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Clitheroe
Colne
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Blackpool South
PRESTON
Blackburn
Southport
Rochdale
Bolton
Wigan
MANCHESTER
Kirkby
LIVERPOOL
Hadfield
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Rule Book Module G1 – General safety responsibilities and personal track safety for non track workers

Section 5 – Communications procedure

Using GSM-R berth triggered messages and non-verbal acknowledgements 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).
- Wheel Impact Load Detector Activations.
- Defective Emergency indicators.
- Weather alerts, upon instruction by the Route Control.
- 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.

The berth triggered broadcast may be implemented at all signalling locations, based on the signallers' local knowledge.

Methodology

1. Signaller records the berth triggered safety broadcast to a set script and stores it on the system. The message must be reviewed and checked before transmission, whenever possible.
2. Signaller sets up the berth triggered safety broadcast at the appropriate signal berth(s).
3. Signaller will maintain the protecting signal at danger with a reminder. This is the signal where the train would be stopped and cautioned if the Signaller does not receive the acknowledgement.
4. The safety broadcast will be made automatically to each train occupying the designated berth(s).
5. The Driver acknowledges that the safety broadcast has been received and that it has been understood by pressing the GSM-R ST Button.
6. The protecting signal is maintained at danger until the signaller has received an acknowledgement' (ACK) message from the Driver.
7. When the acknowledgement is received, the signaller may remove the signal reminder and clear the protecting signal for the train that sent the acknowledgement
8. If the acknowledgement message is not received (or the signaller gets a "message failed" or "not sent" alert) the protecting signal remains at danger and the train will be stopped and the message passed verbally.
9. The signaller must replace the reminder on the signalling controls to maintain the protecting signal at danger until the next driver has been cautioned.
10. Train drivers must obey the instructions given by the GSM-R message over the affected section of line.

Broadcast Message Content

Poor Railhead

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

**Delete as appropriate*

Animals on or near the line

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

**Delete as appropriate*

Defective Emergency Indicators

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

**Delete as appropriate*

Wheel Impact Load Detection

'This is a safety broadcast from the signaller at _____. There has been a wheel impact load detection alert for your train, continue at __mph and obey all signals. Only acknowledge if you have fully understood this message. To acknowledge, press the ST Button. End of safety broadcast

**Delete as appropriate*

LNW North Route Sectional Appendix Module NWF

Weather Alerts

"This is a weather alert from the signaller at _____. There is a blanket speed restriction of _____mph between [Name / Location] _____ and _____ [Name / Location], due to high rainfall/wind* reports. You do not need to acknowledge this message.

**Delete as appropriate*

Unusual events

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

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

Note:

Unusual events and structure faults can include overcrowding on station platforms or loose canopy on stations platforms. These locations must be easily identifiable by both the signaller and the driver.

LNW North Route GI - Dated: 21/05/2022

Rule Book Module G1 - General safety responsibilities and personal track safety for non-track workers

Section 5.2 – Using communications equipment

The use of mobile communications equipment is prohibited in equipment rooms, or within 3 metres of trackside location cupboards or exposed circuit boards, at the locations shown below:

At or Between

1. Merseyrail and Edge Hill signal box areas

Mann Island Jn. and West Kirby (via Loop)

Canning Street Jn. and Rock Ferry

Bidston East Jn. and New Brighton

Dee Marsh Jn. and Bidston Dee Jn.

St. James No. 1 Tunnel and Southport

Paradise Jn. and James Street

Sandhills Jn. and Ormskirk

Walton Jn. and Kirkby

Picko No. 1 Tunnel and Alexandra Dock Tunnel.

Edge Hill Signal box Relay Room

2. Manchester Piccadilly signal box area

Wilmslow and Slade Lane Jn. (via Styal)

Heald Green South Jn. and Heald Green West Jn.

Manchester Airport and Heald Green North Jn.

3. Manchester South signal box area

Down and up Stoke lines between 6m 20ch and Cheadle Hulme Jn.

All lines between 158m 51ch (north of Crewe North) and 188m 70ch (north of Adswood Road Jn.)

Down and Up Manchester Independent lines between 158m 32ch and Sandbach South Jn.

Middlewich Branch line between Sandbach North Jn. and Middlewich Loop West Jn.

Down and Up Styal lines between Wilmslow South Jn. and 1m 20ch (south of Styal station)

4. Deansgate Junction signal box area

33 m.p. (between Northenden Jn. and Skelton Jn.) and Ashley.

Skelton Jn. and 29m 40ch (on Partington line).

Timperley (Metrolink) and Altrincham.

5. Stoke-on-Trent signal box area

All lines between 33m 60ch (south of Highfields LC) and 8m 40ch (south of Congleton station)

Down and Up Norton Bridge lines between Stone Junction and Yarnfield Junction.

Down and Up Derby lines between 1m 20ch and Stoke Jn.

Down and Up Branch lines between Kidsgrove Jn. and 0m 50ch (Crewe side of Kidsgrove OHNS)

(Note that GSM-R IVRS hand portables are exempt from this restriction.)

6. Manchester ROC – Manchester Central Workstation area

Windsor Bridge South Jn. and Manchester Victoria East Jn.

Ordsall Lane Jn. and Deal Street Jn.

Manchester Victoria East Jn. and Miles Platting Jn.

7. Manchester ROC – Manchester North Workstation area

Miles Platting Jn. and Vitriol Works

Thorpes Bridge JN and GMC Siding (incl.)

Philips Park West Jn. and Brewery Jn.

Philips Park West Jn. and Ashburys West Jn.

Baguley Fold Jn. and Philips Park South Jn.

8. Ditton signal box area

Carterhouse Jn. and Ditton East Jn.

Runcorn Station and Ditton East Jn.

Ditton East Jn. to Speke Jn.

9. Rugby ROC – Stafford Workstation area

Down and Up Norton Bridge lines between Yarnfield Jn and Little Bridgeford Jn / Searchlight Lane Jn

Norton Bridge East Chord throughout.

All lines between Doxey Junction (exclusive) and Basford Hall (limits of Rugby ROC, Stafford Workstation signalling at 154m 40ch)

LNW North Route GI - Dated: 31/07/2021

Rule Book Module DC – Electrified lines

Section 3.1 – Treating the CRE as being live

Additional instructions concerning personal safety on lines electrified by the DC conductor rail system within Network Rail London North Western Route (North) will be found as follows:

- the Work Instruction titled 'Work Instructions for DC Electrified Lines in the Liverpool Area', or,
- the General Instruction shown in this publication titled 'Instructions to traincrews working other than DC electric trains and other staff who are required to work over, or in the vicinity of, DC electrified lines in the Liverpool area'.

Staff working on the DC electrified lines in the Liverpool area should refer to the '*Work Instructions for DC Electrified Lines in the Liverpool Area.'* The general instruction contained in this sectional appendix is intended primarily as a 'working over' document for traincrew and others who come into contact with the DC network at boundary locations such as Hunts Cross, Chester and Bidston and who do not work primarily on DC electrified lines.

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

Rule Book Module AC - 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 either a Class 390 (Pendolino), Class 805 or Class 807.

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, with 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 the point of ADD activation 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 North Route GI - Dated: 21/06/2025

Rule Book Module M2 - Train stopped by train failure

Section 1, Clause 1.1 - Telling the signaller, multiple units coupled in multiple

To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, a yellow and black 'Non Multi' sign will be fixed to the offside windscreen of the cab concerned so that the sign will be directly opposite the driver of another train.

During normal working, no attempt should be made to couple an automatic coupler where this sign is shown.

In the event of a train equipped with automatic couplers becoming disabled and requiring assistance, the driver of the disabled train must, when requesting assistance, specifically advise the signaller whether or not a 'Non Multi' sign is displayed in either of the end cabs of the train. Similarly, the driver of the assisting train, before proceeding towards the disabled train, must specifically advise the signaller whether or not a 'Non Multi' sign is displayed in the cab at the end which would be coupled to the disabled train.

(Black and white example shown. Version in use has a black cross and text on a yellow background.)

If assistance can only be provided in such a manner that one or other of the cabs to be coupled has a 'Non-Multi' sign displayed, technical advice must be obtained. Under no circumstance should any attempt be made to couple the trains until this advice is received. Technical authority may be granted to couple the trains using the automatic couplers subject to conditions which will be specified at the time. If such authority must be granted, it will be necessary to use an emergency coupling.

LNW North Route GI - Dated: 09/12/2023

Rule Book Module M3 - Managing incidents, floods and snow

Electric Point Heaters

At certain locations point heaters are switched on automatically at pre-determined 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 or wet fog, 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 as soon as 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 the signaller observes or is advised that snow is beginning to fall, the signaller must immediately operate the heater switch to the 'ON' position for the area(s) concerned.

The signaller must operate the heater switch(es) to the 'OFF' position where there is no further risk of the points being frozen or blocked by snow.

LNW North Route GI - Dated: 02/06/2012

Rule Book Module M3 - Managing incidents, floods and snow

Section 4 – Flood, flowing or pooling water

Floodwater targets, like the one shown below, have been installed 100mm above the railhead at strategic locations across the North West Route, and enable Drivers to accurately identify how deep floodwater levels are to the Signaller.

These locations have been assessed by the Track Maintenance Engineers to determine that localised flooding will not dislodge ballast or cause issues with track alignment.

If a Driver contacts the Signaller to advise of floodwater at one of the agreed sites, the Signaller must ask the Driver if the top of the target is still visible above the floodwater level.

If the top of the target remains visible, the Driver can be advised that the floodwater is less than 100mm above the top of the railhead and the train can proceed through at a speed not greater than 5mph, as per National Operating Procedure 3.17, Section 11.

If the criteria are met to run trains through the floodwater, the Signaller shall:

- Stop each train over the affected line.
- Tell the Driver what has happened.
- Tell the Driver the location of the flooding.
- Tell the Driver that the floodwater is less than 100mm above the top of the railhead and is safe to pass if the target remains visible.
- Instruct the Driver not to exceed 5mph through the floodwater.
- Instruct the Driver to stop short and report back if the top of the target is no longer visible, or if the flooding appears to have dislodged ballast.

LOCATIONS PROVIDED WITH FLOODWATER TARGETS

NW1005 Kidsgrove Jn to Crewe South Jn

Stowfords (between Barthomley Jn and North Stafford Jn) – 6m 79ch

NW2023 Springs Branch Jn to Huyton Jn (St Helens lines)

Bryn station – 10m 32ch

Garswood station – 9m 05ch

Old Garswood Park – 7m 68ch

NW3001 Crewe North Jn to Holyhead

Christleton Tunnels – 177m 59ch

NW3023 Edgeley Jn No.2 to Mickle Trafford

Skelton Jn – 30m 50ch

NW4007 Kirkham North Jn to Blackpool South

Blackpool South station – 20m 00ch

NW4019 Oxenholme to Windermere

Between Staveley (Cumbria) and Windermere – 9m 37ch

NW4033 Carnforth North Jn to Carlisle South Jn (via Barrow)

Whitehaven Tunnel – 74m 61ch

Between Aspatria Station and Aspatria Tunnel – 8m 09ch

NW5009 Colwich Jn to Cheadle Hulme

Macclesfield South Jn – 0m 40ch

NW6003 Castlefield Jn to Allerton Jn

Between Glazebrook station and Birchwood station – 23m 27ch

Warrington West station – 16m 56ch

NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs lines)

Rishton – 13m 28ch

Portsmouth LC – 27m 30ch

NW7013 Daisyfield Jn to Hellifield

Ramsgreave & Wilpshire station – 13m 20ch

NW9901 Gargrave to Carlisle South Jn

Switches Farm LC, Hellifield – 230m 06ch

Birkett Tunnel – 264m 20ch

Low House LC – 299m 55ch

LNW North Route GI - Dated: 29/03/2025

Rule Book Module M3 - Managing incidents, floods and snow

Section 6- Independent snow ploughs

Propelling of snow ploughs is authorised over all lines shown in this Sectional Appendix subject to compliance with the rules for propelled movements as shown in Rule Book Module TW1, Section 26.

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

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

Section 1.2 - Exceptions

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

Working by pilot need not be introduced following a failure of signalling equipment on the single and bi - directional 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 14 and Handbook 4.

Locations where this instruction is authorised

Manchester Area

- The Dean Goods line between Thorpe's Bridge Junction and the limit of Network Rail infrastructure.

Liverpool Area

- Between Hunts Cross West Junction and Hunts Cross station (Up & Down DC Electric line).
- Between Fazakerley and Kirkby.

West Coast North Area

- Between Norton Bridge Junction and Yarnfield Junction (Norton Bridge East Chord)

LNW North Route GI - Dated: 03/12/2022

Rule Book Module SP - Speeds : Permissible speeds and enhanced permissible speeds

Section 2, Clause 2.1 – Permissible speeds and enhanced permissible speeds

Where differential permissible speeds apply over the same section of line, drivers of Network Rail MPV units in the number range DR98901 to DR98999 are authorised to observe the higher permissible speed (bottom figure) as defined in *Rule Book Module SP, Section 2, Clause 2.1.*

This authority applies to all lines electrified by the DC 3rd rail system in the Liverpool area except those between Birkenhead North and Rock Ferry stations inclusive via the Loop line and Brunswick and Sandhills stations inclusive via the Link line.

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

Rule Book Module SP - Speeds : Part A Permissible speeds and enhanced permissible speeds

Section 2, Clause 2.5 - 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: 03/12/11

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 SS2 - Shunting

Section 2, Clause 2.3 - Loose shunting

Except where specially authorised in local instructions, loose shunting of freight vehicles is prohibited on all lines and locations shown in this Sectional Appendix.

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

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

Stabling and out-berthing of trains formed of empty coaching stock (ECS) on a bay or dead-end platform line

NOTE : these arrangements may be applied when it is necessary to block a line as shown in Handbook 8 – IWA, COSS or PC blocking a line.

Trains formed of empty coaching stock (ECS) may be stabled or out-berthed on the platform lines shown below if necessary during possession of the line for engineering work or a line blockage.

1. Llandudno Junction, platform 2
2. Holyhead, platforms 1, 2 and 3

Metal tools and equipment must not be placed any closer than 2 metres from axle counter equipment.

Work on signalling equipment which detects the train(s) on the platform line(s) concerned is prohibited.

If it is necessary (for testing purposes) to operate a signal, which when cleared, will allow a train to leave a bay or dead-end platform line which is included in the possession (line blockage) arrangements, the PICOP (COSS) must arrange for NOT TO BE MOVED board(s) to be attached to the train(s) affected. The NOT TO BE MOVED board(s) must remain attached to any train(s) affected during the time that the signalling equipment is being tested. This activity is allowed on all platform lines listed above.

Use of a hand trolley (Handbook 10 – *Duties of the COSS and person in charge when using a hand trolley*) must not proceed closer than 2 metres short of the train at the affected platform and is allowed on all platform lines listed above.

Use of OTM/OTP on a platform line which is occupied by a train during the possession is prohibited.

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Rule Book Module TS1 - General signalling regulations

Section 13, Clause 13.2.3 Line blockages with a train in section

It is not permitted to grant a line blockage over any of the lines in the LNW North Sectional Appendix with a train in the signalling section unless it is listed below. Signallers must wait for the train to clear the signalling section before granting permission to go on the track.

You are authorised to grant a line blockage with a train in the signalling sections between the signalboxes listed below in both directions.

Maryport and Wigton

Wigton and Workington No 3

Workington No 2 and Bransty

Barrow and Ulverston

Ulverston and Barrow

Carnforth and Settle Junction

Low House and Culgaith

Appleby and Kirkby Stephen

Kirkby Stephen and Garsdale

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Rule Book Module TS1 – General signalling regulations

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

Section 13.2.4 – Additional protection

Handbook 8 – IWA, COSS or PC blocking a line

Section 2.2 – Additional protection

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:-

- T-COD's must **NOT** be used where:
    - permissive working applies, (as indicated by the 'remarks' PP, PP-A, PP-S, PP-C 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 there are sequential track circuits
    - within the strike-in or strike-out controls of any type of automatic level crossing
    - 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)
- 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 procedure TS1 Regulation 13 can be obtained. A suitable signal in rear must be used for protection purposes.
- 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.
- 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 of this publication using the abbreviation 'FWS' – fixed warning system.)
- 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.
- 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)**
NW1001 ARMITAGE JN (INCL.) TO PRESTON FYLDE JN	
Between Basford Hall Junction and Crewe South Junction: • The Down Slow line, between signals CE101 and CE105. • The Up Slow line, from ground position light signal CE547 at Crewe South Jn, to signal CS5176 on approach to Basford Hall Jn. • The Down Fast line, between signals CE103 and CE107. • The Up Fast line, from ground position light signal CE533 at Crewe South Jn, to the Basford Wood GF points connection.	
Crewe South Junction area: • All lines between all Down-direction signals and all Up-direction signals. • Down direction signals: • CE551: exit from Siding 1 • CE113: Down Salop Goods Loop • CE115: Down Nantwich • CE117: Up Nantwich • CE543: exit from South Yard • CE531: exit from Down Siding • CE105: Down Slow • CE547: Up Slow • CE107: Down Fast • CE533: Up Fast • CE535: Carriage Shed 1 • CE537: Carriage Shed 2 • CE119: Down & Up Potteries Loop • CE121: Down & Up Potteries • CE539: Headshunt • Up direction signals: • CE136: Platform 1 • CE134: Platform 2 • CE132: Platform 3 • CE130: Platform 4 • CE128: Platform 5 • CE126: Up Fast • CE124: Down Fast • CE122: Platform 6 • CE120: Platform 7 • CE118: Platform 8 • CE116: Platform 11 • CE114: Up & Down Loop • CE112: Platform 12 • CE110: Diesel Depot •	2. Due to the complex track layout at Crewe South Jn, care needs to be taken to ensure that T-CODs are placed at the right locations in order to provide the protection required and also to prevent unnecessary blocking of lines or signal routes that are to remain open. •

Crewe North Junction area:

All lines between all Down-direction signals and all Up-direction signals.

- Down direction signals:
- CE135: Platform 12
- CE561: Holding Siding
- CE137: Up & Down Loop
- CE139: Platform 11
- CE141: Platform 10
- CE151: Platform 6
- CE149: Platform 6 (see Note 4)
- CE153: Down fast
- CE155: Up Fast
- CE157: Platform 5
- CE159: Platform 1 (see Note 5)
- Up direction signals:
- CE562: Down Chester
- CE570: Engine Siding
- CE572: Down Chester
- CE142: Up Chester
- CE576: Down Slow
- CE578: Down Fast
- CE144: Up Fast
- CE146: Up Slow
- CE148: Down Manchester
- CE150: Up Manchester
- CE152: Up Manchester Loop
- CE566: EMU Stabling Siding

3. Due to the complex track layout at Crewe North Jn, care needs to be taken to ensure that T-CODs are placed at the right locations in order to provide the protection required and also to prevent unnecessary blocking of lines or signal routes that are to remain open.

4 TCODs are prohibited for use between signals CE149 and CE151 on Platform 6.

5. TCODs may also be used between signals CE147 and CE159 on Platform 1.

Between Crewe North Jn and Weaver Jn

- All Down lines from Crewe North Jn to signal WD165, on the Down Main line at 173m 41ch, between Acton Bridge and Weaver Jn.
- All Up lines, from signal WD162 on the Up Main line on approach to Weaver Jn, to Crewe North Jn.

Between Norton LC and Warrington South Jn

- The Down Main line from signal WN245 at 178m 21ch, north of Norton LC, to signal WN217 on approach to Warrington South Jn.
- The Up Main line, from signal WN227 at 181m 14ch, between Warrington South Jn and Acton Grange Jn, to signal WN242 at 179m 50ch, south of Acton Grange Jn.
- Track circuit T226 at Warrington South Jn: the Up Main line from adjacent to Down Main line points 710A, to points 710B in the Up Main line.

Between Warrington North Jn and Wigan South Jn

- The Down lines from signal WN181 (Down Slow) and signal WN182 (Down Fast) at Dallam Jn, to signal WN52 (Down Main) at Wigan South Jn.
- The Up lines from signal WN56 (Up Main) at Springs Branch (Slow Lines) Jn to Down-direction signal WN176 (Up Slow) at Dallam Jn and points WN693B (Up Fast) at Warrington North Jn.
- The Ince Moss Chord line between Bamfurlong Jn and Bamfurlong Sidings Jn.
- The Down & Up Passenger Loop between Springs Branch (Slow Lines) Jn and points WN625B (connection to Down Siding) at Wigan South Jn.

7. TCODs must **not** be operated in any of the platforms or sidings at Dallam Royal Mail Terminal.

8. TCODs must **not** be operated on the Down Goods line between Bamfurlong Sidings Jn and Wigan South Jn, and on the Up Goods line between Wigan South Jn and signal WN112 at Bamfurlong Jn.

Between Wigan North Jn and Preston Station • The Down lines from signal WN8 on the Down Main at 7m 50ch, north of Wigan North Jn, to Up-direction signal PN106 (Down Slow) at Preston station, and Up-direction signal PN87 (Down Fast) at Preston Ribble Jn (see **Note 9**). • The Up lines from signals PN72 (Up Slow) and PN73 (Up Fast), on approach to Skew Bridge Jn, to signal WN11 on the Up Main at 7m 18ch, on approach to Wigan North Jn. • The Up Fast line between ground position light signal PN88 and ground position light signal PN77 at Preston Ribble Jn. • The Up Slow line between signal PN107 at Preston station, and ground position light signal PN78 at Preston Ribble Jn.	9. TCODs must **not** be operated on the Down Slow line between signal PN42 at Leyland station and signal PN46 at Farington Jn. 10. TCODs must **not** be operated on the Down Goods and Up Goods lines between Skew Bridge Jn and Preston Fylde Jn. 11. For details concerning Preston Fylde Jn, see entry for NW4001 below.
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)**
NW1005 KIDSGROVE JN TO CREWE SOUTH JN **Between Alsager and Kidsgrove** • The Up Main line, from ground position light signal CE524 at Alsager station, to distant signal SOT474R at 1m 00ch. **Between Barthomley LC and Crewe South Jn** • All lines from Down-direction signal CE191 on the Up & Down Potteries line at 6m 25ch, to Crewe South Jn inclusive.	1. TCODs must not be used on the Up & Down Goods Loop at Alsager.
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)**
NW1007 NANTWICH (EXCL.) TO CREWE SOUTH JN **Between Willaston LC and Crewe South Jn** • The Down Nantwich line from signal GL9003 at 1m 50ch (between Willaston LC) and Gresty Lane Jn, to Crewe South Jn inclusive. • The Up Nantwich line from Crewe South Jn inclusive, to signal GL9004 at 1m 32ch, between Gresty Lane Jn and Willaston LC. • Gresty Lane Down Sidings Neck. • Down Salop Goods Loop.	
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)**

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES) **Salop Goods Jn to Sandbach South Jn** • The Down lines, including the Down Manchester Independent line, from signal IL3031 (Down Fast Independent) and signal IL5033 (Down Slow Independent) at Salop Goods Jn, to Sandbach South Jn. • The Up Manchester Independent line from Sandbach South Jn to points IL390 or points IL395 at Salop Goods Jn. ***Locations where T-COD can be used*** ***NW1011 GRESTY LANE TO SALOP GOODS JN*** • Down Salop line from Gresty Lane Jn inclusive to Salop Goods Jn inclusive. • Up Salop line from Salop Goods Jn inclusive to Gresty Lane Jn inclusive.	**Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)**
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)**
NW1013 CREWE SORTING SIDINGS NORTH TO GRESTY LANE • The Down Sorting line from Up-direction signal IL9024 at Salop Goods Loop Jn, to Gresty Lane Jn inclusive. • The Up Sorting line, from Gresty Lane Jn inclusive, to signal IL5026 at Salop Goods Loop Jn.	
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)
NW1015 SALOP GOODS JN TO CREWE NORTH JN (CHESTER INDEPENDENT LINE)	
• The Chester Independent line, between Crewe North Jn inclusive and Salop Goods Jn inclusive.	
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)
NW1017 SALOP GOODS JN TO CREWE COAL YARD (LIVERPOOL INDEPENDENT LINES)	
Salop Goods Jn • The Down Liverpool Independent line, throughout. • The Up Liverpool Independent line throughout..	
•	

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)**
NW1019 ACTON GRANGE JN TO WARRINGTON SOUTH JN (HELSBY LINES) **Acton Grange Jn to Walton Old Jn** • The Down Helsby line at Acton Grange Jn (from signal WN239 to switch diamond points 723B&C). • The Down Helsby line between signal WN229 and Up-direction ground position light signal WN230. • The Up Helsby line between ground position light signal WN228 at Walton Old Jn, and Acton Grange Jn.	

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)**
NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN) • All Down-direction lines and Up-direction lines throughout from Winwick Jn inclusive to Golborne Jn inclusive.	

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)**
NW1023 HAYDOCK BRANCH JN TO KELBIT PS • Between exit signal WN128 and the connection with the Down Slow line only.	

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)**
NW1025 BAMFURLONG SIDINGS JN TO INCE MOSS JN (INCE MOSS CHORD LINE) • The Ince Moss Chord line throughout between Bamfurlong Sidings Jn inclusive and Ince Moss Jn inclusive.	

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)**
NW1027 PRESTON SOUTH JN TO STRAND ROAD • Strand Road Branch line between signal PN116 at Strand Road and signal PN101 at Preston South Jn.	

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)
NW2001 Weaver Jn. to Liverpool Lime Street **Down lines** • Weaver Jn. to signal WE3801 • Signal DN103 on the Down Ditton line (on approach to Ditton East Jn) to signal WE3847 on the Down Ditton Fast line (Halewood West Jn incl.) • Ditton DN.307 signal to DN.309 signal (down slow) **Up lines** • Ditton DN.314, 118 signals to DN.306, 108 signals • Winsford WD170 signal to Weaver Jn.	• must not be used on reception lines at Halewood
NW2015 Ordsall Lane Jn. to Edge Hill **Down line** • between Eccles and Parkside Jn. ES.101 signal to WN.512 signal • between Earlestown and Huyton. WN.563 signal to LL3585 signal **Up line** • Edge Hill LE.36 signal to Roby Junction LL3592 signal • Huyton LL3582 signal to Earlestown West Jn. WN.539 signal • between Earlestown East Jn. and Newton-le-Willows Jn. WN.537 signal to WN.533 signal • between Parkside Jn. and Eccles WN.511 signal to MC.546 signal	
NW2023 Springs Branch Jn. to Huyton Jn. (St. Helens lines) **Down line** • between Ince Moss Jn. and St. Helens Jn. WN.95 signal to SH.23 signal • St. Helens SH.112 signal to LL3739 signal **Up line** • St. Helens SH.101 signal to SH.2 signal • St. Helens SH.4 signal to Ince Moss Jn. WN.96 signal	• must not be used on St. Helens down goods loop
Module LNW(N)3 **NW3001 Crewe North Jn. to Holyhead** **Down lines** • Crewe North Jn. CE.161 signal to Crewe Steel Works SW.2 signal • Beeston Castle & Tarporley BC.4 signal to Chester East Jn. CR.29 signal • Chester Roodee Jn. CR.113, 115 signals to Saltney Jn. CR.117 signal • Llysfaen LJ.49 (216m-60ch) to Llandudno Jn. LJ.57 (222m60ch) • Holyhead HD.115 (261m 43) to HD.114 (262m-67ch) **Up lines** • Conwy LJ.72 (224m-54ch)to Llandudno Jn. LJ.70 (223m-69ch) • between Llandudno Jn. and Llysfaen. LJ.50 (217m-20ch) • Chester CR.134 signal to Chester South Jn. CR.122, 124 signals • Chester East Jn. CR.28 signal to Beeston Castle & Tarporley BC.25 signal • Crewe Steel Works SW.19 signal to Crewe North Jn. CE.142 signal	

NW3003 Chester East Jn. to Acton Grange Jn. **Down line** • Chester East Jn. CR.51 signal to Mickle Trafford MT.23 signal • Signal FJ3 at 10m 43ch, on approach to Frodsham Viaduct, to Acton Grange Jn. **Up line** • Acton Grange Jn. to signal FJ4 at 10m 36ch, on approach to Frodsham Tunnel. • CR.38 signal to Chester East Jn. CR.32 signal	Must not be used on the Up Goods Loop at Frodsham Jn.
NW3005 Gobowen (excl.) to Saltney Jn. **Down main** • Croes Newydd North Fork CN 54 points to CN.6 signal **Up main** • Croes Newydd North Fork CN 7 points to CN.61 signal **Croes Newydd Up & Down Loop** • Whole line	
NW3007 Wrexham Central to Bidston West Jn. **Single/down main** • Wrexham General Station, platform 4 (north end) to CN.51 signal • Dee Marsh DM.23 signal to DM.21 signal **Up main/single** • Dee Marsh DM.1 signal to DM.3 signal • Croes Newydd North Fork CN.75 signal to Wrexham General Station platform 4 (north end)	• sequential track circuits must be reset after removal of T-COD • sequential track circuits must be reset after removal of T-COD
• **NW3011 Chester West Jn. to Hooton South Jn.** **Down line** Bache station to Hooton South Jn. HN.214 signal **Up line** Hooton South Jn. 7¾ m.p. to Chester West Jn. CR.412 signal	
NW3013 Hooton South Jn. to Helsby Jn. **Down line** Hooton South Junction to Ellesmere Port **Up line** Ellesmere Port to Hooton South Junction	
NW3017 Llandudno Junction to Llandudno Down Llandudno LJ75 (0m 37ch)– DY17(0m 73ch) Down Llandudno LO33/34 (2m 36ch) – EOL (3m 15ch) Up Llandudno LO3/LO5/LO7 platforms (3m 2ch) – LO9 (2m 33ch)	
NW3023 Edgeley Jn. No.2 to Mickle Trafford **Down Lines** • From adjacent to Up Main line signal NJ18 at Sharston Jn, to signal DJ13 on approach to Deansgate Jn. • From signal DJ26 between Navigation Road LC and Altrincham, to signal DJ27 at Hale station. • From the 8 ¾ MP south of Hale, to Mobberley station signal MY1. • Plumley West signal PY24 to Northwich East Jn signal GK31. • Northwich West Jn signal GK37 signal to signal MT1 on approach to Mouldsworth GF. **Up Lines** • From signal GK20 between Delamere and Cuddington stations, to Hartford West Jn signal GK6. • Hartford East Jn signal GK16 to Plumley West home signal PY2.	• Must not be used on the Down Goods Loop at Skelton Jn. • Must not be used on the “Down & Up” Goods Loop at Northwich. •
• Mobberley signal MY4 to signal DJ38 at Hale LC. • Hale 8 ¼ MP to Altrincham signal DJ24. Skelton Jn signal DJ18 to signal NJ18 at Sharston Jn.	• Must not be used on the “Down & Up” Goods Loop at Northwich.

NW3029 Sandbach North Jn. to Northwich West Jn. **Down main, up main and single** between Elworth Jn. and Northwich signal GK.43	
Module LNW(N)4 **NW4001 Preston Ribble Jn. to Cove L.C.** **Down lines**	
• Preston Fylde Jn. PN.149, 151 signals to Lancaster South Jn. PN.226 signal	• must not be used on Barton & Broughton loop and Oubeck goods loop
• Signal PN251 north of Lancaster North Jn, to Hest Bank PN.267 signal	
• From adjacent to Up Main signal PN268 at Hest Bank, to signal PN269.	
• 200 metres in advance of Bolton-le-Sands L.C. to Carnforth South Jn. PN.274 signal	
• between Carnforth North Jn. and Oxenholme. 6¼ m.p. to CE.38 signal	
• between Oxenholme and Carlisle South Jn. CE.61 signal to CE.286 signal	• must not be used on the following lines:- Tebay up & down goods loop, Harrisons down goods loop, down slow between Penrith South Jn., CE.186 signal and CE.188 signal. Down through goods between Upperby Bridge Jn. and Upperby Jn.
• between Caldew Jn. and Kingmoor CE.451 signal to CE.494 signal	• must not be used on down goods / arrival / departure lines between Caldew Jn. and Floriston L.C.
• Mossband 6¾ m.p. to CE.545 signal	
Up lines	
• route boundary (12m 30ch) to CE.509 signal (up main), CE.505 (up goods)	
• Floriston CE.497 signal to Carlisle North Jn. CE.336 signal	• must not be used on up goods between CE.505 signal and Carlisle Yard, up goods / avoiding / departure lines between Carlisle Yard and Caldew Jn.
• Upperby Jn. CE.278 signal to Carnforth North Jn. PN.294 signal	• must not be used on up through goods between Upperby Jn. and Upperby Bridge Jn., Plumpton loop, Eden Valley loop, Shap loop, Grayrigg up goods loop, Oxenholme up goods loop.
• Carnforth South Jn. PN 720A points to Bolton-le-Sands PN.272 signal	• must not be used on No.1 and 2 up & down goods loops at Carnforth.
• Morecambe South Jn. PN.265 signal to Lancaster North Jn. PN.249 signal	
• Lancaster South Jn. PN.222 signal to Preston Fylde Jn. PN.152 signal	• must not be used on Oubeck up goods loop and Oxheys Up Passenger Loop.
NW4005 Preston Flyde Jn. to Blackpool North **Down Fylde line**	
• Maudland 1 m.p. to signal BL3811 (4m 40ch)	
Up Fylde line	
• Signal PN534 (3m 40ch) to Preston Fylde Jn. PN.161 signal	
NW4021 Upperby Jn. to Rome Street Jn. **Down through goods**	
• CE.414 signal to Bog Jn.	
Up through goods	
• Bog Jn. CE.416 signal to Upperby Jn. CE.279 signal	
NW4025 Currock Jn. to Bog Jn. **Down M & C goods**	
• whole line	
Up M & C goods	
• whole line	
NW4031 Gretna Jn. to Gretna Green (Excl.) **Down Dumfries / Up Dumfries**	
• between Gretna Jn. and route boundary (115m 40ch).	

NW4033 Carnforth North Jn. to Carlisle South Jn. (via Barrow) **Down Furness, main, M & C** • Dalton Jn. home signal DJ.2 to section signal DJ.3 • Maryport MS 41 points and MS.44 signal • Maryport down and up platform between MS.31 signal and MS 40 points • From Wigton signal WN4 to Dalston CE.349 signal • 200 metres in advance of Low Mill L.C. to Currock Jn. CE.361 signal **Up M & C, main, Furness** • Currock Jn. CE.365 signal to CE.359 signal • 200 metres in advance of Low Mill L.C. to Wigton station WN.37 signal • Maryport MS.14 signal to MS.18 signal • Maryport down and up platform between MS 40 points and MS.31 signal • Carnforth Station Jn. home signal CS.52 to CS.50 signal	
NW4041 Dalton Jn. to Park South Jn. **Down line** • Dalton Jn. to section signal	
Module LNW(N)5 **NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY** **Between Crewe North Jn and Sandbach** • The Down Manchester / Down Wilmslow line, from Crewe North Jn to Up-direction signal MS3826 at Sandbach station. • The Up Wilmslow / Up Manchester line, from signal MS4048 at Sandbach station to Crewe North Jn. • The Up & Down Platform line through Sandbach South Jn only, as far as Up-direction signal MS3724. • The Up Manchester Loop in its entirety. **Between Sandbach and Edgeley Jn No.1** • The Down Wilmslow / Down Main line from signal MS4049 at Sandbach station, to Adswood Road Jn. • The Up Main / Up Wilmslow line from Adswood Road Jn to Down-direction signal MS3827 at Sandbach station. • The Up & Down Platform line, from signal MS3725 at Sandbach station, through Sandbach North Jn only. • The Down Chelford Loop and Up Chelford Loop in their entirety. • The Down Slow line from Adswood Road Jn to signal EY1 48 at Edgeley Jn No.1. • The Down Fast line from Adswood Road Jn to signal EY1 49 at Edgeley Jn No.1. • The Up Fast line from signal EY1 25 at Edgeley Jn No.1 to Adswood Road Jn. • The Up Slow line from signal EY1 27 at Edgeley Jn No.1 to Adswood Road Jn. **Between Heaton Norris Jn and Manchester Piccadilly** • The Down Slow line, from signal HN31 at Heaton Norris Jn, to Up-direction signal MP334 between Ardwick Jn and Manchester Piccadilly. • The Down Fast line, from signal HN34 at Heaton Norris Jn, to Up-direction signal MP326 at Ardwick Jn. • The Up Fast line, from signal MP324 at Ardwick Jn, to signal HN73 between Heaton Norris Jn and Stockport Viaduct. • The Up Slow line, from Manchester Piccadilly East Jn, to signal HN86 between Heaton Norris Jn and Stockport Viaduct. • The Up & Down Goods line / Through Siding at Longsight, between signals MP59 and MP44 only. • The Up & Down Goods line at Longsight North Jn, between signals MP73 and MP88 only. • The Arrival Road and Departure Road at Longsight North Jn, between signals MP74, MP75, MP76, MP77, and the connections with the main lines. • The Up East line, between Manchester Piccadilly and Ardwick Jn. • The Down East line, between Ardwick Jn and points MP2343A only.	1. TCODs are prohibited for use in the platforms at Sandbach station. 2. TCODs must not be used in the Up Siding or Down Siding at Alderley Edge.

NW5003 Wilmslow to Slade Lane Jn. (Styal lines) **Down line** • Wilmslow Jn. to Heald Green South Jn. MP.283 signal • Heald Green 3¾ m.p. to Slade Lane Jn. MP.13 signal **Up line** • Mauldeth Road MP.298 signal to Heald Green North Jn. MP.286 signal • Heald Green South Jn. MP.284 signal to Wilmslow Jn.	
NW5009 Colwich Jn. to Cheadle Hulme **Down direction** • From signal MS373 (on approach to Adlington station) to signal MS385 at Bramhall Jn. **Up direction** • From signal MS384 at Bramhall Jn, to signal MD134 on approach to Prestbury Tunnel.	
NW5011 Heaton Norris Jn. to Guide Bridge Station Jn. **Down direction** • From ground position light signal HN49 on the Down Branch line at Heaton Norris Jn, to Guide Bridge Station Jn. **Up direction** • Guide Bridge Station Jn to signal HN82 on the Up Branch line at Heaton Norris Jn.	• Must not be used on the Up Goods Loop or Engine Holding Siding at Heaton Norris Jn.
NW5015 Hadfield to Ardwick Jn. **Down & Up Hadfield line** • 100 metres on approach to signal DN36, to Dinting East Jn **Down Main / Down East line** • From signal GB861 on approach to Newton station, to Ardwick Jn (inclusive). **Up East / Up Main line** • From Ardwick Jn (inclusive), to signal GB856 beyond Godley station.	T-CODs may also be used on the Down & Up Passenger Loop between Hyde Jn and Guide Bridge East Jn. Use of T-CODs prohibited on the Down Goods line throughout, from Gorton Jn to Ashburys, prohibited in all sidings at Ashburys, including the Arrival / Departure, and prohibited within Ardwick Depot.
NW5019 Glossop to Dinting West Jn **Down & Up Glossop line** • 100 metres on approach to signal DN19, to Dinting South Jn	
NW5021 Guide Bridge West Jn to Stalybridge **Down Huddersfield** • Guide Bridge West Jn to signal MN4531 at 1m 21ch. **Up Huddersfield** • Signal GB847 at 0m 73ch to Guide Bridge West Jn.	
Module LNW(N)6 **NW6001 Manchester Piccadilly East Jn. to Euxton Jn.** **Down lines** • between Manchester Piccadilly MP.1188 signal and Oxford Road MP.404 signal • Windsor Bridge North Jn. MP.511 signal to Burnden Jn. MP3251 signal • Bolton MP.637 signal to Euxton Jn. PN.34 signal **Up lines** • Euxton Jn. PN.33 signal to Bolton MP.638 signal • Burnden Jn. points MP251 (9m 70ch) to Windsor Bridge North Jn. MP.510 signal • between Oxford Road MP.402 signal and Manchester Piccadilly MP 238A points	
NW6003 Castlefield Jn. to Allerton Jn. **Down lines/ Down Passenger Loop** • Signal GE103 at 26m 62ch (between Flixton and Irlam) to Glazebrook East Jn. GE.38 and GE.50 signals • Glazebrook GE.37 signal to Birchwood station GE.36 signal • Warrington Central signal WC2 to points 26A • Warrington Central WC.4 signal to Hunts Cross HC.95 signal **Up lines** • Hunts Cross signal HC90 to Warrington Central signal WC49 • Glazebrook East Jn. GE.101 signal to signal MC3646 at Urmston.	• Must not be used on the Up & Down Electric line at Hunts Cross. • Must not be used on the Up & Down Electric line at Hunts Cross.

NW6009 Windsor Bridge South Jn. to Southport **Down Atherton / Hindley / Wallgate / Southport/ Main lines** • Pendleton MP.561 signal to Walkden MP823 signal • Crow Nest Jn. MP811 signal to Wigan Station Jn. WN.35 signal • 33¼ m.p. (between Pool Hey L.C. and Meols Cop) to ML.147 signal **Up Main / Southport / Wallgate / Hindley / Atherton Lines** • Southport ML.148 signal to 33¼ m.p. (between Meols Cop and Pool Hey L.C.) • between Ince. and Crow Nest Jn. WN.36 signal to MP810 signal • Walkden MP824 signal to Windsor Bridge North Jn. MP.560 signal	
NW6011 Bolton East Jn. to Blackburn Bolton Jn. • between MP.654 signal and 15 m.p. • between 16 m.p. and PN.457, 458 signals	• must not be used on 'up & down' goods between Blackburn Bolton Branch Jn. and Bolton Jn.
NW6013 Lostock Jn. to Crow Nest Jn. **Down** • whole line **Up** • whole line	
Module LNW(N)7 **NW7001 Manchester Victoria West Jn. to Hebden Bridge** **Down lines** • Thorpes Bridge Jn MN713 signal to Castleton East Jn CE33 signal • Littleborough PN.336 signal to route boundary (22m 62ch) **Up lines** • route boundary (22m 62ch) to signal TH7310 • Castleton CE57 signal to Vitriol Works VW31 signal • Moston station VW.32 signal to Thorpes Bridge Jn MN712 signal	• must not be used on Castleton down goods loop
NW7007 Farington Curve Jn. to Ormskirk • between PN.55 signal and Midge Hall MH.14 signal	
NW7009 Farington Curve Jn. to Hall Royd Jn. (East Lancs. Lines) **Down East Lancs. Lines** • between Farington Curve Jn. and Bamber Bridge PN.519 signal to PN.486 signal • Hoghton LC (exclusive) to Blackburn Bolton Jn. PN.451 signal • Daisyfield Jn. PN.424 signal to Huncoat L.C. PN.402 signal • 18¼ m.p.(between Huncoat station and Hapton) to Towneley L.C. PN.361 signal • 23 m.p. (between Towneley L.C. and Towneley Tunnel) to Copy Pit PN.348 signal • 200 metres in advance of Portsmouth L.C. to Hall Royd Jn. **Up East Lancs. Lines** • Hall Royd Jn. to PN.345 signal • 200 metres in advance of Portsmouth L.C. to Towneley L.C. PN.359 signal • Gannow Jn PN.363 signal to Huncoat L.C. PN.401 signal • PN.403 signal to Daisyfield Jn. • Blackburn Taylor Street PN.471 signal to Pleasington PN.476 signal • Lostock Hall Jn. PN.487 signal to Farington Curve Jn. PN.522 signal	• must not be used on down goods line at Rose Grove
NW7017 Gannow Jn. to Colne • between Gannow Jn. and 21¾ m.p.	• sequential track circuits must be reset after removal of T-COD
NW7019 Thorpes Bridge Jn. to GMC Siding (Incl.) **Down Oldham** • Dean Lane MN.903 signal to Network Rail / Metrolink boundary at 3m 46ch **Up Oldham** • Network Rail / Metrolink boundary at 3m 46ch to Thorpes Bridge Jn.	

NW7021 Miles Platting Jn. to Marsden **Down Huddersfield/Down Passenger Loop** • From 9m 40ch to Diggle Junction signal DE24 at Standedge Tunnel portal. **Up Huddersfield** • Diggle Junction signal DE2 to 9m 40ch	
NW7025 Philips Park West Jn. to Ashburys West Jn. **Down Ashburys** • From adjacent to signal MN828 (located on the Up Ashburys line) to Ashburys West Jn. **Up Ashburys** • From Ashburys West Jn to signal MN828	
Module LNW(N)8 **NW8001 Hunts Cross West Jn. to Southport** **Down Southport** • Liverpool South Parkway 5¼ m.p. to Liverpool Central ML.21 signal • Sandhills ML.49 signal to ML.51 signal • Bootle Oriel Road ML.63 signal to Bootle New Strand ML.69 signal • Marsh Lane crossover ML.79R signal to Waterloo ML.81 signal • 7½ m.p. (between Hall Road and Hightown) to Eccles L.C. ML.93 signal • Freshfield ML.99 signal to Ainsdale ML.101 signal **Up Southport** • 16 m.p. (between Hillside and Ainsdale) to Ainsdale ML.102 signal • Ainsdale ML.100 signal to Freshfield ML.98 signal • 10¼ m.p. (between Eccles L.C. and Hesketh L.C.) to Hall Road ML.88 signal • 200 metres in advance of Waterloo L.C. to 4 m.p.(between Seaforth and Marsh Lane crossover) • ¾ m.p (Central tunnel Hunts Cross end portal) to Liverpool South Parkway 5¼ m.p.	
NW8005 Sandhills Jn. to Ormskirk **Down Ormskirk** • Kirkdale No.2 tunnel (Liverpool end portal) to Walton Jn. ML.207 signal • Walton station to Aintree ML.215 signal • Old Roan station to Maghull ML.219 signal • Maghull ML.221 signal to Town Green ML.223 signal • Town Green ML.225 signal to Ormskirk ML.229 signal **Up Ormskirk** • Ormskirk, 11¾ m.p. to Town Green ML.224 signal • Town Green 9¾ m.p. to Maghull ML.220 signal • 6½ m.p. (between Magull and Old Roan) to Aintree ML.218 signal • Aintree ML.216 signal to Walton station ML.210 signal • Kirkdale No.1 tunnel ML.208 signal to Kirkdale ML.206 signal	
NW8009 Walton Jn. to Kirkby **Down Kirkby** • Rice Lane station to Fazakerley ML.305 signal **Up Kirkby** • Fazakerley L.C. to Rice Lane station ML.302 signal **Down & Up Kirkby** • between ML.308 signal and Kirkby	
NW8011 Mann Island Jn. to West Kirby (via Loop) **Down West Kirby** • Birkenhead Park ML.559 signal to ML.561 signal • Birkenhead North ML.571 signal to Bdiston East Jn. ML.573 signal • Leasowe ML.585 signal to Melrose Avenue L.C. **Up West Kirby** • Melrose Avenue L.C. to Leasowe ML.584 signal • Birkenhead North 3¾ m.p. to Birkenhead Park ML.560 signal	
NW8013 Canning Street Jn. to Hooton South Jn. **Down Chester** • Green Lane ML.719 signal to Rock Ferry ML.721 signal • Rock Ferry 13¼ m.p. to Port Sunlight station • Spital station to Hooton, 8½ m.p. **Up Chester** • Hooton 8½ m.p. to Spital ML.738 signal • Port Sunlight station to Rock Ferry ML.734 signal	

NW8015 Bidston East Jn. to New Brighton (New Brighton lines) **Down New Brighton** • Bidston East Jn. 4¾ m.p. to New Brighton ML.605 signal **Up New Brighton** • New Brighton ML.606 signal to Bidston East Jn. ML.602 signal	
Module LNW(N)9 **NW9001 Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)** **Down lines** • Chinley East Jn. CY.157 signal to New Mills South Jn. NMS.143 signal • Hazel Grove High Level Jn. HG.25 signal to Woodsmoor EY1.45 signal • Davenport ¾ m.p. to Edgeley Jn. No.1 **Up lines** • Edgeley Jn. No.1 to Davenport EY1.29 signal • Woodsmoor HG.8 signal to Hazel Grove High Level Jn. HG.30 signal • From signal NMS8 on approach to New Mills South Jn, to Chinley East Jn. CY.162 signal	• includes 'up & down' Hope Valley and down Cheadle loop at Hazel Grove • Must not be used in Hazel Grove station • includes 'up & down' Hope Valley at Hazel Grove • Must not be used in Hazel Grove station
NW9003 Chinley East Jn. to Chinley South Jn. (Chord line) • Whole line	
NW9005 Chinley North Jn. to Buxton **Down & up goods/down goods** • between Chinley North Jn. and CY.168 signal **Up goods/down & up goods** • CY.165 signal and Chinley North Jn.	
NW9007 New Mills South Jn. to Ashburys East Jn. ·The Down Romiley line from signal NM3, on approach to New Mills Tunnel, to points 29B at the New Mills Central trailing crossover. ·The Down Romiley line from signal NM201, on approach to Strines station, to points 110A at Marple station. ·The Down Romiley line / Down Reddish Branch line, from adjacent to Up-direction signal RJ6 just south of Romiley station, through Romiley Jn to Ashburys East Jn. **Up lines** ·The Up Reddish Branch line, from Ashburys East Jn to signal RJ6 at Romiley station. ·The Up Romiley line, from signal RJ11 (at Marple station) to signal NM16 at New Mills Central.	
NW9009 Marple Wharf Jn. to Rose Hill **Down Rose Hill** • RJ.13 signal to Rose Hill **Up Rose Hill** • Rose Hill to RJ.27 signal	
NW9011 Romiley Jn. to Hyde Jn. **Down Woodley branch** • From Romiley Jn to Up-direction signal RJ34 at Woodley station • From signal RJ38 to Hyde Jn **Up Woodley branch** • whole line	• Must not be used on the Down Woodley Branch between signals RJ34 and RJ38.
NW9017 Hazel Grove High Level Jn. to Northenden Jn. **Down Cheadle loop and 'up & down' Cheadle** • whole line	
NW9021 Buxton to Hazel Grove East Jn. **Down lines** • Hazel Grove HG.23 signal to Hazel Grove East Jn. **Up lines** • Hazel Grove East Jn. to HG.26 signal	

Module LNW(N)10	
NW9901 Gargrave to Carlisle South Jn. **Down lines** • route boundary (230 m.p.) to Hellifield home signal H.42 • Kirkby Thore KT.1 signal to KT.3 signal • Howe & Co's siding HS.12 signal to London Road Jn. **Up lines** • London Road Jn. CE.406, 407 signals to Howe & Co's Siding 303 m.p. • Kirkby Thore KT.4 signal to KT.2 signal • Settle Jn. section signal SJ.11 to 1B home SJ.12 signal • Hellifield home signal H.21 to H.23 signal	• must not be used on British Gypsum siding at Kirkby Thore • must not be used on Hellifield up loop
NW9903 Settle Jn. to Carnforth Station Jn. **Up** • Carnforth Station Jn. to section signal CS.10	
NW9909 Corby Gates to Petteril Bridge Jn. **Down Newcastle** • route boundary (58 m.p.) to Petteril Bridge Jn. **Up Newcastle** • Petteril Bridge Jn. to route boundary (58 m.p.)	
NW9911 London Road Jn. to Bog Jn. (Newcastle Goods line) **Down Newcastle goods** • whole line **Up Newcastle goods** • whole line	

When a COSS / PC wishes to take a line blockage of the lines described below, they will call the signaller in the normal manner. The signaller will then give the COSS / PC permission to activate the RTCOD and then observe that the appropriate track circuit(s) have activated prior to issuing the associated authority number. Once the work has been completed, the signaller must observe that the track circuit shows clear and normal indications are obtained before returning to normal working.
If there is a track circuit failure when the RTCOD has not been intentionally activated, the following procedure must be applied:
The signaller will report the track circuit failure in the normal manner
The signaller will then carry out the applicable rules and regulations for the movement of subsequent trains until such time that normal working can resume
Remote Track Circuit Operating Devices (RTCODs) have been installed at the following locations:

Line of Route	Controlling signal box / workstation	Line	Mileage of RTCOD	Protecting signal	Track circuit affected
NW3001 Crewe North Jn to Holyhead	Llandudno Junction	Down Main	216m 77ch	LJ49	T113
		Up Main	220m 65ch	LJ56/58	T128
	Bangor	Down Main	238m 63ch	BR3/6	T10
		Up Main	239m 40ch	BR57	T15

LNW North Route GI - Dated: 01/01/2025

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Rule Book Module TS1 – General signalling regulations

Section 8 – Ground Frames

1. Unlocking the ground frame from the signal box

The ground frame operator must telephone the signaller and come to a clear understanding regarding the movements to be made before requesting that the ground frame be unlocked. 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.

2. Relocking the ground frame once movements are complete

The ground frame operator must inform the signaller that the ground frame can be relocked once:

- all 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,
- all ground frame levers have been replaced in the normal position.

The signaller must inform the ground frame operator when the ground frame has been relocked. Until this advice is received, the ground frame operator must not rejoin the train or allow it to proceed.

3. Ground frame bell codes

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.

At ground frames, where bell communication is also provided with the signal box, the following codes must be used if there is a failure of the telephone. (The call attention signal, 1 beat, must be sent and acknowledged before the required code is sent.)

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 must be acknowledged by repetition when the ground frame has been unlocked/locked).

- Running line(s) fouled 6

From signal box

- Clear running lines for train to pass 7

(To be acknowledged by repetition and the bell code 3 sent when the line(s) have been cleared).

4. Mishaps or incidents during shunting

If the ground frame operator observes any irregularity on the running lines or should a running line be fouled, the signaller must be advised immediately. Where bell communication is provided, in order to obtain the signallers' attention without delay, six or more beats on the bell must be given in rapid succession. The ground frame operator must also carry out whatever emergency protection is required in accordance with the Rule Book.

5. If unable to relock the ground frame

Should the signaller be unable to relock the ground frame and special emergency instructions not be in force, a following train must not be allowed 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.

6. Ground frame unlocked by Annett's key taken from the signal box

The key must be inserted in the lock provided on the ground frame lever to release it. The key will be locked in the lever until it is restored to the normal position. The Annett's key must be returned to the signal box when the work has been completed.

LNW North Route GI - Dated: 01/12/07

Rule Book Module TS11 - Failure of, or work on, signalling equipment - signallers' regulations

Section 15 - When a train or vehicle fails to operate track circuits

These instructions apply when a train that has failed to operate track circuits during the leaf fall season is being taken from either:

- the location of the failure to operate track circuits to a suitable location at which the train is to be examined, or,
- from the location of the initial examination to a further location where the train is to be re-examined or taken out of service.

1. Safe movement of the train.

1.1 Any other signallers involved in the movement of the train must be advised. The train must be signalled as shown in Rule Book Module TS1, Regulation 12.

1.2 The driver must be instructed to continue at normal speed but to approach any barrow or foot crossing with white light indications at caution and not pass over them unless it is safe to do so.

1.3 In accordance with Rule Book Module TS9, Section 6.2, signallers / crossing keepers working level crossings with full barriers at signal boxes, including by remote control (RC) or by closed-circuit television (CCTV), which are fitted with an auto-raise switch must place this in the manual position before the 'crossing clear' button is pressed for the train.

2. Examining the train.

When the special examination is undertaken, the following procedure must be used:

2.1 Special examination where it is possible to examine all wheels on the train.

All wheels on the train must be examined.

If a wheel exhibits a continuous black band of contamination, half an inch wide or more in the centre of its tread, it is to be considered as contaminated.

If one or both wheels of an axle are contaminated the axle is to be considered as contaminated.

If more than 50% of the axles examined in the train are contaminated the train must be taken out of service at a suitable location immediately or as soon as possible.

2.2 Special examination where it is only practicable to examine all wheels on one side of the train.

All wheels on one side of the train must be examined.

If a wheel exhibits a continuous black band of contamination, half an inch wide or more in the centre of its tread, it is to be considered as contaminated.

If more than 50% of the wheels examined in one side of the train are contaminated the train must be taken out of service at a suitable location as soon as possible.

If 50% or less of the wheels examined in one side of the train are contaminated, the train may proceed to the next suitable location at which the wheels on the other side of the train may be examined. If during this further examination more than 50% of the wheels on the other side of the train are found to be contaminated, the train must be taken out of service at a suitable location immediately or as soon as possible.

When it is necessary for the train to proceed to a point at which it is to be taken out of service or further examined then it must be dealt with in accordance with clauses 1.1, 1.2 and 1.3 of this instruction.

LNW North Route GI - Dated: 07/12/2024

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

Section 7, Clause 7.1 - Authority and arrangements for movements

Up to four dead locomotives may be coupled to the hauling locomotive provided none of the locomotives have any wheels raised off the rails.

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

Rule Book Module TW1 - Preparation and movement of trains

Section 28 - Rail adhesion

Manual Application of Sand or Sandite

If a report is received from a driver or another competent person of poor rail adhesion, Operations Control may arrange for an authorised person to apply sand or sandite by means of hand held apparatus, (e.g. 'sand bomb' or 'handite' machine), provided that only a short length of rail head is involved.

After the sand or sandite has been applied using the appropriate equipment the signaller must take the following action:

1. Controlled test stop

A controlled test stop, as shown in *Rule Book Module TW1, Section 28.3,* must be made at the location concerned.

2. Operation of track circuits

Following the application of sand or sandite the requirements of *Rule Book Module TS1, Sections 12.2, 12.3, 12.4 and 12.5* (as relevant to the circumstances of the movement) must be observed in respect of the next train or trains over the line concerned, until the correct operation of track circuits has been observed.

3. Autumn leaf fall Initiatives

If rail head treatment has been applied as part of the autumn leaf fall initiatives without any report of poor rail head adhesion at that location, it will not be necessary for a train to perform a controlled test stop as shown above. The person who applies the rail head treatment must inform the signaller. Normal working over the treated line must not be resumed until the correct operation of track circuits has been observed as detailed in "*2. Operation of track circuits*" above.

LNW North Route GI - Dated: 07/12/2024

Rule Book Module TW1 - Preparation and movement of trains

Section 28, – Rail head adhesion

One Shot Sanding Equipment

The Driver of a train who has operated one-shot sanding equipment must bring their train to a stand and immediately report to the signaller the reason for the operation and the location at which it was done.

On receipt of this information the signaller must maintain the signal in rear of the affected train at danger until such time as the instructions contained in *Rule Book Module TW1, Section 28.3* have been carried out in liaison with Operations Control.

LNW North Route GI - Dated: 07/12/2024

Rule Book Module TW1 - Preparation and movement of trains

Section 38 - Stopping or stabling a train

The stabling of vehicles on running lines is prohibited except at terminal stations, bay platforms, and when and where specially authorised.

LNW North Route GI - Dated: 07/12/2024

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

Section 15 - Hot axle boxes and activation of lineside hot axle box detectors

These instructions do not apply to steam locomotives in steam and Class 101 to Class 128 Diesel Multiple Units (including those running in departmental service).

LNW North Route GI - Dated: 07/12/2024

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

Section 22 - Track circuit actuators (TCA)

An empty DMU with a defective TCA that is proceeding to a maintenance depot or other location as identified in the contingency plan, should be allocated reporting number 5Z09 for identification purposes.

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

Rule Book Module SS1 – Station duties and train despatch

Level Crossings between Platforms

At stations where passengers have to cross the track from one platform to another staff must exercise the greatest possible care to prevent the risk of an accident.

At all stations where footbridges or subways are provided special care should be taken to prevent passengers using the level-crossings.

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

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 carry out the role of the COSS as described above when applicable.

LNW North Route GI - Dated: 09/12/2023

Handbook RS/521 – Signals, handsignals, indicators and signs

Section 3, Clause 3.4 - Semaphore subsidiary signals

At certain locations a subsidiary warning signal distinguished by a letter “W” is provided.

When cleared, a warning signal authorises the driver to proceed as far as the next stop signal. The clearing of a warning signal placed below the section signal must be taken as an indication that the section is clear only to the home signal of the signal box in advance and drivers must regulate their train speed accordingly.

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

Handbook RS/521 – Signals, handsignals, indicators and signs

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

Handbook RS/521 – Signals, handsignals, indicators and signs

Section 12.5 Coasting Boards

Coasting boards, consisting of a white diamond sign 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.

Birkenhead Park to West Kirby
Bidston East Junction to New Brighton
Hunts Cross to Southport (excl. tunnels)
Green Lane to Chester
Sandhills to Ormskirk
Walton Junction to Kirkby

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

AUTOMATIC POWER CHANGE-OVER SITES (APCO)

Automatic Power Change-Over (APCO) balises and lineside signage are provided at strategic locations where certain non-electrified lines connect with electrified lines. The track-mounted balises communicate with the train, which will automatically change traction mode between electric and diesel, either dynamically (shortly after passing the balise), or statically when the train next comes to a stand (normally at a station stop).

Signage is not normally provided for APCO pantograph raise sites, however, for pantograph lower sites, signage is usually provided as a prompt to the driver to ensure the train has transitioned from electric to diesel with pantographs safely lowered.

APCO sites and associated signage may be for all trains or only selected trains, or certain routes for which the train should respond using the information held in the headcode for the service relative to the location. The Sectional Appendix Table A diagrams show where these power change-over sites are located.

The following sign has been provided at the APCO zone. This sign is applicable to hybrid trains fitted with the equipment to allow the balises to be read, including the Class 800 and 802 trains.

Lower Pantograph change-over sign

This sign means 'lower pantograph' – it is used to advise drivers to lower pantographs in association with an APCO site.

At this sign, if the APCO has not worked, the driver shall commence manual traction change-over procedures.

The sign is also used for other purposes as outlined in the Rule Book.

The sign may be accompanied by additional information – this could be a directional arrow, location name, or class specific.

Trains that fail to transition at an APCO pantograph raise site (diesel to electric) must only attempt a manual transition to electric mode as outlined in the Rule Book for raising pantographs. Other reminders or prompts for traction type change-over may also be in place.

LNW North Route GI - Dated: 30/11/2024

AXLE COUNTERS - LINES EQUIPPED

The following lines of route are equipped with Axle Counters:

Route	Sections of line equipped
NW1001 Armitage Jn. (Incl.) to Preston Fylde Jn.	Down lines from LNW(S) Sectional Appendix boundary to 156m 61ch (Basford Hall Junction inclusive). Up lines from 156m 31ch (Basford Hall Junction inclusive) to LNW(S) Sectional Appendix boundary.
NW1002 Penkridge Station (Incl.) to Trent Valley Jn No. 1 (Stafford)	Down and Up lines between LNW(S) Sectional Appendix boundary and Stafford Trent Valley Junction No. 1.
NW1003 Silverdale to Madeley	'Up & Down' Chord line.
NW1004 Rugeley Town (exclusive) to Rugeley North Junction	All Down lines are equipped Up lines : to 14m 10ch on approach to Route & Sectional Appendix boundary (MD345)
NW1005 Kidsgrove Jn. To Crewe South Jn.	Stoke-on-Trent SC box area only.
NW1009 Basford Hall Jn to Sandbach South Jn (Independent Lines)	Basford Hall Up Departure Siding and Basford Hall Up Through Siding: from 156m 40ch to Basford Hall Jn. Up Independent line: from 156m 31ch to Basford Hall Jn. Down Independent lines connection: from Basford Hall Jn to 156m 19ch.
NW2001 Weaver Jn to Liverpool Lime Street	Down Ditton line from 175m 70ch (Weaver Jn excl.) to 181m 34ch (Ditton East Jn excl.). Down Ditton Slow line from 185m 70ch (Halewood West Jn excl.) to 189m 70ch (Mossley Hill) Down Ditton Fast line from 185m 70ch (Halewood West Jn excl.) to 189m 70ch (Mossley Hill) Down Ditton Fast and Down Chat Moss Slow lines from 192m 48ch (Overbury Street Tunnel) to Liverpool Lime Street station buffer stops. Up Ditton Fast and Up Chat Moss Slow lines from Liverpool Lime Street station buffer stops to 192m 55ch (Crown Street Junction inclusive). Up Ditton Fast line from 190m 40ch (Wavertree Jn excl.) to 186m 40ch (Speke East Jn incl.) Up Ditton Slow line from 190m 40ch (Wavertree Jn excl.) to 186m 40ch (Speke East Jn incl.) Up Ditton line from 181m 70ch (Ditton East Jn excl.) to 176m 08ch (Weaver Jn excl.).
NW2003 Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)	Down & Up Folly Lane from Runcorn Jn to 0m 49ch.
NW2005 Speke Jn to Garston Jn	Up & Down Garston Goods line from 186m 72ch / 22m 59ch (Speke East Jn) to 23m 0ch (Speke West Jn).
NW2007 Allerton East Jn to Garston Jn	Garston Chord Line from 0m 00ch (Allerton East Jn) to 0m 24ch (Garston Jn excl.)
NW2009 - Arpley Jn. to Ditton East Jn	Down Goods from 11m 08ch (Arpley Junction) to 11m 46ch (Monk's Siding) Up Goods from 11m 69ch (Monk's Siding) to 11m 14ch (Arpley Junction) Down Latchford Goods from 14m 46ch to 17m 70ch. Up Latchford Goods from 18m 07ch to 15m 10ch.
NW2015 Ordsall Lane Jn to Edge Hill	Down Chat Moss line from Ordsall Lane Jn to 28m 53ch (fringe with Eccles SB control area). Down Chat Moss Line/Down Chat Moss Fast Line/Down Chat Moss Slow Line from 6 m 05 ch (199metres beyond signal LL3585 on approach to Huyton Junction) to 3m 74ch (194 metres beyond signal LE295 on approach to Broad Green Station) Up Chat Moss Line / Up Chat Moss Slow Line / Up Chat Moss Fast Line from4m 44ch (180 metres beyond signal LL3592 on approach to Roby Junction) to 6m 33ch (180 metres beyond signal LL3584 at Huyton Junction) Up Chat Moss line from 28m 53ch (fringe with Manchester ROC control area) to Ordsall Lane Jn.
NW2023 Springs Branch Jn. to Huyton Jn. (St. Helens lines)	Down St Helens line from 3m 67ch (180 metres beyond signal LL3739 on approach to Thatto Heath) to Huyton Junction). Up St Helens line from Huyton Junction to 4m 20ch (at signal SH101)
NW2027 Edge Hill Bootle Branch Jn. to Liverpool Docks.	Down Bootle line from 1m 27ch to 4m 61ch (within Oriel Road Tunnel). Up Bootle line from 4m 61ch (within Oriel Road Tunnel) to 1m 02ch.
NW3001 Crewe North Jn. to Holyhead	Between Saltney Jn. and Rockcliffe Hall Down Main line 181m 70ch to 188m 58ch and Up Main line 188m 02ch to 182m 35ch. Shotton Low Level excl to Llysfaen Emergency GF excl (217m 09ch) Part of Down Main - Colwyn Bay-end of Abergele & Pensarn station to 215m 20ch. Down Main line - Little Chef L.C. to Bangor station (excl.). Up Main line – Bangor station (excl.) to 224m 60ch.
NW3007 Wrexham Central to Bidston West Jn.	Down Wrexham – Shotwick G.F. to signal ML.580R. Up Wrexham – approx. 1m 30ch to 11m 60ch.
NW3021 Frodsham Jn to Halton Jn	Frodsham Single line from 1m 33ch (Frodsham Jn excl.) to Halton Jn.
NW4005 Preston Fylde Jn to Blackpool North	Down Fylde line from 4m 40ch to Blackpool North. Up Fylde line from Blackpool North to 3m 56ch.

Route	Sections of line equipped
NW4007 Kirkham North Jn to Blackpool South	Entire line of route
NW5008 Norton Bridge to Stone Jn.	Down Norton Bridge line between Searchlight Lane Junction and Stone Junction. Up Norton Bridge line between Stone Junction and Little Bridgeford Junction. Norton Bridge East Chord throughout.
NW5009 Colwich Jn. to Cheadle Hulme	Down Stoke / Down Main / Down & Up line, from Colwich Jn to MCH 6m 00ch (Adlington (Cheshire)). Up Stoke / Up Main line, from MCH 6m 44ch (Adlington (Cheshire)) to Colwich Jn.
NW5010 Glebe Street Jn. To Caldon Quarry	Signal SOT.463 berthing track section.
NW5012 Foley Crossing (excl.) to Stoke Jn.	Between Foley Crossing box and Stoke Jn.
NW5013 Denton Jn to Ashton Moss North Jn	Down Crowthorne line from 0m 78ch (ELR: DJO2) to Ashton Moss North Jn. Up Crowthorne line from Ashton Moss North Jn to 4m 46ch (ELR: DJO1).
NW5021 Guide Bridge West Jn to Stalybridge	Down Huddersfield line, from 1m 30ch to Stalybridge. Up Huddersfield line, from Stalybridge to signal GB847 at 0m 73ch.
NW6001 Manchester Piccadilly East Jn to Euxton Jn	Down Oxford Road line / Down Bolton line, from 189m 47ch (Oxford Road West Jn) to 190m 45ch (departing Ordsall Lane Jn). Up Bolton / Up Oxford Road line, from 190m 45ch (on approach to Ordsall Lane Jn) to 189m 47ch (Oxford Road West Jn).
NW6003 Castlefield Jn to Allerton Jn	Down CLC line from Castlefield Jn to 27m 47ch. Down Hunts Cross Chord line from 0m 19ch to Allerton Jn. Up Hunts Cross Chord line from Allerton Jn to 0m 28ch. Up CLC line from 29m 21ch to Castlefield Jn. Trafford Park Reversing Line.
NW6004 Water street Jn to Deal Street Jn (Ordsall chord lines)	Entire line of route
NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn	All lines between Manchester Victoria East Jn to Salford West Jn (inclusive) (0m 67ch on the Down Salford line, 0m 71ch on the Up Salford line).
NW6007 Deal Street Jn to Ordsall Lane Jn	Up and Down Chat Moss lines between Deal Street Junction and Ordsall Lane Jn.
NW6009 Windsor Bridge North Jn. To Southport	Down Atherton line from 7m 39ch to 14m 20ch (between Walkden and Crow Nest Jn exclusive) Up Atherton line from 14m 07ch to 7m 35ch (between Crow Nest Jn and Walkden exclusive)
NW7001 Manchester Victoria West Jn to Hebden Bridge	All Down lines from Manchester Victoria West Jn to 1m 77ch, between Brewery Jn and Thorpes Bridge Jn. The Up Rochdale line from 1m 77ch, and Up Passenger Loop from 1m 67, between Thorpes Bridge Jn and Brewery Jn, to Manchester Victoria West Jn.
NW7013 Daisyfield Jn. to Hellifield	Down Hellifield / Down Main line – from signal DS.8 at 11m 61ch to 16m 17ch (between Langho and Whalley stations) Up Main line – 20m 72ch (just after Low Moor LC) to 17m 25ch (Langho-end of Whalley Viaduct).
NW7021 Miles Platting Jn. to Marsden	Down Ashton / Down Huddersfield line from Miles Platting Jn to 9m 40ch (between Stalybridge Tunnel and Scout Tunnel). Up Huddersfield / Up Ashton line from 9m 40ch (between Scout Tunnel and Stalybridge Tunnel) to Miles Platting Jn. Up and Down lines throughout Standedge Tunnel.
NW7023 Philips Park West Jn to Brewery Jn	Down Brewery line and Up Brewery line throughout.
NW7025 Philips Park West Jn to Ashburys West Jn	Down Ashburys line from Philips Park West Jn to 2m 52ch (Manchester Metrolink intersection bridge). Up Ashburys line from 2m 52ch (Manchester Metrolink intersection bridge) to Philips Park West Jn.
NW7027 Baguley Fold Jn to Philips Park South Jn	Down Baguley line and Up Baguley line throughout.
NW8011 Mann Island Jn. To West Kirby (via loop)	Loop line. Down and Up West Kirby lines between James St. station and Birkenhead Park station.
NW8013 Canning Street Jn. To Hooton South Jn.	Down and Up Chester lines between Canning St. Jn. and Birkenhead Central station.
NW9001 Dore West Jn. To Edgeley Jn. No. 1 (Hope Valley lines)	Down and Up lines throughout Disley Tunnel.
NW9007 New Mills South Jn. to Ashburys East Jn.	Down and Up Romiley lines between Marple and Romiley Jn.
NW9009 Marple Wharf Jn. to Rose Hill	Up Rose Hill line between signal RJ27 and Marple Wharf Jn.
NW9901 Gargrave to Carlisle South Jn.	Down Main line from 234m 79ch (Settle Jn excl.) to 243m 05ch (Horton-in-Ribblesdale station incl.). Up Main line from 247m 35ch (Ribblehead station incl.) to 241m 37ch (Horton-in-Ribblesdale station incl.). Up Main line from 266m 21ch (Kirkby Stephen SB excl.) to 259m 04ch (Shotlock Hill Tunnel excl.). Up Main line from 277m 09ch (Appleby station excl.) to 270m 20ch (Crosby Garrett Viaduct excl.). Down Main line from 284m 69ch (Culgaith SB excl.) to 292m 70ch (Lazonby & Kirkoswald station incl.). Up Main line from 299m 55ch (Low House Crossing SB) to 292m 22ch (Lazonby Tunnel incl.).

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 Stoke SCC, Rugby ROC, Rugby SCC and Manchester ROC areas, and on the Warrington Low Level lines between Arpley and Monks Siding and on the St Helens lines between Thatto Heath and Huyton Junction a conditional axle counter reset applies – no technician is required. In other areas, co-operative re-setting equipment is provided. A Signalling Technician must be provided to re-set the equipment.

At Daisyfield, Horrocksford and at signal boxes along the Settle - Carlisle route (Settle Junction, Blea Moor, Appleby North, Kirkby Stephen, Culgaith and Low House Crossing) there are axle counters in the Intermediate Block signal sections. These have a preparative reset, no signalling technician is required.

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 TSI 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

Co-operative re-setting equipment is provided. A Signalling Technician must be provided to re-set the equipment.

LNW North Route GI - Dated: 01/01/2025

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 North Route GI - Dated: 08/07/2017

Class 92 locomotives - operational restrictions

In addition to the route availability shown in Table D4 of this Sectional Appendix the following Class 92 traction specific instructions must be carried out by all concerned:

- The locomotive electrical train supply (ETS) must not be connected.
- If two locomotives are coupled together or used in the same train formation, then only one shall be under power and connected to the traction electrical supply system.
- Regenerative braking is prohibited.
- When being dead-hauled the 'Battery Isolation Switch' must be set to the 'Isolate' position.

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

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 North Route GI - Dated: 01/08/15

Cleaning of locomotive windscreens in platforms

1. Cleaning of windscreens under overhead line equipment.

Cleaning of locomotive windscreens under live overhead line equipment (OLE) can only be done where specially authorised as follows:

Location	Traction
Crewe	All locomotives
Liverpool Lime Street	All AC electric locomotives and Class 31 and 47 diesel locomotives
Manchester Piccadilly	All locomotives
Preston	All locomotives.

This work must only be done by authorised staff using equipment specially provided for this purpose. (The equipment provided must never be raised above the top of the locomotive windscreen.)

2. Method of work.

The following instructions apply at all locations where there is no OLE and at the 'electrified' locations specially authorised above. There are also additional instructions for cleaning of locomotive windscreens at Preston and Crewe stations in the relevant local instructions section(s) of this publication.

Whilst the work is being carried out the provisions of *Rule Book Module T10* must be applied. In addition to the requirements of *Section 6* of *Module T10* the following additional protection must be provided before work commences:

a) A red flag, or a red light (particularly if visibility is poor), must be exhibited 20 yards (20m) from the end of the last vehicle nearest the direction from which vehicles might be shunted against the locomotive(s) on which the cleaning is taking place. The red light may be steady or flashing.

b) If it is possible for vehicles to be shunted against both ends of the locomotive(s) on which the cleaning is taking place, this protection must be provided at both ends.

c) A 'NOT TO BE MOVED' board must be positioned on the driving desk in each locomotive cab. Only the staff carrying out the work are authorised to position and remove these boards. Whilst a reminder device is exhibited, the locomotive must not be moved.

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

Duties of Competent person

AOCL+B Level Crossings LNW North Route

If you are acting as competent person at an AOCL+B crossing and it is necessary to restore the crossing to auto working, you must ensure the barriers are fully lowered before placing the switch into the central position and closing and locking the door on the Local Control Unit. Whilst using the Local Control Unit at the crossing, you must ensure the crossing has fully responded to each operation of the switch before moving the switch to another position. Failure to do this will result in the crossing failing and S&T attendance will be required to restore it to normal operation.

LNWN Route GI - Dated: 09/02/19

EMU stock fitted with buckeye couplers which are normally maintained in the 'up' position

Where it is necessary for any member of the staff to go between two units fitted with buckeye couplers, either of which is capable of being moved, the person concerned must take possession of the driver's brake controller key, returning it to the driver when the operation requiring the person to go between the units is completed.

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

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 North Route GI - Dated: 02/12/17

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 North Route GI - Dated: 02/09/09

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GSM-R - CAB RADIO REGISTRATION AT MAIN AND 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
NW1001 ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.					
Crewe South Jn	Down Siding from Down Slow	CE531	996@	Crewe North Panel	74 6420 01
Crewe South Jn	Up Fast - Down	CE533	996@	Crewe North Panel	74 6420 01
Crewe South Jn	Carriage Sheds	CE535	996@	Crewe North Panel	74 6420 01
Warrington South Jn	Up direction	WN215	996@	Warrington PSB - South Panel	74 3538 01
Warrington Bank Quay	Crossfield Private Siding Exit	WN203	996@	Warrington PSB – South Panel	74 3538 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Warrington Bank Quay	Platform 3 - Up	WN202	996@	Warrington PSB – South Panel	74 3538 01
Warrington Bank Quay	Platform 4 - Up	WN197	996@	Warrington PSB – South Panel	74 3538 01
Warrington Bank Quay	Down Slow - Up	WN198	996@	Warrington PSB – South Panel	74 3538 01
Warrington Bank Quay	Goods Yard Exit	WN186	996@	Warrington PSB – South Panel	74 3538 01
Haydock Branch Jn	Up direction	WN115	996@	Warrington PSB - North Panel	74 3536 01
Bamfurlong Jn	Down direction	WN113	996@	Warrington PSB - North Panel	74 3536 01
Springs Branch No.1 Jn	Distribution depot exit	WN69	996@	Warrington PSB – North Panel	74 3536 01
Spring Branch Loco Siding	Siding Exit	WN66	996	Warrington PSB – North Panel	74 3536 01
Wigan South Jn	Up direction	WN49	996@	Warrington North Panel	74 3536 01
Wigan North Western	Platform 4 - Down	WN15	996	Warrington PSB – North Panel	74 3536 01
Wigan North Western	Platform 5 - Up	WN24	996	Warrington PSB – North Panel	74 3536 01
Wigan North Western	Exchange Siding No.1 Exit	WN19	996	Warrington PSB – North Panel	74 3536 01
Wigan North Western	Exchange Siding No.2 Exit	WN18	996	Warrington PSB – North Panel	74 3536 01
Preston	South Sidings 1	PN166	996@	Preston Panel C	74 3548 01
Preston	Sidings south No.2 - Up	PN157	996@	Preston Panel C	74 3548 01
Preston	Sidings south No.3 - Up	PN103	996@	Preston Panel C	74 3548 01
Preston	No.1 Sidings	PN129	996@	Preston Panel C	74 3548 01
Preston North Jn	Parcel Sidings North Bay - Down	PN122	996@	Preston Panel C	74 3548 01
Preston North Jn	Carriage Sidings - Down	PN137	996@	Preston Panel C	74 3548 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW1003 SILVERDALE TO MADELEY					
Madeley Jn	Siding No.1 (Stop Board)	SC1343	996	Ruby ROC – Stafford Workstation	74 6180 01
NW1005 KIDSGROVE JN TO CREWE SOUTH JN					
Coopers LC	Up Main Potteries - Down	CE521	996@	Crewe South Panel	74 6421 01
Alsager	Up Main Potteries	CE524	996@	Crewe South Panel	74 6421 01
NW1007 NANTWICH (EXCL.) TO CREWE SOUTH JN.					
Nantwich Crossover	Down Main (Up direction)	SC8478	995@	SWCC Shrewsbury North Workstation	74 5366 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW1019 ACTON GRANGE JN TO WARRINGTON SOUTH JN (HELSBY LINES)					
Walton Old Jn	Walton Traffic Siding Exit	WN226	996@	Warrington South	74 3538 01
Walton Old Jn	M.S.C. Sidings Exit	WN225	996@	Warrington South	74 3538 01
NW1021 WINWICK JN. TO GOLBORNE JN. (VIA EARLESTOWN)					
Earlestown South Jn	Up direction	WN545	996@	Warrington Middle Panel	74 3537 01
Newton-le-Willows Jn	Down direction	WN519	996@	Warrington Middle Panel	74 3537 01
NW2001 WEAVER JN. TO LIVERPOOL LIME STREET					
Edge Hill	Edge Hill Bridge Siding 2 - exit	LE127	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Edge Hill Bridge Siding 1 - exit	LE129	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Edge Hill Carriage Siding A - exit	LE123	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Edge Hill Carriage Siding B - exit	LE125	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	D.C.E. Tamper Siding - exit	LE133	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Gullet Siding - exit	LE126	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Waterloo Siding 4 – Down direction	LE47	996	Manchester ROC – Liverpool Workstation	74 4440 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW2005 SPEKE JN. TO GARSTON JN.					
Speke West Jn	Down Garston Goods	WE1852	996	Manchester ROC – Wavertree West Workstation	74 4447 01
Speke West Jn	Garston Through Siding	WE1848	996	Manchester ROC – Wavertree West Workstation	74 4447 01
Speke West Jn	Speke Access Line	WE1850	996	Manchester ROC – Wavertree West Workstation	74 4447 01
Garston Jn	Garston Departure line	WE1862	996	Manchester ROC – Wavertree West Workstation	74 4447 01
NW2009 ARPLEY JN TO DITTON EAST JN					
Arpley Jn SB	Up Latchford Siding	AJ1/20	996@	Arpley Junction	74 3559 01
Arpley Jn SB	Football Field Sidings	AJ18	996@	Arpley Junction	74 3559 01
Arpley Jn SB	Football Field Sidings	AJ19	996@	Arpley Junction	74 3559 01
Arpley Jn SB	Up Latchford Siding	AJ9	996@	Arpley Junction	74 3559 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Arpley Jn SB	Up Siding	AJ33	996@	Arpley Junction	74 3559 01
Monk's Siding SB	Down Goods (Up direction)	MS5	996@	Monk's Siding	74 8312 01
Fiddlers Ferry Power Station SB	Fly Ash Siding	FF21	996@	Fiddlers Ferry	74 3555 01
Fiddlers Ferry Power Station SB	Cripple Siding	FF20	996@	Fiddlers Ferry	74 3555 01
Fiddlers Ferry Power Station SB	A Track	FF5/9	996@	Fiddlers Ferry	74 3555 01
Fiddlers Ferry Power Station SB	B Track	FF6/8	996@	Fiddlers Ferry	74 3555 01
Fiddlers Ferry Power Station SB	Road 1	FF10	996@	Fiddlers Ferry	74 3555 01
NW2011 WALTON OLD JN TO ARPLEY JN					
Arpley Yard	Arpley Up Through Siding Exit - Up	WN213	996@	Warrington PSB – South Panel	74 3538 01
Arpley Grid Iron Jn North	Arpley Up Through Siding Exit - Down	WN219	996@	Warrington PSB – South Panel	74 3538 01
NW2015 ORDSALL LANE JN. TO EDGE HILL					
Newton-le-Willows Jn	Up direction	WN520	996@	Warrington Middle Panel	74 3537 01
NW2023 SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)					
St Helens Station SB	Up direction	SH17	996@	St Helens Station	74 3535 01
St Helens Central	Down Siding Exit	SH20	996@	St Helens Station	74 3535 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
St Helens Central	Platform 2 - Up	SH18	996@	St Helens Station	74 3535 01
St Helens Station Jn	Down direction	SH112	996@	St Helens Station	74 3535 01
St Helens Central	Platform 1 - Up	SH3	996@	St Helens Station	74 3535 01
St Helens Central	Platform 2 - Down	SH22	996@	St Helens Station	74 3535 01
Pilkington's Oil Sidings	Up direction	SH102	996@	St Helens Station	74 3535 01
Pilkington's Oil Siding	Siding Exit	SH106	996@	St Helens Station	74 3535 01
Pilkington's Oil Sidings	Up Goods - Up	SH105	996@	St Helens Station	74 3535 01
Thatto Heath	Down direction	SH109	996@	St Helens Station	74 3535 01
Thatto Heath	Down Goods Loop - Down	SH111	996@	St Helens Station	74 3535 01
NW3001 CREWE NORTH JN. TO HOLYHEAD					
Crewe Steel Works	Crewe Steel Works Carriage Siding Exit	SW7	995@	Crewe Steel Works	74 6419 01
Crewe Steel Works	Crewe Steel Works Down Main Up Direction	SW11	995@	Crewe Steel Works	74 6419 01
Chester	Exit Up Reception Line Up Direction	CR541	995@	Chester PSB	74 6402 01
Chester	Exit Reception Line Down Direction	CR542	995@	Chester PSB	74 6402 01
NW3005 GOBOWEN (EXCL.) SALTNEY JN					
Wrexham General	Up Bay Sidings Exit	CN958	995@	Croes Newydd North Fork	74 5344 01
Wrexham General	Platform 1	CN942	995@	Croes Newydd North Fork	74 5344 01
Wrexham General	Platform 2	CN945	995@	Croes Newydd North Fork	74 5344 01
NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN					
Wrexham General	Platform 3 Up Direction	CN934	995@	Croes Newydd North Fork	74 5344 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Wrexham General	Platform 3 Down Direction	CN931	995@	Croes Newydd North Fork	74 5344 01
Shotwick GF	Exit PLS Shotton Paper Co	DM4	995@	Dee Marsh Jn	74 6400 01
Bidston	Stabling Sdg Exit	ML154	996@	Merseyrail Wirrel Workstation	74 6458 01
NW3011 CHESTER WEST JN TO HOOTON SOUTH JN					
Chester North Jn	Chester Nth Jn Up Siding Exit	CR554	995@	Chester	74 6402 01
NW3013 HOOTON SOUTH JN TO HELSBY JN					
Overpool	Scotchlite Siding Exit	EP11	@998	Ellesmere Port	74 6409 01
Ellesmere Port	Sidings Exit PLS to Down Main	EP53	996@	Ellesmere Port	74 6409 01
Ellesmere Port	Up & Down Goods Loop Up Direction	EP55	996@	Ellesmere Port	74 6409 01
Ellesmere Port	East Sidings Exit	EP18	996@	Ellesmere Port	74 6409 01
Ellesmere Port	East Sidings Exit	EP19	996@	Ellesmere Port	74 6409 01
NW3023 EDGELEY JN NO.2 TO MICKLE TRAFFORD					
Skelton Jn	Down Goods Loop Up Direction	DJ6	996@	Deansgate Jn	74 3516 01
NW4001 PRESTON RIBBLE JN TO COVE LC.					
Oubeck	Up Goods Loop	PN212	996@	Preston Panel D	74 3549 01
Oubeck	Down Goods Loop	PN213	996@	Preston Panel D	74 3549 01
Lancaster South Jn	Up Main (Down direction)	PN221	996@	Preston Panel D	74 3549 01
Lancaster South Jn	Up Passenger Loop No.2 (Down direction)	PN232	996@	Preston Panel D	74 3549 01
Lancaster South Jn	Siding No.1	PN234	996@	Preston Panel D	74 3549 01
Lancaster South Jn	Engine Siding	PN233	996@	Preston Panel D	74 3549 01
Lancaster	Bay Platform 1	PN239	996@	Preston Panel D	74 3549 01
Lancaster	Bay Platform 2	PN241	996@	Preston Panel D	74 3549 01
Carnforth North Jn	Down Siding 1	PN284	996@	Preston Panel D	74 3549 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Carnforth North Jn	Down Siding 2	PN283	996@	Preston Panel D	74 3549 01
Oxenholme	Carriage Stabling Siding	CE44	996@	Carlisle – Panel C (South)	74 6447 01
Tebay North Jn	Engineers and Cripple Siding Exit	CE106	996@	Carlisle – Panel C (South)	74 6447 01
Shap Quarry	Quarry Exit	CE134	996@	Carlisle – Panel C (South)	74 6447 01
Harrisons Siding	Siding Exit	CE154	996@	Carlisle – Panel C (South)	74 6447 01
Carlisle	Wapping Siding Exit	CE293	996@	Carlisle – Panel B (Station)	74 6446 01
Carlisle	Collier Lane Siding Exit	CE299	996@	Carlisle – Panel B (Station)	74 6446 01
Carlisle	Siding ‘A’ South End	CE313	996@	Carlisle – Panel B (Station)	74 6446 01
Carlisle	No.1 Siding South End	CE312	996@	Carlisle – Panel B (Station)	74 6446 01
Carlisle	No.2 Siding South End	CE311	996@	Carlisle – Panel B (Station)	74 6446 01
Carlisle	Siding ‘A’ North End	CE319	996@	Carlisle – Panel B (Station)	74 6446 01
Carlisle	No.1 Siding North End	CE318	996@	Carlisle – Panel B (Station)	74 6446 01
Carlisle	No.2 Siding North End	CE317	996@	Carlisle – Panel B (Station)	74 6446 01
Kingmoor Depot	Run Round Rd - Up	CE459	996@	Carlisle – Panel A (North)	74 6445 01
Kingmoor Depot	Up Through Siding - Up	CE455	996@	Carlisle – Panel A (North)	74 6445 01
Kingmoor Depot	Run Round Rd - Down	CE464	996@	Carlisle – Panel A (North)	74 6445 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Kingmoor Depot	Down Departure	CE498	996@	Carlisle – Panel A (North)	74 6445 01
Longtown Sidings	Sidings Exit	CE511	996@	Carlisle – Panel A (North)	74 6445 01
NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH					
Preston Fylde Jn	Shunting line - Up	PN153	996@	Preston Panel C	74 3548 01
Preston SB	Shunting line - Down	PN155	996@	Preston Panel C	74 3548 01
Preston SB	Down Slow - Up	PN163	996@	Preston Panel C	74 3548 01
NW4019 OXENHOLME TO WINDERMERE					
Windermere	Station	-	996@	Carlisle – Panel C (South)	74 6447 01
NW4033 CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)					
Carnforth Station Jn	Railway Museum Exit Line	CSJ53	996@	Carnforth Station Jn	74 6449 01
Ulverston SB	Down Main Up Direction	UN14	996	Ulverston	74 6492 01
Ulverston SB	Goods Yard Exit	UN21/13	996	Ulverston	74 6492 01
Barrow-in-Furness SB	Barrow Carriage Sidings 1-3 Exit	BF36	996	Barrow-in-Furness	74 6478 01
Barrow-in-Furness SB	Barrow Carriage Sidings 4-7 Exit	BF16	996	Barrow-in-Furness	74 6478 01
Barrow-in-Furness	Plat 2 Up Direction	BF45	996	Barrow-in-Furness	74 6478 01
Barrow-in-Furness	Plat 1 Up Direction	BF12	996	Barrow-in-Furness	74 6478 01
Barrow-in-Furness SB	Plat 2 Down Direction	BF4	996	Barrow-in-Furness	74 6478 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW4033 CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)					
Barrow-in-Furness SB	Plat 1 Down Direction	BF3	996	Barrow-in-Furness	74 6478 01
Barrow-in-Furness SB	Plat 3 Down Direction	BF39	996	Barrow-in-Furness	74 6478 01
Millom SB	Down Siding Exit	MM11	996	Millom	74 6480 01
Salthouse Jn	Exit from Salthouse Sidings	STOP BOARD	996@	Barrow-in-Furness	74 6478 01
Drigg	Exit Sig from Drigg BNF Sidings	SD48	996	Sellafield	74 6484 01
Seascale	Exit PLS from BNF Private Siding	SD15/16	996	Sellafield	74 6484 01
Seascale	Up Siding Up Direction	SD11	996	Sellafield	74 6484 01
Sellafield	Station Down & Up Loop Up Direction	SD5	996	Sellafield	74 6484 01
Sellafield SB	North Siding Exit	SD10	996	Sellafield	74 6484 01
Sellafield SB	Station Down & Up Loop Down Direction	SD28	996	Sellafield	74 6484 01
Sellafield SB	Platform 3 Down Direction	SD40	996	Sellafield	74 6484 01
Workington Main No 2 SB	Down & Up Siding Down direction	WN2 29	996	Workington Panel 2	74 6488 01
Workington Main No 2 SB	Carriage Siding Exit	WN2 12	996	Workington Panel 2	74 6488 01
Workington Main No 2 SB	Reception Sidings Up Direction	WN2 8	996	Workington Panel 2	74 6488 01
Workington Main No 3 SB	Down Main	WN2 58	996	Workington Panel 3	74 6489 01
Workington Main No 3 SB	Reception Sidings Down Direction	WN2 44	996	Workington Panel 3	74 6489 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Merchants Quay LC	Up Main Down Direction	WN2 42	996	Workington Panel 2	74 6488 01
Bransty SB	Whitehaven Station Plat 2 Up Direction	BY4	996	Bransty	74 6486 01
Bransty SB	Whitehaven Station Plat 2 Down Direction	BY55	996	Bransty	74 6486 01
Bransty SB	Whitehaven Station Bay Plat 1	BY53	996	Bransty	74 6486 01
Maryport Station SB	Up Siding Exit PLS	MT33	996	Maryport Station	74 6490 01
Maryport Station SB	Platform Up Direction	MS31	996	Maryport Station	74 6490 01
Maryport	Platform Down Direction	MS47	996	Maryport Station	74 6490 01
Carlisle South Jn	Up direction	CE291	996@	Carlisle Panel B	74 6446 01
NW5001 CREWE NORTH JN. TO MANCHESTER PICCADILLY					
Sandbach South Jn	Up Wilmslow (Down Direction)	MS1701	@996	Manchester South	74 3507 01
Sandbach South Jn	Up Manchester (Down Direction)	MS1703	@996	Manchester South	74 3507 01
Sandbach North Jn	Down Wilmslow	MS1702	@996	Manchester South	74 3507 01
Alderley Edge South Jn	Up Siding	MS1707	@996	Manchester South	74 3507 01
Alderley Edge South Jn	Up Wilmslow (Down Direction)	MS1709	@996	Manchester South	74 3507 01
Alderley Edge South Jn	Down Siding	MS1711	@996	Manchester South	74 3507 01
Stockport	Up Fast (Down Direction)	ST1 78/101	@996	Stockport No.1	74 3510 01
Stockport	Up Slow (Down Direction)	ST169	@996	Stockport No.1	74 3510 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Stockport	Up Fast (Down Direction)	ST177	@996	Stockport No.1	74 3510 01
Stockport	Down Fast Platform 3 Stockport Station	ST198	@996	Stockport No.1	74 3510 01
Stockport	Down Goods	ST192	@996	Stockport No.1	74 3510 01
Stockport	Down Slow Platform 4 Stockport Station	ST191	@996	Stockport No.1	74 3510 01
Stockport	Sidings on the Down Side	ST53/48 /41	@996	Stockport No.2	74 3511 01
Stockport	Up Fast Platform 2 (Down Direction)	ST73	@996	Stockport No.2	74 3511 01
Stockport	Up Slow Platform 0 (Down Direction)	ST75	@996	Stockport No.2	74 3511 01
Stockport	Down Fast (Up Direction)	ST116 /117/118	@996	Stockport No.2	74 3511 01
Stockport	Down Fast Platform 3	ST2F	@996	Stockport No.2	74 3511 01
Stockport	Down Fast Platform 3A (Down Direction)	ST2E	@996	Stockport No.2	74 3511 01
Stockport	Down Slow Platform 4	ST2C	@996	Stockport No.2	74 3511 01
Longsight South Jn	Maintenance Sheds (off the Up Fast)	MP36	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Longsight South Jn	Maintenance Sheds (off the Up Fast)	MP39	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Longsight Depot Jn	Up Slow - Down	MP84	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Up Freight Sidings	MP66	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Up Freight Sidings	MP67	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Run Round Siding - Down	MP47	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Run Round Siding - Up	MP48	996@	Manchester Piccadilly – Longsight Panel	74 3502 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Depot Jn	Down Goods - Up	MP56	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Departure Reception line - Down	MP54	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Down Fast - Up	MP53	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Departure Reception line - Down	MP52	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Departure Reception line - Up	MP68	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Run Round Siding - Down	MP61	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Wheel Lathe 2	MP83	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Wheel Lathe 2	MP65	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Up Fast - Down	MP72	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Depot Jn	Down Goods - Up	MP69	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Longsight Depot Jn	Up & Down Goods - Up	MP86	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Longsight Depot Jn	Down Fast - Up	MP85	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Longsight Depot Jn	Up & Down Goods - Down	MP87	996@	Manchester Piccadilly – Longsight Panel	74 3502 01
Longsight Depot Jn	Down Slow - Up	MP95	996@	Manchester Piccadilly – Longsight Panel	74 3502 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Ardwick Jn	Down Slow (Up Direction)	MP1114	@996	Manchester Piccadilly SC	74 3503 01
Ardwick Jn	Up Slow (Down Direction)	MP1117	@996	Manchester Piccadilly SC	74 3503 01
Ardwick Jn	Up Fast (Down Direction)	MP1115	@996	Manchester Piccadilly SC	74 3503 01
Ardwick Jn	Up Slow (Down Direction)	MP1123	@996	Manchester Piccadilly SC	74 3503 01
Ardwick Jn	Down Slow (Up Direction)	MP1125	@996	Manchester Piccadilly SC	74 3503 01
Ardwick Jn	Down Fast	MP1137	@996	Manchester Piccadilly SC	74 3503 01
Ardwick Jn	Engine Siding (Up Direction)	MP1138	@996	Manchester Piccadilly SC	74 3503 01
Manchester Piccadilly East Jn	Engine Siding (Down Direction)	MP1155	@996	Manchester Piccadilly SC	74 3503 01
Manchester Piccadilly East Jn	Up East (Down Direction)	MP1151	@996	Manchester Piccadilly SC	74 3503 01
Manchester Piccadilly East Jn	Up Slow (Down Direction)	MP1161	@996	Manchester Piccadilly SC	74 3503 01
Manchester Piccadilly East Jn	Holding Siding	MP1162	@996	Manchester Piccadilly SC	74 3503 01
NW5015 HADFIELD TO ARDWICK JN					
Ardwick TPE Train Care Depot	Arrival / Departure	MP1113	@996	Manchester Piccadilly SC	74 3503 01
Ardwick	Ardwick Up East (Down Direction)	MP313	@996	Manchester Piccadilly SC	74 3503 01
NW6001 MANCHESTER PICCADILLY EAST JN. TO EUXTON JN.					
Manchester Piccadilly West Jn	Down Oxford Road (Up Direction)	MP1188	@996	Manchester Piccadilly SC	74 3503 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Salford Crescent	Up Salford - Down	MP1209	996@	Manchester Piccadilly – Windsor Bridge Panel	74 3505 01
Agecroft South Jn	Up Siding	MP1220	996@	Manchester Piccadilly – Windsor Bridge Panel	74 3505 01
Agecroft South Jn	G.M.C. Refuse Sidings to Engine Runaround	MP1221	996@	Manchester Piccadilly – Windsor Bridge Panel	74 3505 01
Bolton West Jn	Down Bolton - Up	MP674	996@	Manchester Piccadilly – Windsor Bridge Panel	74 3505 01
Blackrod	Down Bolton (Up Direction)	MP686	@996	Windsor Bridge Panel	74 3505 01
Blackrod	Up Bolton (Down Direction)	MP687	@996	Windsor Bridge Panel	74 3505 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW6003 CASTLEFIELD JN. TO ALLERTON JN.					
Trafford Park East Jn	Up CLC - Down	MC1613	996@	Manchester ROC – Oxford Road Workstation	74 4443 01
Trafford Park West Jn	Reception Line 1 - Down	MC1632	996@	Manchester ROC – Oxford Road Workstation	74 4443 01
Trafford Park West Jn	Reception Line 2 - Up	MC1630	996@	Manchester ROC – Oxford Road Workstation	74 4443 01
Glazebrook	Down direction	GE16	996@	Glazebrook East Jn	74 3524 01
Glazebrook	Up direction	GE18	996@	Glazebrook East Jn	74 3524 01
Warrington Central	No.1 Siding Exit	WC15/16	996	Warrington Central	74 3525 01
Warrington Central	Platform 2 - Up	WC31	996	Warrington Central	74 3525 01
Warrington Central	No.2 Siding Exit	WC12/13/14	996	Warrington Central	74 3525 01
Hunts Cross	TMD Arrival Line	HC540	996	Hunts Cross	74 3526 01
Hunts Cross	TMD Departure Line	HC542	996	Hunts Cross	74 3526 01
Hunts Cross	Down Neck	HC537	996	Hunts Cross	74 3526 01
Hunts Cross	DMU Siding Exit	HC536	996	Hunts Cross	74 3526 01
NW6009 WINDSOR BRIDGE NORTH JN. TO SOUTHPORT					
Windsor Bridge North Jn	Up Siding 1	MP1210	996@	Manchester Piccadilly – Windsor Bridge Panel	74 3505 01
Windsor Bridge North Jn	Up Siding 2	MP1212	996@	Manchester Piccadilly – Windsor Bridge Panel	74 3505 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Walkden	Up Atherton - Down	MP821	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Walkden	Down Atherton - Up	MP822	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Crow Nest Jn	Down Atherton - Down	MP805	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Crow Nest Jn	Down Hindley - Up	MP804	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Crow Nest Jn	Up Hindley - Down	MP807	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Wigan Wallgate	Carriage Siding Exit	WW208	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Up direction	WW201	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate SB	Down direction	WW202	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Platform 1 - Down	WW103	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Platform 2 - Up	WW104	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Bay Platform Exit	WW105	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Southport Up Siding Exit	WW142	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Up Through Siding - Down	WW141	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate SB	Down direction	WW143	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate SB	Down direction	WW206	996@	Wigan Wallgate	74 3540 01
Parbold SB	Up direction	PD4	996@	Parbold	74 3542 01
NW6015 WIGAN WALLGATE TO HEADBOLT LANE					
Wigan Wallgate SB	Down Liverpool (Up direction)	WW210	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate SB	Up Liverpool	WW106	996@	Wigan Wallgate	74 3540 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Dale Lane Jn	Down & Up Line	-	996@	Rainford Jn	74 3558 01
NW7001 MANCHESTER VICTORIA WEST JN. TO HEBDEN BRIDGE					
Castleton South Jn	Down Rochdale	CE34	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Down Goods Loop	CE27	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Sidings No 2,3,4	CE16	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Up & Down Through Sidings	CE30	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Up & Down Through Sidings	CE36	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Down Rochdale	CE50	998@	Castleton East Jn	74 6428 01
Rochdale	Rochdale Platform 4	TH7302	998@	Rochdale West	74 6429 01
Rochdale East Jn	Rochdale Turnback / Metronet Access	TH7304	998@	Rochdale West	74 6429 01
Rochdale	Platform 2(Down Direction)	TH7305	998@	Rochdale West	74 6429 01
Rochdale East Jn	Up Rochdale	TH7306	998@	Rochdale West	74 6429 01
Todmorden	Up L&Y	PN317	996@	Preston Panel A	74 3546 01
NW7007 FARINGTON CURVE JN. TO ORMSKIRK					
Rufford	Up & Down Main (Up Direcition)	RD101	996@	Rufford	74 3543 01
Ormskirk	End of the line	-	996@	Rufford	74 3543 01
NW7009 FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)					
Accrington	Up direction	PN412	996@	Preston Panel A	74 3546 01
NW7013 DAISYFIELD JN TO HELLIFIELD					
Horrocksford Jn	Clitheroe Station Up Platform	HJ3	998@	Horrocksford Jn	74 6426 01
Horrocksford Jn	Down Sidings	HJ4	998@	Horrocksford Jn	74 6426 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW8001 HUNTS CROSS WEST JN TO SOUTHPORT					
Hall Road	Hall Road TMD Exit	ML89	996@	Merseyrail Northern Line WS	74 6457 01
NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)					
James Street	Bidston Stabling Siding Exit	ML1543	996@	Merseyrail Wirral Line WS	74 6458 01
NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)					
Chinley East Jn	Up Main (Down Direction)	CY159	998@	Chinley	74 7141 01
Chinley East Jn	Up Main	CY162	998@	Chinley	74 7141 01
Chinley	Down Main (Up Direction)	CY154	998@	Chinley	74 7141 01
Hazel Grove West Jn	Down Siding	HG16	998@	Hazel Grove	74 3513 01
Hazel Grove West Jn	Up Siding	HG12	998@	Hazel Grove	74 3513 01
Hazel Grove West Jn	Down Hope Valley (Up Direction)	HG14	998@	Hazel Grove	74 3513 01
NW9003 CHINLEY EAST JN TO CHINLEY SOUTH JN (CHORD LINE)					
Chinley East Jn	Down & Up Chord (Up direction)	CY158	996@	Chinley	74 7141 01
NW9005 CHINLEY NORTH JN TO BUXTON					
Peak Forest South	Peak Forest Up Siding 1	PF38/39	996	Peak Forest South	74 7170 01
Peak Forest South	Peak Forest Up Siding 2-4 Exit	PF41/40	996	Peak Forest South	74 7170 01
Peak Forest South	Peak Forest Long Sidings 1&2	PF8/26	996	Peak Forest South	74 7170 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Peak Forest South	Cemex Dove Holes Quarry / 'Railside' Exit	PF48/35	996	Peak Forest South	74 7170 01
Peak Forest South	Fuel Road Exit	PF43	996	Peak Forest South	74 7170 01
Great Rocks Jn	Up Siding Exit	GR22	996	Great Rocks Junction	74 3554 01
Great Rocks Jn	Up Siding Exit	GR23	996	Great Rocks Junction	74 3554 01
Great Rocks Jn	Down & Up Tunstead Siding exit	GR27	996	Great Rocks Junction	74 3554 01
Great Rocks Jn	Up Siding Exit	GR20	996	Great Rocks Junction	74 3554 01
Buxton SB	Engine Run Round Road exit	BN45/46/47	996	Buxton	74 7147 01
Buxton SB	Single Line Access Road exit	BN42/43/44	996	Buxton	74 7147 01
Buxton SB	Diesel Depot Line	BN5	996	Buxton	74 7147 01
NW9017 HAZEL GROVE HIGH LEVEL JN TO NORTHENDEN JN					
Northenden Jn	Down Main (Up Direction)	NJ16	995@	Northenden Jn	74 3515 01
Northenden Jn	Up Main (Down Direction)	NJ8	995@	Northenden Jn	74 3515 01
Northenden Jn	GMC Private Sidings onto the Down Main	NJ21	995@	Northenden Jn	74 3515 01
NW9019 BUXTON TO BRIGG'S SIDINGS					
Buxton SB	Platform 1	BN9	996	Buxton	74 7147 01
Buxton SB	Hindlow Branch Exit	BN27	996	Buxton	74 7147 01
NW9021 BUXTON TO HAZEL GROVE EAST JN					
Buxton SB	Diesel Depot Exit	BN5	996	Buxton	74 7147 01
Buxton SB	Platform 2	BN18	996	Buxton	74 7147 01
Furness Vale SB LC	Down Main (Up direction)	FV19	996	Furness Vale	74 3551 01
NW9901 GARGRAVE TO CARLISLE SOUTH JN.					
Settle Jn	Up Main (Down Direction)	SJ27	996@	Settle	74 6437 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Settle Jn	Down Main (Up Direction)	SJ23	996@	Settle	74 6437 01
Settle Jn	Down Branch (Up Direction)	SJ25	996@	Settle	74 6437 01
Blea Moor	Up Goods Loop	BM19	996@	Blea Moor	74 6438 01
Garsdale	Up Main (Down direction)	GD32	996@	Garsdale	74 6439 01
Garsdale	Down Main (Up direction)	GD34	996@	Garsdale	74 6439 01
Garsdale	Up Refuge Sidings	GD38	996@	Garsdale	74 6439 01
Kirkby Stephen	Up Siding	KS7	996@	Kirkby Stephen	74 6440 01
Kirkby Stephen	Down Siding	KS14	996@	Kirkby Stephen	74 6440 01
Kirkby Stephen	Up Main (Down Direction)	KS15	996@	Kirkby Stephen	74 6440 01
Kirkby Stephen	Down Main (Up Direction)	KS12	996@	Kirkby Stephen	74 6440 01
Appleby North	Up Main (Down Direction)	AN15/16	996@	Appleby North	74 6441 01
Appleby North	Up Sidings	AN6	996@	Appleby North	74 6441 01
Appleby North	Runround Siding	AN5	996@	Appleby North	74 6441 01
Appleby North	Down & Up Through Siding	AN8	996@	Appleby North	74 6441 01

Note: @ indicates Alias Plate provided.

LNW North Route GI - Dated: 01/01/2025

GSM-R GENERAL INSTRUCTION

TW5 SECTION 25 – KNOWN SEARCHING NETWORK LOCATIONS

The locations in the table below have encountered a temporary reduction in radio coverage with the GSM-R system which may result in registration problems and the ability of the driver to contact the signaller. This will be presented to the Driver on the DCP as 'searching for network'.

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

Location	Fault Number	Comments	Outcome
Manchester Airport	FMS BCA 647345	Coverage issues Previously decommissioned GSM-R site has now been returned to service	Currently awaiting feedback
Lancaster Station	18122	Coverage issues	Broken antenna mounting bracket found and repaired

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 are instructed to use the phone book to contact the signaller from these locations.

Location	Fault Number	Comments	Outcome
Lancaster Station	18122	Misrouted calls	Broken antenna mounting bracket found and repaired.

LIMITED COVERAGE ON FREIGHT ONLY BRANCH LINES

The freight-only branch lines listed in the table below are sections of permanent poor GSM-R coverage. These areas of poor coverage are in tunnels and deep cuttings resulting in GSM-R calls may be unreliable. If a train is in a poor coverage area at the time the emergency call is initiated, the train radio will receive the emergency call as soon as there is sufficient GSM-R coverage.

SECTION	Line of Route code	ELR	Mileages	GSM-R predicted poor coverage details	SECTION
Salop Goods Junction to Crewe Coal Yard (Liverpool Independent lines)	NW1017	LLI	157m 71ch to 158m 73ch	Poor coverage through tunnel under WCML LLI 158m 14ch - 158m 29ch	Salop Goods Junction to Crewe Coal Yard (Liverpool Independent lines)
Preston South Junction to Strand Road	NW1027	PSR2	0m 00ch to 0m 40ch	Poor coverage from Fishergate Tunnel to the NR boundary PSR2 0m 22ch – 0m 40ch	Preston South Junction to Strand Road
Edge Hill Bootle Branch Junction to Atlantic Dock Junction (former)	NW2027	SCT1	0m 14ch to 4m 49ch	Poor coverage through Spellow No. 2 Tunnel SCT1 4m 04ch - 4m 19ch & Westminster Tunnel SCT1 4m 35ch - 4m 49ch	Edge Hill Bootle Branch Junction to Atlantic Dock Junction (former)
Atlantic Dock Junction (former) to Liverpool Docks (NR Boundary)	NW2027	SCT2	4m 49ch to 5m 53ch	Poor coverage through Oriel Road Tunnel SCT2 4m 55ch - 4m 68ch and Alexandra Dock Tunnel SCT2 5m 25ch - 5m 38ch	Atlantic Dock Junction (former) to Liverpool Docks (NR Boundary)
Chinley North to Buxton	NW9005	CNB1	168m 39ch to 161m 05ch	Poor coverage in the cutting and through Dove Holes Tunnel: CNB1 164m 28ch – 166m 19ch	Chinley North to Buxton
Chinley North to Buxton	NW9005	CNB3	161m 54ch to 164m 52ch	Poor coverage through Ashwood Dale and Pic Tor Tunnels inclusive: CNB3 163m 73ch – 162m 32ch	Chinley North to Buxton
Buxton to Hindlow Brigg's Sidings (NR boundary)	NW9019	BUX	0m 00ch to 4m 70ch	Poor coverage: BUX 2m 55ch - 4m 70ch	Buxton to Hindlow Brigg's Sidings (NR boundary)

GSM-R FAULTS AND FAILURES RESPONSE

VERSION 1.1

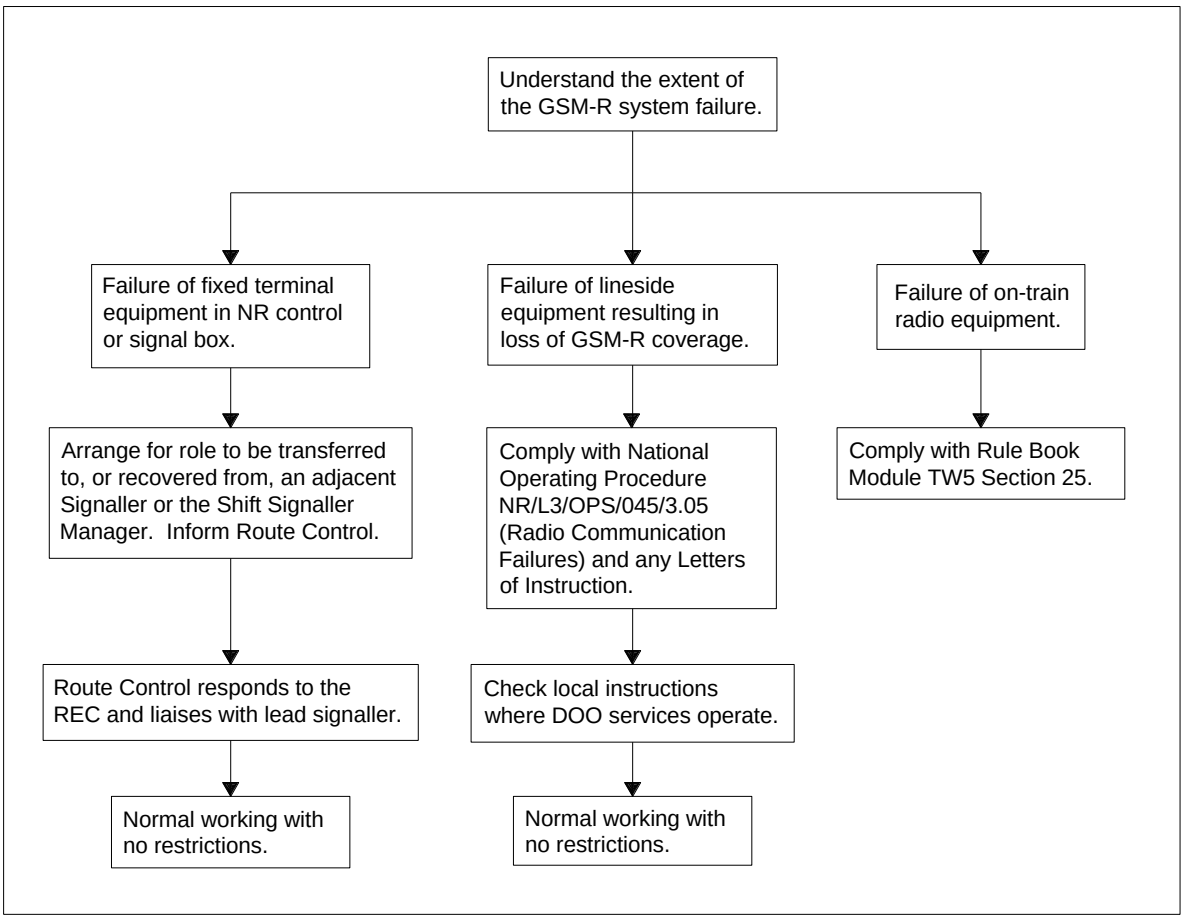
PURPOSE

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 North Route GI Dated: 07/12/2024

INFRASTRUCTURE MONITORING TRAINS

Network Rail own a fleet of specially adapted Infrastructure Monitoring vehicles which operate frequently on most lines within all Network Rail routes, these vehicles are painted yellow and carry Network Rail logos. Trains with these vehicles in them generally operate with a 'Q' headcode so as to denote that they are line specific.

During movements, these vehicles can emit a powerful underframe light source which could be mistakenly identified as a binding brake or sparks being emitted from the bogies, and as such, does not require to be reported to the controlling Signaller. However, if in any doubt, then normal operating procedures should be applied.

LNW North Route GI - Dated: 18/04/15

Instructions to Traincrews working other than DC electric trains & other staff who are required to work over, or in the vicinity of DC electrified lines in the Liverpool area.

1. Scope of instructions.

These instructions are not intended for traincrew required to work trains during normal traffic hours over trip cock fitted areas of the DC electrified lines in the Liverpool area. Any traincrew required to work in normal traffic hours over trip cock fitted lines must be supplied with the *Work Instructions for DC Electrified Lines in the Liverpool Area*, and be competent in all relevant requirements of that publication.

2. Movement of traction units not fitted with trip cocks.

Before any train not fitted with a trip cock is allowed to enter upon the Mersey Section or the Link or Loop lines, the driver must obtain the authority of the signaller at either Merseyrail or Hunts Cross signal boxes.

3. Description of the system.

DC electrified lines consist of one (positive) conductor rail located on the sleeper ends in the cess and/or six-foot ways in addition to the two running rails; one of the running rails is electrically bonded over the joints and acts as a conductor for the return (negative) current.

4. Danger of live equipment.

4.1 It must always be assumed that the conductor rails and connections are live.

4.2 The conductor rail is charged with electricity and it is dangerous to step upon, touch or come into contact with either the conductor rails or their connections. In addition, staff must not step upon conductor rail protection boarding.

4.3 On no account must a broken or displaced conductor rail be touched until it has been isolated

4.4 Although the traction return current flows through the running rails and the negative conductor rail where provided, these rails are not dangerous to human life.

4.5 It is dangerous to pour water on to, or in the immediate vicinity of, the line conductor rail, or to allow water issuing from locomotives, hose pipes, hydrants, etc., to come into contact therewith.

4.6 Staff are warned not to cross the conductor rail more than absolutely necessary in the discharge of their duties, and great care must be taken to avoid contact with the conductor rail. When possible use must be made of lifts, subways, over-bridges, barrow or other crossings where these are provided.

5. Emergency telephones.

5.1 Telephones for emergency use are provided at signal boxes, ground frames, passenger stations, inspection sheds and other points on the electrified lines.

These telephones are housed in cabinets identified by a white telephone on a green background with the words "EMERGENCY TELEPHONE" in white.

5.3 These telephones must only be used for communicating with the Electrical Control Operator (ECO) and all messages must be repeated back to ensure that they are correctly understood.

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5.4 *Contacting the Electrical Control Operator.*

Contact with the ECO can be made either by the emergency telephones described above, or by ringing the numbers shown below :

Location	**British Telecom**	**E.T.D.**	**GSM-R Contact number**	**Short Code(ETD)**
Sandhills ECR	0151-298 2840 0151-672 0101	085-52101 / 02 / 03 / 04	74 4063 03	170

6. Switching off electricity in emergency.

6.1 Any person becoming aware of a derailment, mishap or other emergency requiring or likely to require, the electricity to be switched off, must telephone the ECO at once, or arrange for this to be done.

6.2 If it would save time, radio or any lineside or other telephone may be used for communicating with the ECO as an alternative to using an emergency telephone.

6.3 When a lineside telephone communicating with a signal box is used, the messages between the person requesting the isolation and the ECO must be passed on by the signaller without delay.

6.4 Before telephoning for the electricity to be switched off, traincrews must ensure that where a line(s) other than that on which their train is standing is obstructed, such line(s) is protected in accordance with the provisions of *Rule Book Module M1*.

6.5 The person contacting the ECO must first say that 'This is an emergency call', then must state:

(a) where they are speaking from

(b) their name, job title and employer

(c) the line or lines concerned

(d) the location (e.g. the nearest bridge, station, signal or other structure)

(e) the telephone or radio call number you are using (so the ECO can contact you if necessary)

(f) why the isolation is required and whether any person is in danger from the conductor rail or its connections

(g) whether police, fire, ambulance or other emergency services are waitning to give assistance

The person contacting the ECO must remain in contact until either:

- assured by the ECO that the electricity has been switched off and the equipment made safe, or
- alternative arrangements have been agreed.

6.6 The person making the request will be known as the person in charge of the isolation and this person alone must be responsible for dealing with the ECO in these circumstances. If this person is relieved, this person must advise the ECO the name and grade of the person left in charge of the isolation, who must also confirm to the ECO that this person is now in charge. The ECO must satisfy himself that the relief is fully aware of the limits of the isolation. Electricity will be restored only for, or after consultation with, the person in charge of the isolation.

7. Procedure in case of fire.

7.1 Any outbreak of fire on or near to the electrified lines must be reported immediately to the ECO.

7.2 In reporting fire, care must be taken to state the exact location and which line(s) is affected.

7.3 Urgent measures must be taken to extinguish fires likely to affect cables or other electrical equipment. The local instructions regarding procedure in case of fire contained in the Local Information Card must also be carried out.

7.4 B.C.F. extinguishers painted yellow or with a yellow band are suitable for use on fires on, or in the immediate vicinity of, electrified lines, cables or train equipment which may be alive.

ANY EMPLOYEE INHALING OR COMING INTO CONTACT WITH THE VAPOUR FROM B.C.F. EXTINGUISHERS MUST IMMEDIATELY BE PLACED IN FRESH AIR AND, IF B.C.F. ENTERS THE EYES, THEY MUST BE FLUSHED WITH CLEAN WATER.

A.F.F.F. Spray Extinguishers painted beige, must not be directed at live electrical equipment, including overhead line equipment, conductor rails or electric train heating equipment UNTIL THE ELECTRICITY HAS BEEN SWITCHED OFF.

Exception: A.F.F.F. extinguishers may be directed at train/traction electrical equipment BUT ONLY after the electric train supply (E.T.S.) and/or main traction supply has been switched off.

Battery circuits may remain energised in order to retain emergency train lighting and communication equipment.

7.5 Dry sand or earth is suitable for extinguishing fires, but water or extinguishers containing water must NOT be used under any circumstances until electricity has been switched off from the vicinity of the fire. Even then water must not be used if other means of extinguishing the fire are available

8. Damage to conductor rails and cables.

When damage, smoking, excessive flashing (except normal sparking caused by a passing electric train), or fusing is noticed, the matter must be reported immediately by telephone to the ECO, starting the location and which line(s) is affected.

9. Interference with electrical equipment.

All staff must exercise vigilance to prevent interference with any portion of electrical equipment.

10. Flooding of permanent way.

10.1 Whenever an electrified line is flooded up to the tops of sleepers, any person observing or becoming aware of such flooding must arrange for the ECO to be at once informed, reporting the location, depth and extent of flooding and any subsequent change of conditions.

10.2 All concerned are warned that when flood water is lying on the surface of the permanent way, they must take care not to step into the water, as it may be highly charged with electricity.

10.3 Where circumstances arise causing it to be necessary for any person to step into the water, the conductor rail must be isolated before he does so.

11. Wagon sheets.

Great care must be exercised in securing sheets on wagons routed over electrified lines so as to prevent the sheets being dislodged by wind. Sheet strings must not be allowed to hang loosely.

12. Securing of couplings and brake pins.

12.1 Guards and shunters working trains passing over electrified lines must see that brake pins or long couplings are not allowed to hang down. The attention of maintenance staff must be called to all brake levers which are found to be less than six inches from the rail level when in their lowest position. Guards and shunters are responsible for walking round their train to see that all is in order in this respect prior to leaving the last depot or yard before they pass over electrified lines. The middle link of loose couplings must be pushed up in order to clear the conductor rail.

12.2 Drivers are responsible for seeing that screw couplings attached to their locomotives are clear of the conductor rails.

12.3 Train staff when pinning or unpinning handbrakes, coupling or uncoupling vehicles, etc., must as far as practicable, work on the side of the vehicles at which there is no conductor rail.

13. Traincrew alighting from locomotive and/or examining, etc., their train.

When working over electrified lines, traincrews must not alight from the locomotive more than is necessary. Before examining, adjusting, repairing, etc., any part of a vehicle which is near to the conductor rail, arrangements must be made for the current to be switched off.

14. Detraining of passengers in emergency.

Should it be necessary for passengers to be detrained, other than at a platform, the current must be switched off before they are allowed to leave the train. The conductor rail of the line upon which the train is standing and also any conductor rails alongside or over which the passengers may have to walk must be isolated.

15. Prevention of damage and obstruction to conductor rail.

Contact must be prevented between any object or ballast and a live conductor rail and material must not be dragged across or dropped on such a rail.

16. Dangerous to touch collector shoes.

Collector shoes of an electric multiple unit are connected together by cables and whether in contact with the conductor rail or not must be considered dangerous to life.

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

Level crossings protected by non-block signals

Proceeding over a manually controlled level crossing equipped with non-block signals operated by a crossing keeper during signal failure / disconnection of equipment or single line working.

At the level crossings listed below, the protecting signals are not part of the block signalling and are only provided to protect the level crossing.

During a signal failure / disconnection of equipment, the driver will receive a green handsignal from the crossing keeper as authority to proceed over the level crossing irrespective of the aspect / indication shown at that protecting signal.

