – Railnet Jn	Y	Y	Y	Y	N	Y	N	N		
MD136	Railnet Jn – Willesden Carriage Shed South	Y	N	N	N	N	N	N	N		
MD136	Willesden Carriage Shed South – Connection with Yard line	Y	N	N	N	N	N	N	N		
MD136	Willesden Carriage Shed South – Connection with Yard line	Y	N	N	N	N	N	N	N		
MD136	Connection with Yard line – Wembley Central Jn	Y	Y	Y	Y	N	Y	N	N		
MD137	Harlesden Jn – Railnet Jn	Y	Y	Y	Y	N	Y	N	N		
MD137	Railnet Jn – Wembley Yard South Jn	Y	Y	Y	Y	N	Y	N	N		

Line of route	Line of Route / Sector Description	Gauge								Notes	
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12		
MD137	Wembley Yard South Jn – Wembley Central Jn	Y	Y	Y	Y	N	Y	N	N		
MD140	Bletchley – Bedford St Johns (inclusive)	Y *	Y	Y	N	N	N	N	N		
MD145	Camden Road West Junction – Camden Junction	Y	Y	Y	Y	N	Y	N	N		
MD150	Kensal Green Junction – Willesden Suburban Junction	Y	Y	Y	Y	N	N	N	N		
MD155	Kensal Green Junction – Harlesden Junction	Y	Y	Y	Y	N	Y	N	N		
MD160	Willesden High Level Junction – Mitre Bridge Junction	Y	Y	Y	Y	N	N	N	N		
MD166	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	Y	Y	Y	Y	N	N	N	N		
MD166	Mitre Bridge Jn – West London Jn (Willesden)	Y	Y	Y	Y	N	N	N	N		
MD166	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	Y	Y	Y	Y	N	Y	N	N		
MD167	Mitre Bridge Jn – West London Jn (Willesden)	Y	Y	Y	Y	N	N	N	N		
MD167	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	Y	Y	Y	Y	N	N	N	N		
MD170	Acton Canal Wharf Junction – Willesden Junction	Y	Y	Y	Y	Y	Y	Y	Y		
MD180	Rugby Trent Valley Junction – New Bilton	Y	N	N	N	N	N	N	N	R1	
MD232	Hinckley (Exclusive) – Abbey Jn	Y	Y	N	N	N	Y	N	N		
MD233	Midland Yard Jn – Canal Farm Jn	Y	Y	Y	Y	N	Y	N	Y		
MD301	Rugby, Trent Valley Junction – Penkridge (Excl) via Stechford, Birmingham New Street and Dudley Port	Y *	Y	Y	R1	N	R2	N	N	R1 R2	R1 W9 <u>prohibited</u> between Stechford North Junction and Bushbury Junction via Birmingham New Street and Dudley Port R2 W10 <u>prohibited</u> between Stechford North Junction and Crane Street Junction (exclusive) via Birmingham New Street and Dudley Port
MD305	Birmingham New Street – Blackwell via Selly Oak	Y *	R1	R1	N	N	N	N	N	R1	W7 and W8 at 30 mph through Church Road Tunnel [43m 56ch - 43m 61ch]
MD310	Barnt Green Junction – Redditch	Y *	N	N	N	N	N	N	N		