The driver having received the green handsignal must regulate the speed of the train in accordance with the aspect / indication previously displayed at the section signal.

NW3001 Crewe North Jn to Holyhead

Ty Croes LC (254m 31ch)

NW4019 Oxenholme to Windermere

Burneside Higher LC (3m 62ch)

NW4033 Carnforth North Jn to Carlisle South Jn (via Barrow)

Kirksanton LC (47m 08ch)

Limestone Hall LC (47m 43ch)

NW9021 Buxton to Hazel Grove East Jn

Norbury Hollow LC (3m 60ch) (See Local Instructions for further details)

Rule Book Module P1

During Single Line Working at those locations shown below a green handsignal will be displayed at the crossing as authority for movements to proceed over the crossing in the right direction (where required) and the wrong direction.

NW3001 Crewe North Jn to Holyhead

Ty Croes LC (254m 31ch)

NW4033 Carnforth North Jn to Carlisle South Jn (via Barrow)

Kirksanton LC (47m 08ch)

Limestone Hall LC (47m 43ch)

NW9021 Buxton to Hazel Grove East Jn

Norbury Hollow LC (3m 60ch). (See Local Instructions for further details)

LNW North Route GI - Dated: 19/02/2024

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
NW1001 Armitage Jn. (Incl.) to Preston Fylde Jn.	Down Lines from LNW(S) Sectional Appendix boundary to 156m 61ch (Basford Hall Junction inclusive) Up lines from 156m 31ch (Basford Hall Junction inclusive) to LNW(S) Sectional Appendix Boundary
NW1002 Penkridge Station (Incl.) to Trent Valley Jn No. 1 (Stafford)	Down and Up lines between LNW(S) Sectional Appendix boundary and Stafford Trent Valley Junction No. 1.
NW1003 Silverdale to Madeley	'Up & Down' Chord line.
NW1004 Rugeley Town (exclusive) to Rugeley North Junction	All Down lines are equipped Up lines : to 14m 10ch on approach to Route & Sectional Appendix boundary (MD345)
NW1005 Kidsgrove Jn. To Crewe South Jn.	Stoke-on-Trent SC box area only.
NW1009 Basford Hall Jn to Sandbach South Jn (Independent Lines)	Basford Hall Up Departure Siding and Basford Hall Up Through Siding: from 156m 40ch to Basford Hall Jn. Up Independent line: from 156m 31ch to Basford Hall Jn. Down Independent lines connection: from Basford Hall Jn to 156m 19ch.
NW2001 Weaver Jn to Liverpool Lime Street	Down Ditton line from 175m 70ch (Weaver Jn excl.) to 181m 34ch (Ditton East Jn excl.). Down Ditton Slow line from 185m 70ch (Halewood West Jn excl.) to 189m 70ch (Mossley Hill) Down Ditton Fast line from 185m 70ch (Halewood West Jn excl.) to 189m 70ch (Mossley Hill) Down Ditton Fast and Down Chat Moss Slow lines from 192m 48ch (Overbury Street Tunnel) to Liverpool Lime Street station buffer stops. Up Ditton Fast and Up Chat Moss Slow lines from Liverpool Lime Street station buffer stops to 192m 55ch (Crown Street Junction inclusive). Up Ditton Fast line from 190m 40ch (Wavertree Jn excl.) to 186m 40ch (Speke East Jn incl.) Up Ditton Slow line from 190m 40ch (Wavertree Jn excl.) to 186m 40ch (Speke East Jn incl.) Up Ditton line from 181m 70ch (Ditton East Jn excl.) to 176m 08ch (Weaver Jn excl.).
NW2005 Speke Jn to Garston Jn	Up & Down Garston Goods line from 186m 72ch / 22m 59ch (Speke East Jn) to 23m 0ch (Speke West Jn).
NW2007 Allerton East Jn to Garston Jn	Garston Chord Line from 0m 00ch (Allerton East Jn) to 0m 24ch (Garston Jn excl.)
NW2015 Ordsall Lane Jn. to Edge Hill	Down Chat Moss line from Ordsall Lane Jn to 28m 53ch (fringe with Eccles SB control area). Down Chat Moss Line/Down Chat Moss Fast Line/Down Chat Moss Slow Line from 6 m 05ch (199metres beyond signal LL3585 on approach to Huyton Junction) to 3m 74ch (194 metres beyond signal LE295 on approach to Broad Green Station) Up Chat Moss Line / Up Chat Moss Slow Line / Up Chat Moss Fast Line from 4m 44ch (180 metres beyond signal LL3592 on approach to Roby Junction) to 6m 33ch (180 metres beyond signal LL3584 at Huyton Junction) Up Chat Moss line from 28m 53ch (fringe with Manchester ROC control area) to Ordsall Lane Jn.
NW2023 Springs Branch Jn. to Huyton Jn. (St. Helens lines)	Down St Helens line from 3m 67ch (180 metres beyond signal LL3739 on approach to Thatto Heath) to Huyton Junction Up St Helens line from Huyton Junction to 4m 20ch (at signal SH101
NW3001 Crewe North Jn to Holyhead	Up Holyhead Signal LJ50 to FH6004 Down Holyhead Signal FH6001 to Signal LJ49
NW3021 Frodsham Jn to Halton Jn	Frodsham Single line from 1m 33ch (Frodsham Jn excl.) to Halton Jn.
NW4005 Preston Fylde Jn to Blackpool North	Down Fylde line from 4m 40ch to Blackpool North. Up Fylde line from Blackpool North to 3m 56ch.
NW4007 Kirkham North Jn to Blackpool South	Entire line of route

Route	Sections of line equipped
NW5008 Norton Bridge to Stone Jn.	Down Norton Bridge line between Searchlight Lane Junction and Stone Junction Up Norton Bridge line between Stone Junction and Little Bridgeford Junction. Norton Bridge East Chord throughout.
NW5009 Colwich Jn. to Cheadle Hulme	Down Stoke / Down Main / Down & Up line, from Colwich Jn to MCH 6m 00ch (Adlington (Cheshire)). Up Stoke / Up Main line, from MCH 6m 44ch (Adlington (Cheshire)) to Colwich Jn.
NW5010 Glebe Street Jn. To Caldon Quarry	Signal SOT.463 berthing track section.
NW5012 Foley Crossing (excl.) to Stoke Jn.	Between Foley Crossing box and Stoke Jn.
NW5021 Guide Bridge West Jn to Stalybridge	Down Huddersfield line, from 1m 30ch to Stalybridge. Up Huddersfield line, from Stalybridge to signal GB847 at 0m 73ch.
NW5013 Denton Jn to Ashton Moss North Jn	Down Crowthorne line from 0m 78ch (ELR: DJO2) to Ashton Moss North Jn. Up Crowthorne line from Ashton Moss North Jn to 4m 46ch (ELR: DJO1).
NW6001 Manchester Piccadilly East Jn to Euxton Jn	Down Oxford Road line / Down Bolton line, from 189m 47ch (Oxford Road West Jn) to 190m 45ch (departing Ordsall Lane Jn). Up Bolton / Up Oxford Road line, from 190m 45ch (on approach to Ordsall Lane Jn) to 189m 47ch (Oxford Road West Jn).
NW6003 Castlefield Jn to Allerton Jn	Down CLC line from Castlefield Jn to 27m 47ch. Down Hunts Cross Chord line from 0m 19ch to Allerton Jn. Up Hunts Cross Chord line from Allerton Jn to 0m 28ch. Up CLC line from 29m 21ch to Castlefield Jn.
NW6004 Water Street Jn to Deal Street Jn (Ordsall Chord lines)	Entire line of route
NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn	All lines between Manchester Victoria East Jn to Salford West Jn (inclusive) (0m 67ch on the Down Salford line, 0m 71ch on the Up Salford line).
NW6007 Deal Street Jn to Ordsall Lane Jn	Up and Down Chat Moss lines between Deal Street Junction and Ordsall Lane Jn.
NW6009 Windsor Bridge North Jn. to Southport	Down Atherton line from 7m 39ch to 14m 20ch (between Walkden and Crow Nest Jn exclusive) Up Atherton line from 14m 07ch to 7m 35ch (between Crow Nest Jn and Walkden exclusive)
NW7001 Manchester Victoria West Jn to Hebden Bridge	All Down lines from Manchester Victoria West Jn to 1m 77ch, between Brewery Jn and Thorpes Bridge Jn. The Up Rochdale line from 1m 77ch, and Up Passenger Loop from 1m 67, between Thorpes Bridge Jn and Brewery Jn, to Manchester Victoria West Jn
NW7021 Miles Platting Jn. to Marsden	Down Ashton / Down Huddersfield line from Miles Platting Jn to 9m 40ch (between Stalybridge Tunnel and Scout Tunnel). Up Huddersfield / Up Ashton line from 9m 40ch (between Scout Tunnel and Stalybridge Tunnel) to Miles Platting Jn.
NW7023 Philips Park West Jn to Brewery Jn	Down Brewery line and Up Brewery line throughout.
NW7025 Philips Park West Jn to Ashburys West Jn	Down Ashburys line from Philips Park West Jn to 2m 52ch (Manchester Metrolink intersection bridge). Up Ashburys line from 2m 52ch (Manchester Metrolink intersection bridge) to Philips Park West Jn.
NW7027 Baguley Fold Jn to Philips Park South Jn	Down Baguley line and Up Baguley line throughout.

LNW North Route GI - Dated: 01/01/2025

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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.

Route prohibitions or restrictions

All relevant instructions must be adhered to when operating on Merseyrail routes.

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 North Route GI - Dated: 04/09/10

Modified Working

In the event of signalling equipment failure on the single lines listed in the table below, modified working may be authorised by the Network Rail Route Control Manager, for a period of up to two hours, without introducing working by pilot.
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.
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.

At the locations listed below, a train is allowed to pass over the single line concerned without working by pilot being introduced in accordance with the regulations of Rule Book Module P2 Section 7 *Modified working arrangements*.

Lines where Modified Working is authorised

Route	Line name	Between these locations	Remarks
NW3001	Britannia Bridge	Menai Bridge South Jn. and Menai Bridge North Jn.	
NW4011	Down & Up Morecambe	Between Bare Lane and Morecambe Station	
NW4033	Up & Down Main	Between Parton and Parton North Jn	
NW4033	Up & Down Main	Between St Bees and Bransty	Must not be authorised if Modified Working between Sellafield and St Bees has already been implemented.
NW4033	Up & Down Main	Between Sellafield and St Bees	Must not be authorised if Modified Working between St Bees and Bransty has already been implemented.
NW4033	Up & Down Main	Between Barrow-in-Furness and Park South	
NW5015	Down & Up Hadfield / Down & Up Main	Between Hadfield and Dinting	
NW5019	Down & Up Glossop	Between Glossop and Dinting	
NW6011	Down & Up Darwen	Between Blackburn Bolton Junction and Darwen Station	
NW6011	Down & Up Darwen	Between Darwen Station and Bromley Cross	
NW6011	Up & Down Darwen	Between Bolton West Jn and Astley Bridge Jn.	
NW7007	Up & Down Main	Between Rufford and Ormskirk	
NW7013	Up & Down Hellifield	Between Daisyfield Jn and Daisyfield signal box	
NW7017	Up & Down Colne	Between Gannow Jn and Colne	
NW9003	Down & Up Chord	Between Chinley East Jn and Chinley South Jn	
NW9005	'Down & Up' Goods	Between Chinley North Jn and Chinley South Jn	
NW9005	'Down & Up' Goods / 'Up & Down' Great Rocks	Between Great Rocks Jn SB and Buxton SB	
NW9009	Up & Down Rose Hill	Between Green Meadows Jn and Rose Hill Station	
NW9017	Up & Down Cheadle	Between Hazel Grove High Level Jn. and Northenden Jn.	
NW9901	Down & Up Main (Ribblehead viaduct)	Between Ribblehead and Blea Moor signal box	

The drivers of all trains working over the lines listed above must be in possession of a supply of Modified Working tickets RT3177.

LNW North Route GI - Dated: 04/05/2024

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

LNW North Route GI - Dated: 06/12/14

REPORT OF STONE / OBJECT – THROWING AND AIR RIFLES

On receiving a report from a Driver of stones or other objects being thrown, or use of air rifles, the Signaller must, in addition to advising Route Control and the BT Police:

1. Advise the Driver of the first train requiring to proceed through the area concerned, on any line, of the circumstances and request them to report back once the train has passed through the area whether stone-throwing / shooting occurred or not. **The train must not be cautioned**.

2. Where another Signaller is involved, advise that Signaller of the circumstances and ask the Signaller to advise Drivers as shown in this procedure, and to pass on any message received from the Driver of a train which has passed through the affected area.

3. Before the Driver of the first train reports back, the Signaller must also stop and advise the Driver of each further train that requires to pass the area concerned, on any line.

4. If the Driver of the first train reports that their train was targeted, the Drivers of subsequent trains must be advised in accordance with clause 1 above.

5. If no further report is received about stone-throwing / shooting from the Driver of any train dealt with above, Network Rail Route Control must be advised, and normal working resumed.

LNW North Route GI - Dated: 22/04/2023

Opening Droplight or Quarterlight Windows

Where vehicles are operating with manually opening droplight or quarterlight windows, the Train Operating Company must have a suitable safe system of work to mitigate the risk of injury associated with persons leaning out of windows

LNW North Route GI - Dated: 16/09/2024

Operational Decision-Making Tool

The purpose of the Operational Decision-Making Tool 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 Operational Decision-Making Tool can only be facilitated and implemented by those trained to do so.

LNW North Route GI - Dated: 07/12/2024

Overlay Miniature Stop Light (OMSL) level crossings

Certain level crossings are provided with overlay miniature stop light equipment. Like conventional Miniature Stop Light (MSL) crossings, these provide indications to the users of the crossings on whether it is safe to cross (green) or not safe to cross (red). The system is designed to overlay existing infrastructure without interacting with it, however permissible speeds in the wrong direction on the approach should be identified on multiple track lines by wrong direction speed boards. The system is usually activated by wheel sensors that operate in a similar way to axle counters – when they detect a train they set the lights to red, when the train hits the strike out sensor the lights go to green.

Where a system failure is detected or operational scenario (e.g. train failure, engineering works) may incur the red indication for excessive periods, user indications are suppressed and the lights go into 'dark mode'. On encountering this mode the user is directed on safe operation by the signage provided, however they can be reactivated by another train passing or through a manual reset.

All staff should note that, like axle counters, using metal tools or simply passing within a metre wearing safety boots can cause activation of these sensors, and should be avoided.

LNW North Route GI - Dated: 22/12/18

Protecting a stabled train on a platform line

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

- Holyhead

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.

LNW North Route GI - Dated: 07/12/2024

Recording of conversations

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

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

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

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SEMI-AUTOMATIC TRACK WARNING SYSTEM (SATWS)

Only staff who have been trained and hold the required SATWS competence and have received a site-specific briefing on the SATWS operating requirements, are permitted to use the equipment.

On arrival at the worksite, the SATWS operator must follow the site-specific operating instructions. The signaller must be contacted to advise that the SATWS equipment will be in use and to confirm any specific instructions and arrangements to be implemented prior to any works taking place.

All staff must be aware that:

- To use the SATWS equipment, no single line working, or other degraded working may be in operation.
- A second train may strike-in whilst a warning is in progress for the first train.
- The strike-in train detectors are positioned to provide the minimum required warning time for the fastest trains permitted over the line. Trains travelling at slower speeds or stopping at stations or signals on approach to the worksite, will have extended warning times.

The SATWS-operator must contact the signaller when they have finished using the SATWS equipment. If any additional protection or instructions have been provided, then the signaller shall confirm with the SATWS operator that they are no longer required before removal.

The SATWS system is provided at the following locations:

NW1001 Armitage Jn (Incl.) to Preston Fylde Jn

Worksite area	Section of line equipped	Signaller to be contacted
Balshaw Lane Jn	14m 00ch to 14m 49ch	Preston PSB Panel B

NW2015 Ordsall Lane Jn to Edge Hill

Worksite area	Section of line equipped	Signaller to be contacted
Eccles	27m 00ch to 27m 60ch	Eccles SB
Astley	22m 40ch to 22m 60ch	Astley SB

NW4001 Preston Ribble Jn to Cove LC

Worksite area	Section of line equipped	Signaller to be contacted
Oxheys	1m 30ch to 2m 30ch	Preston PSB Panel C
Barton & Broughton	3m 71ch to 4m 60ch	Preston PSB Panel D
Garstang & Catterall	9m 23ch to 9m 34ch	Preston PSB Panel D
Milnthorpe	13m 20ch to 13m 40ch	Carlisle PSB South Panel
Grayrigg	25m 43ch to 26m 43ch	Carlisle PSB South Panel
Tebay	31m 55ch to 32m 24ch	Carlisle PSB South Panel
Harrison Sidings	41m 11ch to 42m 00ch	Carlisle PSB South panel
Plumpton	55m 79ch to 56m 41ch	Carlisle PSB South Panel
Quintinshill	9m 66ch to 10m 40ch	Carlisle PSB North Panel

NW6001 Manchester Piccadilly East Jn to Euxton Jn

Worksite area	Section of line equipped	Signaller to be contacted
Agecroft	2m 60ch to 3m 40ch	Manchester Piccadilly SCC Windsor Bridge Panel
Lostock Jn	13m 30ch to 13m 46ch	Manchester Piccadilly SCC Windsor Bridge Panel

NW6009 Windsor Bridge North Jn to Southport

Worksite area	Section of line equipped	Signaller to be contacted
Crow Nest Jn	14m 54ch to 14m 68ch	Manchester Piccadilly SCC Crow Nest Workstation

NW6013 Lostock Jn to Crow Nest Jn

Worksite area	Section of line equipped	Signaller to be contacted
Lostock Jn	13m 39ch to 13m 51ch	Manchester Piccadilly SCC Windsor Bridge Panel
Crow Nest Jn	17m 11ch to 14m 68ch	Manchester Piccadilly SCC Crow Nest Workstation

NW7001 Manchester Victoria West Jn to Hebden Bridge

Worksite area	Section of line equipped	Signaller to be contacted
Littleborough GF	14m 35ch to 14m 41ch	Preston PSB Panel A
Winterbutlee	17m 39ch to 17m 42ch	Preston PSB Panel A

LNW North Route GI - Dated: 24/05/2025

Sandite application and rail conditioning trains

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.

Speed

2.1 The maximum speed of trains when water jetting and applying sandite is 60mph.

Notices

3.1 Notices will be produced detailing the locations where sandite application 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.

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 15 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 two trains have operated the track circuit normally.

Route Availability

Sandite trains are prohibited on route NW8011 between Mann Island Jn and James Street via the Loop line.

The MPV may travel on any route cleared to the W6a loading gauge or greater in Table D5 of this Sectional Appendix. (Note that MPV's fitted with trip cock equipment must have this equipment latched up when operating on lines other than those electrified by the DC third rail system in the Liverpool area)

LNW North Route GI - Dated: 03/12/22

Use of Fixed Junction Lighting

Before operation of the junction lighting to the on or off position the operator of the lights should check no trains are visible at, approaching or departing the specific location when the lights are operated. In the event that the operator cannot ascertain this they must make alternative arrangements to comply with this instruction.

LNW North Route GI - Dated: 06/02/10

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Working arrangements in connection with Metrolink

1. Details of Lines

1.1 Manchester Victoria to Bury (former Bury lines)

The Metrolink lines run parallel to the Network Rail lines between Manchester Victoria station concourse and the entrance to Collyhurst Tunnel on the formation of the former Bury lines and are owned and maintained by Metrolink.

The former Down Bury line is known as the Outbound line and the former Up Bury line is known as the Inbound line.

The maximum permissible speed of Metrolink trains is 50 mph.

The signals on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Network Management Centre and all Metrolink trains.

1.2 Timperley to Altrincham (Metrolink lines)

Except as shown below, the Metrolink lines between Timperley and Altrincham are used only by Metrolink trains. The track and signalling equipment are owned and maintained by Network Rail and the overhead line equipment by Metrolink. These lines are shown in Table A of this Appendix.

The signals between Timperley (exclusive) and Altrincham are controlled by the Network Rail signaller at Deansgate Junction signal box. The SPT's are housed in vandal-resistant cabinets (opened by a standard B.R. 1 key), providing communication with the signaller at Deansgate Junction signal box

Non-Metrolink trains may only run over the Metrolink lines during engineering operations when a possession has been taken of the line(s) concerned in accordance with the Rule Book Module T3. In addition, the connection between the Up Main line and the Outbound line at Altrincham may only be used when a possession has been taken of both lines in accordance with the Rule Book Module T3.

1.3 Cornbrook Junction

Cornbrook Junction is between Castlefield Junction and the United FC Halt. The Metrolink lines run parallel to Network Rail lines between the 32 ¾ mile post and the 33 mile post. The maximum permissible speed of Metrolink trains is 50 mph. The signals on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Network Management Centre and all Metrolink trains. Signals on the Up CLC and Down CLC lines are controlled by the signaller at Manchester ROC, Oxford Road Workstation. The boundary between the Outbound Metrolink Eccles line and the adjacent Network Rail Up CLC line is marked with blue posts and boundary signs.

1.4 Rochdale

The Metrolink line runs adjacent to the Down Rochdale Line from Rochdale Station to the Metrolink overbridge ½ mile to the North where the line crosses the Network Rail Down and Up Rochdale lines and joins the former Oldham Loop line to the East of the overbridge. The maximum permissible speed of Metrolink trains is 50 mph. Trains on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Network Management Centre and all Metrolink trains.

Train movements over the Network Rail lines are controlled by the signaller at Rochdale West.

1.5 Thorpe's bridge, Dean Lane Goods Line

The Metrolink lines run adjacent to the Dean Lane Goods line from a point adjacent to 6821 points (access to Newton Heath Depot from the Dean Lane goods lines) to the limit of Network Rail infrastructure beyond the GMC siding at the Mill Lane Overbridge B7. The maximum permissible speed of Metrolink trains is 50 mph. Trains on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Network Management Centre and all Metrolink trains. Train movements over the Network Rail lines are controlled by the signaller at Manchester ROC – Manchester North Workstation.

Engineering trains may access Metrolink infrastructure via the gate at the limit of Network Rail's infrastructure. A derailler is installed to protect against unauthorised movements.

1.6 Ashton Moss North Jn to Denton Jn

Metrolink lines run along the centre of the A6140 Lord Sheldon Way where the road crosses the Up Crowthorne and Down Crowthorne lines approximately 200 metres to the South of Ashton Moss North Junction (South West of Ashton-under-Lyne). The maximum permissible speed of Metrolink trains is 50mph. Trains on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Metrolink Network Management Centre and all Metrolink trains. Train movements over the Network Rail lines are controlled by the signallers at Manchester ROC, Manchester North Workstation and Denton Junction signal box.

1.7 Ardwick Branch

Metrolink lines pass under the Ardwick Branch lines where the Up Ashburys and Down Ashburys lines cross the Ashton Canal near to the west of the Ethiad Football Stadium and the Regional Athletics Arena. The maximum permissible speed of Metrolink trains is 30mph. Trains on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Metrolink Network Management Centre and all Metrolink trains. Train movements over the Network Rail lines are controlled by the signaller at Manchester ROC – Manchester North Workstation.

1.8 Styal Lines

Metrolink lines pass under the Up and Down Styal lines approximately 300 metres to the north of East Didsbury station. The maximum permissible speed of Metrolink trains is 50mph. Trains on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Metrolink Network Management Centre and all Metrolink trains. Train movements over the Network Rail lines are controlled by the signallers at Manchester Piccadilly box.

1.9 Manchester Airport

Metrolink lines run alongside Network Rail's Platform 4 line for approximately 50 metres from the end of the platform at Manchester Airport. The maximum permissible speed of Metrolink trains is 15 mph. Metrolink trains will use platform 5 (emergency use only) and platform 6

Trains on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Metrolink Network Management Centre and all Metrolink trains. Train movements over the Network Rail lines are controlled by the signallers at Manchester Piccadilly box.

1.10 Baguley

Metrolink lines cross over Network Rail's Up Main and Down Main lines at 31 miles 66 ¼ chains between Skelton Junction and Northenden Junction at Southmoor Road overbridge (Bridge 51a). The maximum permissible speed of Metrolink trains is 30 mph. Trains on the Metrolink lines are controlled from the Metrolink Network Management Centre at Trafford Depot. Radio communication is provided between the Metrolink Network Management Centre and all Metrolink trains. Train movements over the Network Rail lines are controlled by the signallers at Northenden box

2. Personal Safety

Traincrews and other staff working on Network Rail lines adjacent to Metrolink lines must be alert to trains operating on these lines.

Staff whose duties require them to go on or near the Metrolink lines must observe the requirements of Rule Book Modules G1 and AC, and Handbooks 1 and 16, as necessary. Where these refer to the signaller, contact must be made with the Metrolink Controller at Trafford Depot with the exception of Metrolink trains between Altrincham and Timperley. These are controlled by the Network Rail signaller at Deansgate Junction signal box.

Sentinel' Personal Track Safety competence cards are recognised by Metrolink and must be carried by all staff whose duties require them to go on or near the Metrolink lines.

Metrolink staff whose duties require them to go on or near Network Rail lines must be in possession of a Metrolink staff identification card and training record or contractor's card.

3. Overhead Line Equipment

The overhead line equipment associated with the Metrolink system is energised at 750 volts DC, but non-Metrolink staff must observe the provisions of Rule Book Modules G1, AC and handbook 16 as far as practicable. Where, in those publications, reference is made to the Electrical Control Room or the Electrical Control Operator, these should be read as the Metrolink Network Management Centre and the Metrolink Duty Manager respectively.

4. Engineering Operations

Arrangements for engineering operations to be undertaken by Network Rail or their contractor's staff necessitating the blockage of a Metrolink line or the isolation of the associated overhead line equipment must normally be agreed at a pre-planning meeting and details published in the appropriate Operating/Engineering Notices of each company.

Work of an urgent nature not published in such notices may be carried out with prior agreement between the Network Rail department(s) concerned and the Metrolink 'Authorised Person'.

When an isolation of the overhead line equipment is involved, a Metrolink Permit to Work must be issued to the Network Rail (or their contractor) PICOP (see specimen below).

5. Communication with the Metrolink Network Management Centre, Trafford Depot

On every Metrolink platform there is a push-button operated Passenger Emergency Call point which gives direct voice communication with the Metrolink Network Management Centre.

The emergency BT telephone number of the Metrolink Network Management Centre is
0161 203 5619.

The Metrolink Duty Controller can be routinely contacted on 0161 205 0141

Anyone unable to use, or without access to, any of the above facilities should communicate with the nearest signaller or with the Network Rail Operations Control (telephone 085-51304 or 085-51306).

On every Metrolink platform there is a push-button operated Passenger Emergency Call point which gives direct voice communication with the Metrolink Control Centre.

The emergency BT telephone number of the Metrolink Control Centre is 0161 203 5619.

The Metrolink Duty Controller can be routinely contacted on 0161 205 0141

Anyone unable to use, or without access to, any of the above facilities should communicate with the nearest signaller or with the Network Rail Operations Control (telephone 085-51304 or 085-51306).

6. Trackside Signs

Metrolink SPAS Indicators

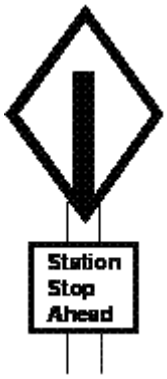
Metrolink single lines are equipped with post-mounted flashing blue lights which illuminate when a Tram passes a signal at Stop (SPAS = Signal Passed At Stop).

Train drivers running on Network Rail operated lines do not need to take any action if SPAS indicators operate on an adjacent Metrolink line unless some other hazard is present.

Trackside Signs

These apply only to Metrolink trains and should be ignored by non Metrolink staff.

Permanent Speed Restriction.
White diamond-shaped sign with black border and numerals.



Attention Sign.
White diamond-shaped sign with black border and vertical line adjoining the bottom of the border; associated notice on white rectangular sign with black border and lettering.

Temporary Speed Restriction Warning Indicator.
White diamond-shaped sign with black border and red letter.

Temporary Speed Restriction Speed Indicator.
White diamond-shaped sign with black border and red numerals.

Temporary Speed Restriction Termination Indictor.
White diamond-shaped sign with black border and red letter.

SPECIMEN – FRONT

METROLINK

Control/PICOP PTW No. A

PERMIT TO WORK (TYPE A)

N.B. This permit is required for work within 2m of the line or 2.75m of the OHLE or as specified by the Engineer.
It may only be accepted by a Metrolink trained PIC.
This Permit and your PIC badge must be produced on request.
Every section must be completed, if not applicable this must be stated.

Department or Contractor

Worksite limits

Work to be carried out

Permit to work STARTS Date Time

FINISHES Date Time

Prepared on Date by (name in capitals) Signature

PROTECTION OF WORK # (Delete as applicable)

1. PHYSICAL - Is a possession required ? # YES/NO

If YES, an absolute engineers possession of the #INBOUND/OUTBOUND line(s) at the above location is required, to include worksite limits, any electrical isolation limit and additional protection in accordance with Metrolink Rule Book Section S.

I (name in capitals) # as PICOP/on behalf of PICOP (name in capitals)

certify the above possession is in force at : Date Time Signature

Other protection or precautions required:-

2. ELECTRICAL - Is any electrical protection required ? # YES/NO

If YES :- Switching Program number must be implemented to :-

I (name in capitals) # as Senior Controller/on behalf of Senior Controller

(name in capitals) certify the above switching program has been completed

and the isolation control sheet updated with this permit.

Date Time Signature

3. ISSUE

Permit issued by (name in capitals) Signature Date Time

SPECIMEN

SPECIMEN – BACK

4. ACCEPTANCE

I have read this permit and understand that it is only valid when parts 1, 2, 3 and 4 are complete, and then only between the times stated.

PIC (name in capitals) | Signature | Date | Time

5. TRANSFER

This permit may only be transferred with the consent of the PICOP, or Senior Controller if applicable. The person to whom it is transferred accepts full responsibility for it. Both the PIC and PICOP/Control copies must be updated with details of any transfer.

From PIC Signature	New PIC Print name	New PIC Signature	Or message received by (name in capitals)	Date	Time

6. CANCELLATION OF PERMIT

6.1 All tools and staff under my control have been withdrawn and staff warned that it is no longer safe to work in the area defined in the permit.

6.2 Has the equipment been returned to a normal operational state ? (tick box) YES NO

If NO, please specify :-

PIC (name in capitals) Signature

Date Time Dictated to

7. PERMIT ACCEPTED BACK

Accepted back by (name in capitals) Signature

Date Time

SPECIMEN

LNW North Route GI - Dated: 09/05/18

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LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	001	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols

Contents

1. Overview
2. Running lines, loops, sidings and other tracks
3. Signalling
4. Speeds
5. Stations
6. Level crossings
7. Communications
8. Electrification
9. Staff protection
10. Train protection
11. Other abbreviations
12. Key to symbols

1. Overview

Each 'Table A' diagram shows all running lines and connections, with their maximum permissible speed shown. Where appropriate, tunnels, stations, level crossings, location names, mileages and other details may additionally be shown.

Each diagram has the following format:

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
A	B	C	D

The "Running lines & speed restrictions" column (C) shows a NOT TO SCALE map of part of the national rail network. Station platforms, signal boxes, tunnels, level crossings and other infrastructure will be shown. Line names and their maximum permissible speeds will be shown (for the direction of normally signalled moves).

Unless indicated otherwise in column D, all information is shown with the **Down** direction being down the page, and the **Up** direction being up the page.

The "Location" column (A) will provide the name of locations such as stations, tunnels, etc, which will be shown in line with their associated symbol in column C.

The "Mileage" column (B), will provide the mileage of locations in miles and chains. Note: 1 chain = 22 yards = 20.11 metres, with 80 chains in 1 mile. Where a railway line is measured in kilometres only, then this will be made clear on the relevant diagrams, and the column may be renamed as 'Metreage'. Where running lines follow significantly different alignments, a second column B may be shown either immediately to the left or immediately to the right of column C.

The "Signalling & Remarks" column (D) will provide further details such as the type of signalling present on the lines shown, where signalling is controlled from, an explanation of any unusual abbreviations used in column C, and other details relevant to the area shown, such as electrification.

Across the top of the diagram, reading from left to right, are:

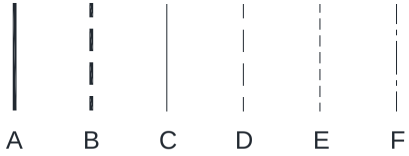
- the Line of Route (LOR) code
- the sequence (Seq.) number of the diagram within that LOR
- the LOR description
- the Engineers' Line Reference (ELR) applicable to that part of the railway (more than one ELR may be shown)
- the Network Rail Route that manages that part of the railway shown
- date when the diagram was last updated.

LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	002	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

2. Running lines, loops, sidings and other tracks

Lines are displayed as follows:



A: Line authorised to carry all types of train, including passenger trains.

B: Line authorised to carry goods trains or empty coaching stock trains only.

C: Line authorised to carry all types of train, including passenger trains, but part of another Line of Route. Details of which Table A diagram to refer to will be given.

D: Line authorised to carry goods trains or empty coaching stock trains only, but part of another Line of Route. Details of which Table A diagram to refer to will be given.

E: Track classed as a siding.

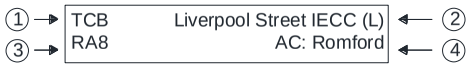
F: Other running lines controlled or managed independently of the national rail network, and full details of those lines are not included in the Sectional Appendix (e.g. an adjacent London Underground Line, or metro/tram line).

Each diagram will show the track layout in that particular geographic area, in terms of number of lines, crossovers, connections and so on. It will NOT show track curvature or indicate how wide a 6-foot or a 10-foot there may be between tracks (only in a few exceptional cases will the diagram give an indication of a larger than usual distance between running lines).

The standages of loops and certain sidings will be given in metres and/or yards. These lengths do NOT take into account defensive driving policy or stand-back from signals. A suitable distance must be deducted from the lengths given to allow for this.

3. Signalling

The Signalling & Remarks column contains the following details at the top of each diagram, and then again whenever any of those details change:



① The mode of signalling applicable to that line. If the mode of signalling is different from one running line to the next (e.g. the Down Main line has track circuit block signalling, whilst the Up Main line has absolute block signalling), then this will be noted further down within the Signalling & Remarks column.

② Signalling control location, type (e.g. signal box, power signal box, signalling centre) and signal prefix, shown in brackets. Where relevant, the controlling panel or workstation name will also be listed on a separate line.

③ Where shown, the route availability number for the line or lines concerned. Where this detail is NOT shown, the details can be found in the Sectional Appendix Route Clearance tables.

④ Where appropriate, the type of electrification and electrical control room responsible for that electrification (see "Electrification" section for further details).

Where any of the above details change, it is assumed (unless stated otherwise) that the new details apply on both lines from that point onwards reading DOWN the diagram.

OFFICIAL

LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	003	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

3. Signalling - Continued

Mode of signalling

The following abbreviations will be used in the Signalling & Remarks column to indicate the type of signalling that applies to the running lines shown on that diagram:

AB:	Absolute Block.
C2:	(See Western Route Sectional Appendix, General Instructions for details).
CBTC:	Communications-Based Train Control.
ERTMS L2:	European Rail Traffic Management System (Level 2).
ET:	Electric Token Block.
ETCS Level 2:	European Train Control System Level 2.
ETCS Level 3:	European Train Control System Level 3.
NB:	No Block.
NST:	No Signaller Token.
NSTR:	No Signaller Token with Remote Crossing Loops.
OTS or OT(S):	One Train Working where a Staff is provided.
OTNS or OTN(S):	One Train Working where a Staff is not provided.
RETB:	Radio Electronic Token Block (some diagrams will also include the channel number).
TB:	Tokenless Block.
TB(SC):	Scotland Route Tokenless Block.
TCB:	Track Circuit Block.
TST:	Train Staff & Ticket (details will be given in Local Instructions where applicable).

In track circuit block areas of signalling, it is assumed that train detection is by means of track circuits. Where train detection is by means of axle counters, then this will be detailed in the Signalling & Remarks column.

Direction of signalling

The direction that main aspect signalling applies to, will be indicated by an arrow in the running line, pointing in the appropriate direction:

A: Running line provided with main aspect signalling in one direction only.
B: Running line provided with main aspect signalling in both directions, with no predominant direction of travel.
C: Running line provided with main aspect siganlling in both directions, with the predominant direction of travel indicated by a double arrow.
D: Running line provided with main aspect signalling in both directions, but with simplified bi-directional signalling (i.e. fewer signals) in the direction indicated by the white, un-shaded arrow.

It must be remembered that on running lines provided with main aspect signalling in one direction only, it will still be possible to have wrong direction moves in connection with position light signals (e.g. shunt moves) or at junctions. The presence of such shunt signals or signalled wrong direction moves are NOT indicated on Table A diagrams.

Permissive Working

Running lines on which permissive working is authorised will be detailed in the Signalling & Remarks column. The following abbreviations are used:

PP:	Permissive Working - full use for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-A:	Permissive Working - Attaching & 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.

OFFICIAL

LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	004	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

4. Speeds

The maximum permissible speed for a section of line is shown on each running line in miles per hour (mph). Where permissible speeds are given in kilometres per hour, then this will be clearly indicated.

It must be remembered that the maximum permissible speed of a train can be less than the maximum permissible speed of the line over which it travels (e.g. a Class 6 freight train can only run at speeds up to 60mph; Class 156 passenger train rolling stock can only run at speeds up to 75mph). Additionally, all temporary and emergency speed restrictions must be strictly observed, and speed regulated according to signal aspects received.

Change of speed

The location of a change in the maximum permissible speed is indicated by an asterisk. The mileage (or metreage) at which the speed change occurs will be shown in the mileage column, along with a further asterisk.

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

Differential speeds

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

$\frac{40}{60}$ Standard differential speed restriction - i.e. the faster speed applies to passenger, parcels and postal trains (loaded or empty) and light locomotives. The slower speed applies to all other trains.

$\frac{20}{\frac{SP}{40}}$ or $\frac{20}{SP40}$ Non-standard differential speed restriction. This example indicates that Sprinter trains are permitted to travel up to 40mph, and all other trains up to 20mph.

The abbreviations used in the non-standard differential speed restrictions are as follows:

HST:	High speed trains	MU:	Multiple-unit trains
SP:	Sprinter multiple unit trains	DMU:	Diesel multiple-unit trains
CS:	Class 67 locomotives	EMU:	Electric multiple-unit trains

EPS: Enhanced permissible speed, applicable only to Class 390 and Class 221 trains capable of tilting

Other differential speeds not listed above will be clearly detailed in the Signalling & Remarks column.

Speeds on bi-directional or single lines

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. Where possible, the arrow head for the Up direction will be to the left of the running line, and that for the Down direction to the right of the running line (this convention may not always be possible due to constraints on the diagram - e.g. the proximity of other details required to be shown).

On single and bi-directional lines where the same speed applies in both directions, no arrows are shown.

On single and bi-directional lines, an asterisk may indicate a change of speed in one direction only.

Un-signed speeds

Unless indicated otherwise, the maximum speed over connections to sidings, depots and yards is 15mph and the maximum speed within sidings, depots and yards is 5mph.

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.

OFFICIAL

LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	005	Explanation of Table A terms and symbols	LNW North	03/12/2022

Explanation of Table A terms and symbols - Continued

5. Stations

Station names are shown in **CAPITALS** in the Location column. The mileage of a station is traditionally where access between platforms was originally provided - e.g. behind the buffer stops at terminal stations, or where the original station footbridge was located. The mileage of a station may therefore not reflect the centre of a station, should platforms have undergone extension at one end, or the station been remodelled.

Some stations may not be shown with a specific mileage (or metreage) but will instead show 'start' and 'end' figures to indicate the extents of the station.

The operational length of each station platform is given in metres and / or yards. These lengths do NOT take into consideration defensive driving policy or stand-back from signal. A suitable distance must be deducted from the lengths given to allow for this. Where platform lengths are not given, please refer to the relevant table in the General Instructions section of the Sectional Appendix.

6. Level Crossings

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

Crossings operated by a signaller or crossing keeper:

CCTV: Manually controlled level crossing (full barriers), remotely supervised via closed circuit television.
MCB: Manually controlled level crossing (full barriers), operated locally by a signaller or crossing keeper.
MCG: Manually controlled level crossing (gates), operated locally by a signaller or crossing keeper.
OD: Manually controlled level crossing (full barriers), normally automatically operated with obstacle detection.
RC: Manually controlled level crossing (full barriers), remotely controlled.

Automatic crossings:

ABCL: Automatic barrier crossing - road warning lights and barriers monitored by train crew.
AHBC: Automatic half-barrier crossing - monitored by signaller.
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 also apply to this type of crossing.
R/G: Miniature red/green warning lights (including miniature stop lights (MSL)).

The letter "X" shown after the above abbreviations for level crossing types (e.g. AHBC-X) indicates that the crossing concerned also works automatically for movements in the wrong direction.

Other crossings:

BW: Bridleway crossing.
FP: Footpath crossing.
OPEN: Open crossing without road warning lights.
SBC: Station Barrow Crossing.
TMO: Train crew operated.
UI: Accommodation / occupation or footpath level crossing equipped with User Information equipment.
UWC: User worked crossing.

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LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	006	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

7. Communications

A: GSM-R

B: T

The main form of communication between drivers, guards, other on-train staff, signallers, operations controllers and ECR's, is GSM-R. A railway line provided with GSM-R will be denoted by symbol **A** at the top of the Signalling & Remarks column. Where GSM-R provision ends, then this will be detailed in the Signalling & Remarks column at the appropriate place.

Should GSM-R not be available, then line-side telephones, denoted by symbol **B** above, can be used to contact the signaller in an emergency. Telephones are provided at the following locations:

- at the majority of signals capable of displaying a stop 'Danger' aspect. These telephones are NOT indicated on Table A diagrams.
- at the majority of points forming crossovers and junctions. These telephones are NOT indicated on Table A diagrams.
- at Ground Frames and Ground Switch Panels. These telephones are NOT indicated on Table A diagrams.
- at lockout devices. These telephones are NOT indicated on Table A diagrams.
- at certain level crossings. Level crossings provided with telephones will have symbol **B** shown at the left-hand side of the "Running lines & speed restrictions" column, though on site telephones will be provided on both sides of the railway.
- at certain other locations. These locations will be shown by symbol **B** and their mileage given in the Mileage column (or metreage column, where applicable).

8. Electrification

Where lines are electrified, the type of electrification and the electrical control room (ECR) responsible for the area, will be shown at the top of each page in the Signalling & Remarks column.

The following abbreviations will be used:
AC: lines electrified with overhead line equipment energised with 25kV alternating current.
DC: lines electrified with a third rail energised at 750V direct current.
DC(OLE): lines electrified with overhead line equipment energised with 650/750V direct current.

Adjacent lines that are electrified (e.g. Metro tram lines or London Underground lines) will have their types of electrification noted in the Signalling & Remarks column.

AC overhead line neutral sections are indicated by the letters OHNS and their mileage given in the Mileage column (or metreage, where applicable).

Automatic Power Change Over locations will be shown, for both pantograph raise and pantograph lower locations. Details, including whether the change over is static or dynamic, raise or lower, will also be provided.

OFFICIAL

LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	007	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

9. Staff protection

The Signalling & Remarks column will provide details of Automatic Staff Warning Systems using one of the following abbreviations:
FWS - Fixed Warning System.
TOWS - Train Operated Warning System

The "Signalling & Remarks" column will provide details of lockout devices (LOD) and the lines that they cover. The different types of lockout are as follows:
LOD(E): this type of lockout prevents train movements from being made in both directions, either into or out of the protected area, and is a captive key system where the key is normally retained in the lockout device.
LOD(K): this type of lockout prevents trains from entering the protected area in both directions, but does not prevent train moves within the area or going out of the area. This is a captive key system where the key is normally retained in the lockout device.
LOD(P): this type of lockout prevents signalled train movements from being made in the 'wrong' direction, where the line has been signalled for bi-directional working. This is a key enabled system where the authorised user must obtain the key before operation can commence.
LOD(T): this type of lockout prevents all signalled moves into the area from being made, but not moves within, or going out of, the protected area. It also prevents moves from being made to signals where the overlap of the route set would be in the protected area. This is a key enabled system where the authorised user must obtain the key before operation can commence.

Full details of the protection afforded is as defined in the lineside case.

10. Train protection

Unless otherwise stated in the Signalling & Remarks column, it is assumed that AWS (Automatic Warning System) and TPWS (Train Protection Warning System) is provided on all running lines. Additionally, it is assumed that TPWS is provided at all main aspect signals at the exits from sidings, where the signal controls moves out onto a main running line.

The provision of TASS (Tilt Authorisation & Speed Supervision system) and ATP (Automatic Train Protection) will be detailed in the Signalling & Remarks column.

OFFICIAL

LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	008	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

11. Other abbreviations

In addition to the abbreviations already listed (e.g. for type of signalling or type of level crossing), the following abbreviations may also be used on Table A diagrams without explantion:

Line name abbreviations:

U:	Up	D:	Down
UM:	Up Main	DM:	Down Main
UF:	Up Fast	DF:	Down Fast
US:	Up Slow	DS:	Down Slow
UE:	Up Electric	DE:	Down Electric
UR:	Up Relief	DR:	Down Relief
UA:	Up Avoiding	DA:	Down Avoiding
UG:	Up Goods	DG:	Down Goods
USB:	Up Suburban	DSB:	Down Suburban
UPL:	Up Passenger Loop	DPL:	Down Passenger Loop
UGL:	Up Goods Loop	DGL:	Down Goods Loop
URS:	Up Refuge Siding	DRS:	Down Refuge Siding
CL:	Crossing Loop (in single line)	U&D:	Up & Down

Signalling control abbreviations:

SB:	Signal box.	GF:	Ground Frame.
PSB:	Power signal box.	EGF:	Emergency Ground Frame.
SCC:	Signalling control centre.	GSP:	Ground Switch Panel.
SC:	Signalling centre.	SF:	Shunt Frame.
IECC:	Integrated Electronic Control Centre.		
ROC:	Rail Operations Centre.		

Infrastructure abbreviations:

C:	Catch points, unworked	C&P:	Clipped and padlocked out of use.
CW:	Catch points, worked.	HABD:	Hot Axle Box Detector.
Jn:	Junction.	WILD:	Wheel Impact Load Detector.

Railway lines of route abbreviations:

LUL:	London Underground Ltd	HS1:	High Speed 1.
CTRL:	Channel Tunnel Rail Link (HS1).	HS2:	High Speed 2.
WCML:	West Coast Main Line.	CCOS:	Crossrail Central Operating Section.
ECML:	East Coast Main Line.		

Other abbreviations which may be used without explanation:

OOU:	Out of use.
TEP:	Token Exchange Point - applicable to lines signalled using the 'Radio Electronic Token Block' or the 'No Signaller Token with Remote Crossing Loops' methods of signalling.
CTLP:	Crossing the line procedure.

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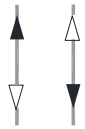
LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	009	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

12. Key to symbols

'Passenger' line. Line authorised to carry all types of train, including passenger trains.

Other running line where full details are NOT included in the Sectional Appendix (e.g. an adjacent London Underground Line, or adjacent metro / tram line).



Running lines, signalled in both directions, but with simplified bi-directional signalling (i.e. fewer signals) in the direction indicated by the white, un-shaded arrow.

'Goods' line. Line authorised to carry goods trains or empty coaching stock trains only.

Running lines, signalled in only one direction.

Buffer stops - these will be the same thickness as the lines on which they are located.

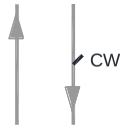
Siding or a line classed as a siding.

Running lines, signalled in both directions.

Where a running line is signalled in both directions, and there is a predominant direction of travel, then the line may be shown with double-arrows indicating the predominant direction of travel.

Sand drag.

Other running lines, but belonging to another Line of Route (LOR). The left-hand line is a 'passenger' line, the line on the right is a 'goods' line.



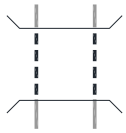
Catch points.
C: Un-worked. CW: Worked.
D: De-railer.
Example shows worked catch points in the Down line only.

OFFICIAL

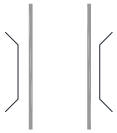
LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	010	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

12. Key to symbols - Continued

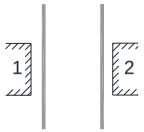


Tunnel or bridge over the railway. Lines within the tunnel will be dashed, regardless of whether it is a 'passenger', 'goods' or other line type.



Viaduct or bridge under the railway.

Moveable bridge (e.g. swing bridge or lift bridge).

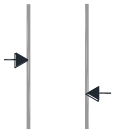


Station platforms, with platform numbers shown where applicable.

Signal box, power signal box, signalling centre, etc. In manual signal boxes, the dot represents the signaller, the line represents the signaller's display. Example shows the signaller facing the railway.

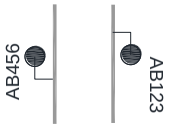
Gates, not associated with a level crossing.

Lockout device. Type of lockout and lines covered will be given in the Signalling & Remarks column. More than one device may be present at the location shown. A telephone to the signaller will be provided.

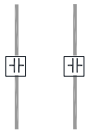


Hot Axle Box Detector (HABD), Wheel Impact Load Detector (WILD) or other wheel-check device.

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



Where shown, main aspect signal. This symbol is used regardless of how the signal is mounted, or whether it is a semaphore signal or colour-light signal. The signal number will be given, either alongside or in the Signalling & Remarks column.



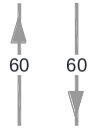
Overhead line neutral sections (OHNS).

OFFICIAL

LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	011	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

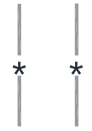
12. Key to symbols - Continued



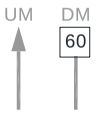
Maximum permissible speed of the line concerned (example shows 60mph for both Up and Down lines).

Maximum permissible speed of the line concerned, where the speed is the same in both directions (line is signalled bi-directionally).

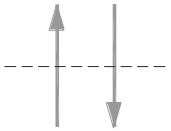
Maximum permissible speed of the line concerned, where different speeds apply depending on direction of travel. The adjacent arrow indicates in which direction the speed applies. The adjacent arrow may be connected by a thin line to the running line to which the speed applies.



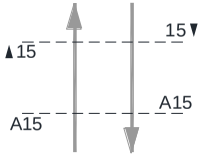
Change in maximum permissible speed, with mileage provided in the mileage column along with a further star.



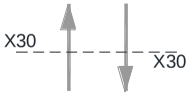
Maximum permissible speed of the line concerned, carried forward from previous page (example shows 60mph for the Down Main line).



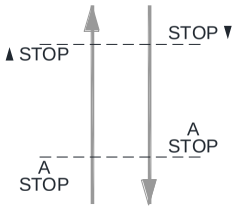
Level crossing, with name and type of crossing in the Location column.



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



Level crossing with wrong direction approach speed.



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.

Lines shown provided with GSM-R equipment and coverage.

Lineside telephone, not associated with a signal, points, ground frame or lockout device.

Network Rail boundary;
Network Rail Route boundary;
Sectional Appendix boundary,
with details shown.

OFFICIAL

LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	012	Explanation of Table A terms and symbols	LNW North	16/10/2021

Explanation of Table A terms and symbols - Continued

12. Key to symbols - Continued

	Automatic Power Change Over zone commencement - pantographs lower. The mileage will be provided in the mileage column.
	Automatic Power Change Over zone commencement - pantographs raise. The mileage will be provided in the mileage column.
	Where shown, tunnel air shaft.
	Where shown, tunnel escape shaft.
	Where shown, tunnel fan.

Dated: 16/10/2021

Index of Locations

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Abbey LC (TMO)	NW5010-001-NW5
Abbey Lane LC (FP)	NW7007-004-NW7
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Aber Emergency GF	NW3001-017-NW3
ABERGELE & PENSARN	NW3001-013-NW3
ACCRINGTON	NW7009-007-NW7
Accrington EGF	NW7009-007-NW7
Ackers HABD	NW5009-009-NW5
ACTON BRIDGE	NW1001-012-NW1
Acton Bridge Jn	NW1001-012-NW1
Acton Grange GF No.1	NW1001-014-NW1
Acton Grange GF No.2	NW3003-004-NW3
Acton Grange GF No.3	NW1001-014-NW1
Acton Grange Jn	NW1001-014-NW1, NW1019-001-NW1, NW3003-004-NW3
ADLINGTON (Cheshire)	NW5009-011-NW5,
ADLINGTON (Lancashire)	NW6001-007-NW6
Admiralty Siding GF	NW4001-022-NW4
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Agecroft North Jn	NW6001-004-NW6
Agecroft South Jn	NW6001-004-NW6
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Ainsdale (Wheelchex)	NW8001-010-NW8
Ainsdale LC (CCTV)	NW8001-010-NW8
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Alderley Edge North Jn	NW5001-004-NW5
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Allerton Jn	NW2001-005-NW2, NW6003-006-NW6
Allerton Jn SB (AN)	NW2001-005-NW2, NW6003-006-NW6
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ALTRINCHAM	NW3023-004-NW3, NW3027-003-NW3
Amlwch	NW3019-001-NW3
Angerton Hall LC (UWC)	NW4033-010-NW4
Angerton Hall No.2 LC (UWC)	NW4033-010-NW4
Angerton Hall No.3 LC (UWC)	NW4033-010-NW4
ANSDELL & FAIRHAVEN	NW4007-002-NW4
Apesford LC (MCG)	NW5010-002-NW5
APPLEBY	NW9901-007-NW10
Appleby East LC (TMO)	NW9907-001-NW10
Appleby North SB	NW9901-007-NW10, NW9907-001-NW10
APPLEY BRIDGE	NW6009-004-NW6
Arcow Quarry G.F	NW9901-002-NW10
ARDWICK	NW5015-005-NW5
Ardwick Jn	NW5001-010-NW5, NW5015-005-NW5
Ardwick TPE Train Care Depot	NW5015-005-NW5
ARMATHWAITE	NW9901-010-NW10

Location	Table A - Module
Armathwaite Tunnel	NW9901-010-NW10
Armitage HABD	NW1001-001-NW1
Armitage Jn (former site of)	NW1001-001-NW1
ARNSIDE	NW4033-003-NW4
Arnside SB (AE)	NW4033-003-NW4
Arpley Grid Iron Jn North	NW2011-001-NW2
Arpley Grid Iron Jn South	NW2011-001-NW2
Arpley Jn	NW2009-001-NW2, NW2011-001-NW2
Arpley Jn SB (AJ)	NW2009-001-NW2
Arpley Yard	NW2011-001-NW2
ASHBURYS	NW5015-004-NW5
Ashburys East Jn	NW5015-004-NW5, NW9007-004-NW9
Ashburys West Jn	NW5015-005-NW5, NW7025-001-NW7
ASHLEY	NW3023-005-NW3
ASHTON	NW7021-003-NW7
Ashton Moss North Jn	NW5013-001-NW5, NW7021-002-NW7
Ashton Moss North Jn SB	NW5013-001-NW5, NW7021-002-NW7
Ashwood Dale Tunnel	NW9005-004-NW9
ASKAM	NW4033-009-NW4
Askam SB LC (MCB)	NW4033-009-NW4
ASPATRIA	NW4033-022-NW4
Aspatria Tunnel	NW4033-022-NW4
Astley Bridge Jn	NW6011-001-NW6
Astley LC (UWC)	NW2015-002-NW2
Astley SB (AY)	NW2015-002-NW2
Aston-by-Stone LC (CCTV)	NW5009-001-NW5
ATHERTON	NW6009-002-NW6
Atkinsons LC (FP)	NW7007-002-NW7
AUGHTON PARK	NW8005-004-NW8
Aughton Roadd LC (CCTV)	NW8001-011-NW8
'B' Group GF	NW4001-021-NW4
BACHE	NW3011-002-NW3
Bagillt LC (UWC)	NW3001-009-NW3
Baguley Fold Jn	NW7021-002-NW7, NW7027-001-NW7
Baguley Fold Jn SB (BF)	NW7021-002-NW7, NW7027-001-NW7
Balderton LC (AHBC)	NW3005-004-NW3
Balderton Tunnel	NW3005-004-NW3
Balshaw Lane Jn	NW1001-021-NW1
BAMBER BRIDGE	NW7009-003-NW7
Bamber Bridge LC (MCB)	NW7009-003-NW7
Bamber Bridge Stn GF	NW7009-002-NW7
BAMFORD	NW9001-002-NW9
Bamfurlong Jn	NW1001-018-NW1
Bamfurlong Sidings Jn	NW1001-018-NW1, NW1025-001-NW1
BANGOR	NW3001-018-NW3
Bangor SB (BR)	NW3001-018-NW3
Bangor Tunnel	NW3001-018-NW3
BANK HALL	NW8001-007-NW8
Bank Head LC (UWC)	NW7009-003-NW7
BARE LANE	NW4011-001-NW4
Bare Lane Jn	NW4011-001-NW4, NW4013-001-NW4
Bare Lane LC (CCTV)	NW4011-001-NW4

Location	Table A - Module
Barlows LC (UWC)	NW7007-002-NW7
BARLASTON	NW5009-003-NW5
Barlaston HABD	NW5009-003-NW5
Barlaston LC (CCTV)	NW5009-002-NW5
Barmoor Clough Tunnel	NW9021-001-NW9
Baron Wood No.1 Tunnel	NW9901-010-NW10
Baron Wood No.2 Tunnel	NW9901-010-NW10
BARROW-IN-FURNESS	NW4033-007-NW4
Barrow-In-Furness SB (BF)	NW4033-008-NW4
Barthomley Jn	NW1005-002-NW1
Barthomley LC (R/G)	NW1005-002-NW1
Barton & Broughton Loop	NW4001-004-NW4
Basford Hall Jn	NW1009-001-NW1
Basford Hall Jn SB (BH)	NW1001-007-NW1
Basford Wood GF	NW1001-007-NW1
Bathing Pool LC (UWC)	NW4033-004-NW4
Bay Horse (former site of GF)	NW4001-005-NW4
Beaverpool Tunnel	NW3015-004-NW3
BEBINGTON	NW8013-003-NW8
Beeches Farm LC (UWC)	NW3001-007-NW3
Beeston Castle & Tarporley SB (BC)	NW3001-002-NW3
Bell House LC (UWC)	NW4033-015-NW4
BELLE VUE	NW9007-004-NW9
Belmont Tunnel	NW3001-019-NW3
BENTHAM	NW9903-002-NW10
Bertheos Tunnel	NW3015-004-NW3
BESCAR LANE	NW6009-006-NW6
Bescar Lane LC (AHBC)	NW6009-006-NW6
Betley Road (former site of SB)	NW1001-006-NW1
BETWS-Y-COED	NW3015-003-NW3
BIDSTON	NW3007-006-NW3, NW8011-006-NW8
Bidston Dee Jn	NW3007-006-NW3, NW8011-006-NW8
Bidston East Jn	NW8011-005-NW8, NW8015-001-NW8
Bidston West Jn	NW3007-006-NW3, NW8011-006-NW8
BIRCHWOOD	NW6003-003-NW6
Birdswood Tunnel	NW1001-013-NW1
BIRKDALE	NW8001-011-NW8
Birkdale LC (CCTV)	NW8001-011-NW8
BIRKENHEAD CENTRAL	NW8013-001-NW8
BIRKENHEAD NORTH	NW8011-004-NW8
Birkenhead North TMD	NW8011-005-NW8
BIRKENHEAD PARK	NW8011-004-NW8
Birkett Tunnel	NW9901-005-NW10
Black Dyke LC (AHBC)	NW4033-003-NW4
BLACKBURN	NW7009-005-NW7
Blackburn Bolton Branch Jn	NW6011-003-NW6
Blackburn Bolton Jn	NW6011-003-NW6, NW7009-005-NW7
Blackburn GF	NW7009-005-NW7
Blackburn Tunnel	NW7009-005-NW7
BLACKPOOL NORTH	NW4005-005-NW4
Blackpool North No.2 SB (BN2)	NW4005-005-NW4
Blackpool North Power GF	NW4005-004-NW4
BLACKPOOL PLEASURE BEACH	NW4007-002-NW4
BLACKPOOL SOUTH	NW4007-002-NW4
BLACKROD	NW6001-007-NW6

Location	Table A - Module
BLAENAU FFESTINIOG	NW3015-005-NW3
Blaenau Ffestiniog GF No.2	NW3015-005-NW3
Blaenau Ffestiniog GF No.3	NW3015-005-NW3
Blainscough (former site of GF)	NW1001-021-NW1
Blea Moor SB	NW9901-003-NW10
Blea Moor Tunnel	NW9901-003-NW10
BLUNDELLSANDS & CROSBY	NW8001-009-NW8
Bod Hyfryd LC (UWC)	NW3015-002-NW3
Bodlondeb LC (UWC)	NW3001-010-NW3
BODORGAN	NW3001-021-NW3
Bodorgan No.1 Tunnel	NW3001-021-NW3
Bodorgan No.2 Tunnel	NW3001-021-NW3
Bog Jn	NW4021-002-NW4, NW4025-001-NW4, NW9911-001-NW10
BOLTON	NW6001-006-NW6, NW6011-001-NW6
Bolton East Jn	NW6001-006-NW6, NW6011-001-NW6
Bolton West Jn	NW6001-006-NW6, NW6011-001-NW6
Bolton-le-Sands HABD.	NW4001-007-NW4
Bolton-le-Sands LC (CCTV)	NW4001-007-NW4
BOOTLE	NW4033-012-NW4
Bootle Branch Jn	NW2015-007-NW2, NW2027-001-NW2
Bootle Jn	NW2027-002-NW2, NW8001-007-NW8, NW8007-001-NW8
BOOTLE NEW STRAND	NW8001-008-NW8, NW8007-001-NW8
BOOTLE ORIEL ROAD	NW8001-007-NW8, NW8007-001-NW8
Bootle SB LC (MCG)	NW4033-012-NW4
Bowness LC (UWC)	NW9903-003-NW10
Bradshawgate Tunnel	NW6011-001-NW6
Bradwell Jn	NW5009-007-NW5
BRAMHALL	NW5009-011-NW5
Bramhall Jn	NW5009-012-NW5
Bransty Jn	NW4033-017-NW4
Bransty SB (BY)	NW4033-017-NW4
BRAYSTONES	NW4033-014-NW4
Braystones LC (UWC)	NW4033-014-NW4
BREDBURY	NW9007-003-NW9
Bredbury GF	NW9007-003-NW9
Bredbury High Level Tunnel	NW9007-003-NW9
Bredbury Sidings	NW9013-001-NW9
Brewery Jn	NW7001-003-NW7, NW7023-001-NW7
Brickfield LC (UWC)	NW3015-001-NW3
BRIERFIELD	NW7017-001-NW7
Brierfield LC (MCB-OD)	NW7017-001-NW7
Brierfield Tunnel	NW7017-001-NW7
Brierlow Sidings GF	NW9019-001-NW9
Brigg's GF	NW9019-002-NW9
Brindle Heath Sidings	NW6001-004-NW6
BRINNINGTON	NW9007-004-NW9
Britannia Bridge	NW3001-019-NW3
British Salt GF	NW3029-001-NW3
BROAD GREEN	NW2015-006-NW2
Broad Oak LC (AHBC)	NW3005-004-NW3
BROADBOTTOM	NW5015-002-NW5
Brock LC (R/G)	NW4001-004-NW4
BROMBOROUGH	NW8013-004-NW8

Location	Table A - Module
BROMBOROUGH RAKE	NW8013-003-NW8
BROMLEY CROSS	NW6011-002-NW6
Bromley Cross LC (FP)	NW6011-002-NW6
Brook Hall Rd LC (CCTV)	NW8001-009-NW8
BRUNSWICK	NW8001-002-NW8
Brunthill Branch Jn	NW4001-020-NW4, NW4027-001-NW4
BRYN	NW2023-002-NW2
Bryn LC (UWC)	NW3015-002-NW3
BUCKLEY	NW3007-003-NW3
BUCKSHAW PARKWAY	NW6001-008-NW6
Bullocks No.1 LC (UWC)	NW9021-003-NW9
BURNAGE	NW5003-002-NW5
Burnden Jn	NW6001-005-NW6
BURNESIDE	NW4019-001-NW4
Burneside Higher LC (MCG)	NW4019-001-NW4
Burneside Lower LC (AOCL)	NW4019-002-NW4
Burneside Station LC (UWC)	NW4019-001-NW4
BURNLEY BARRACKS	NW7017-001-NW7
BURNLEY CENTRAL	NW7017-001-NW7
BURNLEY MANCHESTER ROAD	NW7009-009-NW7
BURSCOUGH BRIDGE	NW6009-006-NW6
Burscough Bridge Jn SB (BB)	NW6009-006-NW6
BURSCOUGH JUNCTION	NW7007-004-NW7
Burtonwood GF	NW6003-004-NW6
Bush-on-Esk East Jn	NW4029-001-NW4
Bush-on-Esk No.2 LC (AOCL+B)	NW4029-001-NW4
Bush-on-Esk No.4 LC (OC)	NW4029-001-NW4
Bush-on-Esk West Jn	NW4029-001-NW4
BUXTON	NW9021-001-NW9
Buxton SB	NW9005-005-NW9, NW9019-001-NW9, NW9021-001-NW9
CAERGWRLE	NW3007-002-NW3
Caldew Jn	NW4001-019-NW4
Caldon Low GF	NW5010-002-NW5
Caldon Quarry	NW5010-002-NW5
Canal Bridge LC (UWC)	NW7007-004-NW7
Canning Street Jn	NW8011-003-NW8, NW8013-001-NW8
Canning Street North SB	NW8017-001-NW8
CAPENHURST	NW3011-002-NW3
CARK & CARTMEL	NW4033-005-NW4
Carleton Crossing LC (MCB)	NW4005-004-NW4
Carleton Crossing SB (CN)	NW4005-004-NW4
CARLISLE	NW4001-018-NW4
Carlisle North Jn	NW4001-018-NW4
Carlisle SB (CE)	NW4001-018-NW4, NW4033-024-NW4
Carlisle South Jn	NW4001-018-NW4, NW4033-024-NW4, NW9901-012-NW10
Carlton Lane LC (UWC)	NW8011-007-NW8
CARNFORTH	NW4033-001-NW4
Carnforth North Jn	NW4001-008-NW4, NW4033-001-NW4
Carnforth South Jn	NW4001-007-NW4
Carnforth Station Jn	NW4033-001-NW4, NW9903-003-NW10
Carnforth Station Jn SB (CS)	NW4033-001-NW4, NW9903-003-NW10
Carr Lane LC (UWC)	NW8011-007-NW8
Carr Mill Viaduct	NW2023-002-NW2
Carrs LC (UWC)	NW4033-023-NW4
Cart Lane LC (UWC)	NW4033-004-NW4
Carterhouse Jn LC (UWC)	NW2009-003-NW2

Location	Table A - Module
Castle Farm No.1 LC (UWC)	NW4033-011-NW4
Castle Hill Tunnel	NW7001-008-NW7
Castlefield Jn	NW6001-002-NW6, NW6003-001-NW6
CASTLETON	NW7001-006-NW7
Castleton East Jn	NW7001-005-NW7, NW7005-001-NW7
Castleton East Jn SB (CE)	NW7001-005-NW7, NW7005-001-NW7
Castleton North Jn	NW7005-001-NW7
Castleton South Jn	NW7001-005-NW7
Cavendish Street Tunnel	NW8011-004-NW8
CEFN-Y-BEDD	NW3007-002-NW3
Cement Depot No.1 LC (OC)	NW4023-001-NW4
Chaffers LC (TMO)	NW7017-001-NW7
Chapel Lane LC (MCG)	NW6009-005-NW6
Chapel LNW Tunnel	NW9005-001-NW9
CHAPEL-EN-LE-FRITH	NW9021-002-NW9
Chapel-en-le-Frith LC (UWC)	NW9021-002-NW9
Chapel-en-le-Frith SB	NW9021-002-NW9
CHASSEN ROAD	NW6003-002-NW6
CHEADLE HULME	NW5001-005-NW5, NW5009-012-NW5
Cheadle Hulme North Jn	NW5001-005-NW5, NW5009-012-NW5
Cheadle Hulme South Jn	NW5001-005-NW5
Cheadle Jn	NW9017-001-NW9
Cheadle Wood Farm LC (UWC)	NW9017-001-NW9
CHELFORD	NW5001-003-NW5
Chelford North Jn	NW5001-003-NW5
Chelford South Jn	NW5001-003-NW5
CHERRY TREE	NW7009-004-NW7
Cherry Tree GF	NW7009-004-NW7
CHESTER	NW3001-004-NW3
Chester East Jn	NW3001-003-NW3, NW3003-001-NW3
Chester North Jn	NW3009-001-NW3, NW3011-001-NW3
Chester PSB (CR, HN)	NW3001-004-NW3
Chester South Jn	NW3001-005-NW3, NW3009-001-NW3
Chester West Jn	NW3001-004-NW3, NW3011-001-NW3
CHINLEY	NW9001-005-NW9
Chinley East Jn	NW9001-005-NW9, NW9003-001-NW9
Chinley North Jn	NW9001-005-NW9, NW9005-001-NW9
Chinley SB (CY)	NW9001-005-NW9, NW9005-001-NW9
Chinley South Jn	NW9003-001-NW9, NW9005-001-NW9
CHIRK	NW3005-001-NW3
Chirk Tunnel	NW3005-001-NW3
CHORLEY	NW6001-007-NW6
Chorley Tunnel	NW6001-008-NW6
Christleton Tunnel	NW3001-003-NW3
CHURCH & OSWALDTWISTLE	NW7009-006-NW7
Church Lane LC (CCTV)	NW5009-002-NW5
CLAPHAM	NW9903-002-NW10
Clayton Bridge LC (CCTV)	NW7021-002-NW7
Cleatop LC (UWC)	NW9903-001-NW10
Cleifiog Uchaf LC (UWC)	NW3001-022-NW3
Cliffe Vale Jn	NW5009-006-NW5
CLIFTON	NW6001-004-NW6
Clifton and Lowther No.1 GF	NW4001-013-NW4
Clifton and Lowther No.2 GF	NW4001-013-NW4

Location	Table A - Module
Clints Field LC (UWC)	NW9903-002-NW10
CLITHEROE	NW7013-003-NW7
Clover-le-Dale LC (UWC)	NW8001-010-NW8
Club Lane LC (UWC)	NW7007-003-NW7
Cobwall Viaduct	NW7013-001-NW7
COLNE	NW7017-001-NW7
Colwich Jn	NW1001-002-NW1, NW5009-001-NW5
COLWYN BAY	NW3001-013-NW3
CONGLETON	NW5009-009-NW5
CONWAY PARK	NW8011-003-NW8
CONWY	NW3001-015-NW3
Conwy Tubular Bridge	NW3001-015-NW3
Conwy Tunnel	NW3001-015-NW3
Coopers LC (UWC) (Kidsgrove)	NW1005-001-NW1
Coopers LC (UWC) (Bamber Bridge)	NW7009-003-NW7
Coppull Hall HABD	NW1001-021-NW1
Copy Pit crossover	NW7009-009-NW7
Corby Gates SB	NW9909-001-NW10
Corby Gates LC (MCB)	NW9909-001-NW10
CORKICKLE	NW4033-016-NW4
Corporation Road Tunnel	NW8011-004-NW8
Cottage Lane LC (UWC)	NW7007-003-NW7
Cove LC (CCTV)	NW4001-023-NW4
Cowburn Tunnel	NW9001-004-NW9
Crabtree LC (R/G)	NW6009-006-NW6
Crag Hill Farm LC (UWC)	NW9901-002-NW10
Crescent Roadd LC (AHBC)	NW8001-011-NW8
CRESSINGTON	NW8001-001-NW8
CREWE	NW1001-009-NW1, NW3001-001-NW3
Crewe Coal Yard SB (CY)	NW1001-010-NW1, NW1017-002-NW1
Crewe Electric Traction Depot	NW3001-001-NW3
Crewe North Jn	NW1001-009-NW1, NW1015-001-NW1, NW3001-001-NW3, NW5001-001-NW5
Crewe SB (CE)	NW1001-009-NW1, NW3001-001-NW3
Crewe Sorting Sidings North SB (NH)	NW1009-002-NW1, NW1013-001-NW1
Crewe South Jn	NW1001-008-NW1, NW1005-003-NW1, NW1007-003-NW1
Crewe Steel Works SB (SW)	NW3001-002-NW3
Croes Newydd North Fork LC (MCB)	NW3005-003-NW3
Croes Newydd North Fork SB (CN)	NW3005-003-NW3
Crook Wheel LC (UWC)	NW4033-005-NW4
Crosby Garrett Tunnel	NW9901-006-NW10
Crosfield's Crossing LC (CCTV)	NW2009-001-NW2
CROSTON	NW7007-002-NW7
Croston Moss LC (FP)	NW7007-003-NW7
Crow Nest Jn	NW6009-002-NW6, NW6013-001-NW6
Crown Street Tunnel	NW2001-007-NW2
CUDDINGTON	NW3023-010-NW3
Culcheth Farm LC (UWC)	NW2015-002-NW2
Culgaith LC (MCB)	NW9901-008-NW10
Culgaith SB	NW9901-008-NW10
Culgaith Tunnel	NW9901-008-NW10
Currock GF	NW4033-024-NW4
Currock Jn	NW4025-001-NW4, NW4033-024-NW4
Dairy House Farm LC (UWC)	NW3001-002-NW3
DAISY HILL	NW6009-002-NW6

Location	Table A - Module
Daisyfield Jn	NW7009-006-NW7, NW7013-001-NW7
Daisyfield LC (MCG)	NW7013-001-NW7
Daisyfield SB (DS)	NW7013-001-NW7
Dale Lane GSP	NW6015-002-NW6
Dallam (Wheelchex)	NW1001-016-NW1
Dallam Jn	NW1001-015-NW1
Dallam Royal Mail Terminal	NW1001-016-NW1
Dalrymple LC (UWC)	NW4033-023-NW4
DALSTON	NW4033-023-NW4
Dalston Oil Depot GF	NW4033-023-NW4
Dalston Station No.1 GF	NW4033-023-NW4
Dalston Station No.2 GF	NW4033-023-NW4
DALTON	NW4033-006-NW4
Dalton Jn	NW4033-006-NW4, NW4041-001-NW4
Dalton Jn SB (DJ)	NW4033-006-NW4, NW4041-001-NW4
Dalton Tunnel	NW4033-006-NW4
DARWEN	NW6011-003-NW6
Darwen North Jn	NW6011-003-NW6
Darwen South Jn	NW6011-003-NW6
DAVENPORT	NW9001-009-NW9
Deal Street Jn	NW6005-002-NW6, NW6007-001-NW6
Dean Lane LC (AHBC-X)	NW6009-005-NW6
Dean Royd Tunnel	NW7001-007-NW7
DEANSGATE	NW6001-002-NW6
Deansgate Jn	NW3023-003-NW3, NW3027-002-NW3
Deansgate Jn LC (MCB)	NW3023-003-NW3, NW3027-002-NW3
Deansgate Jn SB (DJ)	NW3023-003-NW3, NW3027-002-NW3
Dee Marsh Jn SB (DM)	NW3007-004-NW3
Deepdale Jn	NW4003-001-NW4
Deepdale Tunnel No.1	NW4003-001-NW4
Deepdale Tunnel No.2	NW4003-001-NW4
Deepdale Tunnel No.3	NW4003-001-NW4
DEGANWY	NW3017-001-NW3
Deganwy Quay LC (CCTV)	NW3017-001-NW3
Deganwy LC (MCB)	NW3017-001-NW3
Deganwy SB	NW3017-001-NW3
DELAMERE	NW3023-010-NW3
DENT	NW9901-004-NW10
DENTON	NW5011-002-NW5
Denton Jn	NW5013-001-NW5
Denton Jn SB (DJ)	NW5011-002-NW5, NW5013-001-NW5
Depot Jn	NW5001-009-NW5
Derby Square Jn	NW8003-001-NW8
Derwent Jn	NW4033-020-NW4
Diggle Jn SB	NW7021-005-NW7
Dingle Tunnel	NW8001-002-NW8
DINTING	NW5015-001-NW5, NW5019-001-NW5
Dinting East Jn	NW5015-001-NW5, NW5017-001-NW5
Dinting Lane LC (UWC)	NW5019-001-NW5
Dinting SB (DG)	NW5015-001-NW5
Dinting South Jn	NW5017-001-NW5, NW5019-001-NW5
Dinting West Jn	NW5015-001-NW5, NW5019-001-NW5
DISLEY	NW9021-003-NW9
Disley Tunnel	NW9001-007-NW9, NW9021-003-NW9
Ditton East Jn	NW2001-003-NW2, NW2009-004-NW2
Ditton SB (DN)	NW2001-003-NW2, NW2009-004-NW2

Location	Table A - Module
Ditton West Jn	NW2001-003-NW2
Dock Branch GF	NW4033-020-NW4
Dodd's LC (UWC)	NW4033-010-NW4
Dolfadog LC (UWC)	NW3015-002-NW3
DOLGARROG	NW3015-002-NW3
DOLWYDDELAN	NW3015-004-NW3
Dore West Jn	NW9001-001-NW9
DOVE HOLES	NW9021-001-NW9
Doves Holes Tunnel	NW9005-001-NW9
Doxey Junction	NW1001-005 NW1
Drayton Manor Farm (UWC)	NW1002-001-NW1
DRIGG	NW4033-013-NW4
Drigg SB LC (MCG)	NW4033-013-NW4
Duckworths LC (UWC)	NW7013-003-NW7
Duke Street LC (CCTV)	NW8001-011-NW8
Dukes Wood LC (UWC)	NW6015-002-NW6
Dunnerholme LC (UWC)	NW4033-009-NW4
Dytto Farm LC (UWC)	NW3015-002-NW3
Earles Sidings SB (ES)	NW9001-003-NW9
EARLESTOWN	NW1021-001-NW1, NW2015-004-NW2, NW2021-001-NW2
Earlestown East Jn	NW1021-001-NW1, NW2015-004-NW2
Earlestown South Jn	NW1021-001-NW1, NW2021-001-NW2
Earlestown West Jn	NW2015-004-NW2, NW2021-001-NW2
EAST DIDSBURY	NW5003-002-NW5
East Didsbury GF	NW5003-002-NW5
EASTHAM RAKE	NW8013-004-NW8
Eaves Tunnel	NW9021-001-NW9
ECCLES	NW2015-001-NW2
Eccles LC (CCTV)	NW8001-010-NW8
Eccles SB (ES)	NW2015-001-NW2, NW2017-001-NW2
Eccles Station Jn	NW2017-001-NW2
ECCLESTON PARK	NW2023-003-NW2
EDALE	NW9001-004-NW9
Edale SB (EE)	NW9001-004-NW9
Eden Valley	NW4001-014-NW4
EDGE HILL	NW2001-007-NW2
Edge Hill East Jn	NW2001-007-NW2 NW2015-007-NW2
Edge Hill West Jn	NW2001-007-NW2
Edge Lane Jn	NW2027-001-NW2, NW2029-001-NW2
Edgeley Jn	NW3023-001-NW3, NW5001-006-NW5
Edgeley Jn No.1	NW9001-009-NW9
Edgeley Jn No.1 SB (EY1)	NW3023-001-NW3, NW5001-006-NW5
Edgeley Jn No.2 SB (EY2)	NW3023-001-NW3, NW5001-006-NW5
ELLESMERE PORT	NW3013-002-NW3
Ellesmere Port SB (EP)	NW3013-002-NW3
Elm Grove LC (UWC)	NW8011-007-NW8
Elworth Jn	NW3029-001-NW3
Endon LC (AOCL)	NW5010-001-NW5
ENTWISTLE	NW6011-002-NW6
EUXTON BALSHAW LANE	NW1001-021-NW1
Euxton Jn	NW1001-022-NW1, NW6001-008-NW6
FAIRFIELD	NW5015-003-NW5
Farington Curve Jn	NW1001-023-NW1, NW7007-001-NW7, NW7009-001-NW7
Farington Jn	NW1001-022-NW1, NW7011-001-NW7

Location	Table A - Module
Farmer Johnsons LC (UWC)	NW3023-012-NW3
FARNWORTH	NW6001-005-NW6
Farnworth Tunnel	NW6001-004-NW6, NW6001-005-NW6
FAZAKERLEY	NW8009-001-NW8
Fazakerley LC (UWC)	NW8009-001-NW8
Fenton Manor Tunnel	NW5010-001-NW5
Ferret Lane LC (UWC)	NW6009-005-NW6
Ffestiniog Tunnel	NW3015-005-NW3
FFLINT	NW3001-009-NW3
Fiddlers Ferry LC (UWC)	NW2009-002-NW2
Fiddlers Ferry Power Station SB (FF)	NW2009-002-NW2
Field House Farm LC (UWC)	NW3023-006-NW3
Finney Lane LC (UWC)	NW7007-003-NW7
Fishergate Tunnel	NW1027-001-NW1
Fisherman Path LC(UWC)	NW8001-010-NW8
Fishpool Farm LC (UWC)	NW3001-009-NW3
FLIMBY	NW4033-020-NW4
FLIXTON	NW6003-002-NW6
Floriston HABD	NW4001-022-NW4
Floriston LC (CCTV)	NW4001-022-NW4
FLOWERY FIELD	NW5015-002-NW5
Foley Crossing SB	NW5012-001-NW5
Forest House Farm LC (UWC)	NW3023-010-NW3
FORMBY	NW8001-010-NW8
Four Lane Ends LC (FP)	NW7007-001-NW7
Four Lane Ends LC (OD)	NW6009-006-NW6
FOXFIELD	NW4033-010-NW4
Foxfield LC (UWC)	NW4033-010-NW4
Foxfield SB	NW4033-010-NW4
FRESHFIELD	NW8001-010-NW8
Freshfield LC (CCTV)	NW8001-010-NW8
Friday Street GF	NW6001-007-NW6
FRODSHAM	NW3003-002-NW3
Frodsham Jn	NW3003-003-NW3, NW3021-001-NW3
Frodsham Jn SB	NW3003-003-NW3, NW3021-001-NW3
Frodsham Tunnel	NW3003-002-NW3
Frog Lane LC (UWC)	NW6009-005-NW6
Fulwood Tunnel	NW8001-002-NW8
Furness Abbey LC (UWC)	NW4033-007-NW4
Furness Abbey Tunnel	NW4033-007-NW4
FURNESS VALE	NW9021-002-NW9
Furness Vale LC (MCB)	NW9021-002-NW9
Furness Vale SB	NW9021-002-NW9
Gaerwen GF	NW3019-001-NW3
Gaerwen Isa LC (UWC)	NW3001-020-NW3
Gaerwen Jn	NW3001-020-NW3, NW3019-001-NW3
Gaerwen LC (MCB)	NW3001-020-NW3
Gaerwen SB (GN)	NW3001-020-NW3
Gaerwen Uchaf No.1 LC (UWC)	NW3001-020-NW3
Gaerwen Uchaf No.2 LC (UWC)	NW3001-020-NW3
Gannow Jn	NW7009-008-NW7, NW7017-001-NW7
GARGRAVE	NW9901-001-NW10
Gargrave HABD	NW9901-001-NW10
GARSDALE	NW9901-005-NW10
Garsdale SB	NW9901-005-NW10

Location	Table A - Module
Garstang and Catterall Emergency GF North & South	NW4001-005-NW4
Garston Jn	NW2005-001-NW2, NW2007-001-NW2
Garston LC (UWC)	NW2007-001-NW2
GARSWOOD	NW2023-002-NW2
GATHURST	NW6009-004-NW6
GATLEY	NW5003-002-NW5
Gerards Bridge Jn GF	NW2023-002-NW2
GIGGLESWICK	NW9903-001-NW10
Gisburn Tunnel	NW7013-004-NW7
GLAN CONWY	NW3015-001-NW3
Glan Conwy LC (AHBC)	NW3015-001-NW3
Glan-y-Mor Elias LC (UWC)	NW3001-017-NW3
GLAZEBROOK	NW6003-003-NW6
Glazebrook East Jn SB (GE)	NW6003-002-NW6
Glebe Street Jn	NW5009-004-NW5, NW5010-001-NW5
GLOSSOP	NW5019-001-NW5
Gobowen North LC (MCB)	NW3005-001-NW3
Gobowen North SB (GN)	NW3005-001-NW3
GODLEY	NW5015-002-NW5
Golborne Jn	NW1001-017-NW1, NW1021-002-NW1
Goldmire Quarry LC (UWC)	NW4041-001-NW4
Goods Yard GF	NW6009-007-NW6
GOOSTREY	NW5001-003-NW5
Goostrey Jn	NW5001-003-NW5
GORTON	NW5015-004-NW5
Gorton Jn	NW5015-004-NW5
Grange Jn	NW5009-006-NW5
GRANGE-OVER-SANDS	NW4033-004-NW4
Grange-over-Sands SB (GS)	NW4033-004-NW4
Grassendale Tunnel	NW8001-002-NW8
Grayrigg Loops	NW4001-010-NW4
Great Haywood (former site of)	NW5009-001-NW5
Great Rocks Jn SB	NW9005-003-NW9
Great Rocks Tunnel	NW9005-003-NW9
GREEN LANE	NW8013-002-NW8
Green Lane LC (AHBC)	NW3005-004-NW3
Green Lane Tunnel	NW8013-002-NW8
GREEN ROAD	NW4033-010-NW4
Green Road LC (AOCL+B)	NW4033-010-NW4
GREENBANK	NW3023-009-NW3
Greenbank SB (GK)	NW3023-009-NW3
GREENFIELD	NW7021-004-NW7
Green Meadows Junction	NW9009-001-NW9
Gregson Lane LC (UWC)	NW7009-003-NW7
Gresty Green East Jn	NW1007-002-NW1
Gresty Green West Jn	NW1007-001-NW1
Gresty Lane Down Sidings GSP	NW1007-002-NW1
Gresty Lane Jn	NW1007-002-NW1, NW1011-001-NW1, NW1013-001-NW1
Gresty Lane SCC	NW1001-009-NW1, NW3001-001-NW3
GRETNA GREEN	NW4031-001-NW4
Gretna Jn	NW4001-023-NW4, NW4031-001-NW4
GRINDLEFORD	NW9001-002-NW9
Grindleford (Wheelchex)	NW9001-002-NW9
Grindleford SB	NW9001-002-NW9
Griseburn LC (UWC)	NW9901-006-NW10
Grisedale LC (UWC)	NW9901-005-NW10

Location	Table A - Module
GUIDE BRIDGE	NW5011-002-NW5, NW5015-003-NW5
Guide Bridge East Jn	NW5015-003-NW5
Guide Bridge Station Jn	NW5011-002-NW5, NW5015-003-NW5
Guide Bridge West Jn	NW5015-003-NW5, NW5021-001-NW5
GWERSYLLT	NW3007-001-NW3
HADFIELD	NW5015-001-NW5
HAG FOLD	NW6009-002-NW6
HALE	NW3023-005-NW3
Hale LC (CCTV)	NW3023-005-NW3
HALEWOOD	NW6003-004-NW6
Halewood East Jn	NW2001-004-NW2
Halewood West Jn	NW2001-004-NW2
Hall Carleton LC (UWC)	NW4033-013-NW4
HALL I' TH' WOOD	NW6011-001-NW6
HALL ROAD	NW8001-009-NW8
Hall Road LC (CCTV)	NW8001-009-NW8
Hall Royd Jn	NW7001-008-NW7, NW7009-010-NW7
Halton Jn	NW2001-002-NW2, NW3021-001-NW3
Halton Jn SB (HN)	NW2001-002-NW2, NW3021-001-NW3
HAMILTON SQUARE	NW8011-003-NW8, NW8013-001-NW8
Hamilton Square Jn	NW8011-003-NW8, NW8013-001-NW8
Hammerhouse Farm LC (UWC)	NW5008-001-NW5
HANDFORTH	NW5001-005-NW5
HAPTON	NW7009-008-NW7
Harecastle Tunnel	NW5009-008-NW5
HARRINGTON	NW4033-018-NW4
Harrison's Siding HABD	NW4001-012-NW4
Harrison's Sidings	NW4001-013-NW4
Harrison's Sidings GF	NW4001-013-NW4
HARTFORD	NW1001-011-NW1
Hartford CLC Jn	NW3023-010-NW3, NW3037-001-NW3
Hartford East Jn	NW3023-009-NW3, NW3033-001-NW3
Hartford Jn	NW1001-012-NW1, NW3037-001-NW3
Hartford North Jn	NW3033-001-NW3, NW3035-001-NW3
Hartford West Jn	NW3023-009-NW3, NW3035-001-NW3
HATHERSAGE	NW9001-002-NW9
HATTERSLEY	NW5015-002-NW5
Haverigg LC (AHBC)	NW4033-011-NW4
Haw Lane LC (UWC)	NW9901-001-NW10
HAWARDEN	NW3007-003-NW3
HAWARDEN BRIDGE	NW3007-003-NW3
Haydock Branch Jn	NW1001-018-NW1, NW1023-001-NW1
Haymarket Tunnel	NW8017-001-NW8
HAZEL GROVE	NW9001-008-NW9
Hazel Grove East Jn	NW9001-008-NW9, NW9021-003-NW9
Hazel Grove High Level Jn	NW9001-007-NW9, NW9017-001-NW9
Hazel Grove SB (HG)	NW9001-008-NW9
Hazel Grove West Jn	NW9001-008-NW9
Hazel Hall LC (UWC)	NW9903-002 NW10
HEALD GREEN	NW5003-001-NW5
Heald Green North Jn	NW5003-001-NW5, NW5007-001-NW5
Heald Green South Jn	NW5003-001-NW5, NW5005-001-NW5
Heald Green West Jn	NW5005-001-NW5, NW5007-001-NW5
Heamies Bridge	NW1001-006-NW1

Location	Table A - Module
Heathfield LC (UWC)	NW4033-022-NW4
Heaton (Wheelchex)	NW5001-008-NW5
HEATON CHAPEL	NW5001-008-NW5
Heaton Norris Jn	NW5001-008-NW5, NW5011-001-NW5
Heaton Norris Jn SB (HN)	NW5001-008-NW5
HEBDEN BRIDGE	NW7001-009-NW7
HELLIFIELD	NW9901-001-NW10
Hellifield SB	NW7013-004-NW7, NW9901-001-NW10
Hellifield South Junction	NW7013-004-NW7
Helm Tunnel	NW9901-006-NW10
HELSBY	NW3003-002-NW3, NW3013-004-NW3
Helsby Jn	NW3013-004-NW3
Helsby Jn SB	NW3003-002-NW3, NW3013-004-NW3
Hendre Waelod No.1 LC (UWC)	NW3015-001-NW3
Hendre Waelod No.2 LC (UWC)	NW3015-001-NW3
Henfaes Farm LC (UWC)	NW3001-017-NW3
Heritage GF	NW3001-001-NW3
Hesketh LC (UWC)	NW8001-010-NW8
Heskins LC (UWC)	NW4007-001-NW4
Hest Bank HABD	NW4001-007-NW4
Hest Bank Jn	NW4001-007-NW4, NW4013-001-NW4
Hest Bank LC (CCTV)	NW4001-007-NW4
Hestham Hall LC (UWC)	NW4033-011-NW4
HESWALL	NW3007-005-NW3
HEYSHAM PORT	NW4017-001-NW4
Heysham Power Station Sidings GF	NW4017-001-NW4
High Lane LC (UWC)	NW7007-003-NW7
Higher Delacre LC (UWC)	NW3029-001-NW3
Highfields LC (UWC)	NW5009-001-NW5
HIGHTOWN	NW8001-010-NW8
Hillhouse No.3 GF	NW4009-002-NW4
Hillhouse No.4 GF	NW4009-002-NW4
Hillhouse No.5 GF	NW4009-002-NW4
HILLSIDE	NW8001-011-NW8
Hilly Laid LC (TMO)	NW4009-001-NW4
Hinderton Field Tunnel	NW8013-002-NW8
HINDLEY	NW6009-003-NW6
Hindlow Brigg's Sidings	NW9019-002-NW9
Hindlow No.1 GF	NW9019-001-NW9
Hindlow No.2 GF	NW9019-001-NW9
Hindlow Tunnel	NW9019-001-NW9
Hixon LC (Former site of)	NW5009-001 NW5
Hoghton LC (AHBC-X)	NW7009-004-NW7
Holme Tunnel	NW7009-009-NW7
HOLMES CHAPEL	NW5001-003-NW5
HOLYHEAD	NW3001-023-NW3
Holyhead SB (HD)	NW3001-023-NW3
Holywell Jn SB	NW3001-010-NW3
Home Farm LC (UWC)	NW1005-002-NW1
HOOTON	NW8013-004-NW8
Hooton North Jn	NW8013-004-NW8
Hooton South Jn	NW3011-002-NW3, NW3013-001-NW3, NW8013-004-NW8
HOPE	NW9001-002-NW9

Location	Table A - Module
HOPE / YR HOB	NW3007-002-NW3
Hope Exchange LC (UWC)	NW3007-002-NW3
Hopwood GF	NW7005-001-NW7
Horrocks LC (UWC)	NW9901-010-NW10
Horrocksford Jn	NW7013-003-NW7
Horrocksford Jn SB	NW7013-003-NW7
Horsfall Tunnel	NW7001-009-NW7
HORTON-IN-RIBBLESDALE	NW9901-002-NW10
HORWICH PARKWAY	NW6001-007-NW6
HOSCAR	NW6009-005-NW6
Hoscar LC (AHBC-X)	NW6009-005-NW6
Hospital LC (CCTV)	NW7009-003-NW7
HOUGH GREEN	NW6003-004-NW6
Howe & Co Siding SB (HS)	NW9901-011-NW10
HOYLAKE	NW8011-008-NW8
Hoylake LC (CCTV)	NW8011-008-NW8
HUMPHREY PARK	NW6003-001-NW6
HUNCOAT	NW7009-007-NW7
Huncoat LC (MCB-OD)	NW7009-007-NW7
HUNTS CROSS	NW6003-005-NW6
Hunts Cross SB (HC)	NW6003-005-NW6
Hunts Cross West Jn	NW6003-005-NW6, NW8001-001-NW8
Hurst Hall Farm LC (UWC)	NW2015-002 NW2
HUYTON	NW2015-005-NW2 NW2023-004 NW2
Huyton Jn	NW2015-005-NW2, NW2023-004-NW2
HYDE CENTRAL	NW9011-001-NW9
Hyde Jn	NW5015-002-NW5, NW9011-002-NW9
HYDE NORTH	NW9011-002-NW9
INCE	NW6009-003-NW6
INCE & ELTON	NW3013-004-NW3
Ince & Elton LC (R/G)	NW3013-004-NW3
Ince Moss Jn	NW1025-001-NW1, NW2023-001-NW2
IRLAM	NW6003-002-NW6
JAMES STREET	NW8003-001-NW8, NW8011-001-NW8, NW8011-002-NW8
Jaum Field Farm LC (UWC)	NW7021-002-NW7
Johnson Matthey LC (TMO)	NW7013-003-NW7
Johnsons No.2 LC (UWC)	NW4033-009-NW4
Katherine Street Tunnel	NW7021-003-NW7
KEARSLEY	NW6001-004-NW6
Keele Tunnel	NW1003-001-NW1
Keerholme LC (UWC)	NW9903-003-NW10
Kelbit Private Sidings	NW1023-001-NW1
KENDAL	NW4019-001-NW4
KENTS BANK	NW4033-004-NW4
Kents Bank LC (UWC)	NW4033-004-NW4
KIDSGROVE	NW1005-001-NW1, NW5009-008-NW5
Kidsgrove Jn	NW1005-001-NW1, NW5009-008-NW5
Kidsgrove OHNS	NW1005-001-NW1
King LC (UWC)	NW4033-011-NW4
Kingmoor Jn	NW4001-020-NW4
Kingmoor Virtual Quarry LC (Open)	NW4001-021-NW4
Kingmoor Yard	NW4001-020-NW4, NW4001-021-NW4
KIRKBY	NW6015-002-NW6, NW8009-001-NW8
KIRKBY STEPHEN	NW9901-006-NW10
Kirkby Stephen SB	NW9901-006-NW10
Kirkby Thore SB (KT)	NW9901-008-NW10
KIRKBY-IN-FURNESS	NW4033-010-NW4

Location	Table A - Module
KIRKDALE	NW8005-001-NW8
Kirkdale No.1 Tunnel	NW8005-002-NW8
Kirkdale No.2 Tunnel	NW8005-002-NW8
Kirkdale North Jn	NW8005-001-NW8
Kirkdale South Jn	NW8005-001-NW8
KIRKHAM & WESHAM	NW4005-002-NW4
Kirkham North Jn	NW4005-002-NW4, NW4007-001-NW4
Kirkham SB (KM)	NW4005-002-NW4
Kirkham South Jn	NW4005-002-NW4
Kirksanton LC (MCG)	NW4033-011-NW4
Kitson Wood Tunnel	NW7009-010-NW7
KNUTSFORD	NW3023-006-NW3
Kronospan GF	NW3005-001-NW3
Ladyhall LC (UWC)	NW4033-010-NW4
Lambrigg (former site of GF)	NW4001-009-NW4
LANCASTER	NW4001-006-NW4
Lancaster North Jn	NW4001-006-NW4
Lancaster South Jn	NW4001-006-NW4
LANGHO	NW7013-002-NW7
Langthwaite LC (UWC)	NW4033-011-NW4
LANGWATHBY	NW9901-009-NW10
Lawsing LC (UWC)	NW9903-001-NW10
LAYTON	NW4005-004-NW4
LAZONBY & KIRKOSWALD	NW9901-009-NW10
Lazonby Tunnel	NW9901-009-NW10
LEA GREEN	NW2015-005-NW2
Lea Green LC (UWC)	MW2015-005-NW2
Leaming LC (UWC)	NW4033-003-NW4
LEASOWE	NW8011-006-NW8
Leasowe LC (CCTV)	NW8011-006-NW8
Leeds Street Jn	NW8001-005-NW8
Leeds Street Portal	NW8001-005-NW8
Leek Brook Jn (former)	NW5010-002-NW5
LEVENSHULME	NW5001-008-NW5
LEYLAND	NW1001-022-NW1
Lidgate LC (UWC)	NW4033-009-NW4
Lime Street Tunnel	NW2001-008-NW2
Limestone Hall LC (MCG)	NW4033-012-NW4
Lindal Tunnel	NW4033-006-NW4
Little Chef LC (UWC)	NW3001-016-NW3
Little Bridgeford Junction	NW1001-005-NW1, NW5008-001-NW5
Little Meadow Lane LC (FP)	NW7007-003-NW7
LITTLE SUTTON	NW3013-001-NW3
LITTLEBOROUGH	NW7001-006-NW7
Littleborough GF	NW7001-007-NW7
Litton's Mill Crossing LC (MCG)	NW2009-002-NW2
Liverpool Bulk Handling Terminal / Seaforth Container Terminal	NW2027-003-NW2
LIVERPOOL CENTRAL	NW8001-004-NW8, NW8011-002-NW8
Liverpool Central North Jn	NW8001-004-NW8
Liverpool Central South Jn	NW8001-004-NW8
LIVERPOOL LIME STREET	NW2001-008-NW2, NW8011-001-NW8
Liverpool Lime Street SB (LS)	NW2001-008-NW2
LIVERPOOL SOUTH PARKWAY	NW2001-005-NW2, NW8001-001-NW8
Llanddaniel LC (R/G)	NW3001-020-NW3
Llandegai Tunnel	NW3001-018-NW3

Location	Table A - Module
LLANDUDNO	NW3017-002-NW3
Llandudno Jn	NW3001-014-NW3, NW3015-001-NW3
Llandudno Jn SB (LJ)	NW3001-014-NW3, NW3017-001-NW3
LLANDUDNO JUNCTION	NW3001-014-NW3
Llandudno Station SB	NW3017-002-NW3
Llanfair LC (MCG)	NW3001-020-NW3
LLANFAIRFECHAN	NW3001-017-NW3
LLANFAIRPWLL	NW3001-020-NW3
LLANRWST	NW3015-003-NW3
Llanrwst SB	NW3015-003-NW3
Llanrwst Tunnel	NW3015-003-NW3
Llysfaen Emergency GF	NW3001-013-NW3
London Road Jn	NW4023-001-NW4, NW9901-012-NW10, NW9911-001-NW10
Long Ashes LC (UWC)	NW4001-015-NW4
Long Marsh LC (UWC)	NW4033-011-NW4
LONG PRESTON	NW9901-001-NW10
LONGPORT	NW5009-007-NW5
Longport Jn	NW5009-007-NW5
Longsight Depot Jn	NW5001-010-NW5
Longsight South Jn	NW5001-009-NW5
LOSTOCK	NW6001-006-NW6
LOSTOCK GRALAM	NW3023-007-NW3
LOSTOCK HALL	NW7009-002-NW7
Lostock Hall Depot	NW7009-001-NW7
Lostock Hall Jn	NW7009-002-NW7, NW7011-001-NW7
Lostock Jn	NW6001-006-NW6, NW6013-001-NW6
Low Gill (former site of No.1 GF)	NW4001-010-NW4
Low Gill (former site of No.2 GF)	NW4001-010-NW4
Low Gill HABD	NW4001-010-NW4
Low House Crossing SB (LH)	NW9901-010-NW10
Low House LC (MCB)	NW9901-010-NW10
Low Mill HABD	NW4033-024-NW4
Low Mill LC (R/G)	NW4033-024-NW4
Low Moor LC (CCTV)	NW7013-002-NW7
Lower Radway Green LC (UWC)	NW1005-002-NW1
Lowton Jn	NW1021-002-NW1, NW2019-001-NW2
LYTHAM	NW4007-002-NW4
MACCLESFIELD	NW5009-010-NW5
Macclesfield Hibel Road	NW5009-010-NW5
Macclesfield SB (MD)	NW5009-010-NW5
Macclesfield Tunnel	NW5009-010-NW5
Madeley Chord Jn	NW1003-002-NW1
Madeley Chord Reversing Sidings	NW1003-002-NW1
Madeley HABD	NW1001-006-NW1
Madeley Jn	NW1001-006-NW1, NW1003-002-NW1
Madryn Farm LC (UWC)	NW3001-017-NW3
Maesteg LC (UWC)	NW3001-010-NW3
MAGHULL	NW8005-003-NW8
MAGHULL NORTH	NW8005-004-NW8
Maghull LC (CCTV)	NW8005-003-NW8
MANCHESTER AIRPORT	NW5007-001-NW5
Manchester East SCC	NW5001-006-NW5
MANCHESTER PICCADILLY	NW5001-011-NW5, NW6001-001-NW6
Manchester Piccadilly East Jn	NW5001-011-NW5, NW6001-001-NW6
Manchester Piccadilly SB (MP)	NW5001-011-NW5
Manchester Piccadilly West Jn	NW6001-001-NW6

Location	Table A - Module
Manchester ROC (Rail Operating Centre)	NW5015-004-NW5
Manchester South SB (MS)	NW5001-006-NW5
MANCHESTER VICTORIA	NW6005-001-NW6, NW7001-001-NW7
Manchester Victoria East Jn	NW6005-001-NW6, NW7001-001-NW7
Manchester Victoria West Jn	NW6005-001-NW6, NW7001-001-NW7
Mann Island Jn	NW8003-001-NW8, NW8011-001-NW8, NW8011-002-NW8
MANOR ROAD	NW8011-007-NW8
MARPLE	NW9007-002-NW9
Marple North Tunnel	NW9007-002-NW9
Marple South Tunnel	NW9007-002-NW9
Marple Viaduct	NW9007-003-NW9
Marple Wharf Jn	NW9007-003-NW9, NW9009-001-NW9
MARSDEN	NW7021-005-NW7
Marsh House LC (CCTV)	NW2009-002-NW2
Marsh Lane Crossover	NW8001-008-NW8
Martins Lane LC (R/G)	NW6009-006-NW6
MARYPORT	NW4033-021-NW4
Maryport LC (CCTV)	NW4033-021-NW4
Maryport Station SB (MS)	NW4033-021-NW4
MAULDETH ROAD	NW5003-002-NW5
Meaford Crossing LC (CCTV)	NW5009-002-NW5
Meddiant Isaf LC (UWC)	NW3015-001-NW3
Meddiant No.3 LC (UWC)	NW3015-001-NW3
Meddiant No.4 LC (UWC)	NW3015-001-NW3
Meddiant No.5 LC (UWC)	NW3015-001-NW3
Melling Tunnel	NW9903-002-NW10
Melrose Avenue LC (UWC)	NW8011-007-NW8
Menai Bridge North Jn	NW3001-019-NW3
Menai Bridge South Jn	NW3001-019-NW3
MEOLS	NW8011-007-NW8
MEOLS COP	NW6009-007-NW6
Mercer's LC (UWC)	NW3023-005-NW3
Merchants Quay LC (UWC)	NW4033-019-NW4
Mersey Tunnel	NW8011-004-NW8, NW8013-001-NW8
Merseyrail SB (ML)	NW8001-006-NW8
Metal Box Siding	NW4021-002-NW4
Mickle Trafford SB (MT)	NW3003-001-NW3, NW3023-012-NW3
Middleton Place LC (UWC)	NW4033-012-NW4
Middlewich Loop East Jn	NW3029-002-NW3
Middlewich Loop West Jn	NW3029-002-NW3
MIDDLEWOOD	NW9021-003-NW9
Middlewood Tunnel	NW9021-003-NW9
Midge Hall LC (MCB)	NW7007-002-NW7
Midge Hall SB	NW7007-002-NW7
Miles Platting Jn	NW7001-002-NW7, NW7021-001-NW7
Milford & Brocton HABD	NW1001-003-NW1
Milford Junction	NW1001-003-NW1
Mill Dam LC (UWC)	NW4033-012-NW4
MILL HILL	NW7009-004-NW7
Millers LC (UWC)	NW4033-012-NW4
MILLOM	NW4033-011-NW4
Millom SB	NW4033-011-NW4
MILLS HILL	NW7001-004-NW7
Millwood Tunnel	NW7001-008-NW7
Milnthorpe GF	NW4001-008-NW4

Location	Table A - Module
Mintholme LC (CCTV)	NW7009-003-NW7
MOBBERLEY	NW3023-005-NW3
Mobberley LC (MCB)	NW3023-005-NW3
Mobberley SB	NW3023-005-NW3
Moel Llys Tunnel	NW3001-016-NW3
Mona LC (UWC)	NW3001-017-NW3
Monk's Siding LC (MCB)	NW2009-002-NW2
Monk's Siding SB (MS)	NW2009-002-NW2
Moor Farm No.1 LC (UWC)	NW4033-011-NW4
Moor Lane Tunnels	NW6001-006-NW6
Moorcock Tunnel	NW9901-005-NW10
MOORFIELDS	NW8001-005-NW8, NW8011-001-NW8
MOORSIDE	NW6009-001-NW6
MORECAMBE	NW4011-002-NW4
Morecambe Jn GF	NW4011-002-NW4, NW4017-001-NW4
Morecambe South Jn	NW4001-007-NW4, NW4011-001-NW4
MORETON	NW8011-007-NW8
Morfa-Rhydd-y-Pwll LC (UWC)	NW3015-002-NW3
MOSES GATE	NW6001-005-NW6
Moses Gate Jn	NW6001-005-NW6
Moss (Tip) LC (UWC)	NW4033-012-NW4
Moss Lane LC (UWC)	NW7021-002-NW7
MOSS SIDE	NW4007-001-NW4
Moss Side LC (ABCL)	NW4007-001-NW4
Mossband Jn	NW4001-022-NW4, NW4029-001-NW4
MOSSLEY	NW7021-004-NW7
MOSSLEY HILL	NW2001-006-NW2
MOSTON	NW7001-004-NW7
Mostyn Dock Exchange Sidings	NW3001-010-NW3
Mostyn SB	NW3001-010-NW3
MOULDSWORTH	NW3023-011-NW3
Mouldsworth GF	NW3023-011-NW3
Mount Pleasant Tunnel	NW2001-008-NW2
Mow Cop LC (CCTV)	NW5009-009-NW5
NANTWICH	NW1007-001-NW1
Nantwich Emergency GF	NW1007-001-NW1
Nantwich LC (MCB-OD)	NW1007-001-NW1
NAVIGATION ROAD	NW3023-003-NW3, NW3027-002-NW3
Navigation Road LC (CCTV)	NW3023-003-NW3, NW3027-002-NW3
NELSON	NW7017-001-NW7
NESTON	NW3007-005-NW3
NETHERTOWN	NW4033-015-NW4
NEW BRIGHTON	NW8015-002-NW8
NEW LANE	NW6009-006-NW6
New Lane LC (AHBC)	NW6009-006-NW6
NEW MILLS CENTRAL	NW9007-001-NW9
New Mills Central SB	NW9007-001-NW9
NEW MILLS NEWTOWN	NW9021-003-NW9
New Mills South Jn	NW9001-006-NW9
New Mills South Jn SB	NW9001-006-NW9, NW9007-001-NW9
New Mills Tunnel	NW9007-001-NW9
Newcastle Jn	NW5009-005-NW5
Newcastle Road LC (AHBC-X)	NW1007-001-NW1

Location	Table A - Module
NEWTON	NW5015-002-NW5
Newton Heath TMD	NW7001-004-NW7, NW7019-001-NW7
NEWTON-LE-WILLOWS	NW1021-001-NW1, NW2015-004-NW2
Newton-le-Willows Jn	NW1021-002-NW1, NW2015-003-NW2
Newtown Tunnel	NW9001-007-NW9
Norbury Hollow LC (MCG)	NW9021-003-NW9
NORTH LLANRWST	NW3015-003-NW3
North Stafford Jn	NW1005-003-NW1
Northenden GF	NW3023-002-NW3
Northenden Jn	NW3023-002-NW3, NW9017-001-NW9
Northenden Jn SB (NN)	NW3023-002-NW3, NW9017-001-NW9
Northgate Street Tunnels	NW3001-006-NW3
NORTHWICH	NW3023-008-NW3, NW3031-001-NW3
Northwich East Jn	NW3023-007-NW3
Northwich South Jn	NW3029-002-NW3, NW3031-001-NW3
Northwich Station Jn	NW3023-008-NW3, NW3031-001-NW3
Northwich West Jn	NW3023-008-NW3, NW3029-002-NW3
NORTON BRIDGE	NW1001-006-NW1, NW5008-001-NW5
Norton Bridge Junction	NW1001-005-NW1, NW5008-001-NW5
Norton Bridge North Jn (former site of)	NW1001-006-NW1, NW5008-001-NW5
Norton LC (R/G) (Bridleway)	NW1001-014-NW1
Norton SB	NW3003-003-NW3
Octel Sidings GF	NW3023-006-NW3
OLD ROAN	NW8005-003-NW8
Olive Mount Jn	NW2015-006-NW2, NW2029-001-NW2
Olive Mount Tunnel	NW2029-001-NW2
Oram's No.1 LC (UWC)	NW7009-003-NW7
Oram's No.3 LC (UWC)	NW7009-003-NW7
Ordsall Lane Jn	NW2015-001-NW2, NW6001-002-NW6, NW6007-001-NW6
Oriel Road Tunnel	NW2027-002-NW2
ORMSKIRK	NW7007-004-NW7, NW8005-004-NW8
ORRELL	NW6015-001-NW6
ORRELL PARK	NW8005-002-NW8
Oubeck	NW4001-005-NW4
Overbury Street Tunnel	NW2001-007-NW2
OVERPOOL	NW3013-001-NW3
OXENHOLME	NW4001-009-NW4, NW4019-001-NW4
Oxenholme Emergency GF	NW4001-009-NW4
Oxenholme Jn	NW4019-001-NW4
OXFORD ROAD	NW6001-001-NW6
Oxheys Loop	NW4001-004-NW4
PADGATE	NW6003-003-NW6
Padiham Power Station Sidings	NW7015-001-NW7
Pages LC (UWC)	NW7007-002-NW7
Paradise Jn	NW8001-004-NW8, NW8003-001-NW8
PARBOLD	NW6009-005-NW6
Parbold LC (MCB)	NW6009-005-NW6
Parbold SB	NW6009-005-NW6
Park House Farm LC (R/G)	NW4033-007-NW4
Park North LC (UWC)	NW4033-009-NW4
Park South Jn	NW4033-009-NW4, NW4041-001-NW4
Park South LC (MCB)	NW4033-009-NW4, NW4041-001-NW4
Park South SB	NW4033-009-NW4, NW4041-001-NW4
Parkhouse LC (UWC)	NW4033-023-NW4

Location	Table A - Module
Parkside Jn	NW2015-003-NW2, NW2019-001-NW2
Parrott's No.1 LC (UWC)	NW1002-001-NW1
Partington Jn	NW3025-001-NW3
PARTON	NW4033-017-NW4
Parton North Jn	NW4033-018-NW4
PATRICROFT	NW2015-002-NW2
Peak Forest Sidings	NW9005-002-NW9
Peak Forest South SB	NW9005-002-NW9
Peak Forest Tunnel	NW9005-003-NW9
Peakstone Private Sidings GF	NW9005-002-NW9
PEMBERTON	NW6015-001-NW6
Pemberton Tunnel	NW6015-001-NW6
Pendlebury Tunnel	NW6009-001-NW6
Pendleton Tunnel	NW6009-001-NW6
Penketh Hall LC (UWC)	NW2009-002-NW2
PENKRIDGE	NW1002-001-NW1
Penkridge HABD.	NW1002-001-NW1
Penmaenbach Tunnel	NW3001-016-NW3
PENMAENMAWR	NW3001-016-NW3
Penmaenmawr SB (PR)	NW3001-016-NW3
Penmaenrhos Tunnel	NW3001-013-NW3
PENRITH	NW4001-014-NW4
Penrith GF	NW4001-014-NW4
Penrith South Jn	NW4001-014-NW4
Pentre Ddu LC (UWC)	NW3001-017-NW3
Pentre LC (UWC)	NW3001-009-NW3
Pen-y-Clip Avalanche Tunnel	NW3001-017-NW3
PENYFFORDD	NW3007-002-NW3
Penyffordd GF	NW3007-003-NW3
Penyffordd LC (UWC)	NW3007-002-NW3
Penyffordd SB	NW3007-002-NW3
Petteril Bridge Jn	NW9901-011-NW10,NW9909-001-NW10
Philips Park South Jn	NW7025-001-NW7, NW7027-001-NW7
Philips Park West Jn	NW7021-001-NW7, NW7023-001-NW7, NW7025-001-NW7
Pic Tor Tunnel	NW9005-004-NW9
Picko No.1 Tunnel	NW2027-001-NW2
Picko No.2 Tunnel	NW2027-001-NW2
Pilkington's Oil Sidings	NW2023-003-NW2
Pitts LC (UWC)	NW3005-001-NW3
PLEASINGTON	NW7009-004-NW7
Plemstall LC (UWC)	NW3023-012-NW3
PLUMLEY	NW3023-006-NW3
Plumley West SB	NW3023-006-NW3
Plumpton (former site of No.1 GF)	NW4001-015-NW4
Plumpton (former site of No.2 GF)	NW4001-015-NW4
Plumpton Loop	NW4001-015-NW4
PONT-Y-PANT	NW3015-004-NW3
Pont-y-Pant Lower Tunnel	NW3015-004-NW3
Pont-y-Pant Upper Tunnel	NW3015-004-NW3
Pool Hey LC (AHBC)	NW6009-007-NW6
Port of Heysham LC (UWC)	NW4017-001-NW4

Location	Table A - Module
PORT SUNLIGHT	NW8013-003-NW8
Portland Street LC (CCTV)	NW8001-011-NW8
Portsmouth LC (R/G)	NW7009-009-NW7
Poulton Jn	NW4005-003-NW4, NW4009-001-NW4
Poulton SB (PT)	NW4005-003-NW4, NW4009-001-NW4
POULTON-LE-FYLDE	NW4005-003-NW4
POYNTON	NW5009-011-NW5
PRESCOT	NW2023-004-NW2
PRESTATYN	NW3001-011-NW3
Prestatyn SB	NW3001-011-NW3
PRESTBURY	NW5009-011-NW5
Prestbury Tunnel	NW5009-011-NW5
PRESTON	NW1001-024-NW1, NW4001-002-NW4
Preston Brook Tunnel	NW1001-013-NW1
Preston Fylde Jn	NW1001-025-NW1, NW4001-003-NW4, NW4003-001-NW4, NW4005-001-NW4
Preston North Jn	NW1001-025-NW1, NW4001-003-NW4
Preston Ribble Jn	NW1001-023-NW1, NW4001-001-NW4
Preston SB (PN)	NW1001-025-NW1, NW4001-003-NW4, NW4005-001-NW4
Preston South Jn	NW1001-024-NW1, NW1027-001-NW1, NW4001-002-NW4
Primrose Viaduct	NW7013-002-NW7
Pulford LC (AHBC)	NW3005-004-NW3
Pump House LC (UWC)	NW4033-015-NW4
Quintinshill	NW4001-023-NW4
Quintinshill EGF	NW4001-023-NW4
Radway Green LC (CCTV)	NW1005-002-NW1
RAINFORD	NW6015-002-NW6
Rainford Jn SB	NW6015-002-NW6
RAINHILL	NW2015-005-NW2
RAMSGREAVE & WILPSHIRE	NW7013-001-NW7
RAVENGLASS	NW4033-013-NW4
Ravenhead Jn	NW2025-001-NW2
REDDISH NORTH	NW9007-004-NW9
REDDISH SOUTH	NW5011-002-NW5
Regent Road LC (AOCL)	NW2027-003-NW2
RHOSNEIGR	NW3001-022-NW3
RHYL	NW3001-012-NW3
Rhyl SB (RL)	NW3001-012-NW3
RIBBLEHEAD	NW9901-003-NW10
Ribblehead GF	NW9901-003-NW10
RICE LANE	NW8009-001-NW8
Rickerscote Junction	NW1002-002-NW1
Rigg LC (UWC)	NW4031-001-NW4
Risehill Tunnel	NW9901-004-NW10
RISHTON	NW7009-006-NW7
Rishton Tunnel	NW7009-006-NW7
ROBY	NW2015-006-NW2
Roby Jn	NW2015-006-NW2
ROCHDALE	NW7001-006-NW7
Rochdale East Jn	NW7001-006-NW7
Rochdale West SB (TH)	NW7001-005-NW7
ROCK FERRY	NW8013-002-NW8, NW8017-001-NW8
Rock Ferry North Jn	NW8013-002-NW8, NW8017-001-NW8
Rock Ferry South Jn	NW8013-003-NW8, NW8017-001-NW8
Rockcliffe Hall SB (RH)	NW3001-008-NW3

Location	Table A - Module
Rockcliffe Hall Tunnel	NW3001-009-NW3
ROMAN BRIDGE	NW3015-004-NW3
Roman Bridge Tunnel	NW3015-004-NW3
Rome Street Jn	NW4021-002-NW4
ROMILEY	NW9007-003-NW9
Romiley Jn	NW9007-003-NW9, NW9011-001-NW9
Roodee Jn	NW3001-006-NW3
ROOSE	NW4033-007-NW4
ROSE GROVE	NW7009-008-NW7
Rose Grove West Jn	NW7009-008-NW7, NW7015-001-NW7
ROSE HILL	NW9009-001-NW9
Rosewain LC (R/G)	NW4033-022-NW4
Rossett Junction	NW3005-004-NW3
Rossett LC (R/G)	NW3005-004-NW3
Rothery LC (UWC)	NW4033-023-NW4
RUABON	NW3005-002-NW3
Ruabon Road Tunnel	NW3005-002-NW3
RUFFORD	NW7007-003-NW7
Rufford LC (MCB)	NW7007-003-NW7
Rufford SB	NW7007-003-NW7
Rugeley Engineers Siding GF	NW1001-001-NW1
Rugeley No.1 GF	NW1004-001-NW1
Rugeley No.2 GF	NW1004-001-NW1
Rugeley North Jn	NW1001-001-NW1, NW1004-001-NW1
RUGELEY TRENT VALLEY	NW1001-001-NW1, NW1004-001-NW1
RUNCORN	NW2001-002-NW2
RUNCORN EAST	NW3003-003-NW3
Runcorn SB (RN)	NW2001-002-NW2, NW2003-001-NW2
Russell Street Tunnel	NW2001-008-NW2
RYDER BROW	NW9007-004-NW9
SALFORD CENTRAL	NW6005-002-NW6
SALFORD CRESCENT	NW6001-003-NW6
Salford Hope Street Sidings	NW6005-002-NW6
Salford West Jn	NW6005-002-NW6
Salop Goods Jn	NW1011-001-NW1, NW1015-001-NW1
Salop Goods Jn SB (SG)	NW1009-003-NW1, NW1011-001-NW1, NW1015-001-NW1, NW1017-001-NW1
Salop Goods Loop Jn	NW1009-002-NW1, NW1013-001-NW1
Saltcoats LC (MCG)	NW4033-013-NW4
Salthouse Jn	NW4033-007-NW4
Salthouse Jn GF	NW4033-007-NW4
Salthouse No.1 LC (UWC)	NW4033-011-NW4
Salthouse No.3 LC (UWC)	NW4033-011-NW4
Saltney Jn	NW3001-006-NW3, NW3005-004-NW3
SALWICK	NW4005-001-NW4
Salwick SB (SK)	NW4005-001-NW4
SANDBACH	NW5001-002-NW5
Sandbach North Jn	NW3029-001-NW3, NW5001-002-NW5
Sandbach South Jn	NW1009-003-NW1, NW5001-002-NW5
SANDHILLS	NW8001-006-NW8
Sandhills Jn	NW8001-006-NW8, NW8005-001-NW8
Sandringham Avenue LC (UWC)	NW8011-007-NW8
Sandscale LC (ABCL) (aka. British Cellophane)	NW4033-008-NW4

Location	Table A - Module
Sandy Lane LC (UWC)	NW3001-012-NW3
SANKEY	NW6003-004-NW6
Scholes Tunnel	NW2023-003-NW2
Scotby LC (UWC)	NW9909-001-NW10
Scout Tunnel	NW7021-004-NW7
SEAFORTH & LITHERLAND	NW8001-008-NW8
Searchlight Lane Junction	NW1001-006-NW1, NW5008-001-NW5
SEASCALE	NW4033-013-NW4
SELLAFIELD	NW4033-014-NW4
Sellafield SB	NW4033-014-NW4
SETTLE	NW9901-002-NW10
Settle Junction SB	NW9901-002-NW10, NW9903-001-NW10
Shallowford HABD	NW1001-005-NW1
Shap Hardendale Quarry	NW4001-012-NW4
Shap Summit GF	NW4001-012-NW4
Shap Summit Up GF	NW4001-011-NW4
Shaws LC (R/G)	NW6009-006-NW6
Shell GF	NW3019-001-NW3
Shore House Farm LC (UWC)	NW7013-001-NW7
Shotlock Hill Tunnel	NW9901-005-NW10
SHOTTON (High Level)	NW3007-003-NW3
SHOTTON (Low Level)	NW3001-008-NW3
Shotwick GF	NW3007-005-NW3
Shugborough Tunnel	NW1001-002-NW1
Shugborough Viaduct	NW1001-002-NW1
Sideway Jn	NW5009-003-NW5
SILECROFT	NW4033-012-NW4
Silecroft LC (MCB)	NW4033-012-NW4
Silecroft SB	NW4033-012-NW4
SILVERDALE	NW4033-003-NW4
Silverdale Colliery	NW1003-001-NW1
Silverdale LC (AHBC)	NW4033-003-NW4
Silverdale Tunnel	NW1003-001-NW1
Skeffington Road LC (TMO)	NW4003-001-NW4
Skelly Crag LC (MCG)	NW4033-010-NW4
Skelton Jn	NW3023-002-NW3, NW3025-001-NW3
Skew Bridge Jn	NW1001-023-NW1
Slade Lane Jn	NW5001-008-NW5, NW5003-002-NW5
Slutchers Lane LC (FP)	NW2009-001-NW2
Smithdown Lane Tunnel	NW2001-007-NW2
SMITHY BRIDGE	NW7001-006-NW7
Smithy Bridge LC (OD)	NW7001-006-NW7
Sod Hall LC (UWC)	NW7007-002-NW7
Sough Tunnel	NW6011-002-NW6
SOUTHPORT	NW6009-007-NW6, NW8001-012-NW8
Southwaite (former site of GF)	NW4001-015-NW4
Southwaite HABD	NW4001-015-NW4
Speke Jn GF	NW2001-004-NW2, NW2005-001-NW2
Speke Jn SB (SE)	NW2001-005-NW2, NW2005-001-NW2
Spellow No.1 Tunnel	NW2027-001-NW2
Spellow No.2 Tunnel	NW2027-001-NW2
Spencers LC (UWC)	NW9903-002-NW10
SPITAL	NW8013-003-NW8
Springs Branch (slow lines) Jn	NW1001-019-NW1
Springs Branch Jn	NW1001-019-NW1, NW2023-001-NW2

Location	Table A - Module
Springs Branch Sidings	NW1001-019-NW1
SQUIRES GATE	NW4007-002-NW4
ST BEES	NW4033-015-NW4
St Bees LC (MCB)	NW4033-015-NW4
St Bees SB	NW4033-015-NW4
ST HELENS CENTRAL	NW2023-002-NW2
ST HELENS JUNCTION	NW2015-005-NW2
St Helens Station Jn	NW2023-002-NW2, NW2025-001-NW2
St Helens Station SB (SH)	NW2023-002-NW2
ST. ANNES-ON-THE-SEA	NW4007-002-NW4
St. James No.1 Tunnel	NW8001-003-NW8
St. James No.2 Tunnel	NW8001-003-NW8
St. James No.3 Tunnel	NW8001-003-NW8
St. James No.4 Tunnel	NW8001-003-NW8
ST. MICHAEL'S	NW8001-002-NW8
St. Michael's Tunnel	NW8001-002-NW8
STAFFORD	NW1001-004-NW1
Stafford North Junction	NW1001-004-NW1
Stafford South Junction	NW1001-004-NW1
Stafford Trent Valley Jn No. 1	NW1001-003-NW1, NW1002-002-NW1
Stainforth Tunnel	NW9901-002-NW10
Stainton Jn	NW4027-001-NW4
STALYBRIDGE	NW5021-001-NW5, NW7021-003-NW7
Stalybridge Jn	NW5021-001-NW5, NW7021-003-NW7
Stalybridge Tunnel	NW7021-004-NW7
Stalybridge Tunnel Jn	NW7021-004-NW7
Standedge Tunnel	NW7021-005-NW7
Stangrah Farm LC (UWC)	NW4033-012-NW4
STANLOW & THORNTON	NW3013-003-NW3
Stansfield Hall Jn	NW7006-001-NW7, NW7009-010 NW7
STAVELEY	NW4019-002-NW4
Staveley LC (ABCL)	NW4019-002-NW4
Stockbeck Viaduct	NW7013-004-NW7
STOCKPORT	NW5001-007-NW5
Stockport No1 SB (ST1)	NW5001-007-NW5
Stockport No2 SB (ST2)	NW5001-007-NW5
Stockton Brook Tunnel	NW5010-001-NW5
Stoke Jn	NW5009-003-NW5, NW5012-001-NW5
Stoke North Jn	NW5009-005-NW5
STOKE-ON-TRENT	NW5009-004-NW5
Stoke-on-Trent SCC (SOT)	NW5009-005-NW5
STONE	NW5008-002-NW5
Stone Cabin LC (UWC)	NW4033-011-NW4
Stone Jn	NW5008-002-NW5, NW5009-002-NW5
Stone OHNS	NW5008-002-NW5
Stoney Low Tunnel	NW1003-001-NW1
Strand Road LC (OC) (MDHC)	NW2027-003-NW2
STRINES	NW9007-002-NW9
STYAL	NW5003-001-NW5
Styal Jn	NW5003-001-NW5
Summit East Tunnel	NW7001-007-NW7
Summit Tunnel	NW7001-007-NW7
Summit West Tunnel	NW7001-007-NW7
Sutton Tunnel	NW3003-003-NW3
Sutton Weaver GF	NW2001-002-NW2
Sutton Weaver HABD	NW1021-001-NW1
Swanside Viaduct	NW7013-003-NW7
SWINTON	NW6009-001-NW6

Location	Table A - Module
Switches Farm LC (UWC)	NW9901-001-NW10
Sydney Bridge Jn (former site of)	NW1009-003-NW1, NW5001-001-NW5
Syke Foot LC (UWC)	NW9901-010-NW10
Tai'r Meibion Farm LC (UWC)	NW3001-017-NW3
Talacre SB (TE)	NW3001-011-NW3
TAL-Y-CAFN	NW3015-001-NW3
Tal-y-Cafn LC (MCG)	NW3015-001-NW3
Tamper Siding GF	NW3001-014-NW3
Tan Lan LC (UWC)	NW3015-002-NW3
Tan-yr-Allt LC (UWC)	NW3015-002-NW3
Tan-y-Tallt LC (UWC)	NW3015-002-NW3
Tarn Gate LC (UWC)	NW4009-001-NW4
Tarnbrick LC (UWC)	NW4007-001-NW4
Tatterthwaite LC (UWC)	NW9903-001-NW10
Taylor Street	NW7009-004-NW7
Tebay North Jn	NW4001-011-NW4
Tebay South Jn	NW4001-011-NW4
THATTO HEATH	NW2023-003-NW2
The Oaks LC (UWC)	NW6011-001-NW6
Thorpes Bridge Jn	NW7001-003-NW7, NW7019-001-NW7
Thorton LC (TMO)	NW4009-001-NW4
TIMPERLEY	NW3027-001-NW3
TODMORDEN	NW7001-008-NW7, NW7006-001-NW7
Todmorden Viaduct Junction	NW7001-008-NW7, NW7006-001-NW7
Tolans LC (UWC)	NW8011-007-NW8
Topley Pike GF	NW9005-004-NW9
Totley Tunnel	NW9001-001-NW9, NW9001-002-NW9
Totley Tunnel East SB	NW9001-001-NW9
Towers Farm LC (UWC)	NW9021-003-NW9
TOWN GREEN	NW8005-004-NW8
Towneley LC (MCB)	NW7009-009-NW7
Towneley Tunnel	NW7009-009-NW7
TRAFFORD PARK	NW6003-001-NW6
Trafford Park East Jn	NW6003-001-NW6
Trafford Park Sidings	NW6003-001-NW6
Trafford Park West Jn	NW6003-001-NW6
Trentham South Jn (former site of)	NW5009-003-NW5
Troed-yr-Rhin LC (UWC) (Morfa No.2)	NW3015-002-NW3
Tunnel Road Tunnel	NW2001-007-NW2
Tunstead Sidings GF	NW9005-003-NW9
Turton LC (AOCL+B)	NW6011-002-NW6
TY CROES	NW3001-021-NW3
Ty Croes LC (MCG)	NW3001-021-NW3
Tyddyn Morfa LC (UWC)	NW3001-021-NW3
Tyn-Ddol LC (UWC)	NW3015-002-NW3
Tyn-y-Morfa LC (MCG)	NW3001-011-NW3
ULVERSTON	NW4033-006-NW4
Ulverston SB (UN)	NW4033-006-NW4
Underhill LC (UWC)	NW4033-011-NW4
UNITED FC HALT	NW6003-001-NW6
UPHOLLAND	NW6015-002-NW6
Upholland Tunnel	NW6015-001-NW6
Upperby Bridge Jn	NW4001-016-NW4
Upperby Jn	NW4001-017-NW4, NW4021-001-NW4, NW4023-001-NW4

Location	Table A - Module
Upperby Yard GF	NW4001-016-NW4
UPTON	NW3007-006-NW3
URMSTON	NW6003-002-NW6
VALLEY	NW3001-022-NW3
Valley LC (MCB)	NW3001-022-NW3
Valley SB (VY)	NW3001-022-NW3
Virtual Quarry GF	NW4001-021-NW4
Vitriol Works SB	NW7001-004-NW7
Wagon Repairs GF	NW4023-001-NW4
WALKDEN	NW6009-002-NW6
WALLASEY GROVE ROAD	NW8015-002-NW8
WALLASEY VILLAGE	NW8015-001-NW8
WALSDEN	NW7001-007-NW7
Waltham Nurseries LC (UWC)	NW4033-011-NW4
WALTON	NW8005-002-NW8
Walton Jn	NW8005-002-NW8, NW8009-001-NW8
Walton Old Jn	NW1019-001-NW1, NW2011-001-NW2
Warcop	NW9907-001-NW10
Wards LC (UWC)	NW9903-003-NW10
WARRINGTON BANK QUAY	NW1001-015-NW1
WARRINGTON CENTRAL	NW6003-003-NW6
Warrington Central SB (WC)	NW6003-003-NW6
Warrington North Jn	NW1001-015-NW1
Warrington SB (WN)	NW1001-015-NW1
Warrington South Jn	NW1001-015-NW1, NW1019-001-NW1
Waste Bank Tunnel	NW9901-009-NW10
WATERLOO	NW8001-009-NW8
Waterloo LC (CCTV)	NW8001-009-NW8
Waterslack Quarry LC (UWC)	NW4033-003-NW4
Watery Road GF	NW3005-002-NW3
Wavertree Jn	NW2001-006-NW2
WAVERTREE TECHNOLOGY PARK	NW2015-006-NW2
Weasel Hall Tunnel	NW7001-009-NW7
Weaver Emergency Facing Crossover	NW1001-003-NW1
Weaver Jn	NW1001-012-NW1, NW2001-001-NW2
WEDGWOOD	NW5009-003-NW5
Wedgwood LC (CCTV)	NW5009-003-NW5
WENNINGTON	NW9903-002-NW10
WEST ALLERTON	NW2001-006-NW2
WEST KIRBY	NW8011-008-NW8
WESTHOUGHTON	NW6013-001-NW6
Westminster Tunnel	NW2027-002-NW2
Weston Rhyn LC (AHBC)	NW3005-001-NW3
WETHERAL	NW9909-001-NW10
Wetheral HABD	NW9909-001-NW10
WHALEY BRIDGE	NW9021-002-NW9
WHALLEY	NW7013-002-NW7
Whalley Viaduct	NW7013-002-NW7
WHISTON	NW2015-005-NW2
Whitbeck LC (AOCL+B)	NW4033-012-NW4
WHITEHAVEN	NW4033-017-NW4
Whitehaven Tunnel	NW4033-016-NW4
Whitehouse Junction	NW1001-003-NW1

Location	Table A - Module
Whitehurst LC (UWC)	NW3005-002-NW3
Whitehurst Tunnel	NW3005-002-NW3
Whitmore	NW1001-006-NW1
Whittle International GF	NW7009-002-NW7
WIDNES	NW6003-004-NW6
Wig Farm LC (UWC)	NW3001-017-NW3
Wig LC (UWC)	NW3001-017-NW3
Wigan North Jn	NW1001-020-NW1
WIGAN NORTH WESTERN	NW1001-020-NW1
Wigan South Jn	NW1001-020-NW1
Wigan Station Jn	NW1001-020-NW1, NW6009-003-NW6
WIGAN WALLGATE	NW6009-003-NW6
Wigan Wallgate Jn	NW6009-004-NW6, NW6015-001-NW6
Wigan Wallgate SB (WW)	NW6009-004-NW6, NW6015-001-NW6
WIGTON	NW4033-022-NW4
Wigton GF	NW4033-022-NW4
Wigton SB	NW4033-022-NW4
Willaston LC (CCTV)	NW1007-001-NW1
WILMSLOW	NW5001-004-NW5, NW5003-001-NW5
Wilmslow North Jn	NW5001-004-NW5
Wilmslow South Jn	NW5001-004-NW5, NW5003-001-NW5
Wilpshire Tunnel	NW7013-001-NW7
WINDERMERE	NW4019-002-NW4
Windmill Lane Tunnel	NW3001-005-NW3
Windsor Bridge North Jn	NW6001-003-NW6, NW6009-001-NW6
Windsor Bridge South Jn	NW6001-003-NW6, NW6005-003-NW6
WINSFORD	NW1001-010-NW1
Winsford SB (WD)	NW1001-011-NW1
Winsford South Jn	NW1001-010-NW1
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Winwick Jn	NW1001-016-NW1, NW1021-001-NW1
WOODLEY	NW9011-001-NW9, NW9013-001-NW9
Woodley Jn	NW9011-001-NW9, NW9013-001-NW9
Woods Tenement Farm LC (UWC)	NW3023-006-NW3
Woodside Farm (UWC)	NW2015-002 NW2
Woodside LC (UWC)	NW4033-023 NW4
WOODSMOOR	NW9001-009-NW9
Woodsmoor LC (CCTV)	NW9001-009-NW9
Woolton Road Tunnel	NW8001-001-NW8
WORKINGTON	NW4033-019-NW4
Workington Main No.2 SB	NW4033-019-NW4
Workington Main No.3 SB	NW4033-019-NW4
Wraysholme LC (AOCL+B)	NW4033-005-NW4
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Wrexham Exchange Jn	NW3005-003-NW3, NW3007-001-NW3
WREXHAM GENERAL	NW3005-003-NW3, NW3007-001-NW3
Wrexham North Jn	NW3005-003-NW3
Wyke Cop LC (AHBC)	NW6009-006-NW6
Wymott Brook LC (FP)	NW7007-002-NW7
Yarnfield Junction	NW5008-002-NW5
Ynys LC (UWC)	NW3015-002-NW3

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18	**06 September 2025**
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21	01 June 2024
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45A	01 March 2025
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55	03 December 2022
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57	29 August 2020
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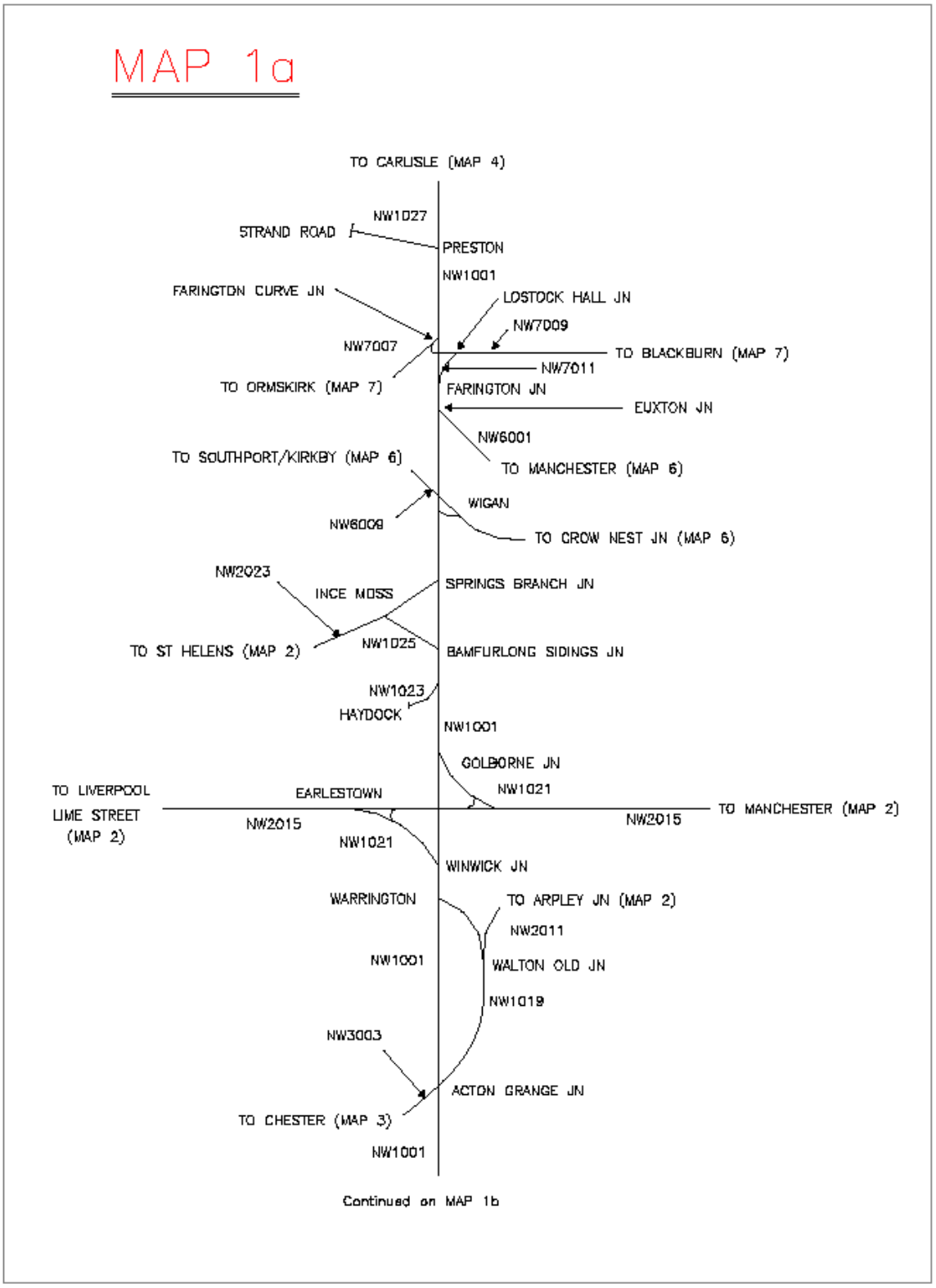
MAPS


MAP 1a
TO CARLISLE (MAP 4)
NW1027
STRAND ROAD
PRESTON
NW1001
FARINGTON CURVE JN
LOSTOCK HALL JN
NW7009
NW7007
TO BLACKBURN (MAP 7)
NW7011
TO ORMSKIRK (MAP 7)
FARINGTON JN
EUXTON JN
NW6001
TO SOUTHPORT/KIRKBY (MAP 6)
TO MANCHESTER (MAP 6)
WIGAN
NW6009
TO CROW NEST JN (MAP 6)
NW2023
INCE MOSS
SPRINGS BRANCH JN
TO ST HELENS (MAP 2)
NW1025
BAMFURLONG SIDINGS JN
NW1023
HAYDOCK
NW1001
GOLBORNE JN
TO LIVERPOOL
LIME STREET
(MAP 2)
EARLESTOWN
NW1021
TO MANCHESTER (MAP 2)
NW2015
NW2015
NW1021
WINWICK JN
WARRINGTON
TO ARPLEY JN (MAP 2)
NW2011
NW1001
WALTON OLD JN
NW1019
NW3003
ACTON GRANGE JN
TO CHESTER (MAP 3)
NW1001
Continued on MAP 1b

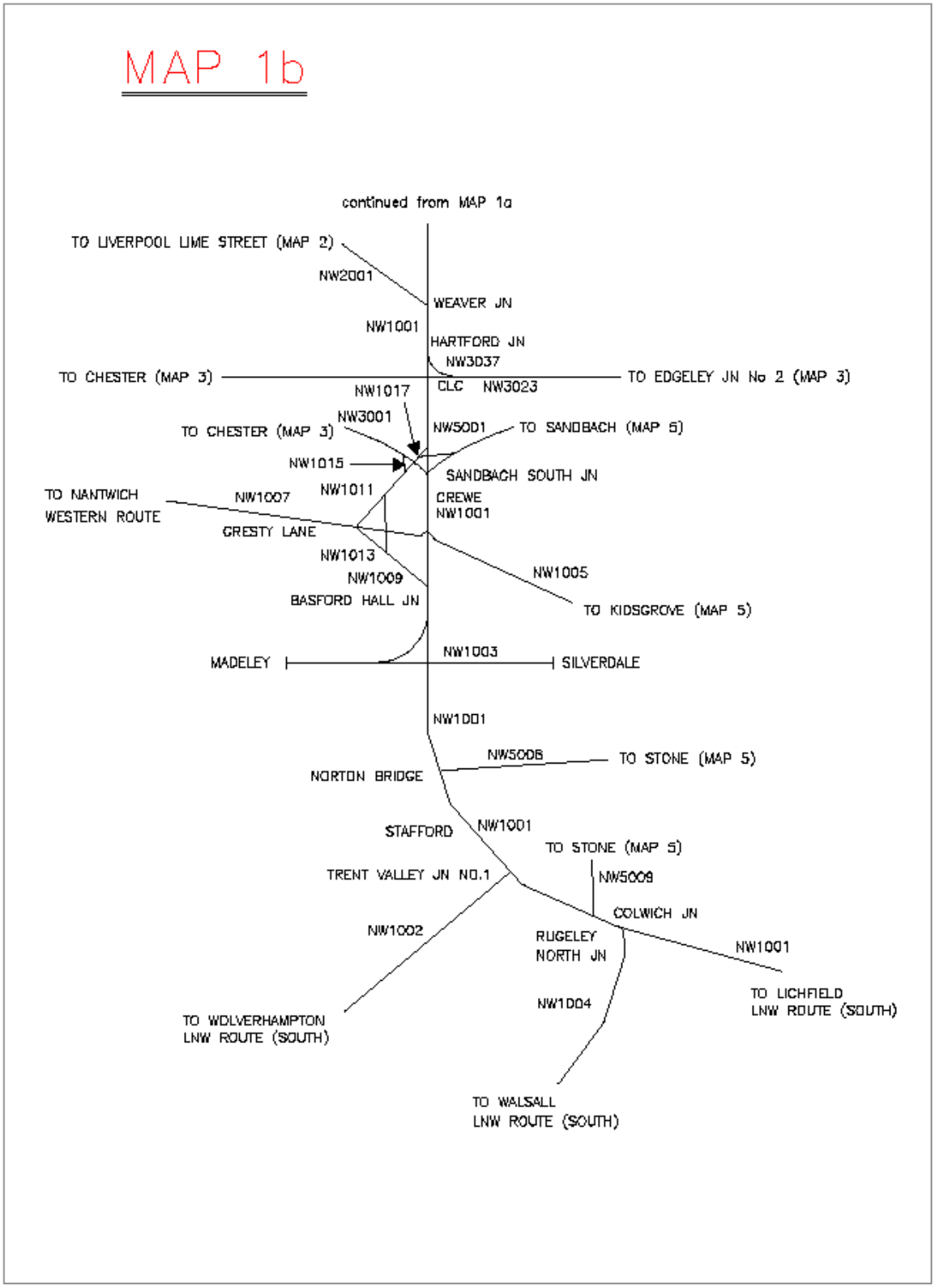

MAP 1b
continued from MAP 1a
TO LIVERPOOL LIME STREET (MAP 2)
NW2001
WEAVER JN
NW1001
HARTFORD JN
NW3037
TO CHESTER (MAP 3)
TO EDGELEY JN No 2 (MAP 3)
CLC
NW3023
NW1017
NW3001
TO CHESTER (MAP 3)
NW5001
TO SANDBACH (MAP 5)
NW1015
SANDBACH SOUTH JN
TO NANTWICH
WESTERN ROUTE
NW1007
NW1011
CREWE
NW1001
CRESTY LANE
NW1013
NW1009
BASFORD HALL JN
NW1005
TO KIDSGROVE (MAP 5)
MADELEY
NW1003
SILVERDALE
NW1001
NW5006
TO STONE (MAP 5)
NORTON BRIDGE
STAFFORD
NW1001
TO STONE (MAP 5)
TRENT VALLEY JN NO.1
NW5009
COLWICH JN
NW1002
RUGELEY
NORTH JN
NW1001
TO LICHFIELD
LNW ROUTE (SOUTH)
NW1004
TO WOLVERHAMPTON
LNW ROUTE (SOUTH)
TO WALSALL
LNW ROUTE (SOUTH)

TABLE A DIAGRAM
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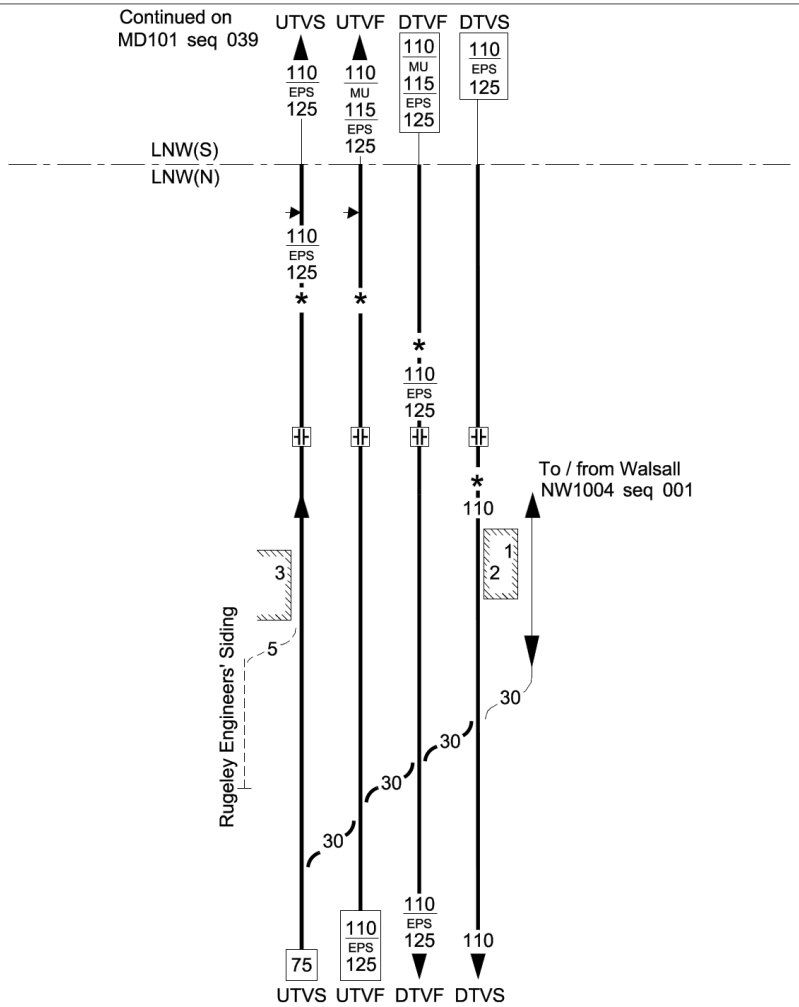
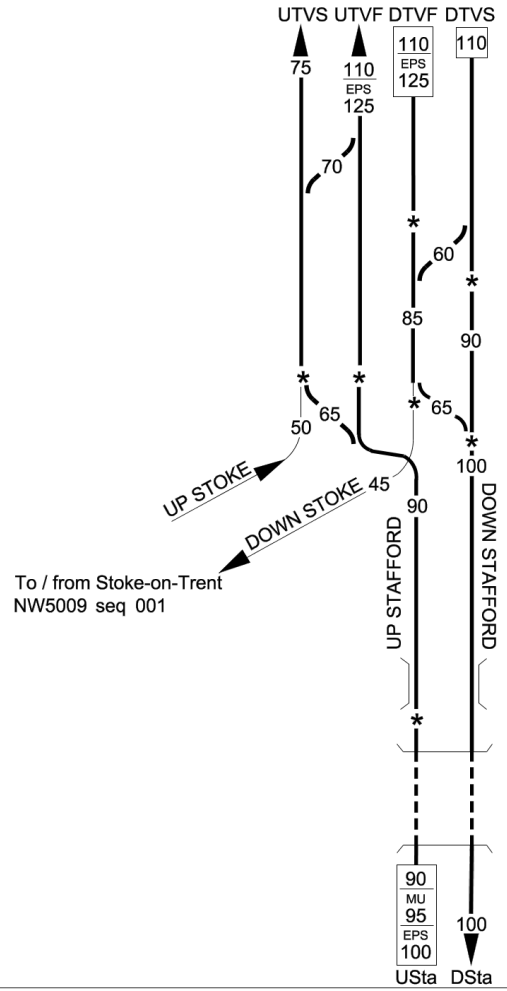
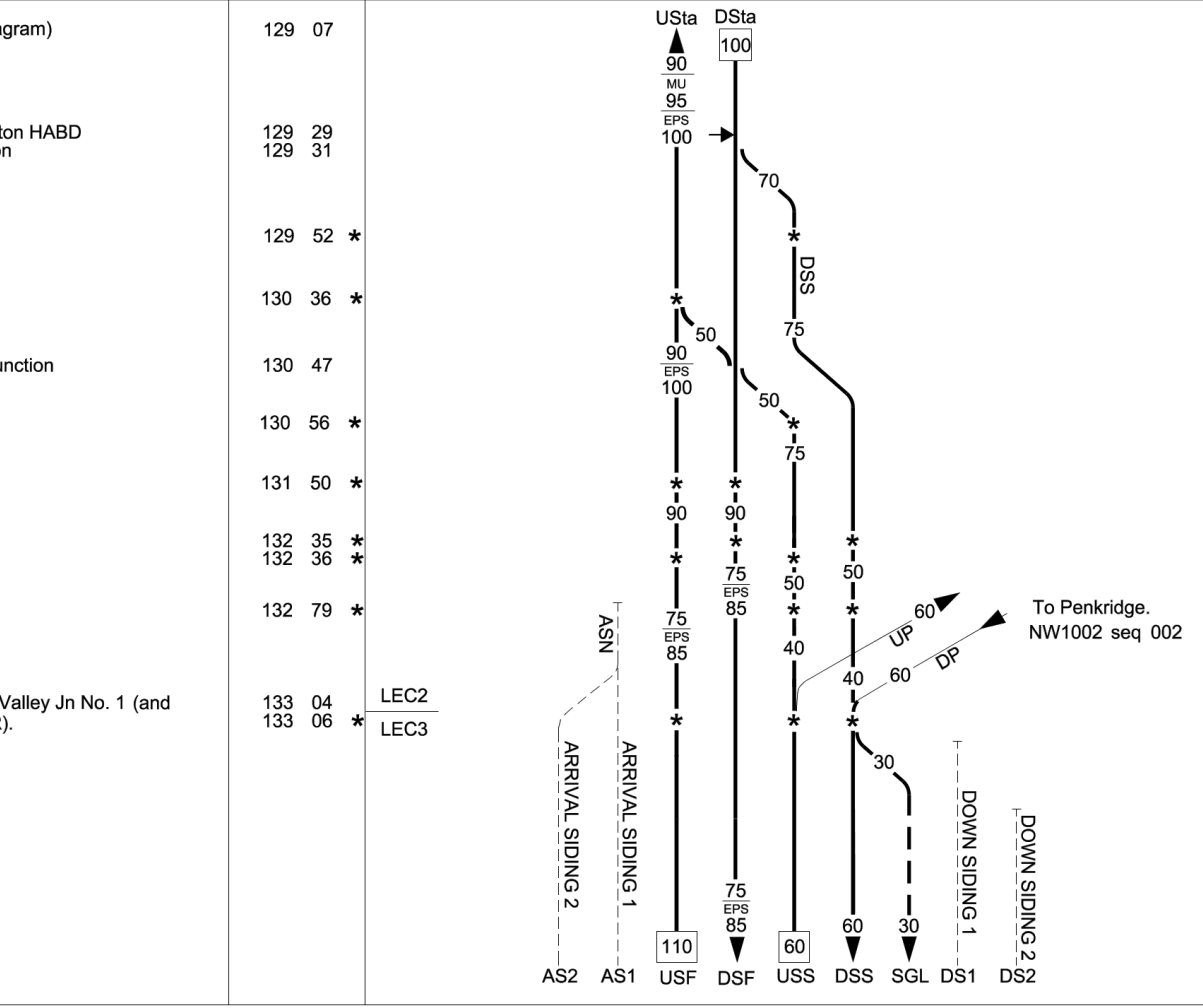
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	001	Armitage Jn (Incl.) to Preston Fylde Jn	LEC2	West Coast South	22/06/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Sectional Appendix Boundary	119	20			TCB Rugby ROC (LS) Colwich Workstation AC: Crewe ECR GSM-R Axle Counter area. TASS fitted: DTVF and DTVS lines throughout UTVF and UTVS lines throughout UTVS: Up Trent Valley Slow UTVF: Up Trent Valley Fast DTVF: Down Trent Valley Fast DTVS: Down Trent Valley Slow
Hansacre Jn (future site of)	120	30			
Armitage HABD	121	20			
	121	40	*		
Armitage Jn (former site of)	121	41			
	121	58	*		
Brereton OHNS	122	10			
	123	74	*		
RUGELEY TRENT VALLEY	124	22			Platform lengths: Rugeley Trent Valley Up (Platform 3) - 145 metres (159 yards) Down (Platform 2) - 135 metres (147 yards) Down direction trains can turnback on the Up Trent Valley Slow line towards Rugeley North Jn.
Rugeley North Jn	124	39			
(Buffer stop on Rugeley Engineers' Siding)	124	48			
	124	57			
(End of diagram)	125	20			

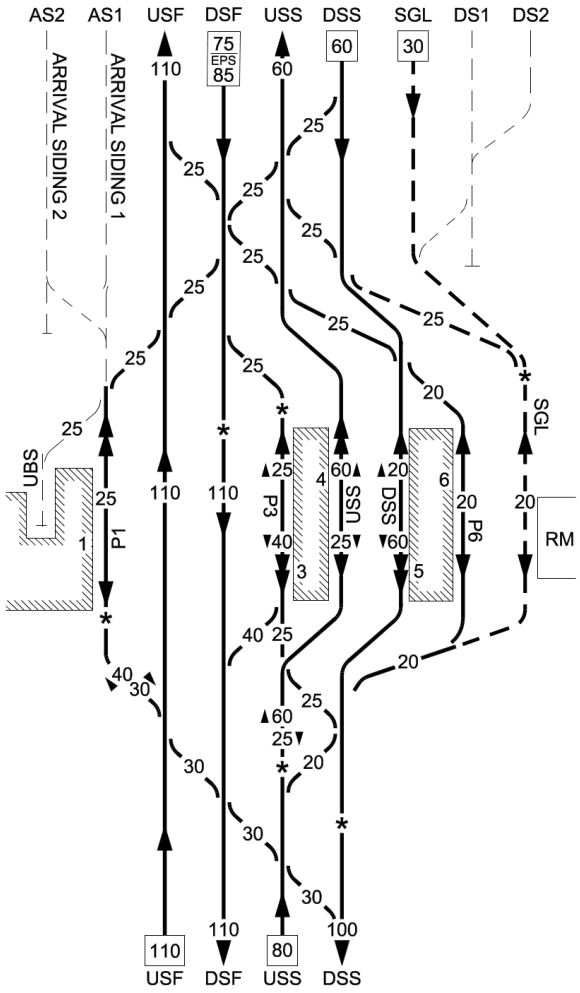
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	002	Armitage Jn (Incl.) to Preston Fylde Jn.	LEC2	West Coast South	22/06/2025

Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)		125 20		TCB Rugby ROC (LS) Colwich Workstation AC: Crewe ECR GSM-R Axle Counter area. TASS fitted: All lines throughout.
(70mph crossover)		126 49		
Colwich South Jn		126 55		
		126 59 *		UTVS: Up Trent Valley Slow. UTVF: Up Trent Valley Fast. DTVS: Down Trent Valley Slow. DTVF: Down Trent Valley Fast.
		126 67 *		Line name changes: DTVF to Down Stoke at 127m 05ch. DTVS to Down Stafford at 127m 13ch. Up Stafford to UTVF at 127m 13ch. Up Stoke to UTVS at 127m 05ch.
Colwich North Jn		127 05		
		127 07 *		
		127 10 *		
		127 13 *		
Shugborough Viaduct (river Trent) (bridge 138, 60 metres / 66 yards)	from	127 68		Rugby ROC (LS) Stafford Workstation Down : from 127m 39ch. Up : to 129m 21ch.
	to	127 71		
		128 02 *		
Shugborough Tunnel (710 metres / 777 yards)	from	128 46		
	to	129 01		
(End of diagram)		129 07		USta: Up Stafford. DSta: Down Stafford.

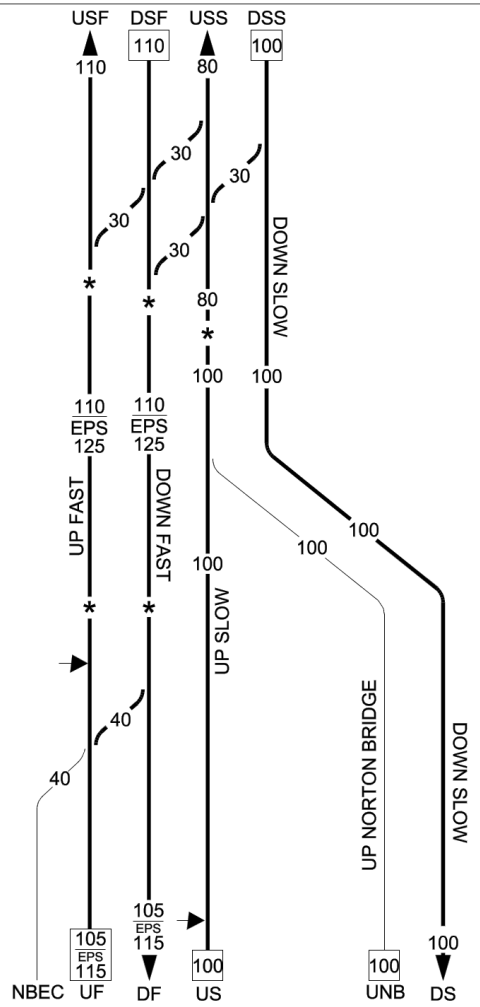
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	003	Armitage Jn (Incl.) to Preston Fylde Jn	LEC2 LEC3	West Coast South	22/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	129 07		GSM-R TCB Rugby ROC (LS) Stafford Workstation AC: Crewe ECR
Milford & Brocton HABD	129 29		Axle Counter area.
Milford Junction	129 31		TASS fitted: Down Stafford / Down Stafford Fast lines throughout. Up Stafford Fast / Up Stafford lines throughout.
	129 52 *		
	130 36 *		DSta: Down Stafford. USta: Up Stafford.
Whitehouse Junction	130 47		
	130 56 *		
	131 50 *		UP: Up Penkridge. DP: Down Penkridge. DSS: Down Stafford Slow. USS: Up Stafford Slow. DSF: Down Stafford Fast. USF: Up Stafford Fast. ASN: Arrival Sidings Neck. SGL: Stafford Goods Loop.
	132 35 *		
	132 36 *		
	132 79 *		
Stafford Trent Valley Jn No. 1 (and change of ELR).	133 04 LEC2 133 06 * LEC3		SGL: 821 metres (898 yards) (Down direction only). DS1: 284 metres (311 yards). DS2: 210 metres (230 yards). AS1 & AS2: 427 metres (467 yards).
			Down Siding 2 not electrified.

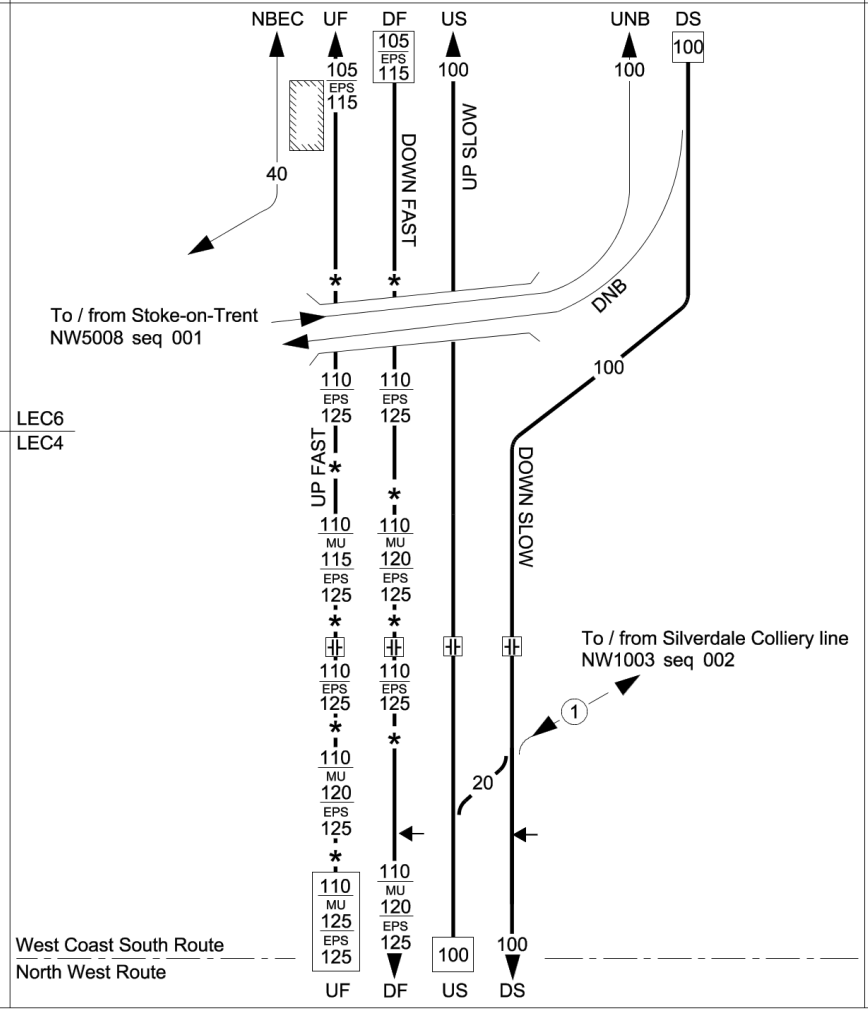
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	004	Armitage Jn (Incl.) to Preston Fylde Jn.	LEC3	West Coast South	16/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stafford South Junction	133 28		GSM-R TCB Rugby ROC (LS) Stafford Workstation AC: Crewe Axle Counter area. All lines electrified except for Down Siding 2. SGL: 821 metres (898 yards) (Down direction). 301 metres (329 yards) (Up direction). DS1: 284 metres (311 yards). DS2: 210 metres (230 yards). AS1 & AS2: 427 metres (467 yards). Platform Lengths: Stafford. Platform 1: 288m (315yds) (PP-A in both directions) Platform 3: 280m (307yds) (Down direction) (PP-A in both directions) Platform 4: 280m (307yds) (Up direction) (PP-A in both directions) Platform 5: 286m (313yds) (PP-A in both directions) Platform 6: 286m (313yds) (PP-A in both directions) UBS: 43m (47yds)
	133 33 *		
	133 34 *		
	133 35 *		
STAFFORD	133 43		Rugby ROC (SC) Stafford Workstation
	133 51 *		Goods platform: 214m (234yds) (PF in both directions) TASS fitted on Down Stafford Fast and Up Stafford Fast lines.
Stafford North Junction	133 57		
	133 60 *		
	133 63 *		USF: Up Stafford Fast. DSF: Down Stafford Fast. USS: Up Stafford Slow. DSS: Down Stafford Slow. RM: Royal Mail Terminal (Goods Platform). SGL: Stafford Goods Loop. P1: Platform 1 line. P3: Platform 3 line. P6: Platform 6 line. UBS: Up Bay Siding. DS1: Down Siding 1. DS2: Down Siding 2.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	005	Armitage Jn (Incl.) to Preston Fylde Jn.	LEC3 LEC4 LEC6	West Coast South	27/01/2024

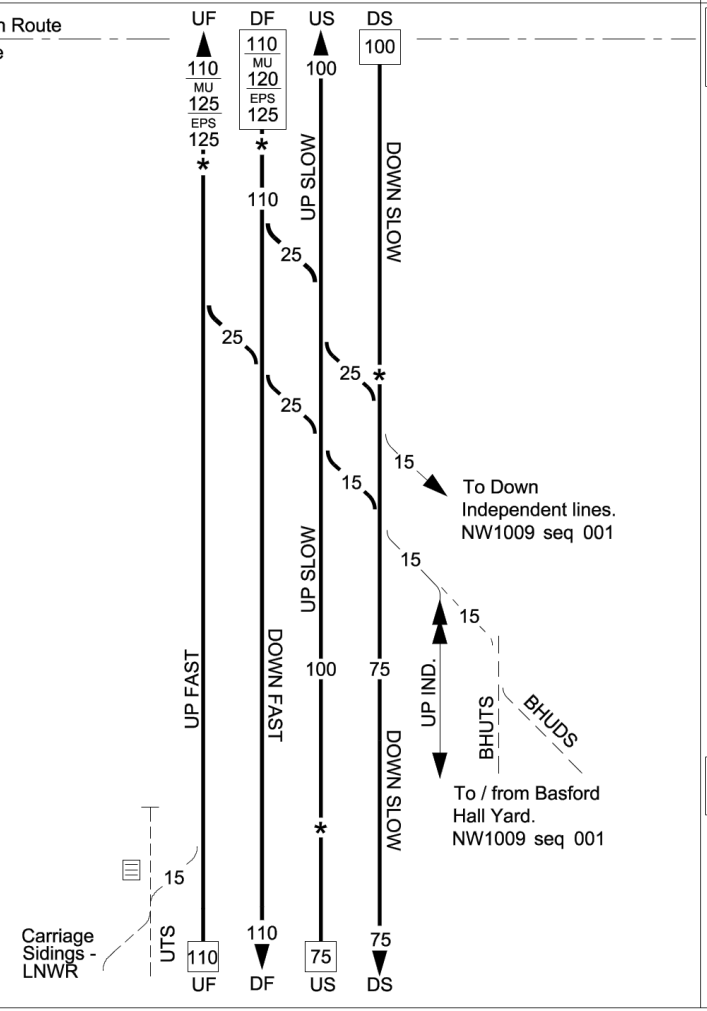
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Change of ELR	133 70		TCB Rugby ROC (SC) Stafford Workstation AC: Crewe GSM-R Axle Counter area.
Doxey Junction	134 00		
	134 05 *		TASS fitted: Down Stafford Fast / Down Fast line throughout. Up Fast / Up Stafford Fast line throughout.
	134 09 *		
	134 20 *		
Little Bridgeford Junction (Change of ELR - Down Slow only to) LEC6)	137 42		USF: Up Stafford Fast. DSF: Down Stafford Fast. USS: Up Stafford Slow. DSS: Down Stafford Slow.
	137 78 *		Down Slow line and Up Norton Bridge line has ELR: LEC6 from Little Bridgeford Junction to the bottom of the diagram.
Shallowford HABD (Up Fast)	138 30		
Norton Bridge Junction	138 41		
			UNB: Up Norton Bridge. NBEC: Norton Bridge East Chord.
Shallowford HABD (Up Slow)	138 62		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	006	Armitage Jn (Incl.) to Preston Fylde Jn	LEC4 LEC6	West Coast South	15/06/2025

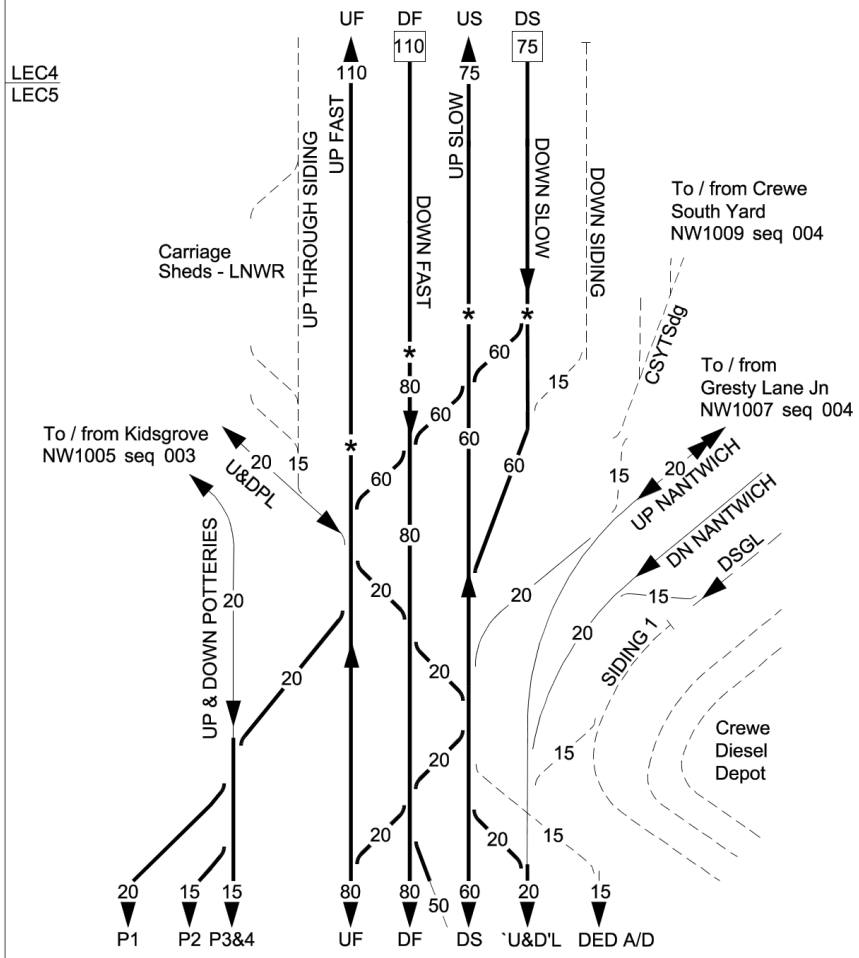
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	138 65		TCB Rugby ROC (SC) Stafford Workstation AC: Crewe GSM-R
NORTON BRIDGE	138 68		
Searchlight Lane Jn	(138 55)		Up Norton Bridge line has ELR: LEC6 from the top of diagram to Searchlight Lane Jn. The Down Slow line has ELR: LEC6 from the top of diagram to 140m 00ch (Heamies Bridge). LEC6 mileages given in ( ) brackets.
Norton Bridge North Jn (former site of)	139 00		
	139 29 *		Norton Bridge station out of use.
Heamies Bridge	(139 64)	LEC6	
(Change of ELR / mileage - Down Slow line only)	140 00	LEC4	
	140 41 *		TASS fitted: Down Fast line and Up Fast line throughout
	141 02 *		
	145 75 *		UNB: Up Norton Bridge. DNB: Down Norton Bridge. NBEC: Norton Bridge East Chord.
Whitmore OHNS	145 78		
Whitmore	147 00		
	148 00 *		(1) Out of use (temporary).
	148 05 *		
Madeley Jn	149 42		
Madeley HABD	149 74		
	151 55 *		
Betley Road (former site of SB)	153 13		Axle counter area throughout.
Route boundary	154 30	West Coast South Route	
(Start / end of diagram)	154 30	North West Route	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	007	Armitage Jn (Incl.) to Preston Fylde Jn	LEC4	North West	15/06/2025

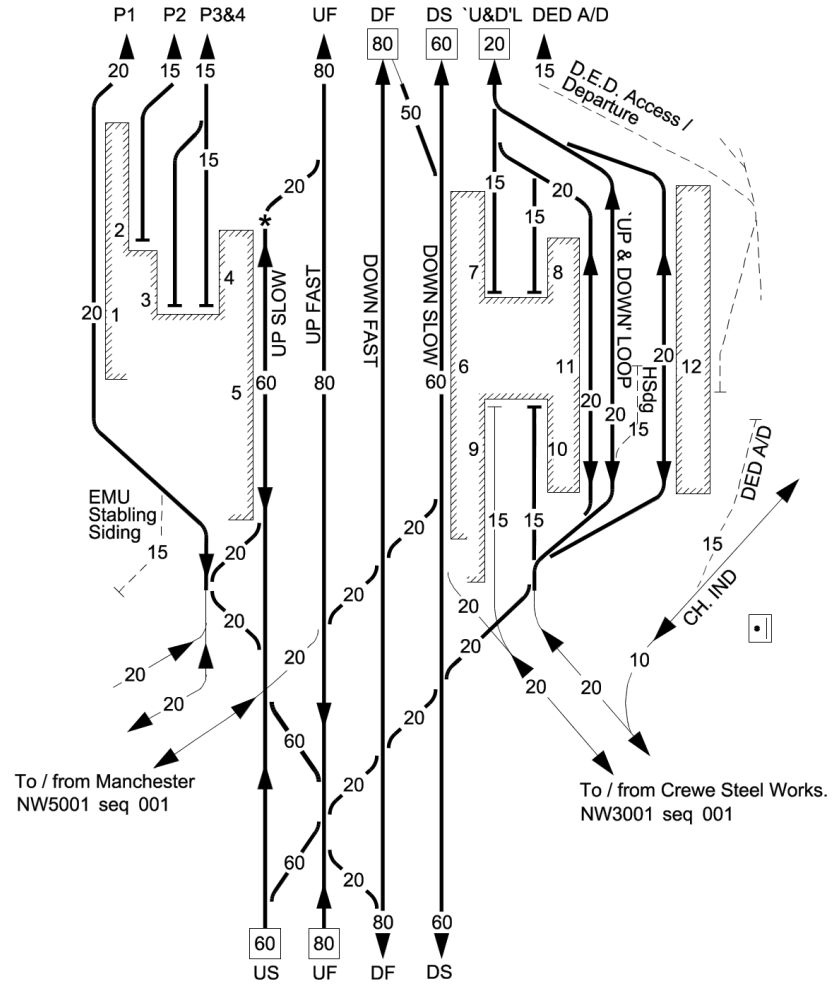
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	154 30	West Coast South Route / North West Route	TCB: Manchester ROC, Crewe South Workstation (CS), AC: Crewe — GSM-R
Route boundary	154 30		
	155 48 *		TASS fitted: Down Fast line and Up Fast line throughout.
	155 58 *		
(Crossover)	156 05		
	156 12 *		
Basford Hall Jn	156 16		
(Up Independent line connection)	156 20		Axle counter area: Down Fast / Down Slow lines: to 156m 61ch. Up Fast / Up Slow lines: from 156m 31ch.
(Up Independent line starts / ends adjacent to Down Slow line)	156 45		Crewe SCC (CE)
	156 77 *		
Basford Wood GF	157 03	S T	BHUDS: Basford Hall Up Departure Siding. BHUTS: Basford Hall Up Through Siding. UTS: Up Through Siding.
(Start / end of diagram)	157 10		



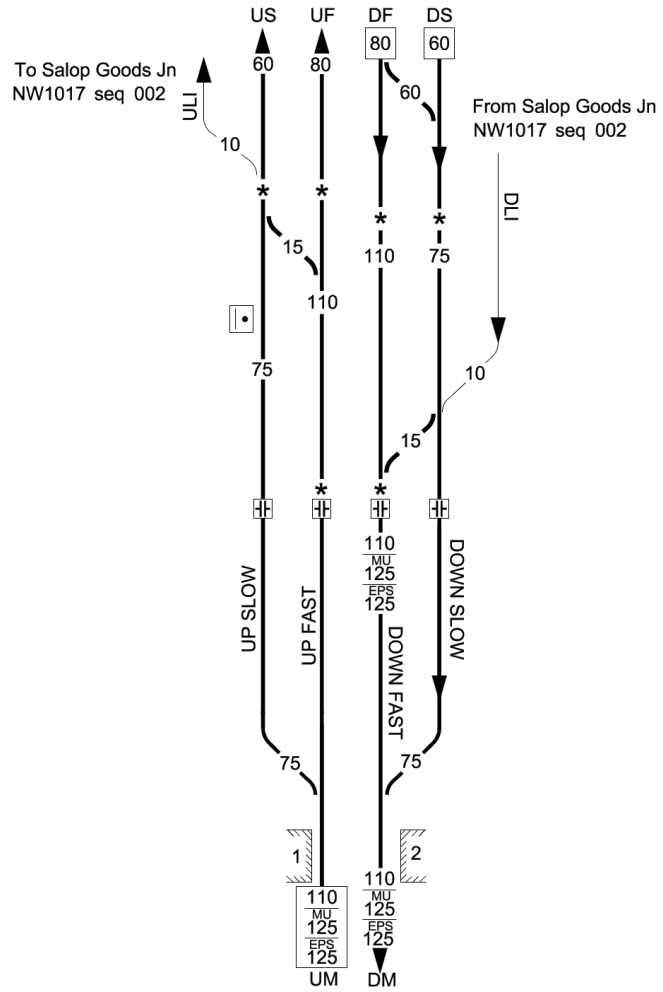
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	008	Armitage Jn (Incl.) to Preston Fylde Jn	LEC4 LEC5	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	157 10		GSM-R TCB Crewe SCC (CE) AC: Crewe
(Change of ELR)	157 20		TASS fitted: Down Fast and Up Fast lines throughout.
	157 27 *		CSYTSdg: Crewe South Yard Through Siding. DSGL: Down Salop Goods Loop. 'U&D'L: 'Up & Down' Loop. P1: Platform 1 line. P2: Platform 2 line. P3&4: Line leading towards Platforms 3 and 4. DED A/D: D.E.D. Access / Departure. U&DPL: Up & Down Potteries Loop.
	157 32 *		
	157 44 *		
(Up & Down Potteries Loop connection)	157 54		
(Down Slow / Up Slow connection)	157 56		
Crewe South Jn	157 61		
(Start / end of diagram)	157 66		

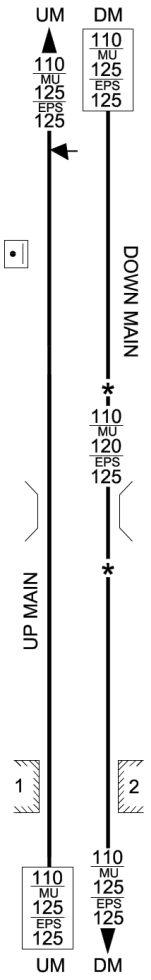
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	009	Armitage Jn (Incl.) to Preston Fylde Jn	LEC5	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	157 66		GSM-R TCB — Crewe SCC (CE) AC: Crewe Platform lengths: Crewe. Platform 1 (Up): 311m (340yds). Platform 1 (Down): 332m (363yds). Platform 2: 159m (174yds). Platform 3: 90m (98yds). Platform 4: 132m (144yds). Platform 5 (Up): 273m (299yds). Platform 5 (Down): 256m (280yds). Platform 6 to/from Manchester (Up): 254m (278yds). Platform 6 to/from Manchester (Dn): 313m (342yds). Platform 6 full length (Up): 387m (423yds). Platform 6 full length (Down): 446m (488yds). Platform 7: 163m (178yds). Platform 8: 116m (127yds). Platform 9: 202m (221yds). Platform 10: 80m (87yds). Platform 11 (Up): 299m (327yds). Platform 11 (Down): 308m (337yds). Platform 12 (Up): 424m (464yds). Platform 12 (Down): 432m (472yds). Permissive working: PP authorised on Platform 1 (both directions), Platforms 2, 3, 4, 7, 8, 9 and 10. PP-A authorised in both directions on Platforms 5, 11 and 12, and Down direction only on Platform 6 (except between signals CE149 and CE151). PF authorised on the 'Up & Down' Loop. Standage: 'Up & Down' Loop: 361 metres (395 yards). TASS fitted: Down Fast and Up Fast lines throughout. HSdg: Holding Siding. CH. IND: Chester Independent line. DED A/D: D.E.D. Access / Departure. Note: Crewe SCC and Gresty Lane SCC are located within the same building.
	157 71 *		
CREWE	158 00		
Crewe North Jn	158 18		
Crewe SCC	158 21		
Gresty Lane SCC	158 21		
(Start / end of diagram)	158 41		

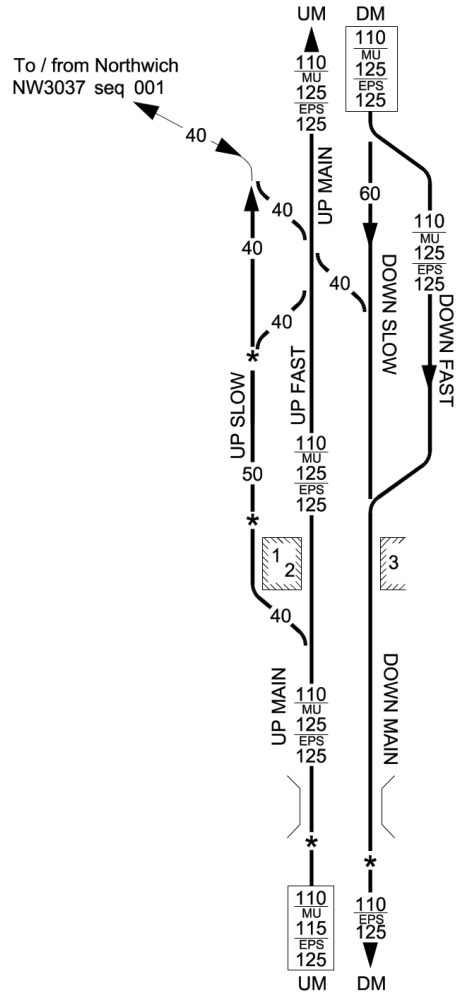
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	010	Armitage Jn (Incl.) to Preston Fylde Jn	LEC5 CGJ1	North West	08/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	158 41		GSM-R TCB Crewe SCC (CE) AC: Crewe
(Start of Up Liverpool Independent)	158 54 158 56 * 158 59 *		Crewe Coal Yard SB (CY)
Crewe Coal Yard SB	158 68		ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.
(End of Down Liverpool Independent)	158 73		TASS fitted Down Fast / Down Main line and Up Main / Up Fast line throughout.
Crewe Coal Yard OHNS (and change of ELR)	159 00 *	LEC5 / CGJ1	Winsford SB (WD)
Winsford South Jn	165 11		
WINSFORD	165 41		Platform lengths: Winsford. Platform 1: 86 metres (94 yards). Platform 2: 86 metres (94 yards).
(Start / end of diagram)	166 00		

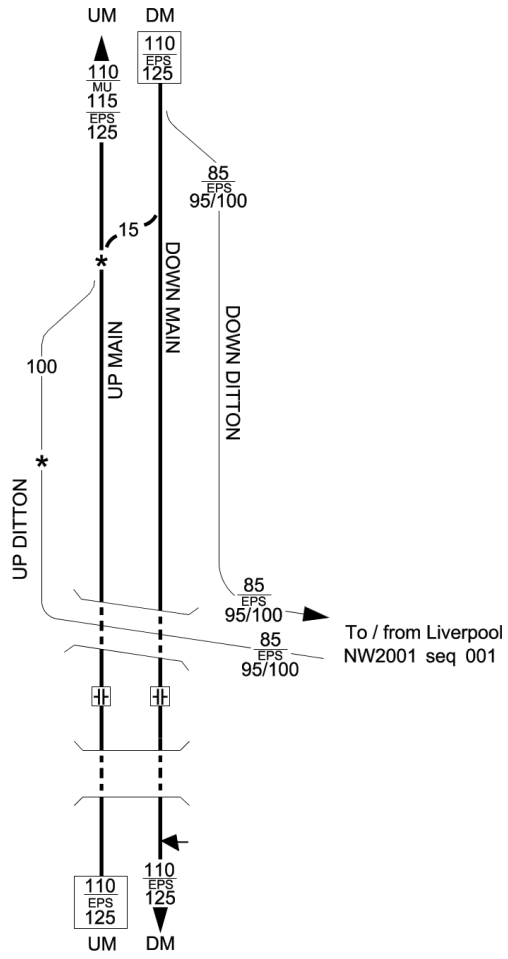
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	011	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ1	North West	08/06/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	166	00			TCB Winsford SB (WD) AC: Crewe GSM-R
Winsford HABD	166	38			TASS fitted DM line and UM line throughout
Winsford SB	166	66			
	168	49	*		
from	168	66			
Vale Royal Viaduct (142 metres / 155 yards) to	168	73			
	168	75	*		
HARTFORD (CHESHIRE)	169	64			Platform lengths: Hartford (Cheshire) Platform 1: 243 metres (267 yards). Platform 2: 249 metres (272 yards).
(Start / end of diagram)	170	20			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	012	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ1	North West	08/06/2025

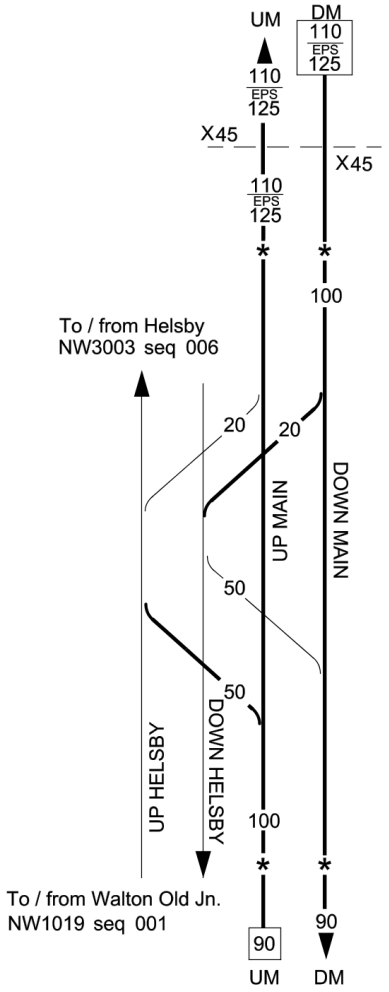
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	170	20			GSM-R TCB Winsford SB (WD) AC: Crewe
	170	43			TASS fitted: Down Main / Down Fast line and Up Main / Up Fast line throughout.
Hartford Jn	170	56			
	170	70	*		
	172	19			Platform lengths : Acton Bridge (Cheshire) Platform 1: 184 metres (201 yards) Platform 2: 144 metres (157 yards) Platform 3: 130 metres (142 yards)
	172	30	*		
ACTON BRIDGE (CHESHIRE)	172	38			
Acton Bridge Jn	172	49			
from	173	76			
Dutton Viaduct (453 metres / 495 yards) to	174	18			
	174	19	*		
	174	22	*		
(Start / end of diagram)	174	40			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	013	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ1 CGJ2	North West	08/06/2025

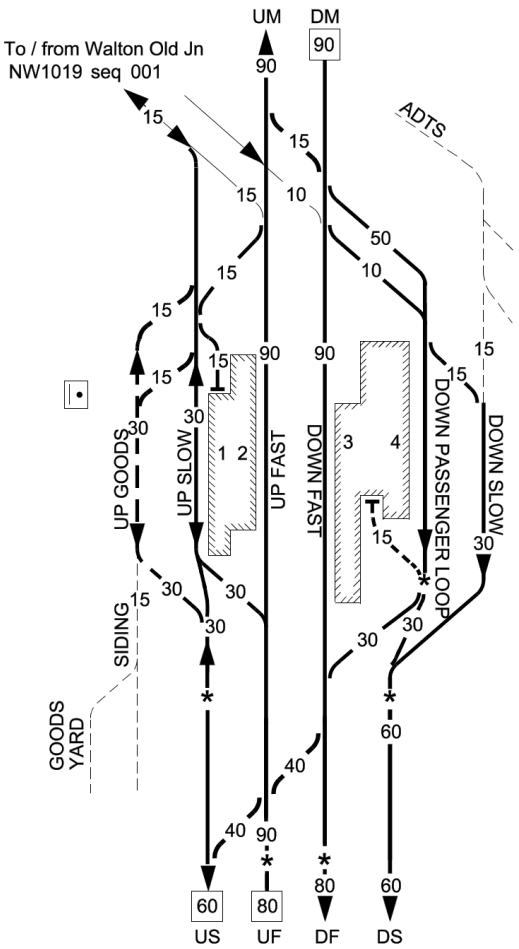
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	174 40		GSM-R TCB Winsford SB (WD) AC: Crewe
Weaver Jn	174 53		
Weaver Emergency Facing Crossover	174 65		
	174 69 *		
(Up Ditton connection)	174 70		TASS fitted DM line and UM line throughout
	175 13 *		
Birdswood Tunnel (Up Ditton line flyover) (20 metres / 22 yards)	175 43 to 175 44		FWS in Tunnel
Weaver Junction (Main Lines) OHNS	175 46		
(Change of ELR)	176 00	CGJ1 / CGJ2	
Preston Brook Tunnel (71 metres / 78 yards)	176 04 to 176 07		FWS in Tunnel Warrington PSB (WN) South Panel
Norton Crossing HABD	176 39		
(Start / end of diagram)	176 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	014	Armitage Jn (Incl.) to Preston Fylde Jn.	CGJ2	LNW North	19/02/2018

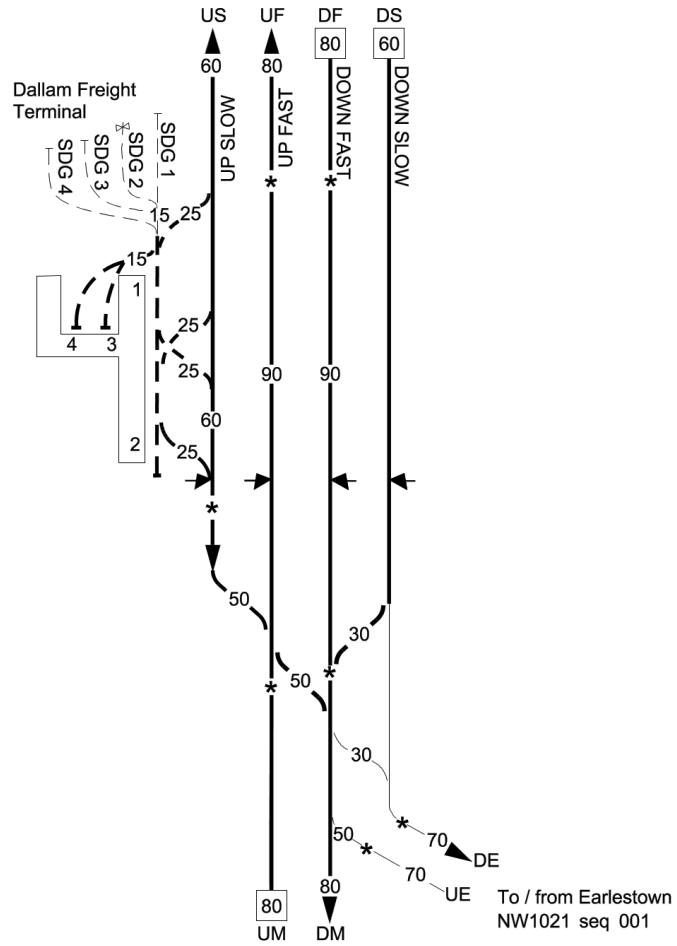
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Norton LC (R/G) (Bridleway)	177 40	T	TCB Warrington SB (WN) AC: Crewe GSM-R
	180 10 *		TASS fitted DM line and UM line throughout
Acton Grange Jn	180 24		
	181 63 *		



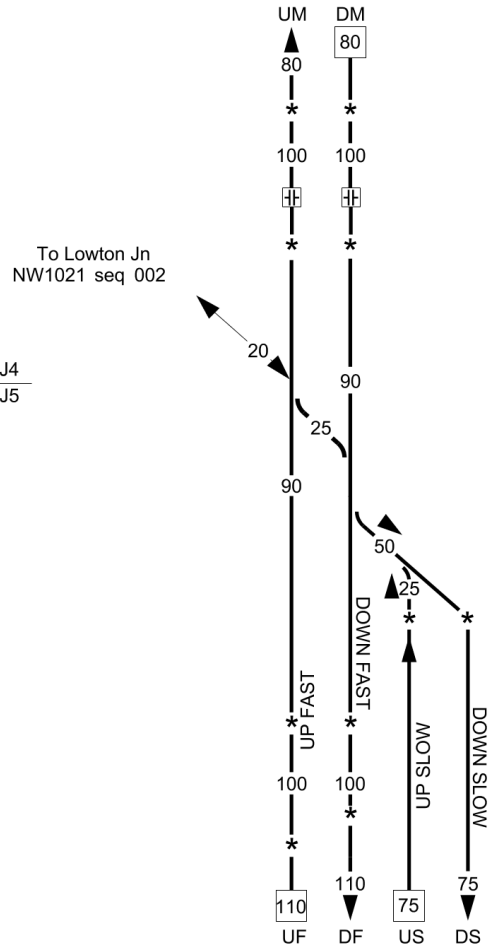
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	015	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ2 CGJ3	North West	23/03/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	181 64			TCB Warrington PSB (WN) South Panel AC: Crewe GSM-R
Warrington South Jn (Change of mileage & ELR)	181 74	CGJ2		TASS fitted Down Main / Down Fast line and Up Fast / Up Main line throughout.
	181 76	CGJ3		ADTS: Arpley Down Through Siding.
Warrington PSB	182 08			Platform lengths: Warrington Bank Quay. Platform 1 (Up direction): 249 metres (272 yards). Platform 1 (Down direction): 211 metres (231 yards). Platform 2: 251 metres (274 yards). Platform 3: 258 metres (282 yards). Platform 4: 247 metres (270 yards). Platform 4 (between signals WN193 and WN197): 188 metres (206 yards).
WARRINGTON BANK QUAY	182 11			
	182 19	*		Permissive working: PP-C authorised in Platform 1 (Up direction only), and Platform 4 (Down direction only).
Warrington North Jn	182 25			
	182 40	*		Standages: Up Goods: 282 metres (927 feet). DPL: 192 metres (630 feet).
Dallam Jn	182 67			
	182 78	*		
(Start / end of diagram)	183 00			

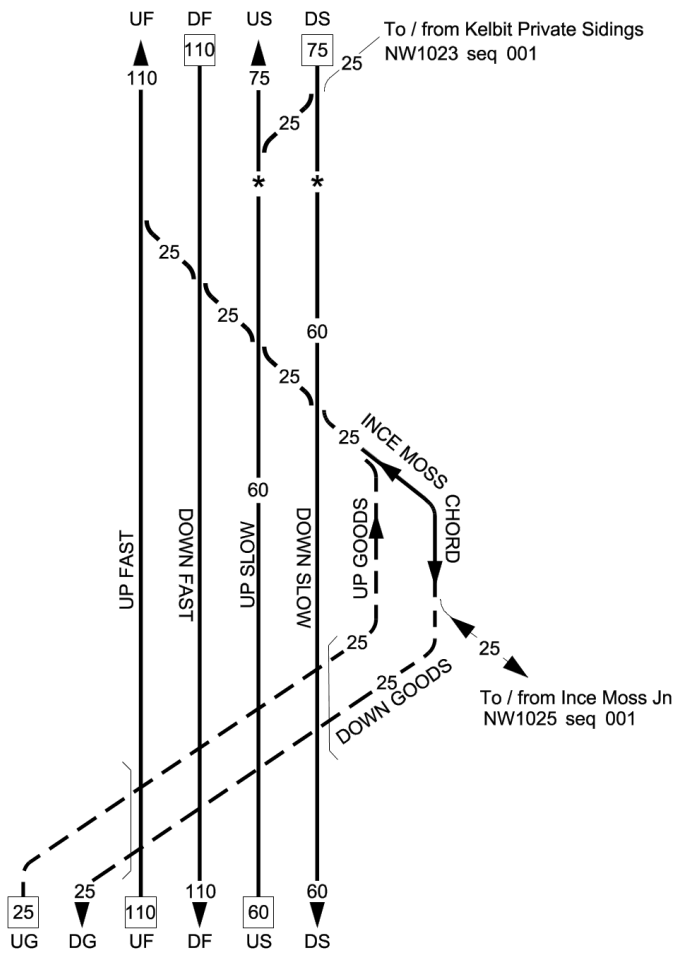
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	016	Armitage Jn (Incl.) to Preston Fylde Jn.	CGJ3 CGJ4	North West	23/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	183 00		TCB Warrington PSB (WN) South Panel AC: Crewe GSM-R
	183 25 *		TASS fitted on Down Fast / Down Main lines and Up Main / Up Fast lines throughout.
Dallam Royal Mail Terminal			
Dallam WILD	183 68		
	184 27 *		
	185 38		
	185 41 *		
	185 43 *		
Winwick Jn (Change of ELR)	185 49	CGJ3 / CGJ4	DE: Down Earlestown. UE: Up Earlestown.
(Start / end of diagram)	185 60		

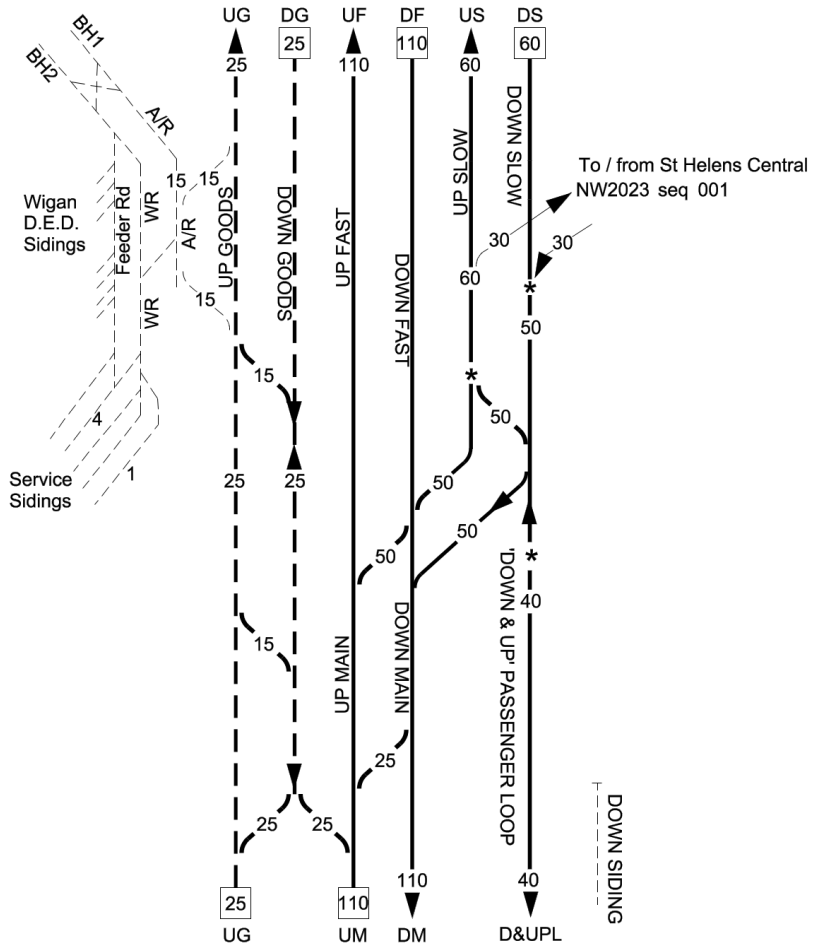
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	017	Armitage Jn (Incl.) to Preston Fylde Jn.	CGJ4 CGJ5	LNW North	31/10/2020

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Warrington SB (WN) AC: Crewe TASS fitted: DM/DF line and UF/UM line throughout
	186 10	*		
OHNS	187 14			
	187 57	*		
Golborne Jn	187 76		CGJ4	
(Change of mileage & ELR)	0 53		CGJ5	
	0 78	*		
	1 16	*		
	1 63	*		
	1 65	*		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	018	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ5	North West	23/03/2024

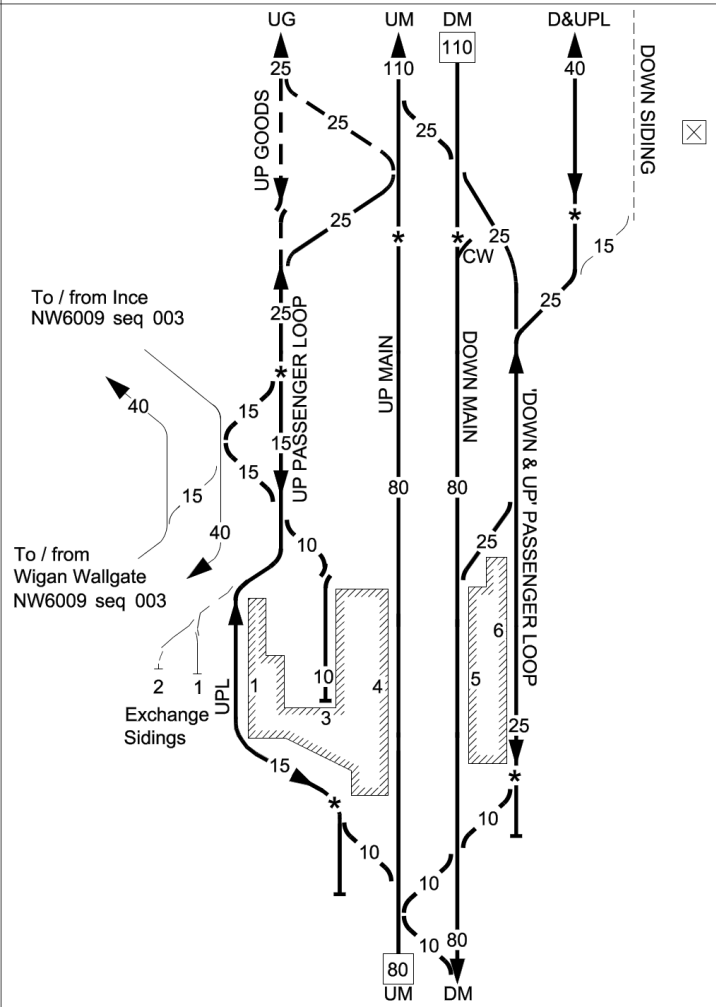
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	2 20		TCB Warrington PSB (WN) North Panel AC: Crewe GSM-R
Haydock Branch Jn	2 42		TASS fitted on the Down Fast and Up Fast lines throughout.
	3 47 *		
	4 17		
Bamfurlong Jn	4 26		
Bamfurlong Sidings Jn	4 43		Permissive working: PF authorised on the Down Goods line from Bamfurlong Sidings Jn (signal WN111) to Springs Branch Jn (signal WN65).
(Start / end of diagram)	5 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	019	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ5	North West	23/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	5 00		TCB Warrington PSB (WN) North Panel AC: Crewe GSM-R
	5 16		TASS fitted on Down Fast / Down Main and Up Main / Up Fast lines throughout.
Springs Branch Jn	5 25 *		A/R: Arrival / Departure Road. WR: Wash Road. BH1: Bickershaw Headshunt 1. BH2: Bickershaw Headshunt 2.
	5 28		
	5 35 *		
	5 53 *		Permissive working: PF authorised on the Down Goods line from Bamfurlong Sidings Jn (signal WN111) to Springs Branch Jn (signal WN65). PF authorised on the Up Goods line from Wigan South Jn (signals WN47 / WN44) to Springs Branch Jn (signal WN62).
Springs Branch (slow lines) Jn	5 57		☒ Patrolman's Lockout System: provided on the 'Down & Up' Passenger Loop between 5m 53ch and 6m 14ch.
	6 04		
(Start / end of diagram)	6 04		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	020	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ5	North West	23/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	6 04		
Wigan South Jn	6 11		
	6 13 *		
	6 15 *		
	6 28 *		
Wigan Station Jn	6 33		
WIGAN NORTH WESTERN	6 47		
	6 53 *		
	6 55 *		
Wigan North Jn	6 60		
(Start / end of diagram)	6 67		



TCB — Warrington PSB (WN), North Panel, AC: Crewe — GSM-R

Permissive working:
PF authorised on the Up Goods line from Wigan South Jn (signals WN47 / WN44) to Springs Branch Jn (signal WN62).

⊠ Patrolman's Lockout System: provided on the 'Down & Up' Passenger Loop between 5m 53ch and 6m 14ch.

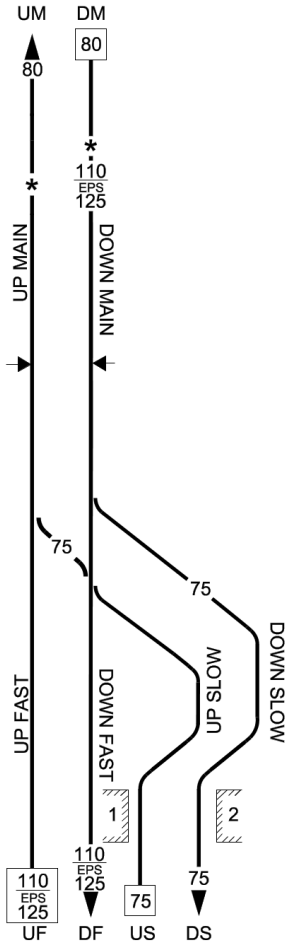
C.W. on Down Main line at 6m 17ch, at 754 metres (825 yards) before reaching signal WN16 (at north end of Platform 5).

TASS fitted Down Main and Up Main lines throughout.

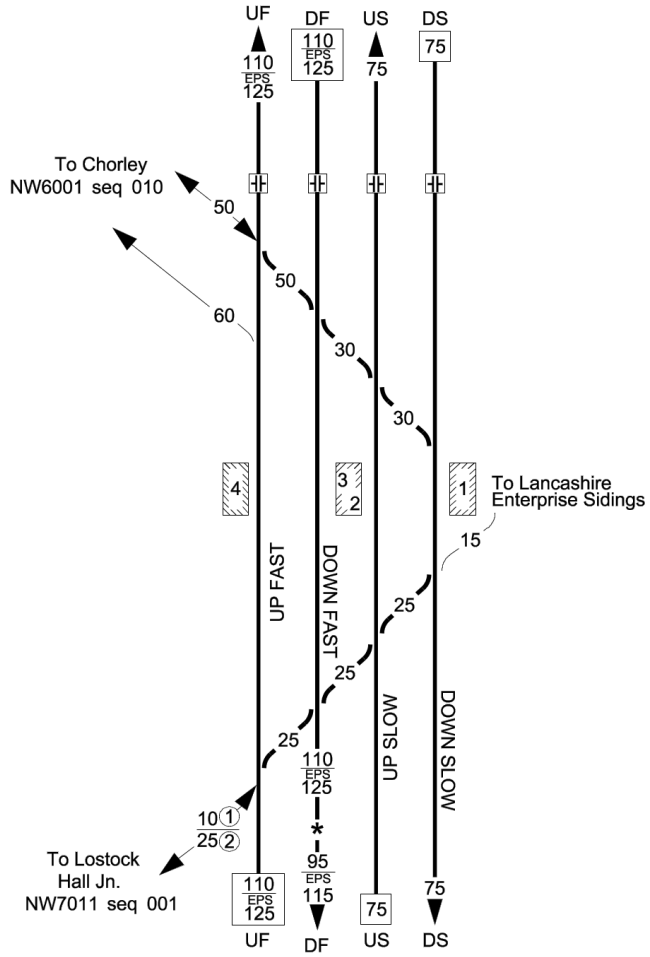
Platform lengths: Wigan North Western.
Platform 1 (Up direction): 168 metres (184 yards).
Platform 1 (Down direction): 193 metres (211 yards).
Platform 3: 86 metres (94 yards) .
Platform 4: 272 metres (297 yards).
Platform 5: 254 metres (278 yards).
Platform 6 (both directions):268 metres (293 yards).

Permissive working:
PP-C authorised in Platform 1 (Down direction only), Platform 3, and Platform 6 (both directions).

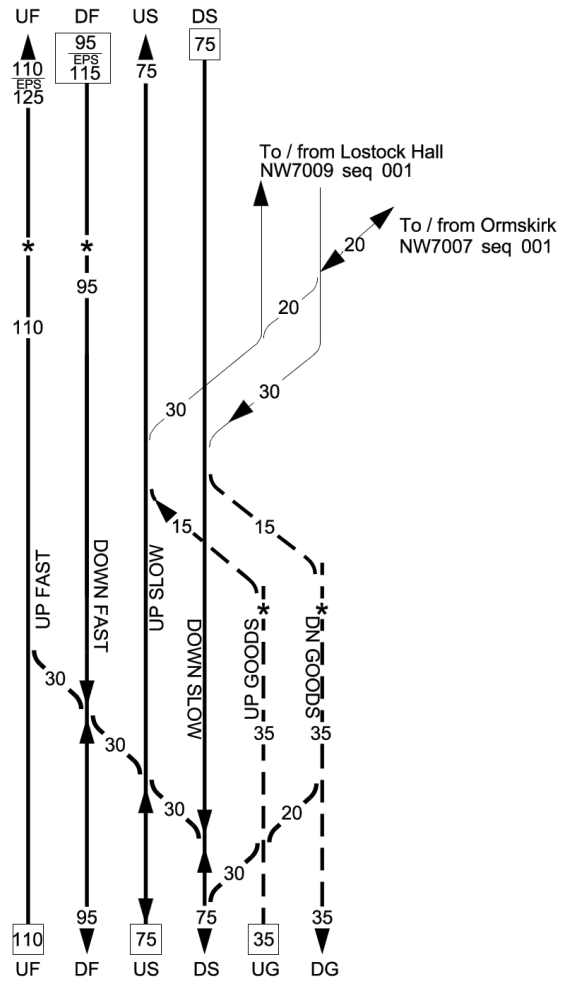
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	021	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ5	North West	22/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	6 67		TCB Warrington PSB (WN) North Panel AC: Crewe GSM-R
	7 21 *		
	7 37 *		TASS fitted: DM/DF line and UF/UM line throughout
Coppull Hall HABD	10 60		
Blainscough (former site of GF)	12 13		Preston PSB (PN) 'B' Panel
Balshaw Lane Jn	14 02		Semi-Automatic Track Warning System (SATWS) provided at Balshaw Lane Jn, between 14m 00ch and 14m 49ch (across all lines). See General Instructions.
			Slow lines diverge from Fast lines between Balshaw Lane Jn and Euxton Balshaw Lane station.
EUXTON BALSHAW LANE	14 77		Platform lengths: Euxton Balshaw Lane Platform 1: 88 metres (96 yards) Platform 2: 88 metres (96 yards)
(Start / end of diagram)	15 40		

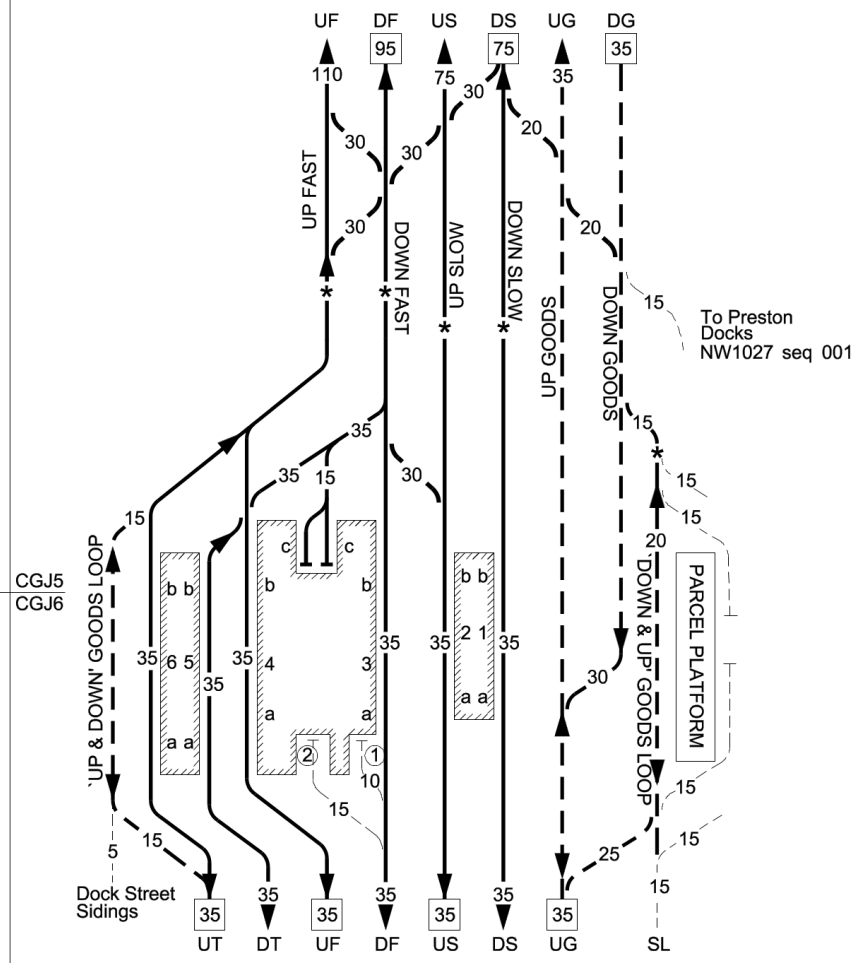
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	022	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ5	North West	07/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	15 40		TCB: Preston PSB (PN), 'B' Panel, AC: Crewe; GSM-R
Euxton OHNS	16 12		
Euxton Jn	16 21		
	16 32		TASS fitted: DF line and UF line throughout
LEYLAND	17 54		Platform Lengths: Leyland Platform 1: 151 metres (165 yards) Platform 2: 145 metres (159 yards) Platform 3: 145 metres (159 yards) Platform 4: 143 metres (156 yards)
	18 63		
Farington Jn	18 76		
	19 24 *		① Applies to passenger trains only ② Applies to all other trains
(Start / end of diagram)	19 40		

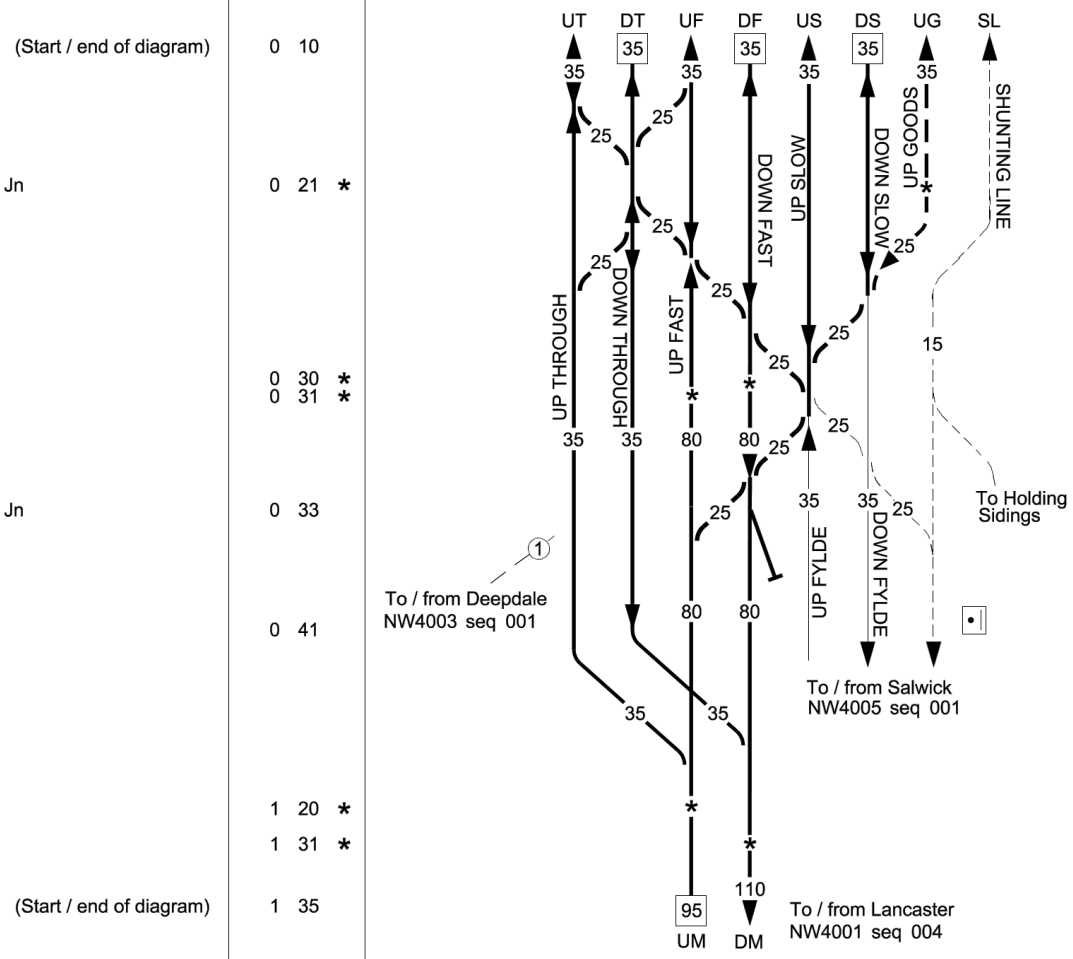
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	023	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ5	North West	30/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	19 40		TCB — Preston PSB (PN) 'B' Panel AC: Crewe GSM-R
	19 76 *		TASS fitted on the Down Fast and Up Fast lines throughout.
Farington Curve Jn	20 08		Preston PSB (PN) 'C' Panel
Skew Bridge Jn	20 41		
	20 78 *		Permissive working: • PF authorised on the Down Goods line from Skew Bridge Jn to Preston station (signal PN124). • PF authorised on the Up Goods line from Preston Ribble Jn (signal PN82) to Skew Bridge Jn (signal PN71).
Preston Ribble Jn	21 13		
(Start / end of diagram)	21 25		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	024	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ5 CGJ6	North West	30/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	21 25		TCB — Preston PSB (PN) 'C' Panel AC: Crewe — GSM-R
Preston South Jn	21 39 *		TASS fitted on the Down Fast line to 21m 57ch, and on the Up Fast line throughout.
	21 40 *		Permissive working: • PF authorised on the Down Goods from Skew Bridge Jn to Preston station (signal PN124). • PF authorised on the Up Goods line from Preston station to Preston Ribble Jn (signal PN84). • PP-C authorised in all platforms at Preston station, in both directions. • PP-A authorised in Platform 1 in the Up direction only. • PF authorised on the 'Down & Up' Goods Loop (Parcel Platform line). This also applies to Class 1 parcel and postal trains. • PF authorised on the 'Up & Down' Goods Loop.
	21 55 *		Platform lengths: Preston. Platform 1 (both directions): 272 metres (297 yards). Platform 2 (both directions): 272 metres (297 yards). Platform 3 (both directions): 359 metres (393 yards). Platform 3c: 75 metres (82 yards). Platform 4 (both directions): 283 metres (309 yards). Platform 4c: 76 metres (83 yards). Platform 5 (both directions): 271 metres (296 yards). Platform 6 (both directions): 291 metres (318 yards).
PRESTON	21 57 CGJ5 0 00 CGJ6		Standages: 'Down & Up' Goods Loop (Parcel Platform line): 314 metres (1029 feet). 'Up & Down' Goods Loop: 384 metres (1260 feet).
(Start / end of diagram)	0 23		UT: Up Through line. DT: Down Through line. SL: Shunting Line. ①: No.1 Siding. ②: No.2 Siding.

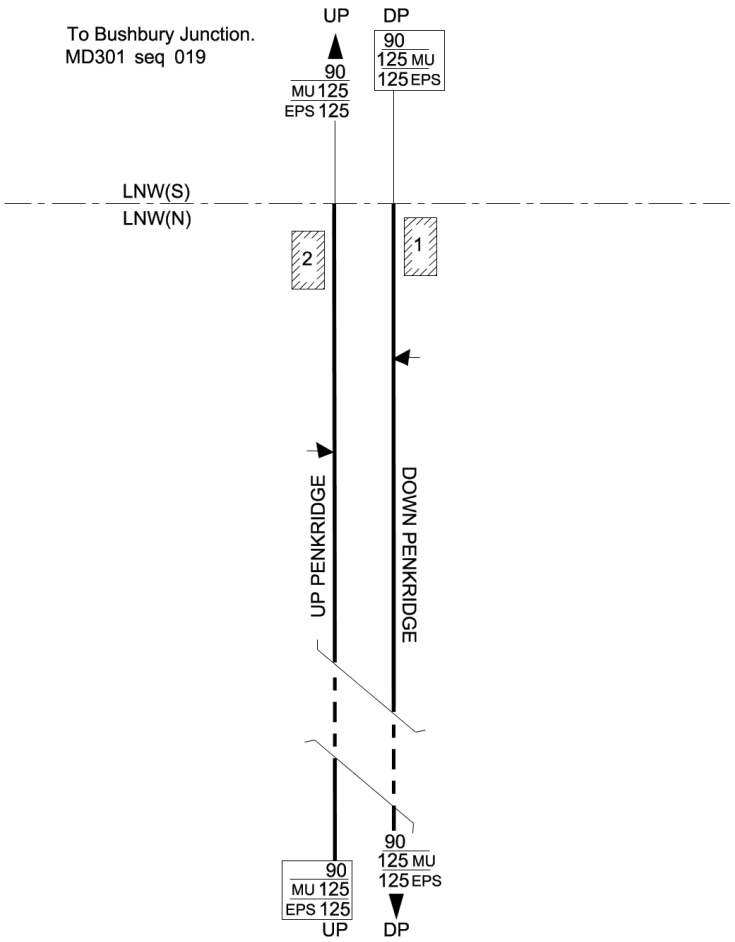
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	025	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ6	North West	06/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 10		TCB Preston PSB (PN) 'C' Panel AC: Crewe GSM-R
Preston North Jn	0 21 *		
	0 30 *		
	0 31 *		
Preston Fylde Jn	0 33		
Preston PSB	0 41		
	1 20 *		
	1 31 *		
(Start / end of diagram)	1 35		

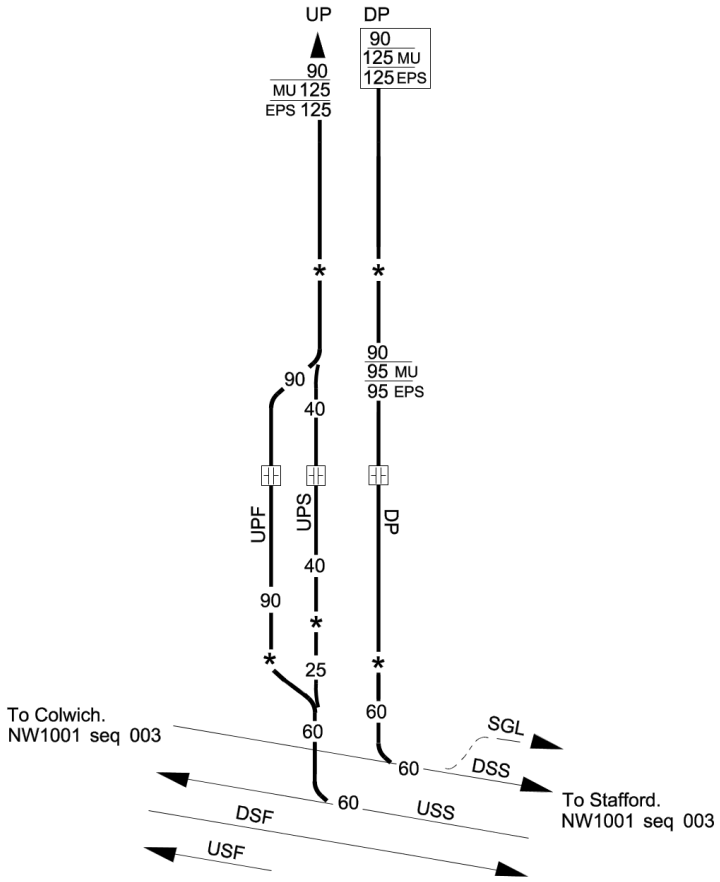
① Deepdale Branch out of use and disconnected from the rest of the network.

TASS fitted:
DM line from 0m 49ch
UM line throughout

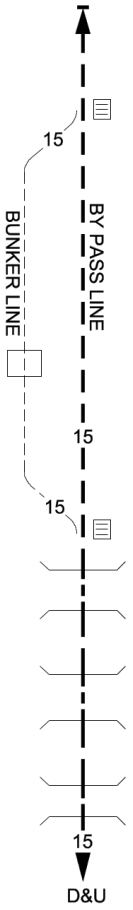
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1002	001	Penkridge Station (incl.) To Trent Valley Jn No. 1 (Stafford)	RBS3	West Coast South	24/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Continued in the LNW(S) Sectional Appendix.			TCB West Midlands S.C. (WS) Wolverhampton Workstation AC: Rugby GSM-R Axle Counter area. TASS fitted: Down Penkridge and Up Penkridge lines. Rugby ROC (WS) Stafford Workstation DP : to 22m 51ch UP: from 23m 49ch. Platform Lengths: Penkridge Platform 1: 96 metres (105 yards). Platform 2: 101 metres (110 yards).
Route Boundary / Sectional Appendix Boundary	23 30		
PENKRIDGE	23 32		
Penkridge HABD (Down Penkridge)	24 01		
Penkridge HABD (Up Penkridge)	25 20		
M6 Motorway overbridge from 66 metres (71 yards)	26 37		
to	26 40		

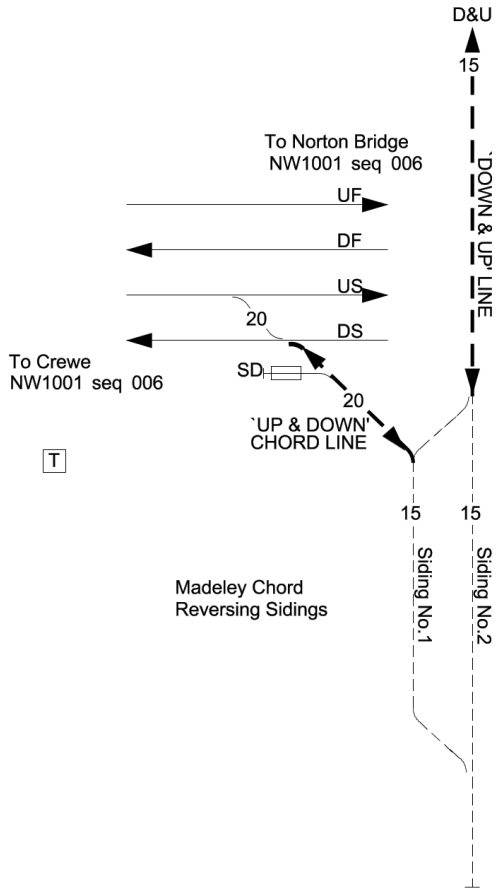
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1002	002	Penkridge Station (incl.) To Trent Valley Jn No. 1 (Stafford)	RBS3	West Coast South	24/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB — Rugby ROC (WS) Stafford Workstation AC: Rugby Axle Counter area. TASS fitted: Down Penkridge and Up Penkridge lines.
	27 00 *		
Rickerscote Junction	27 55		
			UP: Up Penkridge. UPF: Up Penkridge Fast. UPS: Up Penkridge Slow. DP: Down Penkridge.
Rickerscote OHNS	28 16		AC: Crewe (North of Rickerscote OHNS at 28m 16ch)
	28 30 *		
	28 39 *		
	28 42		
Stafford Trent Valley Jn No. 1	28 49 (133 04)		SGL: Stafford Goods Loop. DSS: Down Stafford Slow. USS: Up Stafford Slow. DSF: Down Stafford Fast. USF: Up Stafford Fast.

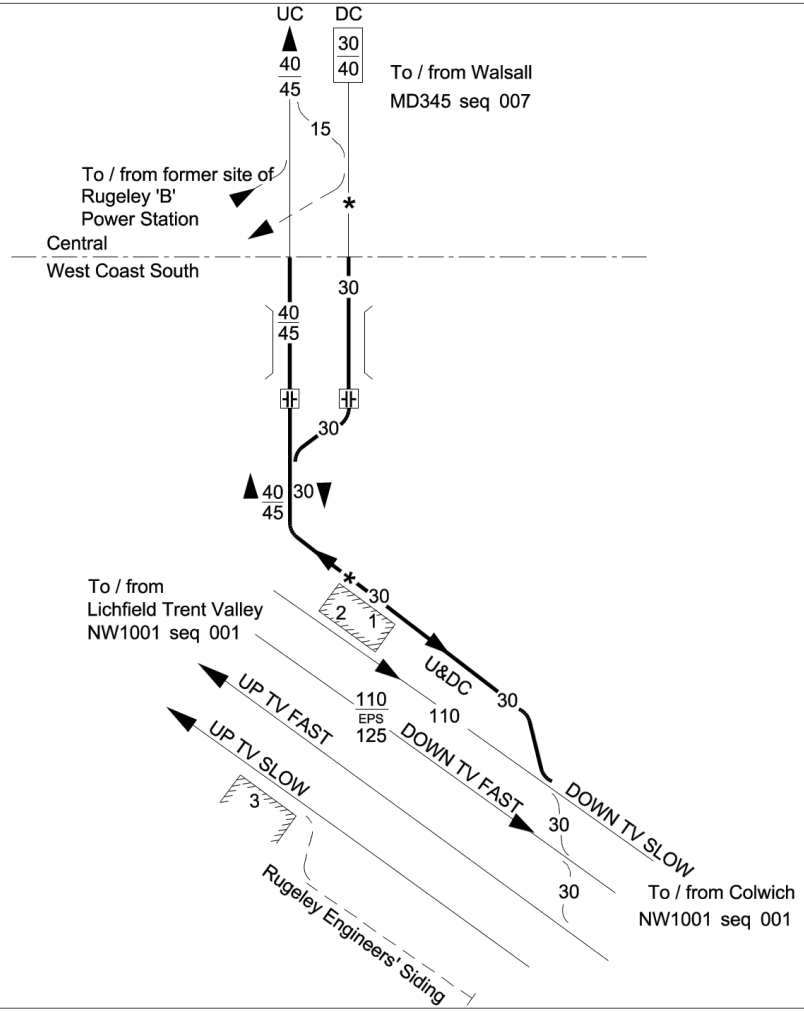
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1003	001	Silverdale to Madeley	HCM2	West Coast South	16/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Buffer Stop	3 27		OT(S)
East GF	3 46		Line permanently out of use from 3m 27ch to 4m 01ch.
Silverdale Colliery Overhead Loading Hopper	3 60		
West GF	4 01		
Silverdale Tunnel (625 metres / 684 yards)	4 01 to 4 32		Line out of use (temporary) until 31 August 2025, from 4m 01ch to Madeley Chord Reversing Sidings.
Keele Tunnel (293 metres / 321 yards)	5 44 to 5 59		AWS and TPWS not provided.
Stoney Low Tunnel (36 metres / 39 yards)	6 40 to 6 41		
			D&U = `Down & Up' line

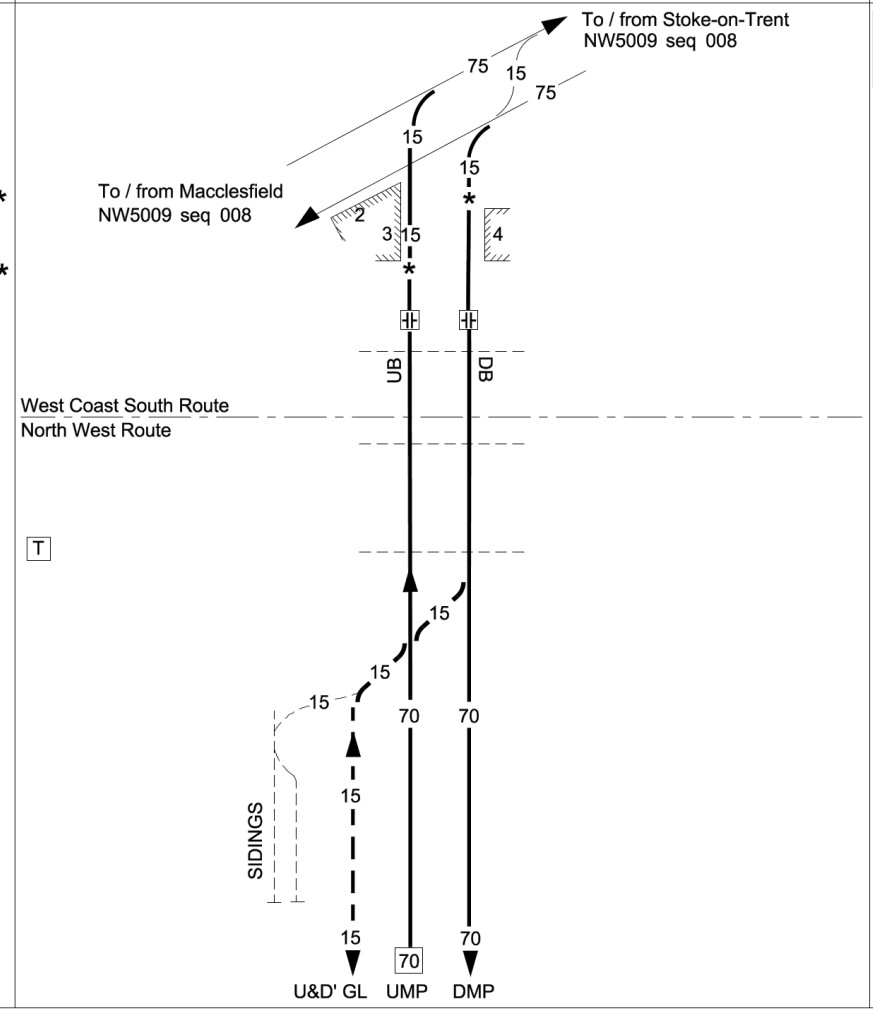
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1003	002	Silverdale to Madeley	HCM2 HCM3	West Coast South	16/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Madeley Jn	149 42		OT(S)
	(-0 01)		Line out of use (temporary) until 31 August 2025.
	7 32		Axle Counter area on the 'Up & Down' Chord line only
Madeley Chord Jn	(0 25)		Mileages in brackets relate to'Up & Down' Chord line.
	7 36		AWS and TPWS not provided.
Madeley Chord Reversing Sidings			The Up & Down Chord has ELR HCM3.
			Down & Up, Sidings No.1 and No.2 all have ELR HCM2
			TCB Rugby ROC (SC) Stafford Workstation
			The 'Up & Down' Chord line is down direction from Madeley Chord Junction to Madeley Junction.
	7 60		
End of line	8 14		

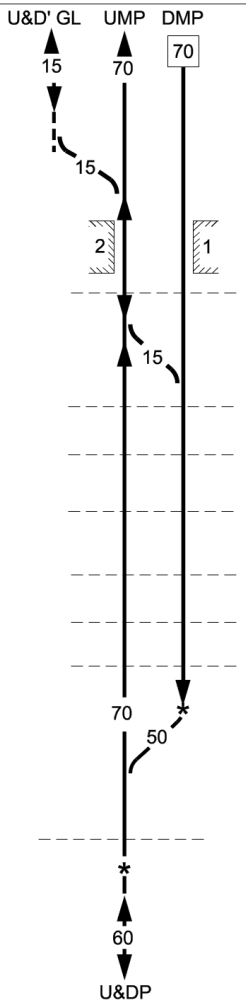
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1004	001	Rugeley Town (Excl.) to Rugeley North Jn	RRN2	West Coast South	23/01/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Continued in LNW(S) Sectional Appendix				GSM-R TCB West Midlands S.C. (RR) Walsall Workstation AC: Crewe ECR Axle Counter area - Up : to 13m 78ch. Down : from 14m 09ch. UC - Up Cannock DC - Down Cannock Rugby ROC (RR) Colwich Workstation Down : from 13m 79ch. Up : to 14m 10ch. Platform lengths: Rugeley Trent Valley Up & Down Cannock (Platform 1) : 96 metres (105 yards) U&DC - Up & Down Cannock
Rugeley Power Station Jn	13	70		
	13	72 *		
Route & Sectional Appendix Boundary	14	00		
River Trent Viaduct from	14	14		
(bridge 1, 79 metres / 86 yards) to	14	18		
Rugeley OHNS	14	20		
	14	30		
	14	47 *		
RUGELEY TRENT VALLEY	14	52		
Rugeley North Jn	14	69		
	124	39		

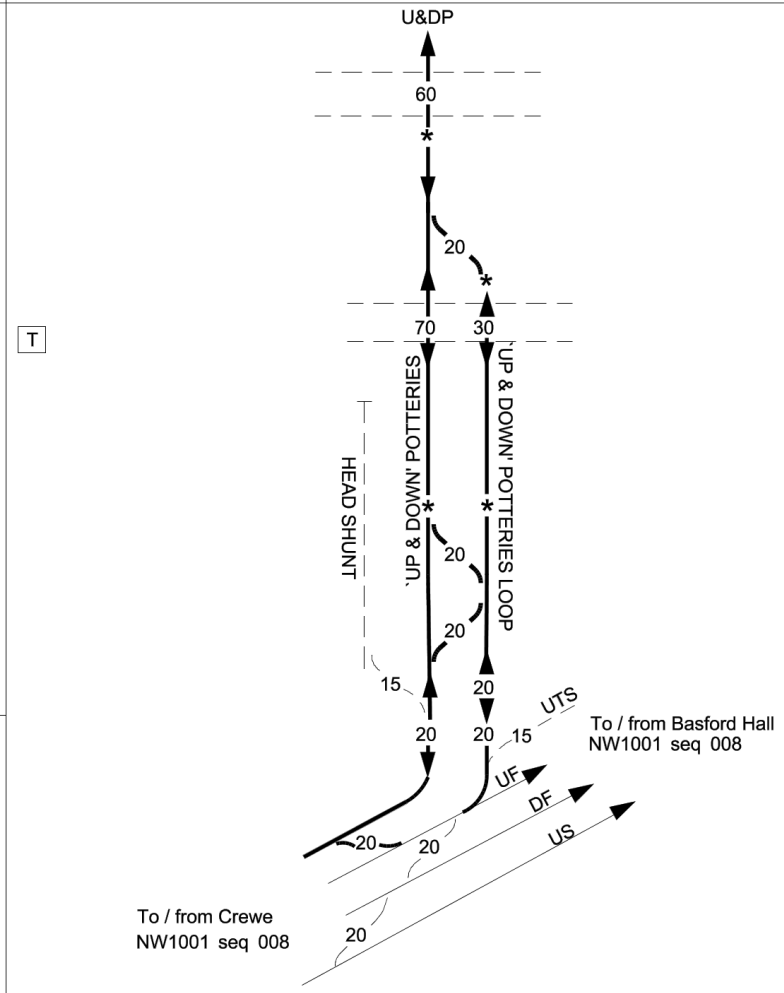
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1005	001	Kidsgrove Jn to Crewe South Jn	KCS1	West Coast South / North West	12/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kidsgrove Jn	(13 68) 0 00		TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe ECR GSM-R
KIDSGROVE	0 02 * 0 05 0 11 *		Mileage in brackets refers to Line of Route NW5009. Platform Lengths: Kidsgrove Platform 3 : Up 119 metres (130 yards) Platform 4 : Down 157 metres (171 yards) Axle Counter Area: Down: to 0m 37ch Up: from 1m 00ch
Kidsgrove OHNS	0 44		
Hardings Wood LC (FP)	0 49		
Route boundary	1 20	West Coast South Route North West Route	
Church Lawton LC (FP)	1 21		Crewe SCC (CE)
Coopers Bridge Farm LC (UWC & FP)	1 35	T	
(Crossover)	1 70		
(Start / end of Goods Loop)	1 72		`U&D'GL: 'Up & Down' Goods Loop (PF) 531 metres (1743ft)
(Start / end of diagram)	2 20		UB : Up Branch DB : Down Branch UMP : Up Main Potteries DMP : Down Main Potteries

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1005	002	Kidsgrove Jn to Crewe South Jn	KCS1	North West	12/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	2 20		GSM-R TCB Crewe SCC (CE) AC: Crewe
(Start / end of Goods Loop)	2 27		Platform Lengths: Alsager Platform 1 : Down 105 metres (115 yards) Platform 2 : Up 92 metres (101 yards) Note Platform 2 in the Down direction (if used bi-di) is only 42 metres due to signal position
ALSAGER	2 33		
Alsager Station LC (CCTV)	2 37		U&D'GL : 'Up & Down' Goods Loop UMP : Up Main Potteries DMP : Down Main Potteries
(Crossover)	2 47		
Brookhouse Farm LC (FP)	2 56		
Home Farm LC (UWC)	3 01	T	
North of the Hall LC (FP)	3 16		
Radway Green LC (CCTV)	4 07		
Lower Radway Green LC (UWC)	4 26	T	
Oakhanger LC (FP)	4 37		
	4 65 *		
Barthomley Jn	4 67		
Barthomley LC (R/G) (FP)	4 77	T	
	5 00 *		
(Start / end of diagram)	6 00		U&DP : 'Up & Down' Potteries

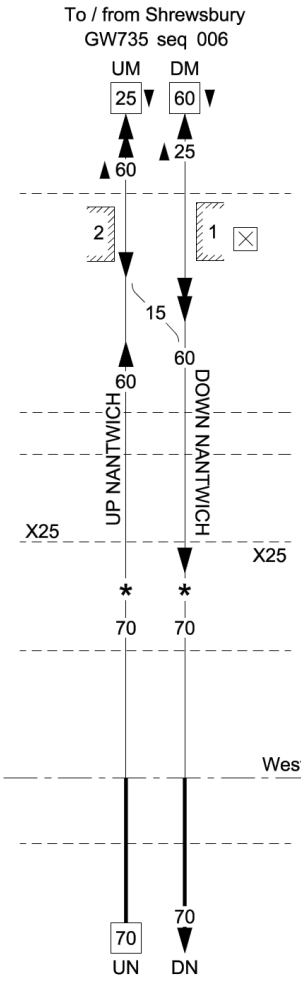
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1005	003	Kidsgrove Jn to Crewe South Jn	KCS1	North West	12/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	6 00		GSM-R TCB Crewe SCC (CE) AC: Crewe
Stowford No.1 LC (FP)	6 35		
Stowford No.2 LC (FP)	6 77		
	7 00 *		
North Stafford Jn	7 52		
	7 53 *		
Basford Wood LC (FP)	7 58		
Crewe Carriage Sidings LC (UWC)	7 70	T	
	8 08 *		Up & Down Potteries Loop 430 metres (1411 feet) in Down direction 360 metres (1181 feet) in Up direction
	8 27		UTS = Up Through Siding
	157 55		
Crewe South Jn	157 60		

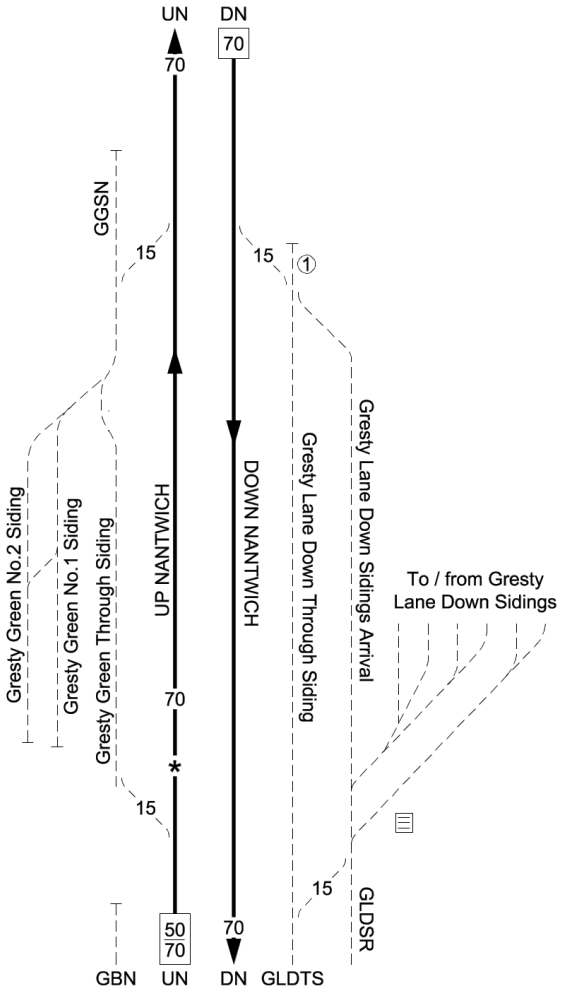
LNW North Route Sectional Appendix Module NW1

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1007	001	Nantwich (Excl.) to Crewe South Jn	SYC	Wales / North West	01/01/2025

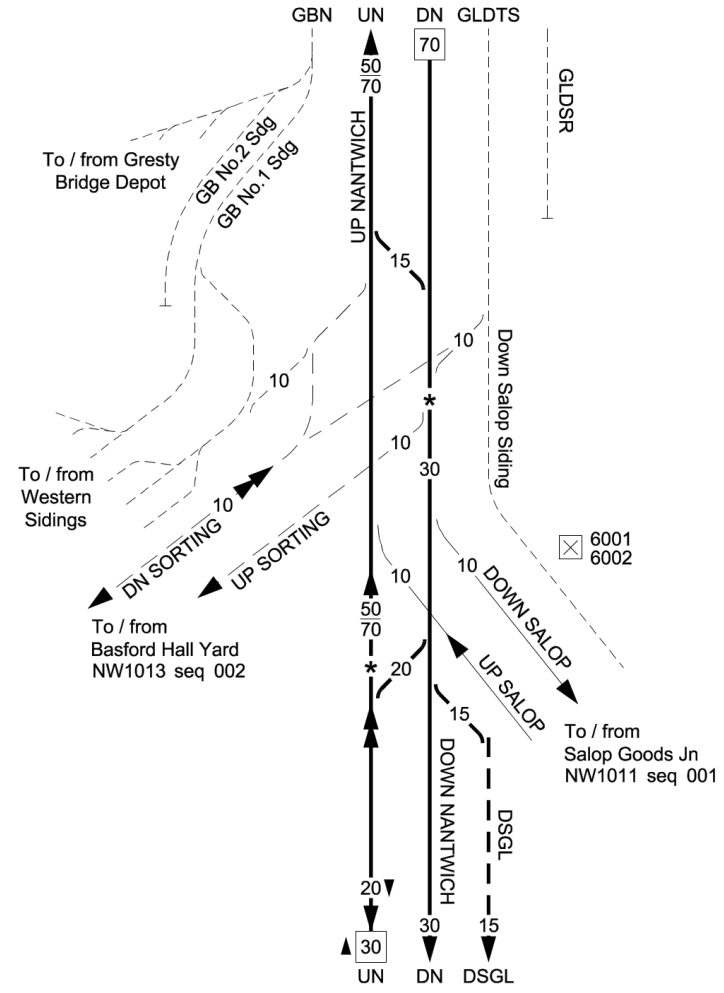
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To / from Shrewsbury GW735 seq 006	GSM-R TCB — Wales ROC, Shrewsbury North Workstation (SC)
Nantwich LC (MCB-OD)	4 19		Platform lengths: Nantwich. See diagram GW735 seq 006 for details.
NANTWICH	4 14		☒ LOD(K) Lockouts: See diagram GW735 seq 006 for details.
Nantwich Crossover	4 07		
Cronkinsons LC (FP)	3 65		
Cronkinsons Farm LC (FP)	3 60		
Newcastle Road LC (AHBC-X)	3 46		
	3 38 *		Axle counter area: Down Main / Down Nantwich: to 3m 18ch. Up Nantwich / Up Main: from 2m 50ch.
Newcastle LC (FP)	3 23		
			Gresty Lane SCC (GL) (From approx. 3m 00ch).
Route boundary and Sectional Appendix boundary	2 60	Wales Route / North West Route — Western & Wales Sectional Appendix / LNW(N) Sectional Appendix	
Willaston LC (CCTV)	2 41		
(Start / end of diagram)	1 60		



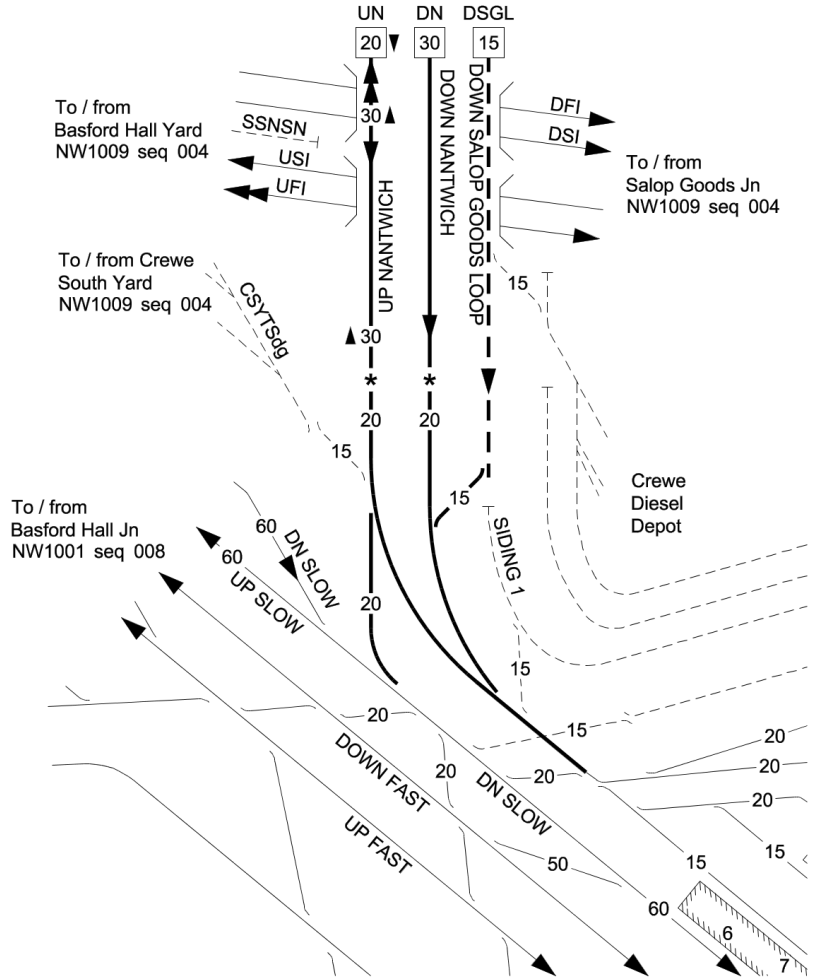
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1007	002	Nantwich (Excl.) to Crewe South Jn	SYC	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 60		GSM-R TCB Gresty Lane SCC (GL) AC: Crewe
(Limit of electrification on Up Nantwich line)	1 44		
(Buffer stops)	1 22		
(Limit of electrification on Down Nantwich line)	1 20		
Gresty Green West Jn	1 17		① Gresty Lane Down Sidings Neck. GGSN: Gresty Green Sidings Neck.
	0 62 *		Gresty Green No.1 and No.2 Sidings, Gresty Lane Down Sidings and Gresty Bridge Neck, are not provided with AC overhead electrification.
Gresty Lane Down Sidings GSP	0 60	Ⓢ T	Gresty Lane Down Sidings also referred to as 'The PAD' (Pre-Assembly Depot).
Gresty Green East Jn	0 59		
(Start / end of diagram)	0 53		GBN: Gresty Bridge Neck. GLDTS: Gresty Lane Down Through Siding. GLDSR: Gresty Lane Down Sidings Reception.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1007	003	Nantwich (Excl.) to Crewe South Jn	SYC	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 53		GSM-R TCB Gresty Lane SCC (GL) AC: Crewe
(Crossover)	0 43		GB: Gresty Bridge. GBN: Gresty Bridge Neck. GLDTS: Gresty Lane Down Through Siding. GLDSR: Gresty Lane Down Sidings Reception.
	0 38 *		☒ LOD(K) Lockouts: 6001: The Down Nantwich line, from 0m 44ch, through Gresty Lane Jn, to 0m 11ch. 6002: The Up Nantwich line, from 0m 11ch, through Gresty Lane Jn, to 0m 44ch.
Gresty Lane Jn	0 33		
	0 28 *		Gresty Bridge Neck, Gresty Bridge Depot, Gresty Bridge No.1 and No.2 Sidings, and Down Salop Siding, are not provided with AC overhead electrification.
(Start / end of diagram)	0 22		DSGL: Down Salop Goods Loop. Standage: Down Salop Goods Loop: 258 metres (282 yards).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1007	004	Nantwich (Excl.) to Crewe South Jn	SYC	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 22		GSM-R
from	0 21		TCB Gresty Lane SCC (GL) AC: Crewe
(Intersection bridges)			DFI: Down Fast Independent. DSI: Down Slow Independent. SSNSN: Sorting Sidings North Shunting Neck. USI: Up Slow Independent. UFI: Up Fast Independent.
to	0 18		☒ LOD(K) Lockouts: 6001: The Down Nantwich line, from 0m 44ch, through Gresty Lane Jn, to 0m 11ch. 6002: The Up Nantwich line, from 0m 11ch, through Gresty Lane Jn, to 0m 44ch.
	0 12 *		Crewe SCC (CE)
(Connection to Crewe South Yard Through Siding)	0 09		CSYTSdg: Crewe South Yard Through Siding. Standage: Down Salop Goods Loop: 258 metres (282 yards).
Crewe South Jn	0 00 (157 61)		
(End of ELR: SYC)	-0 05 (157 66)		Mileages in round ( ) brackets are NW1001 mileages with ELR: LEC5.
CREWE	(158 00)		

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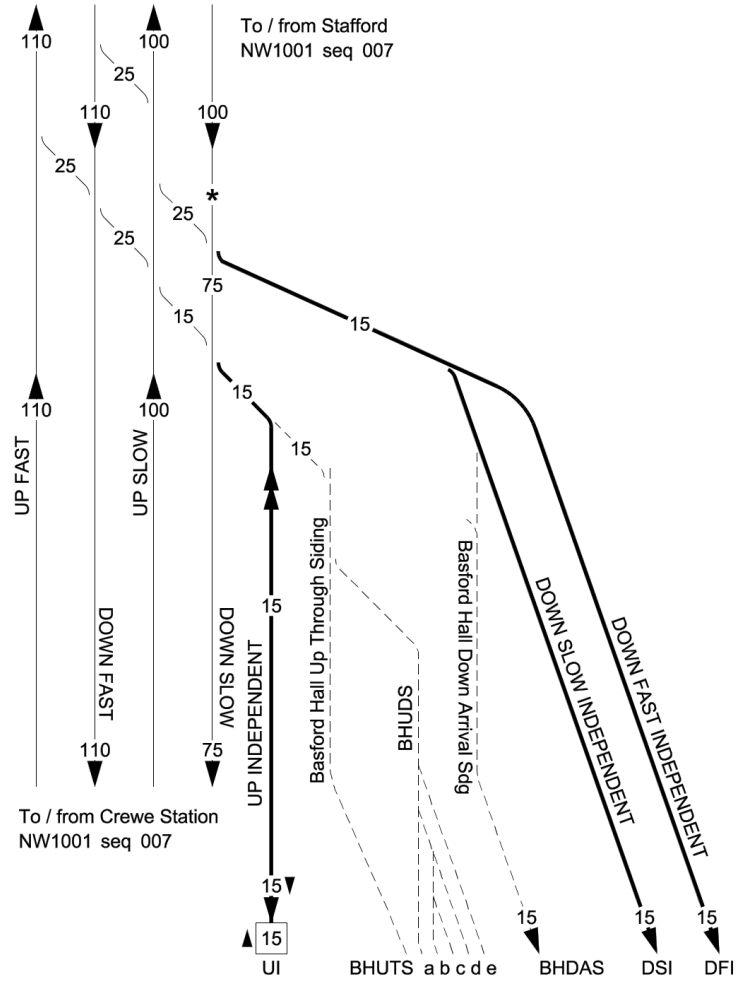
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	001	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI CSG	North West	01/01/2025

Location	Mileage M Ch
(Crossover)	156 05
	156 12 *
Basford Hall Jn	156 16
(Up Independent line connection)	156 20
(Basford Hall Up Departure Siding connection)	156 33
(Fast and Slow lines start / end adjacent to Up Independent line)	156 45
(Start / end of diagram)	156 50



TCB Manchester ROC
Crewe South Workstation (CS)
AC: Crewe

GSM-R

For *Explanation of Table A terms and symbols*, see NW0001 seq 001

Axle counter area at Basford Hall Jn:
- Basford Hall Up Departure Siding and Basford Hall Up Through Siding: from 156m 40ch.
- Up Independent line: from 156m 31ch.
- Down Independent lines connection: to 156m 19ch.