Line of route	Line of Route / Sector Description	Gauge								Notes	
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12		
MD315	Stechford South Junction – Aston South Junction	Y *	Y	Y	Y	N	Y	N	N		
MD320	Proof House Junction – Bushbury Junction via Bescot and Wednesfield Heath Tunnel (Grand Junction Line)	Y *	Y	Y	R1	N	R1	N	N	R1	W9 and W10 prohibited between Proof House Junction and Aston South Junction
MD325	Soho South Junction – Perry Barr North Junction	Y	Y	Y	N	N	N	N	N		
MD330	Soho East Junction – Soho North Junction	Y	Y	Y	N	N	N	N	N		
MD335	Perry Barr West Junction – Perry Barr South Junction	Y	Y	Y	N	N	N	N	N		
MD340	Aston North Junction – Alrewas (Exclusive)	Y *	Y	Y	R1	R1	R1	R1	R1	R1	Prohibited Aston North Junction to Lichfield Trent Valley Jn
MD345	Bescot Junction – Ryecroft Junction	Y *	Y	Y	Y	N	Y	R1	N	R1	Prohibited Bescott Jn to Walsall Pleck Jn
MD345	Ryecroft Junction – Cannock	Y *	Y	Y	Y	n	Y	Y	N		
MD345	Cannock – Brereton Sidings [13m 25ch]	Y *	N	N	Y	n	Y	Y	N		
MD345	Brereton Sidings [13m 25ch] – Rugeley North Junction (Exclusive)	Y *	Y	Y	Y	n	Y	Y	N		
MD350	Anglesea Sidings – Lichfield City Junction	Y	Y	Y	N	N	N	N	N		
MD355	Lichfield Trent Valley Junction – Lichfield Trent Valley (Chord Line)	Y	Y	Y	N	N	Y	Y	N		
MD360	Walsall, Pleck Junction – Darlaston Junction	Y	Y	Y	Y	N	Y	N	N		
MD365	Portobello Junction – Wolverhampton Crane Street Junction	Y	Y	Y	N	N	Y	N	N		
MD401	Heyford – Bordesley Junction via Dorridge	Y *	Y	Y	N	N	R1	N	N	R1	Prohibited from the Down & Up Hatton platform line (platform 3) at Hatton
MD405	Leamington Spa Junction – Coventry South Junction via Milverton Jn	Y	Y	Y	N	N	Y	N	N		
MD410	Coventry North Junction – Nuneaton South Junction via Bedworth	Y *	Y	Y	N	N	Y	N	N		
MD415	Hatton Station Junction – Stratford-upon-Avon via Bearley	Y *	Y	N	N	N	N	N	N		
MD420	Hatton North Junction – Hatton West Junction	Y	Y	N	N	N	N	N	N		
MD425	Tyseley South Junction – Bearley Junction via Shirley	Y *	Y	N	N	N	N	N	N		

Line of route	Line of Route / Sector Description	Gauge								Notes	
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12		
MD430	Droitwich Spa – Stourbridge North Junction	Y *	Y	Y	N	N	N	N	N		
MD435	Small Heath South Junction – Smethwick Junction via Birmingham Snow Hill	Y *	N	N	N	N	N	N	N		
MD435	Smethwick Junction – Stourbridge North Junction	Y *	R1	R1	N	N	N	N	N	R1	W8 prohibited on the Down Line between Rowley Regis and Stourbridge North Junction. W7 15 mph on the Down Line and W7 W8 15 mph on the Up Line through Old Hill Tunnel. STNC to 30/12/2011
MD440	Galton Junction – Smethwick Junction	Y	Y	Y	N	N	N	N	N		
MD445	Stourbridge Junction – Stourbridge Town	Y *	N	N	N	N	N	N	N		
MD450	Stourbridge North Junction – Round Oak via Kingswinford Junction South	Y *	Y	Y	N	N	N	N	N		
MD460	Fenny Compton Junction – Burton Dassett (MOD Kineton)	Y	Y	Y	N	N	N	N	N		
MD501	Tamworth (inclusive) – Water Orton East Junction	Y	Y	Y	Y	Y	Y	Y	Y		
MD501	Water Orton East Junction – Landor Street Junction	Y *	Y	Y	Y	R1	Y	R1	R1	R1	Prohibited Water Orton West to Landor Street Jn
MD501	Landor Street Junction – Proof House Junction	Y	Y	Y	N	N	N	N	N		
MD501	Duddeston Jn – Lawley Street FLT boundary	Y	Y	Y	Y	N	Y	N	N		
MD545	Kingsbury Junction – Whitacre Junction	Y	Y	Y	Y	Y	Y	Y	Y		
MD555	Nuneaton North Junction – Water Orton East Junction via Arley	Y	Y	Y	Y	R1	Y	R1	R1	R1	Prohibited Nuneaton North Junction to Whitacre Jn
MD560	Water Orton West Junction – Park Lane Junction	Y	Y	Y	Y	N	Y	N	N		
MD565	Castle Bromwich Junction – Ryecroft Junction via Park Lane Junction	Y *	Y	Y	Y	N	R1	N	N	R1	20mph through CBR2-21 at 37m 49ch and CRB2-20 at 37m 42ch on the Down Main line
MD570	Saltley (Landor Street Jn) – St Andrew's Jn	Y *	Y	Y	N	N	Y	N	N		
MD570	St Andrew's Jn – Bordesley Jn (Camp Hill lines)	Y *	Y	Y	N	N	Y	N	N		
MD570	Bordesley Jn – Kings Norton Jn (Camp Hill lines)	Y *	Y	N	N	N	N	N	N		