Engineer's Line References:
- Basford Hall Up Departure Siding ('BHUDS'), Basford Hall Up Departure No.2 ('e'), Basford Hall Up Departure No.1 ('d') and Up Reception No.1 ('c') all have ELR: CSG.
- Up Fast, Down Fast, Up Slow and Down Slow lines have ELR: LEC4 - see NW1001 seq 007 for details.
- All other lines and sidings shown have ELR: BHI.

Permissive working:
PF authorised on the Down Fast Independent line up to signal IL3003, and on the Down Slow Independent line up to signal IL5005.

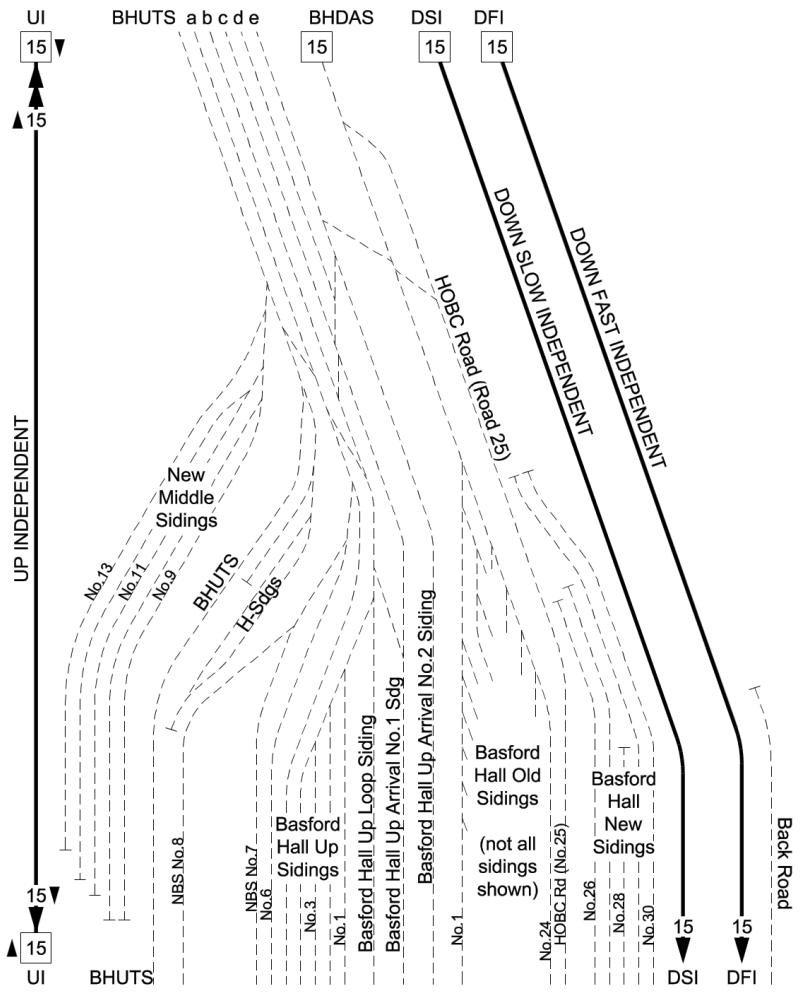
BHUTS: Basford Hall Up Through Siding.
BHUDS: Basford Hall Up Departure Siding.
BHDAS: Basford Hall Down Arrival Siding.

a: Up Neck.
b: Neck.
c: Up Reception No.1.
d: Basford Hall Up Departure No.1.
e: Basford Hall Up Departure No.2.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	002	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI CSG	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	156 50
(Limit of Electrification - Basford Hall Down Arrival Siding)	156 63
(Limit of Electrification - Basford Hall Up Sidings)	157 08
(Start / end of diagram)	157 09

Running lines & speed restrictions



Signalling & Remarks

TCB Manchester ROC
Crewe South Workstation (CS)
AC: Crewe

GSM-R

BHUTS: Basford Hall Up Through Siding.
BHDAS: Basford Hall Down Arrival Siding.
a: Up Neck. b: Neck.
c: Up Reception No.1.
d: Basford Hall Up Departure No.1.
e: Basford Hall Up Departure No.2.

Manchester ROC
Crewe Independent Lines Workstation (IL)

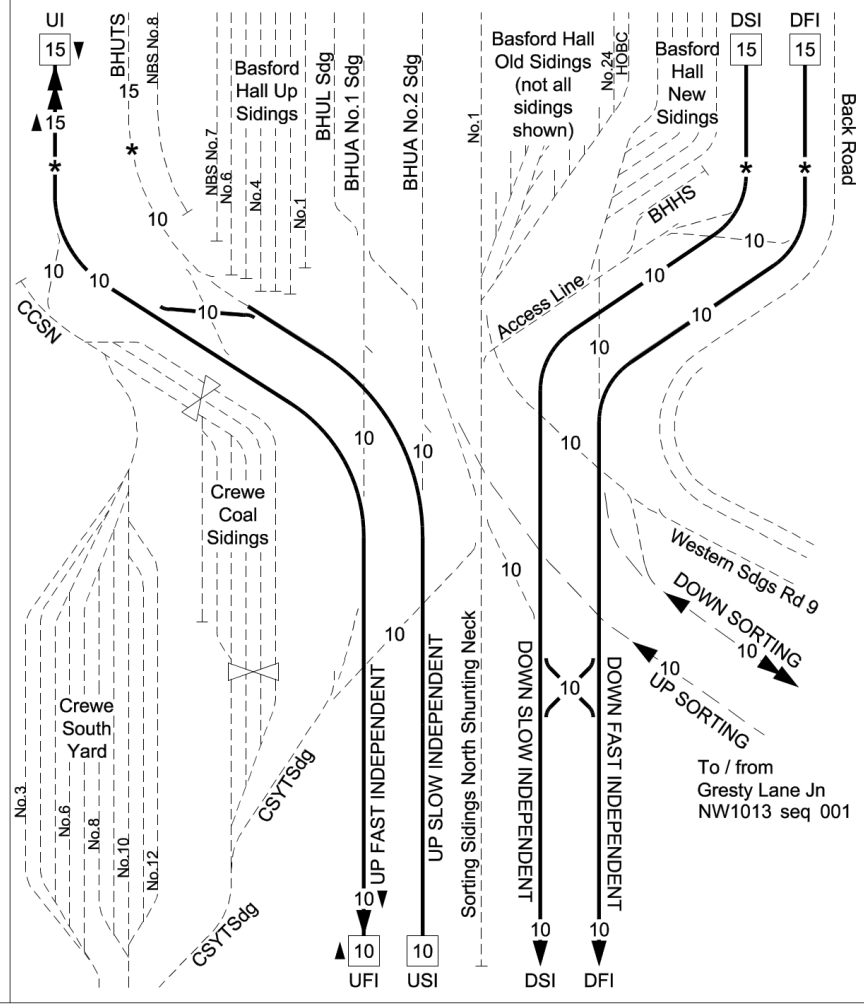
Engineer's Line References:
- Up Departure No.2 ('e'), Up Departure No.1 ('d'), Up Reception No.1 ('c'), Basford Hall Up Loop Siding, Basford Hall Up Arrival No.1 Siding and Basford Hall Up Arrival No.2 Siding all have ELR: CSG.
- All other lines and sidings shown have ELR: BHI.

Permissive working:
PF authorised on the Down Fast Independent line up to signal IL3003, and on the Down Slow Independent line up to signal IL5005.

On this diagram, only the following lines and sidings are electrified:
- Down Fast Independent, Down Slow Independent and Up Independent lines.
- Basford Hall Up Through Siding.
- Up Neck, Neck, Up Reception No.1, Up Departure No.1 and Up Departure No.2.
- Basford Hall Down Arrival Siding (to limit of electrification).
- Basford Hall Up Sidings (to limit of electrification).
- Basford Hall Up Arrival No.2 and No.1 Sidings, and Basford Hall Up Loop Siding.

NBS: New Ballast Stockpile sidings.
HOBC: High Output Ballast Cleaner.
H-Sdgs: Holding Sidings.

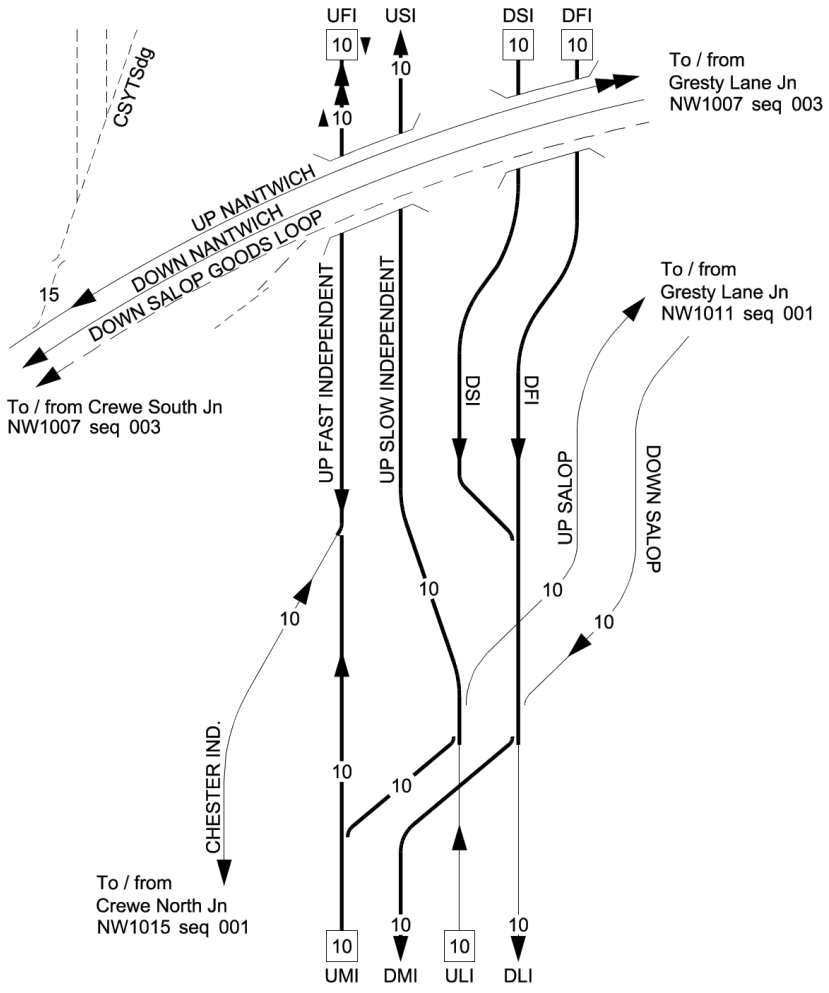
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	003	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI CSG	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	157 09		TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R On this diagram, only the following lines and sidings are electrified: • Up and Down, Fast and Slow, Independent lines. • Basford Hall Up Through Siding. • Basford Hall Up Arrival No.2 and No.1 Sidings, and Basford Hall Up Loop Siding. • Access Line and Basford Hall Holding Siding. • Sorting Sidings North Shunting Neck. • Down Sorting and Up Sorting lines. • Crewe South Yard Through Siding. • Crewe South Yard Sidings 10, 11 & 12, from north end connection to limit of electrification. • Basford Hall New Sidings to limit of electrification. Engineer's Line References: • Basford Hall Up Loop Siding, Basford Hall Up Arrival No.1 Siding, Basford Hall Up Arrival No.2 Siding, Western Sidings Road 9, Down Sorting line and Up Sorting line all have ELR: CSG. • All other lines and sidings shown have ELR: BHI. NBS: New Ballast Stockpile sidings. HOBC: High Output Ballast Cleaner (Road No.25). BHUL Sdg: Basford Hall Up Loop Siding. BHUA: Basford Hall Up Arrival (No.1 & No.2 Sdgs). BHHS: Basford Hall Holding Siding. CSYTSdg: Crewe South Yard Through Siding. CCSN: Crewe Coal Siding Neck. Permissive working: PF authorised on the Down Fast Independent line up to signal IL3031, on the Down Slow Independent line up to signal IL5033, on the Up Fast Independent line (Up direction) up to signal IL3018, and on the Up Slow Independent line up to signal IL5022.
(Limit of Electrification - Basford Hall New Sidings)	157 14 * 157 15 *		
Crewe Sorting Sidings North SB, former site of	157 23		
Salop Goods Loop Jn	157 25		
(Limit of Electrification - Crewe South Yard (Sidings 10, 11 & 12))	157 34		
(Start / end of diagram)	157 44		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	004	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	157 44
(Intersection bridges)	157 46
(Connection with Up Nantwich line)	157 52
(Chester Independent line connection)	157 63
Salop Goods Jn	157 71
(Connections to Liverpool Independent lines)	157 72
(Start / end of diagram)	158 10

Running lines & speed restrictions



Signalling & Remarks

TCB Manchester ROC
Crewe Independent Lines Workstation (IL)
AC: Crewe

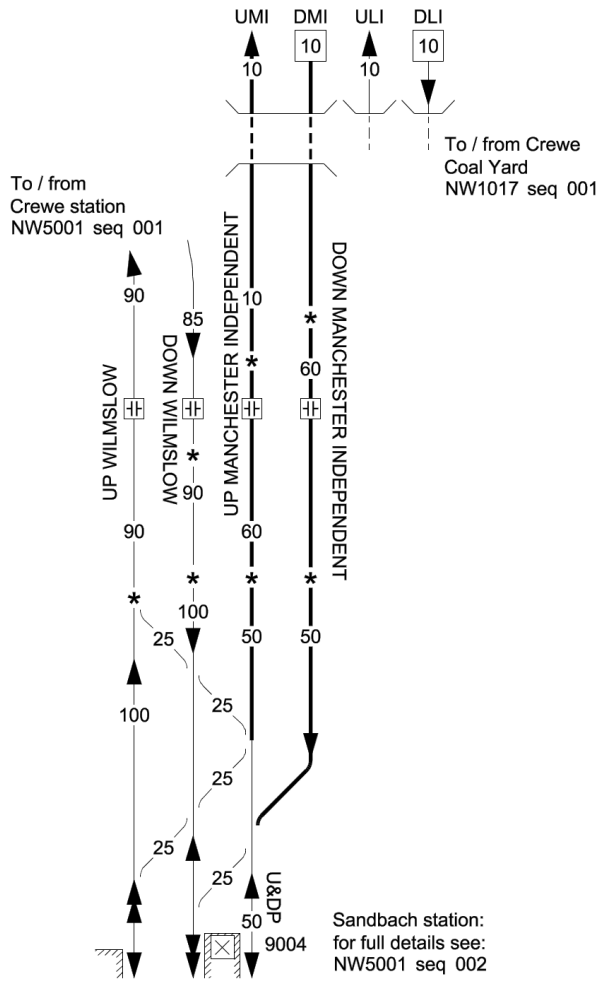
GSM-R

Up Nantwich, Down Nantwich and Down Salop Goods Loop are provided with AC overhead electrification, controlled from Crewe ECR.

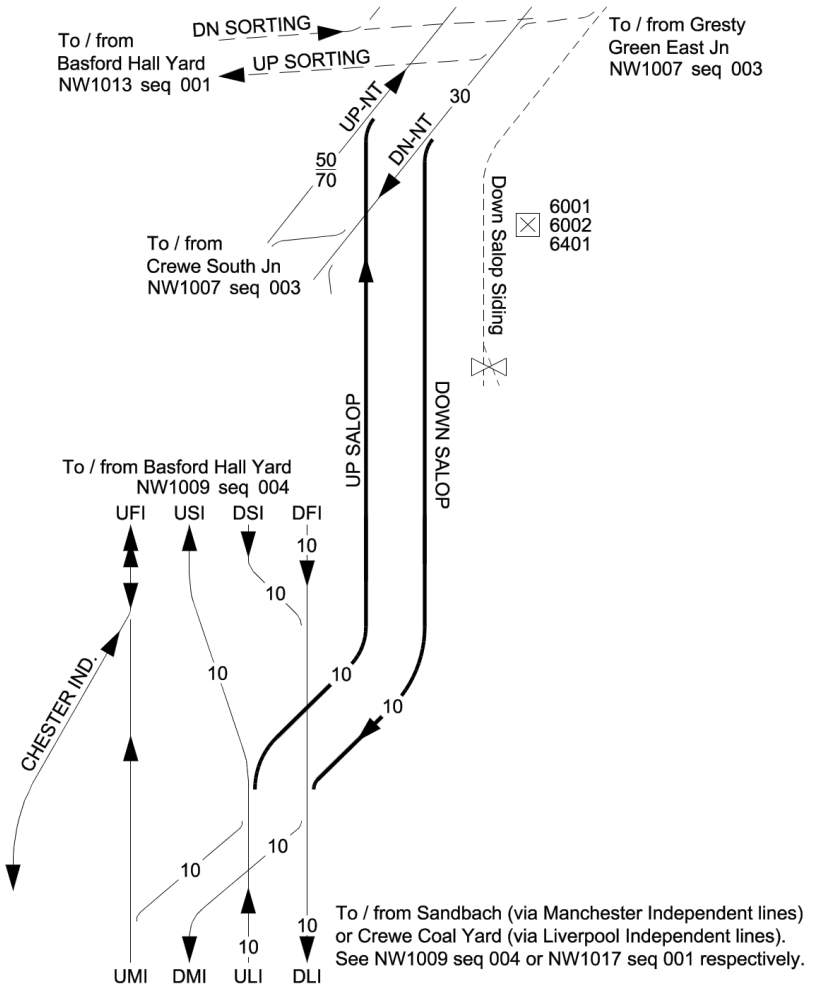
CSYTSdg: Crewe South Yard Through Siding.
DSI: Down Slow Independent.
DFI: Down Fast Independent.

UMI: Up Manchester Independent.
DMI: Down Manchester Independent.
ULI: Up Liverpool Independent.
DLI: Down Liverpool Independent.

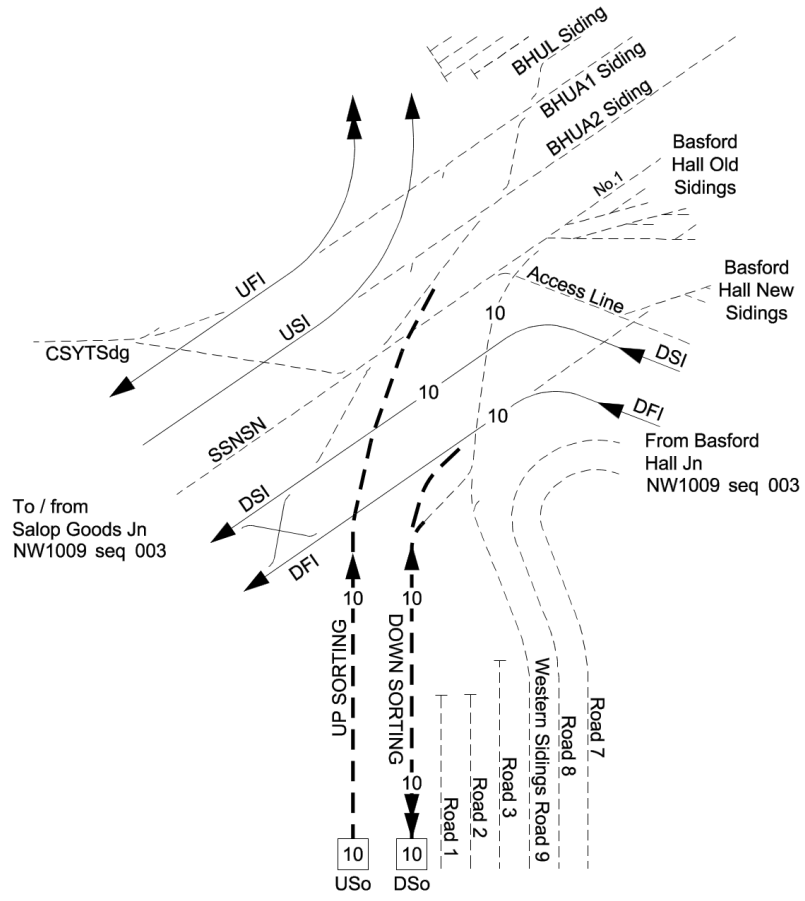
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	005	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI CMP1	North West	01/01/2025

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	158 10			TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R ULI: Up Liverpool Independent. DLI: Down Liverpool Independent. Manchester South SCC (MS) **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 U&DP: Up & Down Platform. ☒ Line Blocked Lockout: 9004: Down Manchester Independent line from 162m 17ch, Up Manchester Independent line to 162m 23ch, Up & Down Platform line, and Up Middlewich Branch and Up & Down Middlewich Branch lines as far as Elworth Jn.
from Manchester Independent Goods Tunnel (380 metres / 416 yards) to	158 15 158 34			
(Independent and Wilmslow lines start / end adjacent to each other (approx.))	158 55 158 68 *			
Sydney Bridge Jn, former site of (Change of mileage & ELR) Sydney Bridge OHNS	158 79 * 158 77 158 79	BHI CMP1		
	159 24 *			
	162 16 * 162 17 *			
Sandbach South Jn	162 28			
SANDBACH	162 50			

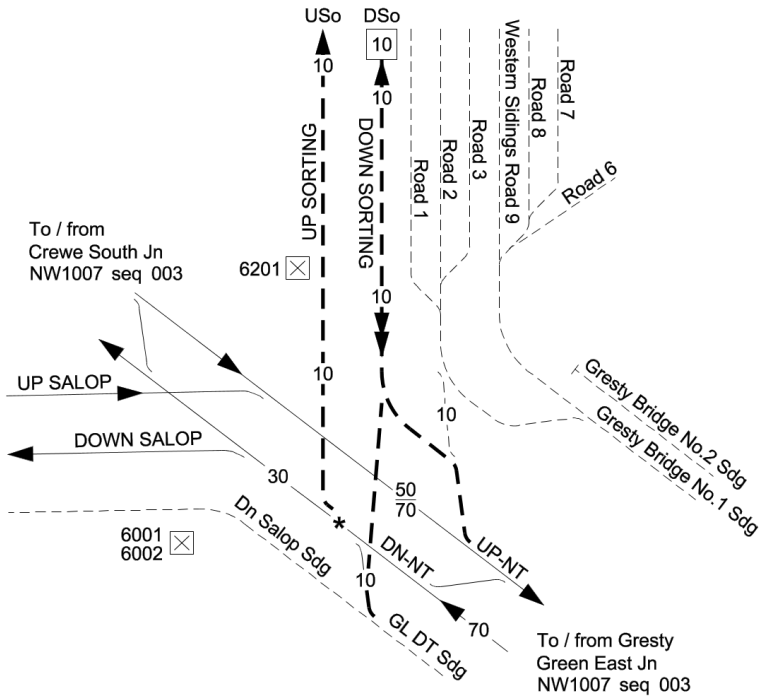
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1011	001	Gresty Lane to Salop Goods Jn	GSG	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gresty Lane Jn	(0 33) 0 00		GSM-R TCB Gresty Lane SCC (GL) AC: Crewe Mileage in round ( ) brackets is NW1007 mileage with ELR: SYC. ☒ LOD(K) Lockouts: 6001: The Down Nantwich through Gresty Lane Jn. 6002: The Up Nantwich through Gresty Lane Jn. 6401: The Up Salop and Down Salop lines between Gresty Lane Jn (excl.) and Salop Goods Jn (excl.). UP-NT: Up Nantwich. DN-NT: Down Nantwich. Manchester ROC Crewe Independent Lines Workstation (IL) UFI: Up Fast Independent. USI: Up Slow Independent. DSI: Down Slow Independent. DFI: Down Fast Independent. Mileage in square [ ] brackets is NW1009 mileage with ELR: BHI. UMI: Up Manchester Independent. DMI: Down Manchester Independent. ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.
(Gates)	0 09		
Salop Goods Jn	0 37 [157 71]		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1013	001	Crewe Sorting Sidings North to Gresty Lane	CSG	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Crewe Sorting Sidings North SB, former site of	157 23		TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R BHUL: Basford Hall Up Loop (Siding). BHUA1: Basford Hall Up Arrival No.1 (Siding). BHUA2: Basford Hall Up Arrival No.2 (Siding). All lines shown are electrified with the exception of: • Western Sidings Roads 7, 8 and 9. • Basford Hall Old Sidings and its connections to Western Sidings Road 9 and Down Sorting line.
Salop Goods Loop Jn	157 25		UFI: Up Fast Independent. USI: Up Slow Independent. DSI: Down Slow Independent. DFI: Down Fast Independent. SSNSN: Sorting Sidings North Shunting Neck. USo: Up Sorting. DSo: Down Sorting.
(Start / end of diagram)	157 40		☒ LOD(K) Lockouts: 6201: The Up Sorting and Down Sorting lines between Gresty Lane Jn (excl.) and Salop Goods Loop Jn (excl.).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1013	002	Crewe Sorting Sidings North to Gresty Lane	CSG	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	157 40		GSM-R TCB — Gresty Lane SCC AC: Crewe
Gresty Lane Jn (Down Nantwich connection)	157 52 (0 38) *		
(Up Nantwich connection)	157 55 (0 41)		

All lines shown are electrified with the exception of:
- Down Salop Siding.
- Gresty Bridge No.1 and No.2 Sidings.
- Western Sidings Roads 6, 7, 8 and 9.

☒ LOD(K) Lockouts:
6001: The Down Nantwich through Gresty Lane Jn.
6002: The Up Nantwich through Gresty Lane Jn.
6201: The Up Sorting and Down Sorting lines between Gresty Lane Jn (excl.) and Salop Goods Loop Jn (excl.).

USo: Up Sorting.
DSo: Down Sorting.

UP-NT: Up Nantwich.
DN-NT: Down Nantwich.

GL DT Sdg: Gresty Lane Down Through Siding.

Mileages in round ( ) brackets are NW1007 mileages with ELR: SYC.

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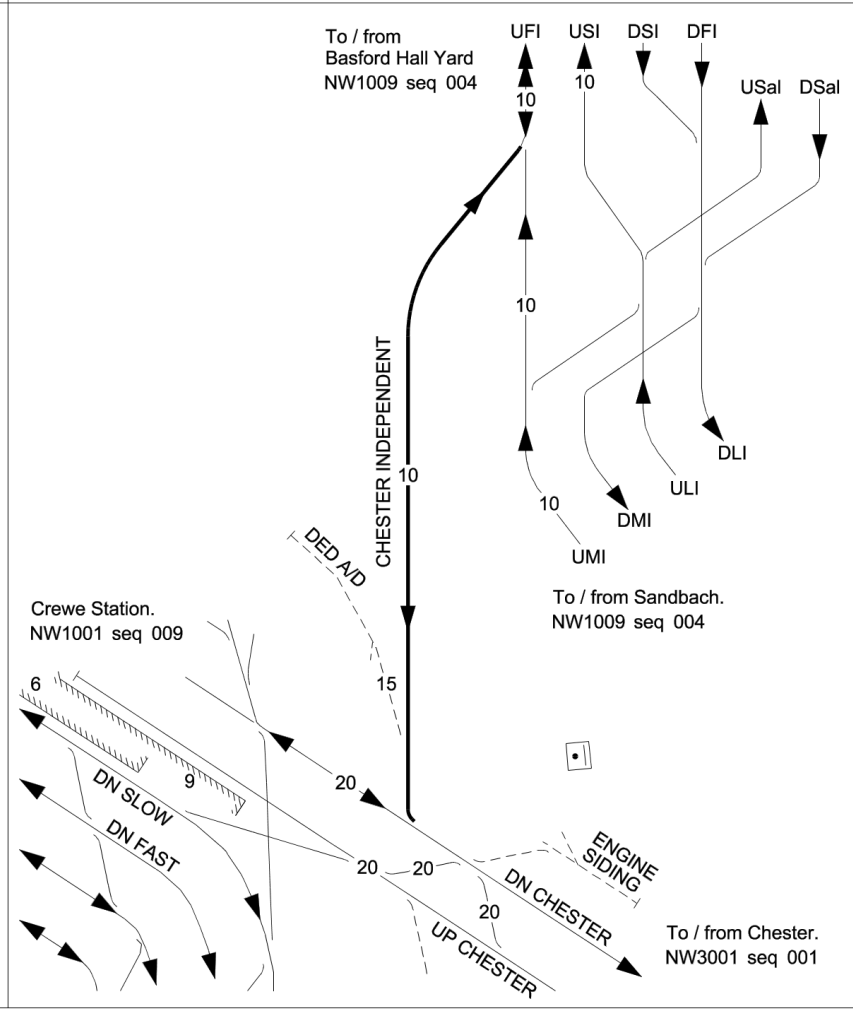
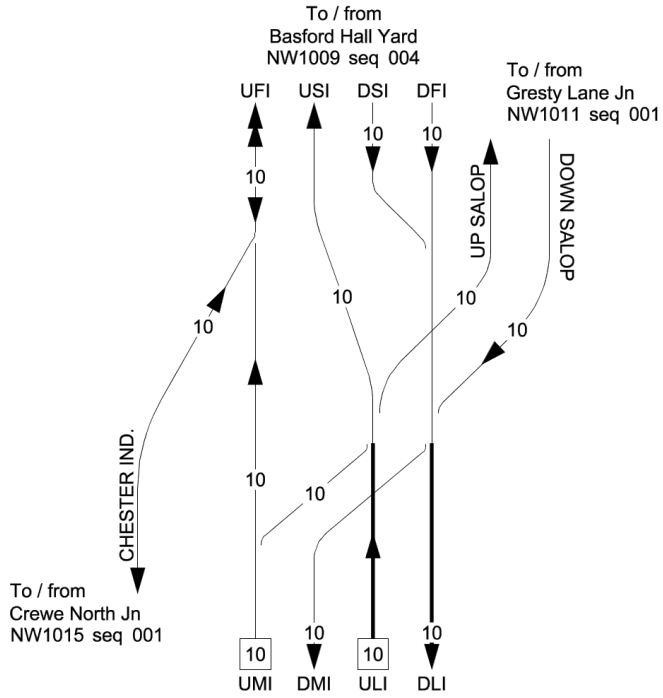
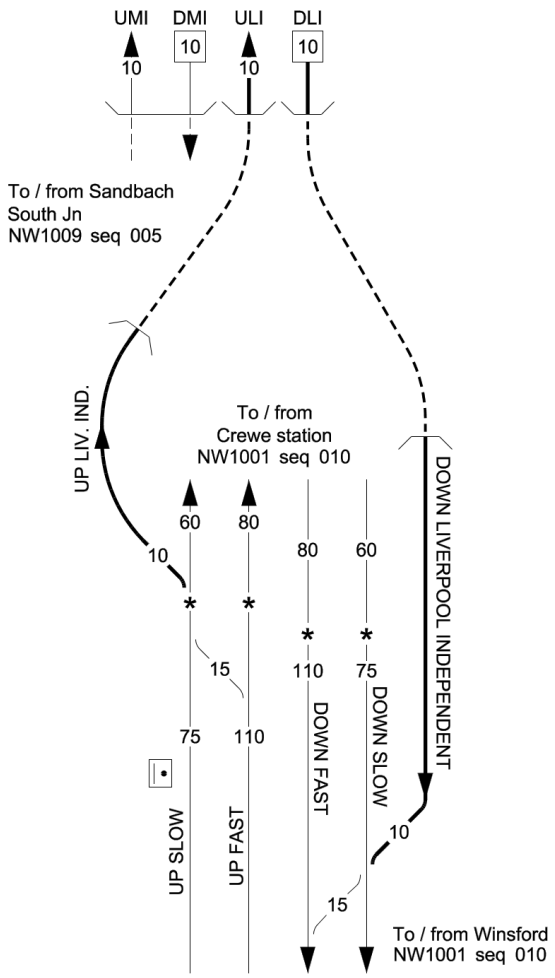
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1015	001	Salop Goods Jn to Crewe North Jn (Chester Independent Line)	CIL LEC5	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Connection with Up Fast Independent)	157 63		TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R UFI: Up Fast Independent. USI: Up Slow Independent. DSI: Down Slow Independent. DFI: Down Fast Independent. USal: Up Salop. DSal: Down Salop. UMI: Up Manchester Independent. DMI: Down Manchester Independent. ULI: Up Liverpool Independent. DLI: Down Liverpool Independent. The down direction on the Chester Independent line is reading down the diagram, towards Crewe North Jn. Crewe SCC (CE) DED A/D: D.E.D. Access / Departure. D.E.D. Access / Departure has ELR: LEC5. DED A/D: 128 metres (140 yards). Note: Crewe SCC and Gresty Lane SCC are located within the same building. Mileage in round brackets ( ) is the Chester lines mileage, ELR: CNH1.
Salop Goods Jn	157 71		
(Connection with DED A/D)	158 20		
Crewe SCC	158 21		
Gresty Lane SCC	158 21		
Crewe North Jn	158 24 (158 25)		

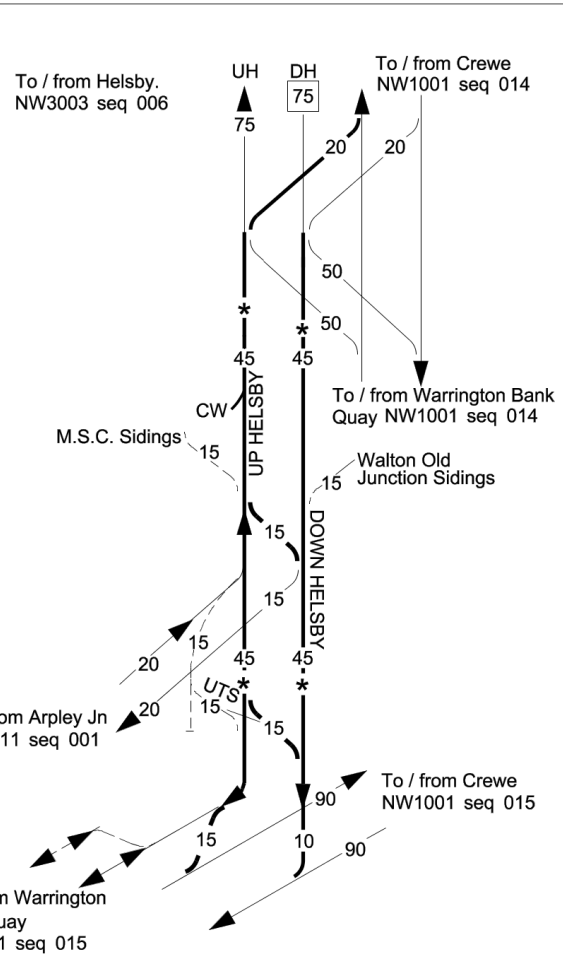
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1017	001	Salop Goods Jn to Crewe Coal Yard (Liverpool Independent lines)	LLI	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Salop Goods Jn	157 71		TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R
(Connections to Liverpool Independent lines)	157 72		UFI: Up Fast Independent. USI: Up Slow Independent. DSI: Down Slow Independent. DFI: Down Fast Independent.
(Start / end of diagram)	158 10		UMI: Up Manchester Independent. DMI: Down Manchester Independent. ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.

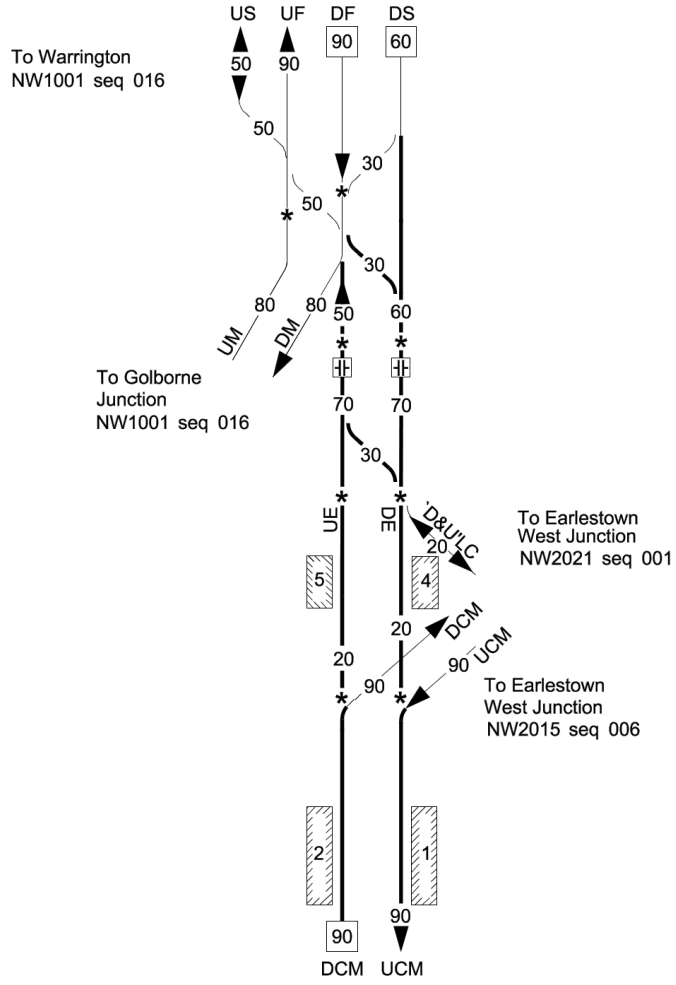
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1017	002	Salop Goods Jn to Crewe Coal Yard (Liverpool Independent lines)	LLI	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	158 10		TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R
from Up Liverpool Independent Goods Tunnel (267 metres / 292 yards)	158 15		
Down Liverpool Independent Goods Tunnel (293 metres / 320 yards)			Crewe Coal Yard SB (CY)
to	158 28		UMI: Up Manchester Independent. DMI: Down Manchester Independent. ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.
to	158 30		
(Start of Up Liverpool Independent)	158 55 158 56 *		
	158 59 *		
(Down Liverpool Independent becomes level with Down Slow)	158 62		
Crewe Coal Yard SB	158 68		
(End of Down Liverpool Independent)	158 73		

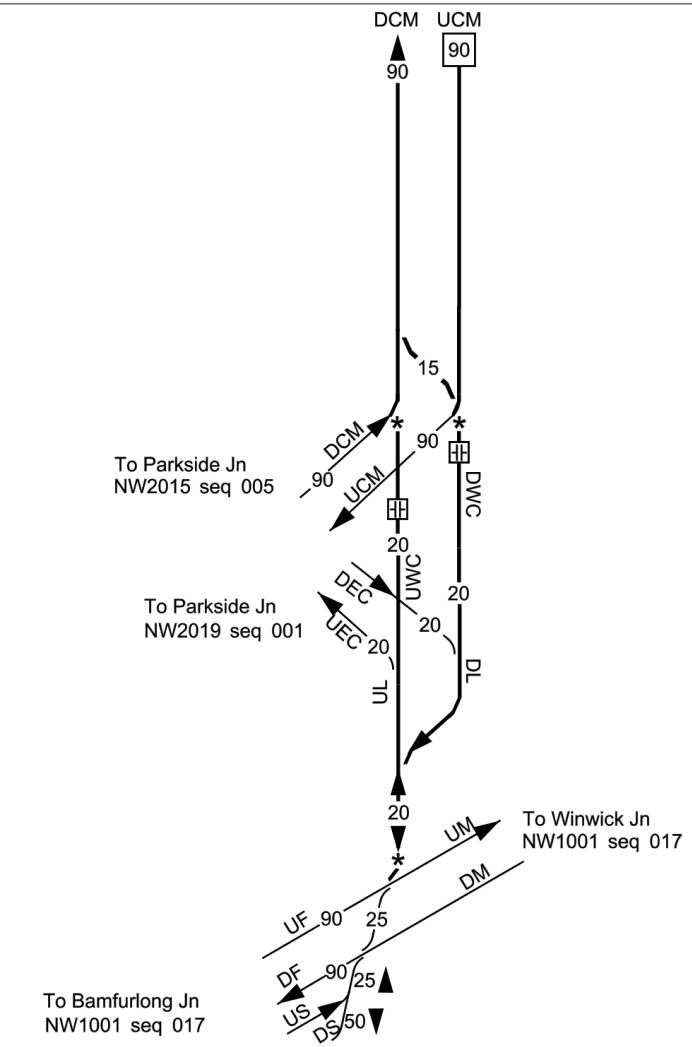
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1019	001	Acton Grange Jn to Warrington South Jn (Helsby Lines)	CHW1 CHW2	North West	23/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Acton Grange Jn	16 19		TCB Warrington PSB (WN) South Panel AC: Crewe GSM-R
	16 26 *		
	16 27 *		
	17 16		C.W. Up at 17m 03ch
Walton Old Jn (Change of ELR)	17 23	CHW1 / CHW2	
	17 68 *		UTS: Arpley Up Through Siding.
Warrington South Jn	17 76		

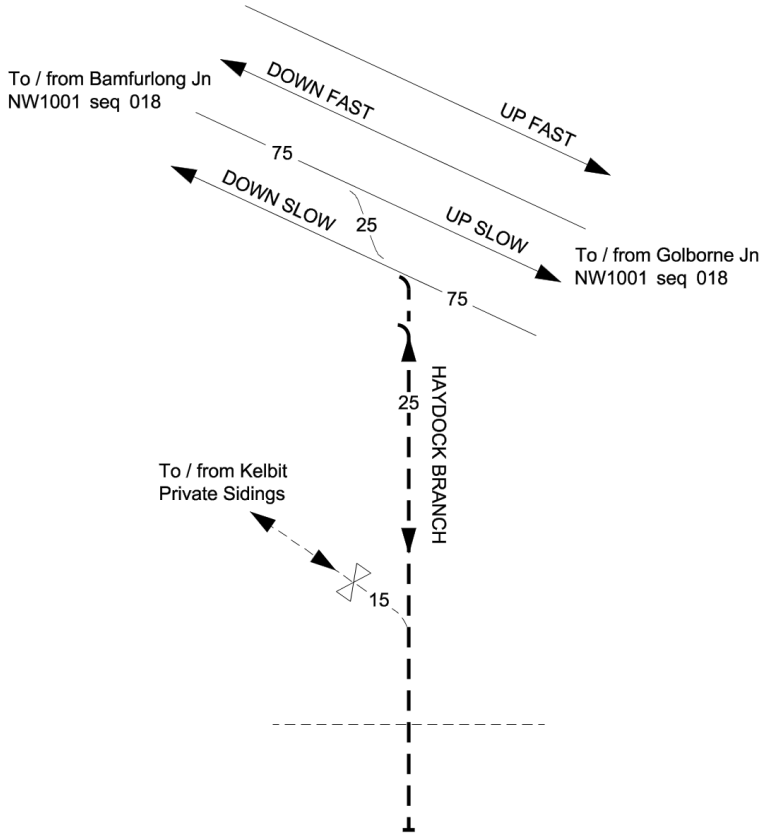
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1021	001	Winwick Jn to Golborne Jn (via Earlestown)	WEE DSE	North West	11/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Warrington PSB (WN) AC: Crewe GSM-R
	185 41 *		
	185 43 *		
Winwick Jn	185 49		
	185 55 *		
Winwick OHNS	185 59		UE=Up Earlestown DE=Down Earlestown 'D&U'LC = 'Down & Up' Liverpool Curve
	186 66		
Earlestown South Jn	186 74 *		Platform Lengths: Earlestown Platform 4 Down 145m (159yards) Platform 5 Up 112m (122yards)
EARLESTOWN	187 03		
Earlestown East Jn	187 10 *		Between Earlestown East Jn and Newton-le-Willows Jn line direction is up towards Newton-le-Willows Jn (see NW1021 seq 002)
	14 75		
NEWTON-LE-WILLOWS	15 60		Platform Lengths: Newton-le-Willows Platform 1: 132 metres (144 yards) Platform 2: 148 metres (162 yards)
(Start / end of diagram)	16 00		DCM: Down Chat Moss UCM: Up Chat Moss

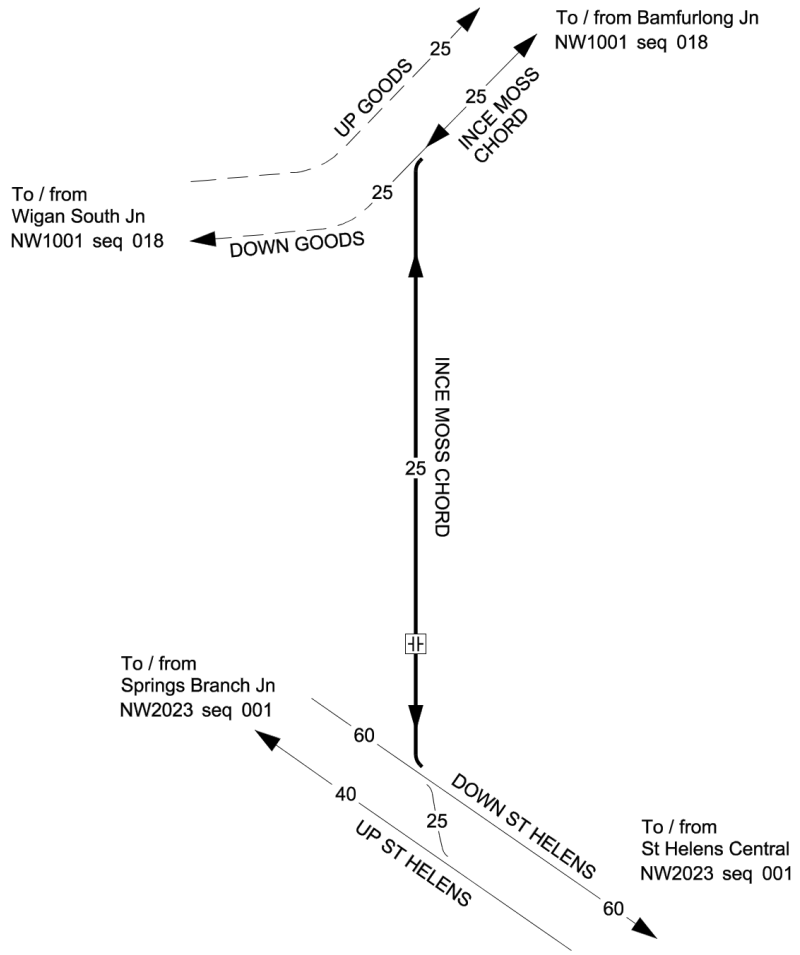
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1021	002	Winwick Jn. to Golborne Jn. (Via Earlestown)	DSE NGJ	LNW North	28/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Newton-le-Willows Jn	16 19		GSM-R TCB Warrington SB (WN) AC: Crewe Between Earlestown East Jn and Newton-le-Willows Jn line direction is up towards Newton-le-Willows Jn (see NW1021 seq 001) DCM=Down Chat Moss UCM=Up Chat Moss DWC=Down West Curve UWC=Up West Curve DEC=Down East Curve UEC=Up East Curve DL=Down Lowton UL=Up Lowton
	0 00 *		
OHNS	0 05		
OHNS	0 20		
Lowton Jn	0 26		
	0 48		
Golborne Jn	0 53 *		

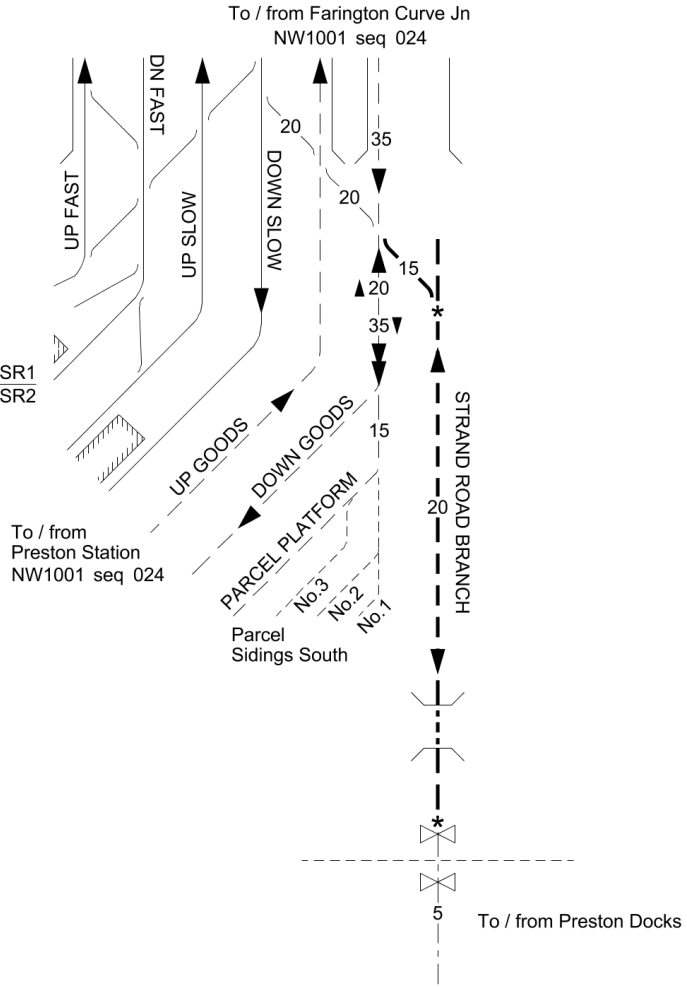
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1023	001	Haydock Branch Jn to Kelbit Private Sidings	HOB2	North West	11/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Crossover)	(2 44)		GSM-R TCB Warrington PSB (WN) North Panel NOTE: The Slow lines and the Fast lines are provided with overhead AC electrification, controlled from Crewe ECR. Mileages in round brackets ( ) are NW1001 mileages with ELR: CGJ5. AWS and TPWS not provided. The Down direction is from Haydock Branch Jn to buffer stops. OTS Mileage in square brackets [ ] applies only to the Private Siding line.
Haydock Branch Jn	(2 42) -0 01		
(Trap points)	0 02		
(Start / end of One Train Working with Train Staff)	0 27		
(Gates)	[0 30]		
(Siding connection)	0 33		
Golborne LC (FP)	0 46		
(End of line - buffer stops)	0 55		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1025	001	Bamfurlong Sidings Jn to Ince Moss Jn (Ince Moss Chord line)	IMG	North West	29/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bamfurlong Sidings Jn	(4 43) 0 00		TCB Warrington PSB (WN) North Panel AC: Crewe GSM-R Mileage in round brackets ( ) is NW1001 mileage with ELR: CGJ5. **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 Standages: Down direction: 760 metres (831 yards). Up direction: 893 metres (977 yards). The Down direction is from Bamfurlong Sidings Jn to Ince Moss Jn.
Ince Moss Chord OHNS	0 54		
Ince Moss Jn	0 61 [12 10]		Mileage in square brackets [ ] is NW2023 mileage with ELR: SBH3.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1027	001	Preston South Jn to Strand Road	PSR1 PSR2	LNW North	05/06/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Ribble Viaducts)			TCB: Preston PSB (PN), 'C' Panel, AC: Crewe. GSM-R. The Fast, Slow, Goods and Parcel lines are all provided with 25kV AC overhead electrification. Strand Road Branch electrified only at its connection with the Down Goods line.
Preston South Jn	21 39		
Limit of Electrification	21 41 * / 21 42		AWS and TPWS not provided.
Change of ELR and mileage	21 47 PSR1 / 0 00 PSR2		
(Lines start to diverge)	0 04		The Down direction is towards Strand Road.
Fishergate Tunnel (130 metres / 142 yards) from	0 21		
to	0 28		
NR / Ribble Steam Railway boundary	0 38 *		GSM-R. Down: End of GSM-R area: 0m 40ch. Up: Start of GSM-R area: 0m 40ch.
Strand Road LC (ABCL)	0 40		

SPECIAL WORKING ARRANGEMENT

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NW1001 (ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.)

From	To	Type of Train	Line(s)	Remarks
Stafford South Junction	Stafford North Junction	Any	All	Propelling authorised
Farington Jn (signal PN.46)	Preston Ribble Jn (in rear of signal PN.84)	Coaching stock	Down slow/Down goods/Up goods	Propelling of single vehicles authorised
Preston Ribble Jn (signal PN.84)	Farington Jn (in rear of signal PN.46)	Coaching stock	Up goods/Up slow/Down slow	Propelling of single vehicles authorised
Preston Station	Preston Ribble Jn (in rear of signals PN.77/78/79)	Any	All	Propelling authorised
Preston Ribble Jn (signals PN.77/78/79)	Preston Station	Any	All	Propelling authorised
Preston Station	Preston Fylde Jn (in rear of signals PN 142/144/145/147/153/)	Any	All	Propelling authorised
Preston Fylde Jn (signals PN.142/144/145/147/ 153)	Preston Station	Any	All	Propelling authorised

Dated: 01/09/15

NW1007 (NANTWICH (EXCL.) TO CREWE SOUTH JN.)

From	To	Type of Train	Line(s)	Remarks
Gresty Green Sidings/Gresty Lane Down Sidings	Gresty Lane Jn	Freight	All	Propelling authorised.
Gresty Lane Jn	Gresty Green Sidings/Gresty Lane Down Sidings	Freight	All	Propelling authorised.
Crewe Stn	Gresty Lane Jn	Coaching Stock	All	Propelling of single vehicles authorised.
Gresty Lane Jn	Crewe Stn	Coaching Stock	All	Propelling of single vehicles authorised.

Dated: 24/10/2020

NW1009 (BASFORD HALL JN. TO SANDBACH SOUTH JN. (INDEPENDENT LINES))

From	To	Type of Train	Line(s)	Remarks
Basford Hall Jn	Salop Goods Loop Jn	Freight	Down Fast and Down Slow Independent	Propelling authorised

Dated: 01/01/2025

NW1013 (CREWE SORTING SIDINGS NORTH TO GRESTY LANE)

From	To	Type of Train	Line(s)	Remarks
Gresty Lane Jn	Crewe Sorting Sidings North	Freight	Up Sorting	Propelling authorised.
Crewe Sorting Sidings North	Gresty Lane Jn	Freight	Down Sorting	Propelling authorised.
Gresty Lane Jn	Crewe Sorting Sidings North	Coaching Stock	Up Sorting	Propelling of single vehicles authorised.
Crewe Sorting Sidings North	Gresty Lane Jn	Coaching Stock	Down Sorting	Propelling of single vehicles authorised.

Dated: 24/10/2020

LOCAL INSTRUCTIONS
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NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

RUGELEY TRENT VALLEY

Any traincrew member requiring the station lights illuminated should use the plunger at the south end of the up platform.

Running round movements on the down and up Cannock line. The propelling of trains from CH.59 on the down and up Cannock line is prohibited.

Dated: 07/10/06

NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

STAFFORD

Working of Down (Salop) Sidings. Sidings 1 and 2 are provided to the south of Stafford Station. Siding 1 is provided with 25kV OLE equipment in its entirety; Siding 2 has no OLE equipment.

Before routing a train into either Siding 1 or Siding 2, the signaller will reach a clear understanding with the driver about the movement to be made into the sidings. This will include:

- The limits of the movement
- Whether the train is electric or diesel traction
- Whether the driver will be operating the hand points within the sidings.

Where the driver of the train WILL NOT be operating the hand points within the sidings, the signaller will arrange for a local competent person to operate the hand points on behalf of the driver.

Working of Arrival Lines 1 and 2. Arrival Lines 1 and 2 are provided on the Up Side just south of Stafford Station. A 'Stop & Contact Signaller' board (LS4306) is provided at the south end of the Arrivals Lines – this is shared for both Arrival Lines to access the Arrival Siding Neck.

Before routing a train into either Arrival Line 1 or Arrival Line 2, the signaller will reach a clear understanding with the driver about the movement to be made into the sidings. This will include:

- The limits of the movement
- Whether the driver will be operating the hand points at the south end of the Arrivals Lines.

Where the driver of the train WILL NOT be operating the hand points, the signaller will arrange for a local competent person to operate the hand points on behalf of the driver.

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 Colwich Workstation Workstation in Rugby ROC, 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: 23/01/2024

NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

CREWE

Crewe Carriage Sheds. Locomotive propelled movements from Crewe Carriage Shed are prohibited unless defective equipment prevents a locomotive hauled movement from taking place.

Crewe South Yard includes the Crewe South Yard Sidings 3 - 12, the Crewe Coal Sidings and the Crewe South Yard Through Siding. The Crewe South Yard Through Siding between Salop Goods Loop Jn and signal CE543 is under the control of the signaller at Manchester ROC Crewe Independent Lines workstation.

Cleaning of windscreens. If the driver of an up train from Manchester, Liverpool or Preston (or beyond) to Birmingham or London (or beyond) requires the locomotive/unit windscreen to be cleaned at Crewe station the driver must give prior notice as follows:

In the case of a train from Preston or beyond at the last booked calling point. (In an emergency, a special stop may be made at Warrington to give notice).

In the case of a train from Manchester or beyond at Wilmslow.

In the case of a train from Liverpool at Runcorn.

Note: GSM-R must be used to give notice.

The train will be routed to platform 1 or 11 and must be brought to a stand at the platform exit signal, where cleaning will be carried out. Before cleaning commences, the driver must fully apply the automatic brake and, in the case of electric traction, lower the pantograph.

On completion of cleaning, the driver must obtain an assurance from the cleaner that the work has been completed and that all materials are clear. In the case of electric traction, the pantograph must not be raised until this assurance has been received. The driver must advise the signaller at Crewe S.C.C. when cleaning is complete.

Note: Training/instruction in windscreen cleaning duties may be carried out in platform 12 provided prior advice is given to the signaller and the safety procedures applicable to platforms 1 and 11, shown above, are carried out.

Locomotive and traincrew changes. Locomotive and traincrew changes must not be carried out on the Down or Up Fast lines in Crewe station.

Working of Class 253/254 trains. Drivers of Class 253/254 trains booked to call at platform 11 in the down direction, must bring their trains to a stand with the leading power car at signal CE139.

Dated: 01/01/2025

NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

Wigan North Western

Wigan North Western Station Platform 1 – Working of Class 390 (Pendolino) Units. Train services consisting of a Class 390 Pendolino unit may be routed through Platform 1 at Wigan North Western Station providing the train does not require to set down or pick up passengers.

Dated: 20/11/2021

NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

PRESTON

Relief of traincrew working passenger and empty coaching stock trains not booked to stop at Preston station, and provision of conductor driver/guards. Relief of traincrew and the provision of conductors will be made at Preston station, all traincrew must report to the signing on point before relieving and after being relieved.

Drivers of all trains stopping for relief must bring their trains to a stand at the following signals in order to ensure clearing the connections in rear of the train:

Up trains

PN115, PN114, PN113, PN112, PN107, PN106, PN105, PN104.

Down trains

PN134, PN133, PN132, PN131, PN127, PN126, PN125, PN124, PN123.

Preston station. Passenger trains having come to a stand at any portion of the platform must not be moved again until proper warning has been given to passengers who may be getting in or out of, or near the train.

Drivers of trains or shunting movements having brought their train to a stand at any portion of the platform, must obtain permission from the person in charge of the platform before making any further movement.

Cleaning of windscreens. If a driver requires the locomotive/unit windscreen cleaning at Preston station the driver must give prior notice at the last calling point, or in extreme emergency at the first signal in the Preston signal box control area. The GSM-R equipment must be used to give notice. The train will be routed to platform 3, 4, 5 or 6 and must proceed to the platform exit signal concerned for the cleaning to be carried out.

Before cleaning commences, the driver must fully apply the automatic brake and in the case of electric traction, lower the pantograph.

On completion of cleaning, the driver must obtain an assurance from the cleaner that the work has been completed and any materials are clear. In the case of electric traction, the pantograph must not be raised until this assurance is received.

The driver must advise the signaller at Preston signal box when cleaning is complete.

Down & Up Goods Loop (Parcels Platform), stabling of trains. It is permitted to stable electric or diesel multiple units coupled together on the Down & Up Goods Loop (Parcels Platform line) at Preston Station. This authorisation only applies overnight between the last train of the day and the first train of the following day. It is only allowed by prior arrangement for engineering works or other circumstances.

The Driver must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train for the duration of time the train is stabled.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Dated: 07/12/2024

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NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

PRESTON CROFT STREET SIDINGS

Preston Croft Street Sidings, located in front of Preston PSB, may be used as a light servicing depot. A Person in Charge will be appointed to operate the site. To support this, a fold down "STOP" board will be placed in the 4-foot beyond ground position light signal PN138 at the entry to Croft Street Sidings. This fold down "STOP" board will form part of the protection for the sidings.

During the times when Preston Croft Street Sidings are being operated, the following will apply:

South End Arrivals

The Signaller will advise the Driver of the ECS movement, prior to departure from Preston station, that there is a Person in Charge on duty at Preston Croft Street Sidings.

The Signaller will signal the ECS movement towards Preston Croft Street Sidings as per existing arrangements.

The Person in Charge will operate the necessary hand points.

The Person in Charge will meet the train at the fold down "STOP" Board.

The Driver will stop at the fold down "STOP" Board and obey instructions from the Person in Charge.

South End Departures

There will be a sign on the pedestrian access gate denoting that a Person in Charge is on duty.

The Driver will report to the Person in Charge

The Person in Charge will operate the necessary hand points and give the Driver permission to proceed to the "STOP & TELEPHONE" stop board on approach to ground position light signal PN143 controlling south end departures from the sidings.

The Driver will contact the Signaller from the "STOP & TELEPHONE" stop board for further instructions.

North End Arrivals & Departures

During the times of operation, north end arrivals and departures on and off Preston Croft Street Sidings will not be authorised and the points will be secured in the direction of the Shunting Line.

The Person in Charge can be contacted on 07980 999 779.

When the Person in Charge is not on duty

When the Person in Charge is not on duty, the sidings revert to network sidings; any movements requiring to access / egress Croft Street Sidings will be after a clear understanding between the Signaller and Driver has been reached.

Dated: 10/09/2016

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)

Penkridge - Rickerscote

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

NW1003 - SILVERDALE TO MADELEY

Madeley Chord Reversing Sidings

The line must not be used without the specific permission of the Network Rail Area Operations Manager.

Dated: 07/10/06

NW1005 - KIDSGROVE JN. TO CREWE SOUTH JN.

Barthomley LC (R/G)

Rule Book Module S4, Section 1.1. If a train is brought to a stand at signal CE.189 or CE.190, the driver must immediately advise the signaller at Crewe signal box.

Dated: 07/12/13

NW1007 - NANTWICH (EXCL.) TO CREWE SOUTH JN.

Gresty Lane Sidings

Gresty Green Through Siding. Trains up to 627 metres (approximately 2058 feet) in length may be run-round on the Up Gresty Green Through Siding. When the exit signal at the Nantwich end of the siding clears, the incoming train must be drawn forward until the leading vehicle is opposite the signal before the locomotive is detached. Trains over this length must be routed to the Gresty Lane Down Through Siding to run-round.

Propelling of engineers trains from Gresty Green sidings. Engineers' trains which require to be propelled to Crewe North Junction must not exceed 224 metres (approximately 735 feet).

Dated: 01/01/2025

NW1007 - NANTWICH (EXCL.) TO CREWE SOUTH JN.

Gresty Lane Down Sidings

General Arrangements

Access and egress to Gresty Lane Down Sidings is controlled by the Gresty Lane SCC signaller. The sidings are operational 24 hours a day. Speeds in the sidings are 5 mph maximum and 3mph maximum when propelling.

Reflectorised Stop and Await Instructions Boards are provided on the Gresty Lane Down Sidings Arrival (GLP1); Gresty Lane Down Sidings Reception (GLP6) and controlling movements from Gresty Lane Down Sidings.(GLP5 and GLP3)

When shunting movements are to be made beyond these Stop Boards a Person in Charge (PIC) must be appointed before any movement is authorised.

Gresty Lane Down sidings Ground Switch panel

A Ground Switch Panel (GSP) is provided to control movements to and from Gresty Lane Down Through Siding to the Down Sidings and to and from the Gresty Lane Down Sidings Arrival.

Signals GL9014 and GL9015 are provided with a dual control function. When the Ground Switch Panel is locked these signals are controlled by the signaller at Gresty Lane SCC. When the Ground Switch Panel release is given to the PIC the signals can be operated from the Ground Switch panel.

Method of Operation

Appointment of a PIC

To undertake the role of PIC the person must also be competent to operate the Ground Switch Panel. Before making a train movement beyond any of the Stop Boards identified by the GLP prefix the person responsible for the movement must contact the signaller to ascertain whether or not a PIC has already been appointed

If a PIC has not been appointed the person concerned must appoint themselves as PIC and give their name company and contact details to the signaller at Gresty Lane SCC and advise the signaller that they are now acting as the PIC for Gresty Lane Sidings. The PIC must reach a clear understanding with the signaller on what movements will be made during the time they are acting as PIC and if the GSP will require to be operated for the movements.

If a PIC has already been appointed the signaller at Gresty lane SCC must give the contact details of the PIC to the person wishing to undertake the movement. The PIC must then be contacted by that person and a clear understanding reached on what movements are to be made. If the PIC is satisfied that the movement can be made safely the PIC will authorise the movement and advise the signaller at Gresty Lane SCC of the movement.

Change of PIC or giving up the duties of PIC

When a PIC is no longer required, the PIC must advise the signaller at Gresty Lane SCC of this. The signaller must make a suitable entry in the Occurrence book detailing the PIC giving up the role.

If another competent person is present who requires to undertake the role of PIC they must reach a clear understanding with the PIC giving up the role on the status of the sidings. The signaller at Gresty Lane SCC must be advised of the change of PIC by the newly appointed PIC who must give their name company and contact details.. The signaller at Gresty Lane SCC must record the details of the change of PIC in the Occurrence book.

Operation of the Ground Switch Panel (GSP)

When the Ground Switch Panel requires to be operated the PIC must contact the signaller at Gresty Lane SCC and request the GSP release. The signaller at Gresty lane SCC must only operate the release when signals GL9014 and GL9015 are at danger and any approaching movement is confirmed to be at a stand. In addition the PIC must confirm that no movement has been authorised to pass Stop Boards GLP1; GLP3; GLP5 and GLP6.

Once the GSP release has been given to the PIC by the signaller at Gresty Lane SCC signals GL9014 and signals GL9015 will be operated by the PIC. Before clearing either signal for a movement to be made the PIC must be satisfied that no other conflicting movement has been authorised and that the movement can be made safely.

Unless an emergency arises that requires either signal to be returned to danger immediately once signal GL9014 or GL9015 have been cleared for a movement to be made the PIC must not replace either signal to danger in front of a movement until the driver is at a stand and the driver is aware that the signal will be returned to danger.

When the GSP is no longer required for movements the PIC must, before returning the GSP release to the signaller, make certain that all movements have been completed and that no movement has been authorised to pass Stop Boards GLP1; GLP3; GLP5 and GLP6. Signals GL9014 and GL9015 must be at danger and track circuits SHE and SJD must be clear. The PIC must not leave the GSP until the signaller at Gresty lane SCC confirms that they have detection in the GSP points and the GSP release is showing a Normal Indication.

Dated: 05/12/2015

NW1009 - BASFORD HALL JN. TO SANDBACH SOUTH JN. (INDEPENDENT LINES)

Basford Hall Yard

Tail lamps on terminating freight trains. Guards of freight trains terminating at Basford Hall Up Arrival No.1 Siding, Basford Hall Up Arrival No.2 Siding or the Basford Hall Up Loop Siding must not remove the tail lamps

Dated: 01/01/2025

NW1023 - HAYDOCK BRANCH JN. TO KELBIT P.S.

Kelbit Private Sidings

Trains are permitted to make propelled movements from the staff section of the single line via the hand points into Kelbit Private Sidings. Trains are permitted to propel out of Kelbit Private Sidings onto the staff section of the single line. No propelled movements are to be made from the End of Staff Section board in the Up direction towards WN128 signal.

If a train fails on the Staff section of the single line or inside Kelbit Private Sidings, the driver must retain the token and meet the assisting locomotive at the Stop and Obtain Staff board. The assisting driver does not need to contact the signaller for permission to pass the Stop and Obtain Staff board if the driver of the failed train is present with the staff.

Dated: 29/09/2018

NW1027 - PRESTON SOUTH JN. TO STRAND ROAD

Preston South Jn

Shunting movements on to the Strand Road Branch at the Preston end must always have the locomotive leading.

Dated: 07/10/06

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12	**06 September 2025**
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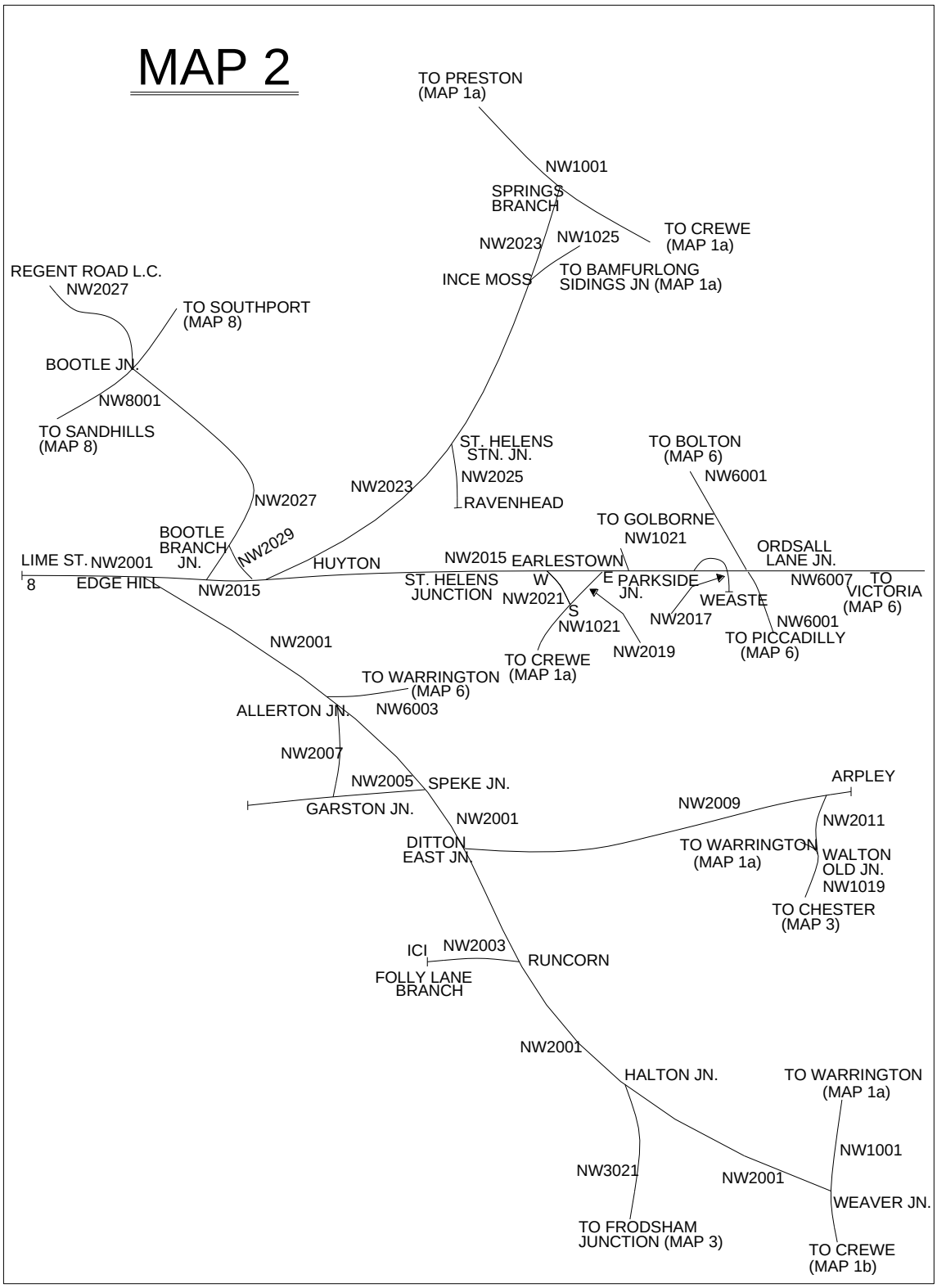
MAPS


MAP 2
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NW1001
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TO CREWE (MAP 1a)
NW2023
NW1025
INCE MOSS
TO BAMFURLONG SIDINGS JN (MAP 1a)
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NW2027
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BOOTLE JN.
NW8001
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S
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NW2023 – SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)	7

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NW2015 (ORDSALL LANE JN. TO EDGE HILL)

Location	Line(s) Affected	Mileage (Between)
Between Rainhill and Broad Green	All lines	8 m 72 ch ***to*** 3 m 47 ch

Dated: 02/12/2023

NW2023 (SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES))

Location	Line(s) Affected	Mileage (Between)
Thatto Heath	Up St Helens Down St Helens	3 m 30 ch ***to*** 3 m 43 ch

Dated: 02/12/2023

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TABLE A DIAGRAM
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NW2003- RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)	19
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NW2011- WALTON OLD JN. TO ARPLEY JN.	26
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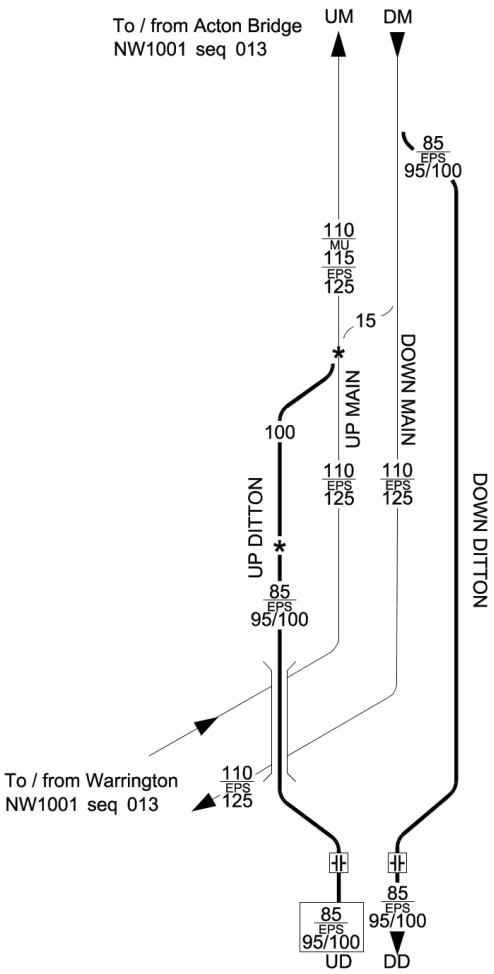
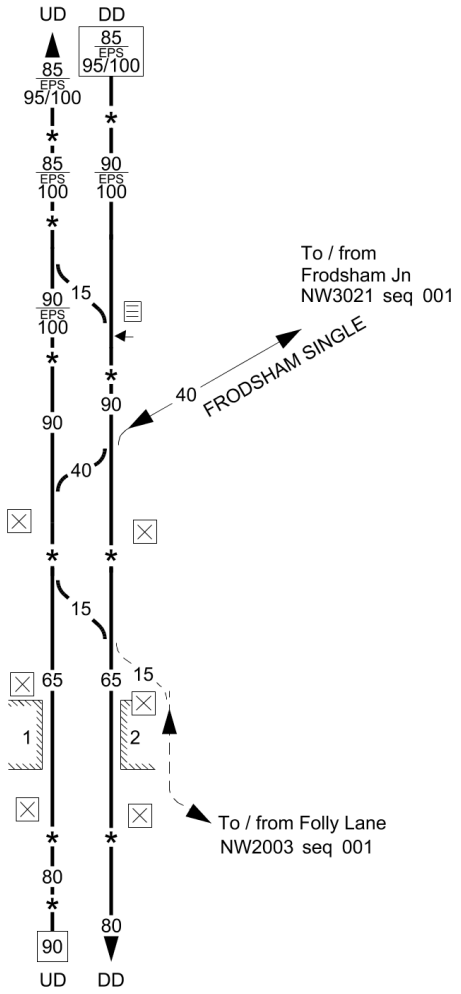
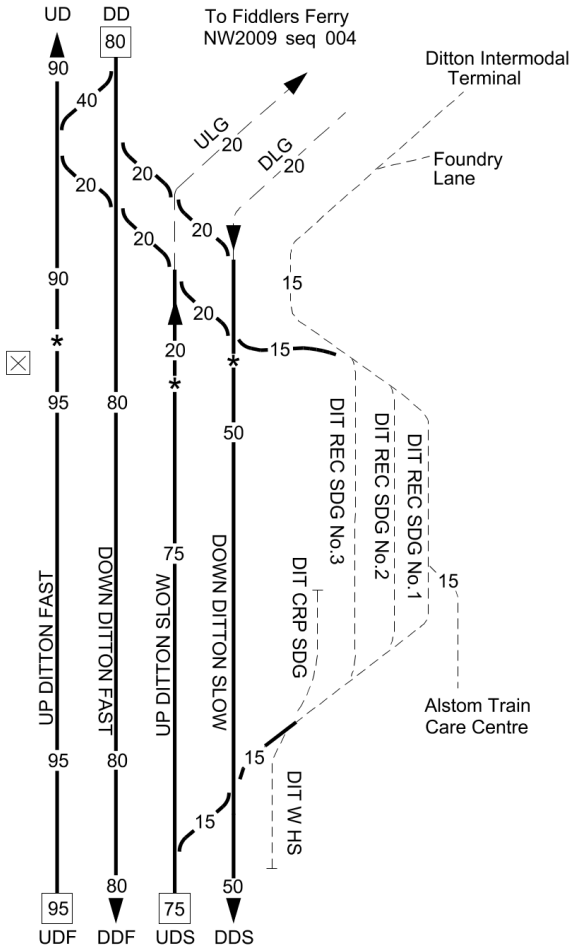
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	001	Weaver Jn to Liverpool Lime Street	WJL1	North West	08/06/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Winsford SB (WD) AC: Crewe
(Down Ditton connection)	174	53		TASS fitted: Down Ditton line from 175m 20ch. Up Ditton line to 175m 06ch.
Weaver Emergency Facing Crossover	174	65		
	174	69 *		
Weaver Jn	174	70		
	175	13 *		
Weaver Junction (Ditton lines) OHNS	175	58		
(Start / end of diagram)	175	70		

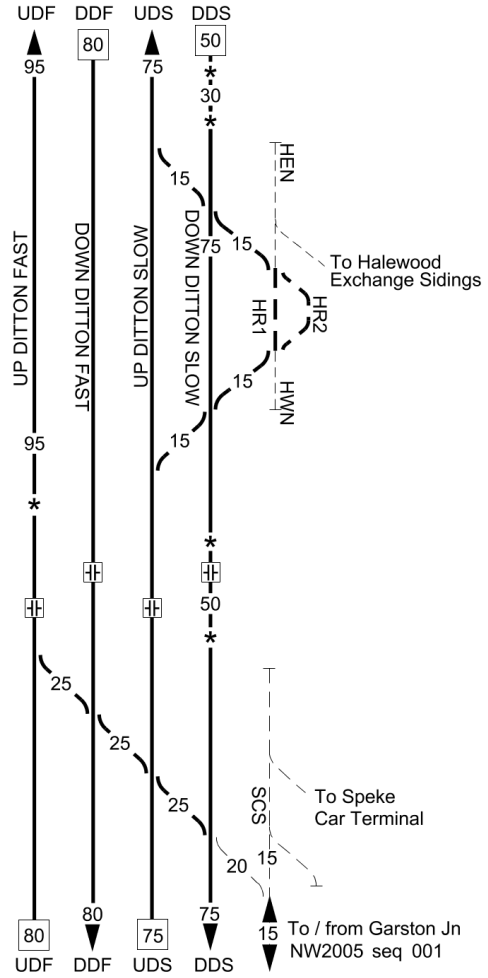
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	002	Weaver Jn. to Liverpool Lime Street	WJL1	LNW North	01/09/2020

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Manchester ROC Wavertree Workstation (WE) AC: Crewe
	176	12 *		
	176	13 *		
	176	41 *		Axle Counter area: Down Ditton: from 175m 70ch to 181m 34ch. Up Ditton: from 181m 70ch to 176m 08ch.
Sutton Weaver GF	177	32	T	
Sutton Weaver HABD	177	35		DD: Down Ditton. UD: Up Ditton.
	178	39 *		
	178	50 *		
Halton Jn	179	24		TASS fitted: Down Ditton line and Up Ditton line throughout.
(Crossover)	179	31		
	180	13 *		
(Crossover)	180	22		☒ LOD(T) lockouts provided: Down Ditton: 179m 77ch to 180m 33ch. Up Ditton: 180m 30ch to 179m 71ch.
Runcorn Jn	180	29		
RUNCORN	180	40		Platform Lengths: Runcorn Up: 325 metres (355 yards) Down: 295 metres (322 yards) Down direction trains can turn back at Runcorn station Platform 2.
	181	60 *		☒ LOD(T) lockouts provided: Down Ditton / Down Ditton Fast: 180m 33ch to 183m 14ch. Up Ditton Fast / Up Ditton: 182m 74ch to 180m 30ch.
	182	08 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	003	Weaver Jn. to Liverpool Lime Street	WJL1 WJL2	LNW North	04/09/2021

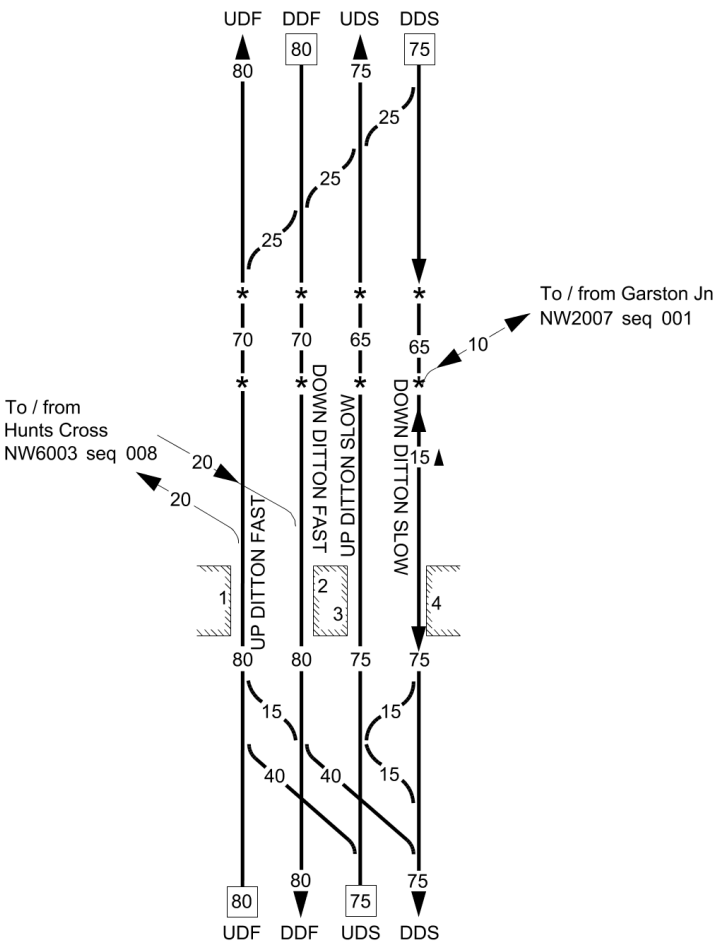
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ditton East Jn (Change of ELR)	182 67		TCB Manchester ROC, Wavertree Workstation (DN), AC: Crewe GSM-R UD: Up Ditton. DD: Down Ditton. ULG: Up Latchford Goods. DLG: Down Latchford Goods. ☒ LOD(T) lockouts provided: Down Ditton / Down Ditton Fast: 180m 33ch to 183m 14ch. Up Ditton Fast / Up Ditton: 182m 74ch to 180m 30ch. DIT REC SDG: Ditton Reception Siding. DIT CRP SDG: Ditton Cripple Siding. DIT W HS: Ditton West Headshunt. TASS fitted: Down Ditton / Down Ditton Fast line and Up Ditton Fast / Up Ditton line throughout.
	182 72 * 182 75 * 182 77 *		
Ditton West Jn	183 22		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	004	Weaver Jn. to Liverpool Lime Street	WJL2 WJL3	North West	09/07/2022

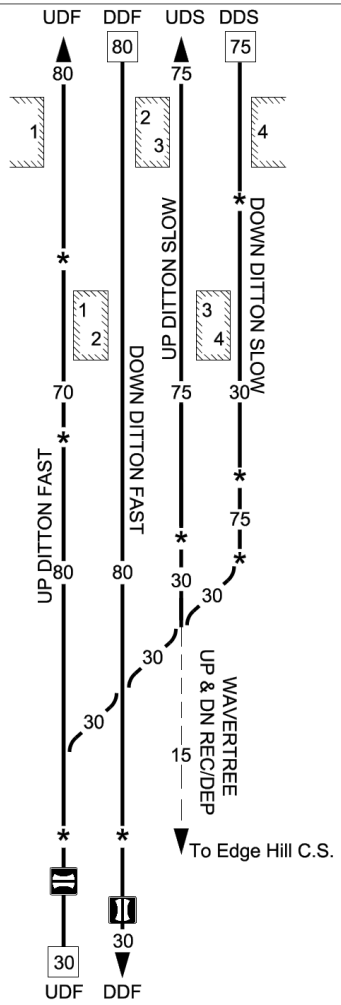
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	183 46 *		TCB Manchester ROC Wavertree Workstation (DN) AC: Crewe to Halewood West Jn inclusive
	184 06 *		
	184 57		
Halewood East Jn	184 64		HEN: Halewood East Neck. HWN: Halewood West Neck. HR1: Halewood Reception No.1. HR2: Halewood Reception No.2.
Halewood West Jn	185 15		
	185 20		TASS fitted: DDF line and UDF line throughout
	185 56 *		
	186 00 *		Manchester ROC Wavertree West Workstation (WE)
OHNS	186 09		Axle Counter area: Down lines: from 185m 70ch. Up lines: to 186m 40ch.
OHNS	186 19		
	186 24 *		
	186 57		SCS: Speke Compound Siding.
Speke East Jn (Change of ELR)	186 71	WJL2 WJL3	

GSM-R

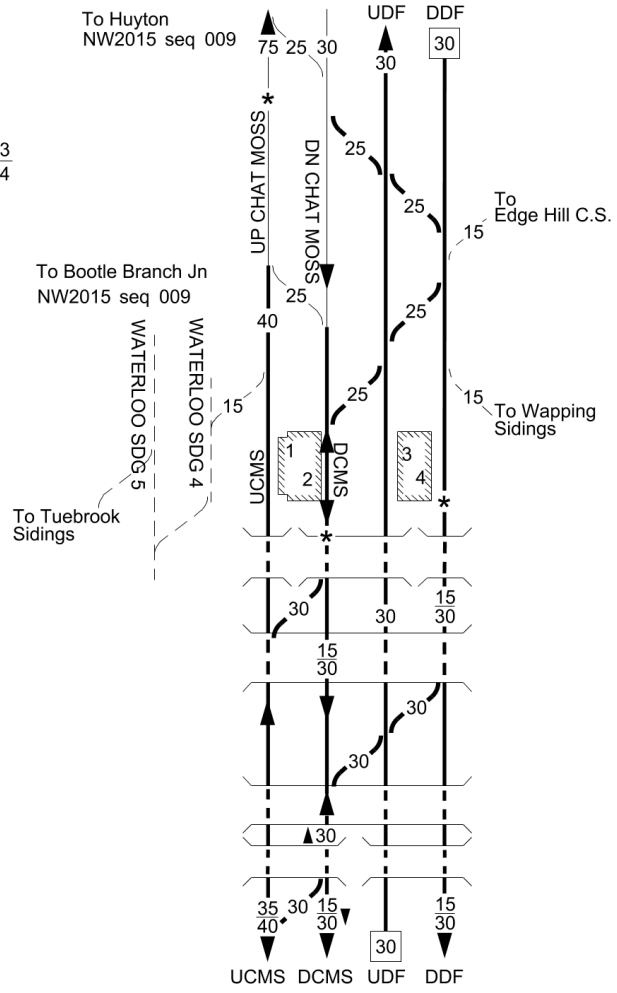
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	005	Weaver Jn. to Liverpool Lime Street	WJL3	LNW North	02/01/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Speke West Jn	187 12		GSM-R TCB Manchester ROC Wavertree West Workstation (WE) AC: Crewe Axle Counter area
	187 20 *		
Allerton East Jn	187 60 *		
Allerton Jn	187 74		TASS fitted: DDF line and UDF line throughout
LIVERPOOL SOUTH PARKWAY	187 77		Platform Lengths: Liverpool South Parkway Platform 1 Up: 123 metres (135 yards) Platform 2 Down: 137 metres (150 yards) Platform 3 Up: 137 metres (150 yards) Platform 4 Down: 117 metres (128 yards)
Allerton West Jn	188 18		

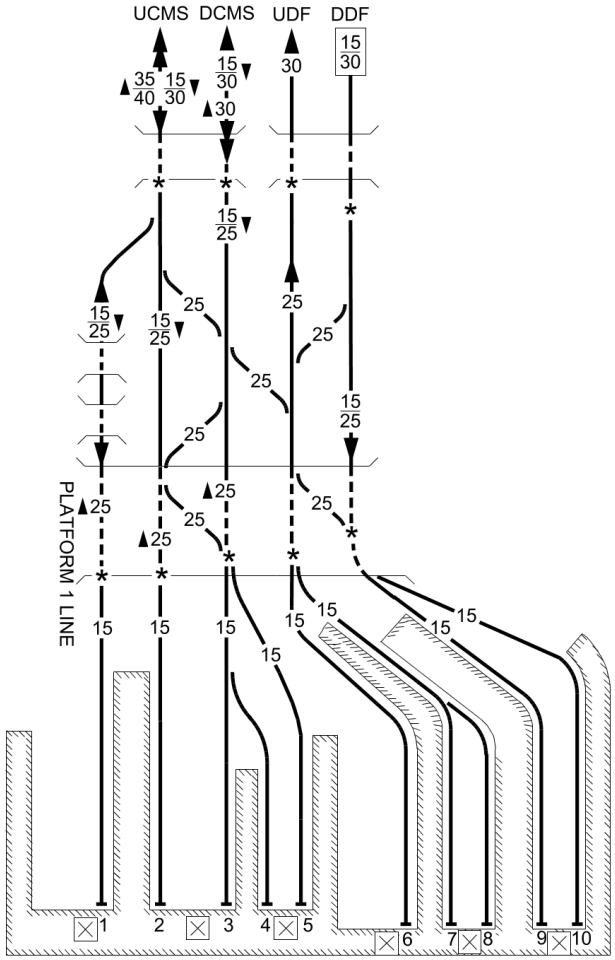
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	006	Weaver Jn to Liverpool Lime Street	WJL3	North West	20/07/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	188	60			GSM-R TCB: Manchester ROC, Wavertree West Workstation (WE), AC: Crewe Axle Counter area Down lines: to 189m 75ch. Up lines: from 190m 40ch. Platform Lengths: West Allerton Platform 1: 93 metres (102 yards) Platform 2: 99 metres (108 yards) Platform 3: 97 metres (106 yards) Platform 4: 100 metres (109 yards) Platform Lengths: Mossley Hill Platform 1: 115 metres (126 yards) Platform 2: 115 metres (126 yards) Platform 3: 136 metres (149 yards) Platform 4: 161 metres (176 yards) Manchester ROC, Liverpool Workstation (LE) TASS fitted: DDF line to 191m 24ch UDF line to 191m 24ch
WEST ALLERTON	189	00			
	189	05	*		
	189	50	*		
MOSSLEY HILL	189	57			
	189	65	*		
	190	00	*		
	190	68	*		
	190	69	*		
Wavertree Jn	191	00			
	191	24	*		
(Start of APCO zone - pantograph lower)	191	23			
(Start of APCO zone - pantograph raise)	191	26			
(Start / end of diagram)	191	60			

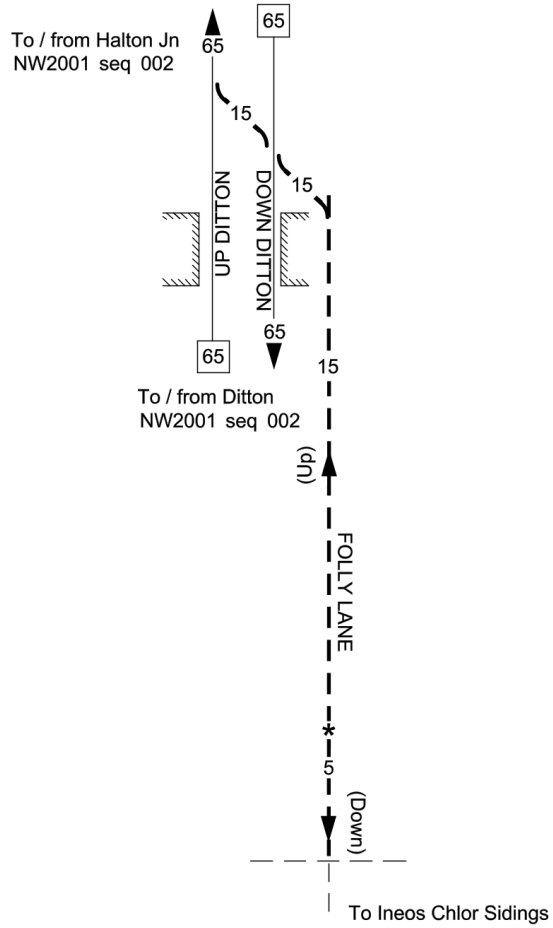
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	007	Weaver Jn. to Liverpool Lime Street	WJL3 WJL4	North West	28/05/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	(1 60) *		GSM-R TCB Manchester ROC Liverpool Workstation (LE) AC: Crewe
(Change of ELR)	191 78	WJL3 / WJL4	Mileage in brackets relates to Chat Moss lines only
Edge Hill East Jn	192 06		
EDGE HILL	192 21		Platform Lengths: Edge Hill Platform 1 Up: 208 metres (227yards) Platform 2 Up & Down 222 metres (243yards) Platform 3 Up: 224 metres (245yards) Platform 4 Down: 257 metres (281yards)
	192 27 *		
Tunnel Road Tunnel (68m/74yd Down Ditton Fast 53m/58yd Other lines)	192 29 * to 192 32		
Edge Hill West Jn Overbury Street Tunnel (132m/144yd)	192 42 192 43 to 192 50		Manchester ROC Lime Street Workstation (LL) Axle counter area: Down lines from 192m 48ch. Up lines to 192m 55ch.
Crown Street Jn	192 63		
Smithdown Lane Tunnel (86m/94yd)	192 69 to 192 73		
Crown Street Tunnel (52m/57yd)	192 74 to 192 76		DDF: Down Ditton Fast. UDF: Up Ditton Fast. DCMS: Down Chat Moss Slow. UCMS: Up Chat Moss Slow.

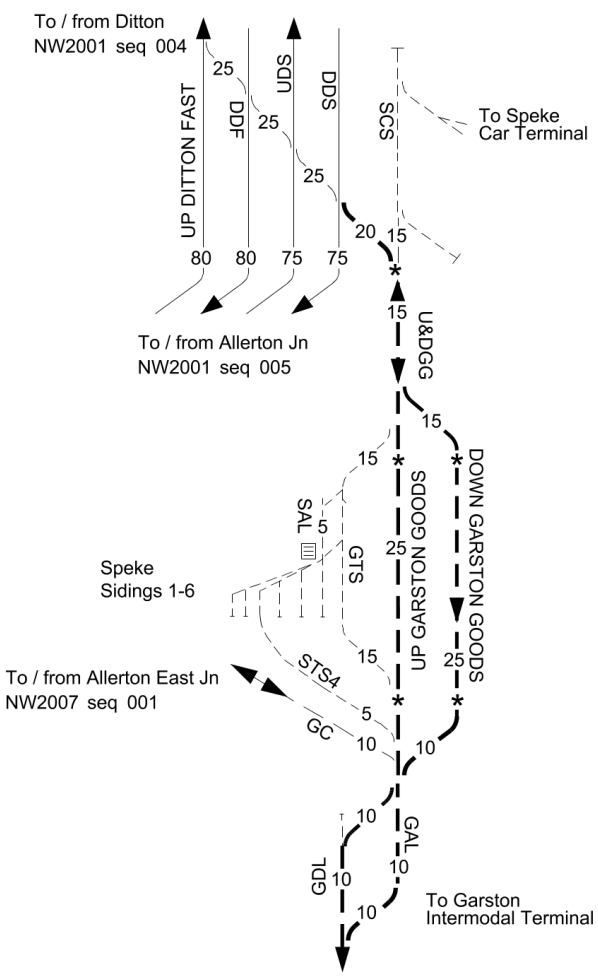
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	008	Weaver Jn. to Liverpool Lime Street	WJL4	North West	28/05/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Mount Pleasant Tunnel (122m/134yd)	193 09 to 193 15 * 193 16 *		GSM-R TCB Manchester ROC Lime Street Workstation (LL) AC: Crewe Axle counter area.
Lime Street Tunnel (Platform 1 line 157m/172yd)	193 21 to 193 29		DDF: Down Ditton Fast. UDF: Up Ditton Fast. DCMS: Down Chat Moss Slow. UCMS: Up Chat Moss Slow.
Russell Street Tunnel (120m/131yd)	193 30		
	193 34 * 193 35 * to 193 36 *		☒ LOD(E) lockouts provided for Platform 1, Platforms 2 & 3, Platforms 4 & 5, Platform 6, Platforms 7 & 8 and Platforms 9 & 10.
LIVERPOOL LIME STREET	193 52		Platform Lengths: Liverpool Lime Street Platform 1 Permissive PP 220m (241yds) Platform 2 Permissive PP 221m (242yds) Platform 3 Permissive PP 154m (168yds) Platform 4 Permissive PP 154m (168yds) Platform 5 Permissive PP 181m (198yds) Platform 6 Permissive PP 270m (295yds) Platform 7 Permissive PP 156m (171yds) Platform 8 Permissive PP 156m (171yds) Platform 9 Permissive PP 270m (295yds) Platform 10 Permissive PP 267m (292yds)

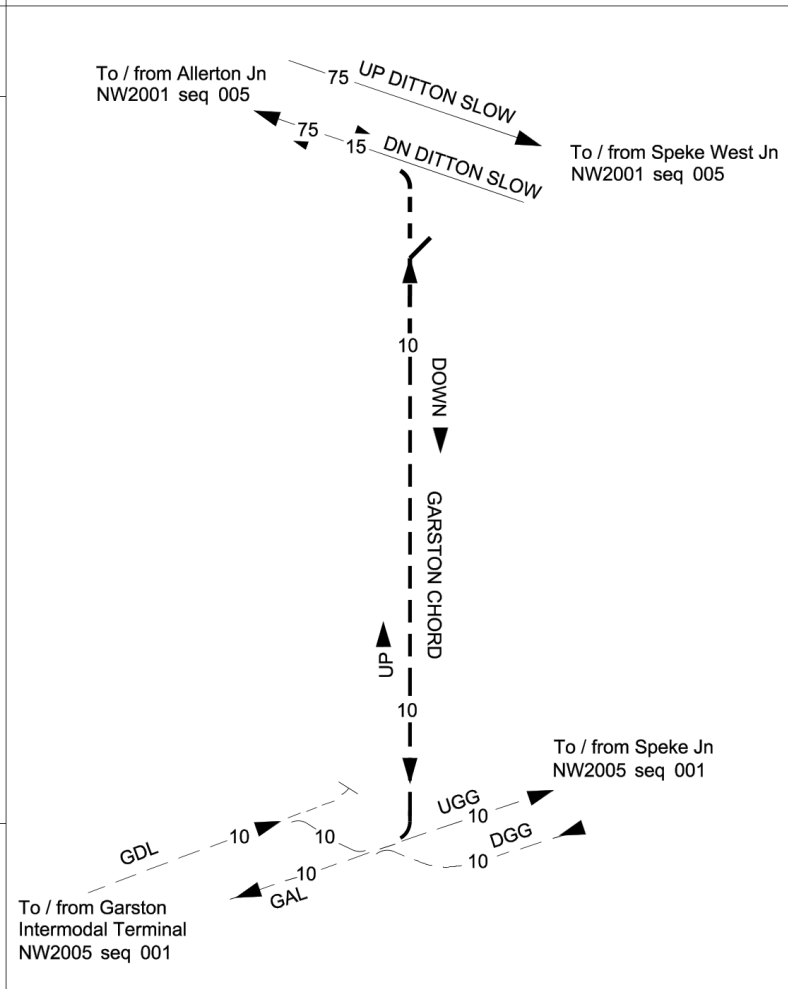
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2003	001	Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)	RDB	LNW North	28/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Runcorn Jn **(RUNCORN)**	(180 29) 0 00		GSM-R TCB Manchester ROC Wavertree Workstation (WE) Down Ditton and Up Ditton lines are provided with 25kV overhead electrification, controlled from Crewe ECR.
	0 49 *		Train detection is via axle counters between Runcorn Jn and 0m 49ch.
Network Rail / Ineos Chlor boundary	0 69		GSM-R Down: End of GSM-R area: 0m 69ch Up: Start of GSM-R area: 0m 69ch

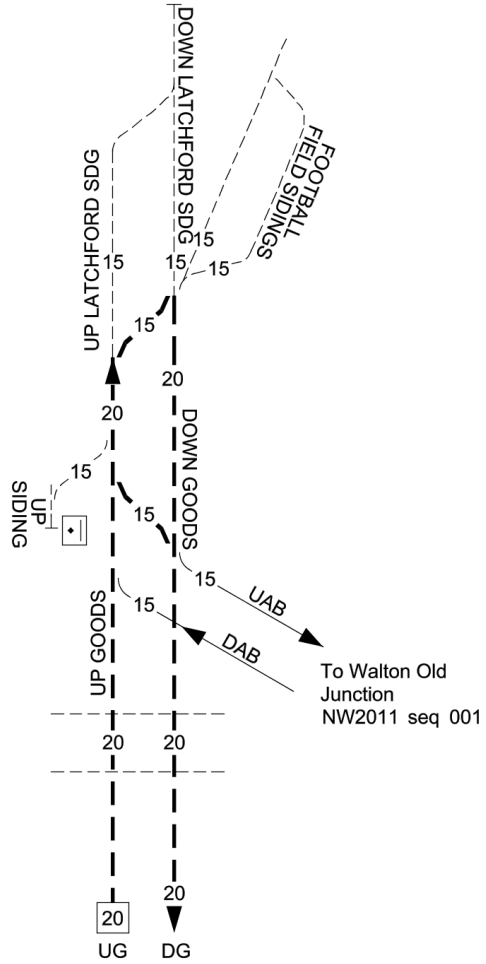
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2005	001	Speke Jn to Garston Jn	SCR	North West	09/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Speke East Jn	(186 71) 22 59		GSM-R TCB Manchester ROC Wavertree West Workstation (WE) AC: Crewe Axle Counter area on the Up & Down Garston Goods line only. SCS: Speke Compound Siding. DDS: Down Ditton Slow. UDS: Up Ditton Slow. DDF: Down Ditton Fast.
	22 64 *		
Speke West Jn	23 00		U&DGG: Up & Down Garston Goods Speke Compound Siding only electrified at its connection to the Up & Down Garston Goods.
	23 03 *		
Speke Sidings GF No.1	23 20		GTS: Garston Through Siding. SAL: Speke Access Line. PF authorised on the Down Garston Goods line, Up Garston Goods line, Garston Arrival Line and Garston Departure Line.
	23 48 *		NOTE: Speke Sidings 1-6 are only electrified at the Speke-end of each siding.
Garston Jn	23 52		STS4 - Speke Through Siding No.4 GAL - Garston Arrival Line GDL - Garston Departure Line UDGS - Up & Down Garston Through Siding GC - Garston Chord
NR Boundary	24 03		

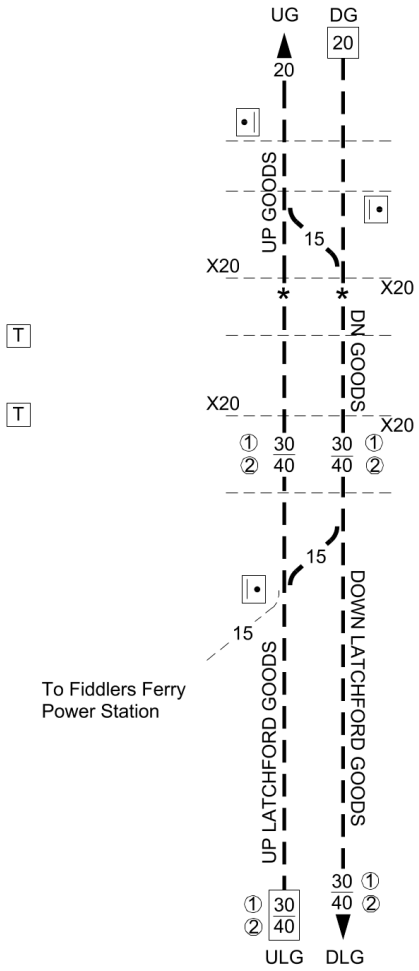
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2007	001	Allerton East Jn. to Garston Jn.	AEG	North West	03/12/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Allerton East Jn	187	60		GSM-R TCB Manchester ROC Wavertree West Workstation (WE) AC: Crewe Axle Counter area from Allerton East Jn (0m 00ch) to 0m 24ch.
	0	00		
(Trap points)	0	03		
Garston Jn	0	27		GDL - Garston Departure Line GAL - Garston Arrival Line UGG - Up Garston Goods DGG - Down Garston Goods
	23	52		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	001	Arpley Jn. to Ditton East Jn.	SDJ2	LNW North	30/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of Line	10 06		GSM-R
	10 11		TCB Arpley Junction SB (AJ)
	10 61		
Arpley Jn SB (AJ)	11 02		
Arpley Jn	11 03		UAB: Up Arpley Branch DAB: Down Arpley Branch
Slutchers Lane LC (FP)	11 16	T	Monk's Siding SB (MS)
Crosfield's Crossing LC (CCTV)	11 35		Axle Counter area: Down Goods: from 11m 08ch Up Goods: to 11m 14ch

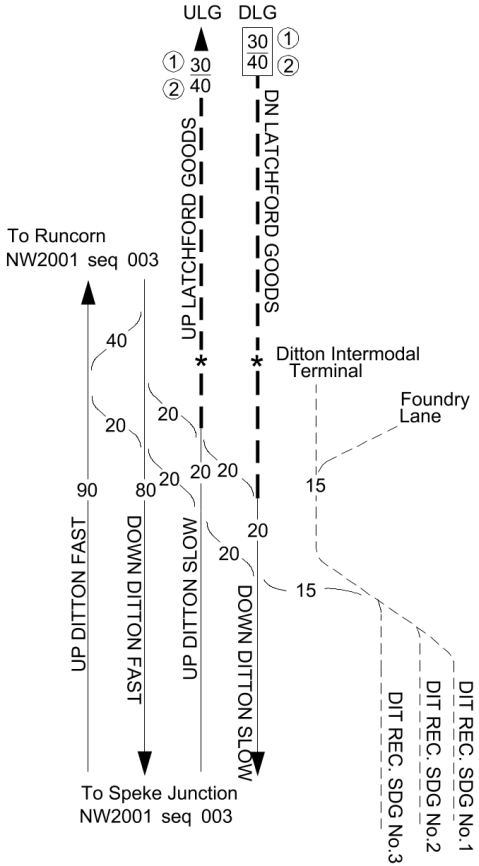
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	002	Arpley Jn. to Ditton East Jn.	SDJ2	LNW North	25/03/2021

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Monk's Siding SB (MS) Axle Counter area: Down Goods: to 11m 46ch. Up Goods: from 11m 69ch.
Litton's Mill Crossing LC (MCG) (not block post)	11	45			
Monk's Siding LC (MCB)	11	70			
Monk's Siding SB (MS)	11	70			AB
(Crossover)	11	71			
Sankey Bridges LC (FP) (R/G)	12	31			
	12	40	*		
Penketh Hall LC (UWC)	13	37		T	Fiddlers Ferry Power Station SB (FF)
Fiddlers Ferry LC (UWC) (R/G)	13	63		T	① Applies to trains conveying passengers. ② Applies to trains not conveying passengers.
Marsh House LC (CCTV)	14	09			
Fiddlers Ferry Power Station SB (FF)	14	46			TCB Axle Counter area: Down Latchford Goods: from 14m 46ch. Up Latchford Goods: to 15m 10ch.

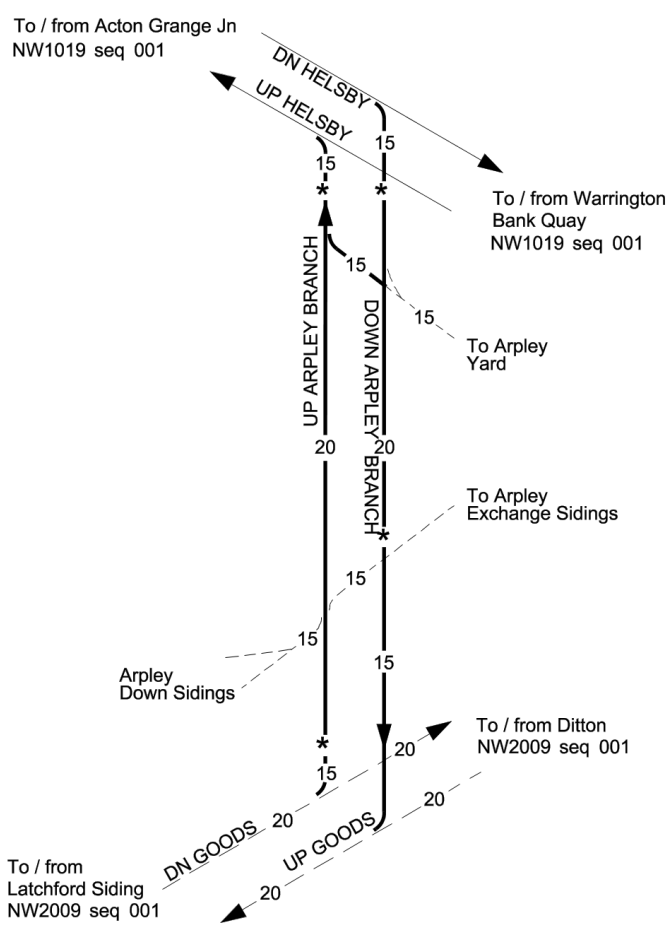
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	003	Arpley Jn. to Ditton East Jn.	SDJ2	LNW North	04/09/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Carterhouse Junction LC (R/G)	16 27	T	GSM-R TCB Fiddlers Ferry Power Station SB (FF) Axle Counter area: Down Latchford Goods throughout. Up Latchford Goods throughout. ① Applies to trains conveying passengers. ② Applies to trains not conveying passengers.
	16 73 *		
	17 00 *		

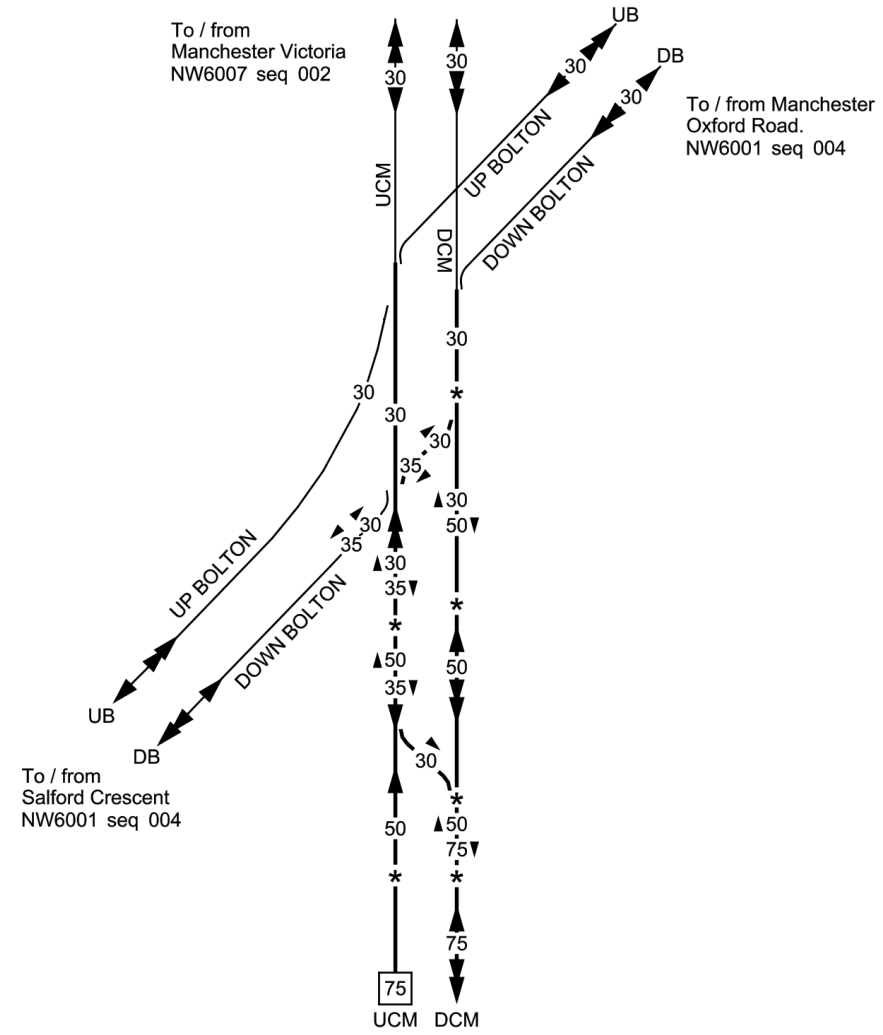
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	004	Arpley Jn. to Ditton East Jn.	SDJ2	LNW North	04/09/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ditton East Jn	18 47 * 18 55 182 67		TCB Manchester ROC Wavertree Workstation (DN) AC: Crewe GSM-R Axle Counter area: Down Latchford Goods: to 17m 70ch. Up Latchford Goods: from 18m 07ch. ① Applies to trains conveying passengers ② Applies to trains not conveying passengers DIT REC SDG: Ditton Reception Siding.

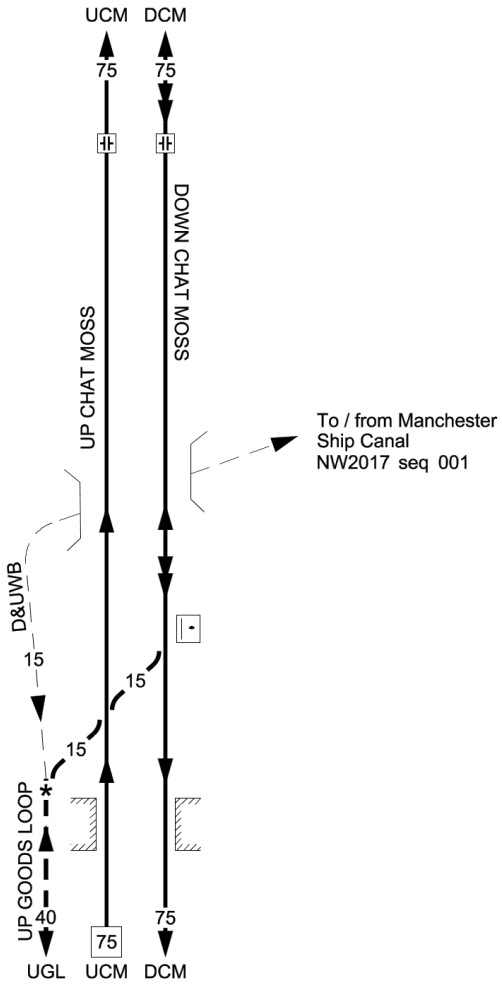
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2011	001	Walton Old Jn to Arpley Jn	WOA1	North West	23/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Walton Old Jn	17 23		TCB Warrington PSB (WN) South Panel AC: Crewe GSM-R
	0 68		
Arpley Grid Iron Jn South (Limit of Electrification)	0 66		
Arpley Yard			
	0 10 *		Arpley Junction SB (AJ)
Arpley Grid Iron Jn North	0 05		
Arpley Jn	0 00		
	11 03		

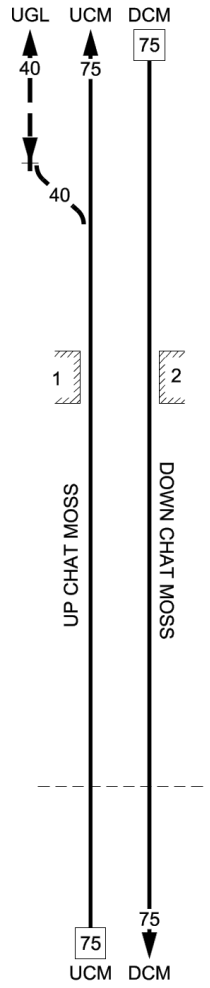
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	001	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	24/04/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe
			Axle Counter area.
Ordsall Lane Jn	30 38 (190 28)		
Up Bolton connection with Up Chat Moss	30 37 (190 29)		DCM: Down Chat Moss. UCM: Up Chat Moss.
	30 36 *		
Down Bolton connection with Up Chat Moss	30 30 (190 36)		
	30 26 * 30 25 *		
(Crossover)	30 14		Crossover at 30m 14ch is only signalled for Down direction moves from the Up Chat Moss line to the Down Chat Moss line.
	30 12 *		
	30 07 *		

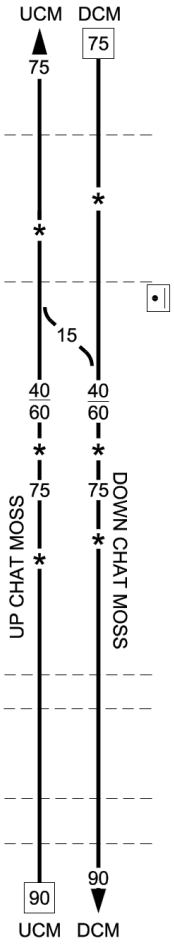
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	002	Ordsall Lane Jn to Edge Hill	DSE	North West	24/02/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	30	00		TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe GSM-R
Windsor Street OHNS	29	63		
(Emergency telephone No.2)	29	49	T	
(Emergency telephone No.1)	29	10	T	Axle Counter area: Down Chat Moss: to 28m 53ch. Up Chat Moss: from 28m 53ch.
				Eccles SB (ES)
(Weaste Branch underbridge)	28	20		
Eccles SB	27	59		D&UWB: Down & Up Weaste Branch. Semi-Automatic Track Warning System (SATWS) provded at Eccles, between 27m 60ch and 27m 00ch. See General Instructions.
Eccles Station Jn	27	51 *		Platform Lengths: Eccles. Down platform: 124 metres (136 yards). Up platform: 124 metres (136 yards).
ECCLES	27	46		
				AWS not provided on the Up Goods Loop.
(Start / end of diagram)	27	20		UGL: 794 metres (868 yards).

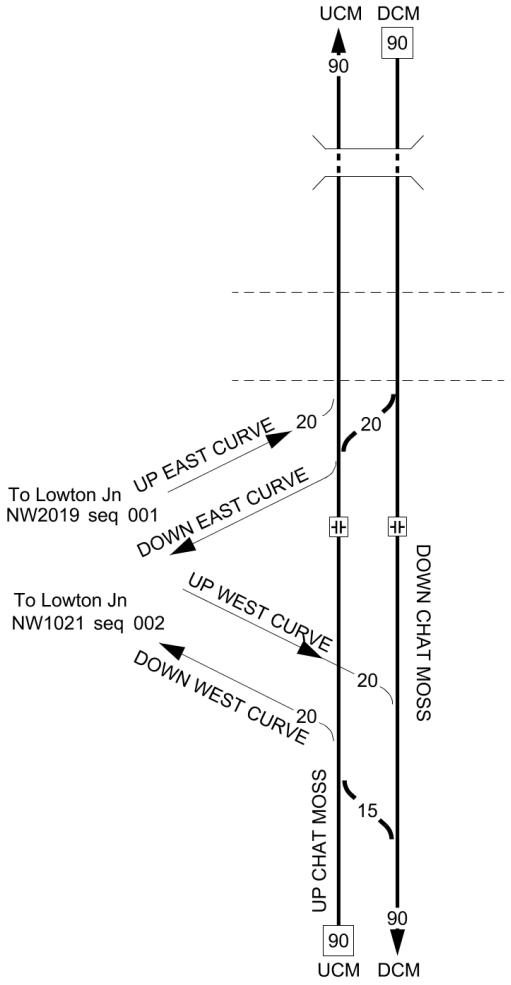
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	003	Ordsall Lane Jn to Edge Hill	DSE	North West	24/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	27 20		GSM-R TCB — Eccles SB (ES) AC: Crewe
(Connection to Up Goods Loop)	27 06		AWS not provided on the Up Goods Loop. UGL: 794 metres (868 yards). Semi-Automatic Track Warning System (SATWS) provided at Eccles, between 27m 60ch and 27m 00ch. See General Instructions.
PATRICROFT	26 46		Platform Lengths: Patricroft. Platform 1: 124 metres (136 yards). Platform 2: 124 metres (136 yards).
Woodside Farm (UWC)	24 40	T	
(Start / end of diagram)	23 60		Astley SB (AY)

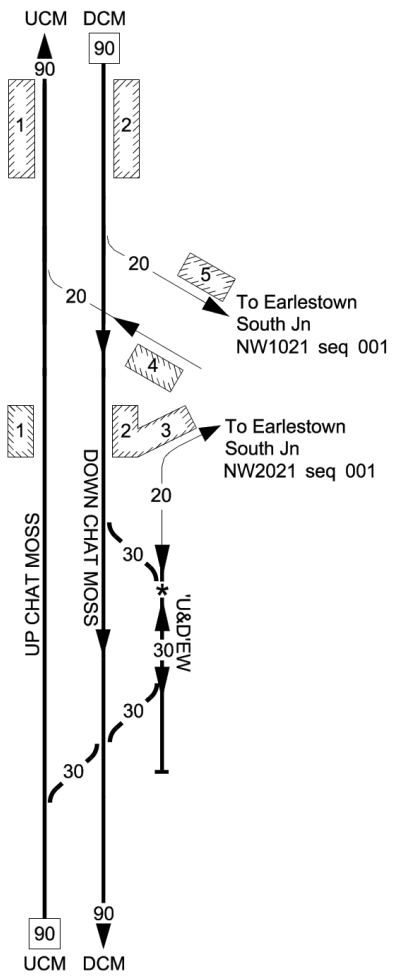
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	004	Ordsall Lane Jn to Edge Hill	DSE	North West	26/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	23 60		GSM-R TCB — Astley SB (AY) AC: Crewe
Chat Moss LC (FP)	23 06		
	22 64 *		
	22 60 *		
Astley Station LC (UWC & FP)	22 54		
Astley SB	22 54		
(Crossover)	22 52		Semi-Automatic Track Warning System (SATWS) provided at Astley, between 22m 60ch and 22m 40ch. See General Instructions.
	22 40 *		
	21 60 *		Warrington PSB (WN)
	21 58 *		
Hurst Hall LC (FP)	20 42		
Hurst Hall Farm LC (UWC)	20 38	T	
Culcheth Farm LC (UWC)	19 39	T	
Leigh Golf Course LC (FP)	19 26		
(Start / end of diagram)	19 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	005	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	27/11/2021

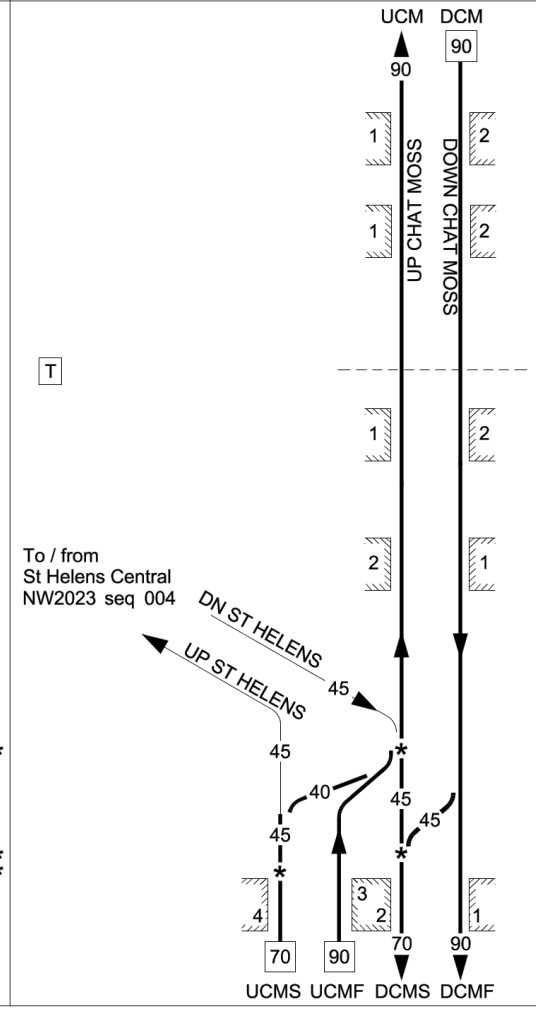
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kenyon Tunnel (31 metres / 34 yards) from	18 11		GSM-R TCB Warrington PSB (WN) AC: Crewe
to	18 09		
Lowton Moss LC (FP)	17 22		
Parkside No.1 LC (FP)	16 60		
Parkside Jn	16 56		
OHNS	16 46		
Newton-le-Willows Jn	16 19		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	006	Ordsall Lane Jn to Edge Hill	DSE	North West	11/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	16 00		GSM-R TCB Warrington PSB (WN) AC: Crewe
NEWTON-LE-WILLOWS	15 60		Platform Lengths: Newton-le-Willows Platform 1: 132 metres (144 yards) Platform 2: 148 metres (162 yards)
Earlestown East Jn	14 75		
EARLESTOWN	14 58		Platform Lengths: Earlestown Platform 1: 160 metres (175 yards) Platform 2: 115 metres (126 yards)
Earlestown West Jn	14 51 14 50 *		'U&D'EW: Up & Down Earlestown West 'U&D'EW: 354 metres (387 yards)
Sankey Jn	14 20		
(Start / end of diagram)	12 20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	007	Ordsall Lane Jn to Edge Hill	DSE	North West	01/02/2025

Location	Mileage M	Mileage Ch	
(Start / end of diagram)	12	20	
ST HELENS JUNCTION	11	70	
LEA GREEN	10	57	
Lea Green LC (UWC)	9	41	
RAINHILL	8	72	
WHISTON	7	52	
	6	03	*
Huyton Jn	5	73	
	5	67	*
	5	59	*
HUYTON	5	55	
(Start / end of diagram)	5	40	



TCB — Warrington PSB (WN), Middle Panel, AC: Crewe — GSM-R

Platform lengths: St Helens Junction
Platform 1: 118 metres (129 yards)
Platform 2: 120 metres (131 yards)

Platform lengths: Lea Green
Platform 1: 147 metres (161 yards)
Platform 2: 147 metres (161 yards)

Manchester ROC
Liverpool Workstation (LL)

Platform lengths: Rainhill
Platform 1: 179 metres (196 yards)
Platform 2: 134 metres (147 yards)

Exceptionally Poor Rail Adhesion:
All Chat Moss lines between 8m 72ch and 3m 47ch.

Platform lengths: Whiston
Platform 1: 107 metres (117 yards)
Platform 2: 107 metres (117 yards)

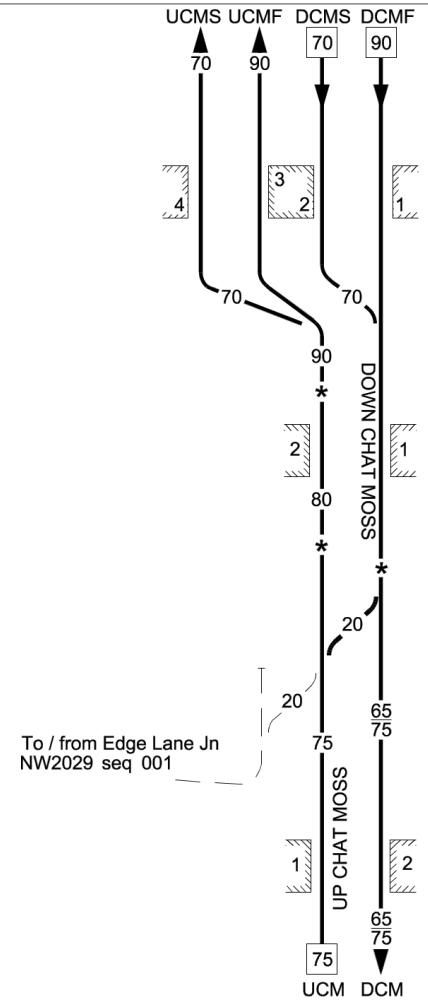
Axle Counter area:
Down lines: from 6m 05ch.
Up lines: to 6m 33ch.

Platform lengths: Huyton
Platform 1: 154 metres (168 yards)
Platform 2: 143 metres (156 yards)
Platform 3: 120 metres (131 yards)
Platform 4: 100 metres (109 yards)

Down direction trains can turn back in Platforms 2 and 4 at Huyton.

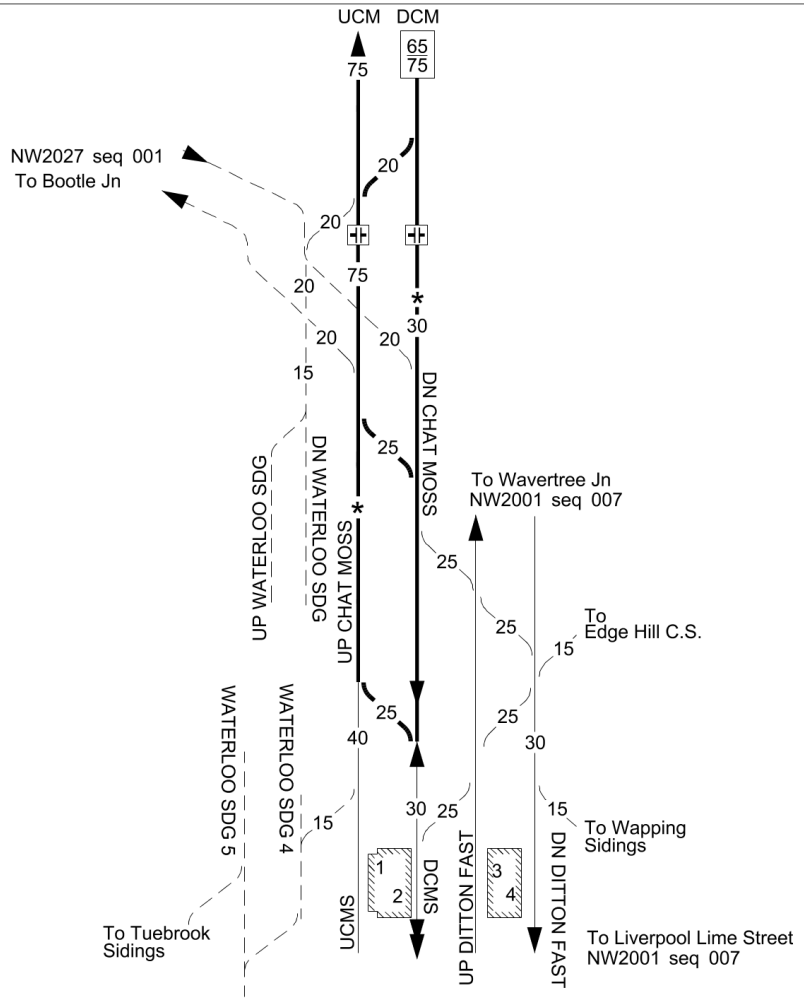
DCMF: Down Chat Moss Fast
DCMS: Down Chat Moss Slow
UCMF: Up Chat Moss Fast
UCMS: Up Chat Moss Slow

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	008	Ordsall Lane Jn to Edge Hill	DSE	North West	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	5 40		TCB Manchester ROC Liverpool Workstation (LL) AC: Crewe GSM-R Exceptionally Poor Rail Adhesion: All Chat Moss lines between 8m 72ch and 3m 47ch.
ROBY	5 14		Platform lengths: Roby Platform 1: 117 metres (128 yards) Platform 2: 153 metres (167 yards) Platform 3: 100 metres (109 yards) Platform 4: 100 metres (109 yards)
Roby Jn	4 60		
	3 72 *		Manchester ROC Liverpool Workstation (LE)
BROAD GREEN	3 47		Axle Counter area: Down lines: to 3m 74ch. Up line: from 4m 44ch. Platform lengths: Broad Green. Platform 1: 117 metres (128 yards). Platform 2: 109 metres (119 yards).
	3 08 * 2 78 *		
Olive Mount Jn	2 55		DCMF: Down Chat Moss Fast. DCMS: Down Chat Moss Slow. UCMF: Up Chat Moss Fast. UCMS: Up Chat Moss Slow.
WAVERTREE TECHNOLOGY PARK	2 29		Platform lengths: Wavertree Technology Park Platform 1: 96 metres (105 yards) Platform 2: 96 metres (105 yards)
(Start / end of diagram)	2 20		

LNW North Route Sectional Appendix Module NW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	009	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	04/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Manchester ROC Liverpool Workstation (LE) AC: Crewe
	2 14		
OHNS	2 05		
	2 00 *		
Bootle Branch Jn	1 78		
	1 67		
	1 60 *		
Edge Hill East Jn	1 43		

UCMS: Up Chat Moss Slow.
DCMS: Down Chat Moss Slow.

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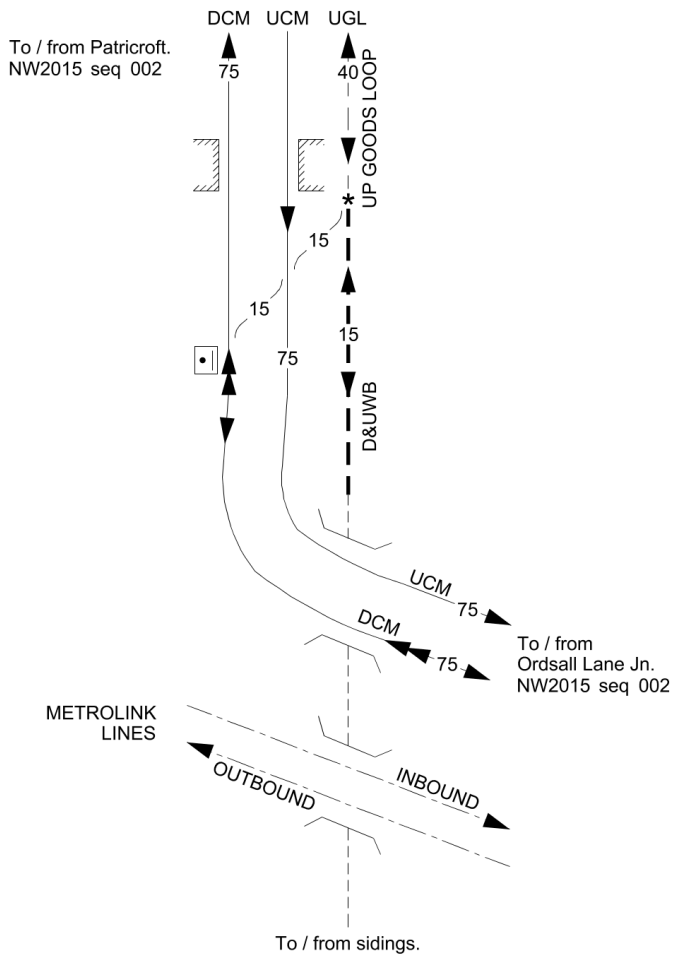
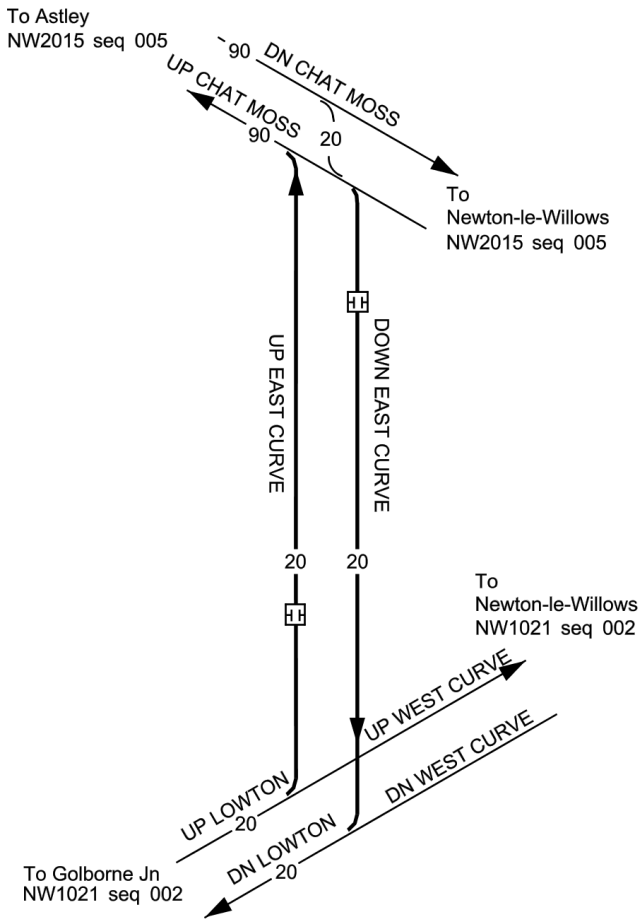
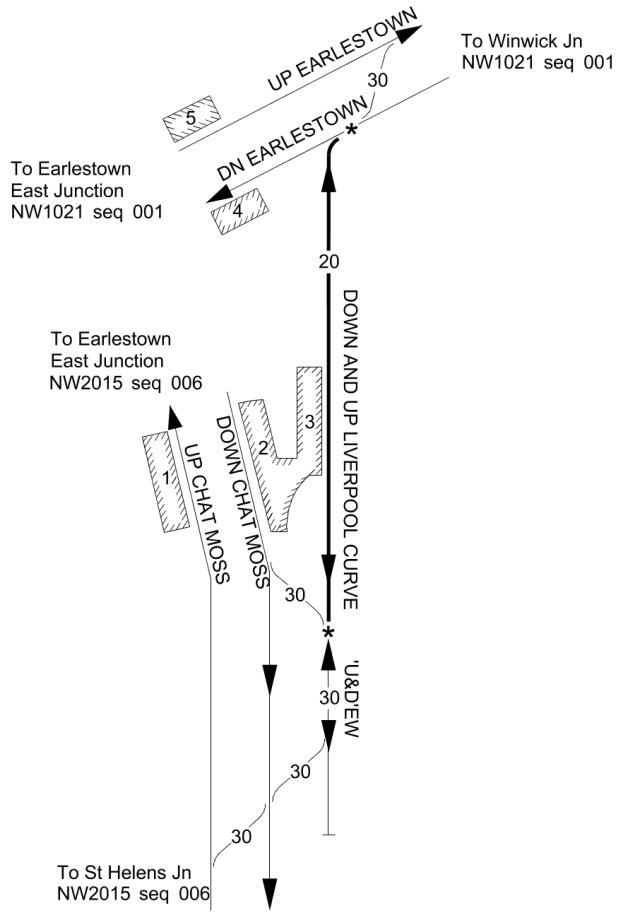
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2017	001	Eccles to Weaste	SCN	LNW North	17/08/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ECCLES	(27 46)		GSM-R OTNS Eccles SB (ES) Chat Moss lines and Up Goods Loop are provided with 25kV AC overhead line equipment, controlled from Crewe ECR. Mileages in ( ) brackets are Chat Moss line mileages, ELR: DSE. AWS and TPWS not provided. D&UWB: Down & Up Weaste Branch. DCM: Down Chat Moss. UCM: Up Chat Moss. Siding
Eccles Station Jn	(27 51) *		
	- 0 05		
Eccles SB	(27 59)		
(Start / end of One Train Working)	0 40		
(Chat Moss lines overbridge)	0 42		
(Metrolink lines overbridge)	0 47		Metrolink lines are provided with 750V DC overhead line equipment.
Network Rail / MSC Boundary	0 70		GSM-R Down: End of GSM-R area: 0m 54ch Up: Start of GSM-R area: 0m 54ch

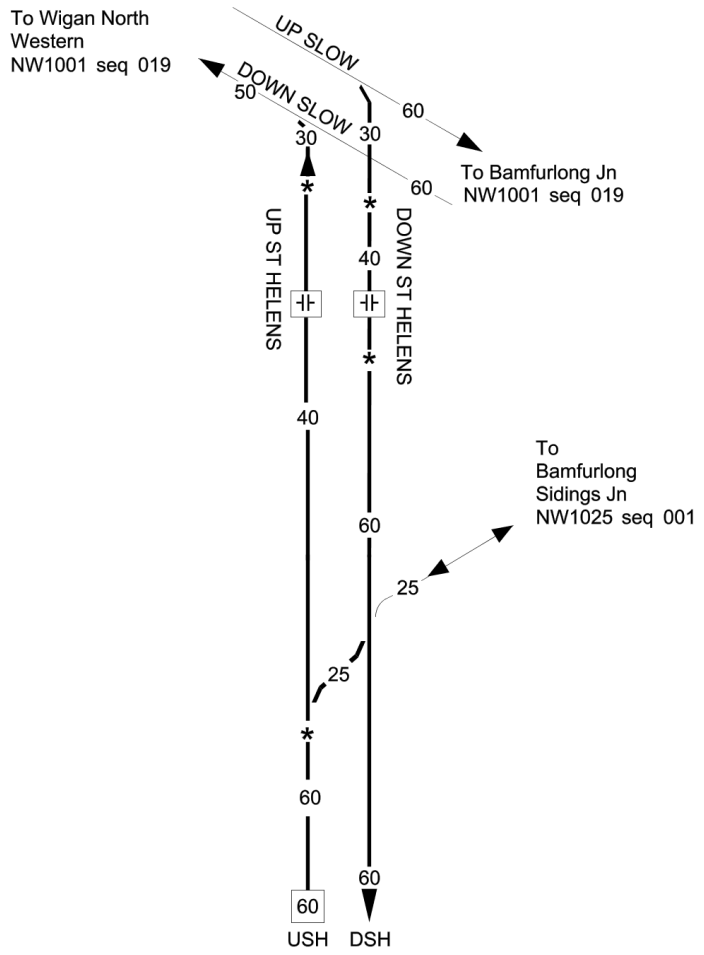
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2019	001	Parkside Jn. to Lowton Jn. (East Curve lines)	PJL	LNW North	28/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Parkside Jn	16 56		GSM-R TCB Warrington SB (WN) AC: Crewe
	0 05		
OHNS	0 10		
OHNS	0 29		
Lowton Jn	0 36		
	0 26		

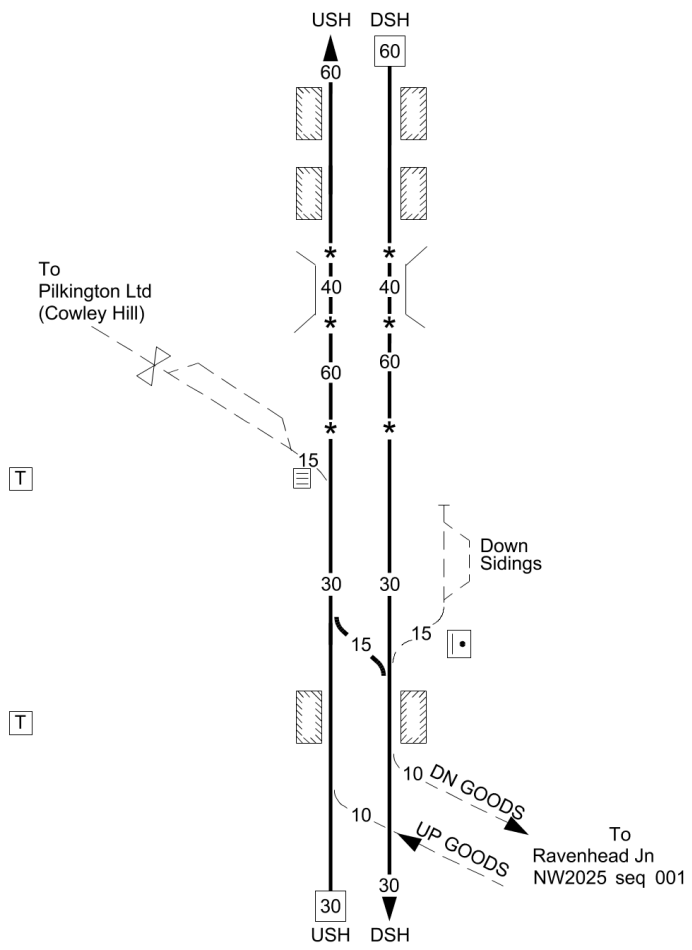
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2021	001	Earlestown South Jn. to Earlestown West Jn. (Liverpool Curve)	EEE	LNW North	26/10/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Earlestown South Jn	186 74 *		GSM-R TCB Warrington SB (WN) AC: Crewe
EARLESTOWN	187 05		Platform Lengths: Earlestown Platform 3 Up & Down 98m (107yards)
Earlestown West Jn	187 15		
	14 51		
Sankey Junction	14 50 *		'U&D'EW=Up & Down Earlestown West 'U&D'EW: 354m (387 yards)
Sankey Junction	14 20		

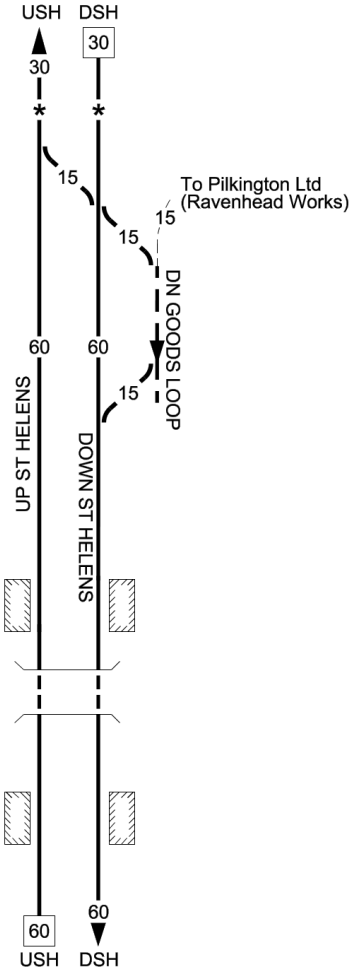
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2023	001	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	SBH3	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Springs Branch Jn	5 24		GSM-R
	12 54		TCB Warrington SB (WN) AC : Crewe
	12 50 *		
	12 49 *		
OHNS	12 31		
	12 22 *		
Ince Moss Jn	12 10		
	11 69 *		

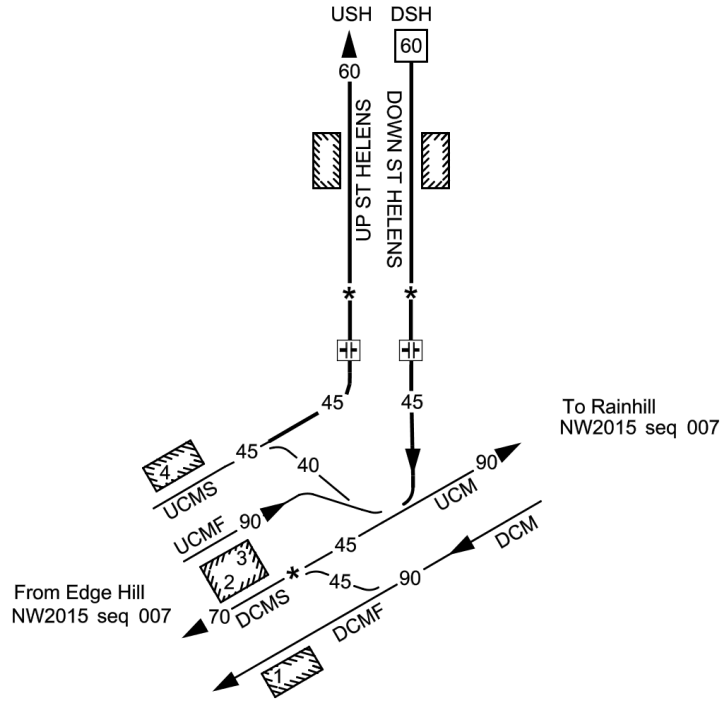
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2023	002	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	SBH3 SBH2 SBH1	LNW North	21/12/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BRYN	10 22		GSM-R TCB Warrington SB (WN) AC : Crewe to Garswood inclusive USH=Up St Helens DSH=Down St Helens St Helens Station SB (SH) Platform Lengths: Bryn Up: 94 metres (103 yards) Down: 87 metres (95 yards) Platform Lengths: Garswood Up: 87 metres (95 yards) Down: 87 metres (95 yards) Mileages on Cowley Hill branch shown in brackets GSM-R coverage also provided on the Cowley Hill branch to (8m 11ch) Platform Lengths: St Helens Central Up: 160 metres (175 yards) Down: 162 metres (177 yards)
GARSWOOD	9 00		
Carr Mill Viaduct	7 01 *		
	6 72 *		
	(8 11)		
	6 05 *		
	(7 75)		
Gerards Bridge Jn GF	5 66		
(Change of ELR)	(7 68)		
St Helens Station SB (SH)	5 24		
ST HELENS CENTRAL	5 16		
St Helens Station Jn	5 12		
(Change of ELR)			

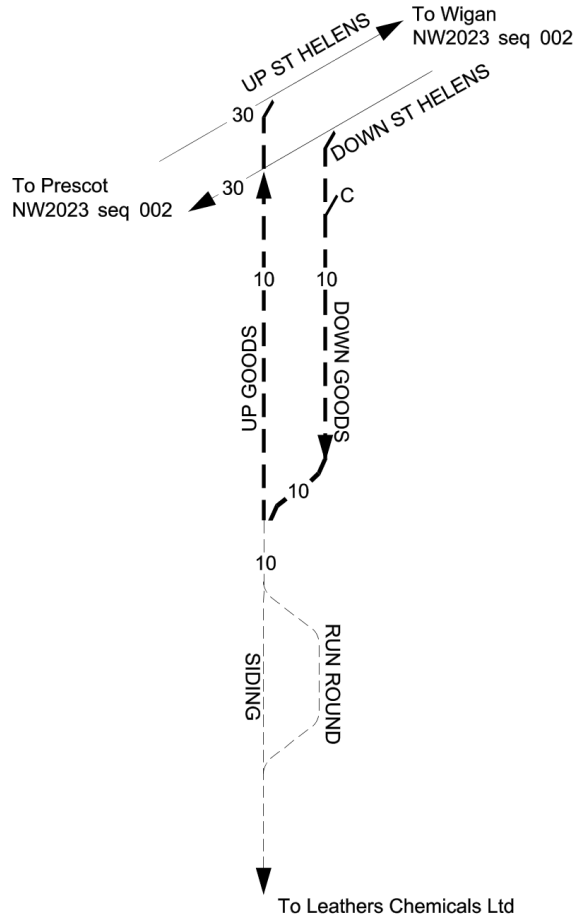
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2023	003	Springs Branch Jn to Huyton Jn (St Helens lines)	SBH1	North West	02/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	5 05		GSM-R TCB St Helens Station SB (SH) AC : Crewe
	5 00 *		
Pilkington's Oil Sidings	4 43		
			Down Goods Loop: 320 metres (1050 feet) Down Goods Loop not electrified
	4 23		Manchester ROC Liverpool Workstation (LL)
			Axle counter area: Down St Helens: from 3m 67ch. Up St Helens: to 4m 20ch.
THATTO HEATH	3 43		Platform lengths: Thatto Heath Up: 86 metres (94 yards) Down: 86 metres (94 yards)
Scholes Tunnel (46 metres / 50 yards)	3 34 to 3 32		Exceptionally Poor Rail Adhesion: Up St Helens and Down St Helens lines from 3m 30ch to 3m 43ch.
ECCLESTON PARK	2 47		Platform lengths: Eccleston Park Up: 91 metres (100 yards) Down: 93 metres (102 yards)
(Start / end of diagram)	2 20		

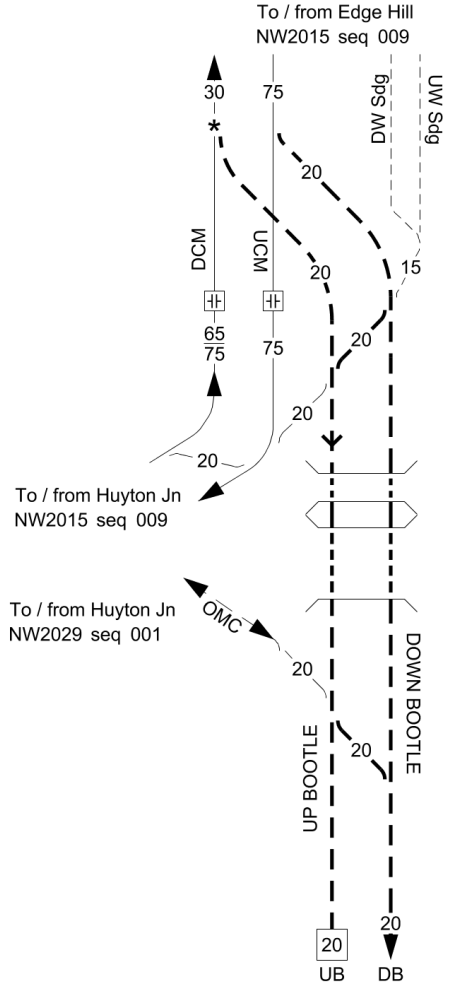
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2023	004	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	SBH1 DSE	LNW North	09/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
PRESCOT	1 53		TCB Manchester ROC Liverpool Workstation (LL) AC : Crewe GSM-R Axle Counter area: All lines. Platform Lengths: Prescot Up: 109 metres (119 yards) Down: 109 metres (119 yards)
	0 14 *		
OHNS	0 06		
Change of mileage and ELR	0 00		
	6 12		
Huyton Jn	5 73		Down direction trains can turn back in Platforms 2 and 4 at Huyton.
	5 67 *		UCM: Up Chat Moss. DCM: Down Chat Moss. DCMF: Down Chat Moss Fast. DCMS: Down Chat Moss Slow. UCMF: Up Chat Moss Fast. UCMS: Up Chat Moss Slow.
HUYTON	5 55		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2025	001	St Helens Station Jn. to Ravenhead Jn.	SHS	LNW North	14/05/2016

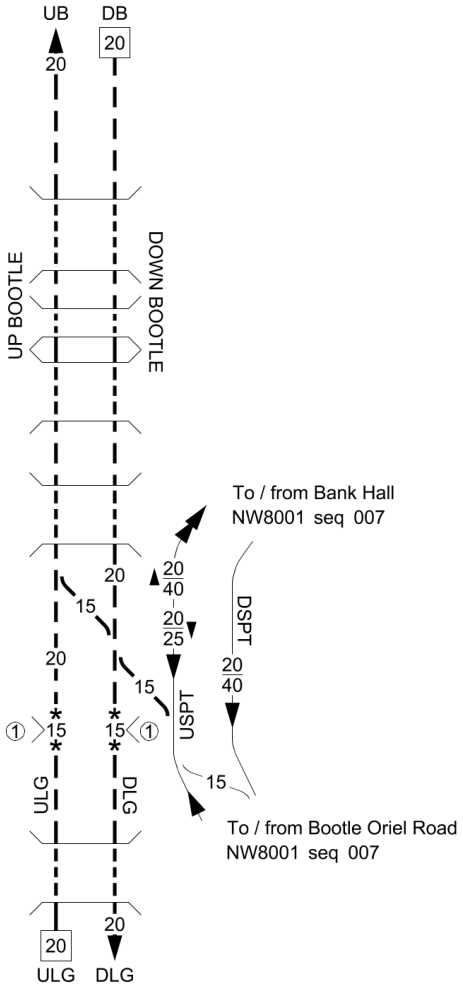
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
St Helens Station Jn	5 12		OT(S) St. Helens Station SB (SH)
	7 15		OT(S) applies between St. Helens Station Jn and Ravenhead Jn (see Local Instruction).
			C. Down at 7m 06ch
			AWS not provided.
			Lines out of use
Ravenhead Jn	6 62		
	6 51		
	6 29		
Network Rail Boundary	6 04		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2027	001	Edge Hill Bootle Branch Jn to Liverpool Docks	SCT1	LNW North	31/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bootle Branch Jn	(1 78) * 0 15		TCB Manchester ROC Liverpool Workstation (LE) AC: Crewe GSM-R
OHNS	(2 05)		DW Sdg: Down Waterloo Siding. UW Sdg: Up Waterloo Siding. DCM: Down Chat Moss. UCM: Up Chat Moss. Mileages in round brackets are NW2015 mileages with ELR: DSE.
Chat Moss / Bootle lines diverge and Limit of Electrification (Down Bootle line)	(2 11) 0 28		The Chat Moss lines are electrified throughout. The Down Bootle line is electrified between Bootle Branch Jn and 0m 28ch. The Up Bootle line and Waterloo Sidings are not electrified.
(Wide-to-gauge trap points)	0 29		
from	0 30		
Picko No.1 Tunnel (48 metres / 52 yards)			
to	0 33		
from	0 33		
Picko No.2 Tunnel (153 metres / 167 yards)			
to	0 41		OMC: Olive Mount Chord.
Edge Lane Jn	0 52		
(Crossover)	0 58		Axle Counter area: Down Bootle line: from 1m 27ch to 4m 61ch. Up Bootle line: from 4m 61ch to 1m 02ch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2027	002	Edge Hill Bootle Branch Jn to Liverpool Docks	SCT1 SCT2 BSJ	LNW North	31/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
from Spellow No.2 Tunnel (310 metres / 339 yards) to	4 04 4 19		
from Spellow No.1 Tunnel (57 metres / 62 yards) to	4 30 4 33		
from Westminster Tunnel (253 metres / 277 yards) to	4 35 4 48		
Atlantic Docks Jn, former site of (Change of ELR)	4 49	SCT1 SCT2	
from Oriel Road Tunnel (263 metres / 288 yards) to	4 55 4 68		
(Crossover)	4 76		
Bootle Jn	5 00		
Underbridge No.2 (Bedford Place) *	5 04		
(Lines diverge)	5 07		
from Alexandra Dock Tunnel (262 metres / 287 yards) to	5 25 5 38		



TCB Merseyrail IECC (ML) GSM-R

Axle Counter area:
Down Bootle line: from 1m 27ch to 4m 61ch.
Up Bootle line: from 4m 61ch to 1m 02ch.

DSPT: Down Southport.
USPT: Up Southport.

The Southport lines are provided with DC third rail electrification, controlled from Sandhills ECR.

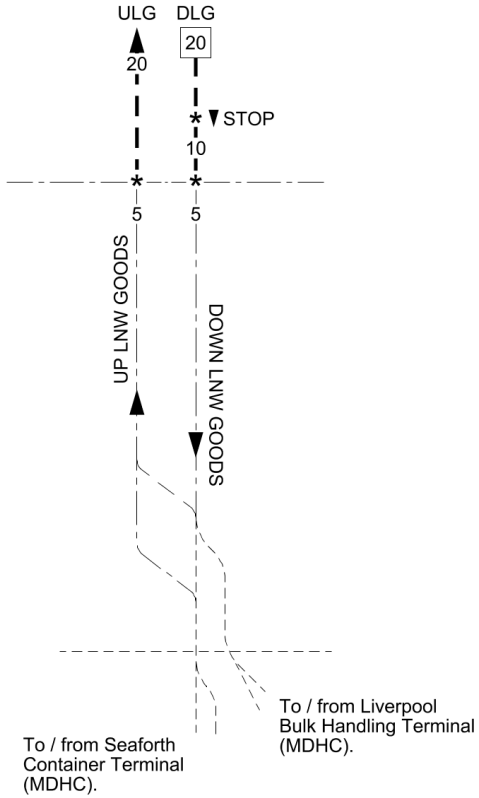
The crossover between the Down Bootle and Up Southport lines has ELR: BSJ.

① 15mph applies across Underbridge No.2.

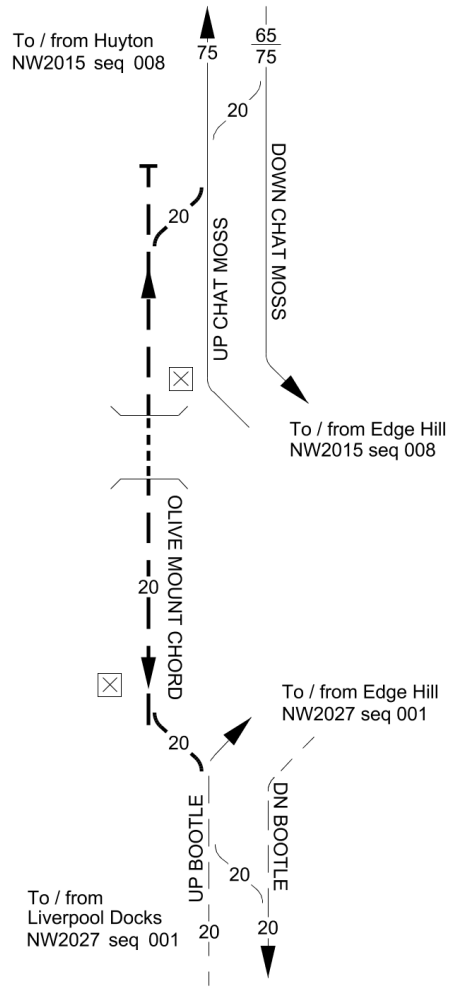
TPWS not provided on the Up LNW Goods and Down LNW Goods lines.

DLG: Down LNW Goods.
ULG: Up LNW Goods.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2027	003	Edge Hill Bootle Branch Jn to Liverpool Docks	SCT2	LNW North	06/11/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stop Board (Down direction)	5 43 *		TCB Merseyrail IECC (ML) GSM-R DLG: Down LNW Goods. ULG: Up LNW Goods. GSM-R Up direction: Start of GSM-R at 5m 50ch. Down direction: End of GSM-R at 5m 50ch. TPWS not provided. Merseyrail IECC control area to Stop Board. Between Stop Board and Network Rail boundary, line is under the control of the Person in Charge at Strand Road (see Local Instructions). Mersey Docks & Harbour Company Ltd (MDHC) regulations apply between Network Rail boundary and Liverpool Bulk Handling Terminal / Seaforth Container Terminal (see Local Instructions).
Network Rail / MDHC boundary	5 48 *		
Strand Road LC (MCB)	5 73		
Liverpool Bulk Handling Terminal / Seaforth Container Terminal			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2029	001	Olive Mount Jn. to Edge Lane Jn.	OME3	LNW North	04/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Crossover)	(2 63)		GSM-R TCB Manchester ROC Liverpool Workstation (LE) Chat Moss lines are provided with 25kV AC overhead line equipment, controlled from Crewe ECR. Mileages in brackets ( ) are Chat Moss line mileages. Line Lockout: Olive Mount Chord: 0m 09ch to 0m 47ch.
Olive Mount Jn	(2 55) 0 09		
Chat Moss lines start / end adjacent to Olive Mount Chord.	(2 43) 0 21		
Olive Mount Tunnel (133 metres / 146 yards)	0 24 to 0 31		
Edge Lane Jn	0 52		

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NW2001 (WEAVER JN. TO LIVERPOOL LIME STREET)

From	To	Type of Train	Line(s)	Remarks
Halewood East Jn	Halewood West Jn	Freight	Reception	Propelling movements authorised for trains onto the Down Ditton Slow at Halewood West Jn, upon scheduled departure only

Dated: 29/07/2023

NW2005 (SPEKE JN. TO GARSTON JN.)

From	To	Type of Train	Line(s)	Remarks
Speke Jn	Garston Jn	Freight and coaching stock	Down Garston Goods	Propelling authorised

Dated: 02/01/19

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NW2001 – WEAVER JN. TO LIVERPOOL LIME STREET

RUNCORN

Ineos Chlor, high tension cables. Extra high tension cables are laid on the up and down sides of the running lines. The cables are laid underground on the up side of the Runcorn Dock branch, crossing under the line behind Runcorn down platform. Other cables are attached to the parapet wall of the viaduct and to the main girders of Runcorn bridge on the down side.

These cables are charged with electricity dangerous to life and they must on no account be interfered with.

If a fire is observed by any member of staff in the vicinity of the cables or anything denoting possible danger to them, the signaller at the Manchester ROC, Wavertree Workstation must be advised in order that Ineos Chlor and the Electricity Authority may be advised.

Only sand should be used in dealing with a fire on, or in the vicinity of high tension cables and it must be thrown on from a distance so as to avoid contact between the person and the cable or troughing. When an assurance has been received from Ineos Chlor, and the Electricity Authority that the cables have been made dead, water may be used to extinguish a fire.

Dated: 09/05/18

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

Ditton Reception Sidings –Alstom Train Care Centre

General Arrangements. The access and egress to Alstom Train Care Centre (ATCC) is controlled by the signaller at Manchester Rail Operating Centre (MROC) Wavertree Workstation. The Train Care Centre is operational 24 hours a day.

An Operations Co-ordinator must be appointed when movements require to enter/depart the ATCC.

When a movement is authorised to enter the ATCC, the Operations Co-ordinator will operate the shunters release DN8100 by pressing the Give Release button to allow signal route DN825A(S) to be cleared in to the ATCC.

The Operations Co-ordinator needs to operate the shunters release for each movement into the ATCC, however this does not apply when the signaller at MROC Wavertree Workstation has operated signal routes DN825A(S) and DN8012A(S) and enabled the Opposing Locking to be omitted.

Only the Operations Co-ordinator is authorised to contact the signaller at MROC Wavertree Workstation, when train movements are required to enter or depart the ATCC, or shunting activities require to be undertaken.

A telephone is provided at the NR / ATCC boundary facilitating communication between the Operations Co-ordinator and the signaller at MROC Wavertree Workstation.

Method of Operation

Arriving Trains: 9-car set and 11-car set. Trains will normally arrive into Ditton Reception Siding No.1 from Edge Hill in the Up direction. Prior to the arrival of the train the Operations Co-ordinator will come to a clear understanding with the signaller at MROC Wavertree workstation.

The Operations Co-ordinator will request a route set beyond signal DN826 so the train can proceed to the 'Electric Trains Stop Here' board, located on the connection to Ditton Intermodal Terminal and Foundry Lane Sidings.

Once the train has arrived in Reception Siding No.1, the Operations Co-ordinator and signaller shall reach a clear understanding. The shunters release can then be operated, allowing the signaller to set the route from signal DN825 towards the ATTC.

If the signaller is unable to set signal route DN825A(S) within 5 minutes of the release being given after a clear understanding has been reached between the signaller and Operations Co-ordinator, the Operations Co-ordinator will need to give a new release to the signaller.

If signal route DN825A(S) fails to set, the signaller must reach a clear understanding with the Operations Co-ordinator and request shunters release DN8100 be operated once more before following the normal fault reporting procedure if the route still will not set.

To assist shunting with the 11-car set, the Operations Co-ordinator will request signal routes DN825A(S) and DN8012(S) to be set with opposing locking omitted. The Operations Co-ordinator will then accept the train into the ATCC by operating the shunters release DN8100 thus allowing both signals to be cleared at the same time. DN8100 release must be given first to allow the signaller to set the route.

The Operations Co-ordinator will be responsible for train movements beyond the NR / ATCC boundary and will need to ensure handpoints are set correctly for the movement within the ATCC.

Shunting Activities. Before any shunting activities are undertaken, a clear understanding must be reached between the Operations Co-ordinator, the signaller at MROC Wavertree Workstation and the driver involved, on the nature of the movements to be made and which signals will be required to be cleared during the shunting activities.

Long Shunts. When shunting both 9-car and 11-car Class 390 sets, the Operations Co-ordinator must request the signaller at MROC Wavertree Workstation to set the routes beyond signals DN8002 and DN826 so the train can proceed, if required, to the 'Electric Trains Stop Here' board located on the connection to the Ditton Intermodal Terminal and Foundry Lane Sidings.

Short Shunts. When shunting 3- or 4-car sets, the Operations Co-ordinator will reach a clear understanding of what is required prior to operating the shunters release. The shunter will then request the signaller at MROC Wavertree Workstation to set the routes between signal DN825 located on Ditton Reception Siding No.1 and signal DN8012 located at the exit from the ATTC to show a proceed aspect at the same time, opposing locking omitted.

Departing Trains: 9-car set and 11-car set. Departing trains will be driven from the leading end from the ATCC. The Operations Co-ordinator will position the departing train at signal DN8012 and contact the signaller at MROC Wavertree Workstation to arrange movements from the ATCC, which will include the train's reporting number and its destination.

The signaller at MROC Wavertree Workstation will ensure Ditton Reception Siding No.1 is clear throughout.

If the departing train is to travel towards Edge Hill, the Operations Co-ordinator will request a route set beyond signal DN826, so the train can proceed to the 'Electric Train Stop Here' board located on the connection to the Ditton Intermodal Terminal and Foundry Lane Sidings.

The signaller will then set routes DN825B(S) and DN8011A(S) to Ditton Reception Sidings exit signal DN823. Once the train has pulled forward and is ready to depart from the sidings, the signaller will set route DN823B(M) for the train to depart onto the Down Ditton Slow line towards Edge Hill.

The Operations Co-ordinator will be responsible for train movements inside the NR / ATCC boundary and will need to confirm that handpoints are set correctly for the movement within the ATCC before allowing the train to proceed up to signal DN8012.

Replacing signals in the case of emergency. The Operations Co-ordinator will be able, at any time, to replace to danger the aspect of signal DN825 when the route is set to the ATTC, by pressing the cancel release button. The Operations Co-ordinator must immediately advise the signaller at MROC Wavertree Workstation the nature of the emergency and request that the route is cancelled by the signaller. The signaller will also get an audible alarm as a reminder to cancel the route.

When normal operations are about to be resumed, the Operations Co-ordinator must reach a clear understanding with the signaller before operating shunters release DN8100.

If the Opposing Locking has been omitted and both signals DN825 and DN8012 are showing a proceed aspect, the Operations Co-ordinator will be able to replace the aspects of both DN825 and DN8012 at any time by pressing the cancel release button. The Operations Co-ordinator must immediately advise the signaller the nature of the emergency and request that the route is cancelled by the signaller. The signaller will also get an audible alarm as a reminder to cancel the route.

Note: If the signaller at MROC Wavertree Workstation needs to cancel the route after the release has been given, they shall advise the Operations Co-ordinator on duty and provide the reason why. The Operations Co-ordinator will need to give another release before signal route DN825A(S) can be set again.

Dated: 01/09/2020

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

Ditton East Jn – Ditton Intermodal Terminal

General Arrangements. The access and egress to Ditton Reception Sidings are controlled by the signaller at Manchester Rail Operating Centre (MROC) Wavertree Workstation.

A Person in Charge (PIC) must be appointed when movements require to be undertaken at Ditton Intermodal Terminal.

It is possible that the signaller at MROC Wavertree Workstation may deal with more than one train movement during busy periods and these arrangements rely on a clear understanding being reached between the signaller at MROC Wavertree Workstation and the PIC on site on what movements may be made with each individual train before any movement is authorised.

Only the PIC is authorised to contact the signaller at MROC Wavertree Workstation when train movements are required to enter or depart the siding or shunting activities require to be undertaken.

Appointment of PIC. When the following activities are undertaken at Ditton Intermodal Terminal:
• Shunting movements made from signal DN826 that require to enter Ditton Intermodal Terminal
• Shunting movements made towards signal DN8003

The shunter in charge of the movement must contact the signaller at MROC Wavertree Workstation. If the signaller advises that no other shunter has been appointed to take the role of PIC, the shunter must give their name, employer and contact telephone number to the signaller.

The shunter may then be appointed to the role of PIC and agree with the signaller at MROC Wavertree Workstation the time that PIC status applies from.

If two shunters are required to be at the compound at the same time, then an agreement must be reached on who will take the PIC role and the train movements that the PIC will be responsible for authorising. The second shunter must not undertake or authorise any train movements or shunting activities until the PIC originally appointed as PIC has relinquished the role and the second shunter is appointed to the role of PIC.

Method of Operation

Arriving Trains. Arriving trains from the Down direction are routed via Ditton East Junction into one of the three Ditton Reception Sidings and onto the Ditton West Headshunt at Ditton West Junction clear of signals DN8002, DN8004 or DN8006 as appropriate.

If the train is too long to fit onto the Ditton West Headshunt, then the train is to be routed onto the Down Ditton Slow line towards signal DN307.

Once the signaller has the authority of the PIC for the train to enter Ditton Intermodal Terminal, the signaller will clear signal DN826, then either signal DN8002 on Reception Siding No.1, signal DN8004 on Reception Siding No.2, or signal DN8006 on Reception Siding No.3 and, if applicable, signal DN1204 located on the Down Ditton Slow line, for the train to propel into the sidings.

Arriving trains on the Up Ditton Slow line are routed at Ditton West Junction into either Reception Sidings 1, 2 or 3 and either signal DN8002 on Reception Siding No.1, signal DN8004 on Reception Siding No.2, or signal DN8006 on Reception Siding No.3, and signal DN826 cleared accordingly.

Shunting Movements. Before any shunting activities are undertaken a clear understanding must be reached between the PIC, the signaller and the driver involved, on the nature of the movements to be made and what signals will be required to be cleared during the shunting activities.

The PIC may authorise a shunting movement from Ditton Intermodal Terminal towards signal DN8003 without requiring the signaller's permission, providing the PIC is satisfied that no other conflicting movement has been authorised.

Where an arriving train has propelled into Ditton Intermodal Terminal and is stood ahead of signal DN8003 and a forward movement is required to clear hand points in rear within the sidings before the move can continue again, the PIC must speak with the signaller at MROC Wavertree Workstation and obtain authority from the signaller for the movement to take place before authorising the driver of the train to proceed forward.

Departing Trains. When a train is ready to depart from Ditton Intermodal Terminal, the PIC will advise the signaller of the headcode of the train and will come to a clear understanding as to how the outgoing movement is to be dealt with.

In normal circumstances, departing trains will be hauled out of Ditton Intermodal Terminal into Reception Siding No.1 or No.2 as required. If the train is to depart to the south, either a fresh loco will be attached to the train, or the loco which hauled the train into the Reception Sidings, will run-round and attach if length permits.

If the train is too long for the loco to run-round, the train will proceed to Garston and run-round there instead.

Giving up the role of PIC. The PIC must only give up the role when:
• All shunting activities have been completed between the closed compound gates and signal DN8003 and the line is clear and safe
• No other PIC will assume the role

Other. Shunting movements that require to enter Ditton Intermodal Terminal or Foundry Lane Sidings are made from signal DN826 and share the same portion of line until they branch off to their respective sidings. There may be occasions where collaboration between the PIC for Ditton Intermodal Terminal, the PIC for Foundry Lane Sidings, and the signaller at MROC Wavertree Workstation, will be required to assist in the arrival or departure of relevant services.

Dated: 01/09/2020

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

Ditton East Jn – Foundry Lane

General Arrangements. The access and egress to Ditton Reception Sidings are controlled by the signaller at Manchester Rail Operating Centre (MROC) Wavertree Workstation.

A Person in Charge (PIC) must be appointed when movements require to be undertaken at Foundry Lane Sidings.

It is possible that the signaller at MROC Wavertree Workstation may deal with more than one train movement during busy periods and these arrangements rely on a clear understanding being reached between the signaller at MROC Wavertree Workstation and the PIC on site on what movements may be made with each individual train before any movement is authorised.

Only the PIC is authorised to contact the signaller at MROC Wavertree Workstation when train movements are required to enter or depart the siding or shunting activities require to be undertaken.

Appointment of PIC. When the following activities are undertaken at Foundry Lane Sidings:
• Shunting movements made from signal DN826 that require to enter Foundry Lane Sidings
• Shunting movements made towards signal DN8001

The shunter in charge of the movement must contact the signaller at MROC Wavertree Workstation. If the signaller advises that no other shunter has been appointed to take the role of PIC, then the shunter must give their name, employer and contact telephone number to the signaller.

The shunter may then be appointed to the role of PIC and agree with the signaller at MROC Wavertree Workstation the time that PIC status applies from.

If two shunters are required to be at the compound at the same time, then an agreement must be reached on who will take the PIC role and the train movements that the PIC will be responsible for authorising. The second shunter must not undertake or authorise any train movements or shunting activities until the PIC originally appointed as PIC has relinquished the role and the second shunter is appointed to the role of PIC.

Method of Operation

Arriving Trains. Arriving trains from the Down direction are routed via Ditton East Junction into one of the three Ditton Reception Sidings and onto the Ditton West Headshunt at Ditton West Junction clear of signals DN8002, DN8004 or DN8006 as appropriate.

If the train is too long to fit onto the Ditton West Headshunt, then the train is to be routed onto the Down Ditton Slow line towards DN307.

Once the signaller has the authority of the PIC for the train to enter Foundry Lane, the signaller will clear signal DN826, then either signal DN8002 on Reception Siding No.1, signal DN8004 on Reception Siding No.2, or signal DN8006 on Reception Siding No.3 and, if applicable, signal DN1204 located on the Down Ditton Slow line, for the train to propel into the sidings.

Arriving trains on the Up Ditton Slow line are routed at Ditton West Junction into either Reception Sidings 1, 2 or 3 and either signal DN8002 on Reception Siding No.1, signal DN8004 on Reception Siding No.2, or signal DN8006 on Reception Siding No.3, and signal DN826 cleared accordingly.

Shunting Movements. Before any shunting activities are undertaken a clear understanding must be reached between the PIC, the signaller and the driver involved, on the nature of the movements to be made and what signals will be required to be cleared during the shunting activities.

The PIC may authorise a shunting movement from Foundry Lane Siding towards signal DN8001 without requiring the signaller's permission, providing the PIC is satisfied that no other conflicting movement has been authorised.

Where an arriving train has propelled into Foundry Lane Sidings and is stood ahead of signal DN8001 and a forward movement is required to clear hand points in rear within the sidings before the move can continue again, the PIC must speak with the signaller at MROC Wavertree Workstation and obtain authority from the signaller for the movement to take place before authorising the driver of the train to proceed forward.

Departing Trains. When a train is ready to depart from Foundry Lane Sidings, the PIC will advise the signaller of the headcode of the train and will come to a clear understanding as to how the outgoing movement is to be dealt with.

In normal circumstances, departing trains will be hauled out of Foundry Lane Sidings into Reception Siding No.1 or No.2 as required. If the train is to depart to the south, either a fresh loco will be attached to the train, or the loco which hauled the train into the Reception Sidings, will run-round and attach if length permits.

If the train is too long for the loco to run-round, the train will proceed to Garston and run-round there instead.

Giving up the role of PIC. The PIC must only give up the role when:
• All shunting activities have been completed between the closed compound gates and signal DN8001 and the line is clear and safe
• No other PIC will assume the role

Other. Shunting movements that require to enter Ditton Intermodal Terminal or Foundry Lane Sidings are made from signal DN826 and share the same portion of line until they branch off to their respective sidings. There may be occasions where collaboration between the PIC for Ditton Intermodal Terminal, the PIC for Foundry Lane Sidings, and the signaller at MROC Wavertree Workstation, will be required to assist in the arrival or departure of relevant services.

Dated: 01/09/2020

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

Working of Wapping Sidings

General Arrangements

Access and egress to Up and Down Wapping and Gullet Sidings is controlled by the Liverpool Workstation signaller at Manchester Rail Operating Centre (MROC). The sidings are operational 24 hours a day.

A Person in Charge (PIC) must be on duty at all times when movements require to be undertaken at Gullet Sidings and Up and Down Wapping Sidings.

When arriving on site, the shunter or driver will contact the signaller at MROC Liverpool Workstation and provide them with their name, grade, company and contact telephone number. The MROC Liverpool Workstation signaller will advise whether PIC status is given or if another person has already been granted the role of PIC. If PIC status has already been granted to another person, the MROC Liverpool signaller will provide the contact details to the arriving shunter or driver.

After obtaining PIC status, the PIC will liaise with the MROC Liverpool signaller and reach a clear understanding of what movements are required.

Where PIC status has already been given, the arriving shunter or driver must contact the existing PIC and reach a clear understanding of what movements are required and obtain authority from the PIC before commencing any movements.

Method of Operation

Arriving Trains

If a PIC at Gullet Sidings / Wapping Sidings has already been appointed, their permission must be obtained before a movement arrives. The PIC and the MROC Liverpool signaller must reach a clear understanding of what movements are required.

If no PIC has been previously appointed, the driver of the arriving train can also act as PIC for the movement and must contact the signaller immediately on arrival.

Departing Trains

When a train is ready to depart from Gullet Sidings, the PIC will contact the MROC Liverpool signaller and reach a clear understanding as to how the outgoing movement is to be dealt with.

If the movement requires to depart the Gullet Sidings via the Down Wapping Siding, the PIC must confirm to the signaller that a visual check of the Down Wapping Siding has been carried out. The signaller will then, providing no other movements have been authorised, give you permission to pass Stop Board GSSB1.

Once authority has been obtained from the signaller, the PIC can commence the required shunting moves.

When all movements are completed, and the train is ready to depart, the PIC will advise the MROC Liverpool signaller of the train's reporting number and destination.

Giving up the role of PIC

The PIC must only give up the role when all shunting activities have been completed, the sidings are clear and safe, and no other PIC will assume the role. The PIC must ensure the hand points leading to the Gullet Sidings at the Lime Street end are left in the Normal position.

Dated: 04/11/19

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

Edge Hill - working of D.C.E Tamper Siding

Access and egress to the D.C.E. Tamper Siding is controlled by the Liverpool Workstation signaller at Manchester Rail Operating Centre (MROC). The sidings are operational 24 hours a day.

A Person in Charge (PIC) must be on duty at all times when movements require to be undertaken. Note: The Driver / Operator of the OTP can also act as PIC for the movement. When arriving on site, the driver shall contact the signaller at MROC Liverpool Workstation and provide them with their name, grade, company and contact telephone number. The MROC Liverpool Workstation signaller will advise whether PIC status is given or if another person has already been granted the role of PIC. If PIC status has already been granted to another person, the MROC Liverpool signaller will provide the contact details to the arriving driver.

Arriving OTP

A clear understanding must be reached between the MROC Liverpool signaller and the D.C.E. Tamper Siding PIC. The permission of the PIC must be obtained before a movement towards the Tamper Siding is permitted.

Departing OTP

When a Tamper / OTP is ready to depart, the PIC / Driver will advise the MROC Liverpool signaller of the OTP reporting number.

Giving up the role of PIC

When a PIC leaves the D.C.E. Tamper Siding and no other Driver / Operator is present, the PIC must make certain that any OTP stabled in the siding is secured and stabled at the stop block end of the siding.

The PIC must inform the MROC Liverpool signaller of the status of the siding. Upon receipt of this information the MROC Liverpool signaller must make an appropriate entry in the occurrence book to indicate the status of the siding.

Dated: 05/09/2020

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

Working on Downhill Carriage Sidings / Alstom Depot

General Arrangements

Access and egress to the Alstom Depot / Downhill Carriage Sidings is controlled by the Liverpool Workstation signaller at Manchester Rail Operating Centre (MROC). The sidings are operational 24 hours a day.
The Alstom Depot / Downhill Carriage Sidings PIC must advise the MROC Liverpool Workstation signaller when the Depot / Sidings is staffed and when the Depot / Sidings is unstaffed.

Arriving Trains

Wavertree Junction end: The permission of the PIC at Downhill Carriage Sidings must be obtained before a movement on the Wavertree Up & Down Reception / Departure line is allowed to pass signal LE107.

Edge Hill end: The signaller at MROC Liverpool Workstation must obtain permission from the PIC before a train can be signalled onto Edge Hill Carriage Siding A and no other train movement towards exit signal LE123 has been authorised.

The signaller at MROC Liverpool Workstation must obtain permission from the PIC before a train can be signalled onto Edge Hill Carriage Siding B (wash plant) and no other train movement towards exit signal LE125 has been authorised.

Working of Downhill Carriage Sidings

The PIC shall obtain the signaller's permission before allowing a train to occupy Edge Hill Carriage Siding A between the "Stop & Await Instructions" board and signal LE123.

The PIC shall obtain the signaller's permission before allowing a train to occupy Edge Hill Carriage Siding B between the "Stop & Await Instructions" board and signal LE125.

To assist in shunting operations the PIC can request the MROC Liverpool signaller to set routes between signal LE105 on the Wavertree Headshunt, and either signal LE106 on Edge Hill Reception Siding 1, signal LE108 on Edge Hill Reception Siding 2, or signal LE110 on Edge Hill Headshunt, to show a proceed aspect at the same time.

Departing Trains

The PIC shall advise the signaller when a train is ready to leave the Downhill Carriage Sidings, giving the description of the train, destination and from which siding it will be departing from.

When the Depot / Sidings is unstaffed

Before the PIC departs site, they shall contact the MROC Liverpool Workstation signaller and come to a clear understanding regarding train movements. They will give an assurance the line is clear up to the Stop & Await Instruction Board located on Edge Hill Carriage Siding B.

The signaller may, in times of perturbation, after coming to a clear understating with the driver, signal one train only onto Edge Hill Carriage Siding B up to and not beyond the Stop & Await Instructions board. When the Depot / Sidings is re-staffed the PIC will contact the signaller. If the signaller has signalled a train on to Edge Hill Carriage Siding B whilst Alstom Depot / Downhill Carriage Sidings have been unstaffed they must advise the PIC accordingly.

Dated: 04/11/19

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

Halewood Exchange Sidings

General Arrangements. The access and egress to Halewood Exchange Sidings is controlled by the signaller at Manchester Rail Operating Centre (MROC) Wavertree Workstation.

A Person in Charge (PIC) must be appointed when movements require to be undertaken at Halewood Exchange Siding.

Only the PIC is authorised to contact the signaller at MROC Wavertree Workstation when train movements are required to enter or depart the sidings or shunting activities require to be undertaken.

Appointment of PIC. When the following activities are undertaken at Halewood Exchange Sidings, a PIC must be appointed:

- Shunting movements made from Halewood Reception No.1 or No.2 towards Halewood East Neck buffer stops
- Shunting movements made from Halewood East Neck into the Halewood Exchange Sidings
- Shunting movements made from the Halewood Exchange Sidings to the Halewood East Neck
- Shunting movements made from Halewood East Neck to Halewood Reception No.1 or No.2

The shunter in charge of the movement must contact the signaller at MROC Wavertree Workstation. If the signaller advises that no other shunter has been appointed to take the role of PIC, then the shunter must give their name, employer and contact telephone number to the signaller.

The shunter may then be appointed to the role of PIC and agree with the signaller at MROC Wavertree Workstation the time that PIC status applies from.

If two shunters are required to be at the sidings at the same time, then an agreement must be reached on who will take the PIC role and the train movements that the PIC will be responsible for authorising. The second shunter must not undertake or authorise any train movements or shunting activities until the PIC originally appointed as PIC has relinquished the role and the second shunter is appointed to the role of PIC.

Method of Operation

Arriving Trains. Trains may be routed into Halewood Reception No.1 or No.2 by the signaller at MROC Wavertree Workstation without a PIC being previously appointed. A train must not be signalled into the Halewood Exchange Sidings by the signaller until a PIC has been appointed and has given the signaller at MROC Wavertree Workstation authority to do so.

If a train arrives from the Down direction and is too long for the Halewood Reception sidings, then the train will be routed from signal DN859 or DN857 on to the Down Ditton Slow line towards signal WE5819 until the rear of the train is within the protection of signal DN856 or signal DN858.

Shunting Movements. Before any shunting activities are undertaken a clear understanding must be reached between the PIC, the signaller and the driver involved, on the nature of the movements to be made and which signals will be required to be cleared during the shunting activities.

LNW North Route Sectional Appendix Module NW2

To assist in shunting operations, the Halewood Exchange Sidings PIC can request the signaller at MROC Wavertree Workstation to set routes between signal DN8101 located on the Halewood East Neck and signal DN8102 located at the exit from Halewood Exchange Sidings, to show a proceed aspect at the same time.

Once the shunting activities have been completed the PIC must advise the signaller at MROC Wavertree Workstation.

Departing Trains. The PIC will advise the signaller at MROC Wavertree workstation when a train is ready to depart the sidings and inform the signaller of the train's headcode. If the train is too long for the Halewood Reception sidings, the signaller will set a route from either signal DN857 or signal DN859 as applicable onto the Down Ditton Slow line to enable the train to stand on the approach side of either signal DN856 or signal DN858.

Note: No movements are allowed beyond Halewood Exchange Sidings gates without a PIC having been previously appointed.

Giving up the role of PIC. The PIC must only give up the role when:
• All shunting activities have been completed between the closed compound gates and Halewood East Neck buffers and the line is clear and safe
• The train the PIC was responsible for is ready to depart from signal DN858 on Halewood Reception No.1 or signal DN856 on Halewood Reception No.2 (with train headcode provided) and the compound gates are closed
• No other PIC will assume the role

Dated: 01/09/2020

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NW2003 – RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)

'Down & Up' Folly Lane line

Ineos Chlor sidings. Drivers of trains ready to depart from the Ineos Chlor sidings must obtain permission from the signaller at the Manchester ROC, Wavertree Workstation, before proceeding.

COSS, IWA or PC blocking a line (TS1 / 13.2). Where work requires to take place on the Folly Lane Branch between the Network Rail / Ineos Chlor (Folly Lane) Sidings boundary and signal WE7812, additional protection in the form of detonator protection and PLB must be placed at the Network Rail boundary. No train should be accepted from Ineos Chlor (Folly Lane) Sidings until the protection arrangements have been given up.

Dated: 09/12/2023

NW2005 - SPEKE JN. TO GARSTON JN.

Speke Jn To Garston Jn

Yard Description

Speke Yard is located in the triangle of lines linking Speke Jn, Garston Jn and Allerton East Jn. Connections exist into Speke Yard from the Up & Down Garston Goods line at Speke Jn and from the Up Garston Goods line at Garston Jn.

The yard consists of the Up & Down Garston Through Siding, Speke Access Line and Speke Sidings 1-3, Speke Through Siding 4, and Speke Sidings 5-6, with the siding numbers increasing away from the Up & Down Garston Through Siding.

The Up & Down Garston Through Siding is track-circuited and includes Speke Sidings Ground Frame No.1 (released by WE901) giving access to Sidings 1-6.

Speke Sidings 1, 2, 3, 5 and 6 are all single-ended with access via the Speke Access Line. Speke Through Siding 4 is a double-ended siding and is signalled in and out at the Garston Jn end and accessed via handpoints at the Speke Jn end. Speke Sidings 1-4 are provided with overhead electrification at the Speke Jn end only.

Control of Movements (excluding Garston Goods Lines)

The signaller at Manchester ROC – Wavertree West Workstation signals trains to and from Speke Sidings via the Speke Access Line, and Through Siding No.4 connection at the Garston Jn end.

All other movements along the Up & Down Garston Through Siding and Speke Sidings 1-6, including over the connection operated from Speke Sidings Ground Frame No.1, are under the control of a Person in Charge (PIC) of the movement.

When a PIC is on duty at Speke Yard, the PIC must report to the signaller at Manchester ROC – Wavertree West Workstation, confirming their name and contact details. Any movements requiring to be made through Speke Yard when a PIC is on duty must be advised to the PIC by the signaller.

When no PIC is on duty at Speke Yard, the Driver of any movements required to enter, pass through or exit the yard may act as the PIC for their own train ONLY. In these circumstances only one movement at a time will be permitted to enter or exit the yard by the signaller.

Speed of Movements

The maximum speed of all hauled movements within Speke Sidings is 5mph, and is 15mph on the Up & Down Garston Through Siding.

All propelling movements must be conducted at a maximum speed of 3mph.

Stabling of Trains/ Vehicles

Trains / vehicles may be stabled on Sidings 1-3 and 5-6 in Speke Yard. When trains / vehicles are stabled on these sidings a working tail lamp must be provided.

Trains / vehicles stabled on Through Siding 4 must have a working tail lamp provided at each end of the train and in addition scotches must be used at the Garston Jn end of the stabled train.

Trains / vehicles must not be stabled on the Up & Down Garston Through Siding other than for running round movements.

Working of the Up & Down Garston Through Siding

Drivers of movements along the Up & Down Garston Through Siding (or the PIC in the event of a propelling movement) must check that the points operated from Speke Sidings Ground Frame No.1 are set for the safe passage of the movement before proceeding.

Dated: 02/01/2019

NW2005 - SPEKE JN. TO GARSTON JN.

Garston Jn To Garston Intermodal Terminal

Working of trains between Garston Jn and Garston Intermodal Terminal

Trains arriving at Garston Intermodal Terminal
Trains arriving for Garston Intermodal Terminal will normally arrive on the Garston Arrival Line. During engineering activities and in exceptional circumstances, the Garston Departure Line can be utilised for arriving trains.

Before a movement is permitted to occupy the Garston Arrival Line from either Speke Junction or Allerton Junction, the Signaller at Manchester ROC – Wavertree West Workstation must first reach a clear understanding with the Garston Terminal Sidings Person in Charge (PIC).

Trains departing Garston Intermodal Terminal
The Garston Intermodal Terminal Sidings PIC or Driver of any departing train must advise the Signaller at Manchester ROC – Wavertree West Workstation of the reporting number, the destination of the train and give an assurance that the train is ready to depart. During engineering activities and in exceptional circumstances, the Garston Arrival Line can be utilised for departing trains.

Dated: 02/01/2019

NW2009 – ARPLEY JN. TO DITTON EAST JN.

Arpley Jn To Monks Sidings SB

IWA or COSS / SWL Blocking a line and T3 possessions

You must not use a T-COD as additional protection for a line blockage on the axle counter track sections on the Up Goods and Down Goods lines between Monks Sidings and Arpley Junction.

You must not use a trolley on the Up Goods and Down Goods lines nor do any work that will affect the axle counters unless reset arrangements have been agreed. Crosfields CCTV crossing must be on local control before the work starts.

Dated: 09/12/2023

NW2009 - ARPLEY JN. TO DITTON EAST JN.

Fiddlers Ferry Power Station SB

Setting-back Movements from the up goods line. An 'OFF' indicator is provided in association with signal No.36, which may be used to assist set-back movements from the up goods line.

Fiddlers Ferry Power Station. *Rule Book Modules M1, M2 and P1* must be carried out as far as they can be applied.

Whilst the train is inside the power station sidings all movements from signal SA to signals S3B and S3C, as well as signals S7B and S7C, are under the control of the Power Station Controller, who can be contacted by means of the signal post telephones.

From signals S4B and S4C to signals S14B and S14C the train will be under the control of 'creep' signals operated by the Track Hopper Controller, located in the Hopper House.

Controlled position light signals FF.5 and FF.6, located beneath signals S13B and S13C, are under the control of the signaller at Fiddlers Ferry Power Station signal box and are provided with signal post telephones. The clearance of 'creep' signals S13B and S13C **is not an** authority to pass signals FF.5 and FF.6 at danger and signals FF.5 and FF.6 **must** be cleared before a train can proceed

Running movements within the power station sidings must not exceed **15 mph**, setting-back movements must not exceed **5 mph**.

Drivers must advise the Power Station Controller by telephone, if a train is detained at Signal SA. If further detained, the Driver must repeat the call at intervals of not more than 5 minutes.

Drivers must bring their trains to a stand at signals S3B or C positioned at the rear of the gross weighbridge whether or not the signal concerned has been cleared. When instructed to proceed, the speed of the train must not exceed **½ mph.** Drivers must again bring their trains to a stand at the 'Stop and Await Instructions' board located at signal S5B or C at the entrance to the Coal Track Hopper House, whether or not the signal concerned has been cleared, and await permission to proceed.

When permission is given by the Track Hopper Controller to enter the Hopper building, the train must be drawn forward at a speed not exceeding **½ mph**, subject to the observance of any 'creep' signal indications on the discharge track, until the whole of the train is clear of the empty weighbridge.

A series of 'creep' indicators display five horizontal white lights when in the stop position and five vertical white lights in the proceed position and are positioned to control movements through the discharge area. (In the case of signals S13B and C and S14B and C, only three horizontal or three vertical white lights are provided). When a stop indication is displayed, the driver must immediately bring the train to a stand and not run forward to the next signal.

Should it be necessary for a train which has just passed through the Hopper to set-back, a blue letter 'X' will be displayed, visible to the driver looking forward only, and all other indications will be extinguished. When the train is required to stop setting-back, the letter 'X' will be extinguished and the horizontal stop aspect will be displayed and the driver must immediately stop the train. When a brake van is provided, the guard must remain in the brake van whilst passing through the discharge area.

The wagon doors are opened and closed automatically as the wagons pass over the coal hopper. However, should any doors remain open after passing through the discharge plant, the Rolling Stock Technician should bring the train to a stand by operation of the 'creep' indicators and raise the doors by means of the pull lifts. In the event of a defective vehicle being found, the Rolling Stock Technician will contact the signaller at Fiddlers Ferry Power Station signal box and inform the signaller of the position of the defective vehicle on the train.

On the arrival of the train at the semaphore signals on either road 2 or road 1, controlled by Fiddlers Ferry Power Station signal box, the guard must advise the signaller by telephone of the destination of the train. The signaller must then advise the guard whether or not there are any 'crippled' wagons on the train to be detached in the cripple wagon sidings.

The provisions of *Rule Book Module TW1, Section 6* do not apply to trains departing from the power station sidings.

During a failure of the signalling and associated equipment within the power station sidings the following action must be taken:

1. Failure of signals/indicators.

Drivers must advise the power station controller, by telephone, of the position of their trains.

2. Failure of telephones.

The driver or guard, if provided, must proceed to the Powergen Control Office (top floor) which is located adjacent to track B beyond the gross weighbridge and inform the Controller. If a telephone is encountered on route, this may be used providing the Power Station Controller is made fully aware of the situation and the position of the train.

3. Failure of both signals/indicators and telephones.

In the event of a failure of more than one telephone, or the failure of telephones and signals/indicators the Power Station Controller will appoint a Powergen Supervisor to escort the train through the power station sidings. During poor visibility setting-back movements must not be made in the rear of signals S3B and C.

Dated: 07/12/13

NW2009 - ARPLEY JN. TO DITTON EAST JN.

Fiddlers Ferry Power Station SB

Fiddlers Ferry FGD (Flue Gas Discharge) site

The FGD site consists of a Loading Line, Engine Release Line and a Cripple Siding which are an extension of the Cripple Siding Line at Fiddlers Ferry Signal box. An FGD site Person In Charge (PIC) is appointed by the Fiddlers Ferry signaller. The FGD site PIC is responsible for authorising all movements within the FGD site and any movements into it.

Method of working

Provided that PIC status has not already been granted, the Fiddlers Ferry signaller may signal one movement into the site. The Shunter, or Driver of an unaccompanied movement, must contact the signaller and be granted the FGD site PIC status. The signaller will give the FGD site PIC details of any vehicles within the FGD site. No further movements into the FGD site must be made until permission has been obtained from the FGD site PIC.

If a traction unit or vehicles are stabled in the FGD site, the Designated Person, Shunter, or Driver of an unaccompanied movement, must first contact the Fiddlers Ferry signaller and either become the FGD site PIC or get authority from an existing FGD site PIC before making any movements.

On leaving the FGD site, the PIC must contact the Fiddlers Ferry signaller and give up their FGD site PIC status. They must give the signaller details of any vehicles left in the FGD site.

Dated: 09/08/08

NW2011 - WALTON OLD JN. TO ARPLEY JN.

Walton Old Jn

Departing southbound trains. Trains from the MSC sidings departing via Acton Grange Junction may be drawn back on to the up Helsby line in rear of signal WN.218 with the train locomotive attached in rear. Except in an emergency the driver of the train locomotive must not apply traction power nor interfere with the braking of the train during the drawback movement. The brake continuity test must be carried out by the driver of the train locomotive before departure from the sidings. The drawback locomotive must return to the MSC sidings and must closely follow the departing train but must not pass signal WN.218 until it has returned to danger and again been cleared.

Walton Old Junction sidings and MSC sidings. Shunting movements within Walton Old Junction sidings and the MSC sidings and setting-back movements from the down Helsby line to Walton Old Junction sidings are controlled by radio between the person in charge (PIC) and the driver.

Each driver must, before commencing work in the sidings or before a setting back movement is made from the down Helsby line into Walton Old Junction sidings ensure that a satisfactory radio transmission test is conducted with the PIC.

All radio instructions must be acknowledged and must be preceded by the words 'person in charge to driver' and vice versa.

Should the radio messages cease to be received or acknowledged at any time, the driver must immediately stop any movement being made until radio communication is restored or, in the event of it not being restored, a complete understanding is reached between the PIC and the driver that movements will be controlled by handsignals.

Run-round movements. The shunter will be responsible for carrying out the train preparers duties in respect of the brake continuity test prior to departure.

Dated: 07/10/06

NW2011 - WALTON OLD JN. TO ARPLEY JN.

Arpley Yard

The Carriage and Wagon (C&W) sidings are situated off No. 4 Extension Siding in Arpley Yard.

Method of working. The person in charge at Arpley Yard and the C&W person in charge (C&W-PIC) must come to a clear understanding of what is required before any movement is authorised to or from the C&W sidings. All movements proceeding towards the C&W sidings must be brought to a stand at the 'Stop and Obtain permission to proceed' board. The C&W-PIC must ensure that the derailer is removed from the rail and all staff are clear of the line before giving permission for the movement to enter the sidings.

When all movements have been completed, the C&W-PIC must ensure that the derailer is replaced on the rail and padlocked before allowing staff to resume work in the sidings.

Dated: 07/10/06

NW2015 - ORDSALL LANE JN. TO EDGE HILL

LEA GREEN

The driver of a train which is stationary at Lea Green station must not leave the driving cab except in emergency or if necessary in connection with the rules & regulations. In such circumstances, the driver must apply the parking brake before leaving the cab.

Dated: 07/10/06

NW2015 - ORDSALL LANE JN. TO EDGE HILL

WHISTON to BROAD GREEN

IWA, COSS or PC blocking a line and T3 possessions

You must not use a T-COD as additional protection for a line blockage on the axle counter track sections on the Up or Down, Fast or Slow, lines between Broad Green station and Whiston station.

You must not use a trolley on the Up or Down, Fast or Slow, lines nor do any work that will affect the axle counters unless reset arrangements have been agreed.

Dated: 09/12/2023

NW2015 - ORDSALL LANE JN. TO EDGE HILL

WAVERTREE TECHNOLOGY PARK To Bootle Branch Jn

Run-round instructions Up and Down Wapping Lines at Edge Hill

General Arrangements

Access and egress to Waterloo and Tuebrook Sidings is controlled by the signaller at Liverpool Workstation located at Manchester Rail Operating Centre (MROC). The sidings are operational 24 hours a day.

Stop Boards are provided on the Down Waterloo Siding and Up Waterloo Siding. Authority to pass Stop Boards WSSB1 or WSSB3 in the Down direction is given by the Person In Charge (PIC). Authority to pass Stop Boards WSSB2 or WSSB4 in the Up direction is given by the signaller at MROC Liverpool Workstation.

A PIC must be appointed when movements require to be undertaken at Waterloo and Tuebrook Sidings

Control of the sidings beyond Stop Boards WSSB1 and WSSB3 is under the control of the PIC – the appointment of which is detailed below.

Appointment of PIC

When arriving on site, the shunter or driver will contact the signaller at MROC Liverpool Workstation and provide them with their name, grade, company and contact telephone number. The MROC Liverpool Workstation signaller will advise whether PIC status is given or if another person has already been granted the role of PIC. If PIC status has already been granted to another person, the MROC Liverpool signaller will provide the contact details to the arriving shunter or driver.

After obtaining PIC status, the PIC will liaise with the MROC Liverpool signaller and reach a clear understanding of what movements are required.

Where PIC status has already been given, the arriving shunter or driver must contact the existing PIC and reach a clear understanding of what movements are required and obtain authority from the PIC before commencing any movements.

Arriving Trains

Arriving trains wishing to proceed beyond the Stop Boards will normally be routed onto the Down Waterloo Siding up to stop board WSSB1. When required, an arriving train can be routed onto the Up Waterloo Siding to stop board WSSB3 providing the signaller is satisfied that no conflicting movements have been authorised.

If a train is to enter the sidings via signal LE143 the signaller must contact the PIC and obtain permission for the train to enter the sidings before placing signals LE47 and LE138 to danger (if already off) and clearing signal LE143.

Trains arriving via Bootle Branch

If the driver has been previously appointed to undertake PIC duties prior to arrival or confirms to the signaller at MROC Liverpool Workstation that they have spoken to the appointed PIC and have come to a clear understanding, the driver, when they arrive, may proceed past the Down Waterloo Siding stop board WSSB1 or the Up Waterloo Siding stop board WSSB3, providing the siding is clear to bring the train in clear of the Bootle Branch lines.

Shunting Movements

Before any shunting activities are undertaken a clear understanding must be reached between the PIC, the signaller and the driver involved on the nature of the movements to be made and what signals will be required to be cleared during the shunting activities.

To assist in shunting operations the PIC can request the MROC Liverpool signaller to set routes between signals LE47 and LE138 on Waterloo Siding 4 to show a proceed aspect at the same time

Departing Trains

Trains exiting Waterloo or Tuebrook Sidings will normally be routed onto the Up Waterloo Siding.
Before authorising a train to proceed through the hand operated connection between Waterloo Siding 4 and Waterloo Siding 5, the driver / PIC must contact the signaller and obtain authority for the movement to pass stop board WSSB4 and proceed towards signal LE34.

If a train is required to exit Waterloo or Tuebrook Sidings via the Down Waterloo Siding, before authorising the train to proceed through the hand operated connection between Waterloo Siding 4 and Waterloo Siding 5 the driver / PIC must contact the signaller and obtain authority for the movement to pass stop board WSSB2 towards signal LE122.

If a train is required to exit the sidings from signal LE138, the PIC must advise the signaller of this and confirm to the signaller that it is safe to return signals LE47 and LE138 to danger. Once this confirmation is received from the PIC and it is confirmed that the train is ready to depart, the signaller may then clear signal LE138.

Giving up the role of PIC

The PIC must only give up the role when all shunting activities have been completed, the sidings are clear and safe, and no other PIC will assume the role.

Maintenance / T3 possessions

When maintenance is required to be undertaken in the sidings outside of GBRF Stop Boards protection arrangements will be made with MROC Liverpool signaller for the sidings be taken under normal PICOS arrangements.

Should access be required within GBRF Sidings in connection with maintenance or in connection with T3 possessions, arrangements will be made with MROC Liverpool signaller for the sidings be taken under normal PIC arrangements as detailed above.

Dated: 04/11/19

NW2023 - SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)

Pilkington's Oil Sidings

The driver, or guard where provided, of a train which is ready to depart from Pilkington's Oil sidings must first advise the signaller at St. Helens Station signal box using the telephone provided. The train must not proceed until the signaller has given an assurance that signal SH.106 has been cleared for the movement.

Dated: 07/10/06

NW2023 - SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)

ST HELENS CENTRAL to Huyton Junction

IWA, COSS or PC blocking a line and T3 possessions

You must not use a T-COD as additional protection for a line blockage on the axle counter track sections on the Up St Helens or the Down St Helens lines between St Helens Central and Huyton Junction.

You must not use a trolley on the Up St Helens or the Down St Helens lines nor do any work that will affect the axle counters unless reset arrangements have been agreed.

Dated: 09/12/2023

NW2025 - ST HELENS STATION JN. TO RAVENHEAD JN.

St Helens Station Jn To Ravenhead Jn

The *Regulations for one-train working on single lines where a train staff is provided* apply on the down and up goods lines between St. Helens Station Junction and Ravenhead Junction.

Trains for Ravenhead Junction must travel over the down goods line and return over the up goods line.

Dated: 07/10/06

NW2025 - ST HELENS STATION JN. TO RAVENHEAD JN.

Ravenhead Jn

Vehicles must not be stabled between Ravenhead Junction and Leathers Chemical Siding.

Dated: 07/10/06

NW2027 - EDGE HILL BOOTLE BRANCH JN. TO LIVERPOOL DOCKS.

Bootle Branch Jn

An 'OFF' indicator is provided in association with ground position light signal LE121, which may be used to assist set-back movements from the Down Bootle line.

Dated: 31/07/21

NW2027 - EDGE HILL BOOTLE BRANCH JN. TO LIVERPOOL DOCKS.

Alexandra Dock Tunnel To Strand Road LC (MCB)

Method of Working. The Person in Charge at Strand Road LC (PIC) is responsible for:

- all train movements between the Stop Board located at 5m 43ch on the Down LNW Goods line, and Strand Road LC,
- all train movements between Strand Road LC and Liverpool Bulk Handing Terminal
- the Train Staff working between Strand Road LC and Seaforth Container Terminal.

The PIC will arrange for all trains to be accompanied by a shunter between Strand Road LC and either terminal, and return.

The *Regulations for Operating Trains on the Liverpool Dock Estate* apply.

Dated: 31/07/21

NW2027 – EDGE HILL BOOTLE BRANCH JN TO LIVERPOOL DOCKS

Liverpool Docks – Edge Lane Jn

Assisting locomotive leaving the train at Edge Lane Junction

Where a train departing Liverpool Docks towards Edge Lane Jn requires assisting up the incline on the Up LNW Goods / Up Bootle line, the assisting locomotive can be detached at Edge Lane Junction.

The head code of the assisting locomotive will be 0B00 for all movements including the period of time it is assisting the train.

The Signaller at Merseyrail IECC must reach a clear understanding with the signaller at Manchester ROC, Liverpool Workstation as to whether the train is assisted from the front or rear, and the destination of the assisting locomotive once the train has been assisted up the incline.

The Signaller at Manchester ROC, Liverpool Workstation must reach a clear understanding with both the train driver and the assisting locomotive driver regarding the following:

- Where the train has been assisted in rear, the assisting locomotive once detached must follow the train at a safe distance and bring the locomotive to a stand at signal LE402 at Edge Lane Junction and in accordance with Rule Book Module TW1, Section 15.2, not pass signal LE402 until it has returned to danger and cleared again.

Where the train has been assisted from the front, the train must remain at signal LE402 once the assisting locomotive has departed and not pass signal LE402 until it has returned to danger and cleared again.

Dated: 20/11/2021

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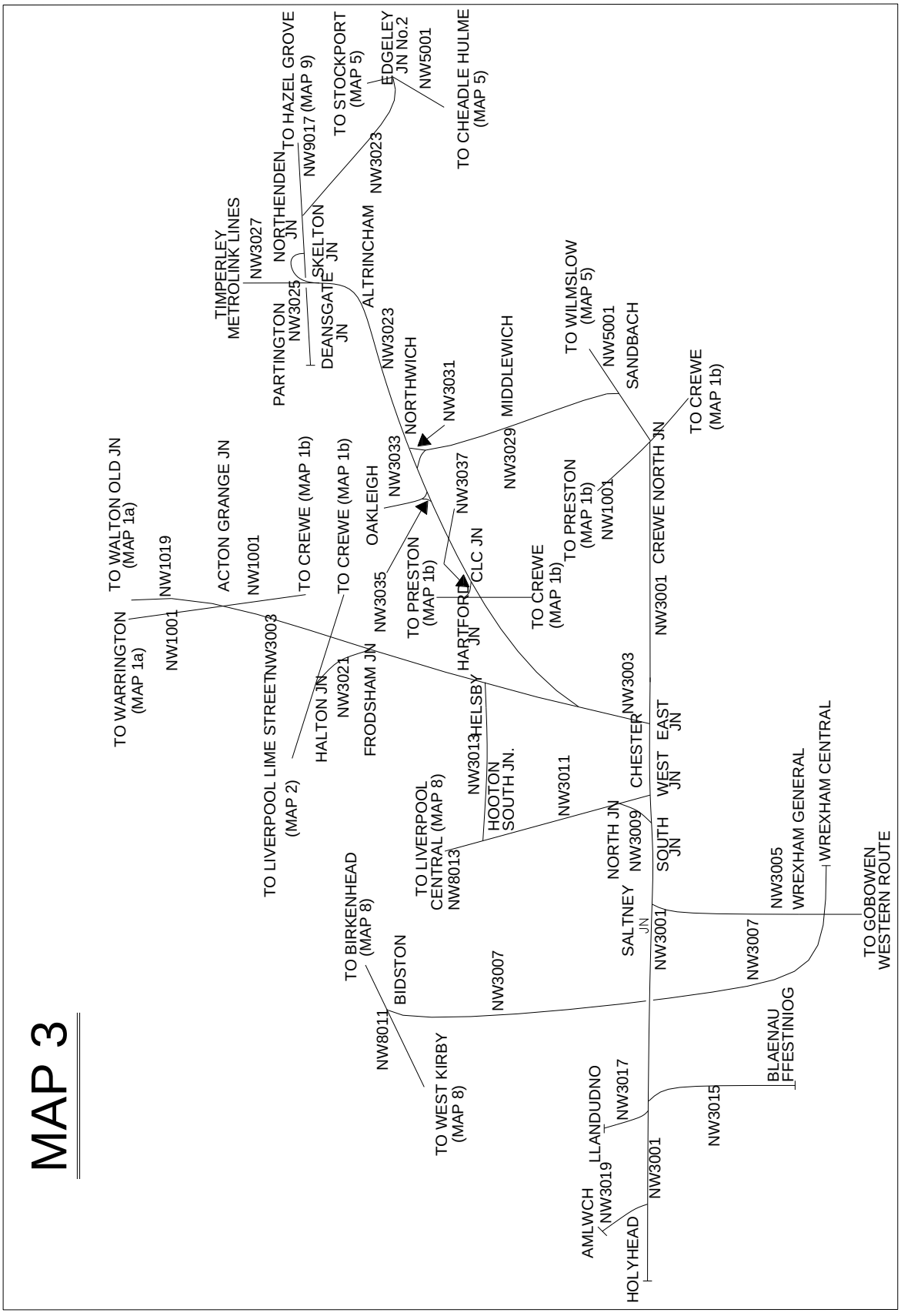
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NW3001 (CREWE NORTH JN TO HOLYHEAD)

Location	Line(s) Affected	Mileage (Between)				
Chester South Jn – Roodee Jn	Up Slow, Up Fast, Down Fast, Down Slow, Up Main, Down Main	180 m	00 ch	*to*	180 m	20 ch
Penmaenrhos Tunnel – Llandudno Jn	Down Main	218 m	19 ch	*to*	220 m	07 ch
Llandudno Jn SB – Penmaenbach Tunnel	Down Main, Up Main	224 m	00 ch	*to*	225 m	00 ch
Mona LC (UWC) – Glan-y-Mor Elias LC (UWC)	Up Main	231 m	10 ch	*to*	232 m	34 ch
Bangor Station	Up (platform)	239 m	06 ch	*to*	238 m	61 ch
Menai Bridge North Jn – Llanfairpwll Station	Down Main	241 m	57 ch	*to*	242 m	60 ch

Dated: 06/04/2024

NW3003 (CHESTER EAST JN TO ACTON GRANGE JN)

Location	Line(s) Affected	Mileage (Between)				
Chester East Jn – Mickle Trafford SB	Up Main / Up Warrington, Down Warrington / Down Main	0 m	30 ch	*to*	2 m	60 ch
Runcorn East	Up Main, Down Main	13 m	10 ch	*to*	13 m	20 ch

Dated: 06/04/2024

NW3011 (CHESTER WEST JN. TO HOOTON SOUTH JN.)

Location	Line(s) Affected	Mileage (Between)				
Bache and Hooton South Jn	Down Birkenhead, Up Birkenhead	0 m	79 ch	*to*	7 m	68 ch

Dated: 05/09/2020

NW3013 (HOOTON SOUTH JN TO HELSBY JN)

Location	Line(s) Affected	Mileage (Between)				
Hooton South Jn – Ellesmere Port	Up Main / Up Helsby, Down Helsby / Down Main	0 m	20 ch	*to*	3 m	44 ch

Dated: 30/03/2024

NW3023 (EDGELEY JN NO.2 TO MICKLE TRAFFORD)

Location	Line(s) Affected	Mileage (Between)				
Hale – Ashley	Up Main, Down Main	8 m	60 ch	*to*	9 m	10 ch
Greenbank – Hartford CLC Jn	Up Main, Down Main	22 m	70 ch	*to*	23 m	00 ch
Hartford CLC Jn – Forest House Farm LC	Up Main, Down Main	24 m	00 ch	*to*	26 m	00 ch
Delamere – Mouldsworth GF	Up Main, Down Main	29 m	60 ch	*to*	29 m	70 ch
Mouldsworth – Mickle Trafford Jn	Up & Down Manchester	33 m	60 ch	*to*	33 m	70 ch

Dated: 06/04/2024

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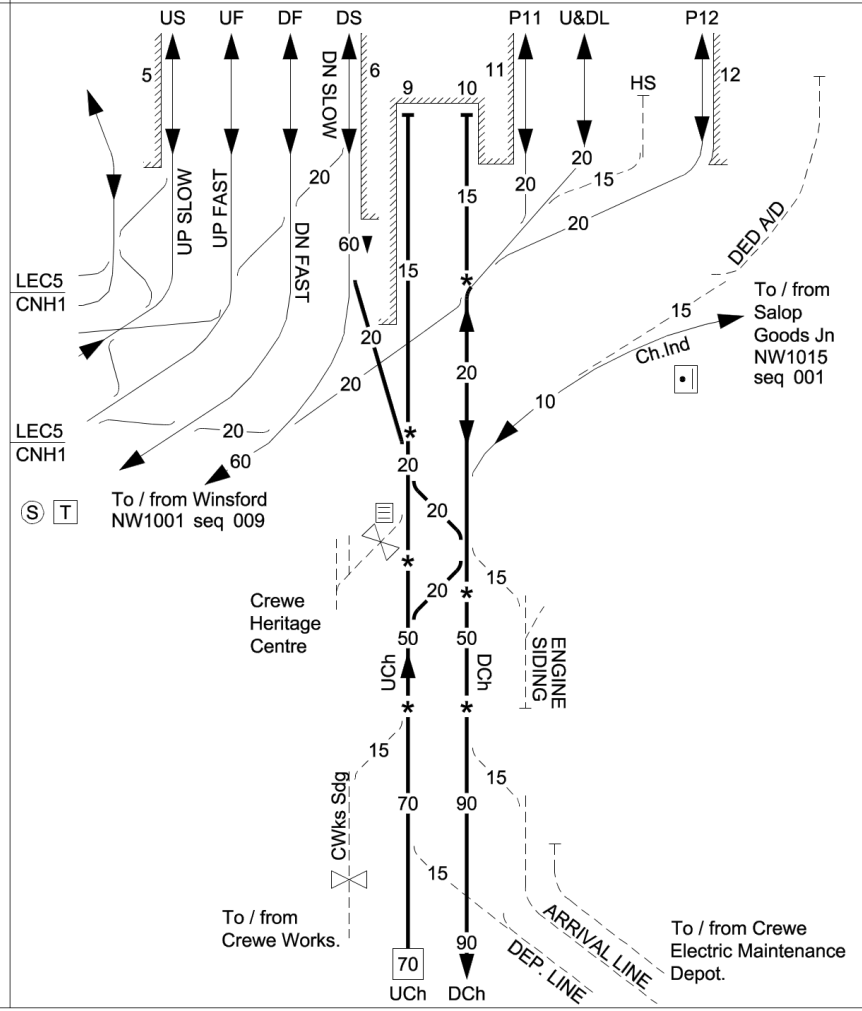
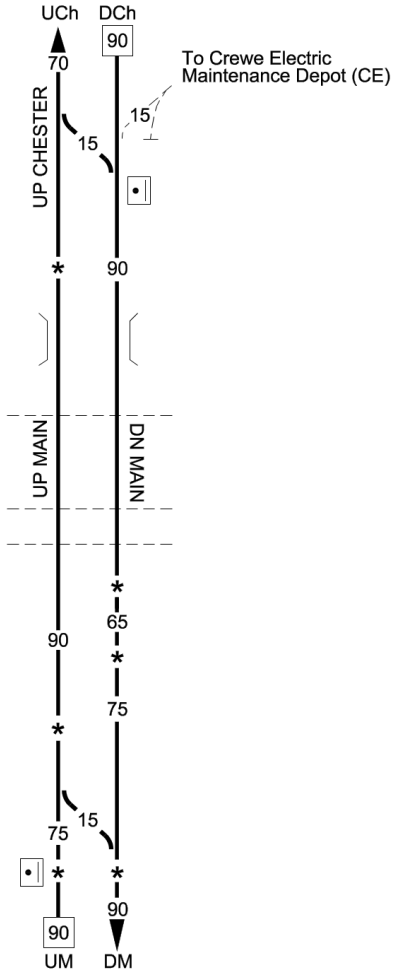
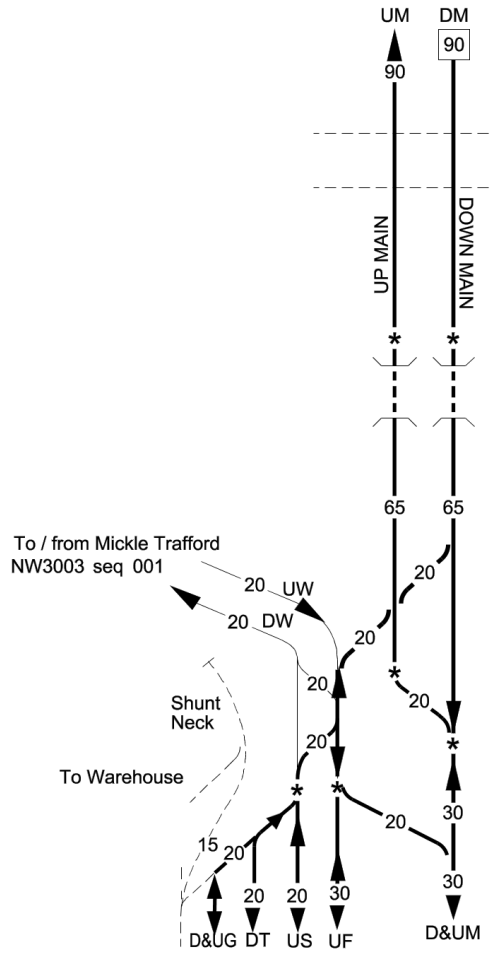
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	001	Crewe North Jn to Holyhead	LEC5 CNH1	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
CREWE (See NW1001 seq 009 for details)	158 00		GSM-R TCB Crewe SCC (CE) AC: Crewe U&DL: Up & Down Loop. HS: Holding Siding. DED A/D: D.E.D. Access / Departure. Ch.Ind: Chester Independent line.
Crewe North Jn (ELR change: Plat.10 / Dn Chester line)	158 17 *		Platform lengths: Crewe. Platform 9: 202 metres (221 yards). Platform 10: 80 metres (87 yards).
Crewe SCC Gresty Lane SCC	158 21 158 21		For other platform lengths, see NW1001 seq 009.
(ELR change: Plat.9 / Up Chester line)	158 23 *		Standage between Platform 10 buffer stops and platform starting signal: 123 metres (135 yards).
(Connection to Up Chester Independent)	158 25		PP authorised in Platforms 9 and 10.
Heritage GF	158 28		
	158 32 *		Note: The connection between Platform 6 (Down Slow line) and the Up Chester line has ELR: CNH1.
	158 37 *		Note: Crewe SCC and Gresty Lane SCC are located within the same building.
(Crewe Works Siding connection) (Arrival Line connection)	158 75 * 158 76 158 77		UCh: Up Chester. DCh: Down Chester.
(Departure Line connection)	159 02		CWks Sdg: Crewe Works Siding.
(Gates)	159 04		The siding adjacent to the Arrival Line is not electrified.
(Start / end of diagram)	159 20		

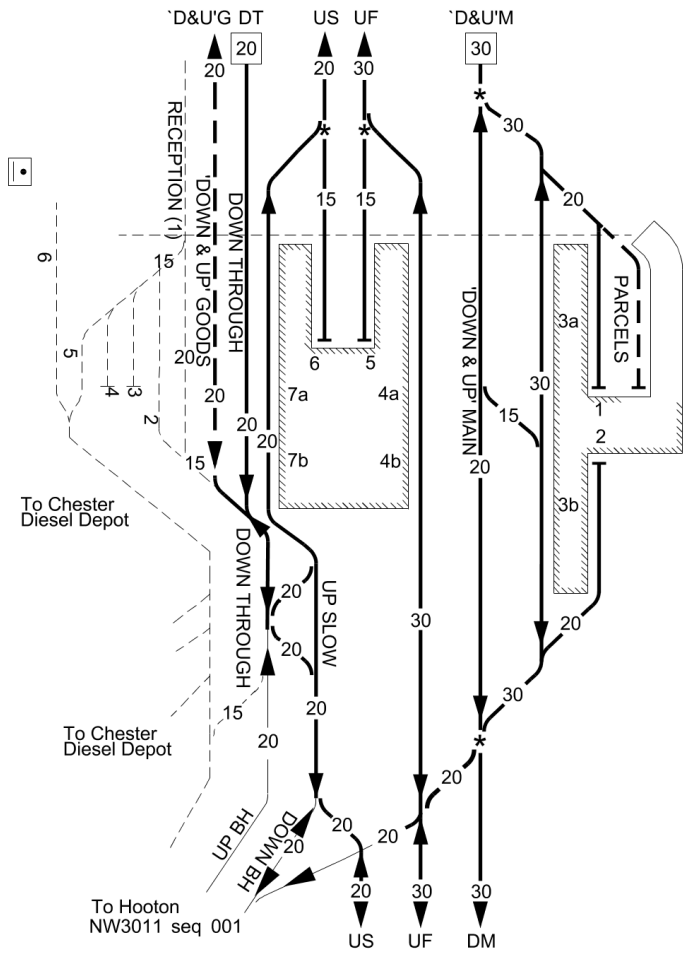
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	002	Crewe North Jn. to Holyhead	CNH1	North West	08/07/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	159	20			GSM-R TCB Crewe Steel Works SB (SW) AC: Crewe
					DCh: Down Chester. UCh: Up Chester.
Crewe Steel Works SB	159	41			AB
(Limit of Electrification)	159	55			Down Chester line electrified as far as 159m 55ch. Up Chester line electrified from the trailing crossover at Crewe Steel Works SB.
	160	72	*		
from Worleston Viaduct (148 metres / 162 yards) to	161	05			Beeston Castle & Tarporley SB (BC)
	161	12			
Dairy House Farm LC (UWC)	161	42		T	
Parkfield House LC (FP)	165	17			
Wardle Bridge LC (FP)	165	52			
	167	28	*		
	167	48	*		TCB Beeston Castle & Tarporley SB (BC)
	168	40	*		
	168	53			
Beeston Castle & Tarporley SB	168	60	*		
(Start / end of diagram)	169	00			

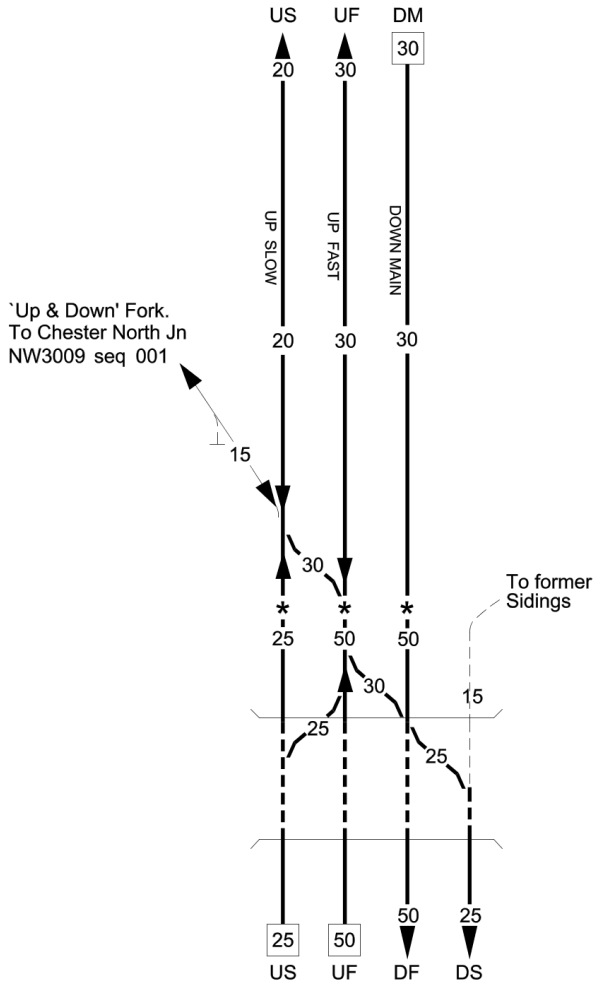
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	003	Crewe North Jn to Holyhead	CNH1 CNH2	North West	15/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	169 00		GSM-R TCB Beeston Castle & Tarporley SB (BC) Chester PSB (CR)
Tollemache No.6 LC (FP) (Brassey Green)	170 37		
Nixons Bridge LC (FP)	172 72		
	177 36 *		
Christleton Tunnels (146 metres / 160 yards)	177 52 to 177 59		
	178 65 *		
Chester East Jn	178 66		
	178 69 *		AWS inductors are not provided between Chester East Jn and Chester West Jn.
	178 70 *		
	178 71 *		
(Start / end of diagram)	178 73		D&UM: Down & Up Main. DT: Down Through. D&UG: Down & Up Goods. UW: Up Warrington. DW: Down Warrington.

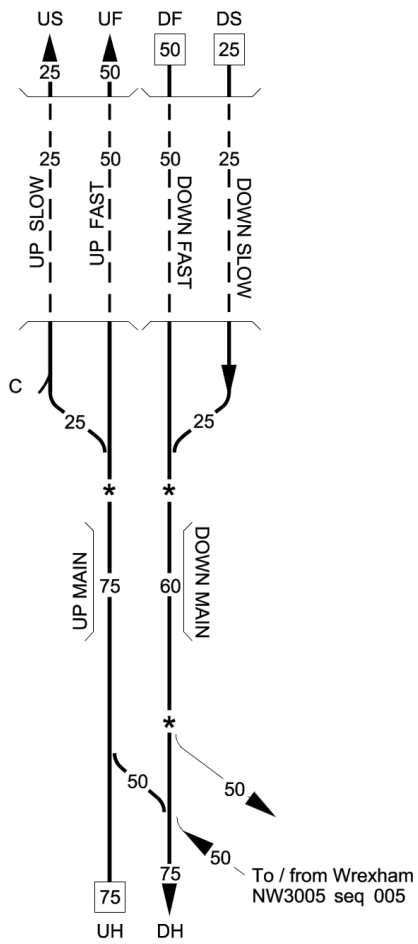
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	004	Crewe North Jn. to Holyhead	CNH2	North West	19/03/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	178	75 *		GSM-R TCB Chester PSB (CR) DC: Sandhills DC: Sandhills (Platform 7 and Birkenhead lines only).
	178	76 *		
Chester PSB	179	00		AWS not provided between Chester East Jn and Chester West Jn.
Chester Station LC (SBC)	179	02		Platform Lengths: Chester Platform 1: 135 metres (148 yards) Platform 2: 121 metres (132 yards) Platform 3: 375 metres (410 yards) (both directions) Platform 4: 310 metres (339 yards) (both directions) Platform 5: 112 metres (122 yards) Platform 6: 112 metres (122 yards) Platform 7: 307 metres (336 yards) (both directions)
CHESTER	179	11		(PF) 'Down & Up' Main, in Down direction only. (PP-A) Platforms 3 and 4 (PP) Platforms 1, 2, 5 and 6 Platform 7 in both directions.
	179	29 *		
Chester West Jn	179	30		UP BH: Up Birkenhead. DOWN BH: Down Birkenhead.

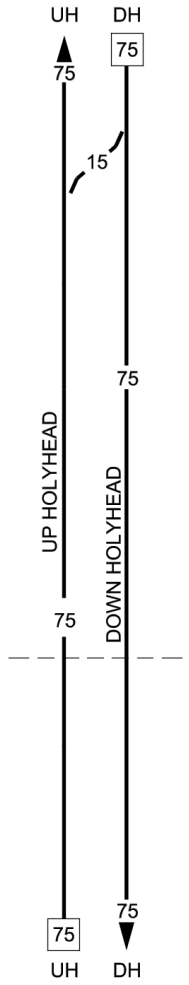
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	005	Crewe North Jn. to Holyhead	CNH2 CNH3	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Chester South Jn	179 47		GSM-R TCB Chester SB (CR)
	179 48 *		
Windmill Lane Tunnel (Change of ELR) (95m/104yd)	179 56		
	to		
	179 61		

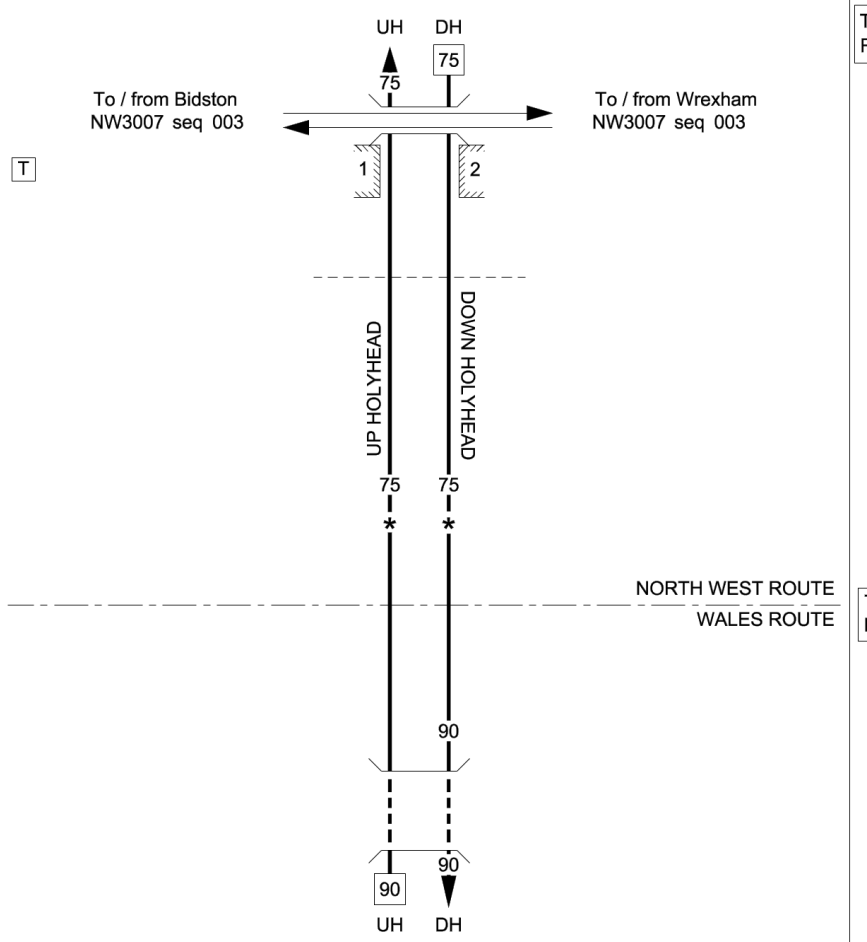
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	006	Crewe North Jn to Holyhead	CNH3	North West	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	179 64		GSM-R TCB — Chester PSB (CR) Chester Panel
from	179 67		
Northgate Tunnels (199 metres / 218 yards)			
to	179 77		C: Catch points on Up Slow at 180m 15ch.
			Exceptionally Poor Rail Adhesion: Up Main, Up Slow, Up Fast and Down Slow, Down Fast, Down Main lines between 180m 00ch and 180m 20ch.
Roodee Jn	180 18		
	180 20 *		
from	180 43		
Roodee Viaduct (620 metres / 678 yards)			
to	180 57		
	181 04 *		
Saltney Jn	181 09		
(Start / end of diagram)	181 20		UH: Up Holyhead. DH: Down Holyhead.