Line of route	Line of Route / Sector Description	Gauge								Notes	
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12		
MD570	Saltley (Landor Street Junction) – Kings Norton Junction (Camp Hill Lines)	Y *	Y	R1	N	N	N	N	N	R1	W8 prohibited between Bordesley Junction and Kings Norton Junction
MD575	St Andrews Junction – Grand Junction	Y	Y	Y	N	N	N	N	N		
MD580	Lifford East Junction – Lifford West Junction	Y	Y	N	N	N	N	N	N		
MD701	London Marylebone – Aynho Junction via Wycombe and Bicester	Y *	R1	N	N	N	N	N	N	R1	W7 prohibited between London Marylebone and Neasden South Junction
MD705	Greenford West Junction – South Ruislip	Y *	Y	Y	N	N	N	N	N		
MD710	Neasden South Junction – Harrow-on-the-Hill South Junction (LUL/NR Boundary)	Y *	N	N	N	N	N	N	N		
MD712	Amersham (LUL/NR Boundary [25m 20ch]) – Aylesbury	Y	R1	R1	N	N	N	N	N	R1	W7 and W8 prohibited between Mantles Wood [25m 20ch] and Aylesbury Junction.
MD715	Neasden South Junction – Neasden Junction	Y	Y	N	N	N	N	N	N		
MD720	Princes Risborough Junction – Aylesbury Junction	Y	Y	N	N	N	N	N	N		
MD725	Aylesbury – Claydon L&NE Junction	Y	R1	R1	N	N	N	N	N	R1	W8 prohibited between former Calvert Junction and Claydon L&NE Junction. W7 W8 15mph at Bridge No. 179 [42m 76ch] on Single Line
MD735	Denbigh Hall South – Swanbourne Sidings	Y	Y	Y	N	N	N	N	N		
MD735	Claydon L&NE Junction – Bicester	Y	Y	Y	N	N	N	N	N		
MD736	Route Boundary (GW277) –Gavray Junction	Y	Y	Y	Y	N	Y	N	Y		
MD736	Gavray Junction – Gates (Claydon)	R1	R1	R1	R1	N	R1	N	R1	R1	Prohibited temporary Buffer Stop (18m 46ch) to Gates (Claydon)
MD736	Gates (Claydon) – Buffer Stops	N	N	N	N	N	N	N	N		
MD736	Buffer Stops – Flyover Junction (Change of ELR)	N	N	N	N	N	N	N	N		
MD736	Flyover Junction (Change of ELR) – Flyover Junction Summit	N	N	N	N	N	N	N	N		
MD736	Flyover Junction Summit – Limit of Electrification	N	N	N	N	N	N	N	N		
MD736	Limit of Electrification – Bletchley Flyover North Jn	N	N	N	N	N	N	N	N		
MD736	Bletchley Flyover North Jn – Denbigh Hall South Jn	N	N	N	N	N	N	N	N		

MD740	Flyover Junction (Summit) – Fenny Stratford Bletchley Flyover Junction	Y	Y	Y	N	N	N	N	N		
MD745	Bicester South Jn – Gavray Jn	Y	Y	Y	Y	N	Y	N	Y		
MD801	Wolverhampton North Junction – Donnington Junction	Y *	N	N	N	N	N	N	N		
MD801	Donnington Junction – Abbey Foregate (Exclusive) [170m 46ch]	Y *	Y	R1	N	N	N	N	N	R1	The following combinations are permitted, up to: 2591(h) x 2500(w) on **FCA/FYA, KFA** wagons 2595(h) x 2500(w) on **FKA,IKA** wagons **15mph UP Line** Bridge WSJ2-405[161m 15ch]
MD801	Donnington Junction – Donnington (T&WDC boundary)	Y	Y	Y	N	N	N	N	N		
MD805	Bushbury (Oxley) Junction – Stafford Road Junction	Y	N	N	N	N	N	N	N		
MD810	Madeley Junction – Ironbridge e-on Power Station	Y	N	N	N	N	N	N	N		
MD900	Abbotswood Jn – Stoke Works Jn via Worcester Shrub Hill	Y	Y	Y	N	N	N	N	N		
MD910	Pershore (excl) – Norton Jn	Y *	N	N	N	N	N	N	N		
MD940	Worcester Shrub Hill – Shelwick Jn	S1 *	N	N	N	N	N	N	N	S1	Freight vehicles conforming to the W6a profile are permitted, **EXCEPT IFA-S IFA-U** wagons
MD950	Worcester Tunnel Jn – Henwick	Y	N	N	N	N	N	N	N		