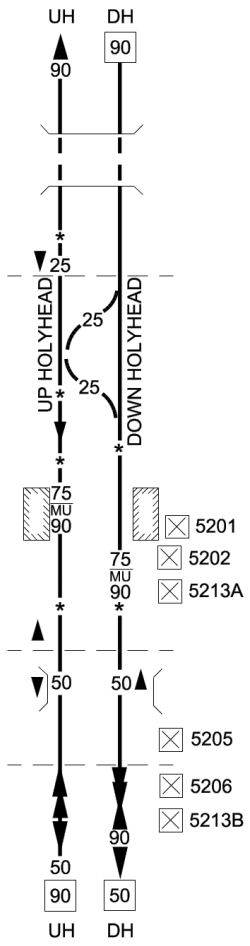
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	007	Crewe North Jn. to Holyhead	CNH3	LNW North	26/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Chester SB (CR) UH - Up Holyhead DH - Down Holyhead
	181 28		
Beeches Farm LC (UWC)	184 03	T	

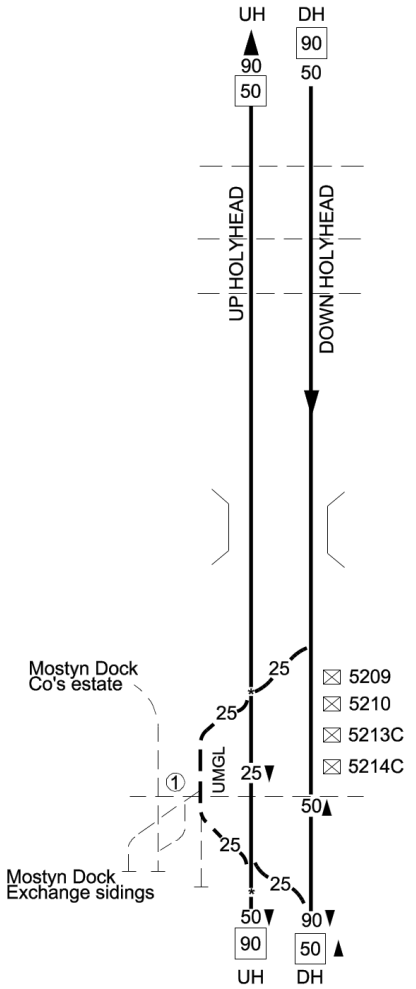
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	008	Crewe North Jn to Holyhead	CNH3	North West / Wales	15/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	186 00		GSM-R TCB Chester PSB (CR) RA8
(Intersection bridge)	186 73		
SHOTTON (Low Level)	186 77		Platform lengths: Shotten (Low Level) Platform 1: 106 metres (116 yards) Platform 2: 106 metres (116 yards)
Maude Street LC (FP)	187 42		UH: Up Holyhead DH: Down Holyhead
	188 02 *		Axle counter area throughout this diagram.
(Route Boundary)	188 40		TCB Wales ROC RA8 Rhyl Workstation (FH)
Kelsterton Tunnel (152 metres, 166 yards)	188 76 to 189 03		
(Start / end of diagram)	189 03		

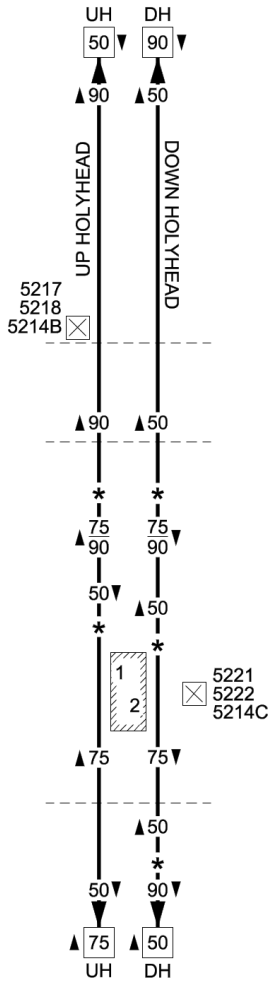
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	009	Crewe North Jn. to Holyhead	CNH3	Wales	15/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	189 03		GSM-R TCB RA8 Wales Rail Operating Centre (Rhyl) (FH) Axle Counter Area
Rockcliffe Hall Tunnel (90m/99yds)	189 47 to 189 51		UH - Up Holyhead DH - Down Holyhead
	190 62 *		
Pentre LC (UWC)	190 67	T	
Flint Junction	191 00		
	191 05 *		End of Bi-directional signalling at Flint Junction
	191 40 *		
	191 41 *		Platform Lengths: Flint Platform Up 178m (195yds) Platform Down 209m (229yds)
FLINT	191 47		
	192 20 *		LOD (K) 5201 - Down Holyhead LOD (K) 5202 - Up Holyhead LOD (P) 5213 A - Reversible
Bagillt LC (UWC)	193 52	T	
Dee Bank Viaduct (20m, 22yds)	194 24 to 194 25		LOD (K) 5205 - Down Holyhead LOD (K) 5206 - Up Holyhead LOD (P) 5213 B - Reversible
Fishpool Farm LC (UWC)	194 61	T	
	195 00		

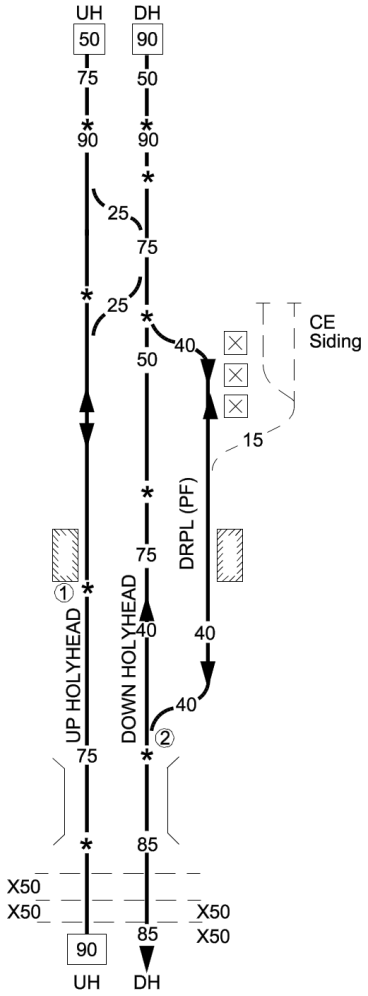
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	010	Crewe North Jn. to Holyhead	CNH3	LNW North	15/02/2025

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
	195 00			GSM-R TCB Wales Rail Operating Centre RA8 (Rhyl) (FH) Axle Counter Area DH - Down Holyhead UH - Up Holyhead
Bodlondeb LC (UWC) (R/G)	196 09	T		
Maesteg LC (UWC) (NW3001)	196 24	T		
Stokyn Lodge (UWC)	196 55	T		
Llanerchymor Viaduct (60m, 66yds)	197 26 to 197 29			
Mostyn East Jn	198 42			LOD (K) 5209 - Down Holyhead LOD (K) 5210 - Up Holyhead LOD (P) 5213C - Reversible LOD (P) 5214A - Reversible
Mostyn LC (UWC)	199 12	T		UMGL - Up Mostyn Goods Loop 775m, 847 yds ① Out of Use
Mostyn Dock Exchange Sidings (NW3001)				
Mostyn West Jn	199 23			
	199 29	*		

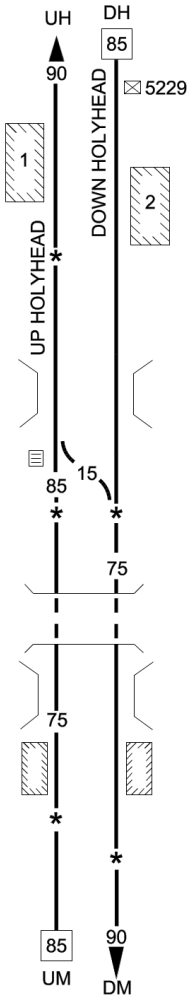
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	011	Crewe North Jn to Holyhead	CNH3	Wales	12/10/2024

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	199	40		GSM-R TCB Wales ROC RA8 Rhyl Workstation (FH)
				Axle Counter Area DH - Down Holyhead UH - Up Holyhead
Tyn-y-Morfa LC (CCTV)	202	65	T	LOD (K) - 5217 - Down Holyhead LOD (K) - 5218 - Up Holyhead LOD (P) - 5214B - Reversible
Nant Hall LC (FP)	204	59		
	204	70 *		
	205	35 *		LOD (K) - 5221 Down Holyhead LOD (K) - 5222 - Up Holyhead LOD (P) - 5214C - Reversible
	205	36 *		
PRESTATYN	205	43		Platform lengths: Prestatyn Up Platform - 245m (268yds) Down Platform - 245m (268yds)
Sandy Lane LC (UWC & FP)	205	61	T	
	205	79 *		
(Start / end of diagram)	206	02		

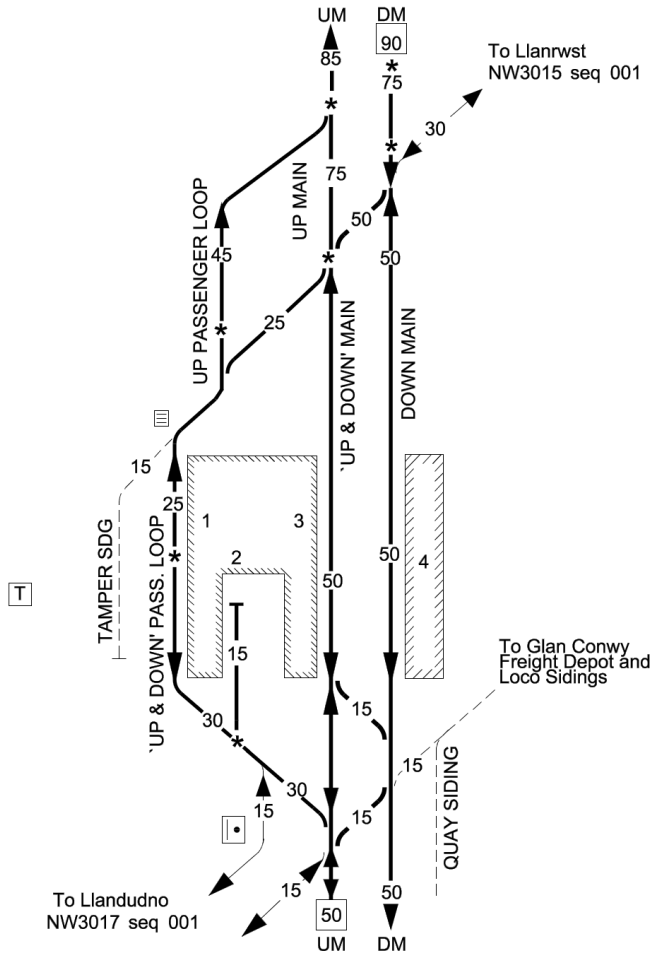
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	012	Crewe North Jn. to Holyhead	CNH3	LNW North	22/04/2023

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
	206 02			GSM-R TCB Wales Rail Operating Centre RA8 (Rhyl) (FH) Axle Counter Area DH - Down Holyhead UH - Up Holyhead
	206 05	*		
	207 71	*		
	208 67	*		DPL 574m (1890ft)
	208 69	*		
	209 01	*		LOD (K) - 5225 - Down Holyhead LOD (K) - 5226 - Up Holyhead LOD (P) - 5214D - Reversible
	209 05			Platform Lengths: Rhyl Platform Up 267m (292yds) Platform Down 263m (287yds)
RHYL	209 08	T		
	209 10	*		① End of Bi-directional signalling on Up Holyhead ② End of Bi-directional signalling on Down Holyhead
	209 45			DRPL - Down Rhyl Passenger Loop Down Rhyl Passenger Loop bi-directional from FH6088 signal
	210 22	*		
Foryd Viaduct 181m, 198yds	209 79 to 210 08			
	210 28	*		
Millars Cottage LC (UWC)	211 79	T		
Ty Gwyn FP (MSL - X)	212 44			
Pen Uchaf FP (MSL - X)	212 59			

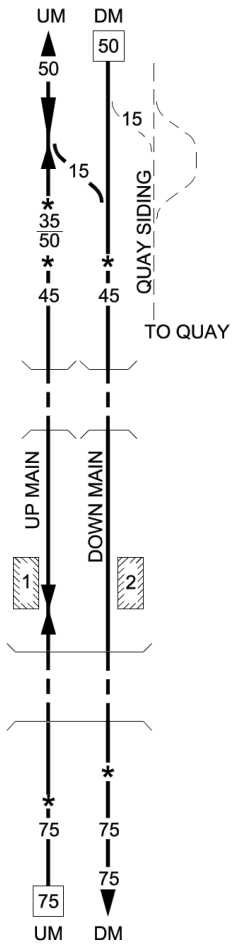
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	013	Crewe North Jn. to Holyhead	CNH3	Wales	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	212 59		GSM-R TCB Wales Rail Operating Centre RA8 (Rhyl) (FH) Axle Counter Area LOD (K) 5229 - Down Holyhead Platform Lengths: Abergele & Pensam Up Platform - 199m (218yds) Down Platform - 147m (160yds) DH - Down Holyhead UH - Up Holyhead
ABERGELE & PENSARN	213 30		
	214 66 *		
(change of line name (Down))	215 20		
Llandulas Viaduct (80m, 88yds)	215 72 to 215 76		
Signal LJ.49 (Down)	216 75		
Llysfaen Emergency GF (change of line name (Up))	217 09	T	TCB Llandudno Jn SB (LJ)
Signal LJ.50 (Up)	217 20 *		
Penmaenrhos Tunnel (441m / 482 yds)	217 32 to 217 54		Exceptionally Poor Rail Adhesion Down Main line between 218m 19ch and 220m 07ch.
Colwyn Viaduct (60m, 66yds)	218 19 to 218 22		
COLWYN BAY	219 37	T	Platform Lengths: Colwyn Bay Platform Up 242m (265 yds) Platform Down 243m (266 yds)
	220 03 *		
	220 27 *		
	222 31		

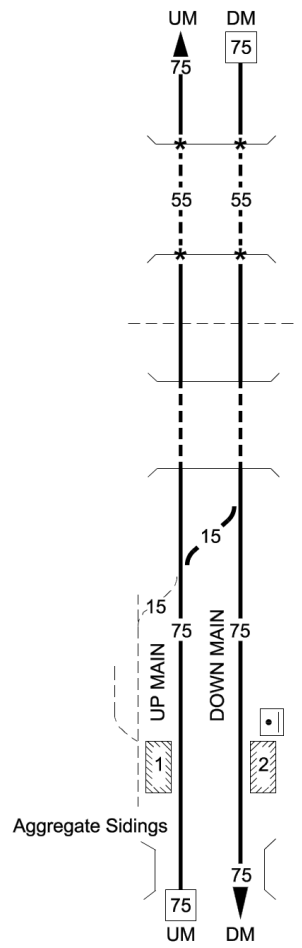
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	014	Crewe North Jn. to Holyhead	CNH3	LNW North	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	222 31 *		GSM-R TCB Llandudno Jn SB (LJ)
	222 60 *		
	222 61		
	223 08 *		
Llandudno Jn (NW3001)	223 12		UPL 639m (2097ft)
	223 21 *		
	223 24 *		Tamper Siding 236m (777ft)
	223 26		Platform Lengths: Llandudno Jn Platform 1 Permissive PP-A (Up Only) Up and Down 298m (326 yds) Platform 2 Permissive PP 101m (110 yds)
Tamper Siding GF (NW3001)	223 31		Platform 3 Up and Down 298m (326 yds) (PP-A Up only)
	223 36 *		Platform 4 Up and Down 219m (240 yds) (PP-A Up only)
LLANDUDNO JUNCTION	223 39	T	
	223 50 *		Up&Down Pass Loop 385m (1264ft)
Llandudno Jn SB (LJ) (NW3001)	223 55		

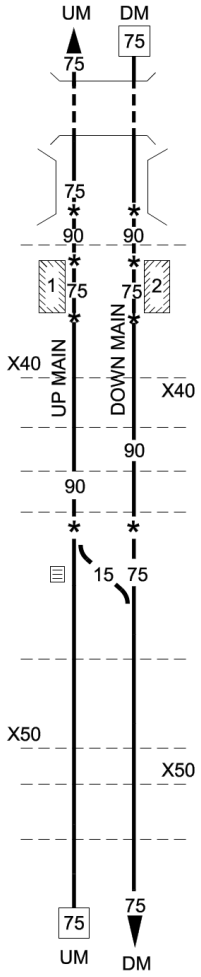
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	015	Crewe North Jn. to Holyhead	CNH3	LNW North	22/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	223 55		GSM-R TCB Llandudno Jn SB (LJ) RA8
	223 61		Exceptional Rail Head Conditions Up and Down main lines between 224m. 0ch. and 225m. 0ch.
	223 69 *		
	224 00 *		
Signal LJ 71 (Down)	224 05		
Conwy Tubular Bridge ① (136m / 149 yd)	224 11 to 224 18		AB applies between Llandudno Junction box area signals LJ.71 (down) and LJ.76 (up), at Conwy, and Penmaenmawr box. ① See Local Instruction
CONWY	224 40		Platform Lengths: Conwy Platform Up 51m (56 yds) Down: 51m (56 yds)
Conwy Tunnel (68m / 74 yd)	224 44 to 224 47		
	224 60 *		
	224 62 *		
Signal LJ 76 (Up)	226 30		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	016	Crewe North Jn. to Holyhead	CNH3	LNW North	22/04/2023

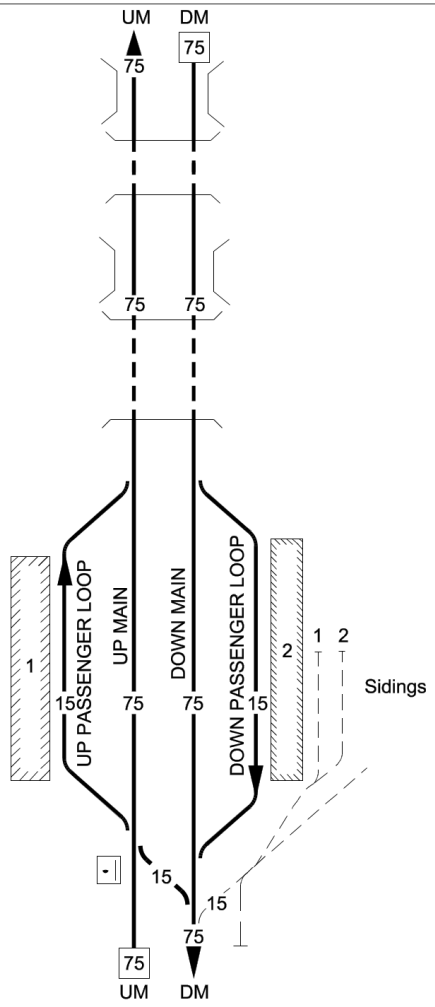
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Penmaenmawr SB (PR) RA8
	226 30		
	226 42 *		
Penmaenbach Tunnel (656m / 718yds)	to		
	226 75 *		
Little Chef LC (UWC)	227 78	T	
	228 30		
Moel Llys Tunnel (140m / 154yd)	to 228 37		
	228 45		
		T	
Penmaenmawr SB (PR)	228 64		
PENMAENMAWR	228 69		Platform Lengths: Penmaenmawr Platform Up 169m (185 yds) Platform Down 165m (180 yds)
Goat Inn Viaduct (80m, 88yds)	229 54 to 229 58 229 77		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	017	Crewe North Jn. to Holyhead	CNH3	Wales	30/09/2023

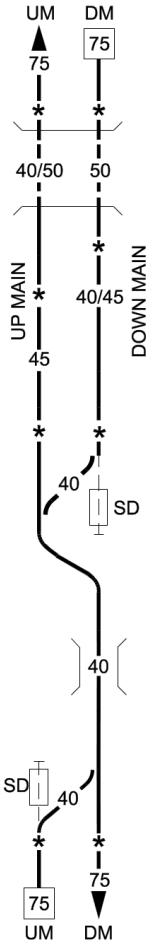
Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				GSM-R
Pen-y-Clip Avalanche Tunnel (242m / 265 yds)	229 77 to 230 10			AB Penmaenmawr SB (PR) RA8
Penmaenmawr Viaduct 181m, 198yds	230 13			
	230 22			Exceptionally Poor rail Adhesion Up Main line between 232m 34ch and 231m 10ch
	230 23	*		
Mona LC (UWC)	230 63	T		
	231 43	*		
LLANFAIRFECHAN	231 48	T		Platform Lengths: Llanfairfechan Up Platform 114m (125yds) Down Platform141m (154yd)
	231 52	*		
Glan-y-Mor Elias LC (UWC) (RG-X)	232 34	T		
Madryn Farm LC (UWC)	232 61	T		
Pentre Ddu LC (UWC)	233 19	T		
Henfaes Farm LC (UWC)	233 39	T		
	233 40	*		
Aber Emergency GF	233 53	T		
Aber Bull LC (UWC)	234 41	T		
Wig Farm LC (UWC) (R/G - X)	234 67	T		
Wig LC (UWC)	234 75	T		
Tai'r Meibion Farm LC (UWC)	235 12	T		AB Bangor SB (BR) RA8
	237 03			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	018	Crewe North Jn. to Holyhead	CNH3	Wales	30/09/2022

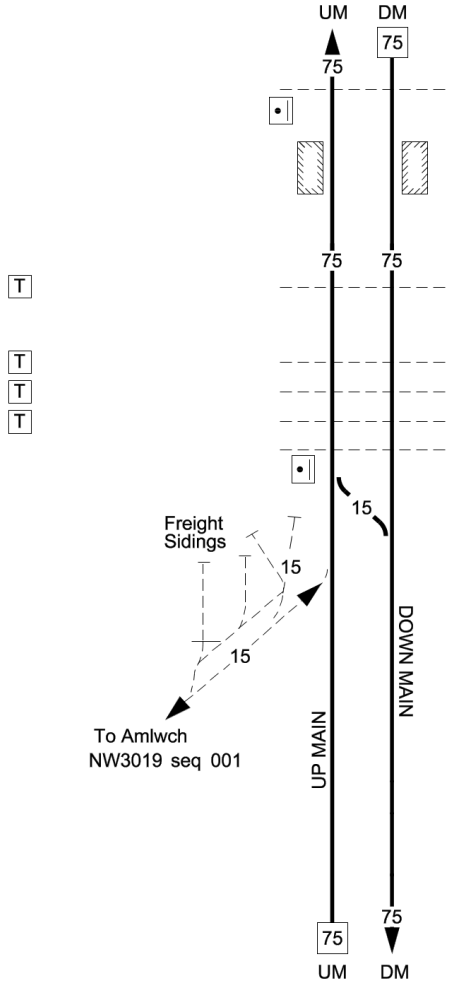
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Llandegai Viaduct 201m 220yds	237 03 to 237 13		AB Bangor SB (BR) RA8
Llandegai Tunnel (462m / 505yd)	237 26 to 237 49	T T	
Cegin Viaduct 101m, 110yds	237 79 to 238 04		
Bangor Tunnel (813m / 890yd)	238 19 to 238 60		
BANGOR	238 71	T	DPL 256m (840ft) UPL 230m (756ft) Platform Lengths: Bangor Up Platform 230m (252 yds) PP-A Down Platform 273m (299 yds) PP-A Exceptionally Poor Rail Adhesion Up Passenger Loop between 239m 06ch and 238m 61ch.
Bangor SB (BR)	239 02		



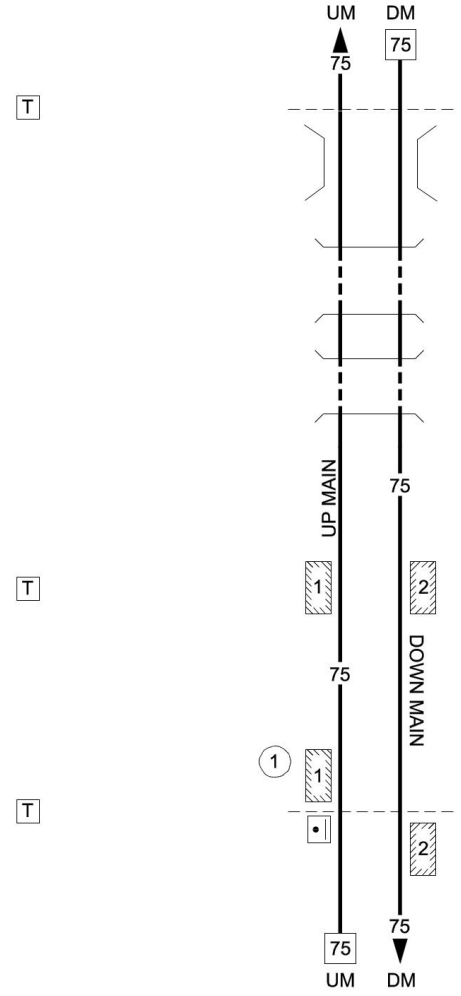
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	019	Crewe North Jn. to Holyhead	CNH3	Wales	30/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	239 02		GSM-R AB Bangor SB (BR) RA8 (All lines on this page are within Bangor SB station limits)
	239 05 *		
Belmont Tunnel (592m / 648yd)	239 06 to 239 36		
	239 70 *		
	240 01 *		
	240 62 *		
Menai Bridge South Jn	240 67		
Britannia Bridge (514m / 562yd)	241 11 to 241 35	T T	
Menai Bridge North Jn	241 57		Exceptionally Poor Rail Adhesion Down Main line between 241m 57ch and 242m 60ch.
	241 64 *		
	242 21		

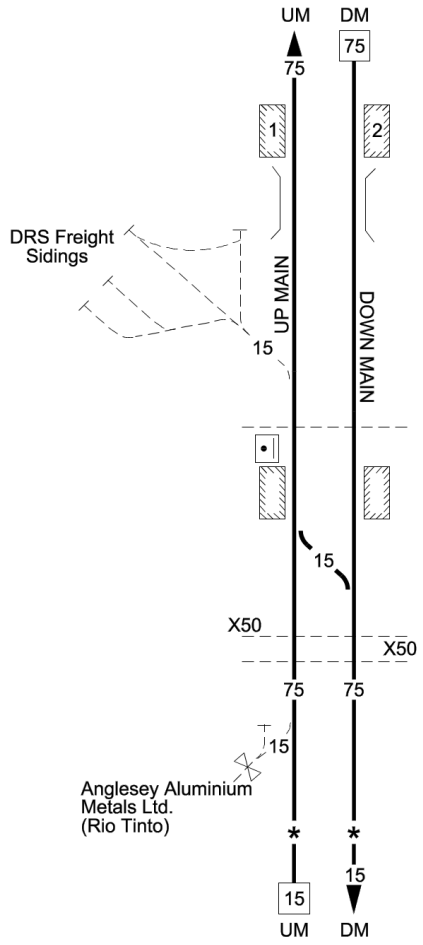
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	020	Crewe North Jn. to Holyhead	CNH3	Wales	30/09/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R AB Bangor SB (BR) RA8
Llanfair LC (MCG)	242	21		
LLANFAIRPWLL	242	29		Platform Lengths: Llanfairpwll Platform Up 37m (40 yds) Platform Down 37m (40 yds)
				AB Gaerwen SB (GN) RA8
Llanddaniel LC (R/G)	243	75	T	
				Exceptionally Poor Rail Adhesion Down Main line between 241m 57ch and 242m 60ch.
Gaerwen Uchaf No.1 LC (UWC)	244	48	T	
Gaerwen Uchaf No.2 LC (UWC)	244	61	T	
Gaerwen Ganol (UWC)	244	71	T	
Gaerwen LC (MCB)	245	09		
Gaerwen SB (GN)	245	09		
Gaerwen Jn	245	15		
	247	55		

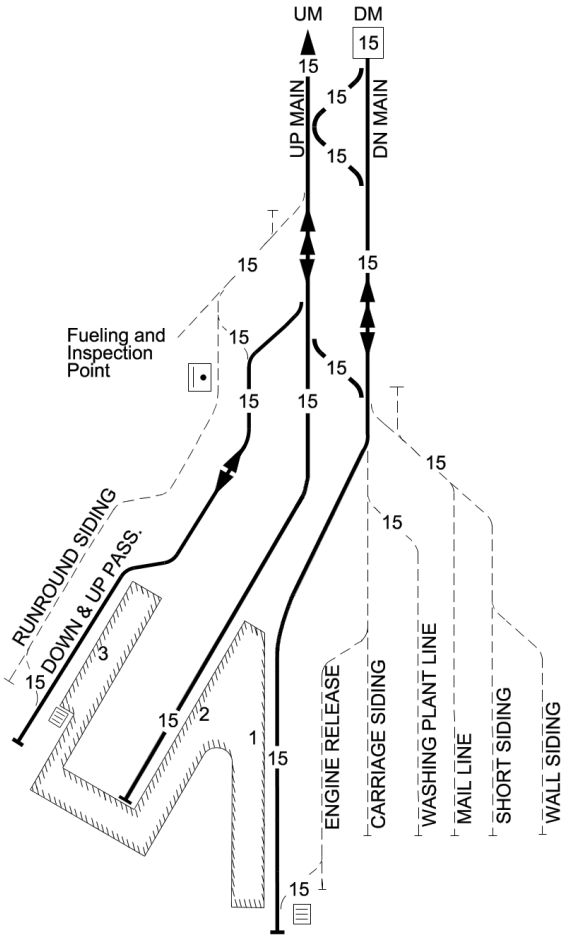
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	021	Crewe North Jn. to Holyhead	CNH3	LNW North	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	247 55		AB Gaerwen SB (GN) RA8 GSM-R
Tyddyn Morfa LC (UWC)	249 28	T	
Bodorgan Viaduct 201m, 220yds	249 64 to 249 74		
Bodorgan No.1 Tunnel (378m / 413 yds)	250 59 to 250 78		
Bodorgan No.2 Tunnel (105m / 115 yds)	251 01 to 251 06		
BODORGAN	251 52	T	Platform Lengths: Bodorgan Platform Up 96m (105yds) Platform Down 96m (105 yds)
TY CROES (Up Platform)	254 27		Platform Lengths: Ty Croes Platform Up 85m (93yds) Platform Down 84m (92yds)
Ty Croes LC (MCG)	254 31	T	
TY CROES (Down Platform)	254 34		(1) Out of Use (01/03/24 - 21/04/24)
	255 15		

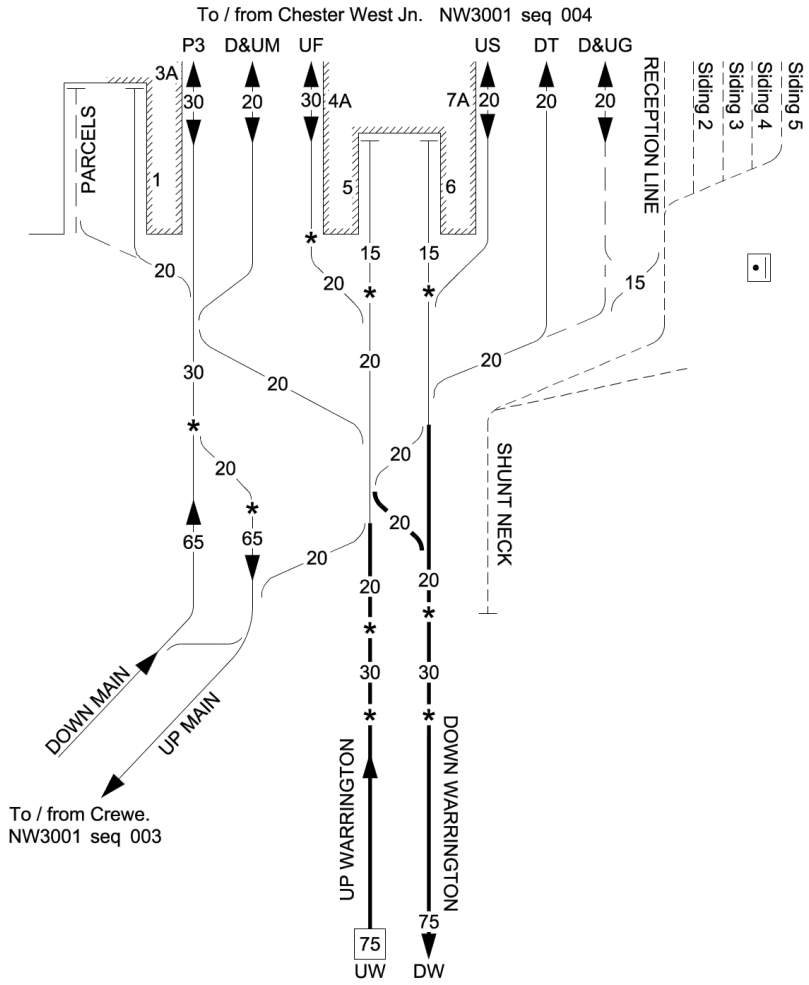
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	022	Crewe North Jn. to Holyhead	CNH3	LNW North	05/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB RA8 Gaerwen SB (GN)
	255 15		Platform Lengths: Rhosneigr Platform Up 91m (100 yds) Platform Down 91m (100 yds)
RHOSNEIGR	256 04		
Trewyn Sands Viaduct 40m, 44yds	256 16 to 256 18		
			AB RA8 Valley SB (VY)
	260 04		
Valley LC (MCB)	260 06		
Valley SB (VY)	260 06		
VALLEY	260 09		Platform Lengths: Valley Platform Up 45m (49 yds) Platform Down 37m (40 yds)
Cleifiog Uchaf LC (UWC)	260 57	T	
Cleifiog Uchaf LC (FP) (R/G-X)	260 57		
	261 56		AB RA8 Holyhead SB (HD)
	263 06 *		

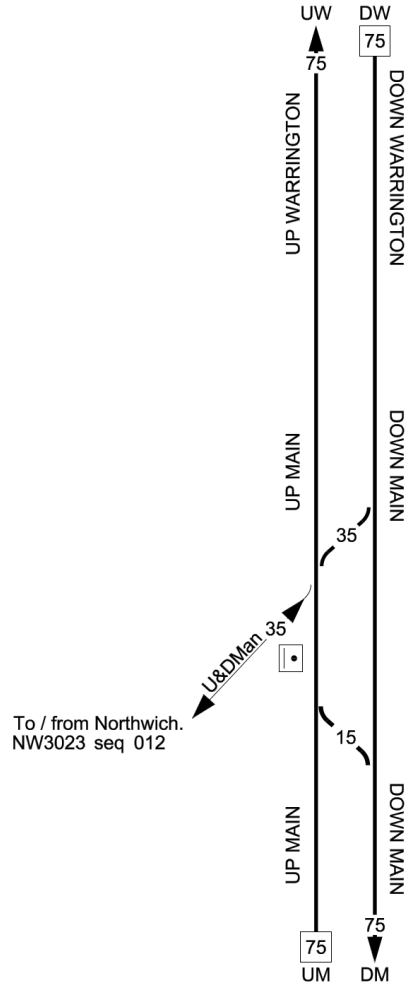
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	023	Crewe North Jn. to Holyhead	CNH3	LNW North	16/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	263 06		GSM-R AB Holyhead SB (HD) RA8
	263 10	T	
Holyhead SB (HD)	263 26		
Platform 3 GF	263 49		Platform Lengths: Holyhead Platform 1 - 333m (364yds) PP Platform 2 - 304m (332yds) PP Platform 3 - 215m (235yds) PP
HOLYHEAD	263 52		
Platform 1 GF	263 56		

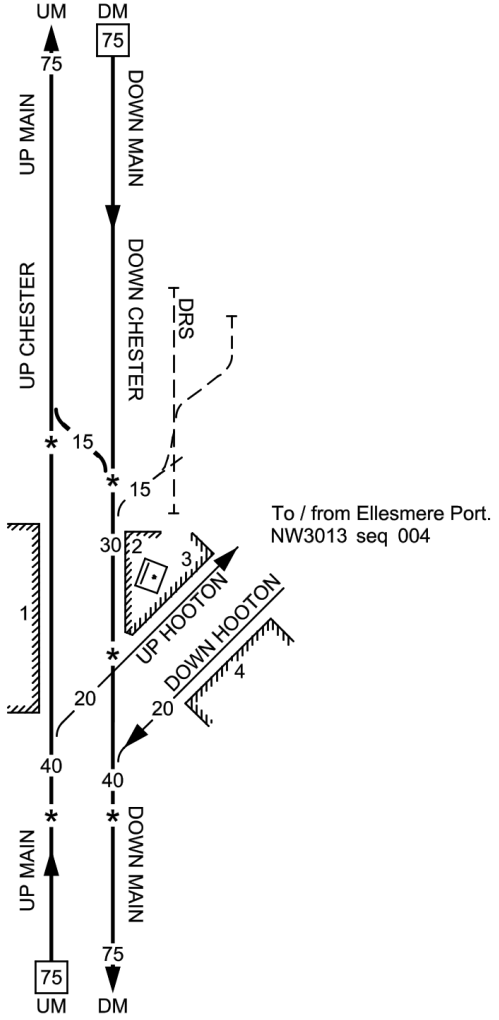
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	001	Chester East Jn to Acton Grange Jn	CHW1	North West	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
CHESTER	(179 11)		TCB Chester PSB (CR) Chester Panel GSM-R AWS magnets are not provided in the Chester station area. Mileages in ( ) brackets are NW3001 mileages. See NW3001 seq 004 for full details of Chester station area including platform lengths and permissive working. P3: Platform 3 line. D&UM: Down & Up Main. UF: Up Fast. US: Up Slow. DT: Down Through. D&UG: Down & Up Goods. Exceptionally Poor Rail Adhesion: Up Warrington / Main line and Down Warrington / Main line between 0m 30ch and 2m 60ch.
Chester PSB	(179 01) * (179 00) (178 76) *	
	(178 69) *	
Chester East Jn	0 24 (178 66) (178 65) *	
	0 32 * 0 33 *	
	0 52 *	
(Start / end of diagram)	1 00	

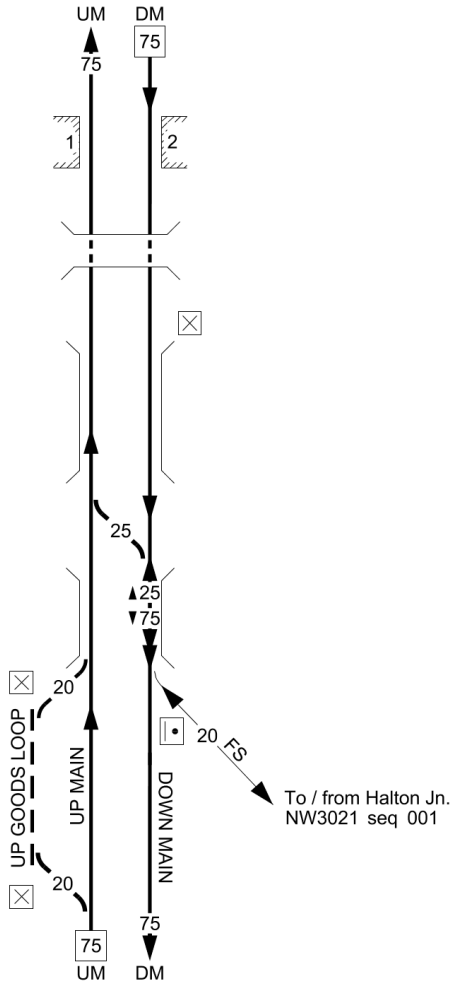
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	002	Chester East Jn to Acton Grange Jn	CHW1	North West	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 00		GSM-R TCB — Chester PSB (CR) Chester Panel Exceptionally Poor Rail Adhesion: Up Warrington / Main line and Down Warrington / Main line between 0m 30ch and 2m 60ch. Mickle Trafford SB (MT) (From approx. 2m 00ch).
(Crossover)	2 50		
Mickle Trafford Jn	2 53		
Mickle Trafford SB	2 59		U&DMan: Up & Down Manchester.
(Crossover)	2 63		
			AB (From 3m 45ch on the Down Main. To 3m 09ch on the Up Main).
(Start / end of diagram)	4 20		

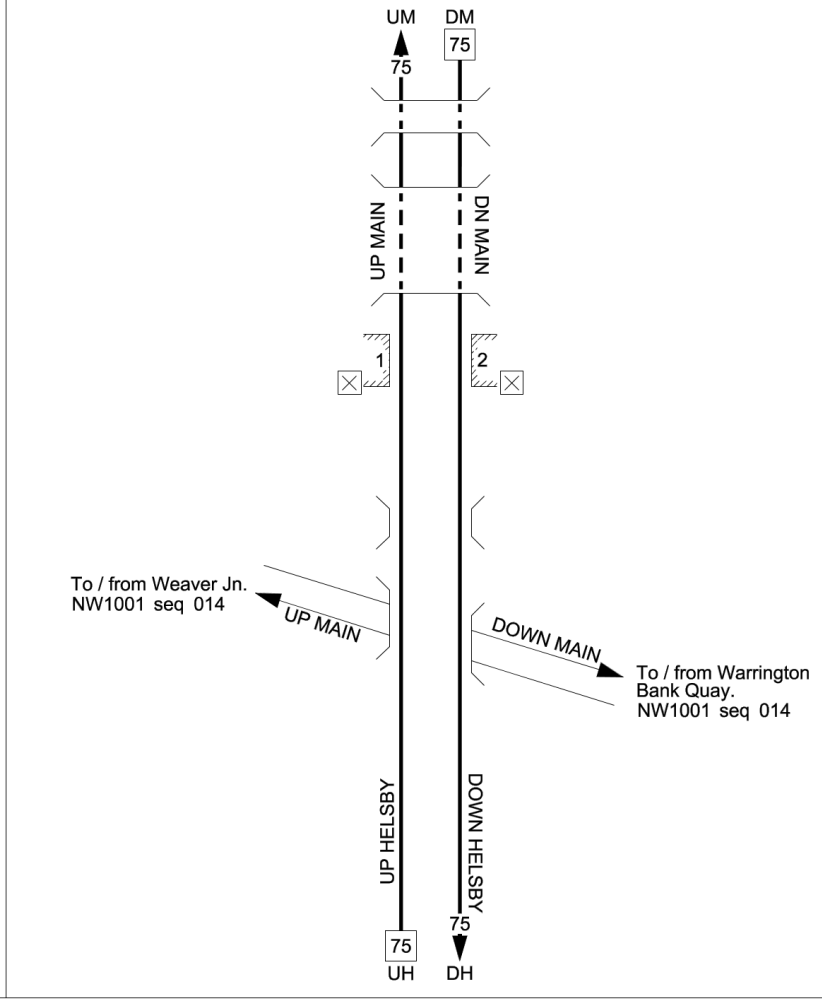
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	003	Chester East Jn. to Acton Grange Jn.	CHW1	LNW North	19/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Crossover)	7 28 *		GSM-R AB Mickle Trafford SB (MT)
	7 29 *		Helsby Junction SB (HY) (From approx. 6m 00ch).
Helsby Junction SB	7 34		DRS: Down Refuge Siding. 320 metres (350 yards).
HELSBY	7 34		
	7 36 *		Platform lengths: Helsby. Platform 1: 139 metres (152 yards). Platform 2: 84 metres (92 yards). Platforms 3 & 4: see NW3013 seq 004.
Helsby Jn	7 39		
	7 50 *		

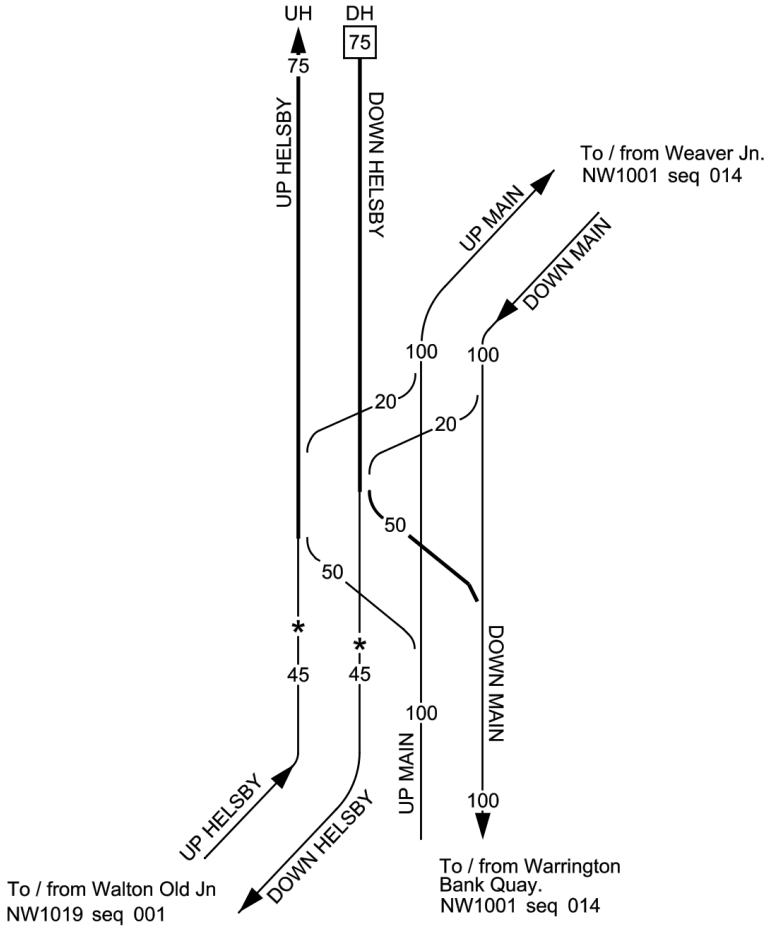
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	004	Chester East Jn. to Acton Grange Jn.	CHW1	LNW North	20/09/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
FRODSHAM	9 68		GSM-R AB Frodsham Junction SB (FJ) (From approx. 9m 20ch). Platform lengths: Frodsham. Platform 1: 156 metres (171 yards). Platform 2: 158 metres (173 yards).
Frodsham Tunnel (80 metres / 87 yards).	to 10 07 10 11		
	10 45		TCB Down Main: TCB applies from 10m 43ch. Up Main: AB applies from 10m 36ch.
Frodsham Viaduct (402 metres / 440 yards).	to 10 65		
(Crossover)	10 72		☒ Lockout device locations are approximate. LOD(T) lockouts provided: Down Main: 10m 70ch to 11m 07ch, and 11m 07ch to 13m 16ch. Up Main: 13m 16ch to 11m 46ch, and 11m 46ch to 10m 27ch (including Up Goods Loop).
Weston Viaduct (87 metres / 95 yards).	10 77 to 11 02		
Frodsham Jn	11 04		
Frodsham Junction SB	11 09		FS: Frodsham Single.
(Up Goods Loop connection)	11 31		PF authorised on Up Goods Loop. Up Goods Loop: 401 metres (439 yards).

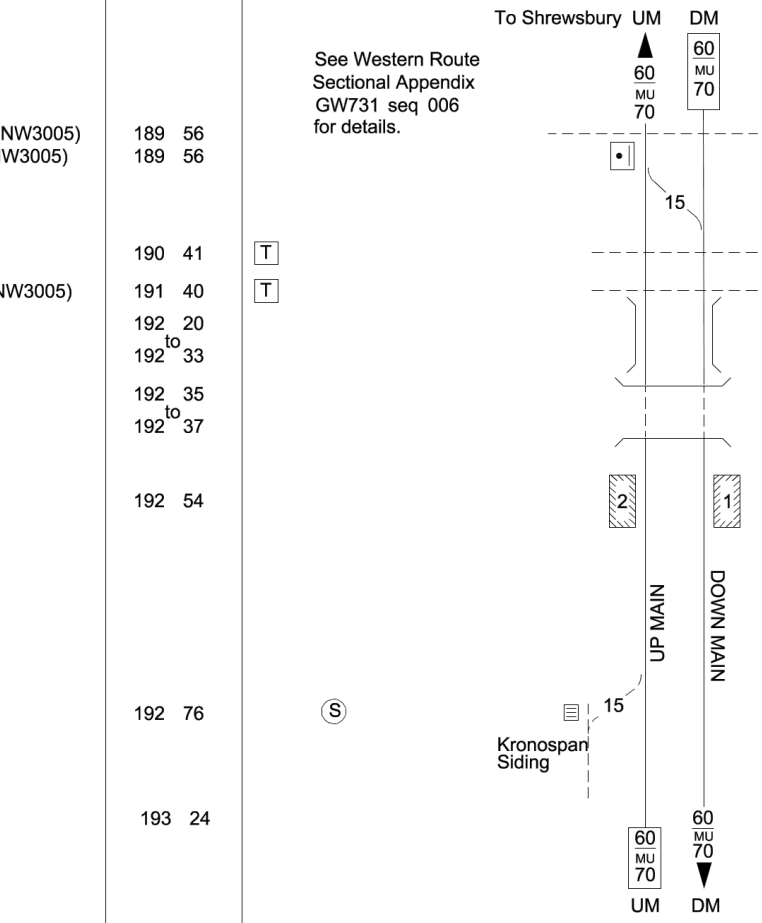
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	005	Chester East Jn to Acton Grange Jn	CHW1	North West	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	11 40		GSM-R TCB Frodsham Junction SB (FJ)
M56 Motorway Tunnel (80 metres / 87 yards).	to 11 51 11 55		☒ Lockout device locations are approximate. LOD(T) lockouts provided: Down Main: 10m 70ch to 11m 07ch, and 11m 07ch to 13m 16ch. Up Main: 13m 16ch to 11m 46ch, and 11m 46ch to 10m 27ch (including Up Goods Loop).
Sutton Tunnel (1750 metres / 1914 yards).	11 63 to 12 70		
RUNCORN EAST	13 06		Platform lengths: Runcorn East. Platform 1: 183 metres (200 yards). Platform 2: 183 metres (200 yards). Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 13m 10ch and 13m 20ch.
Watercourse & Occupation Viaduct (52 metres / 57 yards).	to 13 74 13 76		
(West Coast Main Line intersection)	14 06		Down Main and Up Main lines (WCML) provided with 25kV AC electrification, controlled from Crewe ECR. Warrington PSB (WN) South Panel (From approx. 14m 20ch).
(Start / end of diagram)	15 00		

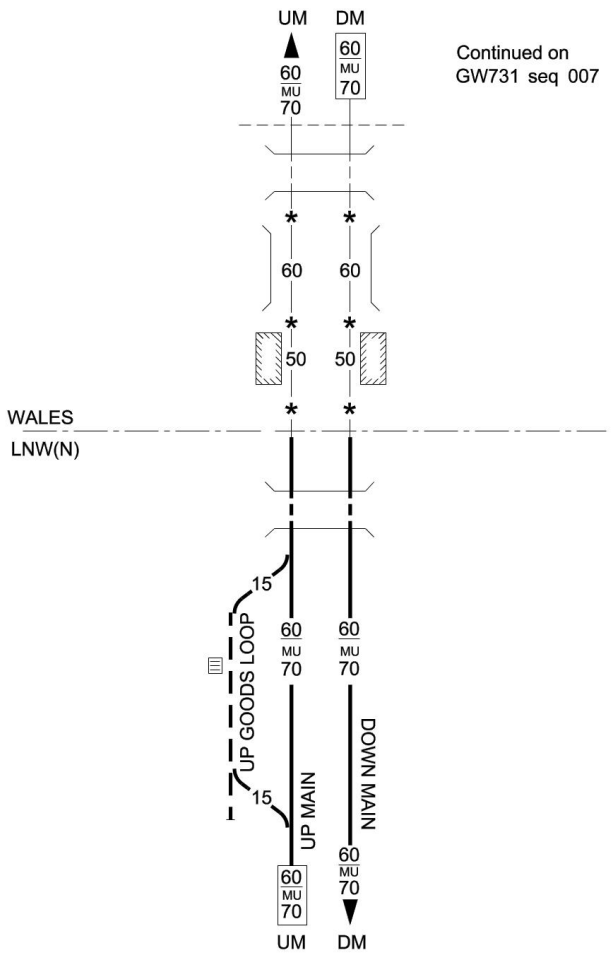
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	006	Chester East Jn. to Acton Grange Jn.	CHW1	LNW North	19/02/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
DARESBURY, former site of	15 23		GSM-R TCB Warrington PSB (WN) South Panel
Limit of Electrification	16 04		AC: Crewe
(Crossovers)	16 13		Note: 50mph crossovers are NOT electrified.
Acton Grange Jn	16 19		
	16 26 *		
	16 27 *		

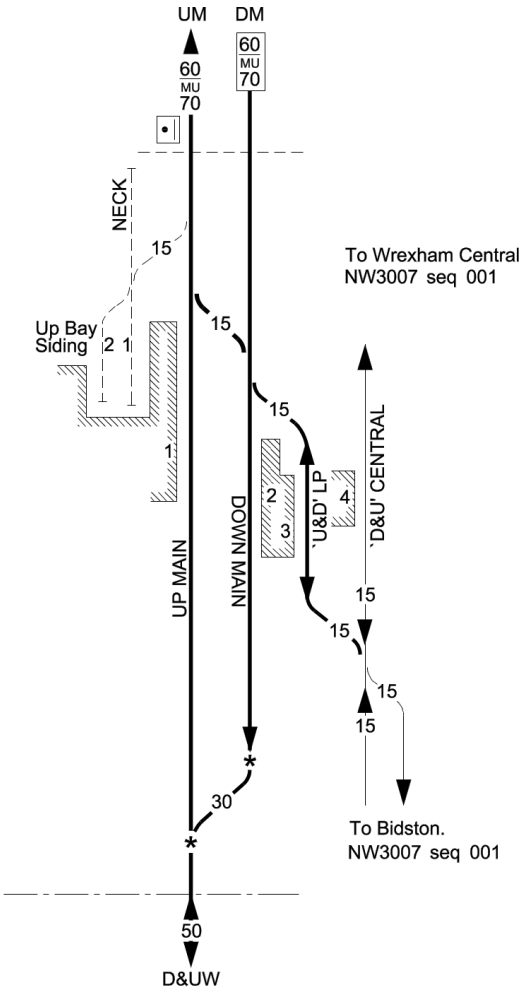
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3005	001	Gobowen (Excl.) to Saltney Jn.	WSJ2	LNW North	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Gobowen North SB (GN)
Gobowen North LC (MCB) (NW3005) Gobowen North SB (GN) (NW3005)	189 56 189 56		AB applies between Gobowen North (GN) and Croes Newydd North Fork (CN)
Pitts LC (UWC) (NW3005)	190 41	T	
Weston Rhyn LC (AHBC) (NW3005)	191 40	T	
Chirk Viaduct (NW3005) (245m / 269yds)	192 20 192 to 33		
Chirk Tunnel (NW3005) (47m / 51 yd)	192 35 192 to 37		
CHIRK	192 54		AB RA8 Croes Newydd North Fork SB (CN) Down and Up platforms 157m, 172yds
Kronospan GF (NW3005)	192 76	S	GF released from Croes Newydd North Fork (CN) SB
	193 24		

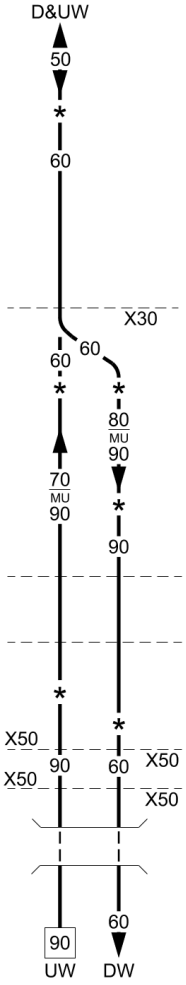
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3005	002	Gobowen (Excl.) to Saltney Jn.	WSJ2	LNW North	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	193 24		GSM-R AB RA8 Croes Newydd North Fork SB (CN)
Whitehurst LC (UWC) (NW3005)	193 52 T		
Whitehurst Tunnel (NW3005) (42m / 46 yd)	194 07 to 194 09		
	194 40 *		
Cefn Viaduct (NW3005) 482m, 528yds	194 53 to 194 77		
	196 65 *		
RUABON (NW3005)	197 04		
Network Rail	197 45 *		
London North Western (appendix boundary)	199 00		Croes Newydd North Fork SB (CN)
Ruabon Road Tunnel (59m / 64 yd)	200 43 to 200 46		
Watery Road GF	201 17		UGL (PF) 408 metres (1339 feet).
	201 43		

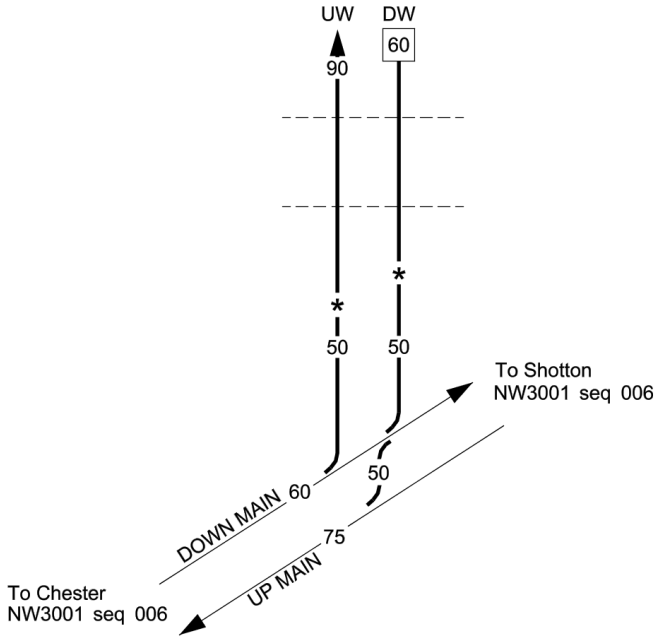
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3005	003	Gobowen (Excl.) to Saltney Jn.	WSJ2 WDB1	LNW North	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Croes Newydd North Fork SB	201 43		GSM-R AB Croes Newydd North Fork SB (CN)
Croes Newydd North Fork LC (MCB)	201 43		
			Tail lamp telephones on Platforms 3 and 4.
	201 62 (0 43)		Platform Lengths: Wrexham General. Platform 1: 198 metres (217 yards). Platform 2: 197 metres (215 yards). Platform 3: 110 metres (120 yards) (both directions).
WREXHAM GENERAL (NW3005)	201 66 (0 49)	T	Mileages in ( ) brackets are ELR: WDB1 mileages.
Wrexham Exchange Jn (NW3005)	(0 68)		'U&D'LP: 'Up & Down' Loop. 'D&U' CENTRAL: 'Down & Up' Central. D&UW: Down & Up Wrexham.
	202 39 *		
Wrexham North Jn	202 40 *		TCB Chester SB (CR)
Route Boundary	202 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3005	004	Gobowen (Excl.) to Saltney Jn.	WSJ2	LNW North	30/09/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Chester SB (CR)
	203 00 *		
Gresford Bank telephone	203 60	T	D&UW: Down & Up Wrexham.
Gresford Bank telephone	204 74	T	
Gresford Bank telephone	205 40	T	Gresford Bank: The Down & Up Wrexham single line has a significant rising gradient in the Up direction, between Rossett LC and Wrexham North Junction.
Rossett LC (R/G)	206 44		
Rossett Jn	206 48		
	206 63 *		
	207 16 *		
Broad Oak LC (OD)	207 37		
Pulford LC (OD)	208 12		
	208 41 *		
	208 60 *		
Oldfields Farm LC (R/G)	208 67		
Belgrave LC (R/G)	209 14		
Balderton Tunnel (48 metres / 53 yards)	209 49 to 209 51		UW: Up Wrexham. DW: Down Wrexham.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3005	005	Gobowen (Excl.) to Saltney Jn.	WSJ2	LNW North	01/04/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Chester SB (CR) UW: Up Wrexham. DW: Down Wrexham.
Balderton LC (OD)	209 67		
Green Lane LC (OD)	211 01		
	211 55 *		
	211 62 *		
Saltney Jn	212 06 (181 09)		

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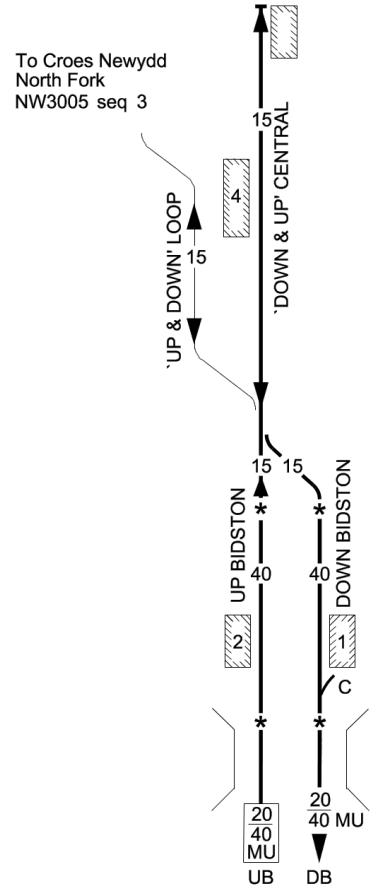
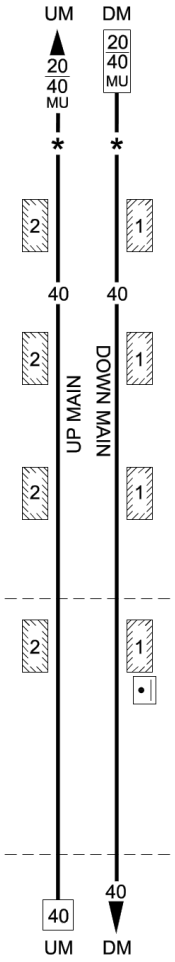
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3007	001	Wrexham Central to Bidston West Jn	WDB1	LNW North	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			OT RA5 — Croes Newydd North Fork SB (CN)
WREXHAM CENTRAL	0 16	T	Platform Lengths: Wrexham Central Platform Up & Down 63 m (69 yds)
WREXHAM GENERAL (NW3007)	0 49	T	Platform Lengths: Wrexham General Platform 4 Up & Down 60m (66 yds)
Wrexham Exchange Jn (NW3007)	0 68		AB RA8
	0 73 *		
GWERSYLLT	2 29		Platform Lengths: Gwersyllt Up Platform Up 83m (91 yds) Down Platform: 83m (91 yds)
	2 67		
	4 08 *		
Cefn-y-Bedd Viaduct 121m, 132yds	4 08 to 4 14		

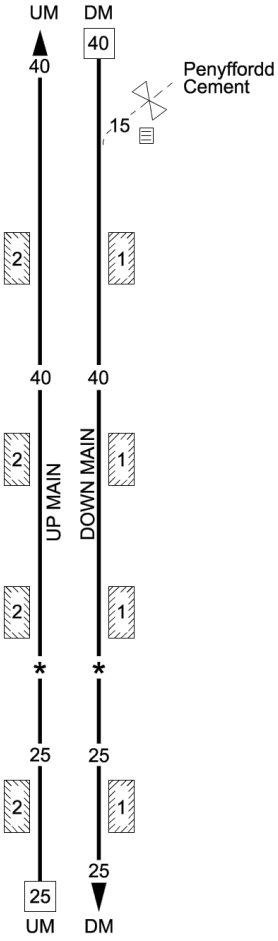


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3007	002	Wrexham Central to Bidston West Jn	WDB1	LNW North	22/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Croes Newydd North Fork SB (CN) RA8
	4 14		
	4 18 *		Platform Lengths: Cefn-y-Bedd Platform Up 61m (67 yds) Platform Down 60m (66 yds)
CEFN-Y-BEDD	4 20		
CAERGWRLE	4 73	T	Platform Lengths: Caergwrle Platform Up 76m (83 yds) Platform Down 77m (84 yds)
HOPE / YR HOB	5 44		Platform Lengths: Hope / Yr Hob Platform Up 80m (87 yds) Platform Down 73m (80 yds)
			AB Penyffordd SB (PD) RA8
Penyffordd LC (UWC)	7 36	T	
PENYFFORDD	7 39		Platform Lengths: Penyffordd Platform Up 71m (78 yds) Platform Down 68m (74 yds)
Penyffordd SB	7 41		
Hope Exchange LC (UWC)	7 67	T	

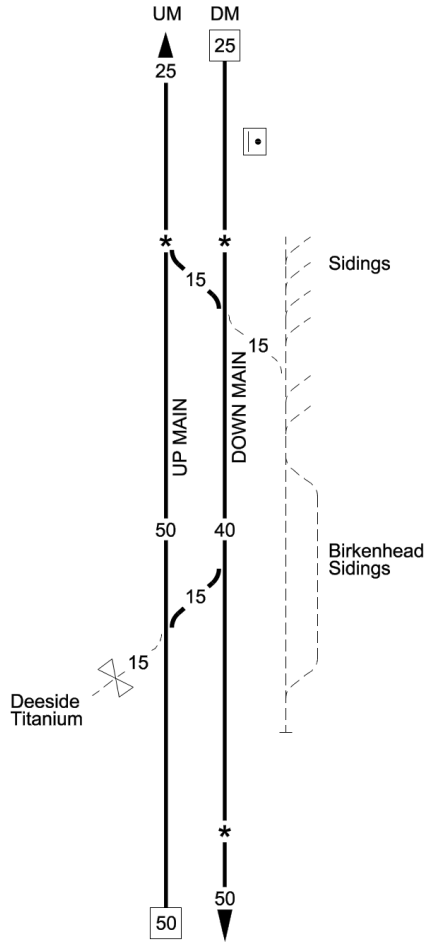


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3007	003	Wrexham Central to Bidston West Jn	WDB1 WDB2	LNW North	22/04/2023

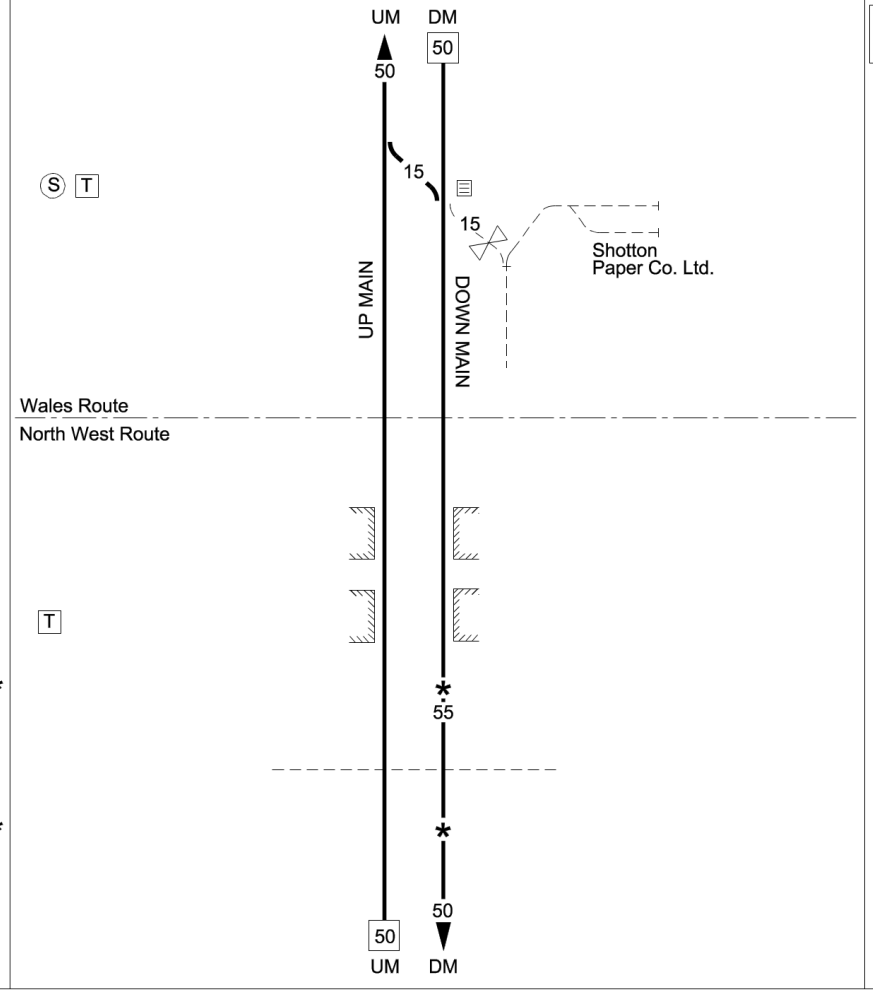
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Penyffordd SB (PD)
	7 67		
Penyffordd GF	8 08	S T	GF released from Penyffordd box.
BUCKLEY	8 68		Platform Lengths: Buckley Platform Up 53m (58 yds) Platform Down 52m (57 yds)
	9 07	T	
	10 60	T	
HAWARDEN	10 64		Platform Lengths: Hawarden Platform Up 119m (130 yds) Platform Down 97m (106 yds)
	12 36	T	
SHOTTON (High Level)	13 00	T	Platform Lengths: Shotton (High level) Platform Up 100m (109 yds) Platform Down 101m (110 yds)
	13 18 *		
	13 33		WDB1 WDB2
Change of ELR	14 15		
HAWARDEN BRIDGE	14 12		Platform Lengths: Hawarden Bridge Platform Up 91m (100 yds) Platform Down 91m (100 yds)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3007	004	Wrexham Central to Bidston West Jn	WDB3	LNW North	22/04/2023

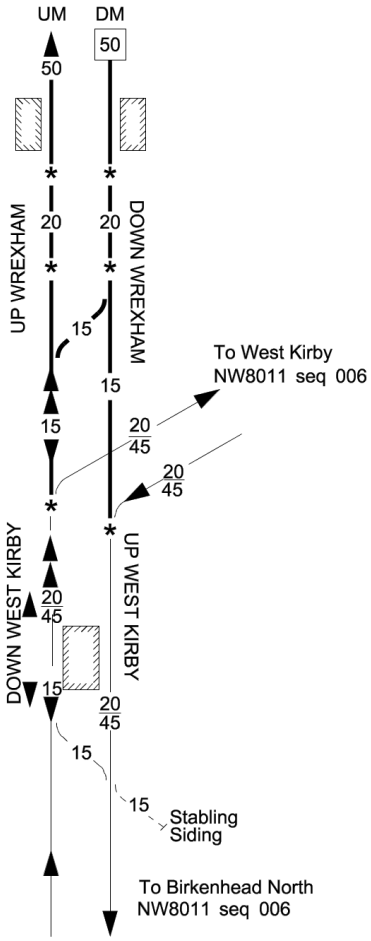
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB Dee Marsh Jn SB (DM) RA7
	14 12		
Dee Marsh Jn SB (DM)	13 77	T	
	13 42 *		
	13 11		
	12 53 *		



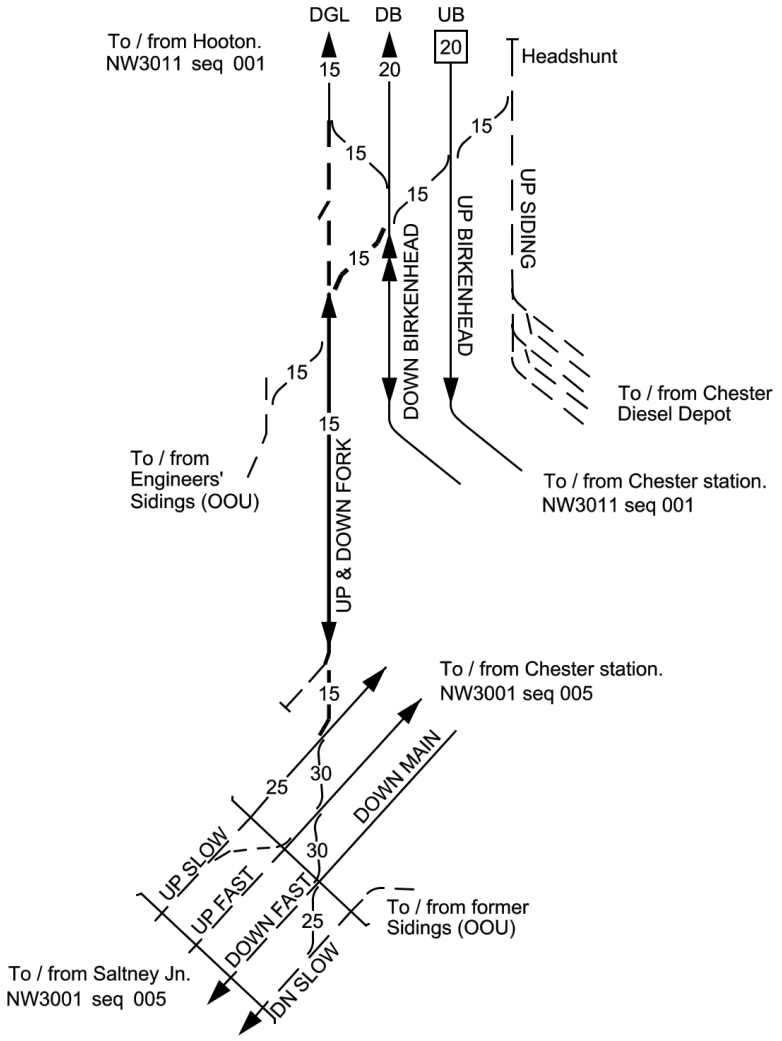
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3007	005	Wrexham Central to Bidston West Jn	WDB3	Wales / North West	22/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	12 53		GSM-R TCB Dee Marsh Junction SB (DM) RA7
Shotwick GF	11 74	Ⓢ T	GF Released from Dee Marsh Jn. box
Route Boundary	11 00	Wales Route / North West Route	
NESTON	8 55		Platform Lengths: Neston Platform Up 84m (92 yds) Platform Down 81m (89 yds)
HESWALL	6 03	T	Platform Lengths: Heswall Platform Up 56m (61 yds) Platform Down 56m (61 yds)
	5 50 *		
Storeton LC (FP)	4 32		
	3 20 *		
(Start / end of diagram)	2 40		

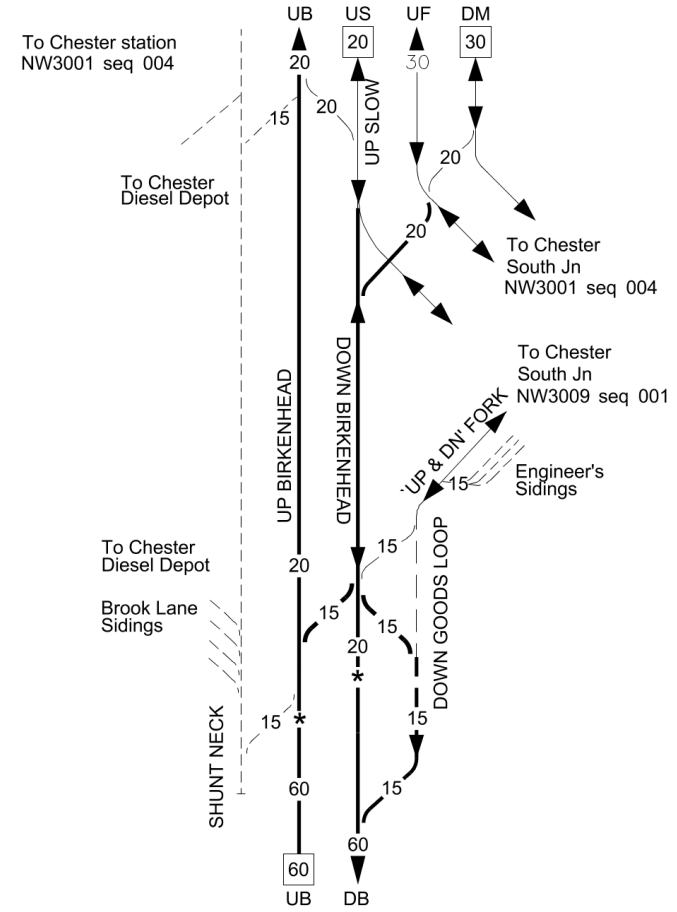
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3007	006	Wrexham Central to Bidston West Jn	WDB3 CWK3	North West	15/04/2023

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	2 40			GSM-R TCB Merseyrail SCC (ML)
UPTON	1 67			Platform lengths: Upton. Up platform: 78 metres (85 yards). Down platform: 78 metres (85 yards).
	0 52 *			
	0 33 *			
Bidston Dee Jn	0 08 *	WDB3		DC: Sandhills
	4 78	CWK3		
BIDSTON	4 75			Platform lengths: Bidston. Up platform: 119 metres (130 yards). Down platform: 119 metres (130 yards).
Bidston West Jn	4 64			

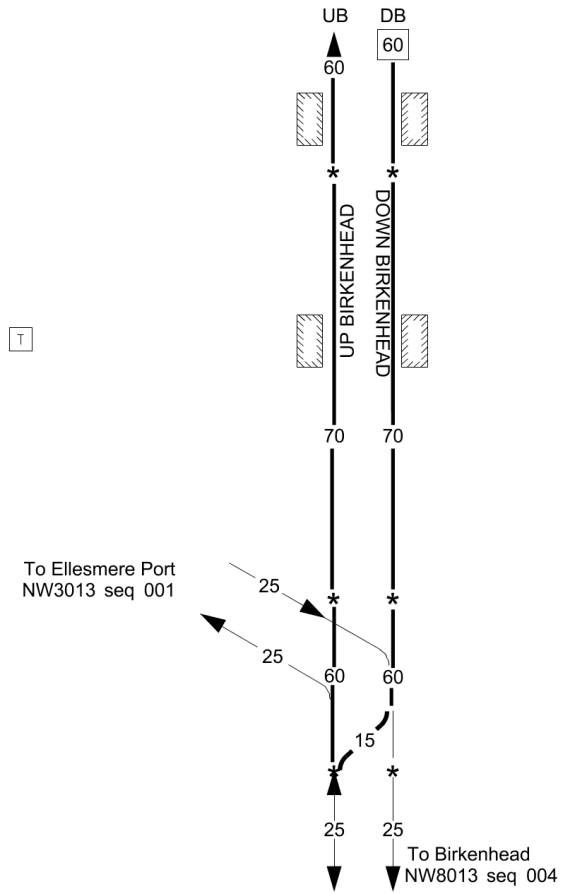
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3009	001	Chester North Jn. to Chester South Jn.	CVS	LNW North	04/11/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Chester North Jn	[0 36] 0 25		GSM-R TCB Chester SB (CR) Down Birkenhead and Up Birkenhead lines are provided with DC third rail electrification, controlled from Sandhills. Mileage in [ ] brackets is NW3011 mileage. DGL: Down Goods Loop.
(Connection to Engineers' Sidings)	0 19		
Chester South Jn	0 00 (179 47)		
Windmill Lane Tunnel	(179 56) to (179 61)		Mileages in ( ) brackets are NW3001 mileages.

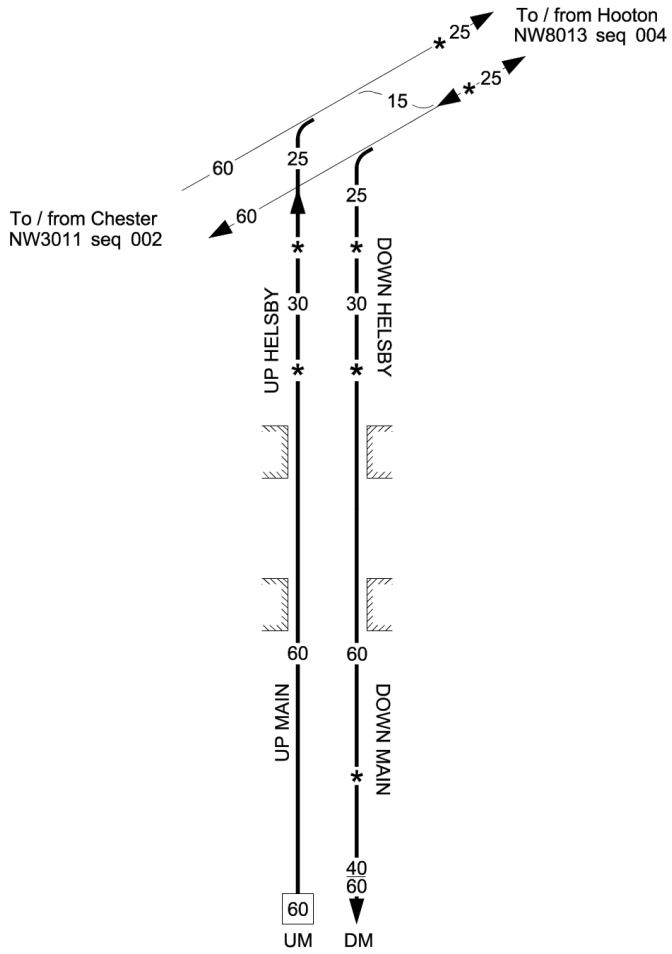
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3011	001	Chester West Jn. to Hooton South Jn.	CRR1	North West	19/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Chester West Jn	179 30		GSM-R TCB Chester SB (CR) DC: Sandhills DC: Sandhills (Down & Up Birkenhead lines only)
	0 16		
Chester North Jn	0 36		
	0 42 *		DGL 358m (1176ft)
	0 45 *		
Loop Connection	0 65		

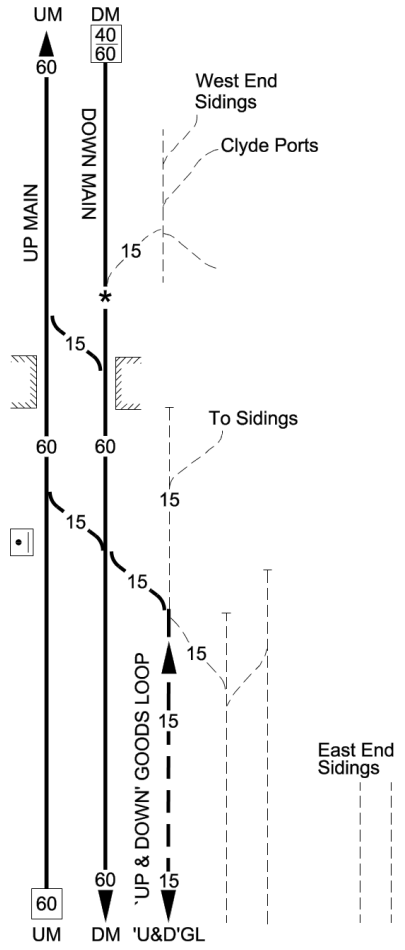
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3011	002	Chester West Jn. to Hooton South Jn.	CRR1	LNW North	31/10/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BACHE	0 79		GSM-R TCB Chester SB (CR) DC: Sandhills Platform Lengths: Bache Platform Up 137m (150 yds) Platform Down 137m (150 yds)
	1 55 *		Exceptionally Poor Rail Adhesion: Up and Down Birkenhead lines between 0m 79ch and 7m 68ch.
CAPENHURST	5 11	T	Platform Lengths: Capenhurst Platform Up 142m (155 yds) Platform Down 139m (152 yds)
	7 39 *		Chester SB (HN)
Hooton South Jn	7 68		
	7 71 *		

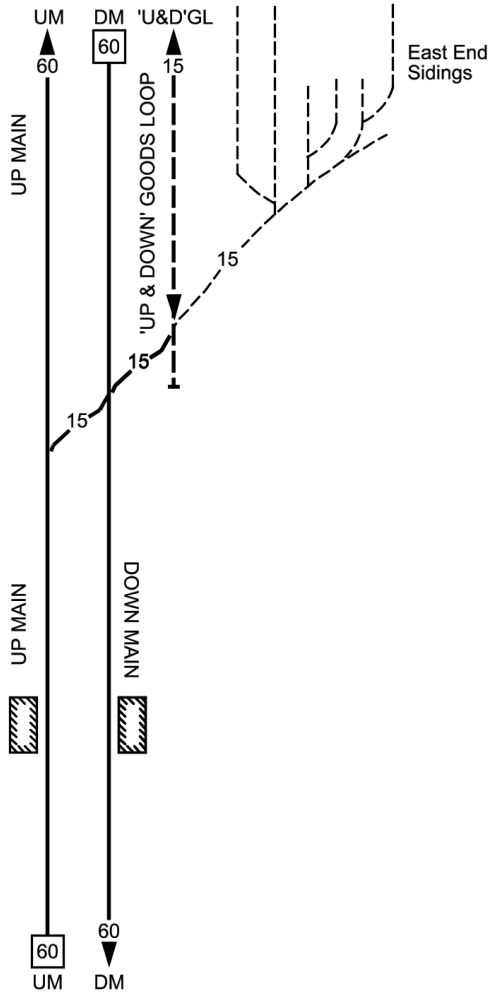
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3013	001	Hooton South Jn to Helsby Jn	HHJ	North West	30/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	7 71 *		TCB: Chester PSB (HN), Hooton Panel, DC: Sandhills. GSM-R
Hooton South Jn	7 68		
	0 02		
	0 10 *		Exceptionally Poor Rail Adhesion: Down Helsby / Down Main and Up Main / Up Helsby lines between 0m 20ch and 3m 44ch.
	0 60 *		
LITTLE SUTTON	1 47		Platform lengths: Little Sutton. Up platform: 136 metres (149 yards). Down platform: 136 metres (149 yards). Ellesmere Port SB (EP)
OVERPOOL	2 28		Platform lengths: Overpool. Up platform: 140 metres (153 yards). Down platform: 142 metres (155 yards).
	3 01 *		
(Start / end of diagram)	3 20		

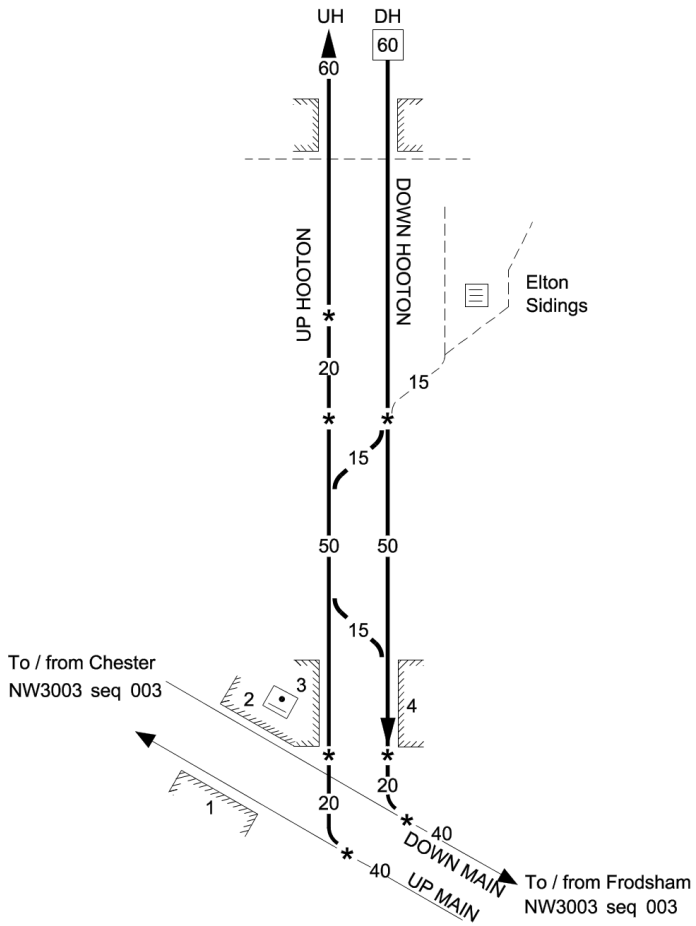
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3013	002	Hooton South Jn to Helsby Jn	HHJ	North West	30/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	3 20		GSM-R TCB Ellesmere Port SB (EP) DC: Sandhills DC third rail electrification extends only to Ellesmere Port station. Exceptionally Poor Rail Adhesion: Down Helsby / Down Main and Up Main / Up Helsby lines between 0m 20ch and 3m 44ch.
	3 37 *		
ELLESMERE PORT	3 44		Platform lengths: Ellesmere Port. Up platform: 135 metres (148 yards). Down platform: 135 metres (148 yards).
Ellesmere Port SB	3 70		Standage: 'Up & Down' Goods Loop: 486 metres (1596 feet). Permissive working: PF authorised on the 'Up & Down' Goods Loop.
(Start / end of diagram)	4 10		

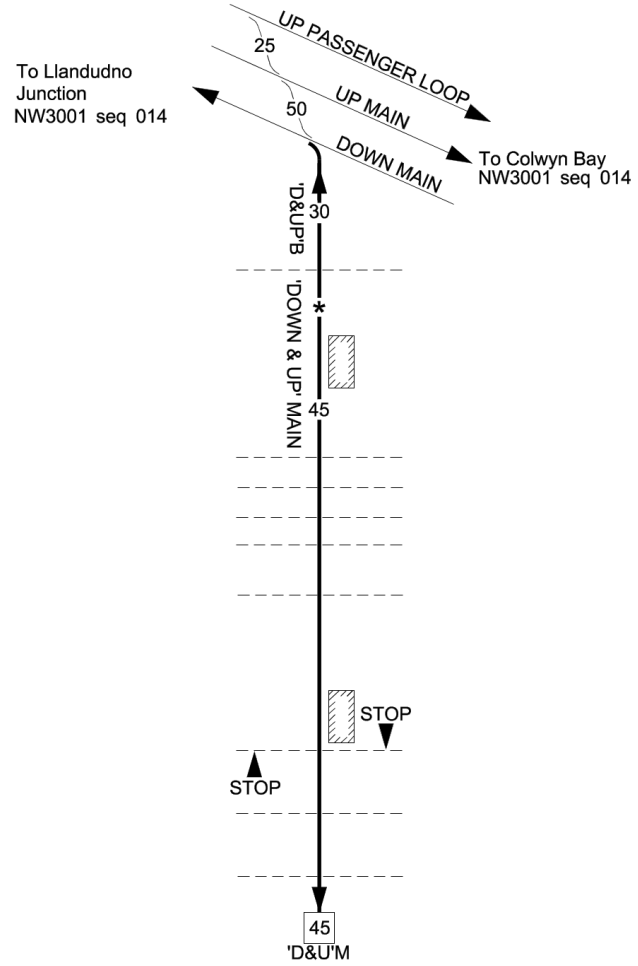
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3013	003	Hooton South Jn. to Helsby Jn.	HHJ	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Ellesmere Port SB (EP) 'U&D'GL (PF) 486m (1596 ft)
STANLOW & THORNTON	4 30 5 67		Platform Lengths: Stanlow & Thornton Platfom Up 142m (155 yds) Platform Down 160m (175 yds)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3013	004	Hooton South Jn to Helsby Jn	HHJ	North West	30/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	6 40		GSM-R AB Helsby Junction SB (HY)
INCE & ELTON (CHESHIRE)	6 66		Platform lengths: Ince & Elton (Cheshire). Up platform: 94 metres (103 yards). Down platform: 94 metres (103 yards).
Ince & Elton Station LC (R/G)	6 70		
	7 65 *		
Elton Sidings GSP	8 04		
	8 10 *		
Helsby West Chesire Jn	8 12		
			Tail lamp telephone on platform 4.
HELSBY	8 60		Platform lengths: Helsby. Platform 3: 95 metres (104 yards). Platform 4: 94 metres (103 yards).
Helsby Junction SB	8 61		
	8 64 *		
Helsby Jn	8 67		
	7 39		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3015	001	Llandudno Jn. to Blaenau Ffestiniog	LJT1	LNW North	04/05/2024

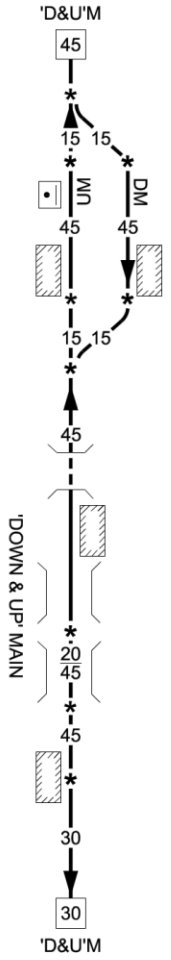
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Llandudno Jn	223	12			ET Llandudno Jn SB (LJ) GSM-R Llandudno Jn. (LJ) box area to Glan Conwy. Person in charge at Llandudno Jn station is authorised to receive and deliver the token. 'D&UP'B ='Down & Up' Branch Down to Blaenau Ffestiniog Up to Llandudno Jn
	0	30			
Glan Conwy LC (AHBC)	0	55	T		
	1	00	*		
GLAN CONWY	1	39			Platform Lengths: Glan Conwy Platform Up 106m (116 yds) Platform Down 106m (116 yds) ET Llanrwst SB (LT) RA7
Meddiant No.3 LC (UWC)	2	61	T		
Hendre Waelod No.1 LC (UWC)	2	68	T		
Meddiant No.4 LC (UWC)	2	75	T		
Meddiant No.5 LC (UWC)	3	03	T		
Hendre Waelod No.2 LC (UWC)	3	22	T		
TAL-Y-CAFN	5	05			See Local Instruction for Tal-y-Cafn. Platform Lengths: Tal-y-Cafn Platform Up 107m (117 yds) Platform Down 107m (117 yds)
Tal-y-Cafn LC (MCG)	5	08	T		
Meddiant Isaf LC (UWC)	5	23	T		
Brickfield LC (UWC)	5	62	T		
(Start/end diagram)	5	62			

5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3015	002	Llandudno Jn. to Blaenau Ffestiniog	LJT1	LNW North	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	5 62	'D&U'M 45	GSM-R ET Llanrwst SB (LT)
Tan-yr-Allt LC (UWC)	6 15	T	'D&U'M='Down & Up' Main
Tan-y-Tallt LC (UWC)	6 32	T	Down to Blaenau Ffestiniog Up to Llandudno Jn
Ynys LC (UWC) (NW3015)	6 65	T	
Dytto Farm LC (UWC)	6 74	T	
Morfa-Rhydd-y-Pwll LC (UWC)	7 04	T	
Troed-yr-Rhin LC (UWC) (Morfa No.2)	7 18	T	
Bryn LC (UWC) (NW3015)	7 42	T	
Bod Hyfryd LC (UWC)	7 48	T	
DOLGARROG	8 12		Platform Lengths: Dolgarrog Platform Up 41m (45 yds) Platform Down 41m (45 yds)
Dolgarrog (UWC)	8 13	T	45 'DOWN & UP' MAIN
Abbey Farm (UWC) (NW3015)	8 76	T	
Maenon (UWC)	9 20	T	
Dolfadog LC (UWC)	9 38	T	
Tyn-Ddol LC (UWC)	9 73	T	
Tan Lan LC (UWC)	10 31	T	
(Start/end diagram)	11 03	45 'D&U'M	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3015	003	Llandudno Jn. to Blaenau Ffestiniog	LJT1	LNW North	04/05/2024

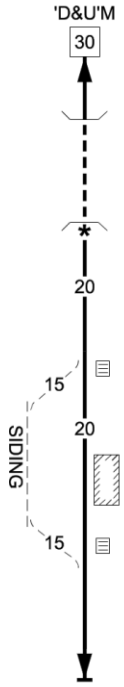
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			ET Llanrwst SB (LT) RA7
(Start/end diagram)	11 03 *		
			CL 250m (819ft)
	11 05 *		
Llanrwst SB	11 08		NST RA7
NORTH LLANRWST	11 17		Platform Lengths: North Llanrwst Platform Up 131m (143 yds) Platform Down 126m (138 yds)
	11 20 *		
	11 22 *		Down to Blaenau Ffestiniog Up to Llundudno Jn
Llanrwst Tunnel (78m / 85 yds)	11 50 to 11 54		
LLANRWST	11 57		Platform Lengths: Llanrwst Platform Up 60m (66 yds) Platform Down 60m (66 yds)
River Conwy Viaduct (101m, 110yds)	13 05 to 13 10		
	14 48 *		
Llugwy Viaduct (101m / 110yds)	14 48 to 14 53		
	14 54 *		
BETWS-Y-COED	15 02 *	T	Platform Lengths: Betws-y-Coed Platform Up 98m (107yds) Platform Down 98m (107yds)
(Start/end diagram)	15 48		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3015	004	Llandudno Jn. to Blaenau Ffestiniog	LJT1	LNW North	04/05/2024

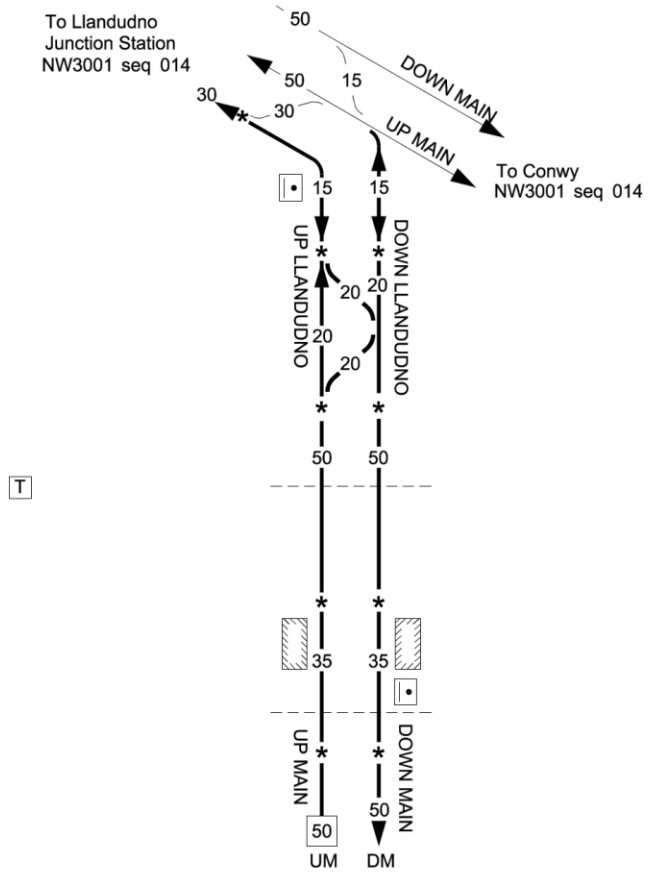
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	15 48		NST Llanrwst SB (LT) RA7
Beaverpool Tunnel (101m / 110 yd)	16 14 to 16 19		Down to Blaenau Ffestiniog Up toLlandudno Jn
Pont Gethan Viaduct (342m / 374yds)	17 34 to 17 51		
	19 00	T	
Pont-y-Pant Lower Tunnel (132m / 144 yd)	19 10 to 19 17		
PONT-Y-PANT	19 29		Platform Lengths: Pont-y-Pant Platform Up 98m (107yds) Platform Down 98m (107yds)
Pont-y-Pant Upper Tunnel (60m / 66yd)	19 56 to 19 59		
	20 50 *		
DOLWYDDELAN	20 62		Platform Lengths: Dolwyddelan Platform Up 91m (100 yds) Platform Down 91m (100 yds)
	20 70 *		
Bertheos Tunnel (42m / 46yd)	22 19 to 22 22		
ROMAN BRIDGE	22 48		Platform Lengths: Roman Bridge Platform Up 82m (90 yds) Platform Down 82m (90 yds)
Roman Bridge Tunnel (39m / 43yd)	22 55 to 22 57		
(Start/end diagram)	22 57		

GSM-R

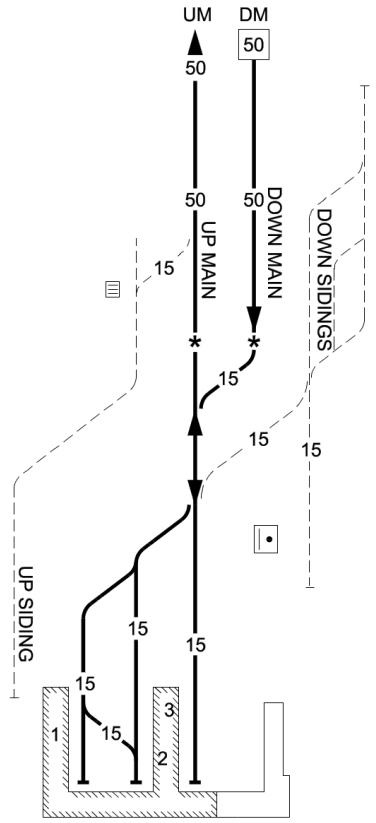
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3015	005	Llandudno Jn. to Blaenau Ffestiniog	LJT1	LNW North	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	22 57		GSM-R
Ffestiniog Tunnel (3522m / 3853 yd)	24 33		NST Llanrwst SB (LT) RA7
	to		Down to Blaenau Ffestiniog
	26 48 *		Up to Llandudno Jn
Blaenau Ffestiniog GF No.2	27 33	Ⓢ T	Auxiliary token instrument located on the platform at Blaenau Ffestiniog station.
BLAENAU FFESTINIOG	27 41	T	Platform Lengths: Blaenau Ffestiniog Platform Up 199m (218 yds) Platform Down 199m (218 yds)
Blaenau Ffestiniog GF No.3	27 51	Ⓢ T	Siding 219m (720ft)
End of line	27 53		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3017	001	Llandudno Jn. to Llandudno	LLJ	LNW North	22/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Llandudno Jn SB (LJ)
	223 50 *		
Llandudno Jn SB (LJ)	223 55		
	0 03		
	0 22 *		
	0 28 *		
Deganwy Quay LC (CCTV)	1 01	T	AB Deganwy SB (DY) RA7
	1 11 *		
DEGANWY	1 16		Platform Lengths: Deganwy Platform Up 180m (197 yds) Platform Down 195m (213 yds)
Deganwy SB	1 22		
Deganwy LC (MCB)	1 22		
	1 40 *		
	2 11		

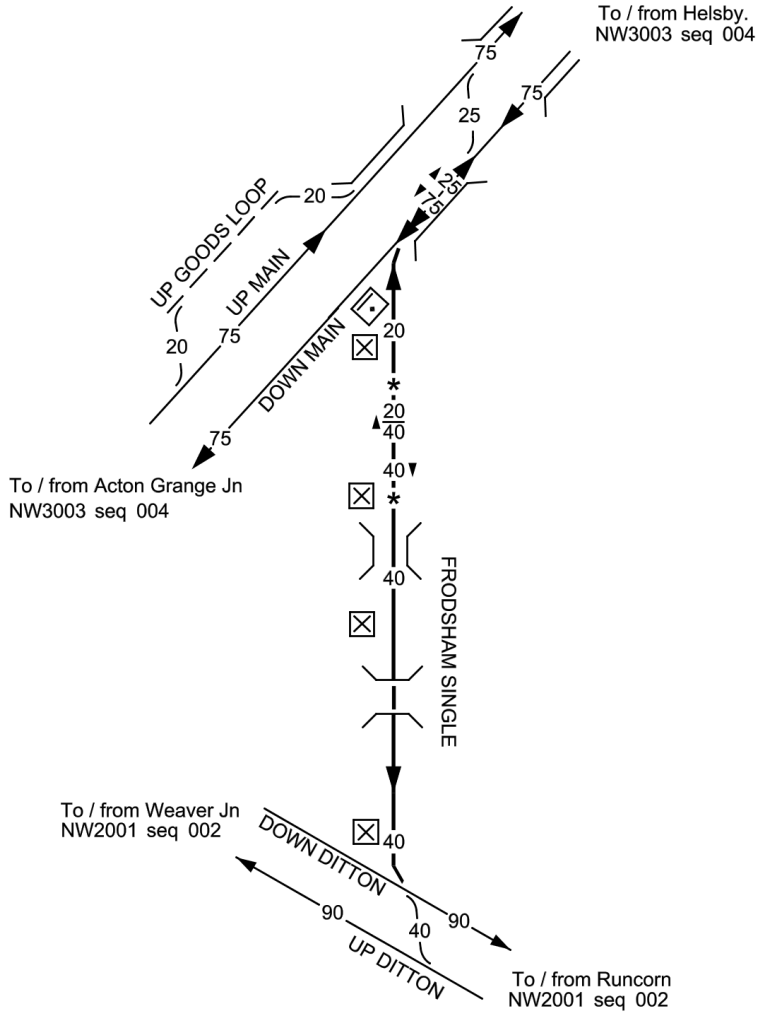
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3017	002	Llandudno Jn. to Llandudno	LLJ	LNW North	22/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB RA7 Llandudno Station SB (LO)
	2 11		
Up Siding GF	2 62		
	2 66 *		
	2 68		
Llandudno Station SB	3 00		
LLANDUDNO	3 14		Platform Lengths: Llandudno Platform 1 - 212m (232yds) PP Platform 2 - 215m (235yds) PP Platform 3 - 216m (236yds) PP

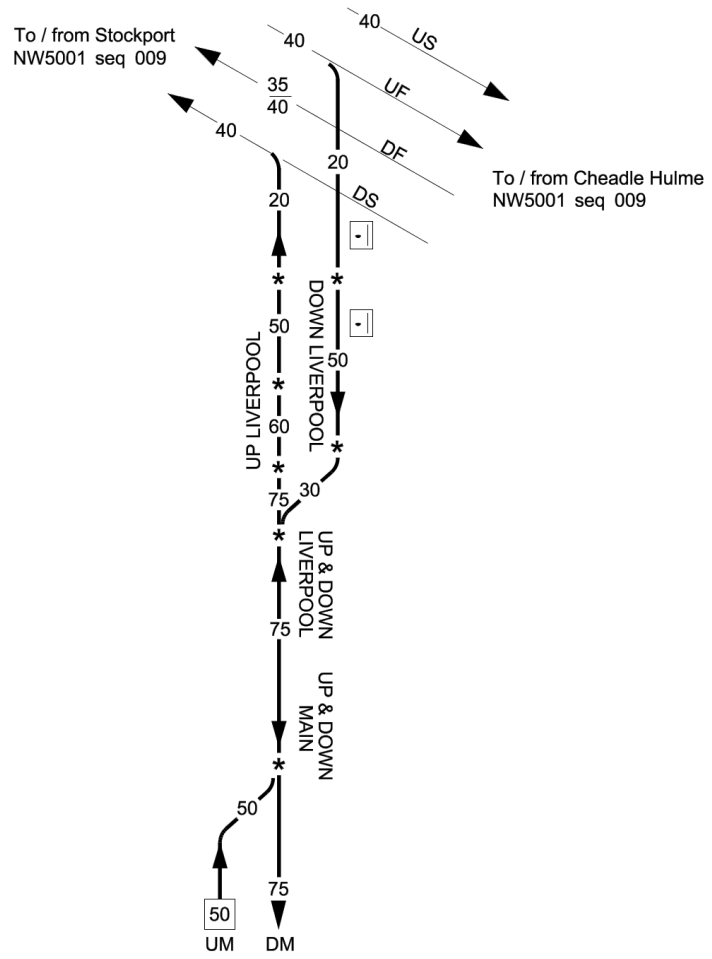
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3019	001	Gaerwen to Amlwch	GLA	LNW North	01/09/2012

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

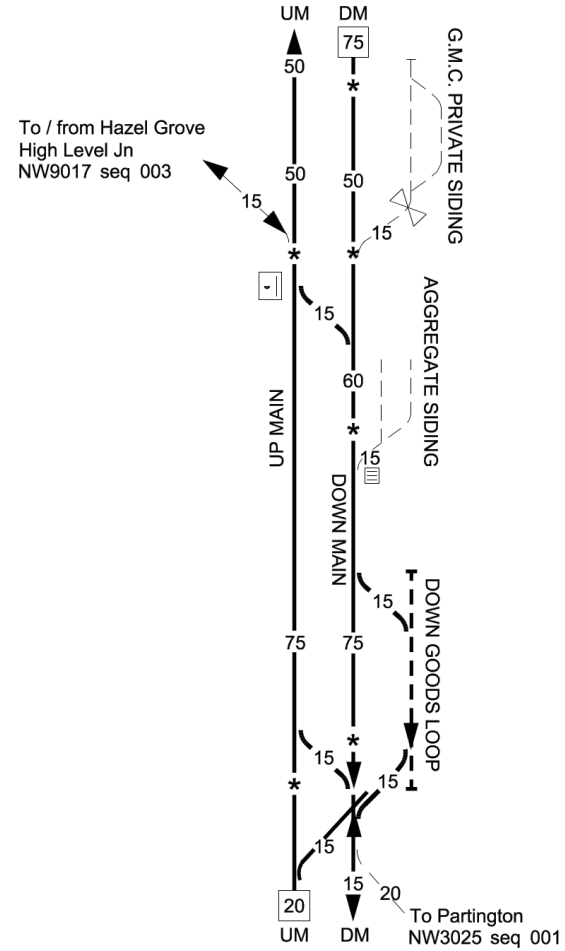
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3021	001	Frodsham Jn. to Halton Jn.	FJH	LNW North	28/05/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Crossover)	(10 72)		GSM-R
	(10 77)		TCB Frodsham Jn SB (FJ)
Weston Viaduct (87 metres / 95 yards).	to		
	(11 02)		
Frodsham Jn	1 53		
	(11 04)		
Frodsham Junction SB	(11 09)		
	1 30 *		Train detection is via axle counters between 1m 33ch and Halton Jn.
	1 23 *		LOD(T) lockout provided on Frodsham Single line between Frodsham Jn and Halton Jn.
M56 Viaduct (91 metres / 100 yards).	to 1 19		
	1 15		Manchester ROC Wavertree Workstation (WE)
Beechwood Tunnel (81 metres / 89 yards).	0 39 to		
	0 36		
Limit of Electrification	0 07		AC: Crewe
Halton Jn	0 00		
	(179 24)		Down Ditton and Up Ditton lines are provided with 25kV overhead electrification, controlled from Crewe ECR.

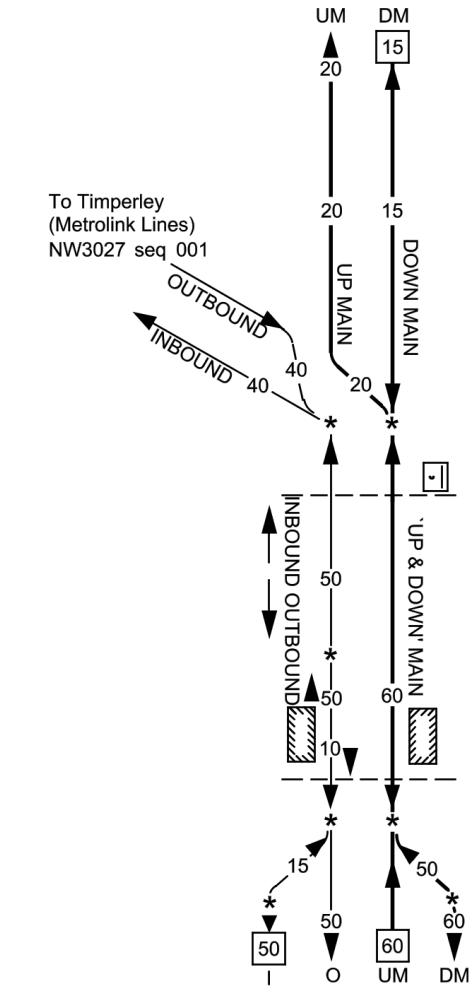
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	001	Edgeley Jn No.2 to Mickle Trafford	EJN	North West	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Edgeley Jn No.2	182 59		GSM-R AB Edgeley Junction No.2 SB (EY2) AC: Crewe AC: Crewe (on UF,US,DF,DS only) AB applies between Edgeley Jn No.2 and Edgeley Jn No.1
	0 00		
Edgeley Junction No.2 SB	0 04		
	0 12 *		Edgeley Junction No.1 SB (EY1)
Edgeley Junction No.1 SB	0 21		
	0 33 *		AB with Direction Levers applies between Edgeley Jn No.1 and Northenden Jn (see local instruction)
	0 68 *		
	0 69 *		
Cheadle Village Jn	0 74 *		
			TCB Northenden Junction SB (NN)
Sharston Jn	3 15 *		
(Start / end of diagram)	3 40		

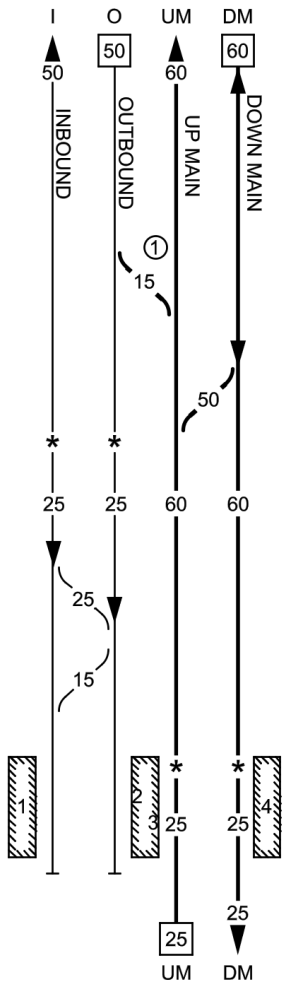
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	002	Edgeley Jn No.2 to Mickle Trafford	EJN WJP1 SJD	North West	10/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	3 40		GSM-R TCB Northenden Junction SB (NN)
	3 66 *		
Northenden Jn (Change of ELR)	3 68 EJN 33 53 * WJP1		
Northenden Junction SB	33 49		
	33 25 *		GF released from Northenden Junction SB.
Northenden GF	33 28 (S) T		
	30 39		Deansgate Junction SB (DJ) DGL (PF) in both directions 371m (1218ft)
	30 16 *		
Skelton Jn (MANCHESTER)	30 14 *		
	30 12 WJP1 0 00 SJD		
(Start / end of diagram)	0 05		

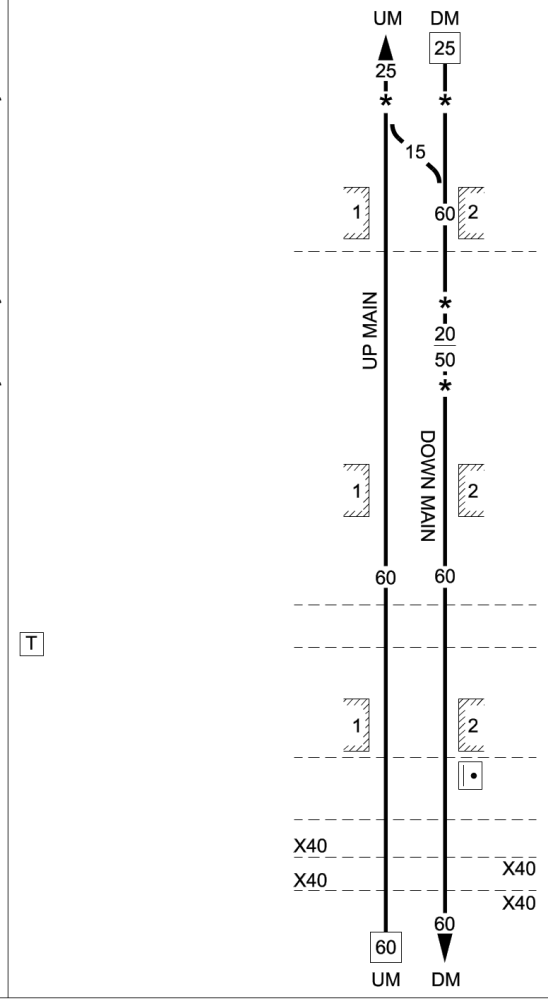
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	003	Edgeley Jn. No.2 to Mickle Trafford	SJD CDM1	LNW North	22/09/2018

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
	0 33	SJD		GSM-R TCB Deansgate Jn SB (DJ)
Deansgate Jn	7 05 *	CDM1		
Deansgate Jn SB (DJ)	7 06			DC: Trafford Depot (applies on Inbound and Outbound lines only).
Deansgate Jn LC (MCB)				Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions.
	7 22 *			
NAVIGATION ROAD	7 25			Platform Lengths: Navigation Road Platform Up & Down Main 121m (132 yds)
Navigation Road LC (CCTV)	7 30			
	7 32 *			
	7 34 *			

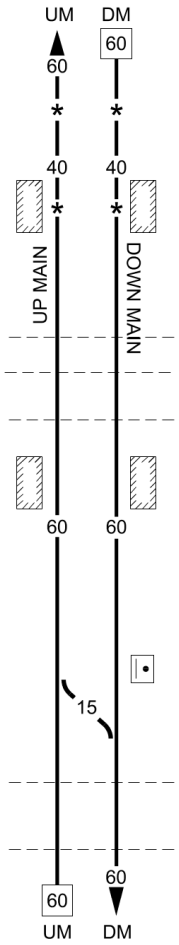
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	004	Edgeley Jn. No.2 to Mickle Trafford	CDM1 CDM2	LNW North	22/09/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	7 55		GSM-R TCB Deansgate Jn SB (DJ) DC: Trafford Depot (applies on Inbound and Outbound lines only). Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions. ① See General Instructions.
	7 62 *		
	7 70 *		Platform Lengths: Altrincham Platform 3 Up 167m (183 yds) Platform 4 Down 141m (1154 yds)
ALTRINCHAM	7 74		
Change of mileage & ELR	8 00 CDM1 7 69 CDM2		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	005	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	01/02/2025

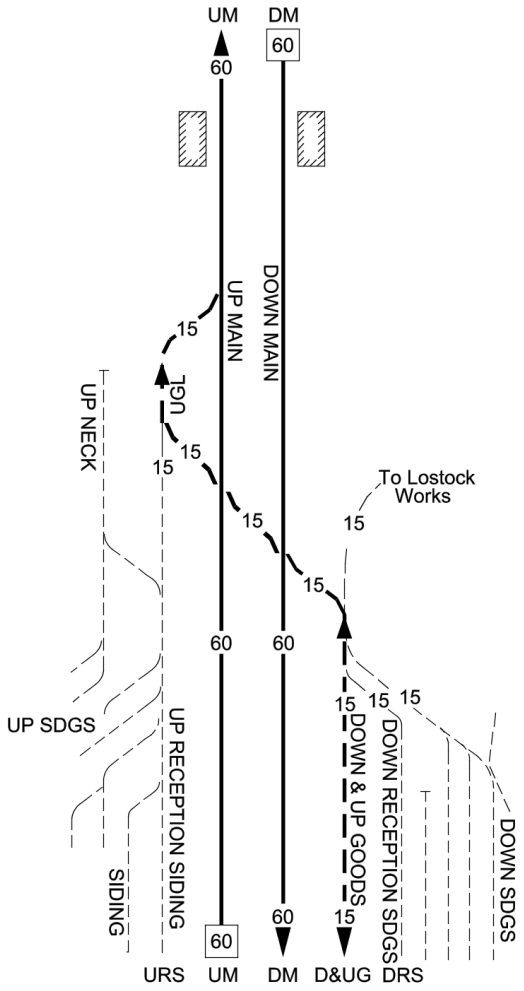
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	8 00		GSM-R TCB Deansgate Junction SB (DJ)
	8 05 *		
HALE	8 31		Platform lengths: Hale. Platform 1: 130 metres (142 yards). Platform 2: 126 metres (138 yards).
Hale LC (CCTV)	8 36		
	8 78 *		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 8m 60ch and 9m 10ch.
	9 02 *		
ASHLEY	10 05		Platform lengths: Ashley. Platform 1: 85 metres (93 yards). Platform 2: 83 metres (91 yards).
			Mobberley SB (MY)
Sugar Brook LC (FP)	11 20		
Mercers LC (UWC & FP)	11 37	T	
MOBBERLEY	11 71		Platform lengths: Mobberley. Platform 1: 109 metres (119 yards). Platform 2: 101 metres (110 yards).
Mobberley LC (MCB)	11 74		
Mobberley SB	11 75		AB Mobberley SB (MY)
Broad Oak Farm North LC (FP)	12 22		
Broad Oak Farm South LC (FP) (R/G-X)	12 46		
Brook House Lane LC (FP) (R/G-X)	12 68		
(Start / end of diagram)	13 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	006	Edgeley Jn. No.2 to Mickle Trafford	CDM2	LNW North	25/09/2021

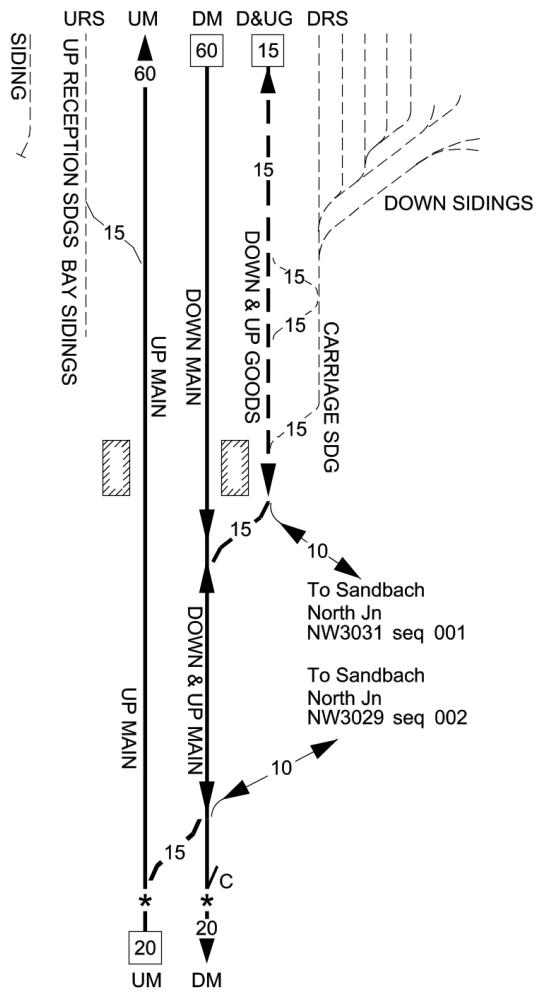
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Mobberley SB AB applies between Mobberley box and Plumley West box
	14 25 *		
KNUTSFORD	14 40 *		Platform Lengths: Knutsford Platform Up 132m (144 yds) Platform Down 145m (159 yds)
Sudlow Lane LC (FP)	16 45		
Woods Tenement Farm LC (UWC)	16 55	T	
Plumley Moor LC (FP)	16 70		
PLUMLEY	17 17	T	Platform Lengths: Plumley Platform Up 105m (115 yds) Platform Down 87m (95 yds)
Plumley West SB	18 07		Plumley West SB
Moss Lane LC (FP)	18 25		
Field House Farm LC (UWC)	18 43	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	007	Edgeley Jn. No.2 to Mickle Trafford	CDM2	LNW North	14/05/2016

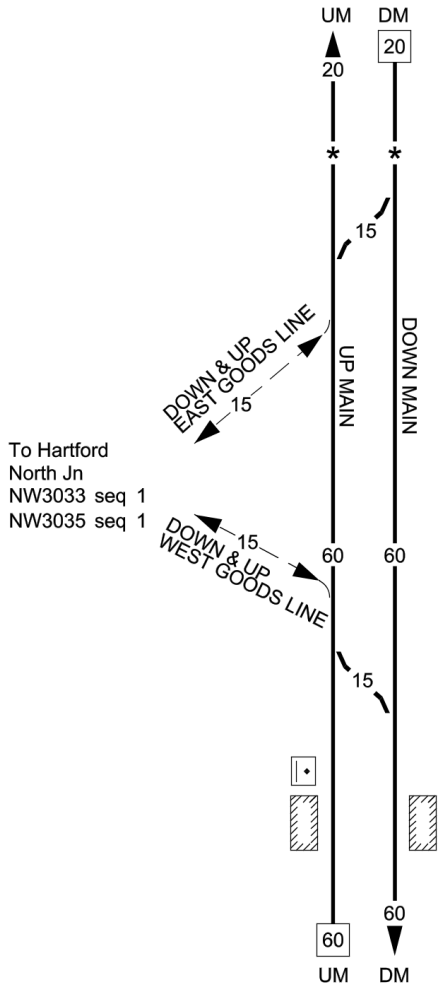
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
LOSTOCK GRALAM	19 15	T	TCB Greenbank SB (GK) GSM-R Platform Lengths: Lostock Gralam Platform Up 101m (110 yds) Platform Down 103m (113 yds)
	19 48		UGL 237m. (777ft)
Northwich East Jn	19 77		(PF) applies on the `down & up' goods in the down direction only between signals GK.31B & GK.35. Down & Up Goods 478m (1569ft) See Local Instructions



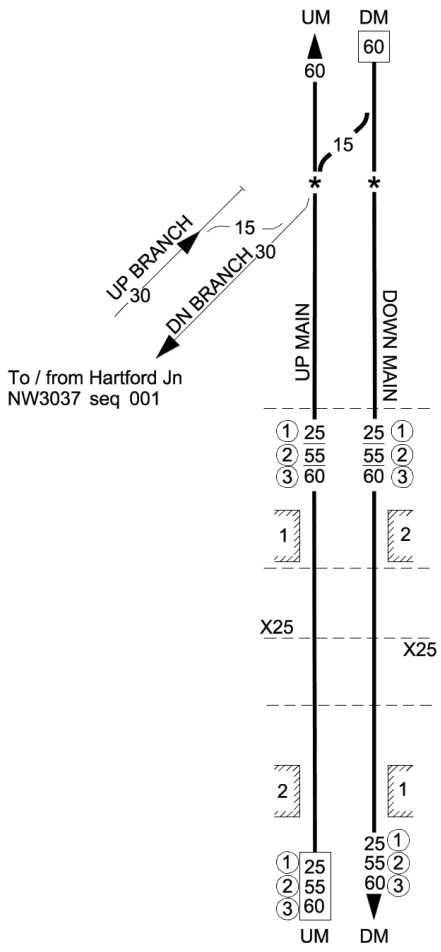
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	008	Edgeley Jn. No.2 to Mickle Trafford	CDM2	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Greenbank SB (GK) (PF) applies on the `down & up' goods in the down direction only between signals GK.31B & GK.35. Down & Up Goods 478m (1569ft) See Local Instructions
NORTHWICH	20 47		Platform Lengths: Northwich Platform Up 121m (132 yds) Platform Down 120m (131 yds)
Northwich Station Jn	20 52		
	20 56		
Northwich West Jn	20 76		C. Down at 21m 15ch (881m / 964yd before reaching signal GK.17).
	21 14 *		

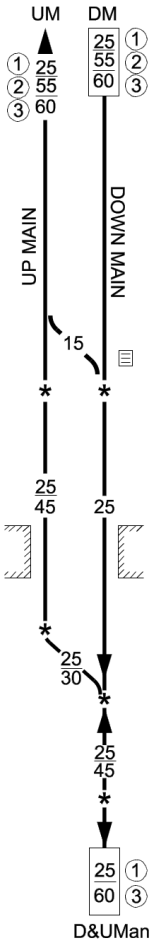
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	009	Edgeley Jn. No.2 to Mickle Trafford	CDM2	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Greenbank SB (GK)
Hartford East Jn	21 58 *		
	21 67		
Hartford West Jn	22 12		
Greenbank SB (GK)	22 21		Platform Lengths: Greenbank Platform Up 77m (84 yds) Platform Down 82m (90 yds)
GREENBANK	22 28		

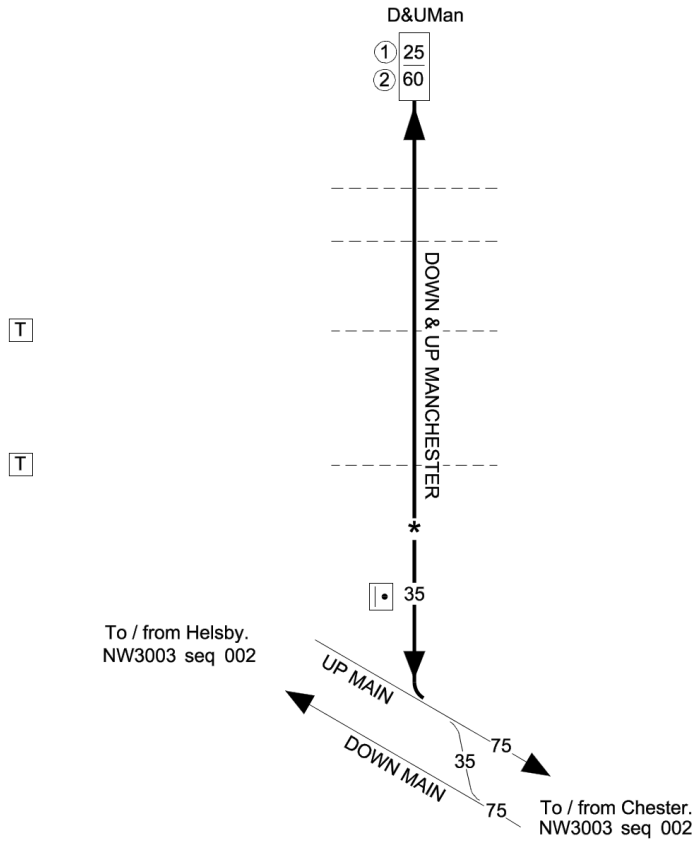
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	010	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	06/04/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	22	60			GSM-R TCB Greenbank PSB (GK) Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 22m 70ch and 23m 00ch.
Hartford CLC Jn	23	09	*		
Moss Farm LC (FP)	24	19			Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 24m 00ch and 26m 00ch.
CUDDINGTON	25	15			Platform lengths: Cuddington. Platform 1: 87 metres (95 yards). Platform 2: 79 metres (86 yards).
Cuddington Station LC (SPC)	25	17			
Waste Lane LC (FP) (R/G)	25	49	T		① Applies to Class 7 and 8 trains only ② Applies to light locomotives only ③ Applies to Class 1 to 6 trains only
Forest House Farm LC (UWC)	26	74	T		
DELAMERE	28	11			Platform lengths: Delamere. Platform 1: 78 metres (85 yards). Platform 2: 77 metres (84 yards).
(Start / end of diagram)	28	60			

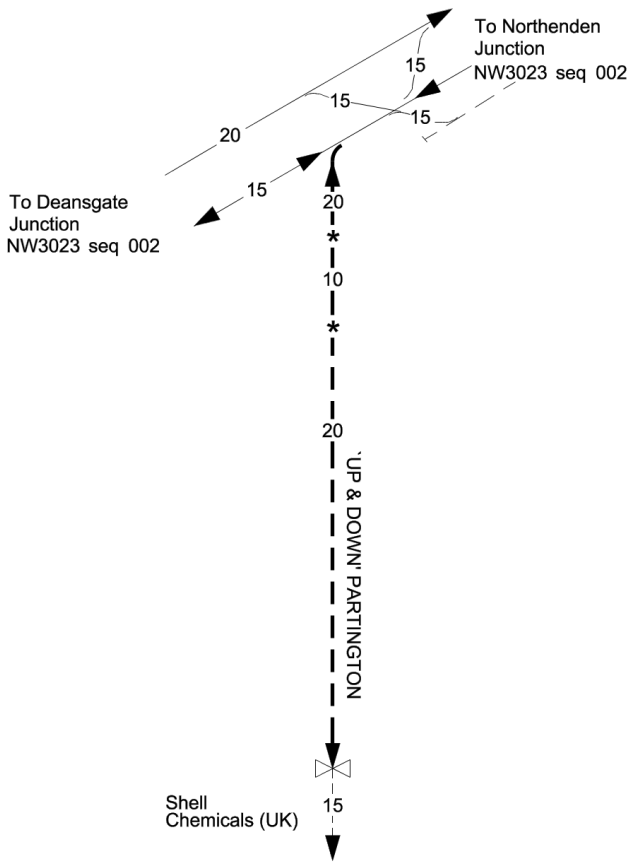
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	011	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	28 60		GSM-R TCB Mickle Trafford SB (MT) ① Applies to Class 7 and 8 trains only ② Applies to light locomotives only ③ Applies to Class 1 to 6 trains only Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 29m 60ch and 29m 70ch.
Mouldsworth GF	30 60	T	Ground frame released from Mickle Trafford SB.
	30 62 *		
MOULDSWORTH	31 02		Platform lengths: Mouldsworth. Up platform: 77 metres (84 yards). Down platform: 51 metres (56 yards).
	31 09 *		Axle counter area: Down Main / Down & Up Manchester line from 30m 15ch (signal MT1) to Mickle Trafford SB. Down & Up Manchester / Up Main line from Mickle Trafford SB to Mouldsworth GF crossover.
	31 13 *		
	31 40 *		
(Start / end of diagram)	32 00		D&UMan: Down & Up Manchester.

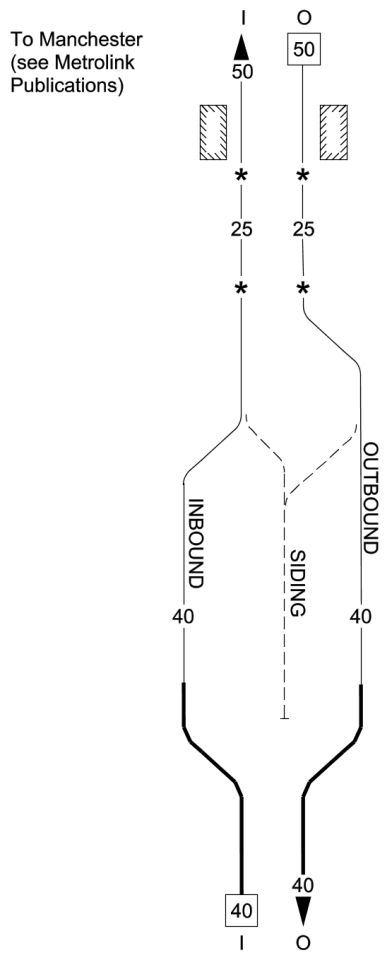
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	012	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	32 00		GSM-R TCB Mickle Trafford SB (MT) ① Applies to Class 7 and 8 trains only ② Applies to Class 1 to 6 trains only
Swinford Mill LC (FP)	32 64		D&UMan: Down & Up Manchester.
Broomhill LC (FP)	33 26		Exceptionally Poor Rail Adhesion: Down & Up Manchester line between 33m 60ch and 33m 70ch.
Farmer Johnsons LC (UWC)	34 06	T	Axle counter area: Down Main / Down & Up Manchester line from 30m 15ch (signal MT1) to Mickle Trafford SB. Down & Up Manchester / Up Main line from Mickle Trafford SB to Mouldsworth GF crossover.
Plemstall LC (UWC)	34 45	T	
	35 23 *		
Mickle Trafford SB	35 35		
Mickle Trafford Jn	35 40		

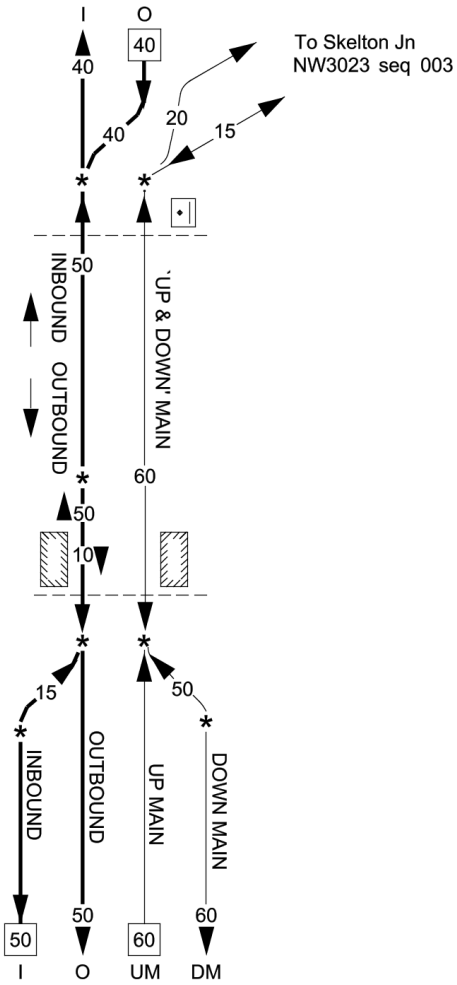
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3025	001	Skelton Jn. to Partington	WJP	LNW North	10/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Skelton Jn (MANCHESTER)	30 12		OT Deansgate Jn SB (DJ) Line out of use from signal DJ.7 to the Network Rail Boundary
	29 71 *		
	29 70 *		
Partington Jn Network Rail Boundary	27 20		

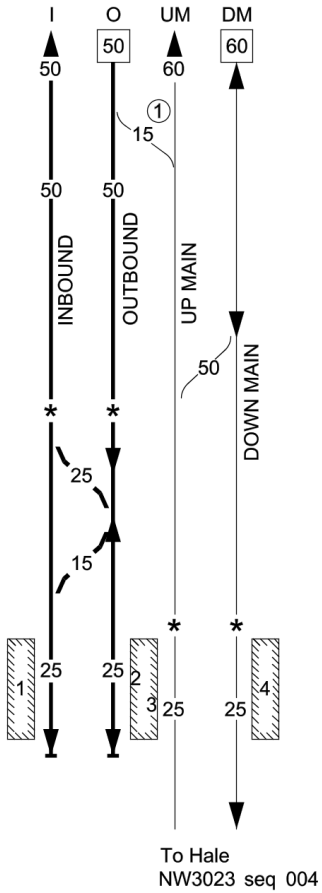
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3027	001	Timperley to Altrincham (Metrolink lines)	CDM1	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB (Metrolink) DC: Trafford Depot
TIMPERLEY	6 55		AWS not provided TPWS not provided
	6 63 *		Metrolink control area. (see General Instructions)
	6 66 *		
Signal DJ.501	6 73		Deansgate Jn (DJ) box area from signal DJ.501 to Altrincham
Network Rail NW / Metrolink Boundary	6 77		Deansgate Jn SB (DJ)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3027	002	Timperley to Altrincham (Metrolink lines)	CDM1	LNW North	14/05/2016

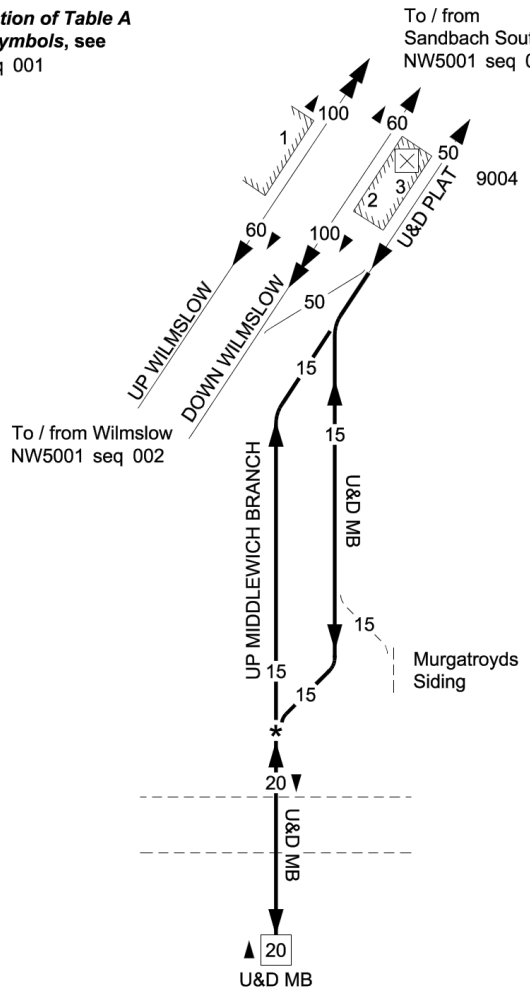
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	0 33		TCB Deansgate Jn SB (DJ) DC: Trafford Depot DC: Traffod Depot (applies on Inbound and Outbound lines only). Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions. AWS not provided TPWS not provided
Deansgate Jn	7 05 *		
Deansgate Jn SB (DJ) Deansgate Jn LC (MCB)	7 07		
	7 22 *		
NAVIGATION ROAD	7 25		
Navigation Road LC (CCTV)	7 30		
	7 32 *		
	7 34 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3027	003	Timperley to Altrincham (Metrolink lines)	CDM1	LNW North	15/05/2016

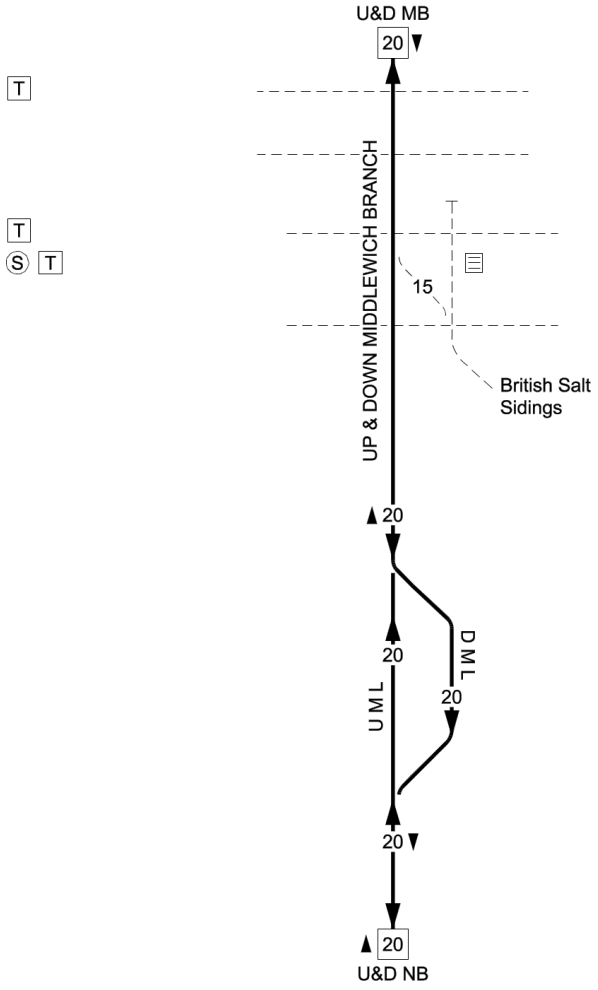
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ALTRINCHAM	7 62 *		TCB Deansgate Jn SB (DJ) DC: Trafford Depot DC: Trafford Depot (applies on Inbound and Outbound lines only). Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions. AWS not provided TPWS not provided ① See General Instructions.
	7 70 *		
	7 74		
	8 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3029	001	Sandbach North Jn to Northwich West Jn	CMP1 SNJ	North West	18/02/2023

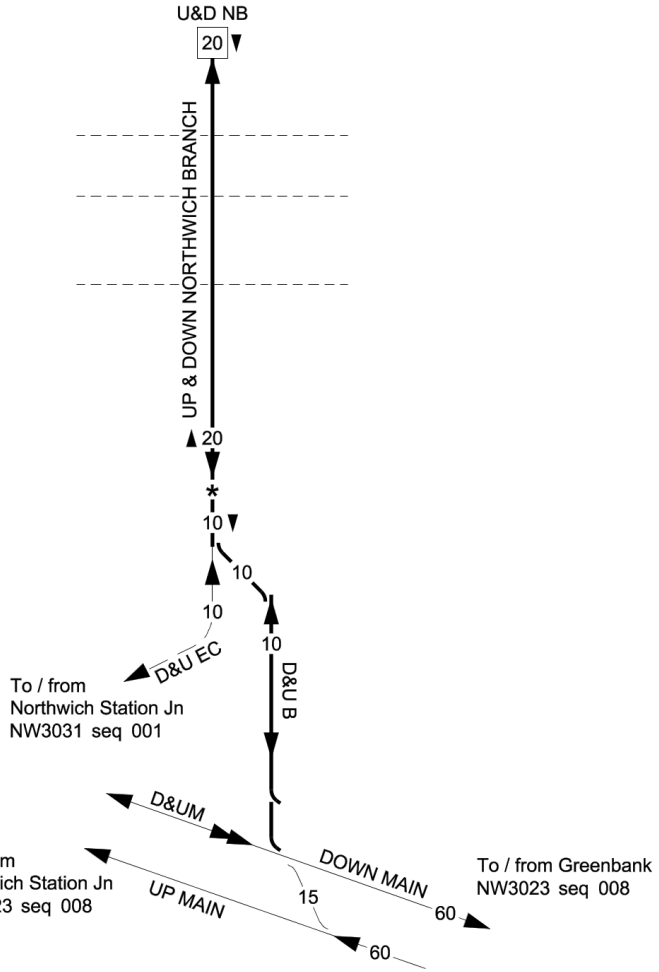
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		For ***Explanation of Table A terms and symbols*, see** NW0001 seq 001	GSM-R TCB Manchester South SCC (MS) AC: Crewe
SANDBACH	162 50		U&D PLAT: Up & Down Platform.
(Up & Down Platform line connection)	162 57		☒ Line Blocked Lockout: 9004: Down Manchester Independent line from 162m 17ch, Up Manchester Independent line to 162m 23ch, Up & Down Platform line, and Up Middlewich Branch and Up & Down Middlewich Branch lines as far as Elworth Jn.
(Change of mileage & ELR)	162 61	CMP1	
	-0 01	SNJ	
Sandbach North Jn	0 00		
(Middlewich Branch and Wilmslow lines start / end adjacent to each other)	0 04		U&D MB: Up & Down Middlewich Branch.
(Limit of Electrification)	0 22		Standages: Up Middlewich Branch: 614 metres (672 yards). U&D MB (Down direction): 707 metres (773 yards). U&D MB (Up direction): 614 metres (672 yards).
(Connection to Murgatroyds Siding)	0 44		
Elworth Jn	0 51 *		
Hayes Chemicals No.1 LC (UWC)	0 58		
Hayes Chemicals No.2 LC (FP)	0 66		
(Start / end of diagram)	1 00		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3029	002	Sandbach North Jn to Northwich West Jn	SNJ	North West	18/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 00		GSM-R TCB Manchester South SCC (MS)
Higher Daleacre LC (UWC)	1 27	T	U&D MB: Up & Down Middlewich Branch.
Cledford Bridge LC (UWC) (FP)	1 52		
(Buffer stops)	1 63		
New Farm LC (UWC)	1 68	T	
British Salt GF	1 73	S T	GF released by Manchester South SCC.
British Salt LC (UWC)	1 76		
(Network Rail boundary on siding)	1 79		
Middlewich Loop East Jn	3 39		D M L: Down Middlewich Loop. U M L: Up Middlewich Loop. Greenbank PSB (GK)
Middlewich Loop West Jn	4 05		Standages: Down Middlewich Loop: 530 metres (580 yards). Up Middlewich Loop: 637 metres (697 yards).
(Start / end of diagram)	4 60		U&D NB: Up & Down Northwich Branch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3029	003	Sandbach North Jn to Northwich West Jn	SNJ	North West	18/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	4 60		GSM-R TCB Greenbank PSB (GK)
Yewtree House LC (UWC)	5 34		
Brook House Farm LC (UWC)	5 66		
Broom Farm LC (UWC)	6 57		
	8 30 *		
Northwich South Jn	8 38		
(Branch and East Chord start / end adjacent to each other)	8 47		D&U EC: Down & Up East Chord. D&U B: Down & Up Branch. D&UM: Down & Up Main.
(Trap points)	8 62		
Northwich West Jn	8 65 (20 74)		Mileage in round brackets ( ) is NW3023 mileage with ELR: CDM2.

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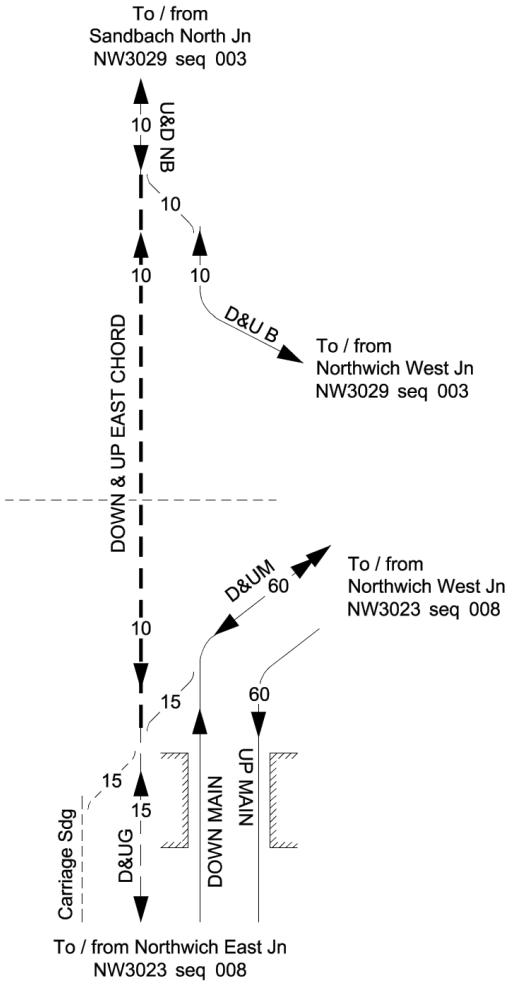
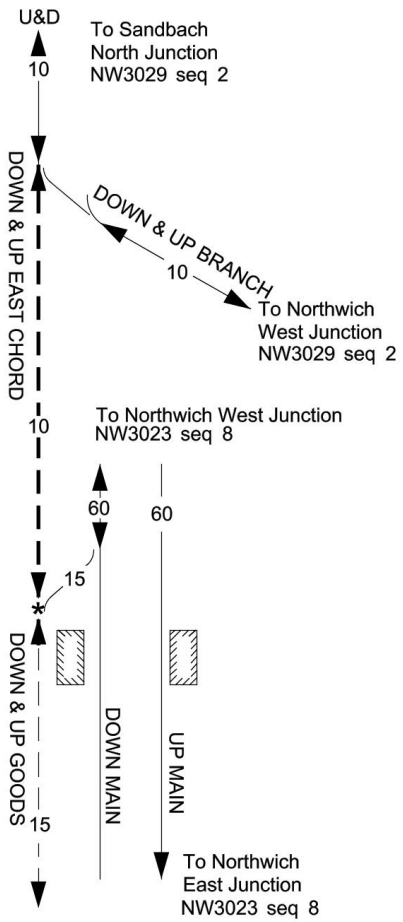
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3031	001	Northwich South Jn to Northwich Station Jn	NSN	North West	18/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		For *Explanation of Table A terms and symbols*, see NW0001 seq 001	GSM-R TCB Greenbank PSB (GK)
Northwich South Jn	8 38		U&D NB: Up & Down Northwich Branch. D&U B: Down & Up Branch.
(Branch and East Chord start / end adjacent to each other)	8 47		The Down direction is from Northwich South Jn to Northwich Station Jn.
Recreation Ground LC (UWC)	8 57		
Northwich Station Jn	8 66 (20 52)		D&UM: Down & Up Main. D&UG: Down & Up Goods.
NORTHWICH	(20 47)		Mileages in round brackets ( ) are NW3023 mileages with ELR: CDM2.



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3031	001	Northwich South Jn. to Northwich Station Jn.	NSN	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Northwich South Jn	8 37		GSM-R TCB Greenbank SB (GK)
Northwich Station Jn	8 66 *		
	20 52		
NORTHWICH			

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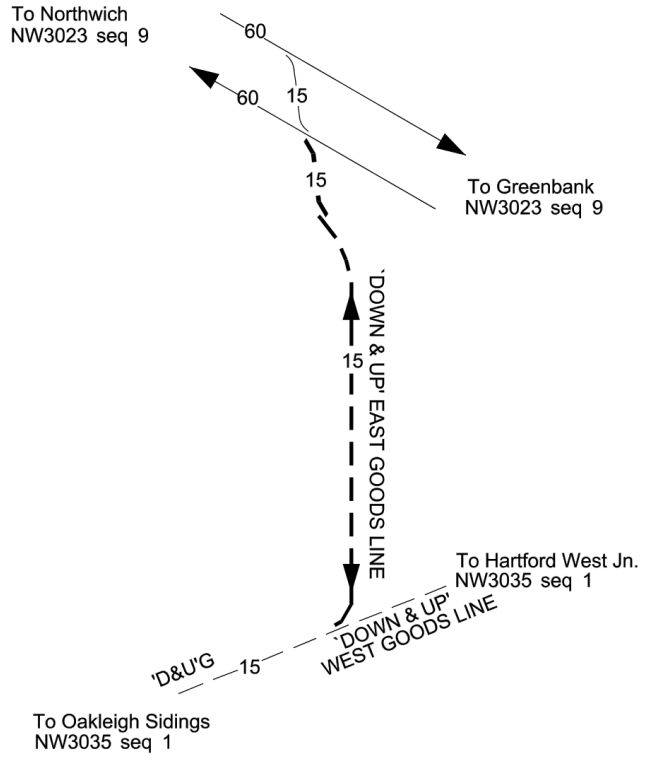
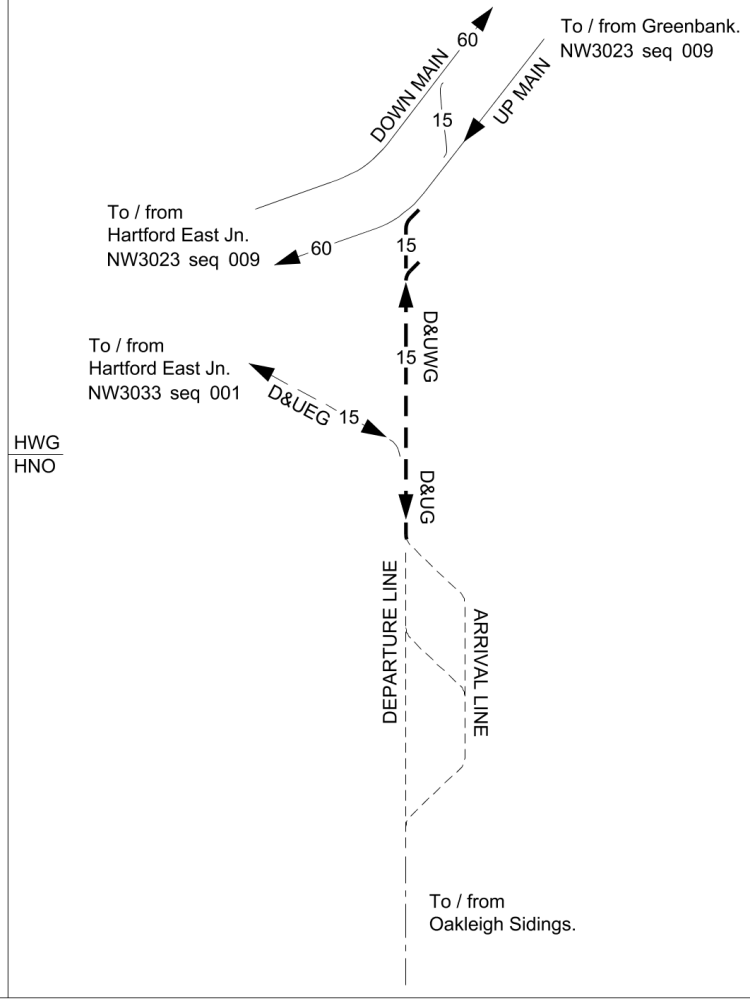
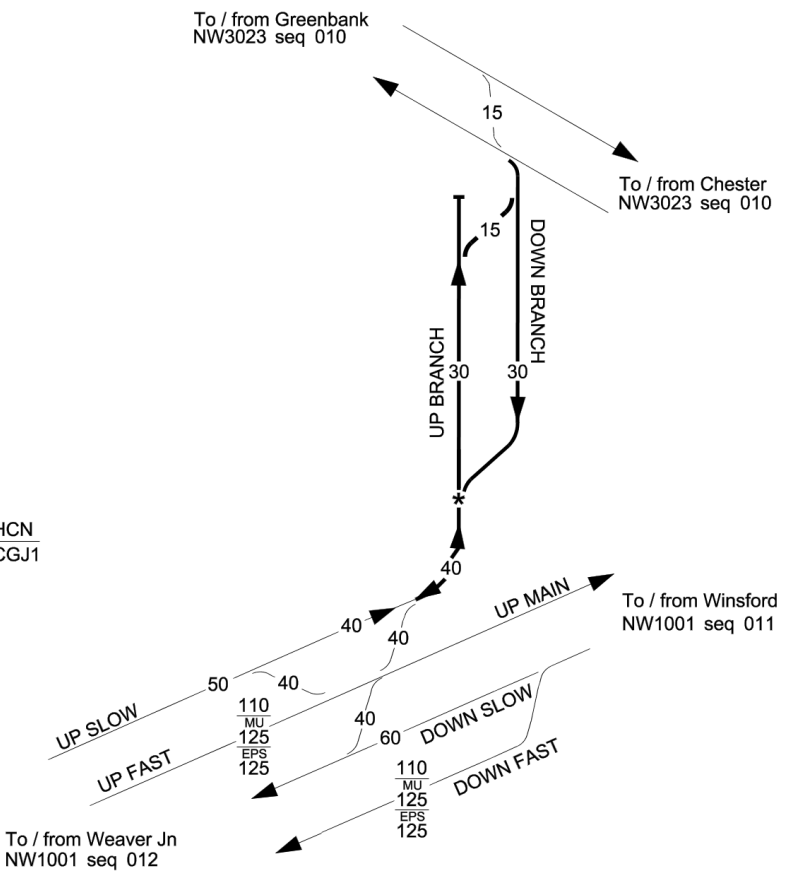
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3033	001	Hartford East Jn. to Hartford North Jn. (East Goods Line)	HEG	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Greenbank SB (GK)
Hartford East Jn	21 67		
Hartford North Jn	22 10		'D&U'G = 'Down & up' goods line
	0 29		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3035	001	Hartford West Jn to Oakleigh Sidings (Winnington Branch)	HWG HNO	LNW North	31/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Greenbank SB (GK)
(Crossover)	(22 16)		Mileages in round brackets are Main line mileages with ELR: CDM2.
Hartford West Jn	(22 12) 0 11		
(Trap points)	0 14		D&UEG: Down & Up East Goods. D&UWG: Down & Up West Goods. D&UG: Down & Up Goods.
Hartford North Jn (Change of ELR)	0 29	HWG HNO	GSM-R Up direction: Start of GSM-R at 0m 29ch. Down direction: End of GSM-R at 0m 29ch.
(Points)	0 37		TPWS not provided at Hartford North Jn.
(Crossover)	0 53		Standages: Down & Up West Goods: 168 metres (184 yards). Arrival Line (between Down & Up Goods and crossover): 270 metres (295 yards).
(Handpoints)	0 72		
Network Rail boundary	0 74		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3037	001	Hartford C.L.C. Jn to Hartford Jn	HCN CGJ1	North West	08/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hartford CLC Jn	0 72		TCB Greenbank SB (GK)
(Limit of electrification)	0 44		AC: Crewe AC: 0m 44ch to Hartford Jn.
	0 25 *		Winsford SB (WD)
(Change of ELR and mileage)	0 17 HCN 170 46 CGJ1		
Hartford Jn	170 56		

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NW3009 (CHESTER NORTH JN. TO CHESTER SOUTH JN.)

From	To	Type of Train	Line(s)	Remarks
Chester North Jn (signal CR.555)	Chester South Jn (rear of signals CR.122/124)	Any	Down Birkenhead / Up & Down Fork / Up Slow or Up Fast	Trains or vehicles may be propelled in accordance with Rule Book Module TW1, Section 26.1.

Dated: 27/06/2020

NW3011 (CHESTER WEST JN. TO HOOTON SOUTH JN.)

From	To	Type of Train	Line(s)	Remarks
Chester North Jn (signal CR.408)	Chester Station (platforms 3,4 or 7)	Coaching stock	Up Birkenhead/Down Birkenhead (up direction)	Propelling authorised

Dated: 27/06/2020

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NW3001 - CREWE NORTH JN. TO HOLYHEAD

Heritage G.F.

The ground frame which controls access to Crewe Heritage Centre siding is kept normally locked and the key retained in Crewe box.

All movements to and from the Heritage Centre siding via the ground frame must be under the control of the Network Rail Area Operations Managers representative.

Dated: 07/10/06

NW3001 - CREWE NORTH JN. TO HOLYHEAD

Crewe Electric Traction Depot

Incoming movements. The signaller at Crewe signal box must be advised of the description and length of all movements for the Electric Traction Depot (ETD), prior to departure.

When trains require to leave the ETD at the Crewe North Junction end, the ETD person in charge (PIC), after ensuring that the facing hand points have been properly set and secured, must advise the signaller at Crewe signal box that the train is ready to depart.

The speed of trains within the ETD must not exceed **10 mph.**

The PIC, when making arrangements for the arrival and departure of trains, will be responsible for instructing the drivers of any locomotives in the ETD sidings not to move towards the fouling point.

Dated: 07/10/06

NW3001 – CREWE NORTH JN. TO HOLYHEAD

CHESTER

Working of the barrow crossing. The barrow crossing at the Crewe end of the station must only be used when the station lifts have failed and an attendant has been appointed. The attendant must obtain permission of the signaller at Chester PSB before allowing any persons to cross.

Stabling of trains. When it is deemed necessary due to engineering works or other related circumstances, then not more than 2 x Class 507 or Class 777 electric multiple units coupled together are authorised to be stabled on the Up Slow line (Platforms 7A and 7B) at Chester. This authorisation only applies overnight between the last train of the day and the first train of the following day.

During the period when the Class 507, Class 508 or Class 777 electric multiple units coupled together are stabled on the Up Slow line (Platforms 7A and 7B) at Chester, the Driver concerned must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Chester Diesel Depot. Movements onto the depot must normally be made from the station end and movements off the depot from the Birkenhead end.

All movements on the depot and service roads between the board worded `Stop & Telephone' on the depot road and signal CR554, and between the east end headshunt and signal CR543, are under the control of the depot supervisor. The depot supervisor must authorise all movements between these points except for any movement made on service road No.1 or the depot road towards signal CR106 for which the authority of the signaller at Chester signal box is needed.

Chester Diesel Depot – East Headshunt. The portion of line between the board worded, `Stop and Telephone' and the stop block is designated a Jarvis siding. Movements from the Jarvis siding must not be made without the authority of the depot supervisor.

Movements leaving the depot at the Birkenhead end. On arrival at signal CR554, the driver must advise the signaller at Chester signal box by telephone of the description and destination of the movement.

Method of working at Chester Train Care Centre

General

Under no circumstances must trains be stabled on Siding 5.

Movements departing Chester Train Care Centre. When a movement requires to depart the Train Care Centre via Siding 5, to enter Chester Middle Yard, the driver must obtain permission from the signaller in Chester signal box before passing the 'Stop & Telephone' board at the exit of the Train Care Centre.

The signaller at Chester signal box may give permission for the movement to pass the 'Stop & Telephone' board to enter Chester Middle Yard, and the driver advised that they must comply with Rule Book Module SS2 Section 4.1 and Section 4.2 as applicable.

If the movement requires to proceed along Siding 6, providing no other conflicting movement has been authorised, the Person in Charge of the movement may authorise the driver to pass the 'Stop & Telephone' board for shunting purposes only.

Movements required to enter Chester Train Care Centre. The signaller at Chester signal box must obtain the permission of the Person in Charge at Chester Train Care Centre, before authorising a movement to enter Chester Station Yard Siding 5.

The Person in Charge must only give permission for the movement if no other conflicting movement has been authorised.

If a movement requires to enter the Train Care Centre from Siding 6 the permission of the Person in Charge at Chester Train Care Centre must first be obtained before passing the 'Stop and Telephone' Board.

The Person in Charge must only give permission for the movement if no other conflicting movement has been authorised.

Dated: 07/12/2024

NW3001 - CREWE NORTH JN. TO HOLYHEAD

Saltney Jn To Fflint

Controlled signals CR.203 (down main) and CR.206 (up main) are provided to protect Hawarden Aerodrome runway. If the signaller has reason to suspect that the line is obstructed / damaged between these signals, he will arrange for the line to be examined. If no other competent person is readily available, the signaller may request the driver of a train at one of these signals to arrange for a member of the Traincrew to examine the line on foot.

Dated: 26/03/18

NW3001 - CREWE NORTH JN. TO HOLYHEAD

SHOTTON (Low Level)

The driver of a locomotive-hauled passenger train conveying five or six passenger vehicles booked to call at Shotton (low level) station must bring the train to a stand at the 6-car train stop marker provided. The guard of such a train must advise passengers alighting at Shotton that they must not do so from the rear vehicle.

A locomotive hauled passenger train conveying more than six passenger vehicles or a DMU train composed of more than four vehicles must not stop at Shotton (low level) station unless local instructions for stopping long trains at short platforms have been agreed and issued by the train operator concerned.

Dated: 07/10/06

NW3001 - CREWE NORTH JN. TO HOLYHEAD

Rhyl CE Sidings

Drivers of movements departing these sidings must contact the signaller before making a movement towards the exit signal FH6083.

Dated: 26/03/18

NW3001 - CREWE NORTH JN. TO HOLYHEAD

LLANDUDNO JUNCTION

Working of Glan Conwy Freight Terminal Accessed Via Llandudno Junction Sidings

Before a train is allowed to enter the sidings, you must obtain the permission from the GBRF Person in Charge/shunter on duty at the sidings. The GBRF Person in Charge/shunter always remains in charge of the sidings when on duty.

When a train is ready to enter the sidings, the GBRF Person in Charge/shunter will contact the signaller and take charge of the sidings and an entry must be made in the train register book. The Driver will advise you accordingly on arrival at Llandudno Junction station platforms, giving the trains description. You must reach a clear understanding with the Driver and GBRF Person in Charge/shunter of the requirements to route the train into the sidings from **LJ260** signal.

The GBRF Person in Charge/shunter will travel with the train from Llandudno Junction station platforms and alight at **LJ260** signal, all propelling movements will be controlled from the ground using portable radios with the driver from **LJ260** signal into the sidings and movements out of the sidings onto the Down Main line from **LJ69** signal, Rule Book Module SS2.3 (b will apply.

During the turnover shunt the driver will contact the Llandudno Junction signaller requesting permission to draw forward beyond **LJ69** signal, the route must be set from **LJ69** onto the Quay sidings to allow a proceed aspect in **LJ69** signal before the movement is authorised, once the movement has been brought to a stand at **LJ256** signal, the route can then be set from **LJ256** signal back into the sidings to complete the turnover shunt.

When all shunt movements have been completed and the departing train is ready for departure from Llandudno Junction sidings, the driver will inform Llandudno Junction signaller of the train reporting number, destination and booked departure time. The GBRF Person in Charge/shunter will confirm all shunt movements have been completed and travel with the departing train and alight at Llandudno Junction station platforms. Authorisation is required from Network Rail Cardiff train running control for departures that are running early/late.

Before the route is set from **LJ69** signal onto the Down Main, a clear understanding must be reached with the driver and GBRF Person in Charge/shunter of the departing arraignments, a suitable margin must be obtained in-between trains to allow a shunt movement to be made to **LJ260** signal and for the departing train to be routed east of Llandudno Junction station.

When movements have departed Llandudno Junction sidings and operations have ceased the GBRF Person in Charge/shunter will relinquish charge of the sidings to Llandudno Junction signaller and will advise that no further movements are required a suitable entry must be made in the train register book.

Glan Conwy freight terminal and Llandudno Junction sidings are private-no other traffic is authorised into the freight terminal or sidings without permission from Breedon.

Dated: 14/06/2025

NW3001 - CREWE NORTH JN. TO HOLYHEAD

CONWY

Examination of Conwy Tubular Bridge CNH3 – 224m 11ch to 224m 18ch

Following the passage of a steam locomotive on the up or down main line through Conwy Tubular Bridge, patrolling of the bridge must take place. Normal working must not be resumed until this has taken place and the tunnel is confirmed safe for the passage of trains.

Dated: 02/06/18

NW3001 - CREWE NORTH JN. TO HOLYHEAD

PENMAENMAWR

Aggregate Sidings

Incoming Trains. Drivers of incoming trains must not proceed beyond the 'Stop & Await Instructions' board at the entrance to the Aggregate siding without the shunter's permission.

When the shunter is not on duty, the signaller is authorised to instruct drivers to pass this board. However, before entering the Aggregate sidings, the driver must be satisfied that:

- all points are correctly set,
- the siding to which the train will run is clear,
- any Aggregate staff in the sidings have been warned of the incoming train.

Movements into the siding must be made at caution.

All rail movements within the Aggregate sidings will be under the control of the shunter, or the guard if a shunter is not on duty.

Outgoing Trains. When a train is ready to depart during the time the shunter is not on duty, the guard must give all necessary details and request the signaller's permission for the train to pass the 'Stop and Telephone' board at the exit from the sidings.

Tail lamp telephone. If an incoming train is detained at the 'Stop and Await Instructions' board, the driver or guard, if provided, must advise the signaller whether or not the train has arrived complete with tail lamp. A telephone is provided for this purpose on the Conwy side of signal PR.19.

Dated: 12/05/07

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NW3001 - CREWE NORTH JN. TO HOLYHEAD

BANGOR

Off" indicators in Belmont Tunnel. "OFF" indicators are provided in association with the shunting disc signal on the down main in Belmont Tunnel, 75 yards on the Holyhead side of the box. These may be used to assist set-back movements.

The guard or shunter must advise the signaller at Bangor box when the movement may commence.

Failure of signals protecting the single line over the Britannia bridge. If there is a failure of any equipment preventing signal BR.10 or signal BR.58 for Bangor from being cleared, working by pilot or modified working must be introduced.

Dated: 26/04/25

NW3001 - CREWE NORTH JN. TO HOLYHEAD

VALLEY

The down and up main line emergency colour light signals adjacent to the Valley Aerodrome runways will not normally be illuminated but if the line is obstructed or damaged by aircraft these distant and stop signals, which are operated from the Aerodrome Control Tower, will display caution and danger aspects respectively.

If a danger aspect is displayed drivers must bring their trains to a stand at the emergency stop signal and tell the signaller at Valley signal box using the telephone at the signal.

Drivers must not proceed until the signal lights have been extinguished and the personal authority of the signaller has been obtained

If the line has to be examined to ascertain whether the permanent way is obstructed or damaged, and no other competent person is readily available, the signaller may request the driver of a train stopped at the signal to arrange for a member of the traincrew to examine the line on foot.

During a failure of the emergency signals, drivers of trains will be instructed by the signaller at the next signal box open in rear to approach the emergency signals at caution and be prepared to stop if a hand danger signal is shown.

Whenever possible, the patroller must test the telephone at the emergency stop signal and, if it is out of order, report the circumstances to the nearest signal box.

Dated: 26/04/25

NW3001 - CREWE NORTH JN. TO HOLYHEAD

HOLYHEAD

Working of Class 253/254 Trains. If only one power car of a departing train formed of 8 or more trailer vehicles is available for traction purposes, the driver must inform the platform supervisor who must:

- arrange with the signaller for the route to be set as far as HD.40 signal (up main home 2), and,
- advise the driver when this has been done.

If in these circumstances, the up main home 1 signal cannot be cleared owing to failure, the driver will be instructed before leaving the platform, that the signal may be passed at danger.

Should a Class 253/254 train formed of 8 or more trailer vehicles with only one power car available for traction purposes be stopped on the 1 in 75 gradient for any reason, arrangements must be made for the train to set back into the station before continuing on its journey.

Dated: 26/04/25

NW3005 - GOBOWEN (EXCL.) TO SALTNEY JN.

WREXHAM GENERAL

Instructions to the Person in Charge of train dispatch on Platform 3 at Wrexham General during poor visibility conditions

If during poor visibility conditions you are unable to confirm that signal CN931 is displaying a proceed aspect you must use the telephone provided on Platform 3 to contact the signaller at Croes Newydd North Fork Signal Box and obtain confirmation from the signaller that signal CN931 is displaying a proceed aspect before you dispatch a train in the Down Direction.

Tail lamp telephone. When a train from the Penyffordd direction is detained on the 'up & down' loop at Wrexham General station, the driver or guard, if provided, must immediately advise the signaller at Croes Newydd North Fork signal box whether or not the train has arrived complete with tail lamp by means of the telephone at the Penyffordd end of the platform.

The use of Rule Book Module T10 is authorised on the Up Bay Sidings 1 and 2 for the protection of personnel when working on rail vehicles.

Dated: 07/06/14

NW3005 - GOBOWEN (EXCL.) TO SALTNEY JN.

Rossett Jn to Wrexham North Jn

The signaller at Chester will be automatically reminded to set the route from signal CR497 at Rossett Jn towards signal CN944, for heavy freight trains proceeding up Gresford Bank.

A driver of a passenger train or empty coaching stock train must contact the signaller at Chester before departing Chester station, if they consider that a clear run up the bank is required (e.g. train has an unusually heavy load or is operating on reduced power).

Dated: 01/04/17

NW3007 - WREXHAM CENTRAL TO BIDSTON WEST JN

WREXHAM CENTRAL

The signaller at Croes Newydd North Fork signal box must be advised when a train is ready to leave Wrexham Central station.

Dated: 07/10/06

NW3007 - WREXHAM CENTRAL TO BIDSTON WEST JN

WREXHAM GENERAL

Tail lamp telephone. When a train from the Penyffordd direction has arrived in the 'down & up' Central platform at Wrexham General station, the driver or guard, if provided, must immediately advise the signaller at Croes Newydd North Fork signal box whether or not the train has arrived complete with tail lamp by means of the telephone at the Penyffordd end of the platform.

Dated: 07/10/06

NW3007 - WREXHAM CENTRAL TO BIDSTON WEST JN

PENYFFORDD

Shunting in Exchange Sidings. Before entering the sidings, drivers must give two blasts on the horn. Guards and shunters must satisfy themselves that the lines are clear before commencing to shunt.

Under no circumstances must vehicles be left on the down or up main lines without a locomotive attached.

Dated: 07/10/06

NW3007 - WREXHAM CENTRAL TO BIDSTON WEST JN

Dee Marsh Jn SB (DM)

The person in charge at Birkenhead sidings (PIC) must advise the signaller at Dee Marsh Junction signal box of the description and destination of a train which is ready to leave the sidings.

The signaller at Dee Marsh Junction signal box will request the permission of the PIC before allowing a train to enter the sidings. The PIC may give permission provided there is no conflicting movement authorised and there is sufficient room to accommodate the incoming train clear of the main line.

Dated: 07/10/06

NW3009 - CHESTER NORTH JN. TO CHESTER SOUTH JN.

Chester North Jn To Chester South Jn

Propelled movements from Chester North Junction to Chester South Junction. The leading vehicle of the propelled movement must normally be a:

- dead locomotive or class 253/254 train with driver, or,
- DVT with either driver or guard, or,
- brake vehicle fitted with an automatic brake valve, with guard.

The speed of the propelled movement must not exceed **5 mph** and the driver or guard in the leading traction unit or brake vehicle must control the movement in accordance with *Rule Book Module SS2* and be prepared to apply the brake in an emergency. If the propelling movement is brought to a stand by an emergency brake application from the leading vehicle, the movement must not restart until the traincrew and the signaller at Chester signal box come to a clear understanding.

White lights are provided to control the propelling movement over the ‘up & down’ Fork line and when illuminated indicate that all signals have been cleared to the ‘Limit of Shunt’ indicator at Roodee Junction for the movement to proceed to the up fast or up slow line at Chester South Junction. If the white lights are extinguished the driver or guard must bring the movement to a stand until further instructions are obtained from the signaller at Chester signal box.

Dated: 07/10/06

NW3013 - HOOTON SOUTH JN. TO HELSBY JN.

ELLESMERE PORT

Manchester Ship Canal Branch (West End). Drivers of departing trains from the branch line (from signal EP.11) must advise the signaller of their train description.

Dated: 11/11/13

NW3013 - HOOTON SOUTH JN. TO HELSBY JN.

Elton Sidings

When movements are required to be made to or from Elton Sidings a Person in Charge (PIC) must be appointed. The PIC is responsible for all communications with the signaller at Helsby Junction SB, Drivers and Encirc staff responsible for operation of the Encirc Sidings

Appointment of PIC and Method of Operation

When arriving on site, the FOC ground staff person will contact the signaller at Helsby Junction SB and provide the signaller with their name and contact telephone number and take the role of PIC. A clear understanding must be reached between the PIC and signaller on what movements are to be made.

Arriving Trains

Before operating the Acceptance Switch for Siding 1 to the Accept position for an arriving train the PIC must make certain that:

The access gate provided on Siding Number 1 is open for the safe passage of the arriving train.

GSP 2 points are secured in the normal position towards Siding 1

The GSP Release is in the Normal position

The signaller at Helsby will then set the route from the Up Hooton line to the Sidings and clear signal HY9 for the train to proceed. Once the train is within the Encirc Sidings the PIC must return the Acceptance Switch for Siding 1 to the Normal position.

Departing Trains

Before obtaining authority from the signaller at Helsby Junction SB for a departing train to pass Stop Board SB1 the PIC must advise the signaller of the destination and headcode of the train and ascertain that GSP2 points are secured in the Normal position.

When in a position to do so the signaller at Helsby Junction SB will set the route from Elton Sidings onto the Down Hooton line and clear signal HY33 for the train to proceed.

Giving up the role of PIC

Before giving up the role of PIC to the signaller at Helsby Junction SB the PIC must make certain that:

I. The access gate provided on Siding Number 1 is closed and secured across the Railway.

II. The acceptance switch is in the Normal Position

III. The GSP Release is in the Normal position

The PIC must then confirm to the signaller that PIC status is being given up. The signaller must make a suitable entry in the TRB detailing the time and date when PIC status was given up.

Dated: 25/06/2016

NW3015 - LLANDUDNO JN. TO BLAENAU FFESTINIOG

Glan Conwy LC (AHBC)

When it is necessary for the up branch home signal (LJ.59) to be passed at danger, the signaller will instruct the driver to operate the emergency plunger provided at the signal to lower the barriers. The movement must not proceed over the crossing until the driver is satisfied that the barriers are lowered and the crossing is clear.

Dated: 07/10/06

NW3015 - LLANDUDNO JN. TO BLAENAU FFESTINIOG

Tal-y-Cafn LC (MCG)

Each train must be brought to a stand at the 'Stop' board and the driver must not proceed until a green handsignal from the crossing keeper has been received.

Dated: 07/10/06

NW3015 - LLANDUDNO JN. TO BLAENAU FFESTINIOG

LLANRWST To BLAENAU FFESTINIOG

The driver of a train which does not require to be shunted clear of the single line at Blaenau Ffestiniog is authorised to return to Llanrwst signal box without the token being passed through a token instrument. To do this, the authority of the signaller at Llanrwst signal box must be obtained, the driver of the train must contact the signaller at Llanrwst via GSM-R asking for permission to depart. However, if there is no GSM-R communication, or other communication available in these circumstances, then trains are authorised to return from Blaenau Ffestiniog, but the driver must approach the Up Home signal for Llanrwst signal box cautiously.

If a down train becomes defective in the section between Llanrwst and Blaenau Ffestiniog the driver must contact the signaller at Llanrwst signal box via GSM-R for authority to return, provided the train is driven from the leading cab. However, if there is no GSM-R communication available, the driver is authorised to return, but must approach the Up Home signal for Llanrwst Signal Box cautiously.

Blockage of the line. If a blockage of the line occurs due to flooding between Llanrwst and Blaenau Ffestiniog, provided there is no train or on-track machine occupying the line between these points, the following special arrangements may be introduced to allow a train service to be maintained as far as Llanrwst station.

1. A possession of the line must be taken from a point 50 yards on the Blaenau Ffestiniog side of Llanrwst station to Blaenau Ffestiniog. The protection at Llanrwst must be clearly visible to the driver of a down train arriving in the station.

2. The PICOP, PC or COSS, must sign the relevant entry in the Train Register in Llanrwst signal box but **must not** take possession of the token.

3. A label worded "**TO LLANRWST STATION ONLY"** must be attached to the token while the above special arrangements are in force. Drivers must work to the instructions given by the signaller at Llanrwst signal box.

Dated: 26/04/25

NW3015 - LLANDUDNO JN. TO BLAENAU FFESTINIOG

BLAENAU FFESTINIOG

A crossing attendant will be provided to supervise movements over the foot crossing at Blaenau Ffestiniog station. The crossing attendant will usually be a suitably qualified employee of the Ffestiniog Railway Company.

Movements past any stop boards protecting the crossing must be authorised by the crossing attendant. However, if it is necessary for an engineers train movement to take place whilst the line is under possession, the PICOP or ES, as appropriate, may authorise movements past the 'STOP' boards, provided an assurance has been received from Ffestiniog Railway Control (Tel: 01766-512340) that the level crossing gates have been secured and will not be used until the possession is given up.

Dated: 07/10/06

NW3023 - EDGELEY JN. NO.2 TO MICKLE TRAFFORD

Edgeley Jn No.1 SB (EY1) To Northenden Jn

Method of working. The clearing of the controlling signal will be the driver's authority to proceed on to the single line.

An engineering train must not return to the signal box in rear if the line is under a possession in accordance with *Rule Book Module T3.* (For the purpose of this instruction 'engineering train' includes on-track machines, light locomotives, self-propelled rail vehicles or road-rail-vehicles in rail mode).

A trolley must not be placed on the line if the line is under possession in accordance with *Rule Book Module T3* or protected in accordance with *Rule Book Module TS1 Regulation 13,* unless prior permission has been given by a representative of the Network Rail Operations Manager.

Dated: 04/12/10

NW3023 - EDGELEY JN. NO.2 TO MICKLE TRAFFORD

Northenden Jn

GMWDA siding. When permission has been obtained from the sidings staff for the train to enter the siding and the shunter is ready for the train to setback into the siding, the shunter must press the plunger to illuminate the white light set-back signals. The shunter must then authorise the driver to commence the set-back movement from the down main line into the siding in accordance with the requirements of *Rule Book Module SS2*

In an emergency, the shunter must extinguish the white light set-back signals and advise the driver to bring the train to a stand immediately. The shunter may re-illuminate the white light set-back signals when ready for the setback movement to continue and must authorise the driver to re-commence the movement.

The white light set-back signals must be extinguished after the locomotive has passed the last one and the driver must then work to the shunters instruction.

Dated: 07/10/06

NW3023 - EDGELEY JN. NO.2 TO MICKLE TRAFFORD

NORTHWICH

Instructions to Drivers of Driver Only Operated Trains.
When a Driver Only Operated Train is required to run round on the ‘up & down’ goods loop or down reception siding at Northwich the driver must contact the signaller at Greenbank signal box and obtain an assurance that the passage of trains has been stopped on the adjacent line(s) before alighting from the locomotive to uncouple/couple the locomotive from/to its train.

If the train is standing on the down reception siding the driver must obtain assurance from the signaller at Greenbank signal box that the passage of trains on the ‘up & down’ goods loop has been stopped.

If the train is standing on the ‘up & down’ goods loop the driver must obtain assurance from the signaller that the passage of trains has been stopped on the down main line and/or down reception siding as applicable.

When the uncoupling or coupling activity has been completed and the driver is clear of either the ‘up & down’ goods loop, the down main line and/or down reception siding as applicable, the driver must contact the signaller at Greenbank signal box and confirm that the passage of trains may be resumed on the ‘up & down’ goods loop, the down main line and/or the down reception sidings as applicable.

Dated: 14/04/09

NW3023 - EDGELEY JN. NO.2 TO MICKLE TRAFFORD

Mickle Trafford SB (MT) To MOULDSWORTH

T3 Possessions between Mickle Trafford and Mouldsworth. Where work is to take place between Mouldsworth station and Mickle Trafford which may cause the axle counters to be disturbed, the PICOP must ensure that points MT.5 are left lying in the correct direction for the first movement to take place after the possession. Possession planners must ensure that the correct resources are identified and provided for this to take place.

Dated: 07/10/06

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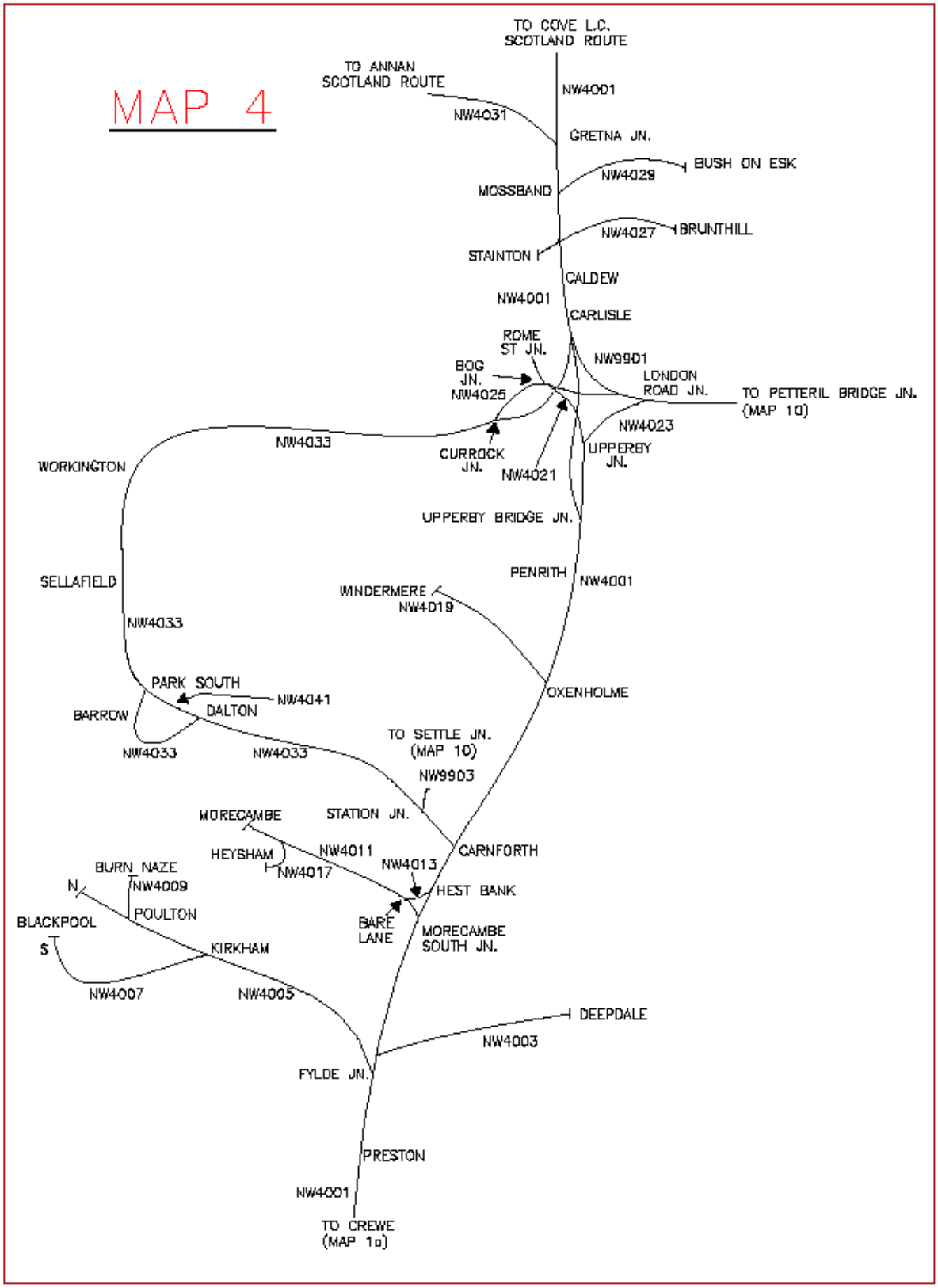
MAPS


MAP 4
TO COVE L.C.
SCOTLAND ROUTE
TO ANNAN
SCOTLAND ROUTE
NW4001
NW4031
GRETNA JN.
BUSH ON ESK
NW4029
MOSSBAND
NW4027
BRUNTHILL
STAINTON
CALDEW
NW4001
CARLISLE
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NW9901
BOG
JN.
NW4025
LONDON
ROAD JN.
TO PETTERIL BRIDGE JN.
(MAP 10)
NW4023
NW4033
CURROCK
JN.
NW4021
UPPERBY
JN.
WORKINGTON
UPPERBY BRIDGE JN.
PENRITH
NW4001
SELLAFIELD
WINDERMERE
NW4019
NW4033
PARK SOUTH
NW4041
OXENHOLME
BARROW
DALTON
TO SETTLE JN.
(MAP 10)
NW4033
NW4033
NW9903
MORECAMBE
STATION JN.
HEYSHAM
NW4011
NW4017
NW4013
CARNFORTH
BURN NAZE
N
NW4009
HEST BANK
POULTON
BLACKPOOL
S
BARE
LANE
MORECAMBE
SOUTH JN.
KIRKHAM
NW4007
NW4005
DEEPDALE
NW4003
FYLDE JN.
PRESTON
NW4001
TO CREWE
(MAP 10)

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EXCEPTIONALLY POOR RAIL ADHESION
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NW4007 (KIRKHAM NORTH JN TO BLACKPOOL SOUTH)

Location	Line(s) Affected	Mileage (Between)				
Lytham – St. Annes-on-the-Sea	Up & Down Lytham	13 m	56 ch	*to*	16 m	51 ch

Dated: 13/04/2024

NW4033 (CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW))

Location	Line(s) Affected	Mileage (Between)				
Silverdale Station LC – Waterslack Quarry LC	Up Main, Down Main	4 m	00 ch	*to*	4 m	70 ch
Wilkinson's LC – Arnside	Up Main, Down Main	6 m	10 ch	*to*	6 m	20 ch
Bathing Pool LC – Cart Lane LC	Up Main, Down Main	10 m	20 ch	*to*	10 m	30 ch
Cark & Cartmel – Crook Wheel LC	Up Main, Down Main	13 m	70 ch	*to*	14 m	10 ch
Ulverston SB – Dalton station	Up Main, Down Main	21 m	00 ch	*to*	23 m	10 ch
Dalton Jn – Park House Farm LC	Up Main, Down Main	25 m	30 ch	*to*	25 m	70 ch
Park South Jn – Askam	Up Main, Down Main	34 m	40 ch	*to*	34 m	60 ch
Bootle – Ravenglass	Up Main, Down Main	57 m	40 ch	*to*	57 m	50 ch
St Bees – Corkickle	Down & Up line	72 m	50 ch	*to*	72 m	60 ch
Maryport – Watergin LC	Up Main, Down Main	0 m	40 ch	*to*	3 m	70 ch
Aspatria West LC – Aspatria Tunnel	Up Main, Down Main	7 m	60 ch	*to*	7 m	70 ch
Aspatria Tunnel – Brayton	Up Main, Down Main	9 m	00 ch	*to*	9 m	30 ch
River Waver Viaduct – Wigton	Up Main, Down Main	13 m	10 ch	*to*	15 m	60 ch
Dalston Station No.1 GF – Low Mill LC	Up M&C, Down M&C	23 m	40 ch	*to*	24 m	10 ch
Cummersdale Viaduct – Currock GF	Up M&C, Down M&C	26 m	00 ch	*to*	26 m	10 ch
Currock Jn – Carlisle South Jn	Up M&C, Down M&C	27 m	10 ch	*to*	27 m	20 ch

Dated: 11/05/2024

NW4041 (DALTON JN TO PARK SOUTH JN)

Location	Line(s) Affected	Mileage (Between)				
Dalton Jn – Park South Jn	Up Branch, Down Branch	0 m	10 ch	*to*	0 m	20 ch

Dated: 18/05/2024

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TABLE A DIAGRAM
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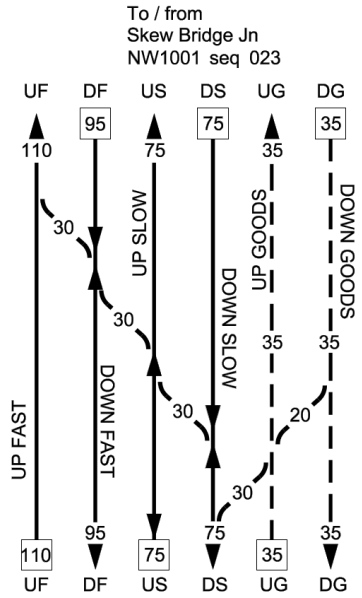
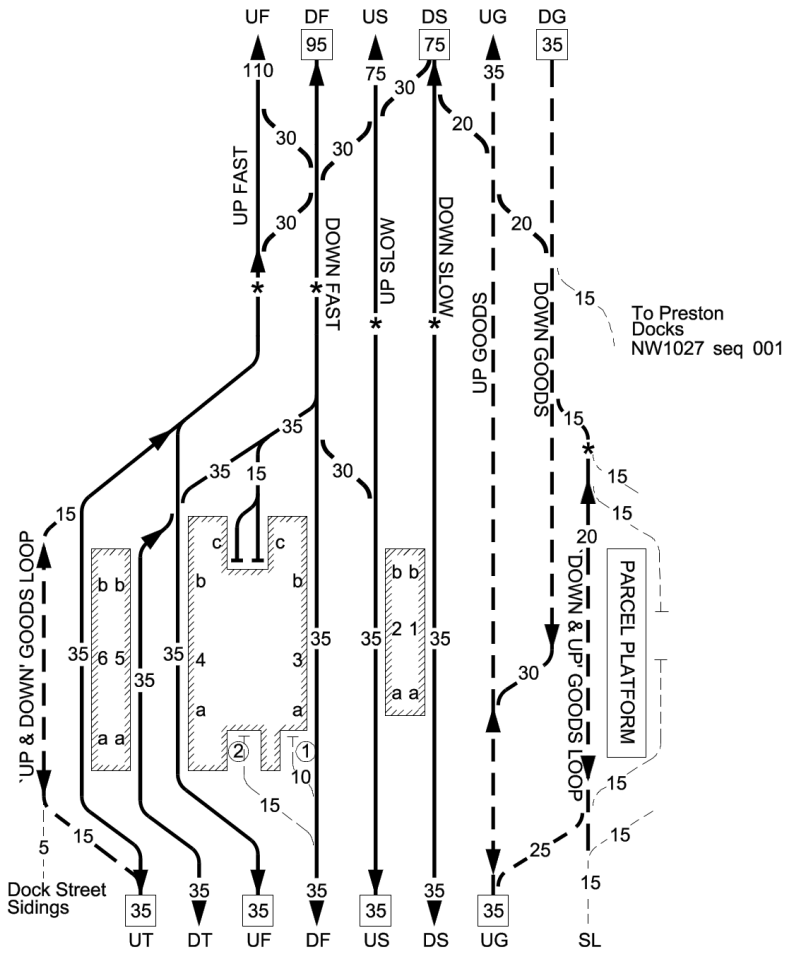
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	001	Preston Ribble Jn to Cove L.C.	CGJ5	North West	30/03/2024

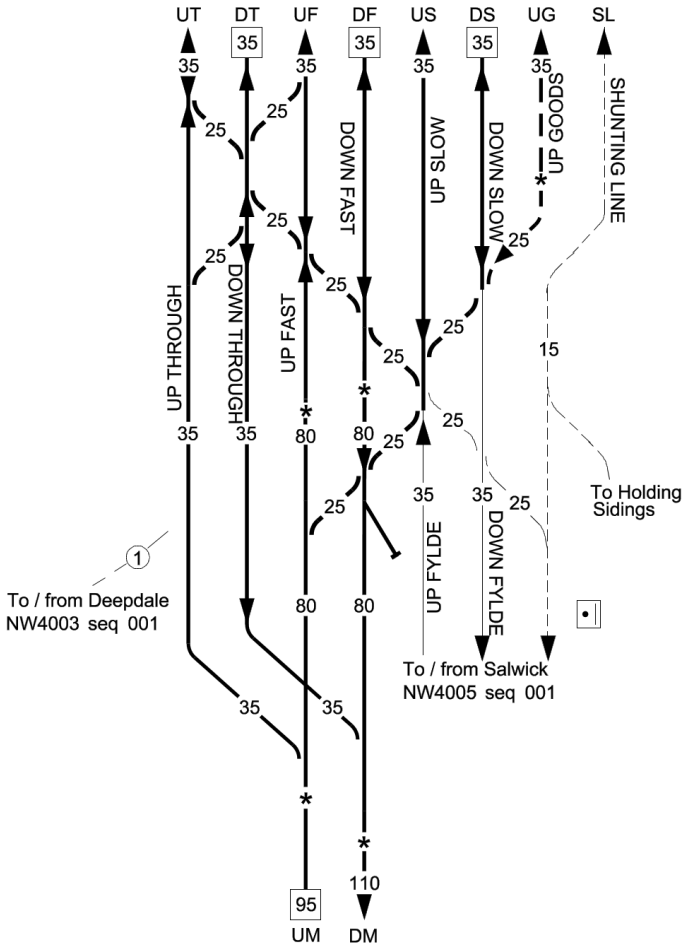
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Preston Ribble Jn	21	13		TCB: Preston PSB (PN) 'C' Panel AC: Crewe GSM-R TASS fitted on the Down Fast and Up Fast lines throughout. Permissive working: • PF authorised on the Down Goods line from Skew Bridge Jn to Preston station (signal PN124). • PF authorised on the Up Goods line from Preston Ribble Jn (signal PN82) to Skew Bridge Jn (signal PN71).
(Start / end of diagram)	21	25		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	002	Preston Ribble Jn to Cove L.C.	CGJ5 CGJ6	North West	30/03/2024

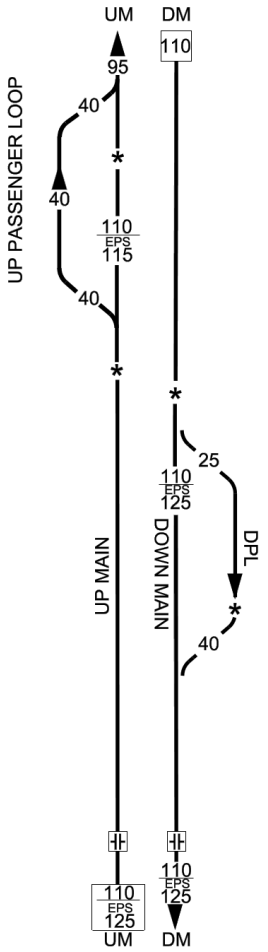
Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	21 25			TCB: Preston PSB (PN) 'C' Panel AC: Crewe — GSM-R
Preston South Jn	21 39 *			TASS fitted on the Down Fast line to 21m 57ch, and on the Up Fast line throughout.
	21 40 *			Permissive working: • PF authorised on the Down Goods from Skew Bridge Jn to Preston station (signal PN124). • PF authorised on the Up Goods line from Preston station to Preston Ribble Jn (signal PN84). • PP-C authorised in all platforms at Preston station, in both directions. • PP-A authorised in Platform 1 in the Up direction only. • PF authorised on the 'Down & Up' Goods Loop (Parcel Platform line). This also applies to Class 1 parcel and postal trains. • PF authorised on the 'Up & Down' Goods Loop.
	21 55 *			
PRESTON	21 57	CGJ5		Platform lengths: Preston. Platform 1 (both directions): 272 metres (297 yards). Platform 2 (both directions): 272 metres (297 yards). Platform 3 (both directions): 359 metres (393 yards). Platform 3c: 75 metres (82 yards). Platform 4 (both directions): 283 metres (309 yards). Platform 4c: 76 metres (83 yards). Platform 5 (both directions): 271 metres (296 yards). Platform 6 (both directions): 291 metres (318 yards).
	0 00	CGJ6		Standages: 'Down & Up' Goods Loop (Parcel Platform line): 314 metres (1029 feet). 'Up & Down' Goods Loop: 384 metres (1260 feet).
(Start / end of diagram)	0 23			UT: Up Through line. DT: Down Through line. SL: Shunting Line. ①: No.1 Siding. ②: No.2 Siding.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	003	Preston Ribble Jn to Cove L.C.	CGJ6	North West	06/07/2024

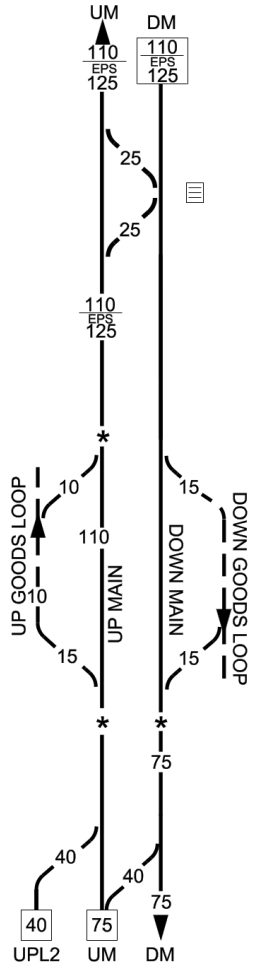
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 10		TCB Preston PSB (PN) 'C' Panel AC: Crewe GSM-R
Preston North Jn	0 21 *		
	0 30 *		
	0 31 *		
Preston Fylde Jn	0 33		① Deepdale Branch out of use and disconnected from the rest of the network.
Preston PSB	0 41		TASS fitted: DM line from 0m 49ch UM line throughout
	1 20 *		
	1 31 *		
(Start / end of diagram)	1 35		



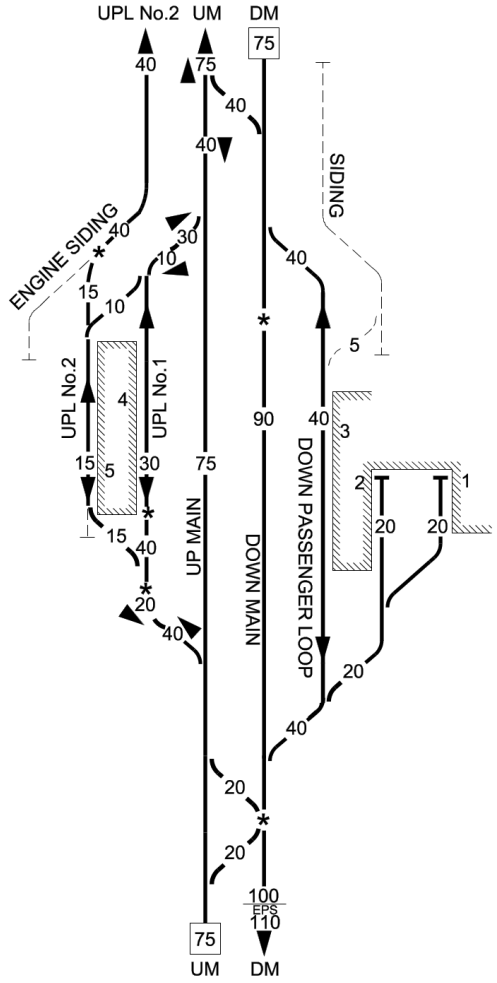
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	004	Preston Ribble Jn to Cove L.C.	CGJ6	North West	24/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 35		TCB — Preston PSB (PN) 'C' Panel AC: Crewe — GSM-R
	1 40		
	1 64 *		UPL: 934 metres (3064 feet) (PF)
Oxheys Loop			Semi-Automatic Track Warning System (SATWS) provided at Oxheys, between 1m 30ch and 2m 30ch. See General Instructions.
	2 25		
	3 20 *		TASS fitted: DM line and UM line throughout
	3 39 *		
	3 72		
			DPL: 1033 metres (3389 feet) (PF)
Barton & Broughton Loop			Preston PSB (PN) 'D' Panel
	4 53 *		Semi-Automatic Track Warning System (SATWS) provided at Barton & Broughton, between 3m 71ch and 4m 60ch. See General Instructions.
	4 58		
Catterall OHNS	9 07		
(Start / end of diagram)	9 20		

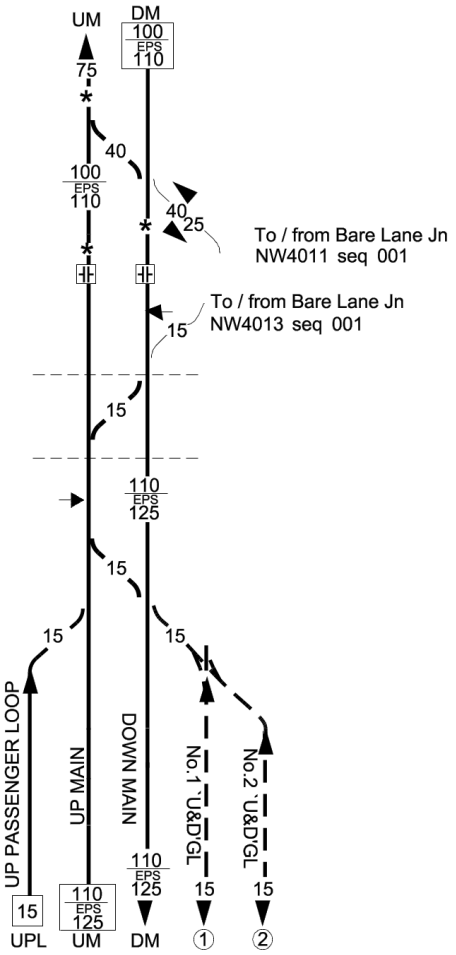
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	005	Preston Ribble Jn to Cove L.C.	CGJ6	North West	24/02/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	9	20			TCB: Preston PSB (PN), 'D' Panel, AC: Crewe. GSM-R
Garstang & Catterall Emergency GF North and South	9	28		T	Semi-Automatic Track Warning System (SATWS) provided at Garstang & Catterall, between 9m 23ch and 9m 34ch. See General Instructions.
Bay Horse (former site of GF)	15	13			TASS fitted: DM line and UM line throughout
	17	62	*		
Oubeck	17	77			DGL 447m (1467ft) UGL 466m (1529ft)
	18	12			
	19	67	*		
	20	38			
(Start / end of diagram)	20	47			UPL2: Up Passenger Loop No.2

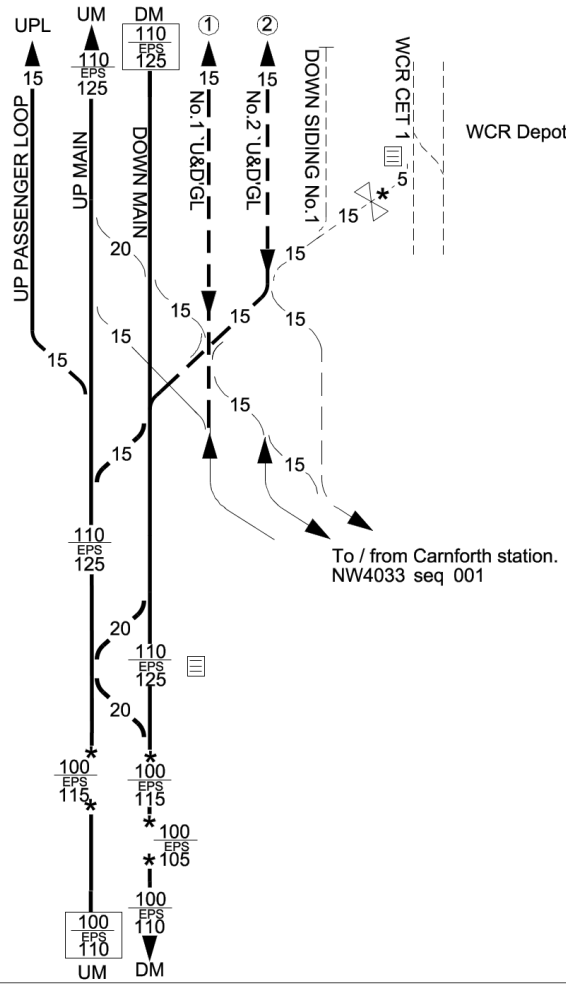
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	006	Preston Ribble Jn to Cove L.C.	CGJ6 CGJ7	North West	01/06/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	20 47			TCB Preston PSB (PN) 'D' Panel AC: Crewe GSM-R
Lancaster South Jn	20 59			TASS fitted on the Down Main and Up Main lines throughout.
	20 66 *			Standages: Down Passenger Loop: 363 metres (1191 feet). Up Passenger Loop No.1: 423 metres (1389 feet). Up Passenger Loop No.2: • 171 metres (561 feet) (Platform 5) • 467 metres (1533 feet) (from Engine Siding) • 775 metres (2542 feet) (from north end Platform 5)
	20 70 *			
LANCASTER	21 00	CGJ6		
	0 00	CGJ7		Platform lengths: Lancaster. Platform 1: 72 metres (79 yards). Platform 2: 112 metres (122 yards). Platform 3: 254 metres (278 yards). Platform 4: 254 metres (278 yards). Platform 5: 171 metres (187 yards).
	0 03 *			
	0 07 *			Permissive working: • PP-C authorised in all platforms in both directions, with exception of Platform 3 where PP-C is authorised in the Down direction only. • PP-A authorised on the Down Passenger Loop, Up Passenger Loop No.1 and Up Passenger Loop No.2.
	0 20			
Lancaster North Jn	0 23 *			
(Start / end of diagram)	0 40			

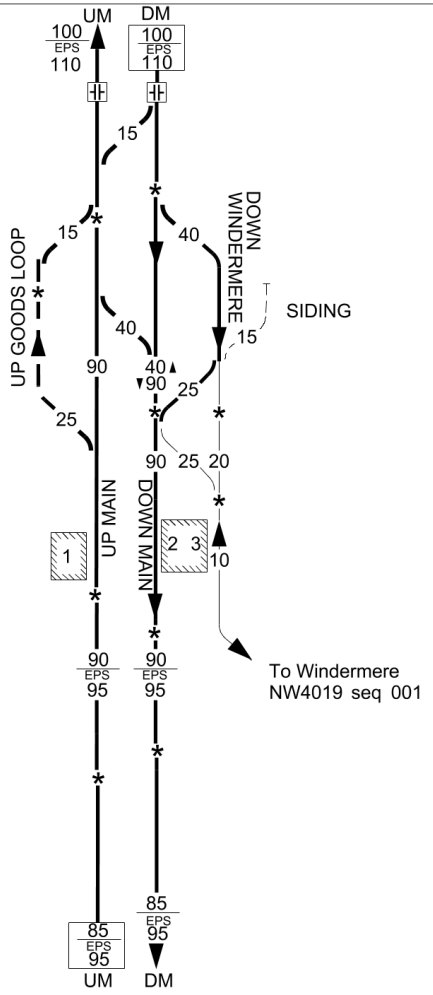
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	007	Preston Ribble Jn to Cove L.C.	CGJ7	North West	30/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 40		TCB Preston PSB (PN) 'D' Panel AC: Crewe GSM-R
	0 74 *		
Morecambe South Jn	1 72		
	2 00 *		TASS fitted on the Down Main and Up Main lines throughout.
	2 12 *		
Hest Bank OHNS	2 38		
Hest Bank HABD	2 51		
Hest Bank Jn	3 10		
Hest Bank LC (CCTV)	3 11	T	
Bolton-le-Sands LC (CCTV)	4 30	T	
Bolton-le-Sands HABD	5 08		
Carnforth South Jn	5 56		
			① No.1 'U&D'GL: No.1 'Up & Down' Goods Loop. ② No.2 'U&D'GL: No.2 'Up & Down' Goods Loop.
			Standages: No.1 'U&D'GL: 435 metres (1428 feet). No.2 'U&D'GL: 435 metres (1428 feet). Up Passenger Loop: 512 metres (1680 feet).
(Start / end of diagram)	5 67		

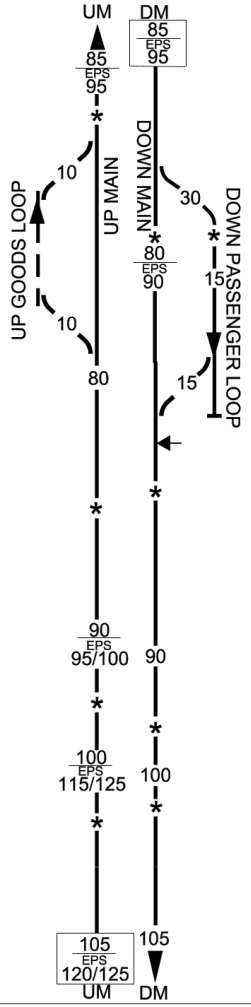
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	008	Preston Ribble Jn to Cove L.C.	CGJ7 CBC1	North West	24/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	5 67		TCB Preston PSB (PN) 'D' Panel AC: Crewe GSM-R
WCR Depot GF	5 78 T S		① No.1 'U&D'GL: No.1 'Up & Down' Goods Loop. ② No.2 'U&D'GL: No.2 'Up & Down' Goods Loop.
	6 01 *		Standages: No.1 'U&D'GL: 435 metres (476 yards). No.2 'U&D'GL: 435 metres (476 yards). Up Passenger Loop: 512 metres (560 yards). Down Siding No.1: 219 metres (240 yards).
Carnforth North Jn	6 08 (0 19)		WCR Depot sidings have ELR: CBC1.
	13 28		Carlisle PSB (CE) South Panel from Carnforth North Junction (excl)
Milnthorpe GF	13 32 T		Semi-Automatic Track Warning System (SATWS) provided at Milnthorpe, between 13m 20ch and 13m 40ch. See General Instructions.
	13 35		
	14 19 *		TASS fitted on the Down Main and Up Main lines throughout.
	14 76 *		
	15 00 *		
	15 13 *		
(Start / end of diagram)	16 60		

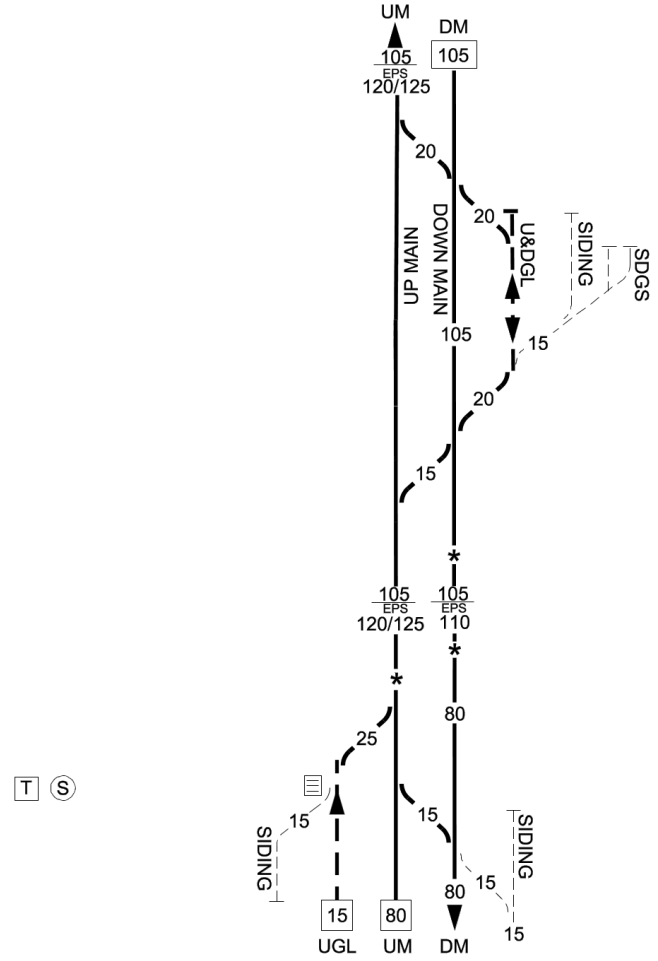
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	009	Preston Ribble Jn. to Cove L.C.	CGJ7	North West	09/04/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Oxenholme OHNS	18	42		TCB: Carlisle PSB (CE), Panel C (South), AC: Crewe. GSM-R Siding not electrified. TASS provided on the Down Main and Up Main lines only. DW: Down Windermere line. UGL: 472 metres (516 yards). DW: 355 metres (388 yards).
	18	49 *		
Oxenholme South Jn	18	50 *		
	18	62 *		
Oxenholme North Jn	18	79 *		
	19	05 *		Platform lengths: Oxenholme Lake District. Platform 1: 279 metres (305 yards). Platform 2: 266 metres (291 yards). Platform 3: See NW4019 seq 001. Trains may turn back in Platform 2.
OXENHOLME LAKE DISTRICT	19	11		
	19	28 *		
	19	54 *		
	21	41 *		
	21	57 *		
Lambrigg (former site of GF)	24	20		

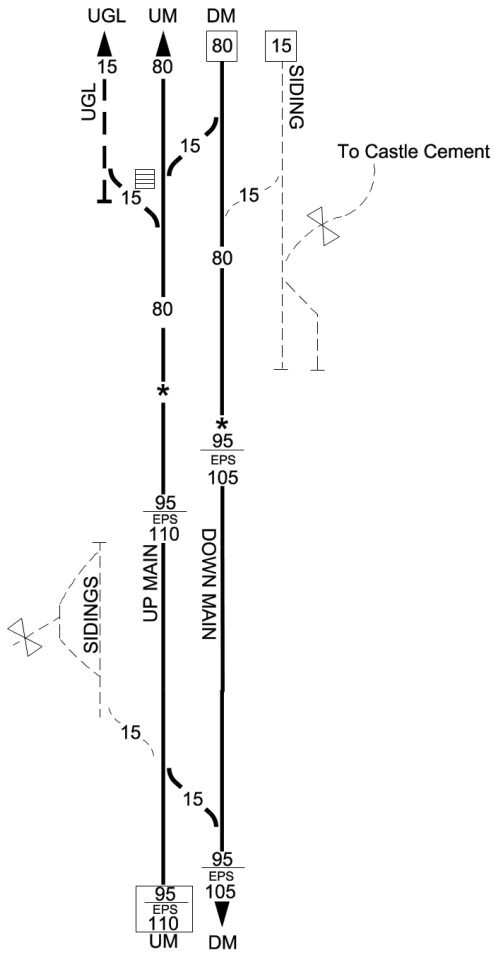
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	010	Preston Ribble Jn to Cove L.C.	CGJ7	North West	24/02/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	25	00		TCB — Carlisle PSB (CE) South Panel AC: Crewe GSM-R TASS fitted: DM & UM lines UGL: 440 metres (1443 feet) DPL: 430 metres (1410 feet) Semi-Automatic Track Warning System (SATWS) provided at Grayrigg, between 25m 43ch and 26m 43ch. See General Instructions.
	25	75 *		
	26	00		
	26	07		
Grayrigg Loops	26	11 *		
	26	30		
	26	36		
Low Gill HABD	27	06		
	28	01 *		
	28	02 *		
Low Gill (former site of No.1 GF)	28	05		
Low Gill (former site of No.2 GF)	28	06		
	29	03 *		
	29	14 *		
	31	14 *		
	31	17 *		
(Start / end of diagram)	31	40		

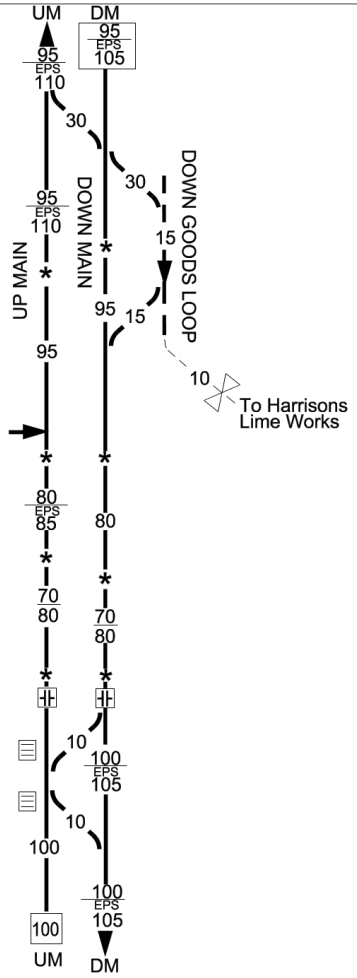
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	011	Preston Ribble Jn to Cove L.C.	CGJ7	North West	24/02/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	31	40		TCB — Carlisle PSB (CE), South Panel, AC: Crewe. GSM-R TASS fitted: DM & UM lines
Tebay South Jn	31	60		U&DGL: Up & Down Goods Loop U&DGL: 565 metres (1853 feet) (PF)
				Semi-Automatic Track Warning System (SATWS) provided at Tebay, between 31m 55ch and 32m 24ch. See General Instructions.
Tebay North Jn	32	18		
	33	12 *		
	37	00 *		
	37	23 *		
	37	38		UGL: 450 metres (1476 feet) (PF)
Shap Summit Up GF	37	50	T S	UGL: Up Goods Loop.
(Start / end of diagram)	37	60		

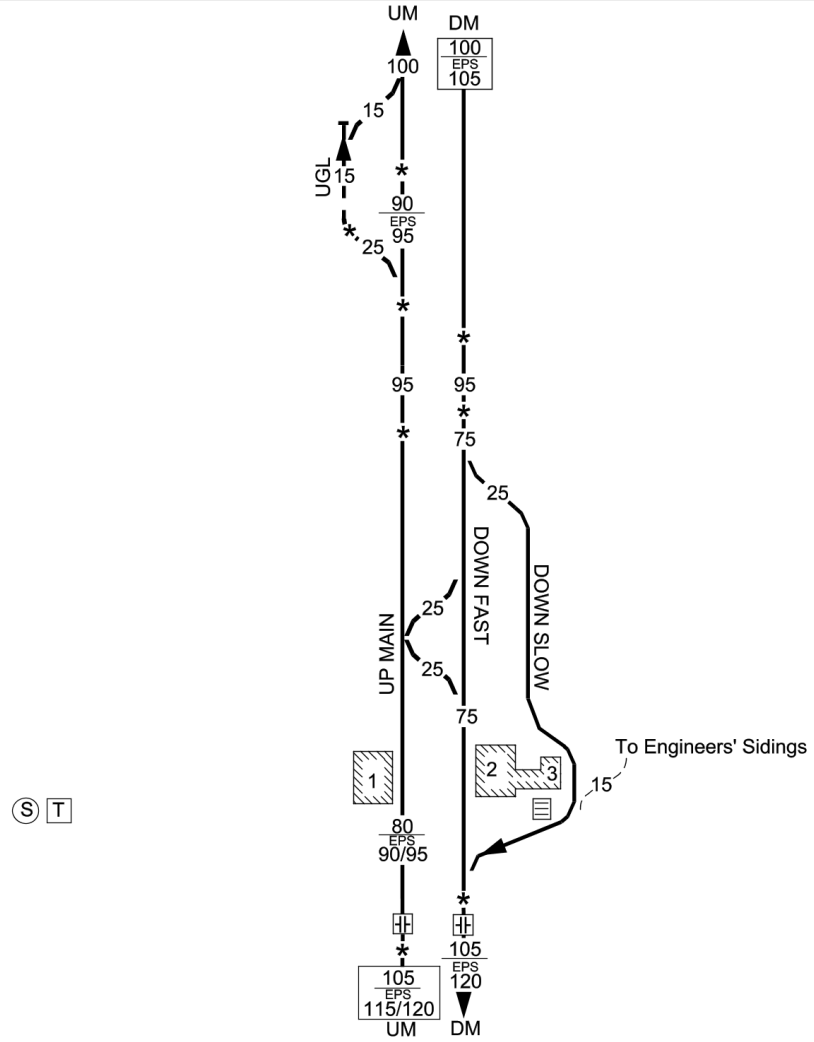
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	012	Preston Ribble Jn to Cove L.C.	CGJ7	North West	06/07/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	37	60		TCB Carlisle PSB (CE) South Panel AC: Crewe GSM-R
				UGL: Up Goods Loop UGL: 450metres (1476 feet) (PF)
Shap Summit GSP	37	68	Ⓢ T	TASS fitted: DM & UM lines
	38	19 *		
	38	21 *		
Shap Hardendale Quarry	39	09		Shap Hardendale Quarry standages: North of quarry access: 193 metres (211 yards). South of quarry access: 179 metres (196 yards).
	39	12		
(Start / end of diagram)	40	00		

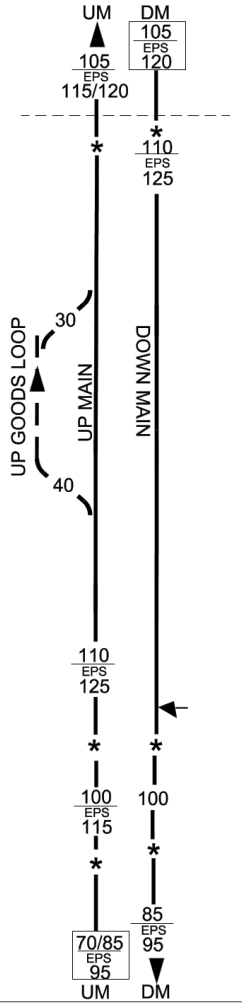
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	013	Preston Ribble Jn to Cove L.C.	CGJ7	North West	22/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	40 00		TCB Carlisle PSB (CE) Panel C (South) AC: Crewe GSM-R
			TASS fitted: DM & UM lines
Harrison's Sidings	41 23		DGL: 405 metres (1328 feet)
	41 35 *		
	41 46 *		Semi-Automatic Track Warning System (SATWS) provided at Harrison's Sidings, between 41m 11ch and 42m 00ch on the main lines and as far as 41m 51ch on the siding to Harrisons Lime Works. See General Instructions.
	41 52		
Harrison's Siding HABD	41 73		
	42 14 *		
	44 05 *		
	44 14 *		
	44 57 *		
Great Strickland OHNS	45 25		AC: Cathcart
Clifton & Lowther No.1 GF	46 72	T	(North of OHNS).
Clifton & Lowther No.2 GF	46 74	T	
(Start / end of diagram)	47 10		

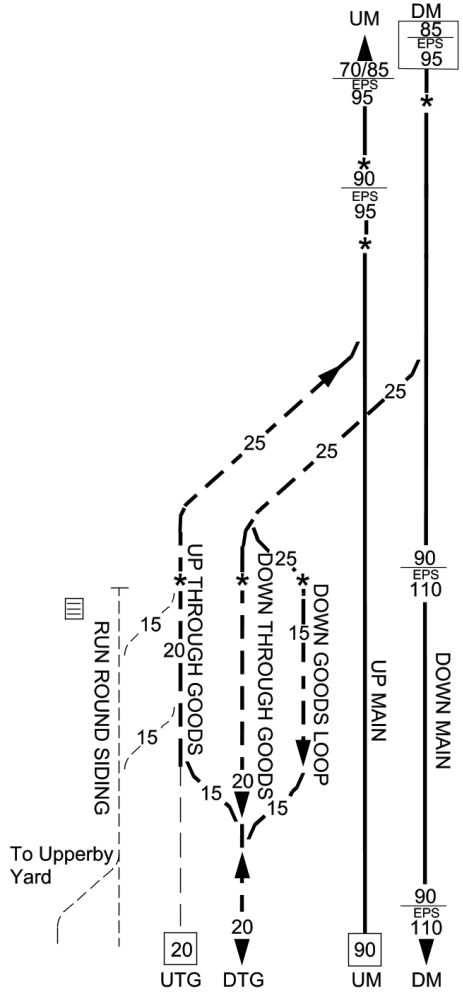
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	014	Preston Ribble Jn to Cove L.C.	CGJ7	LNW North	14/05/2016

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Eden Valley	47	23			GSM-R TCB Carlisle PSB (CE) AC: Cathcart TASS fitted: DM & UM lines. UGL: Up Goods Loop UGL: 900 metres (2952 feet) (PF)
	47	70	*		
	47	75	*		
	48	00			
	48	06	*		
	49	12	*		
	49	64	*		
	49	74	*		
Penrith South Jn	50	19			(PF) Down Slow line, between Penrith South Jn (signal CE.186) and signal CE.188
Signal CE.188 (Down Slow)	50	52			
Penrith Middle Jn	50	76			
PENRITH	51	20			Platform Lengths: Penrith Platform 1: 279 metres (305 yards) Platform 2: 279 metres (305 yards) Platform 3: 102 metres (112 yards)
Penrith GF	51	27		Ⓢ T	
Penrith North Jn	51	30			
	51	56	*		
OHNS	51	62			
	51	68	*		

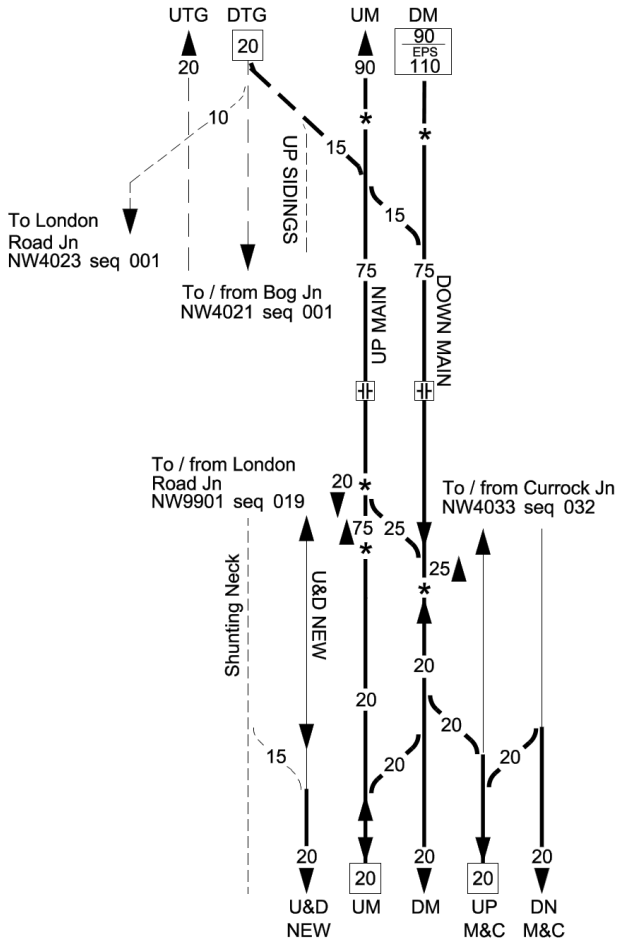
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	015	Preston Ribble Jn to Cove L.C.	CGJ7	North West	24/05/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	52	40		TCB Carlisle PSB (CE) Panel C (South) AC: Cathcart GSM-R
Long Ashes LC (UWC)	53	16	T	
	54	22 *		TASS fitted: DM & UM lines
	54	31 *		
Plumpton (former site of No.1 GF)	56	01		Up Goods Loop standage: 473 metres (1549 feet).
Plumpton Loop				Semi-Automatic Track Warning System (SATWS) provided at Plumpton, between 55m 79ch and 56m 41ch. See General Instructions.
Plumpton (former site of No.2 GF)	56	38		
Southwaite (former site of GF)	61	73		
Southwaite HABD	62	06		
	62	51 *		
	63	54 *		
	63	55 *		
(Start / end of diagram)	64	00		

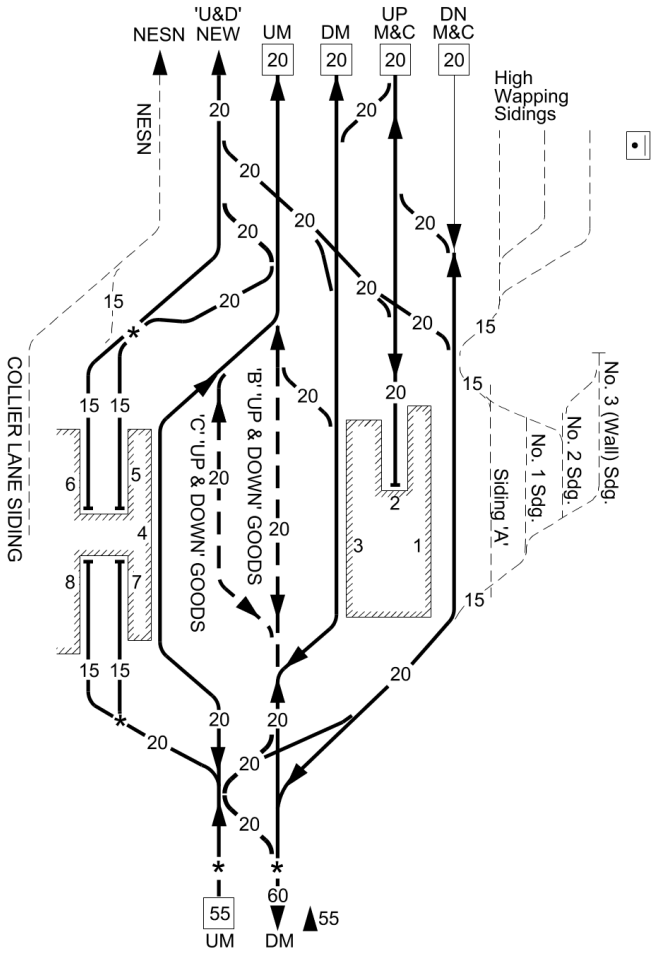
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	016	Preston Ribble Jn to Cove L.C.	CGJ7 UCJ	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	64 32 *		GSM-R
	64 41 *		TCB Carlisle SB (CE) AC: Cathcart
	67 00 *		TASS fitted: DM & UM lines
Upperby Bridge Jn	67 58		Note on ELRs: UCJ is applicable to goods lines only CGJ7 is applicable to main lines only
	67 62		
	67 67 *		
Upperby Yard GF	67 70		DTG: Down Through Goods UTG: Up Through Goods
			DGL: 424 metres (1391 feet) DTG: 424 metres (1391 feet) UTG: 462 metres (1515 feet)
			(PF) DTG and UTG, between Upperby Bridge Jn and Upperby Jn

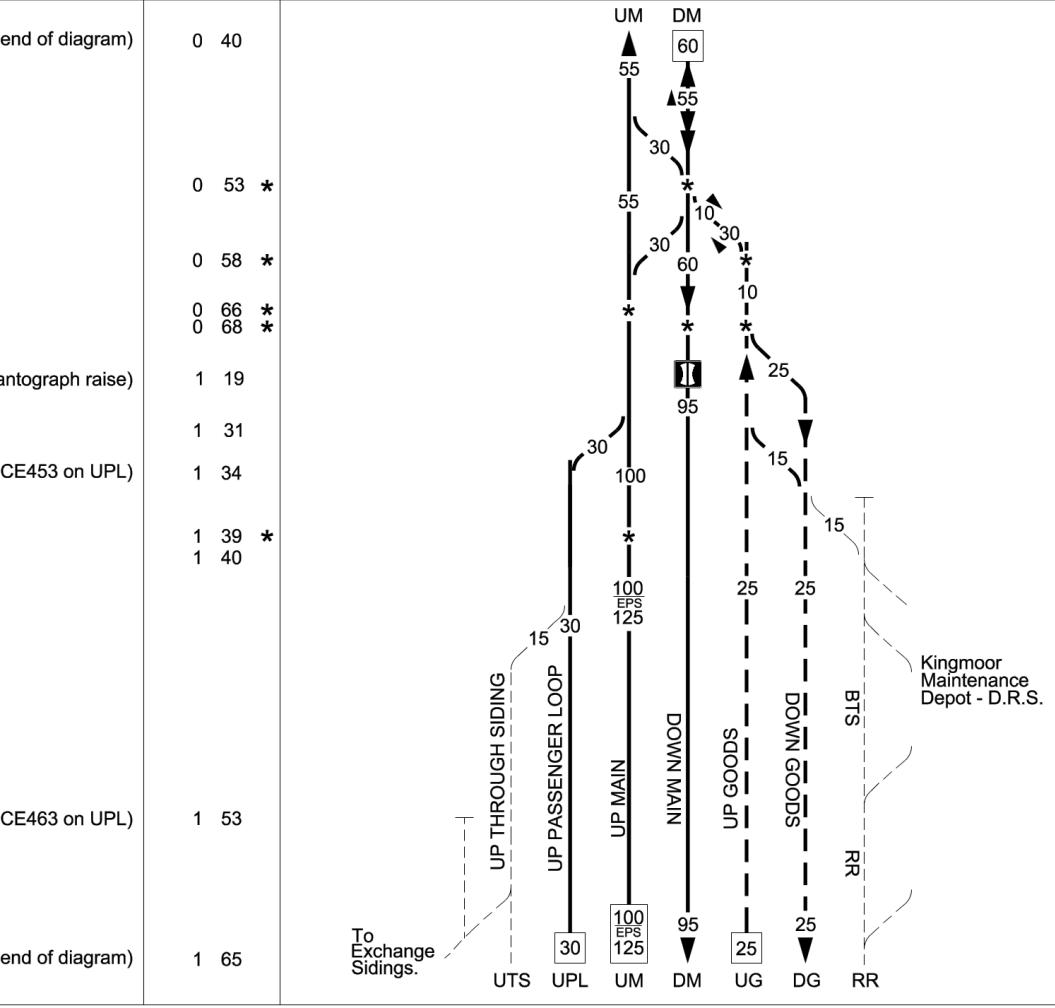
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	017	Preston Ribble Jn to Cove L.C.	CGJ7	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	68 15		GSM-R TCB Carlisle PSB (CE) AC:Cathcart
	68 18 * 68 19 *		PF authorised on DTG and UTG, between Upperby Bridge Jn and Upperby Jn.
Upperby Jn	68 23		DTG: Down Through Goods. UTG: Up Through Goods.
			TASS fitted on Down Main and Up Main lines.
OHNS	68 38		
	68 51 *		
	68 54 *		
	68 61 *		U&D NEW: Up & Down Newcastle. NB: "M&C" is NOT an abbreviation in the context of these line names.
(Start / end of diagram)	68 68		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	018	Preston Ribble Jn to Cove L.C.	CGJ7 WCM1	LNW North	30/01/2022

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Carlisle PSB	68	73			TCB: Carlisle PSB (CE), Panel B (Station), AC: Cathcart. GSM-R.
Carlisle South Jn	68	76			TASS fitted: Down Main and Up Main lines.
CARLISLE	69	09	CGJ7		NESN: North Eastern Shunt Neck. 'U&D' NEW: 'Up & Down' Newcastle.
	0	00	WCM1		NB: "M&C" is NOT an abbreviation in the context of these line names.
	0	14	*		AWS magnets are not provided at Carlisle Station signals.
Carlisle North Jn	0	19			Platform lengths: Carlisle. Platform 1 (Down direction): 237 metres (259 yds). Platform 1 (Up direction): 331 metres (362 yards). Platform 2: 104 metres (114 yards). Platform 3 (Down direction): 300 metres (328 yds). Platform 3 (Up direction): 268 metres (293 yards). Platform 4 (Up direction): 346 metres (378 yards). Platform 4 (Down direction): 390 metres (427 yds). Platform 5: 165 metres (180 yards). Platform 6: 159 metres (174 yards). Platform 7: 140 metres (153 yards). Platform 8: 148 metres (162 yards).
	0	22	*		Permissive working: PP-A authorised in Platform 1 in both directions (except between signal CE314 and CE301 in the Up direction). PP-A authorised in Platforms 3 and 4 in both directions. PP authorised in Platforms 2, 5, 6, 7 and 8. PF authorised in 'B' and 'C' 'Up & Down' Goods.
					No.1 Siding: 241 metres (264 yards). Siding 'A': 283 metres (309 yards). 'B' 'Up & Down' Goods: 198 metres (217 yards). 'C' 'Up & Down' Goods: 200 metres (219 yards).

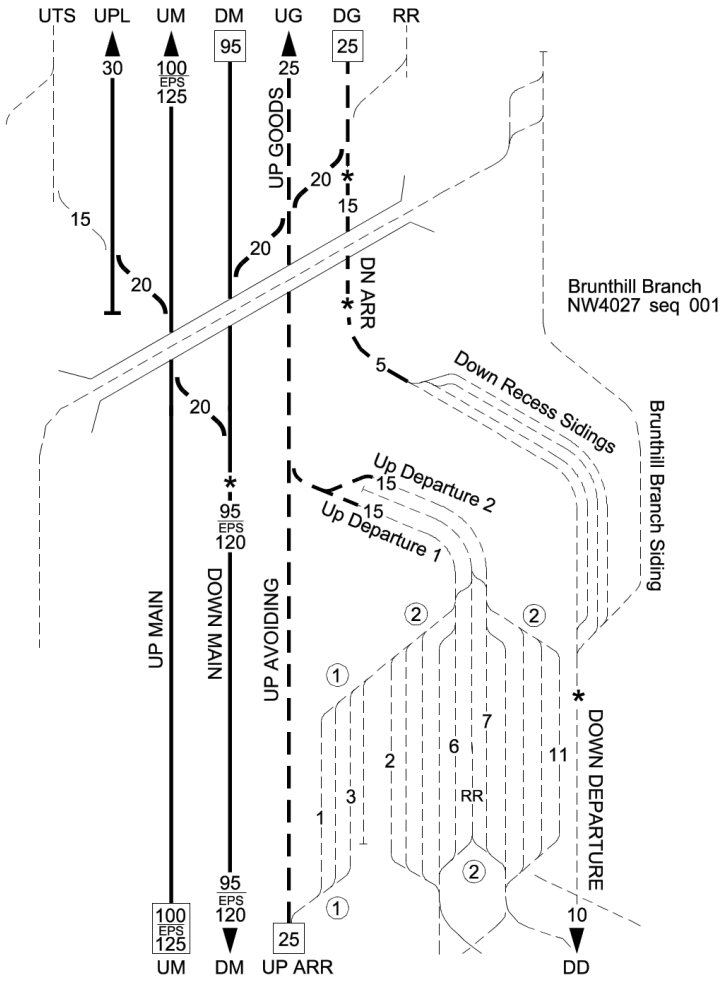
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	019	Preston Ribble Jn to Cove L.C.	WCM1	North West	22/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 40		TCB Carlisle PSB (CE) North Panel AC: Cathcart GSM-R
			TASS fitted: Down Main and Up Main lines.
Caldew Jn	0 53 *		TPWS not provided on Up Goods and Down Goods lines.
	0 58 *		
	0 66 *		
	0 68 *		
(Start of APCO zone - pantograph raise)	1 19		Automatic Power Change Over (APCO): pantograph raise. Applicable to diverted LNER Azuma trains only.
Etterby Jn	1 31		
(Signal CE453 on UPL)	1 34		(PF) Down Goods. (PF) Up Goods.
	1 39 *		
	1 40		
(Signal CE463 on UPL)	1 53		UPL: 484 metres (529 yards) (to signal CE463). 860 metres (941 yards) to position light signal CE453). UTS: 680 metres (744 yards).
(Start / end of diagram)	1 65		BTS: Breakdown Train Siding. RR: Run Round Road.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	020	Preston Ribble Jn to Cove L.C.	WCM1 KMG1	North West	24/05/2025

Location	Mileage M Ch
(Start / end of diagram)	1 65
Kingmoor Jn	1 79, (3 36)*
	(3 44) *
	2 20 *
Brunthill Branch Jn	(4 04)
	(4 05) *
Kingmoor Yard	
Level Crossing	(4 29)
(Start / end of diagram)	3 06

Running lines & speed restrictions



Signalling & Remarks

TCB — Carlisle PSB (CE)
North Panel
AC: Cathcart
GSM-R

UPL: Up Passenger Loop.
UTS: Up Through Siding.
DN ARR: Down Arrival line.
RR: Run Round Road.

UPL: 484 metres (529 yards) (to signal CE463).
860 metres (941 yards) (to position light signal CE453).
UTS: 680 metres (744 yards).

KMG1 mileages are given in ( ) brackets.

Down Arrival, Down Recess Sidings, Down Departure, Up Avoiding, Up Arrival and all sidings shown within Kingmoor Yard, have ELR: KMG1.

AWS and TPWS not provided on Up Goods, Up Avoiding, Down Arrival and Down Departure lines. TPWS not provided on Down Goods line.

TASS fitted: Down Main line and Up Main line throughout.

For Brunthill Branch Siding details, see NW4027 seq 001.

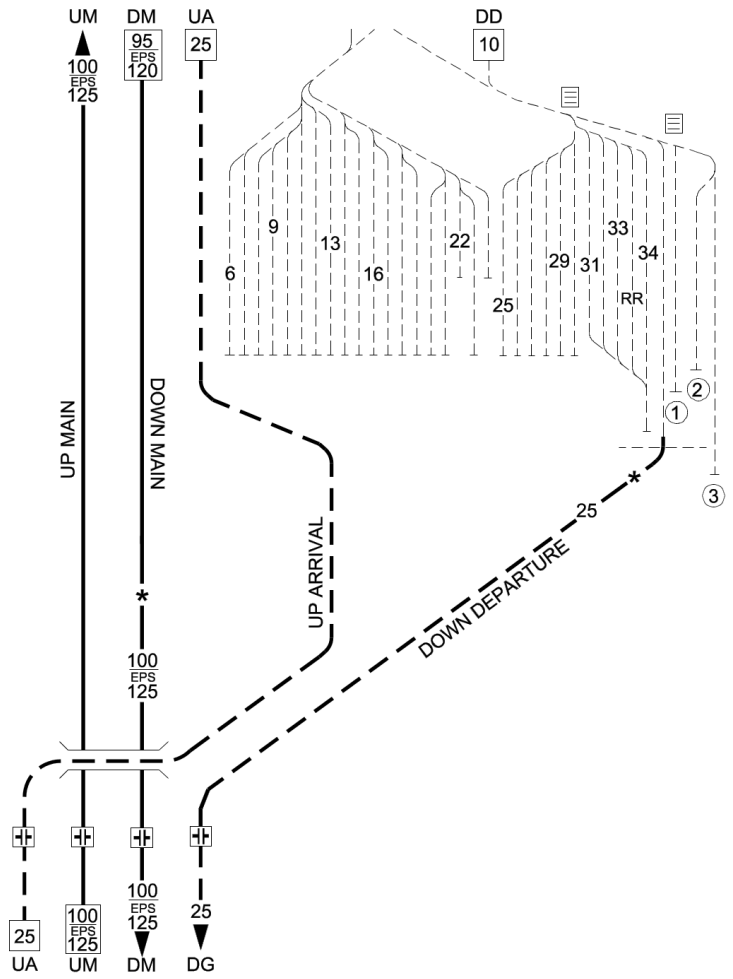
① Up Reception Sidings.
② Up Departure Sidings.

RR: Run Round Road.

UP ARR: Up Arrival line.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	021	Preston Ribble Jn to Cove L.C.	WCM1 KMG1 KMG2	North West	24/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	3 06		
Virtual Quarry GF	(4 47)		
'B' Group GF	(4 48)		
Kingmoor Yard			
Kingmoor Virtual Quary LC (Open)	(4 79)		
	(5 00) *		
	3 74 *		
(ELR and mileage change - Up Arrival line only. See note for further details.)	(5 58) KMG1 (5 60) KMG2		
Harker OHNS	4 47, (6 07)		
(Start / end of diagram)	5 20		



TCB — Carlisle PSB (CE)
North Panel
AC: Cathcart

GSM-R

AWS and TPWS not provided on Down Goods, Up Arrival and Down Departure lines.

Goods line mileages are given in round brackets. Goods lines have ELR: KMG1 and KMG2.

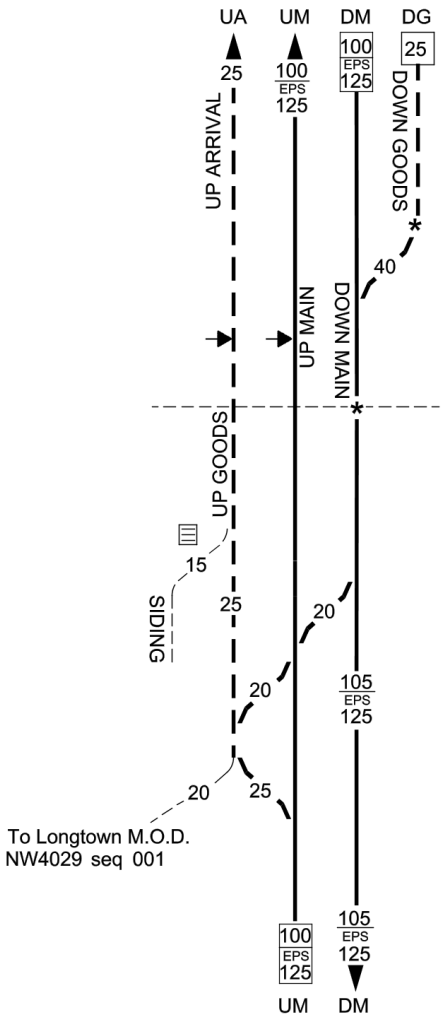
KMG2 applies to the Up Arrival line as shown, and to the Down Departure line from Virtual Quarry GF, Sidings 25 - 34, Run Round Road, Timber Sidings and 'B' Group Siding

RR: Run Round Road.

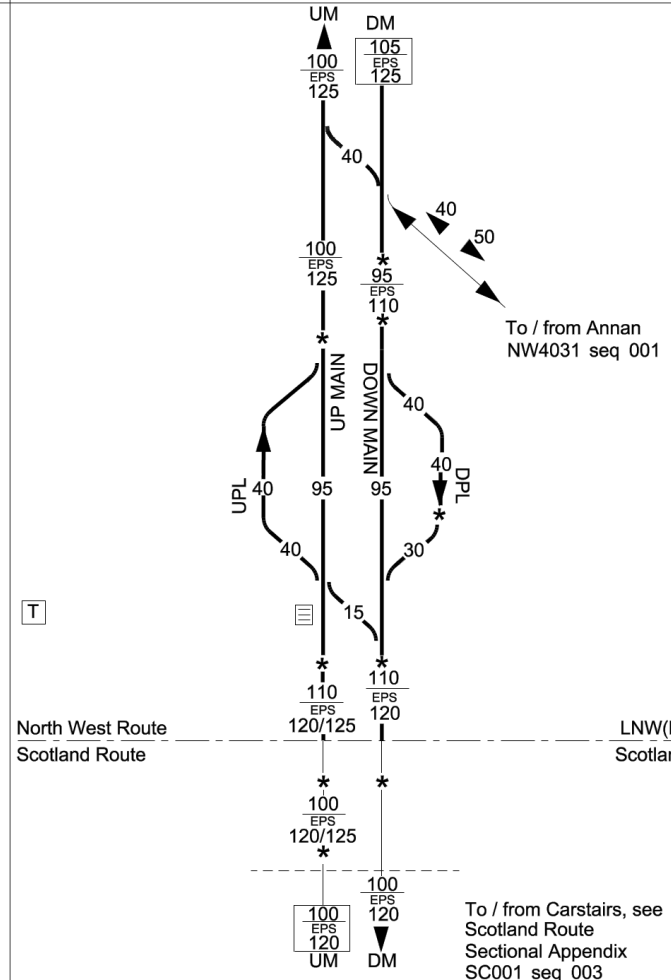
① Timber Siding No.1
② Timber Siding No.2
③ 'B' Group Siding.

TASS fitted:
DM line throughout
UM line throughout

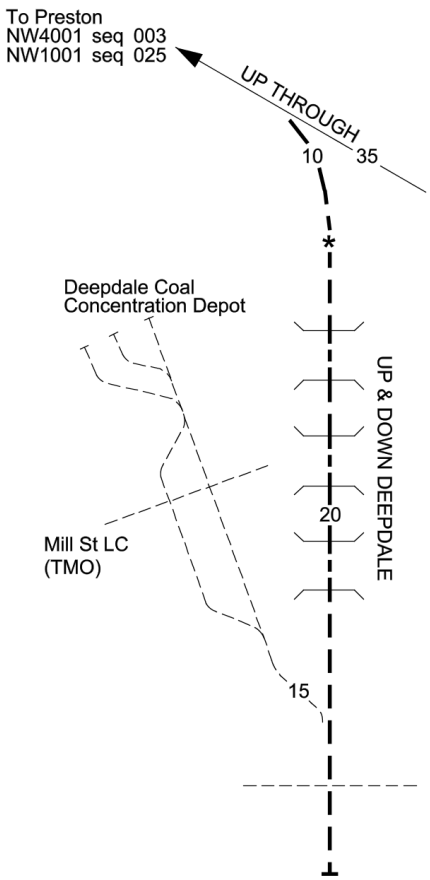
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	022	Preston Ribble Jn to Cove L.C.	WCM1, KMG2	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Carlisle PSB (CE) AC: Cathcart AWS and TPWS not provided on Up Arrival line. Goods lines mileages are given in ( ) brackets. Goods lines have ELR: KMG2.
	(7 40) *		
	6 00		
Floriston HABD	6 05, (7 45)		GSM-R coverage extended on KMG1 and KMG2 from Kingsmoor Jn (3m 36ch) (sequence 020) to Floriston Jn (7m 46ch) (sequence 022)
Floriston LC (CCTV)	6 08, (7 48)*		
Admiralty Siding GF	(8 69)	Ⓢ	Admiralty Siding GF Out of Use.
	7 45		TASS fitted: DM line throughout. UM line throughout.
Mossband Jn	7 57, (9 18)		

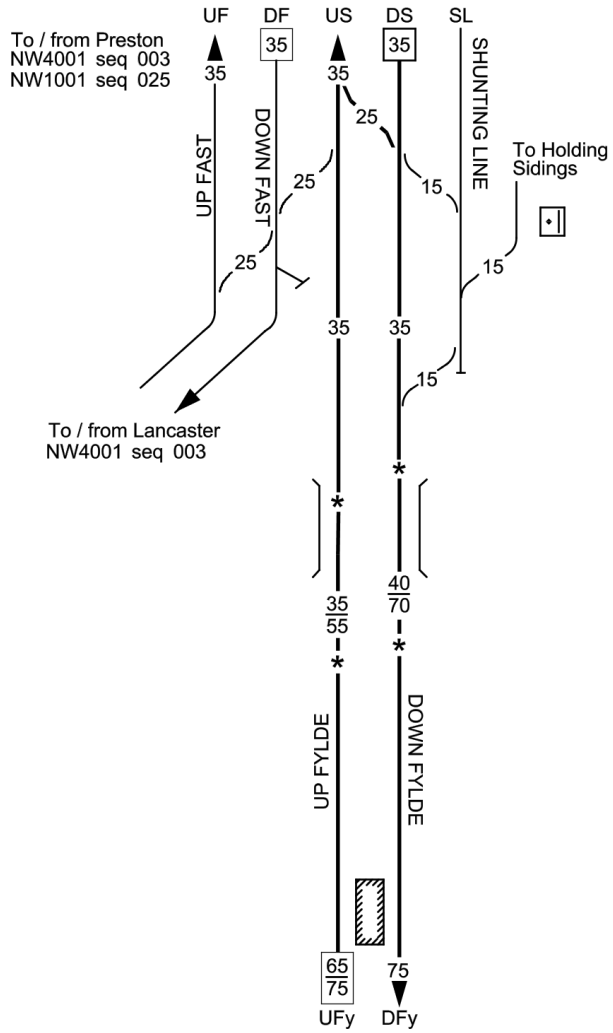
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	023	Preston Ribble Jn to Cove L.C.	WCM1	North West	24/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	8 40		TCB: Carlisle PSB (CE), North Panel, AC: Cathcart. GSM-R
Gretna Jn	8 57		TASS fitted: DM line throughout. UM line throughout.
	9 03 *		
	9 69 *		
	9 70 *		
Quintinshill South Jn	9 72		
Quintinshill	10 26 *		UPL: 579 metres (1900 feet) (90 SLU). DPL: 566 metres (1857 feet) (88 SLU). Semi-Automatic Track Warning System (SATWS) provided at Quintinshill, between 9m 66ch and 10m 40ch. See General Instructions.
Quintinshill North Jn	10 30		
Quintinshill EGF	10 33		
	10 37 *		
Route boundary and Sectional Appendix boundary	12 30		West of Scotland SC, Carstairs Workstation (GMC)
	12 37 *		
	13 20 *		
Cove LC (CCTV)	13 43		

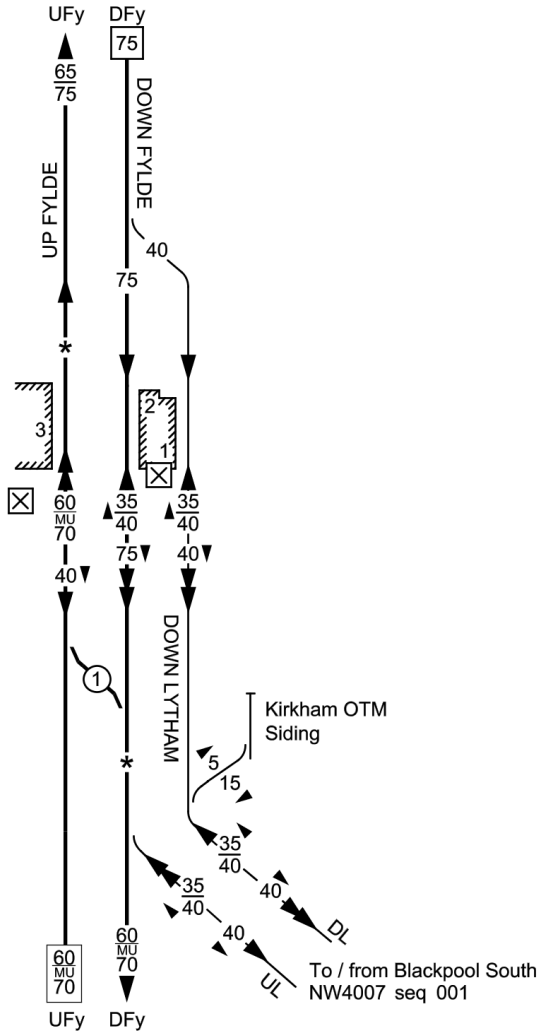
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4003	001	Preston Fylde Jn. to Deepdale Jn.	PDB	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Preston Fylde Jn	0 33		OT(S) Preston PSB (PN)
	0 00		AWS and TPWS not provided.
	0 17 *		
Deepdale Tunnel No.1 (148 metres / 162 yards)	0 23 to 0 31		
Deepdale Tunnel No.2 (249 metres / 272 yards)	0 34 to 0 46		Up & Down Deepdale out of use.
Deepdale Tunnel No.3 (351 metres / 384 yards)	0 47 to 0 65		
Deepdale Jn	1 31		
Skeffington Road LC (TMO)	1 33		
End of line	1 59		

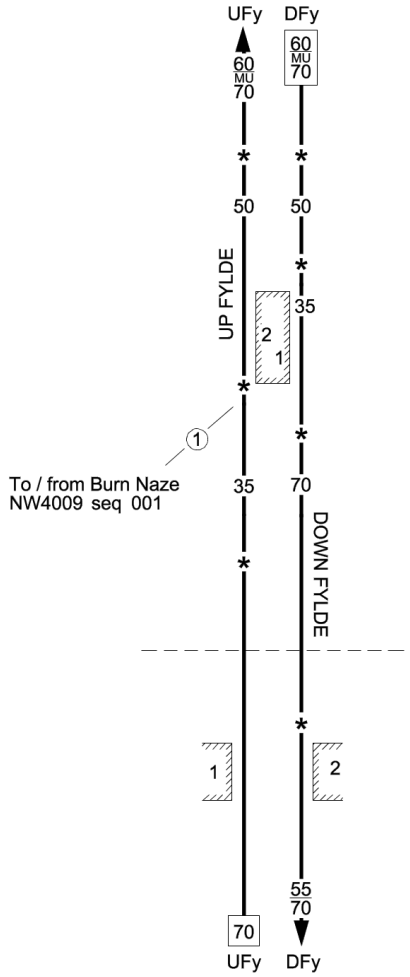
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4005	001	Preston Fylde Jn. to Blackpool North	PBN	LNW North	26/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Preston Fylde Jn	0 33		GSM-R TCB — Preston PSB (PN) AC: Crewe
Preston PSB	0 41		
(Shunting Line connection)	0 66		
from	0 73 *		DFy: Down Fylde. UFy: Up Fylde.
	0 74		
Tulketh Viaduct (181 metres / 198 yards)	0 75 *		
to	1 03		
	1 35 *		Manchester ROC Blackpool Workstation (BL)
	1 36 *		(From 3m 50ch on the Down Fylde line, to 4m 00ch on the Up Fylde line). Axle Counter area: Down Fylde: from 4m 40ch. Up Fylde: to 3m 56ch.
SALWICK	5 17		Platform Lengths: Salwick. Up platform: 93 metres (102 yards). Down platform: 93 metres (102 yards).