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Table D5B – Locomotive Gauge Clearance table

Last Updated: 19/03/2022

To be read in conjunction with General Notes.

- All locomotives conform to locomotive gauge, apart from Class 37s (when fitted with roof horns).
- Locomotive gauge restrictions apply to all locomotives unless clearance is provided in the Route Clearance D4 Tables.
- Locomotives that are not listed in the Route Clearance D4 Tables are permitted to operate over routes that conform to locomotive gauge, subject to the restrictions detailed in the table below and the conditions stated in the locomotive's Summary of Compatibility document. Locomotives that are not listed in the Route Clearance D4 Tables require a valid Summary of Compatibility prior to operation over Network Rail infrastructure.
- Locomotives are PROHIBITED from using crossovers within platforms (code word LACER) unless their overall length (over buffers) is 18.288m or less.
- Gauge clearance for steam locomotives is considered under a separate process.

The notations (used in these tables) are explained as follows for locomotive gauge conformant vehicles:

Y Route conforms to locomotive gauge without restriction.

R Route conforms (or partly conforms) to locomotive gauge but restrictions apply. See “Notes” column for details.

N Route does not conform to locomotive gauge

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	8	R1 R2 R3	R1 Prohibited Euston station platform 11 R2 Prohibited Euston station platform 15 R3 Prohibited between Camden Jn South and Camden Jn (DC Lines) on the Down Slow line
MD101	LEC1	Camden Jn DC lines – Camden Jn (NLL)	1	36	1	51	8	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	8	Y	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief lines)	0	12	2	03	8	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	8	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	8	Y	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	8	Y	
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	8	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	8	Y	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	8	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	8	Y	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	8	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	8	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	84	43	8	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC lines)	1	36	3	01	8	Y	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC lines)	3	01	5	28	8	R1 R2	R1 Prohibited Queens Park platform 1 (Up Through line) R2 Prohibited Kensal Green platform (Up line)
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC lines)	5	28	11	46	8	Y	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC lines)	11	46	17	58	8	Y	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	7	R1	R1 Prohibited Watford Junction platform 11 (Up & Down Branch line)
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	8	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	8	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	8	Y	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	8	Y	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21			
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	8	Y	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	8	R1 R2	R1 Prohibited disused Primrose Hill Down platform R2 Prohibited disused Primrose Hill Up platform
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	8	Y	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	8	Y	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	8	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	8	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	8	Y	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	8	Y	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	8	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	8	N	Line out of use NC/G1/2014/LNW443v2
MD175	NMH	Site of Former Duston North Jn – Northampton South Jn	0	29	0	65	8	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	7	Y	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	8	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	8	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	8	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	8	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	8	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	8	Y	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	8	Y	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	8	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	8	Y	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	8	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	8	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	8	Y	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	8	R1	R1 Prohibited between Proof House Jn and Birmingham New St on the Down Stour line
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	8	R1	R1 Prohibited between North Tunnel Jn and Monument Lane Jn on the Down Stour line
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	8	Y	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	8	Y	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	8	Y	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	8	Y	
MD305	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	8	R1	R1 Prohibited between Birmingham New St and Five Ways on the Up line
MD305	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	8	Y	
MD305	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	8	Y	
MD305	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	8	R1	R1 Prohibited between Northfield and Longbridge Jn on the Up Slow line
MD305	BAG2	Barnt Green Jn – Route Boundary (GW400) (Blackwell)	51	58	52	40	8	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	8	R1 R2	R1 Prohibited Barnt Green platform 4 (Down line) R2 Prohibited Alvechurch Station (Single Line)
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	8	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	8	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	8	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	8	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	8	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	8	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	8	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	8	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	8	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	8	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	8	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	8	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	8	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	8	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	8	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	8	Y	
MD345	BJW2	Limit of Electrification – Ryecroft Jn	6	34	6	76	8	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	8	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	8	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	8	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	8	Y	
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	8	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	8	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	8	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	8	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	8	R1	R1 Prohibited Banbury platform 3 (Up Main line)
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	8	Y	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	8	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	8	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	8	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	8	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	8	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	8	Y	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	8	Y	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	8	Y	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	8	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	8	Y	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	8	Y	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	8	Y	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	8	R1 R2 R3	R1 Prohibited between Lye and Stourbridge North Jn on the Down Stourbridge line R2 Prohibited between Old Hill and Rowley Regis on the Down Stourbridge line R3 Prohibited between Old Hill and Rowley Regis on the Up Stourbridge line
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	8	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	8	Y	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	8	R1	R1 Prohibited between former Kingswinford Jn and Round Oak on the Up Round Oak Siding 1
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	8	Y	
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	8	Y	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	8	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	8	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	8	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	8	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	8	Y	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	8	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	8	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	8	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	8	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	8	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	8	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	8	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	8	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	8	R1	R1 Prohibited between Bordesley Jn and Lifford East Jn on the Up Camp Hill line
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	8	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	8	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	8	Y	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	7	R1	R1 Prohibited between Northolt Park Jn and Northolt Jn on the Down Northolt Loop line
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	7	Y	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	7	Y	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	7	Y	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	8	Y	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	8	Y	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	8	Y	
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	8	Y	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	8	Y	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	8	Y	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	8	Y	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	8	Y	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	8	Y	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	8	Y	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	8	N	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	8	Y	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	8	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	8	Y	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	7	Y	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	7	Y	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	7	Y	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	7	Y	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	8	Y	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	10	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	8	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	8	Y	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	8	Y	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	8	Y	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	8	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	8	Y	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	8	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	8	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	8	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	8	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	7	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	7	Y	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	7	R1 R2 R3	R1 Prohibited between Great Malvern and Malvern Wells SB on the Down Main line R2 Prohihited Malvern Link Up platform R3 Prohibited through Ledbury Tunnel (Up and Down line)
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	7	Y	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	7	Y	

Table D5C – Route Clearance of Freight Vehicles

Last Updated: 29/10/2022

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge							Notes
							W7A	W8A	W9A	LG2	PG1	PG2	LSVG	
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	N	N	N	N	N	N	
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	N	N	N	N	N	N	N	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	N	N	N	N	N	N	N	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	N	N	N	N	N	N	N	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	N	N	N	N	N	N	N	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	N	N	N	N	N	N	N	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	N	N	N	N	N	N	N	
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1-5) – Denbigh Hall South Jn	46	41	47	52	N	N	N	N	N	N	N	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	N	N	N	N	N	N	N	
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	N	N	N	N	N	N	N	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	N	N	N	N	N	N	N	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	N	N	N	N	N	N	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	N	N	N	N	N	N	N	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	N	N	N	N	N	N	N	

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

MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	N	N	N	N	N	N	N	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	N	N	N	N	N	N	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	N	N	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	N	N	N	N	N	N	N	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	N	N	N	N	N	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	N	N	N	N	N	N	N	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	N	N	N	N	N	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	N	N	N	N	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	N	N	N	N	N	N	N	
MD175	BPH	Bridge Street LC – Site of former Bridge Street Jn	4	56	4	29	N	N	N	N	N	N	N	
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	
MD175	NMH	Site of former Duston North Jn – Northampton South Jn	0	29	0	65	N	N	N	N	N	N	N	
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	N	N	N	N	N	N	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	N	N	N	N	N	N	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	N	N	N	N	N	N	

MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	N	N	N	N	N	N	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	N	N	N	N	N	N	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	N	N	N	N	N	N	
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	N	N	N	N	N	N	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	N	N	N	N	N	N	N	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	N	N	N	N	N	N	N	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	N	N	N	N	N	N	N	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	N	N	N	N	N	N	N	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	N	N	N	N	N	N	N	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	N	N	N	N	N	N	N	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	N	N	N	N	N	N	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	N	N	N	N	N	N	N	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	N	N	N	N	N	N	N	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	N	N	N	N	N	N	N	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	N	N	N	N	N	N	N	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	N	N	N	N	N	N	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	N	N	N	N	N	N	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	N	N	N	N	N	N	

MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	N	N	N	N	N	N	N	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	N	N	N	N	N	N	N	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	N	N	N	N	N	N	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	N	N	N	N	N	N	N	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	N	N	N	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	N	N	N	N	N	N	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	N	N	N	N	N	N	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	N	N	N	N	N	N	N	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	N	N	N	N	N	N	N	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	N	N	N	N	N	N	N	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	N	N	N	N	N	N	N	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	N	N	N	N	N	N	N	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	N	N	N	N	N	N	N	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	N	N	N	N	N	N	N	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	N	N	N	N	N	N	N	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	N	N	N	N	N	N	N	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	N	N	N	N	N	N	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	N	N	N	N	N	N	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	N	N	N	N	N	N	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	N	N	N	N	N	N	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	N	N	N	N	N	N	

MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	N	N	N	N	N	N	N	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	N	N	N	N	N	N	N	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	N	N	N	N	N	N	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	N	N	N	N	N	N	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	N	N	N	N	N	N	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	N	N	
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	N	N	N	N	N	N	N	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	N	N	N	N	N	N	N	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	N	N	N	N	N	N	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	N	N	N	N	N	N	N	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	N	N	N	N	N	N	N	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	N	N	N	N	N	N	N	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	N	N	N	N	N	N	N	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	N	N	N	N	N	N	N	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	N	N	N	N	N	N	N	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	N	N	N	N	N	N	N	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	N	N	N	N	N	N	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	N	N	N	N	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	N	N	N	N	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	N	N	N	N	N	N	N	

MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	N	N	N	N	N	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	N	N	N	N	N	N	N	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	N	N	N	N	N	N	N	
MD430	OWW	Kidderminster – Stourbridge North Jn	135	46	142	51	N	N	N	N	N	N	N	
MD435	DCL	Small Heath South Jn – Site of former Handsworth Jn	126	59	132	47	N	N	N	N	N	N	N	
MD435	HSJ	Site of former Handsworth Jn – Smethwick Jn	132	47	133	32	N	N	N	N	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	N	N	N	N	N	N	N	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	N	N	N	N	N	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	N	N	N	N	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	N	N	N	N	N	
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	N	N	N	N	N	N	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	N	N	N	N	N	N	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	N	N	N	N	N	N	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	N	N	N	N	N	N	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	N	N	N	N	N	N	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	N	N	N	N	N	N	N	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	N	N	N	N	N	N	N	

MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	N	N	N	N	N	N	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	N	N	N	N	N	N	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	N	N	N	N	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	N	N	N	N	N	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	N	N	N	N	N	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	N	N	N	N	N	N	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	N	N	N	N	N	N	N	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	N	N	N	N	N	N	N	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	N	N	N	N	N	N	N	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	N	N	N	N	N	N	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	N	N	N	N	N	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	N	N	N	N	N	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	N	N	N	N	N	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of former Ashendon Jn (Change of Mileage)	24	50	33	69	N	N	N	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	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	N	N	N	N	N	N	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	N	N	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	N	N	N	N	N	N	N	
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	N	N	N	N	N	N	N	

MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	N	N	N	N	N	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	N	N	N	N	N	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	N	N	N	N	N	N	N	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	N	N	N	N	N	N	N	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	N	N	N	N	N	N	N	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	N	N	N	N	N	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	N	N	N	N	N	N	N	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	N	N	N	N	N	N	N	
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	
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	N	N	N	N	N	N	N	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	N	N	N	N	N	N	N	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	N	N	N	N	N	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	N	N	N	N	N	N	N	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	N	N	N	N	N	N	N	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	N	N	N	N	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	N	N	N	N	N	N	N	

MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	N	N	N	N	N	N	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	N	N	N	N	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	N	N	N	N	N	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	N	N	N	N	N	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	N	N	N	N	N	N	
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	N	N	N	N	N	N	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	N	N	N	N	N	N	N	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	N	N	N	N	N	N	N	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	N	N	N	N	N	N	N	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	N	N	N	N	N	N	N	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	N	N	N	N	N	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	N	N	N	N	N	N	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	N	N	N	N	N	N	N	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	N	N	N	N	N	N	

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