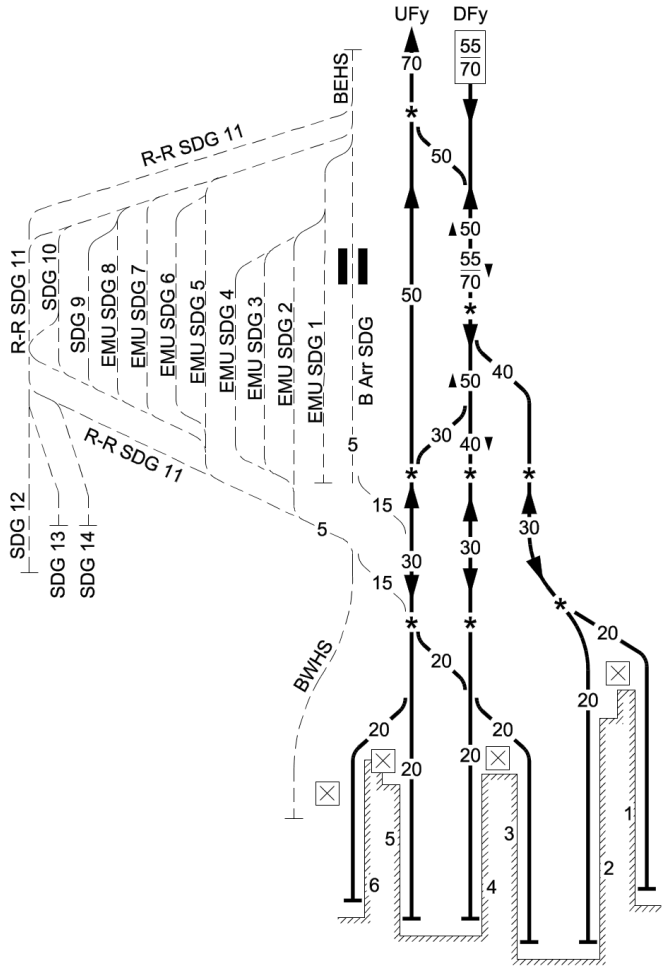
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4005	002	Preston Fylde Jn. to Blackpool North	PBN	LNW North	26/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kirkham South Jn	7 40		GSM-R TCB Manchester ROC Blackpool Workstation (BL) AC: Crewe Axle Counter area. DFy: Down Fylde. UFy: Up Fylde.
	7 56 *		
(Limit of Electrification - Down Lytham)	7 58		
KIRKHAM & WESHAM	7 67		Platform Lengths: Kirkham & Wesham. Platform 2: 183 metres (200 yards). Platform 3: 198 metres (216 yards). Up direction trains can turn back in all three platforms at Kirkham & Wesham station. LOD(K) lockouts provided - one for each platform.
(Crossover)	8 14		① Maximum permissible speed over the crossover is 40mph in the Down direction, and 35/40mph in the Up direction.
	8 21 *		
Kirkham North Jn	8 27		DL: Down Lytham. UL: Up Lytham.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4005	003	Preston Fylde Jn. to Blackpool North	PBN	North West	22/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	8 40		GSM-R TCB: Manchester ROC; Blackpool Workstation (BL); AC: Crewe Axle Counter area.
	13 73 *		
	14 25 *		
POULTON-LE-FYLDE	14 31		Platform lengths: Poulton-le-Fylde. Platform 1: 162 metres (177 yards). Platform 2: 170 metres (186 yards).
Poulton Jn	14 40 *		
	14 45 *		① Burn Naze branch out of use and disconnected from the rest of the network.
	15 05 *		
Carleton Crossing LC (CCTV)	15 44		
	16 27 *		
LAYTON	16 32		Platform lengths: Layton. Platform 1: 145 metres (158 yards). Platform 2: 148 metres (162 yards).
(Start / end of diagram)	16 60		

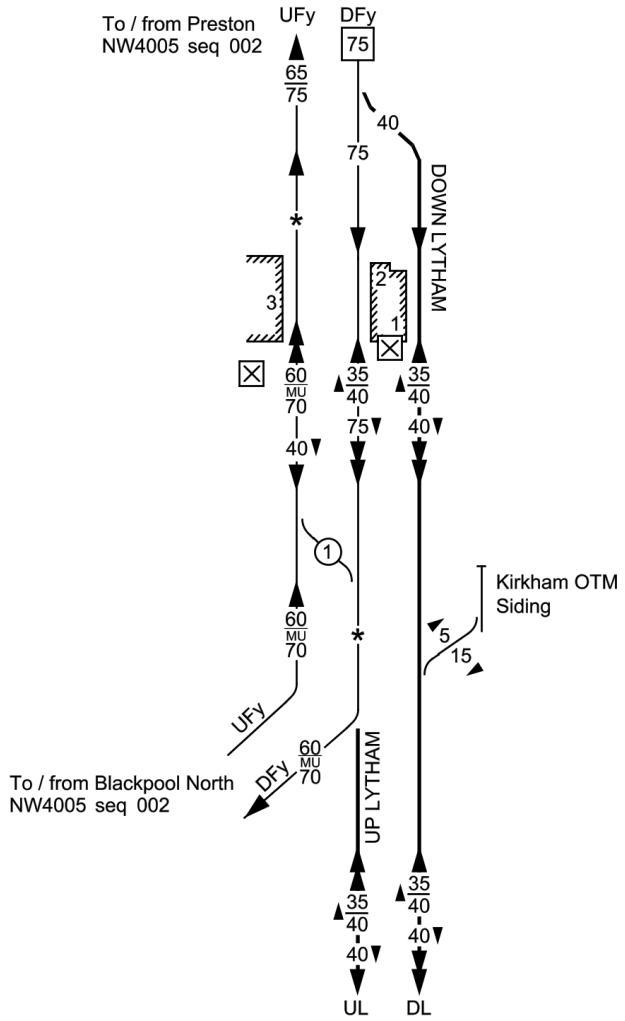
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4005	004	Preston Fylde Jn. to Blackpool North	PBN	North West	17/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	16 60		GSM-R TCB Manchester ROC Blackpool Workstation (BL) AC: Crewe
(Eastern Headshunt buffer stops)	16 68		Axle Counter area.
	16 78 *		
Devonshire Road Jn	17 00		UFy: Up Fylde. DFy: Down Fylde.
Blackpool Carriage Sidings Depot	17 11 *		B Arr SDG: Blackpool Arrival Siding. BEHS: Blackpool Eastern Headshunt. BWHS: Blackpool Western Headshunt. R-R SDG 11: Run Round Siding 11.
	17 21 *		Depot sidings have ELR: BCR
	17 28 * 17 29 *		☒ LOD(K) lockouts provided for each individual platform.
BLACKPOOL NORTH	17 49		Platform lengths: Blackpool North Platform 1: 277 metres (303 yards). Platform 2: 277 metres (303 yards). Platform 3: 217 metres (237 yards). Platform 4: 205 metres (224 yards). Platform 5: 208 metres (227 yards). Platform 6: 205 metres (224 yards). PP authorised in all platforms.

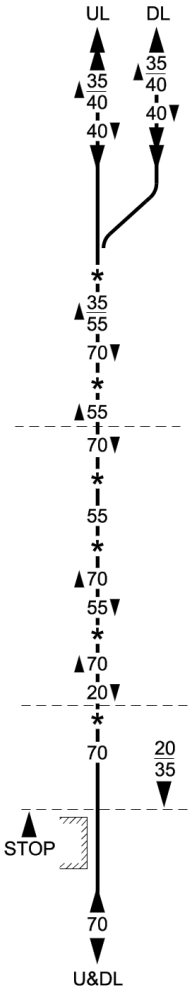
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4005	005	Preston Fylde Jn. to Blackpool North		LNW North	26/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4007	001	Kirkham North Jn. to Blackpool South	PBN KBS1	LNW North	26/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kirkham South Jn	7 40		GSM-R TCB Manchester ROC Blackpool Workstation (BL) AC: Crewe Axle Counter area.
	7 56 *		
Limit of Electrification - Down Lytham line only	7 58		Platform Lengths: Kirkham & Wesham. Platform 1: 179 metres (196 yards). Platform 2: 183 metres (200 yards). Platform 3: 198 metres (216 yards).
KIRKHAM & WESHAM	7 67		Up direction trains can turn back in all three platforms at Kirkham & Wesham station.
			☒ LOD(K) lockouts provided - one for each platform.
(Crossover)	8 14		① Maximum permissible speed over the crossover is 40mph in the Down direction, and 35/40mph in the Up direction.
	8 21 *		
Kirkham North Jn (Change of ELR)	8 27		UFy: Up Fylde. DFy: Down Fylde. UL: Up Lytham. DL: Down Lytham.
Limit of Electrification - Up Lytham line	8 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4007	002	Kirkham North Jn. to Blackpool South	KBS1	North West	15/03/2025

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	8 55			GSM-R TCB Manchester ROC Blackpool Workstation (BL) Axle Counter area. DL: Down Lytham. UL: Up Lytham. U&DL: Up & Down Lytham.
Kirkham West Jn	8 60			
	8 62	*		
	9 04	*		
Wrea Green LC (FP)	9 18			
	9 40	*		
	9 63	*		
	10 53	*		
Heskins LC (UWC)	10 62		T	
	10 63	*		
Moss Side LC (ABCL)	11 09		T	
MOSS SIDE	11 14			Platform Length: Moss Side 97 metres (106 yards)
(Start / end of diagram)	11 60			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4007	003	Kirkham North Jn to Blackpool South	KBS1	North West	13/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	11 60	U&DL 70	GSM-R TCB Manchester ROC Blackpool Workstation (BL)
Easthams Caravan Park LC (FP) (R/G)	12 03		Axle counter area.
	13 08 *	* 50	U&DL: Up & Down Lytham.
	13 22 *	*	
LYTHAM	13 56	T	Platform length: Lytham. 103 metres (113 yards).
ANSDELL & FAIRHAVEN	14 75	T 70	Platform length: Ansdell & Fairhaven. 101 metres (110 yards).
Fishermans LC (FP)	15 11		Exceptionally Poor Rail Adhesion: Up & Down Lytham line between 13m 56ch and 16m 51ch.
Roseberry	15 34	T	
ST. ANNES-ON-THE-SEA	16 51	T	Platform length: St. Annes-on-the-Sea. 129 metres (141 yards).
SQUIRES GATE	18 34	UP & DOWN LYTHAM	Platform length: Squires Gate. 99 metres (108 yards).
BLACKPOOL PLEASURE BEACH	19 18		Platform length: Blackpool Pleasure Beach. 98 metres (107 yards).
	19 20 *	* 70	
	19 69 *	55 *	
BLACKPOOL SOUTH	20 00	T 55	Platform length: Blackpool South. 100 metres (109 yards).

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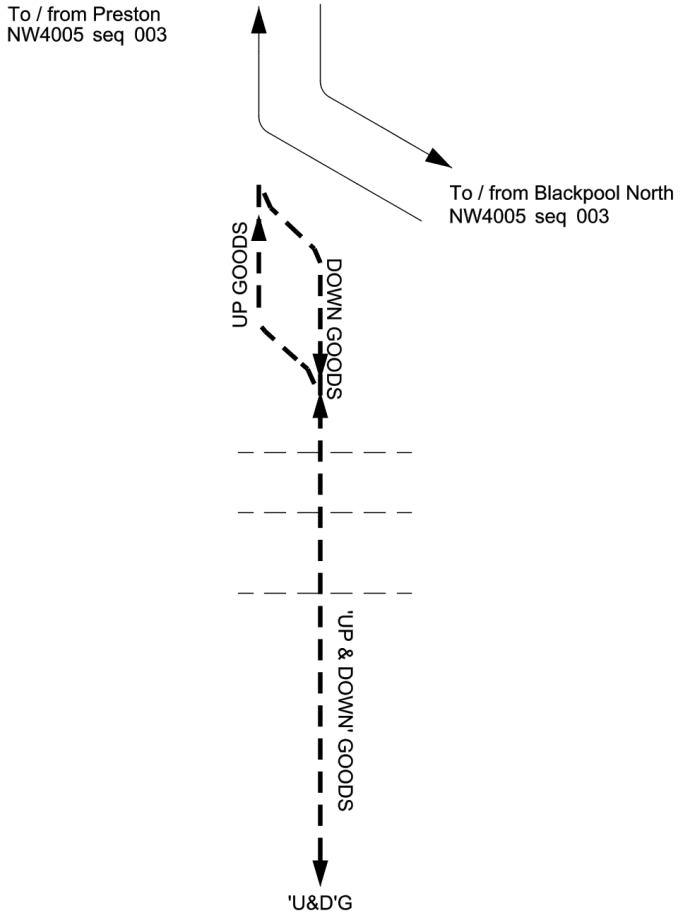
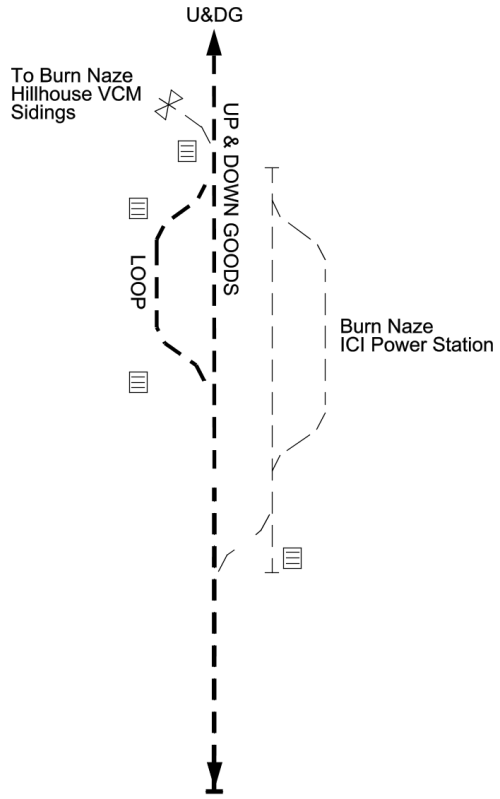
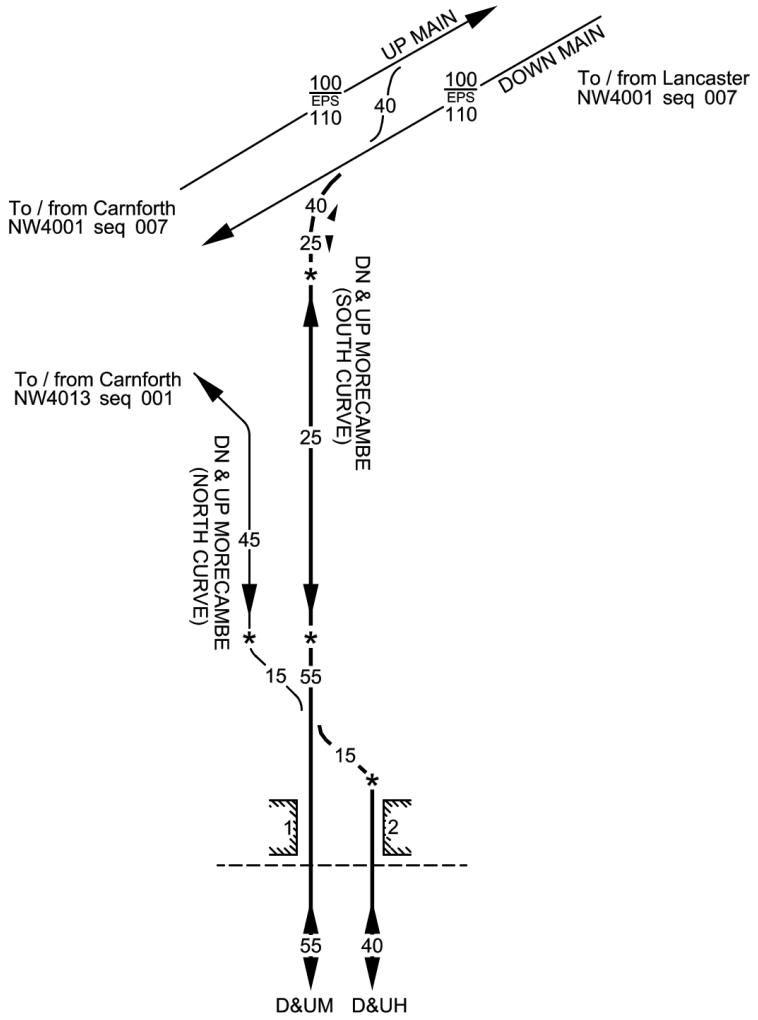
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4009	001	Poulton to Burn Naze	WPS	LNW North	29/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Poulton Jn	14 40		AWS and TPWS not provided. Line out of use and disconnected from the rest of the network at Poulton Jn.
	14 71		
Tarn Gate LC (UWC)	15 58		
Thorton LC (TMO)	16 10		
Hilly Laid LC (TMO)	16 43		

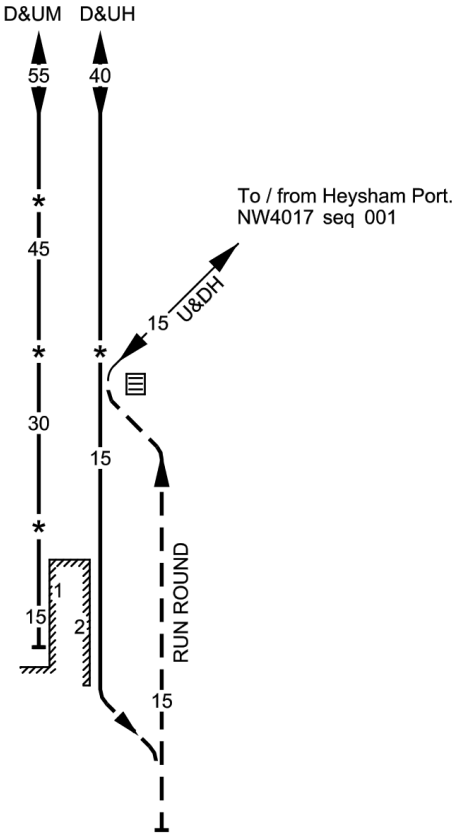
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4009	002	Poulton to Burn Naze	WPS	LNW North	29/01/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AWS and TPWS not provided.
Hillhouse No.3 GF	17 44		Lines out of use.
Hillhouse No.5 GF	17 45		
			Loop: 256 metres (835 feet).
Hillhouse No.4 GF	17 61		
Oil Sidings GF	17 73		
End of line	18 08		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4011	001	Morecambe South Jn. to Morecambe	MSM	LNW North	29/04/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Main line crossover)	(1 66)		GSM-R TCB Preston SB (PN) Main lines are provided with 25kV AC overhead line equipment, controlled from Crewe ECR. Mileages in ( ) brackets are main line mileages.
Morecambe South Jn	(1 72) 0 00		
	0 09 *		
North Curve starts / ends adjacent to South Curve	0 28 [1 14]		Mileages in [ ] brackets are Down & Up Morecambe (North Curve) mileages, ELR: HBL.
	0 40 * [1 26]		
Bare Lane Jn	0 44 [1 30]		OTNS Morecambe Line / OTNS Heysham Line
	0 46 *		
BARE LANE	0 53		Platform Lengths: Bare Lane. Platform 1: 76 metres (83 yards). Platform 2: 67 metres (73 yards). D&UM: Down & Up Morecambe. D&UH: Down & Up Heysham.
Bare Lane LC (CCTV)	0 59	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4011	002	Morecambe South Jn. to Morecambe	MSM	LNW North	29/04/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OTNS Preston (Morecambe Line) OTNS Preston (Heysham Line) Both lines controlled from Preston SB (PN). D&UM: Down & Up Morecambe. D&UH: Down & Up Heysham. U&DH: Up & Down Heysham.
	1 50 *		
	1 70 *		
Morecambe Jn GF	1 71	T	
	2 02 *		
MORECAMBE	2 10		Platform Lengths: Morecambe. Platform 1: 113 metres (124 yards). Platform 2: 143 metres (156 yards).
Platform 1 buffer stops	2 11		
Connection with Run Round	2 14		
Buffer stops	2 17		

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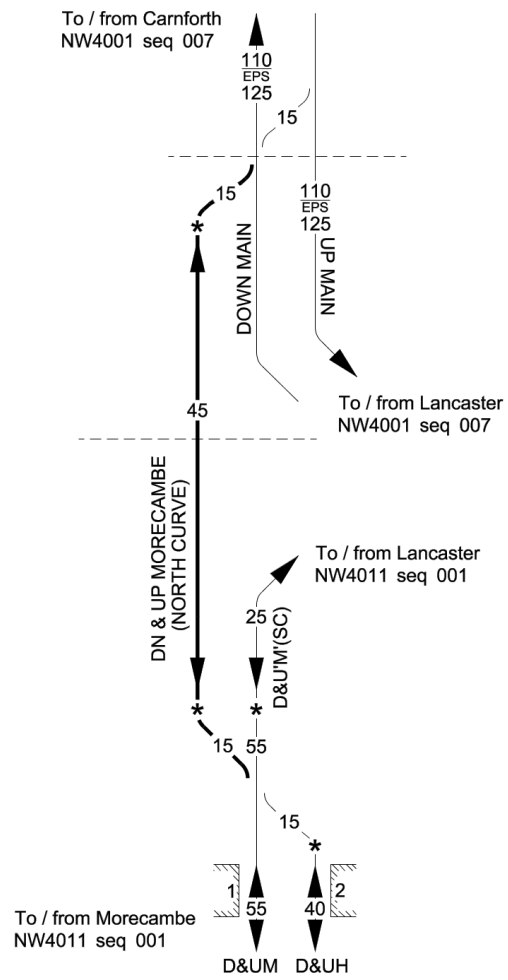
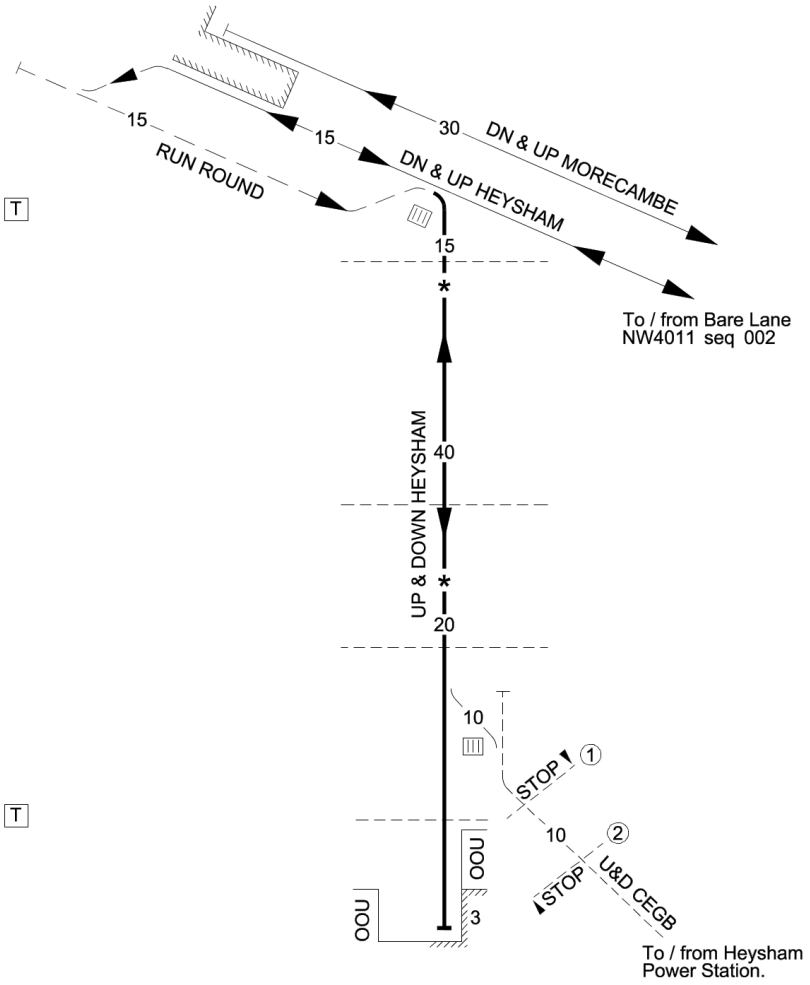
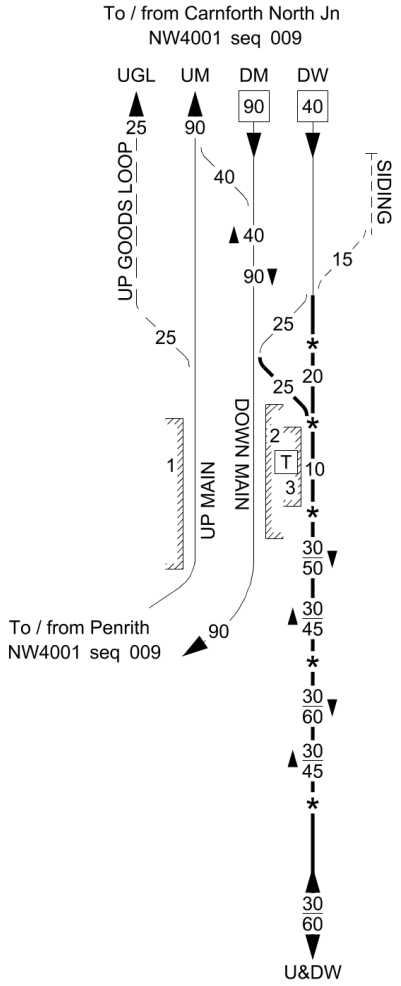
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4013	001	Hest Bank to Bare Lane	HBL	North West	15/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB: Preston PSB (PN), 'D' Panel, AC: Crewe. GSM-R. Main lines are provided with 25kV AC overhead line equipment, controlled from Crewe ECR. Mileages in ( ) brackets are main line mileages.
(Crossover)	(3 13)		
Hest Bank LC (CCTV)	(3 11)	T	
Hest Bank Jn	(3 10)		
	0 00		
	0 02 *		
Limit of electrification (North Curve only)	0 10		
Main lines start / end adjacent to Down	(2 44)		
& Up Morecambe (North Curve)	0 46		
Morecambe Golf Course LC (FP)	0 64		
North Curve starts / ends adjacent	1 14		
to South Curve	[0 28]		Mileages in [ ] brackets are mileages from Morecambe South Jn (ELR: MSM).
	1 26 *		
	[0 40]		D&U'M'(SC): Down & Up Morecambe (South Curve). D&UM: Down & Up Morecambe. D&UH: Down & Up Heysham.
Bare Lane Jn	1 30		
	[0 44]		
	[0 46] *		For Bare Lane platform lengths, see NW4011-001.
BARE LANE	[0 53]		

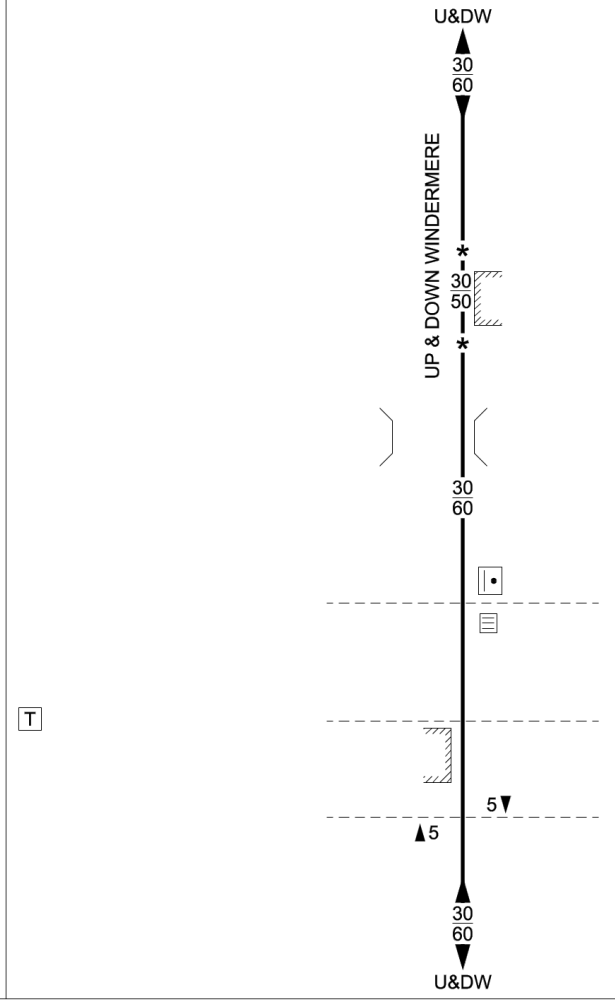
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4017	001	Morecambe Jn to Heysham Port	MHH	North West	15/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
MORECAMBE	(2 10)		GSM-R OTNS — Preston PSB (PN) 'D' Panel Mileages in ( ) brackets are ELR: MSM mileages, see NW4011-002.
Morecambe Jn GF	(1 71) 0 00	T	
Schola Green Lane LC (FP)	0 12		
	0 42 *		
Hale Carr LC (FP)	2 05		
	2 49 *		
Heysham Moss LC (FP)	2 76		U&D CEGB: Up & Down C.E.G.B. (Central Electricity Generating Board). Up & Down C.E.G.B. also has ELR: MHH. NR boundary is located at 3m 56ch.
Heysham Power Station Sidings GF	3 53		① Heysham No.1 AOCL, see Local Instructions. ② Heysham No.2 AOCL, see Local Instructions.
Port of Heysham LC (UWC)	3 69	T	
HEYSHAM PORT	4 01		Platform Lengths: Heysham Port. Platform 3: 86 metres (94 yards).

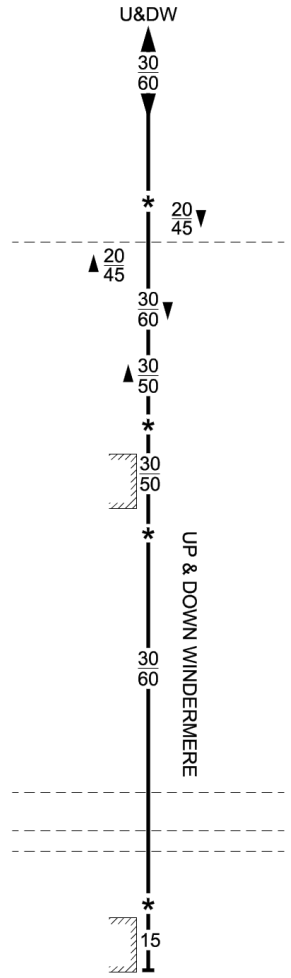
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4019	001	Oxenholme to Windermere	CGJ7 OXW	LNW North	31/10/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Crossover)	18 67		GSM-R TCB — Carlisle PSB (CE), Panel C (South), AC: Crewe Siding not provided with AC overhead electrification. ELR: OXW applies to the Windermere Branch single line and 25mph crossover at the end of Platform 3. All other lines have ELR: CGJ7.
Oxenholme North Jn	18 79 *		
	19 05 * (-0 07)		Auxiliary token instrument with telephone located on Platform 3.
OXENHOLME LAKE DISTRICT	19 11 (-0 01)		
Limit of Electrification	0 00 * 0 01		OTS (To / from 0m 00ch)
(Branch line starts / ends adjacent to Main lines)	0 07 (19 19)		Platform lengths: Oxenholme Lake District. Platform 1: See NW4001 seq 009. Platform 2: See NW4001 seq 009. Platform 3 (both directions): 142 metres (155 yards).
	0 20 *		
	0 42 *		DW: Down Windermere. U&DW: Up & Down Windermere.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4019	002	Oxenholme to Windermere	OXW	North West	15/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 00		GSM-R OTS — Carlisle PSB (CE) Panel C (South)
	2 00 *		
KENDAL	2 05		Platform length: Kendal. Both directions: 92 metres (101 yards).
	2 10 *		
Kent Viaduct (69 metres / 75 yards) from	2 28		
to	2 32		The Down direction is from Oxenholme to Windermere.
Burneside Higher LC Gate Box	3 62		Burneside Higher LC Gate Box: not a block post.
Burneside Higher LC (MCG)	3 62		
Burneside Higher LC GF	3 62		
Burneside Station LC (UWC & FP)	4 01	T	Telephones at Burneside Station LC connect to Burneside Higher LC gate box.
BURNESIDE (CUMBRIA)	4 02		Platform length: Burneside (Cumbria). Both directions: 92 metres (101 yards).
Burneside Lower LC (AOCL)	4 11		
(Start / end of diagram)	5 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4019	003	Oxenholme to Windermere	OXW	North West	12/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	5 00		GSM-R OTS — Carlisle PSB (CE) Panel C (South)
	5 73 *		
Staveley LC (ABCL)	5 78	T	Telephones at Staveley LC connect to Burneside Higher LC gate box.
	6 46 *		
STAVELEY (CUMBRIA)	6 52		Platform length: Staveley (Cumbria). Both directions: 95 metres (104 yards).
	6 55 *		
			The Down direction is from Oxenholme to Windermere.
Droomer No.1 LC (R/G) (FP)	9 54		
Droomer Lane LC (R/G) (FP)	9 62		
Droomer No.3 LC (R/G) (FP)	9 66		
	10 07 *		
WINDERMERE	10 15		Platform length: Windermere. 144 metres (157 yards).

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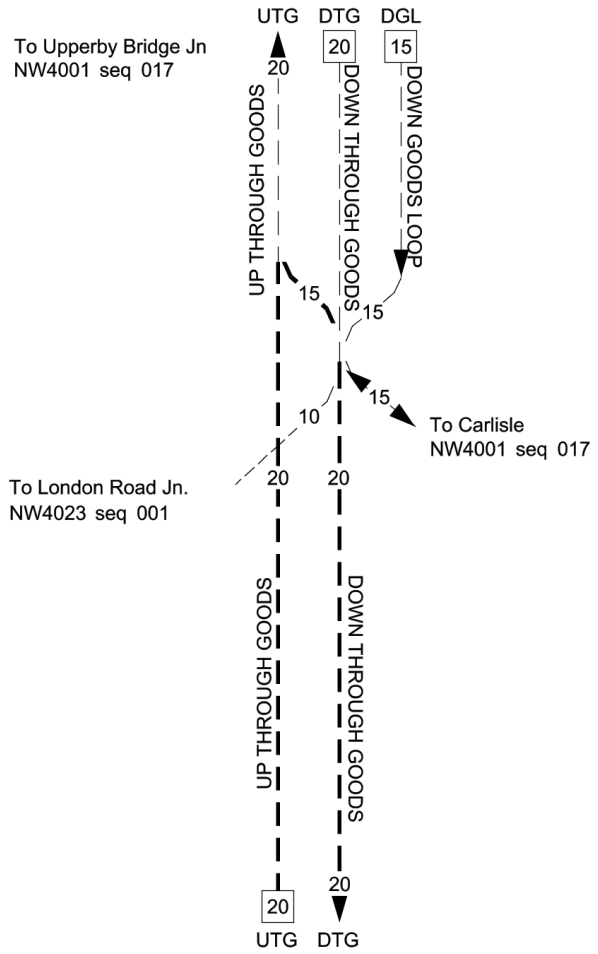
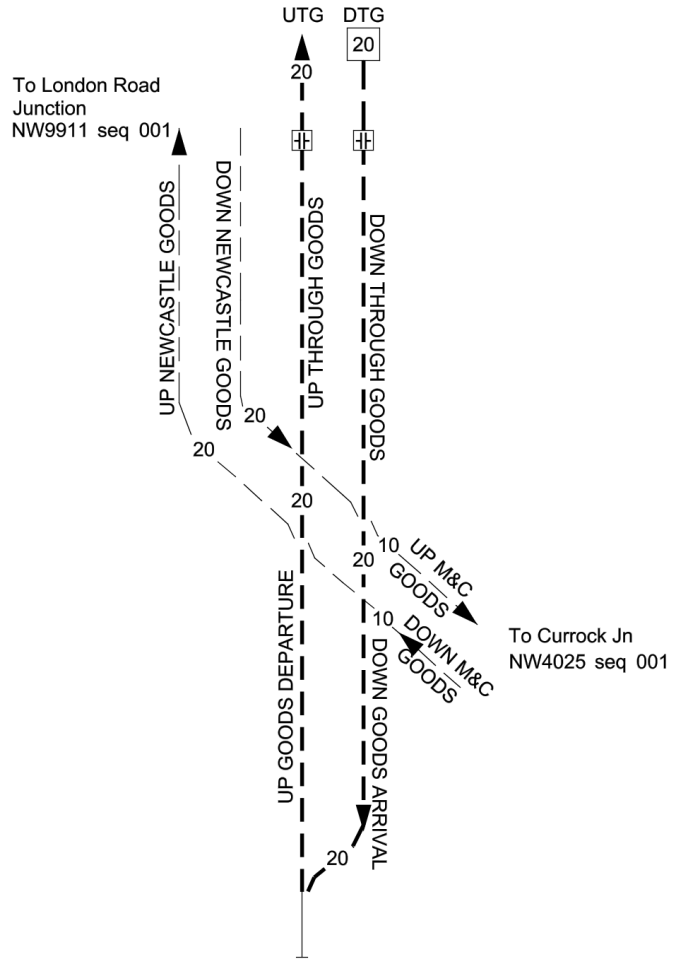
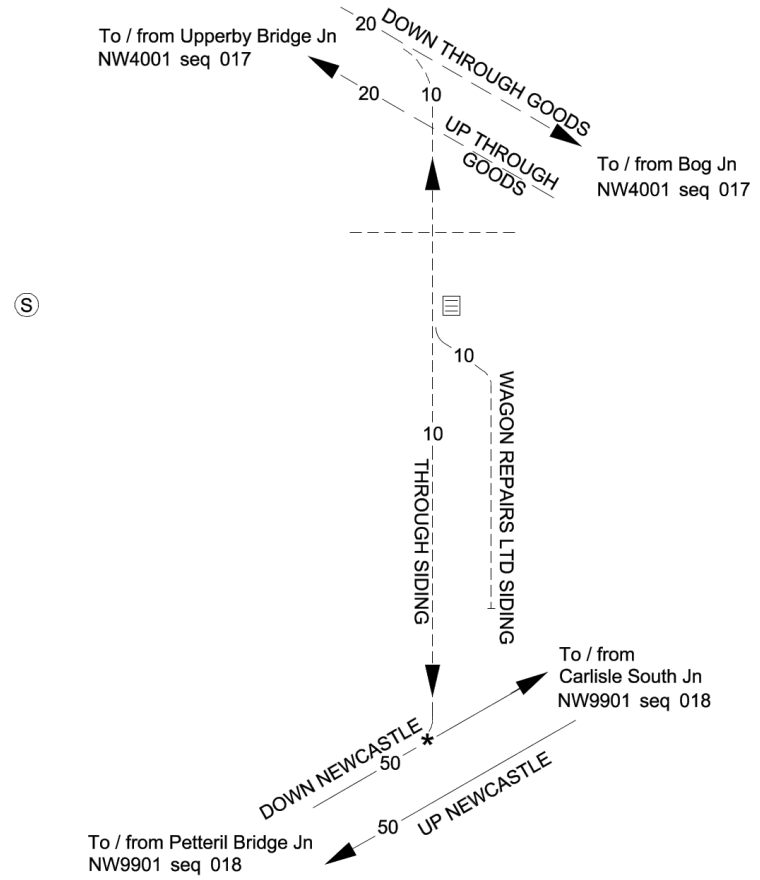
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4021	001	Upperby Jn. to Rome Street Jn.	UCJ	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Upperby Jn	0 38 0 40		GSM-R TCB Carlisle PSB (CE) AC: Cathcart AWS and TPWS not provided.

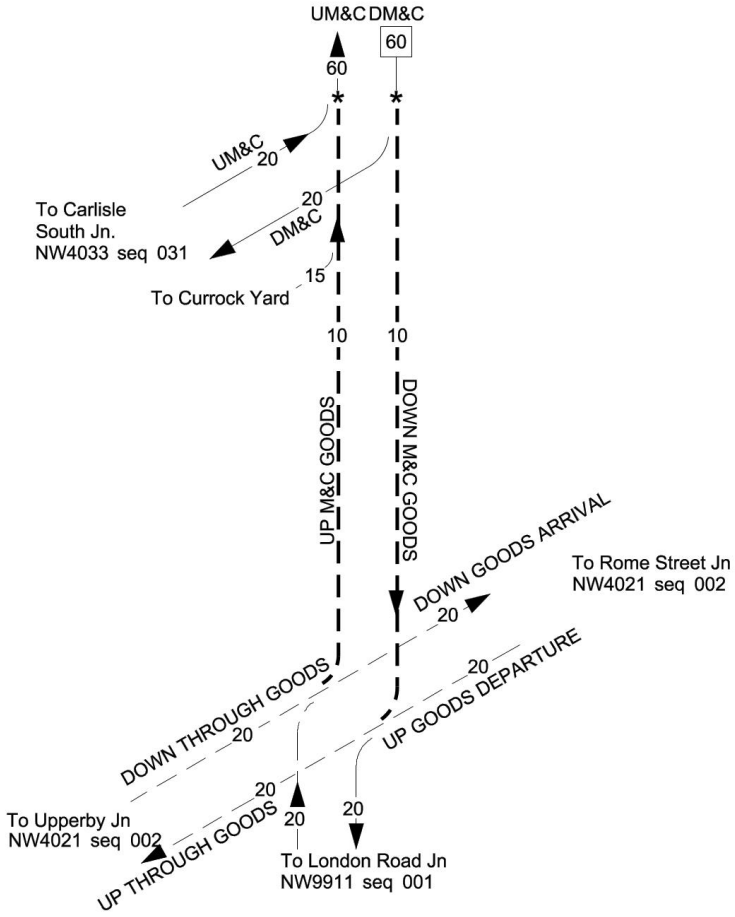
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4021	002	Upperby Jn. to Rome Street Jn.	UCJ	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
OHNS	0 61		TCB Carlisle PSB (CE) AC: Cathcart GSM-R AWS and TPWS not provided.
Bog Jn	1 07		
Rome Street Jn	1 23		
Metal Box Siding	1 31		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4023	001	Upperby Jn to London Road Jn	ULR	North West	10/05/2025

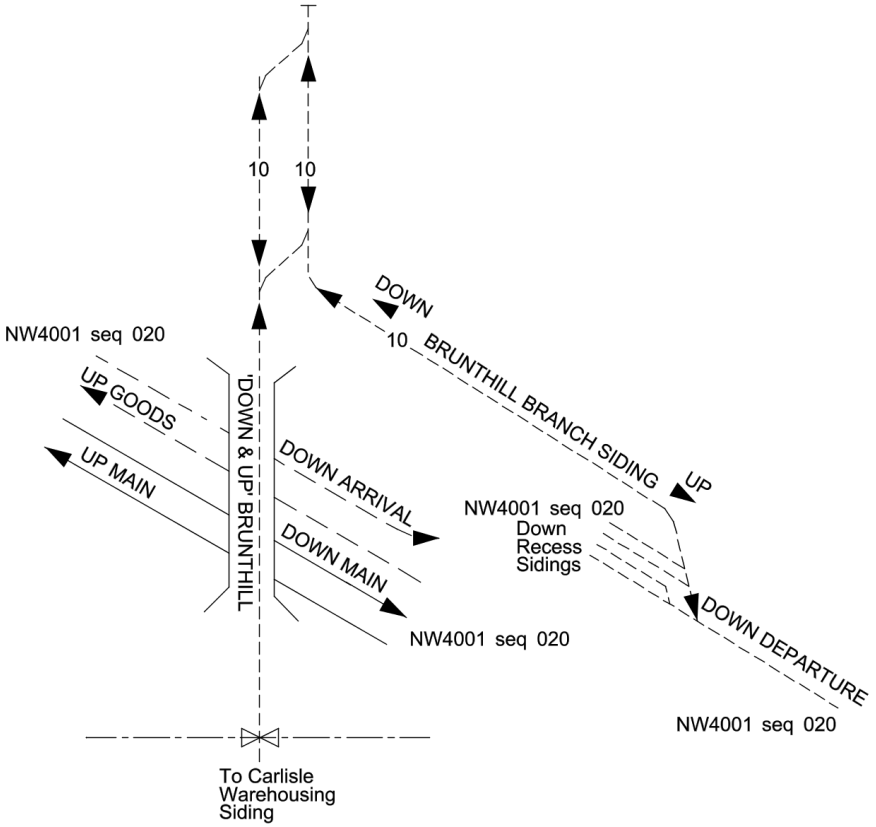
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Upperby Jn	0 40 0 00		GSM-R TCB Carlisle PSB (CE) Panel B NOTE: Down Through Goods line and Up Through Goods line provided with overhead AC electrification, controlled from Cathcart ECR.
Cement Depot No.1 LC (OC)	0 14		
Wagon Repairs GF	0 16		AWS and TPWS not provided. Permissive working: PF is authorised in both directions between Upperby Jn and London Road Jn.
London Road Jn (CARLISLE)	0 34 * 59 44		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4025	001	Currock Jn. to Bog Jn.	MCG	LNW North	28/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Currock Jn	26 74 *		GSM-R TCB Carlisle PSB (CE) AC: Cathcart TPWS not provided. UM&C: Up M&C DM&C: Down M&C
	0 00		
Bog Jn	0 44		
	1 07		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4027	001	Carlisle Yard Recess Sidings to Brunthill	BSN, ETC	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OTS Carlisle PSB (CE)
End of line	96 09		See Local Instructions for the Method of Working. AWS and TPWS not provided.
Stainton Jn	95 67 (0 02)		
Brunthill Branch Jn	(0 66) [4 04]		
Brunthill / Network Rail boundary	95 06		



Notes:

Mileage in brackets ( ) relates to Brunthill Branch siding.

Mileage in parentheses [ ] relates to Down Departure line.

Brunthill Branch Siding has ELR: BSN.

'End of line' to 'Brunthill / Network Rail boundary' has ELR: ETC.

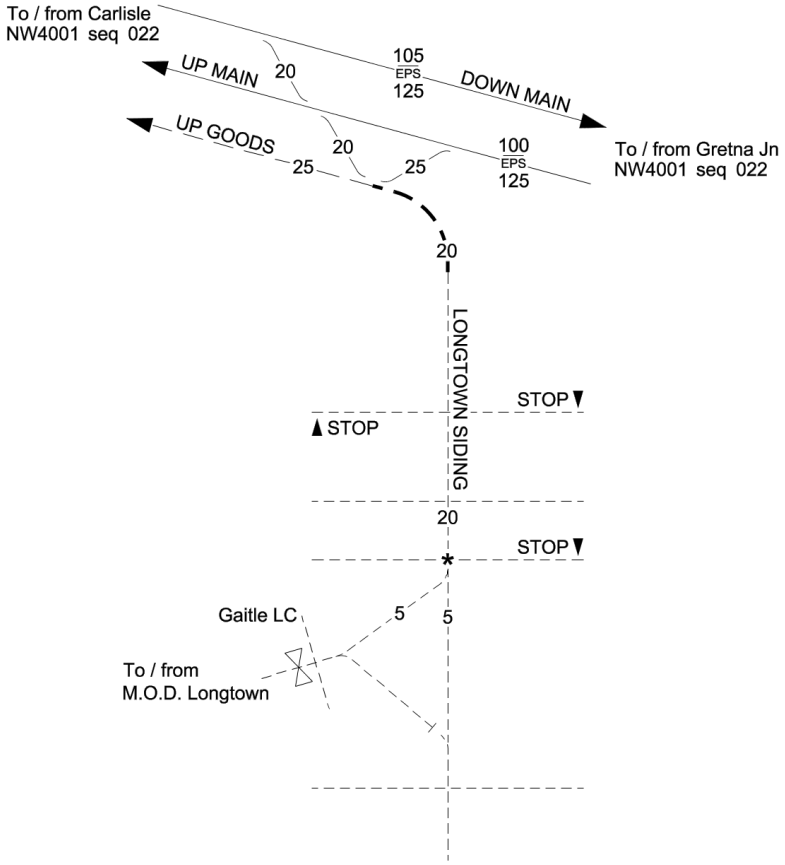
ELR/BSN: GSM-R coverage extended from Stainton Jn 0m 2ch to Kingsmoor Yard 0m 67ch

GSM-R

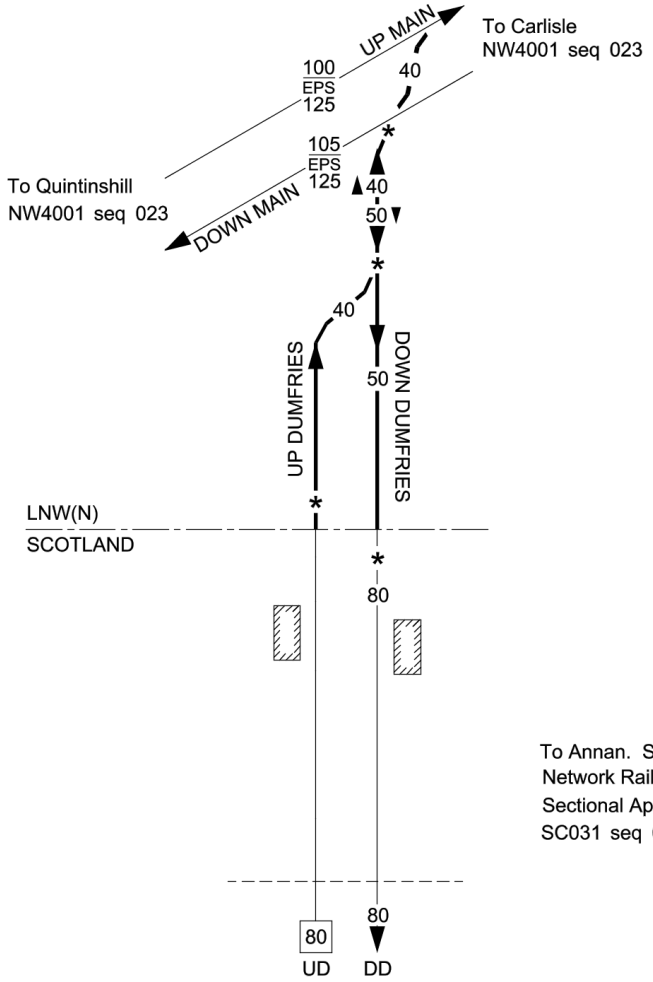
Down: End of GSM-R area 95m 06ch

Up: Start of GSM-R area 95m 06ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4029	001	Mossband Jn to Bush-on-Esk	GJH	North West	15/03/2025

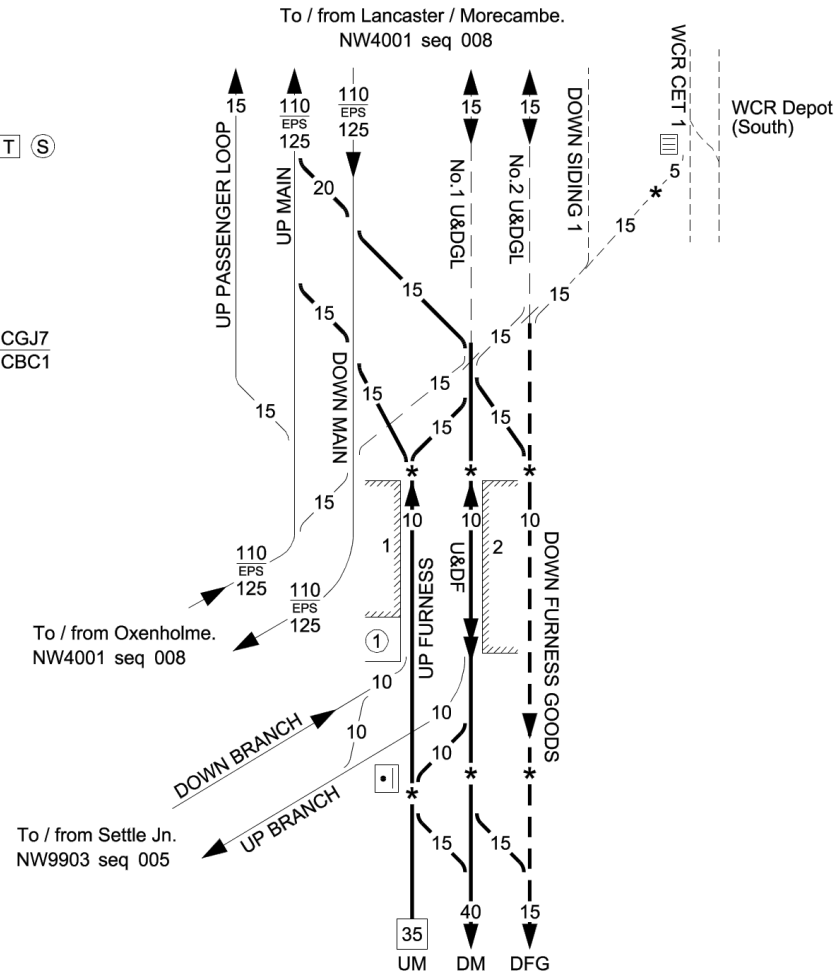
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Mossband Jn	(9 19) 3 02		GSM-R OTNS — Carlisle PSB (CE) North Panel See Local Instructions for Method of Working. NOTE: The Down Main, Up Main and Up Goods lines are provided with AC overhead electrification, controlled from Cathcart ECR. Mileage in round brackets ( ) is NW4001 mileage with ELR: KMG2. Note: The only signalled route when departing Longtown Siding is to the Up Goods line.
(Signal CE511)	2 67		
Bush-on-Esk No.4 LC (OPEN)	1 74		TPWS not provided.
Bush-on-Esk No.3 LC (UWC)	1 19		
Bush-on-Esk No.2 LC (AOCL+B)	1 07 *		
Bush-on-Esk West Jn	1 06		Line is out of use between Bush-on-Esk West Jn and Network Rail boundary.
Bush-on-Esk East Jn	0 69		
Bush-on-Esk No.1 LC (TMO)	0 63		
(Network Rail boundary)	0 49		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4031	001	Gretna Jn. to Gretna Green (Excl.)	GSW	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gretna Jn	8 57		TCB Carlisle PSB (CE)
	116 13 *		GSM-R
			Down: End of GSM-R area at 10m 31ch Up: Start of GSM-R area at 10m 31ch
	116 09 *		GSM-R
Network Rail, London North Western Route Boundary.	115 43 * 115 40 115 37 *		Dumfries Station SB (DE)
GRETNA GREEN	115 12	To Annan. See Network Rail Scotland Sectional Appendix. SC031 seq 002	
Rigg LC (UWC)	113 10	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	001	Carnforth North Jn to Carlisle South Jn (via Barrow)	CGJ7 CBC1	North West	30/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WCR Depot GF (South end of 20mph crossover)	5 78 5 79	T S	
	6 01 *		
(South end of 15mph Down Main crossover)	6 03		
Carnforth North Jn	6 08	CGJ7	
(Change of mileage & ELR)	0 19	CBC1	
	0 25 *		
Limit of Electrification (Up Furness line only)	0 30		
CARNFORTH	0 31		
Carnforth Station Jn	0 38 (0 04)		
Carnforth Station Junction SB	0 43 * 0 44 *		
(Crossovers)	0 47		
(Start / end of diagram)	0 50		



TCB — Preston PSB (PN)
'D' Panel
AC: Crewe

GSM-R

WCR Depot sidings have ELR: CBC1.

U&DGL: Up & Down Goods Loop.

Platform lengths: Carnforth.
Platform 1: 174 metres (190 yards).
Platform 2, Down direction: 244 metres (267 yards).
Platform 2, Up direction: 244 metres (267 yards).

PP-C authorised in Platform 2 in the Down direction only.

TPWS not provided on Down Furness Goods line.

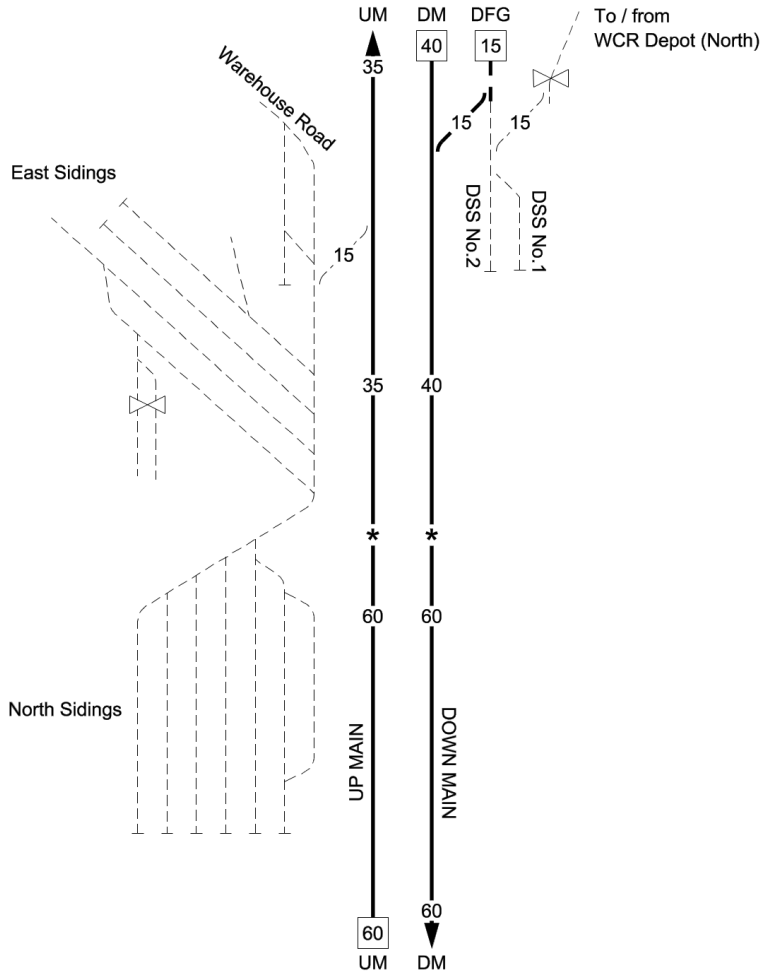
Carnforth Station Junction SB (CS)

① Out of use platform area.

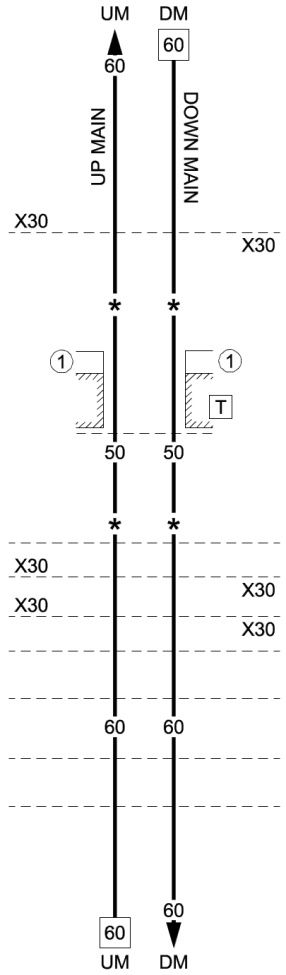
U&DF: Up & Down Furness.
UM: Up Main.
DM: Down Main.
DFG: Down Furness Goods.

Up & Down Furness / Down Main line provided with 25kV OLE only as far as the connection to the Down Furness Goods line at 0m 47ch.

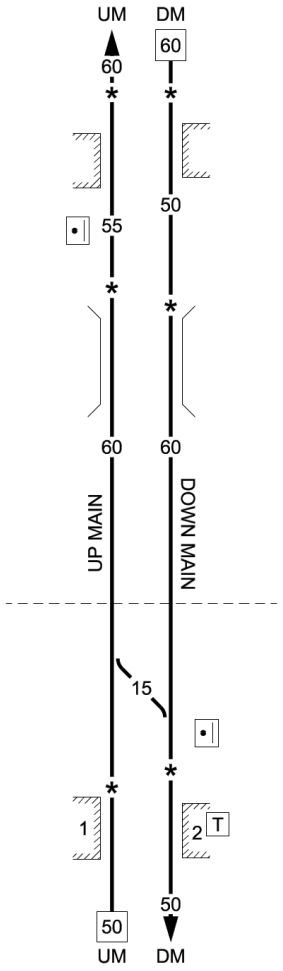
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	002	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1 SJC	North West	30/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 50		GSM-R TCB Carnforth Station Junction SB (CS) AC: Crewe
(Down Furness Goods connection)	0 52		On this diagram, only the Down Furness Goods line and both Downside Sidings are provided with 25kV OLE.
(Connection to North Sidings)	0 59		DSS No.1: 64 metres (70 yards). DSS No.2: 64 metres (70 yards).
Limit of Electrification (i.e. Downside Sidings buffer stops)	0 60		AB / TCB (AB from 0m 59ch on the Down Main line. TCB from 1m 25ch on the Up Main line).
	0 69 *		DFG: Down Furness Goods. DSS: Downside Siding.
Carnforth Furness & Midland Jn, former site of	0 71		East Sidings have ELR: SJC
(End of North Sidings)	1 14		
(End of AB / start of TCB on Up Main)	1 25		AB
(Start / end of diagram)	1 40		

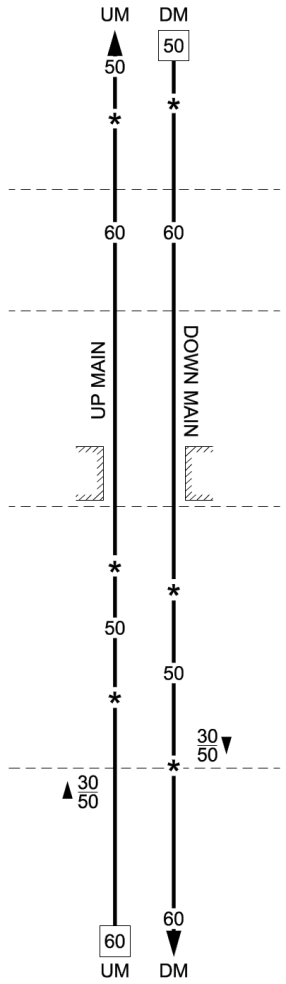
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	003	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 40		GSM-R AB Carnforth Station Junction SB (CS)
Silverdale LC (AHBC-X)	3 11 T		
	3 37 *		① Out of use platform area. Platform lengths: Silverdale. Up platform: 103 metres (113 yards). Down platform: 101 metres (110 yards).
SILVERDALE	3 55		
Silverdale Station LC (SBC)	3 60		Telephone on Silverdale Down platform connects to Arnside SB.
	4 20 *		Arnside SB (AE)
Leaming LC (UWC)	4 22 T		
Challan Hall LC (R/G-X) (FP)	4 28		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 4m 00ch and 4m 70ch.
Waterslack Eaves LC (R/G-X) (FP)	4 43 T		
Walkers LC (FP)	4 49		
Waterslack Quarry LC (UWC & FP)	4 74 T		
Black Dyke LC (AHBC)	5 58 T		
Wilkinsons LC (UWC & FP)	5 68		
(Start / end of diagram)	6 00		

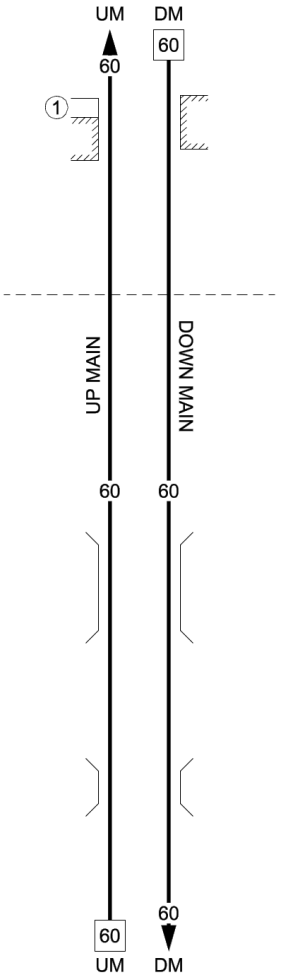
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	004	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	6 00		GSM-R AB — Arnside SB (AE)
	6 10 *		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 6m 10ch and 6m 20ch.
ARNSIDE	6 21		Platform lengths: Arnside. Up platform: 120 metres (131 yards). Down platform: 118 metres (129 yards).
Arnside SB	6 29		
from	6 46 * 6 48 *		
Arnside Viaduct (481 metres / 526 yards)			Arnside Viaduct (Br.15): maximum speed of 20mph applies to RA9/10 vehicles over this bridge on both lines - see Route Clearance table D5A.
to	6 72		
			Grange-over-Sands SB (GS)
Holme Island LC (UWC & FP)	8 67		
(Crossover)	9 28		
Grange-over-Sands SB	9 31		
	9 37 * 9 40 *		
GRANGE-OVER-SANDS	9 43		Platform lengths: Grange-over-Sands. Platform 1: 120 metres (131 yards). Platform 2: 96 metres (105 yards).
(Start / end of diagram)	9 60		

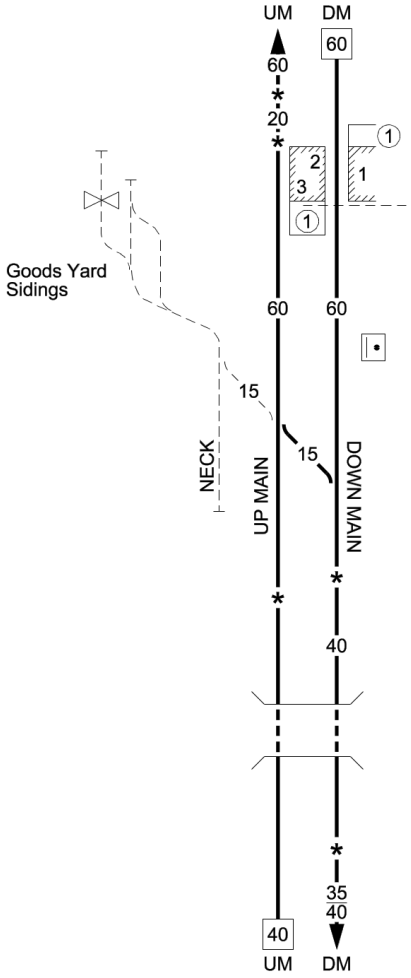
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	005	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	9 60		GSM-R AB Grange-over-Sands SB (GS)
	10 00 * 10 01 *		
Bathing Pool LC (UWC)	10 20	T	Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 10m 20ch and 10m 30ch.
Cart Lane LC (UWC & FP)	10 59	T	
KENTS BANK	11 27		Platform lengths: Kents Bank. Up platform: 110 metres (120 yards). Down platform: 119 metres (130 yards).
Kents Bank LC (UWC & FP)	11 31	T	
	11 40 * 11 44 *		
	12 15 *		
Wraysholme LC (AOCL+B)	12 42 *	T	
(Start / end of diagram)	13 40		

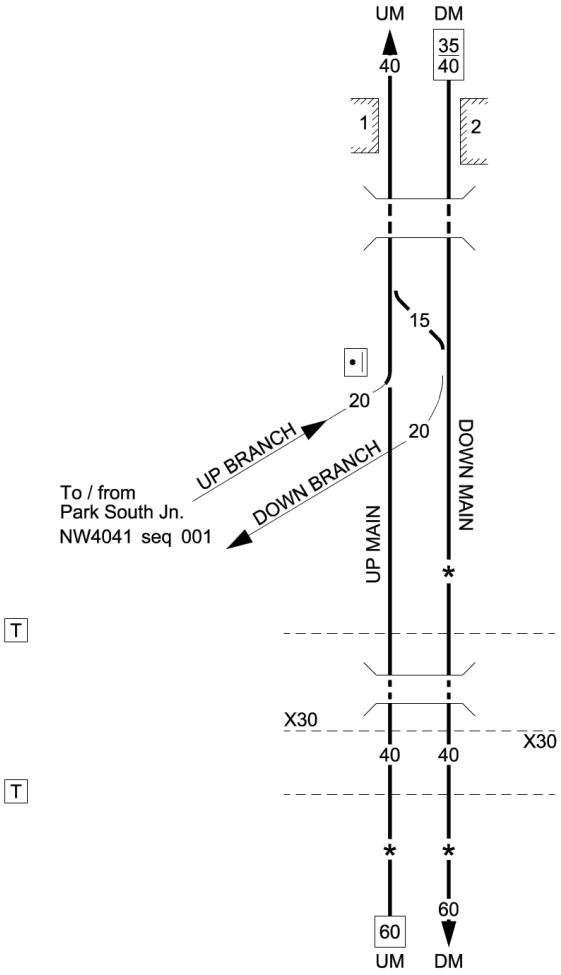
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	006	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	13 40		GSM-R AB Grange-over-Sands SB (GS)
CARK & CARTMEL	13 59		① Out of use platform area. Platform lengths: Cark & Cartmel. Up platform: 94 metres (103 yards). Down platform: 98 metres (107 yards).
Crook Wheel LC (UWC & FP)	14 25	T	Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 13m 70ch and 14m 10ch.
from	16 56		
Leven Viaduct (488 metres / 534 yards)			Ulverston SB (UN)
to	17 00		
from	18 39		
Ulverston Canal Viaduct (77 metres / 84 yards)			
to	18 43		
(Start / end of diagram)	19 00		

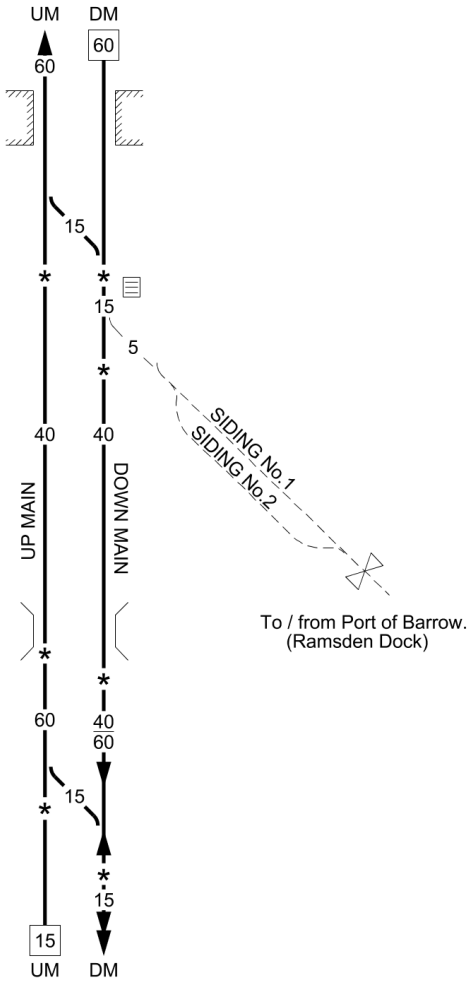
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	007	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	19 00		GSM-R AB — Ulverston SB (UN)
	19 20 *		
	19 25 *		Platform lengths: Ulverston. Platform 1: 103 metres (113 yards). Platform 3: 101 metres (110 yards).
ULVERSTON	19 28		Platform 2 not used.
Ulverston Station LC (SBC)	19 33		① Out of use platform area.
Ulverston SB	19 47		
(Sidings connection)	19 50		
(End of Neck)	19 56		
	19 77 * 20 00 *		
from	22 53		Dalton Junction SB (DJ)
Lindal Tunnel (401 metres / 439 yards)			Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 21m 00ch and 23m 10ch.
to	22 73		
	23 33 *		
(Start / end of diagram)	23 60		

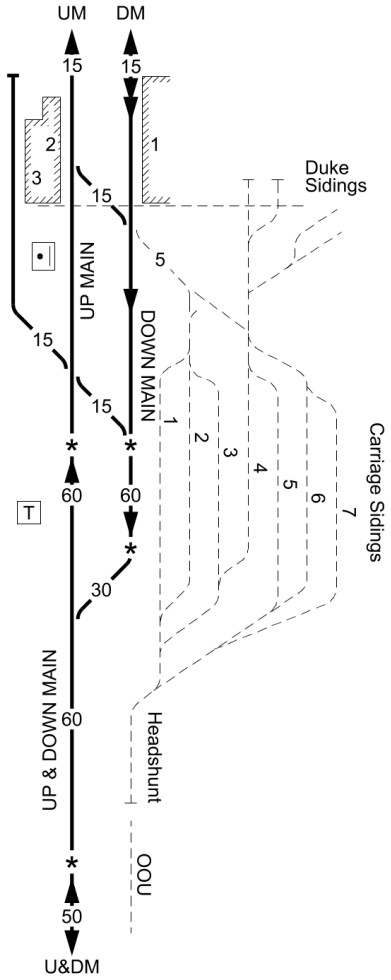
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	008	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	23	60		GSM-R AB Dalton Junction SB (DJ)
DALTON (CUMBRIA)	23	67		Platform lengths: Dalton. Platform 1: 88 metres (96 yards). Platform 2: 104 metres (114 yards).
from	24	01		
Dalton Tunnel (206 metres / 225 yards)				
to	24	11		
(Crossover)	24	34		
Dalton Junction SB	24	37		
Dalton Jn	24	38		
	25	12 *		Barrow-in-Furness SB (BF)
Furness Abbey LC (UWC)	25	31	T	
from	25	41		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 25m 30ch and 25m 70ch.
Furness Abbey Tunnel (69 metres / 75 yards)				
to	25	44		
Eniswood LC (R/G-X) (FP)	25	47		
Park House Farm LC (R/G)	26	08	T	
	26	20 *		
(Start / end of diagram)	27	00		

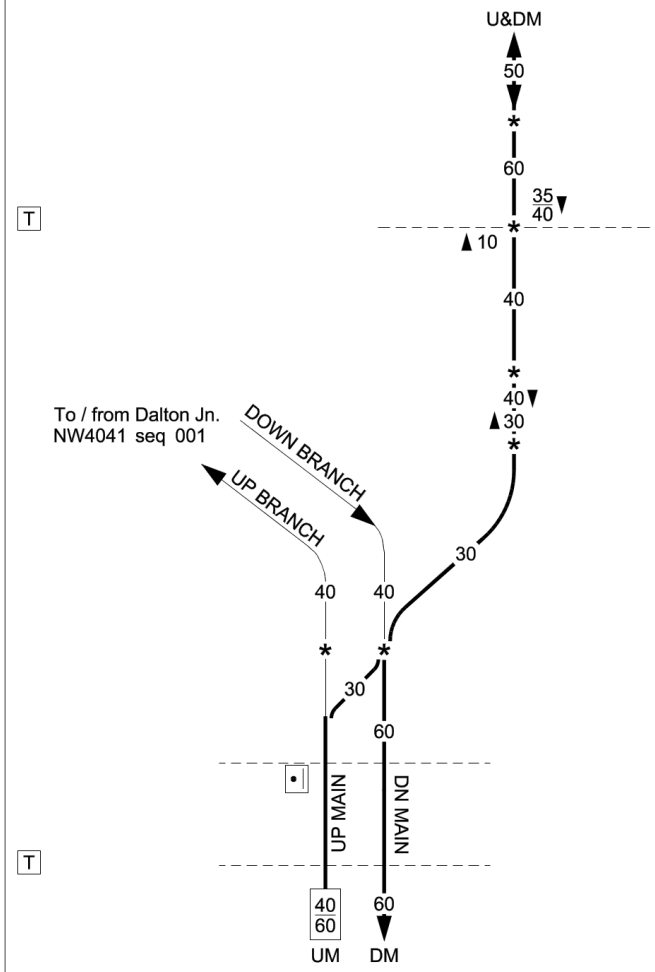
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	009	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1 RDK1	LNW North	28/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ROOSE	27 13		GSM-R AB Barrow-in-Furness SB (BF) Platform lengths: Roose. Up platform: 86 metres (94 yards). Down platform: 85 metres (93 yards).
(Crossover)	27 53		
Salthouse Junction GF	27 57 *	Ⓢ T	
Salthouse Jn	27 59		
	27 62 *		Port of Barrow sidings have ELR: RDK1 from Salthouse Jn at 27m 59ch.
Buccleuch Jn	[28 16]		GSM-R coverage extends to [28m 10ch] on the Port of Barrow sidings.
Network Rail Boundary	[28 20]		
Salthouse Viaduct (133 metres / 145 yards) from	28 03		Mileages given in square brackets [ ] apply to the Port of Barrow sidings.
to	28 10 *		
	28 13 *		
(Crossover)	28 59		
	28 60 *		
	28 65 *		

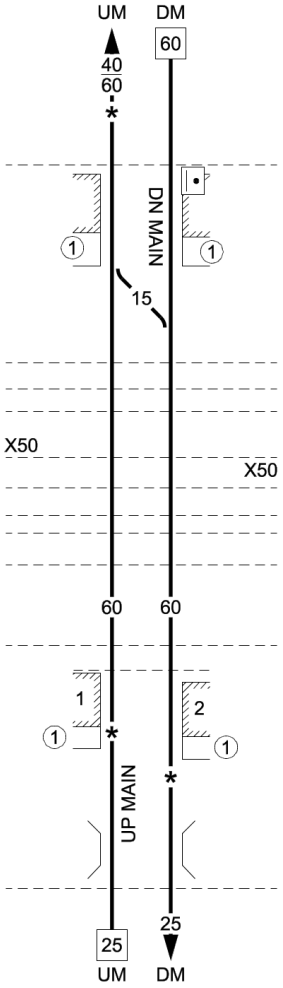
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	010	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	LNW North	03/10/2020

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
BARROW-IN-FURNESS	28	76		GSM-R AB Barrow-in-Furness SB (BF) Platform lengths: Barrow-in-Furness. Platform 1: 183 metres (200 yards). Platform 2: 166 metres (182 yards). Platform 3: 153 metres (167 yards). 69 metres (75 yards) standage available between Platform 3 and buffer stops. PP-A and PP-C authorised in Platforms 1, 2 and 3. Down direction trains can turn back in Platform 1. Up direction trains can turn back in Platform 2.
Barrow-in-Furness Station LC (SBC)	29	03		
Barrow-in-Furness SB	29	05		
	29	13 *		
(Tail lamp telephone)	29	20		
	29	24 *		TB
(Start / end of single line)	29	28		
(End of Headshunt)	29	45		
	29	60 *		

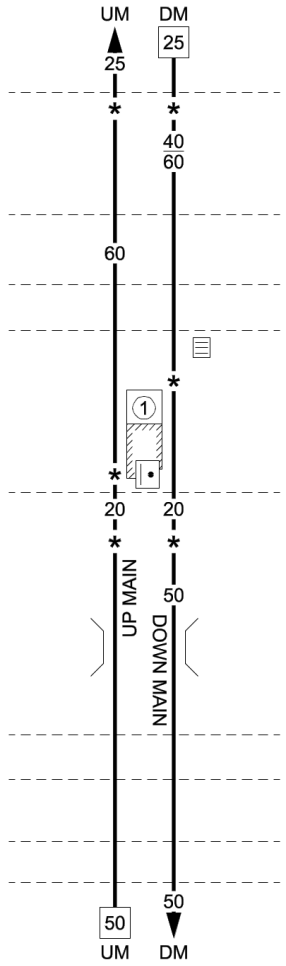
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	011	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	08/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	29 70		GSM-R TB Barrow-in-Furness SB (BF)
	30 00 *		
Sandscale LC (ABCL) (a.k.a. British Cellophane)	31 44 *	T	U&DM: Up & Down Main.
	32 50 *		Park South SB (PS)
	32 52 *		
Park South Jn	(0 79) 32 77 *		Mileages in brackets ( ) are NW4041 mileages with ELR: DAP. AB
(North end of crossover)	(1 03) 33 00		
Park South LC (MCB) Park South SB	33 06 33 06		
Park North LC (UWC & FP)	33 46	T	
(Start / end of diagram)	33 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	012	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

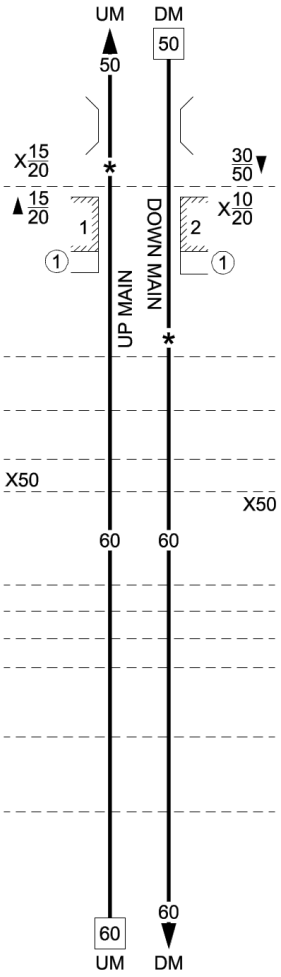
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	33	60			GSM-R AB Askam SB (AM)
	34	12	*		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 34m 40ch and 34m 60ch.
Askam LC (MCB)	35	03			
Askam SB	35	03			
ASKAM	35	06			Platform lengths: Askam. Up platform: 50 metres (55 yards). Down platform: 54 metres (59 yards).
(Crossover)	35	11			(1) Out of use platform area.
Johnson's No.2 LC (UWC)	35	31	T		
Dunnerholme Golf Course LC (FP)	35	55			
Heybank LC (FP)	35	66			
Dunnerholme LC (UWC) (FP, R/G-X)	36	21	T		
Guards No.1 LC (FP)	36	58			
Guards No.2 LC (UWC)	36	72			
Soutergate LC (UWC & FP)	37	00			
Lidgate LC (UWC & FP)	37	34	T		
Sandside / Gospel Hall LC (UWC & FP)	38	01			Foxfield SB (FD)
Kirkby-in-Furness Station LC (SBC)	38	14			
KIRKBY-IN-FURNESS	38	19			Platform lengths: Kirkby-in-Furness. Platform 1: 76 metres (83 yards). Platform 2: 69 metres (75 yards).
	38	20	*		
	38	26	*		(1) Out of use platform area.
from Kirkby Pool Viaduct (32 metres / 35 yards) to	38	44			
Kirkby Pool LC (FP)	38	46			
	38	46			
(Start / end of diagram)	38	52			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	013	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	08/02/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	38	52			GSM-R AB Foxfield SB (FD)
Angerton Hall LC (UWC)	38	59	T		
	38	60	*		
Angerton Hall No.2 LC (UWC)	39	75	T		
Angerton Hall No.3 LC (UWC)	40	14	T		
Skelly Crag LC (MCG)	40	24			
	40	32	*		
FOXFIELD	40	37			Platform lengths: Foxfield. Up platform: 79 metres (86 yards). Down platform: 77 metres (84 yards).
Foxfield SB	40	40	*		
Foxfield Farm LC (UWC & SBC)	40	41			① Out of use platform area.
	40	60	*		
Foxfield Viaduct (102 metres / 111 yards) from	41	06			
to	41	11			
Ladyhall LC (UWC & FP)	41	28	T		
High Shaw LC (UWC & FP)	41	42			
Holly Tree LC (UWC & FP)	42	10			
Dodd's LC (UWC)	42	19	T		
(Start / end of diagram)	42	24			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	014	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	08/02/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions
(Start / end of diagram)	42	24		
from	42	29		
Green Road Viaduct (57 metres / 62 yards)				
to	42	32		
	42	33	*	
Green Road LC (ABCL-X)	42	34		
GREEN ROAD	42	37		
	42	60	*	
Waltham Nurseries LC (UWC & FP)	42	62		T
Stone Cabin LC (UWC)	42	75		T
King LC (UWC)	43	06		T
Underhill LC (UWC & FP) (R/G-X)	43	12		T
Long Marsh LC (UWC)	43	56		T
Castle LC (FP)	43	65		
Castle Farm No.2 LC (UWC)	43	77		
Castle Farm No.1 LC (UWC)	44	05		T
Salthouse No.3 LC (UWC)	44	22		T
Salthouse No.1 LC (UWC)	44	46		T
(Start / end of diagram)	44	60		



GSM-R

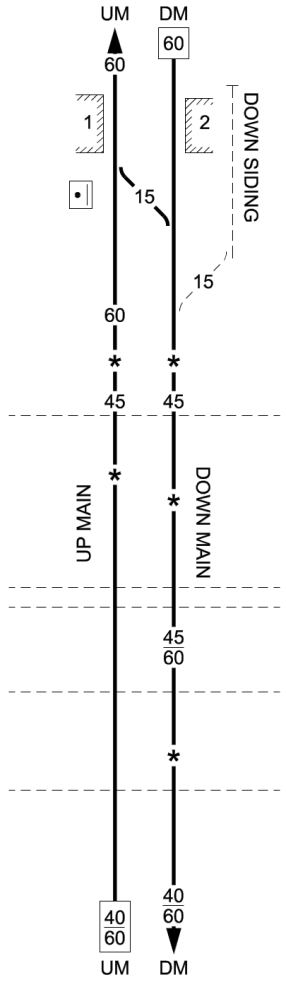
AB Millom SB (MM)

Green Road Viaduct (Br.106): maximum speed of 20mph applies to RA9/10 vehicles over this bridge on both lines - see Route Clearance table D5A.

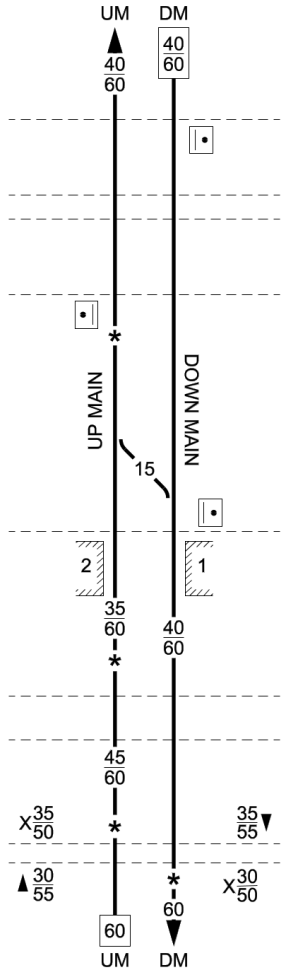
Platform lengths: Green Road.
Platform 1: 71 metres (78 yards).
Platform 2: 70 metres (77 yards).

(1) Out of use platform area.

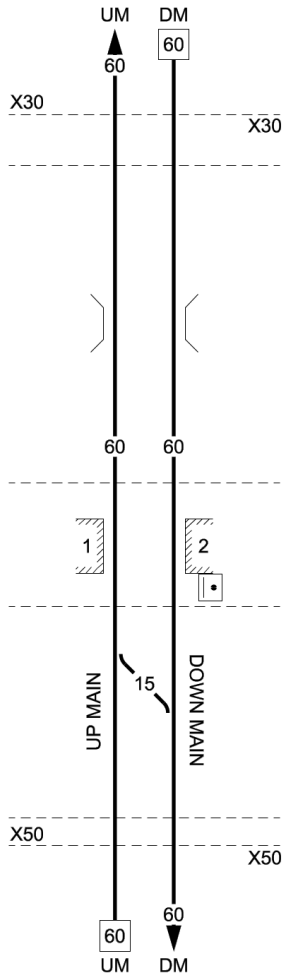
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	015	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	08/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	44 60		GSM-R AB Millom SB (MM)
MILLOM	45 01		Platform lengths: Millom. Up platform: 125 metres (137 yards). Down platform: 116 metres (127 yards).
Millom SB	45 07		
(Siding connection)	45 14		
	45 20 *		
Moor Farm No.1 LC (UWC & FP)	45 27	T	
	45 53 *		
	45 60 *		
Haverigg Cattle Crossing LC (UWC)	46 05	T	
Haverigg LC (AHBC)	46 05	T	Silecroft SB (ST)
Langthwaite LC (UWC)	46 16	T	
	46 27 *		
Hestham Hall LC (UWC)	46 32	T	
(Start / end of diagram)	46 60		

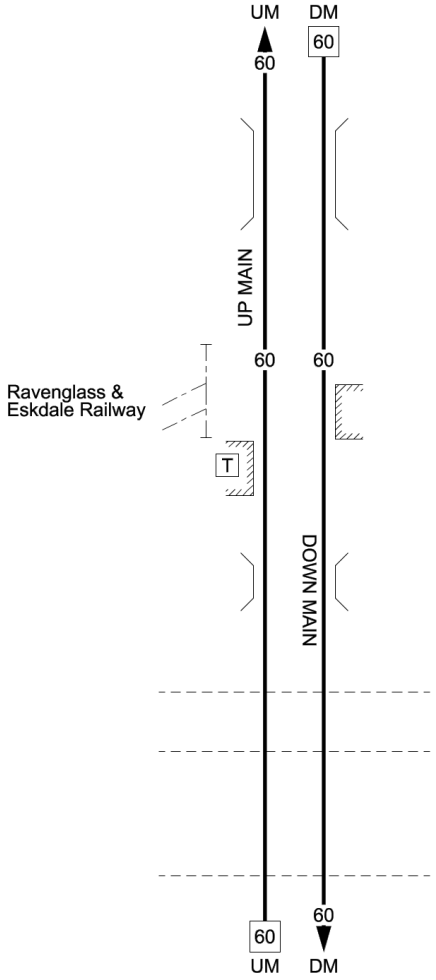
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	016	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	15/02/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	46	60		AB Silecroft SB (ST) GSM-R
Kirksanton LC (MCG) (Not block post)	47	08		
Taylors LC (UWC & FP) (Taylor Millers)	47	17	T	
Agnes LC (FP)	47	19		
Limestone Hall LC (MCG) (Not block post)	47	43		
	47	46 *		
(Crossover)	48	10		
Silecroft SB	48	12		
Silecroft LC (MCB)	48	12		Platform lengths: Silecroft.
SILECROFT	48	16		Platform 1: 46 metres (50 yards). Platform 2: 46 metres (50 yards).
	48	28 *		
Silecroft Footpath LC (FP)	48	49		
Woodhouse No.1 LC (UWC)	48	79	T	
	49	54 *		
Whitbeck Cattle Crossing LC (UWC)	49	55	T	
Whitbeck LC (ABCL-X)	49	55	T	
	49	56 *		
(Start / end of diagram)	50	00		

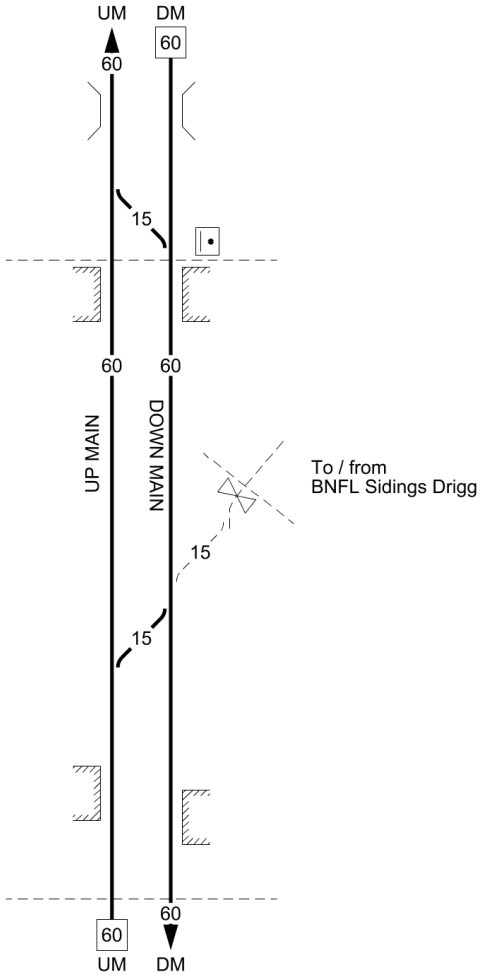
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	017	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	15/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	50 00		AB Silecroft SB (ST) GSM-R
Moss (Tip) LC (UWC & FP) (R/G-X)	50 13	T	
Stangrah Farm LC (UWC)	50 27	T	
			Bootle SB (BE)
Bootle Beck Viaduct (54 metres / 59 yards) from	51 68		
to	51 71		
Bootle Footpath LC (FP)	53 22		
BOOTLE (CUMBRIA)	53 34		Platform lengths: Bootle (Cumbria). Platform 1: 99 metres (108 yards). Platform 2: 102 metres (112 yards).
Bootle SB	53 37		
Bootle LC (MCG)	53 37		
(Crossover)	53 49		
Cart Gate LC (FP)	55 06		
Middleton Place LC (UWC & FP)(R/G-X)	55 15	T	
(Start / end of diagram)	56 00		

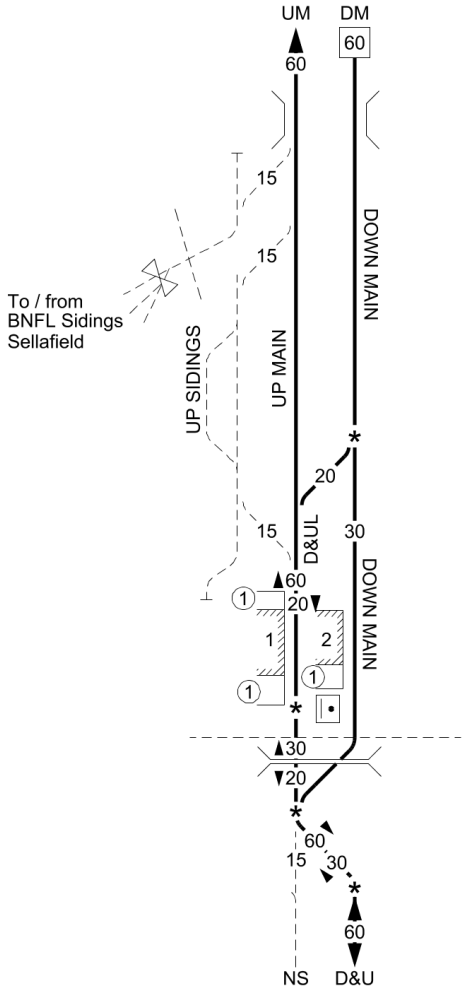
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	018	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	56 00		GSM-R AB — Drigg SB (DG)
from	56 43		
Eskmeals Viaduct (287 metres / 314 yards)			
to	56 58		
(Ravenglass & Eskdale Railway start / end adjacent to main line)	57 69		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 57m 40ch and 57m 50ch.
RAVENGLASS FOR ESKDALE	57 79		Platform lengths: Ravenglass for Eskdale. Up platform: 94 metres (103 yards). Down platform: 93 metres (102 yards).
			Telephone provided on the Up platform, connected to Sellafield SB.
from	58 10		
Ravenglass Viaduct (66 metres / 72 yards)			
to	58 14		
Saltcoats Field LC (UWC)	58 31		
Saltcoats LC (MCB-CCTV)	58 49		
Hall Carleton LC (UWC)	59 25	T	
(Start / end of diagram)	59 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	019	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	LNW North	03/10/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB — Drigg SB (DG)
Drigg Viaduct (56 metres / 61 yards) from	59 50		Drigg Viaduct (Br.151): maximum speed of 30mph applies to loco-hauled trains and RA9/10 vehicles over this bridge on both lines - see Route Clearance tables.
to	59 53		
(Crossover)	59 78		
Drigg SB	59 79		
Drigg LC (MCG)	59 79		
DRIGG	60 02		Platform lengths: Drigg. Up platform: 85 metres (93 yards). Down platform: 84 metres (92 yards).
			Sellafield SB (SD)
		To / from BNFL Sidings Drigg	BNFL: British Nuclear Fuels Ltd.
(Siding connection)	60 40		
(Crossover)	60 45		
SEASCALE	62 13		Platform lengths: Seascale. Up platform: 73 metres (80 yards). Down platform: 67 metres (73 yards).
Seascale Golf Course LC (FP)	63 05		

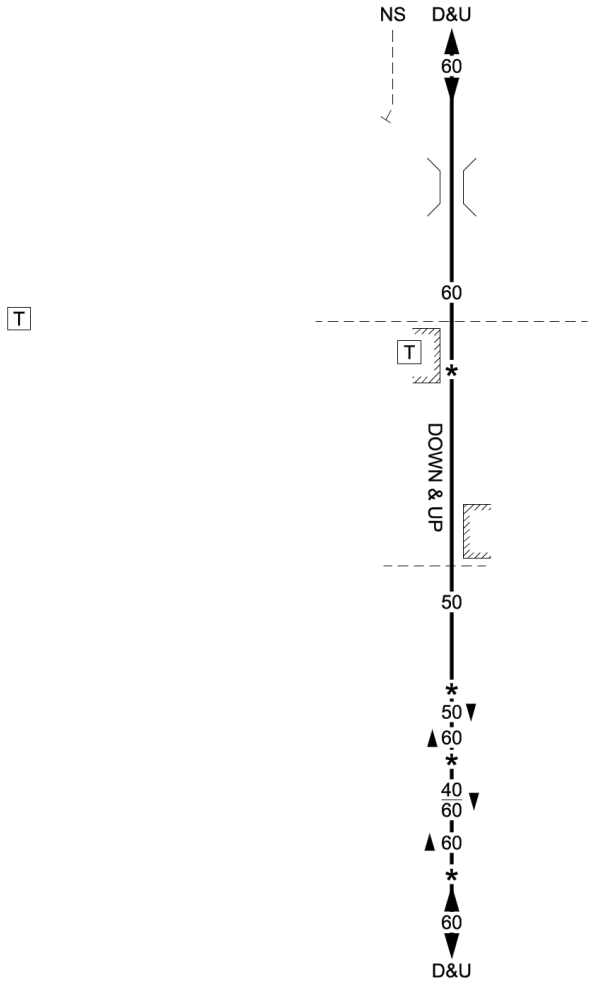
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	020	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	LNW North	28/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Sellafield SB (SD)
from Calder Viaduct (56 metres / 61 yards) to (Siding connection)	63 31 63 33 63 34		
(NR boundary on siding) (Up Sidings connection) (Level crossing on siding)	63 38 63 38 63 39		
	63 59 *		Up Sidings standage: 352 metres (385 yards).
SELLAFIELD	63 72		Platform lengths: Sellafield. Platform 1: 71 metres (78 yards). Platform 2: 50 metres (55 yards). (1) Out of use platform area.
Sellafield SB Sellafield Station LC (UWC) Br.167B	63 76 * 63 77 63 79		ET
	64 03 *		Br.167B - see Local Instructions.
	64 08 *		D&U: Down & Up. NS: North Siding. North Siding standage: 353 metres (386 yards).

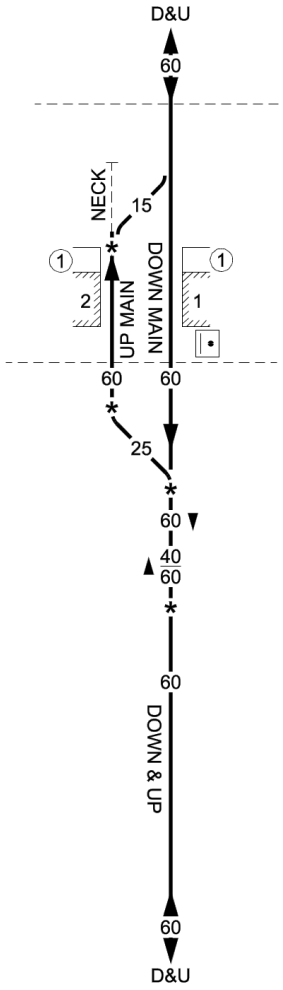
BNFL: British Nuclear Fuels Ltd.

D&UL: Down & Up Loop.

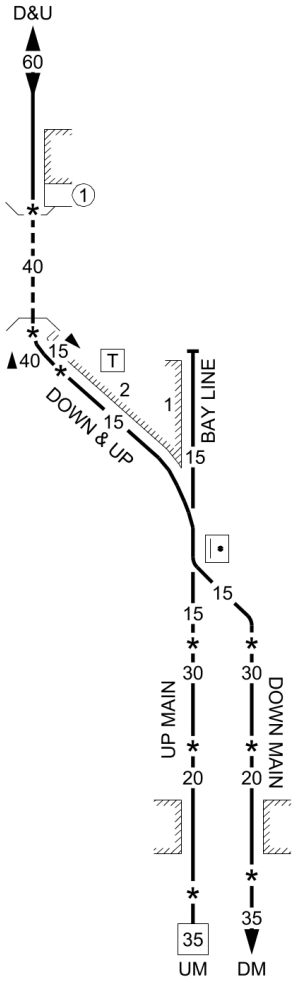
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	021	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	15/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	64 20		GSM-R ET Sellafield SB (SD)
(End of North Siding)	64 27		D&U: Down & Up. NS: North Siding.
Ehen Viaduct (37 metres / 40 yards) from	64 35		North Siding standage: 353 metres (386 yards).
to	64 37		Ehen Viaduct (Br.169): maximum speed of 20mph applies to RA9/10 vehicles over this bridge - see Route Clearance table D5A.
Braystones LC (UWC & FP)	65 74	T	
BRAYSTONES	65 76 65 77 *	T *	Platform length: Braystones. 68 metres (74 yards). Telephone at Braystones connects to Sellafield SB.
			St Bees SB (SB)
NETHERTOWN	67 35		Platform length: Nethertown. 51 metres (56 yards).
Nethertown Station LC (SBC)	67 36		
	69 17 *	*	
	69 20 *	*	
	69 47 *	*	
(Start / end of diagram)	69 53		

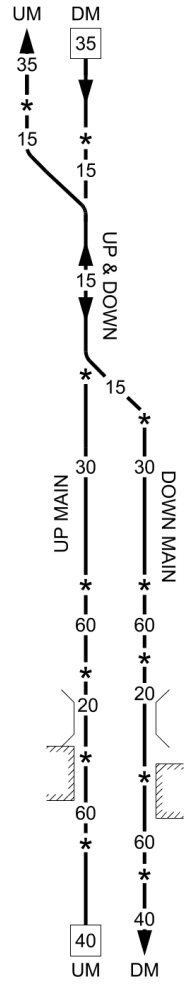
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	022	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	69	53		GSM-R ET — St Bees SB (SB)
Sea Mill LC (FP)	69	59		
(End of Neck)	70	09		D&U: Down & Up.
(Crossover)	70	11		
	70	14 *		Platform lengths: St Bees. Platform 1: 107 metres (117 yards). Platform 2: 102 metres (112 yards).
ST BEES	70	18		
St Bees SB	70	22		① Out of use platform area.
St Bees LC (MCB)	70	22		
	70	28 *		Up Main crossing loop standage: 218 metres (238 yards).
	70	34 *		
	71	09 *		Bransty SB (BY) (From approx. 71m 20ch).
(Start / end of diagram)	73	00		Exceptionally Poor Rail Adhesion: Down & Up line between 72m 50ch and 72m 60ch.

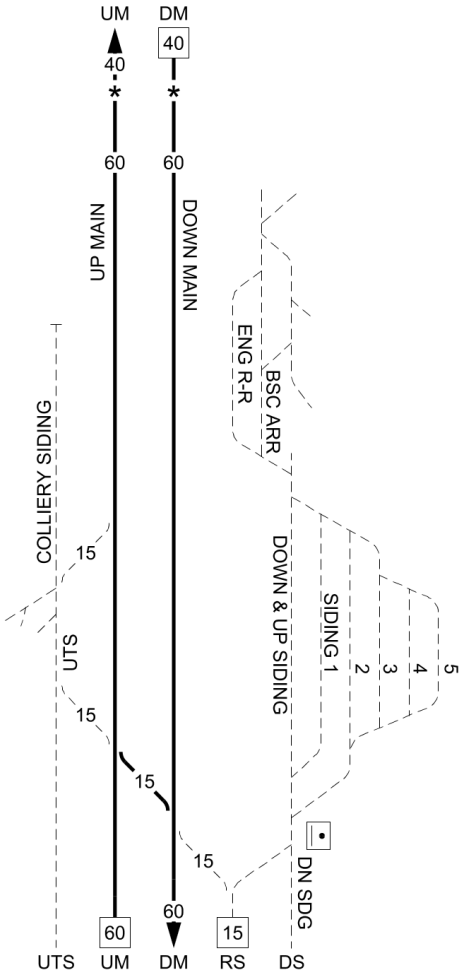
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	023	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1 CBC2	LNW North	28/09/2019

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				GSM-R ET Bransty SB (BY) D&U: Down & Up.
CORKICKLE	73 78			Platform length: Corkickle. 56 metres (61 yards).
from	74 03	*		(1) Out of use platform area.
Whitehaven Tunnel (1173 metres / 1283 yards)				Token instrument located on Platform 2 at Whitehaven station.
to	74 61			
	74 62	*		Platform lengths: Whitehaven. Platform 1: 101 metres (110 yards). Platform 2: 84 metres (92 yards).
(Buffer stops) (CBC2 mileage)	0 07			
	74 63	*		
WHITEHAVEN	74 66			PP authorised in Platform 1. PP-C authorised in Platform 2 in the Up direction only.
(Bay Line connection)	74 72		CBC1	AB
Change of mileage & ELR	0 15		CBC2	
Bransty SB (and single / double line connection)	0 16			(Absolute Block working applies to / from Whitehaven).
				Bay Line has ELR: CBC2.
	0 26	*		
	1 14	*		
PARTON	1 33			Platform lengths: Parton. Up platform: 103 metres (113 yards). Down platform: 100 metres (109 yards).
	1 39	*		
	1 40	*		

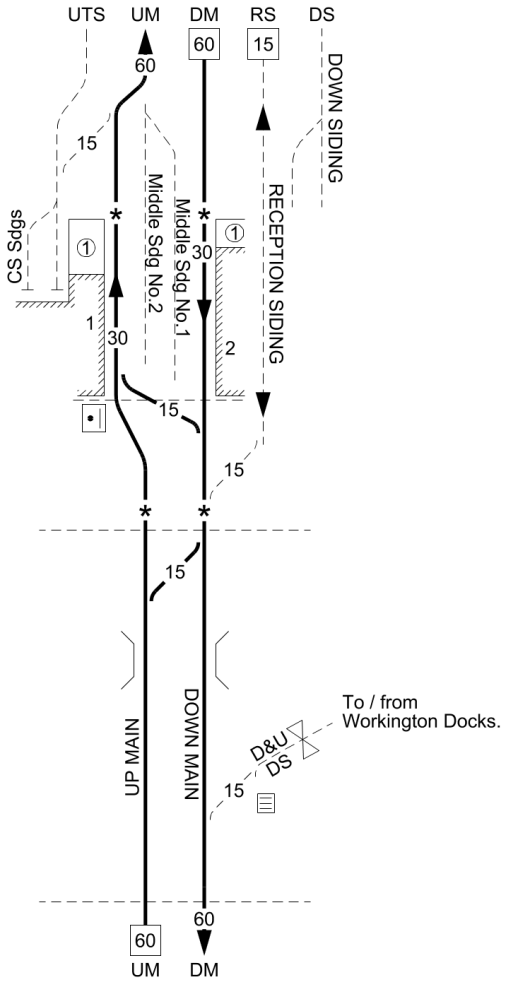
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	024	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC2	LNW North	28/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Bransty SB (BY)
	1 64 *		
	1 68 *		
Parton South Jn	1 72		
Parton North Jn	2 55 *		
	2 57 *		
	4 00 *		
	4 39 *		
	4 40 *		
Harrington Viaduct (92 metres / 101 yards) from	4 42		
to	4 47		
	4 48 *		
HARRINGTON	4 50 *		Platform lengths: Harrington. Up platform: 118 metres (129 yards). Down platform: 119 metres (130 yards).
	4 70 *		
	4 76 *		

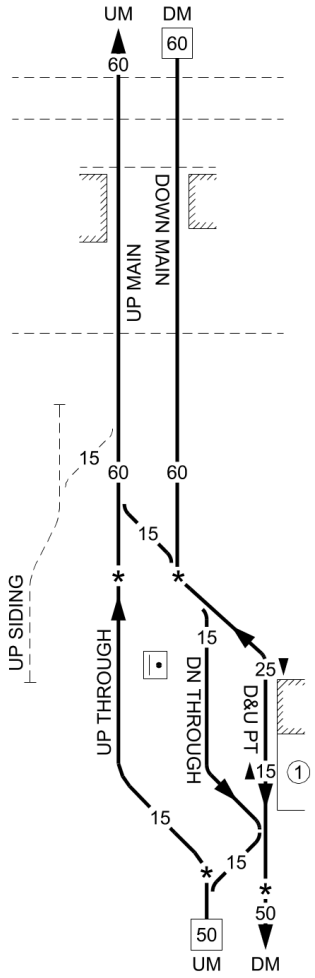
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	025	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC2	LNW North	28/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	5 30 *		AB Workington Main No.2 SB (WN2) GSM-R
(Colliery Siding buffer stops)	6 06		
(Connection to Up Main)	6 31		ENG R-R: Engine Run Round. BSC ARR: B.S.C. Arrivals. UTS: Up Through Siding. RS: Reception Siding. DS: Down Siding.
(Crossover between main liines)	6 51		
Workington Main No.2 SB	6 53		AB (PF) - Permissive Block - applies on the Reception Siding in both directions.

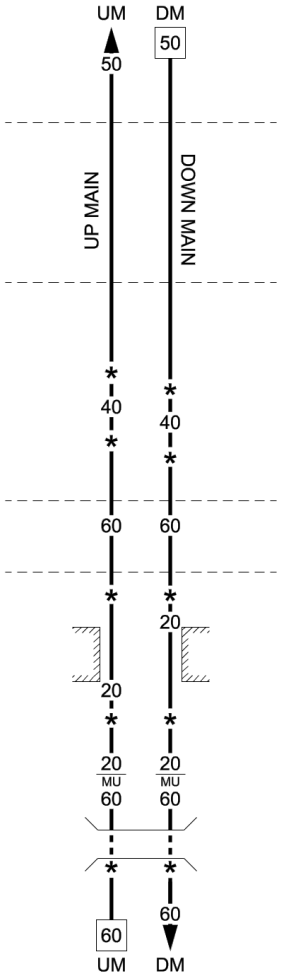
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	026	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC2	LNW North	10/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AB Workington Main No.2 SB (WN2) GSM-R
(Carriage Shed Sidings connection)	6 58		AB (PF) - Permissive Block - applies on the Reception Siding in both directions.
	6 64 *		① Out of use platform area.
WORKINGTON	6 69		Workington Main No.3 SB (WN3)
Workington Station LC (SBC) Workington Main No.3 SB	6 74 6 74		Platform lengths: Workington. Platform 1: 101 metres (110 yards). Platform 2: 108 metres (118 yards).
(Reception Siding connection)	6 78		
	7 00 *		UTS: Up Through Siding. CS Sdgs: Carriage Shed Sidings.
Merchants Quay LC (UWC)	7 01		
(Crossover)	7 03		
Derwent Viaduct (124 metres / 136 yards) from	7 12		
to	7 18		
(Gates)	7 26		D&U DS: Down & Up Dock Siding. Down & Up Dock Siding has ELR: CBC2.
Dock Branch G.F. Derwent Jn	7 30 7 31	Ⓢ T	GF released from Workington Main No.3 SB.
Thames Board LC (FP)	8 37		

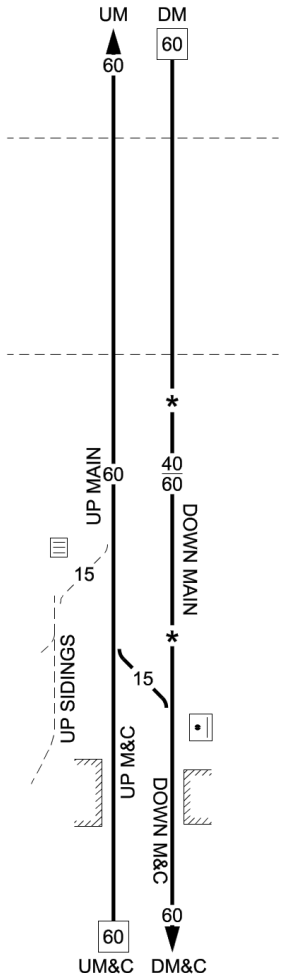
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	027	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC2 CBC3	LNW North	03/10/2020

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R AB Maryport Station SB (MS)
Lowca Lane LC (FP)	8	52		
St Helens Halt LC (FP)	9	42		
Flimby Station LC (SBC)	10	39		
FLIMBY	10	42		Platform lengths: Flimby. Up platform: 74 metres (81 yards). Down platform: 45 metres (49 yards).
Maryport LC (CCTV)	12	04	T	
Change of ELR and mileage	12	05	CBC2	
	0	00	CBC3	
(Buffer stops)	0	04		
(Siding connection)	0	07		
	0	15 *		D&U PT: Down & Up Platform.
Maryport Station SB	0	21		Platform length: Maryport. Up direction: 102 metres (112 yards). Down direction: 102 metres (112 yards).
(Buffer stops)	0	22		
MARYPORT	0	27		
				Up Siding: 264 metres (289 yards). Down Through: 198 metres (216 yards). Down & Up Platform: 160 metres (175 yards). (1) Out of use platform area.
	0	36 *		
	0	37 *		

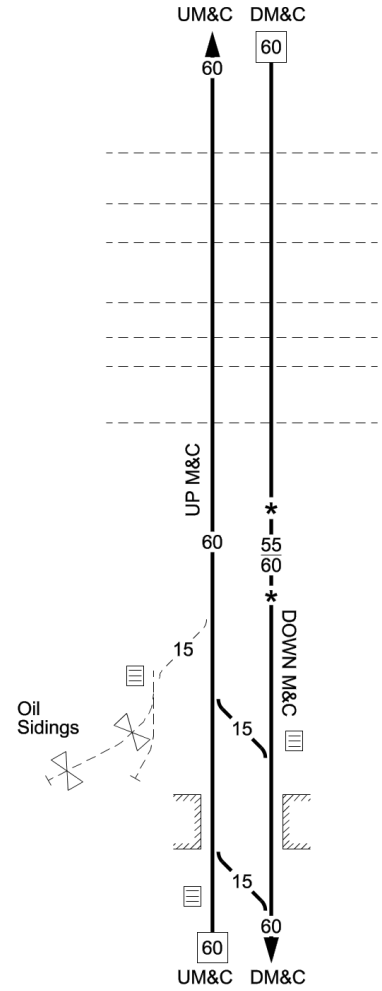
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	028	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC3	North West	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 40		AB Maryport Station SB (MS) GSM-R Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 0m 40ch and 3m 70ch. Maximum speed of 30mph applies to RA9/10 vehicles on the Down Main only, between 2m 40ch and 3m 20ch - see Route Clearance table D5A.
Birkby Mill LC (UWC)	1 20		
Roseghyll LC (UWC)	3 47	T	
	4 15 *		
	4 16 *		
	4 28 *		
	4 29 *		
Watergin LC (FP)	5 17		
Aspatria West LC (FP)	7 49		
	7 58 *		Platform lengths: Aspatria. Up platform: 104 metres (114 yards). Down platform: 104 metres (114 yards). Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 7m 60ch and 7m 70ch.
ASPATRIA	7 64		
	7 68 *		
Aspatria Tunnel (51 metres / 56 yards) from	8 37		
to	8 40 *		
(Start / end of diagram)	9 00		

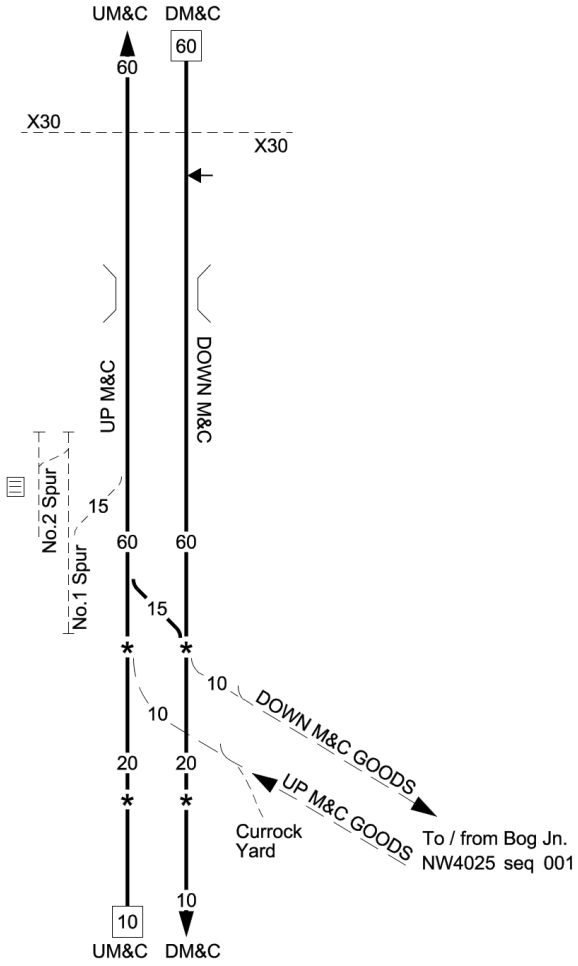
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	029	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC3	North West	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	9 00		AB Maryport Station SB (MS) GSM-R
Heathfield LC (UWC)	9 76	T	Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 9m 00ch and 9m 30ch. Heathfield LC telephones connect to Maryport Station SB.
			Wigton SB (WN)
Brick Kiln Lane LC (UWC)	14 60	T	Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 13m 10ch and 15m 60ch.
	14 77 *		
Wigton G.F.	15 67	S T	GF released from Wigton SB.
	15 79 *		TCB
(Crossover)	16 02		
Wigton SB	16 05		
WIGTON	16 20		Platform lengths: Wigton. Up platform: 69 metres (75 yards). Down platform: 51 metres (56 yards).
			NB: "M&C" is NOT an abbreviation in the context of these line names.
(Start / end of diagram)	18 00		

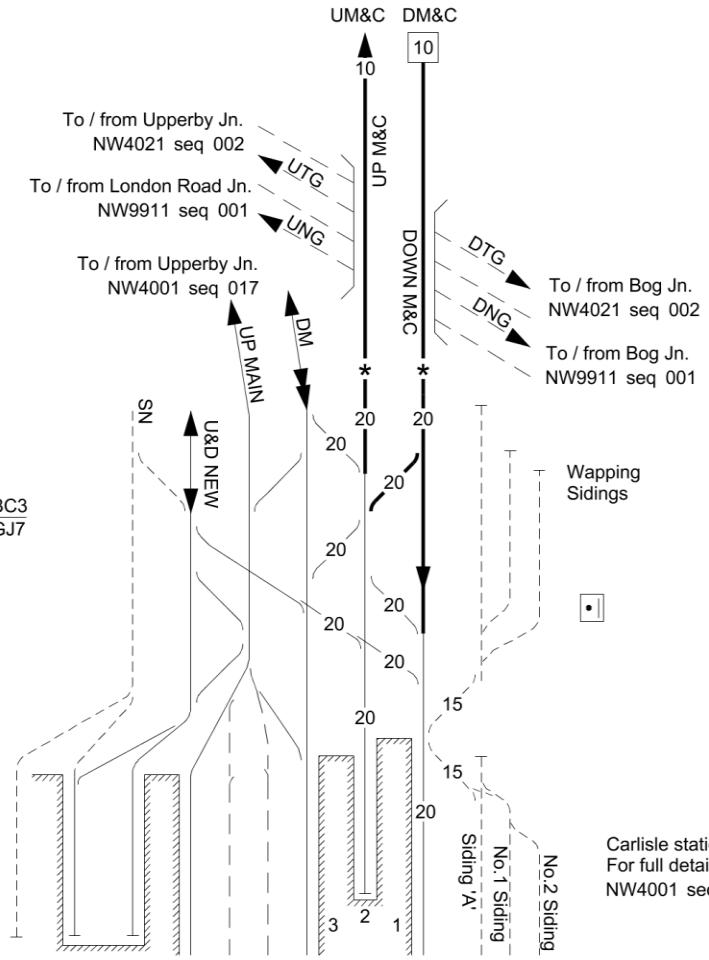
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	030	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC3	North West	11/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	18	00		GSM-R TCB — Carlisle PSB (CE) Panel B (Station) Carlisle PSB signalling area starts / ends at approx. 18m 00ch.
Grahams Halt LC (FP)	18	31		Maximum speed of 30mph applies to RA9/10 vehicles on the Up M&C line only, between 19m 00ch and 18m 20ch - see Route Clearance table D5A.
Woodside LC (UWC)	18	79	T	
Parkhouse LC (UWC)	19	22	T	
Carrs LC (UWC)	19	69	T	NB: "M&C" is NOT an abbreviation in the context of these line names.
Dalrymple LC (UWC)	20	08	T	
Rothery LC (UWC)	20	21	T	
West Curthwaite LC (FP)	21	11		Maximum speed of 30mph applies to RA9/10 vehicles on the Up M&C line only, between 22m 00ch and 21m 40ch - see Route Clearance table D5A.
	22	40 *		
	23	22 *		
Dalston Oil Depot GF	23	28	S T	
Dalston Station No.1 GF	23	35	T	
DALSTON (CUMBRIA)	23	43		Platform lengths: Dalston. Up platform: 102 metres (112 yards). Down platform: 102 metres (112 yards).
Dalston Station No.2 GF	23	48	T	
(Start / end of diagram)	23	60		Exceptionally Poor Rail Adhesion: Up M&C and Down M&C lines between 23m 40ch and 24m 10ch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	031	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC3	North West	11/05/2024

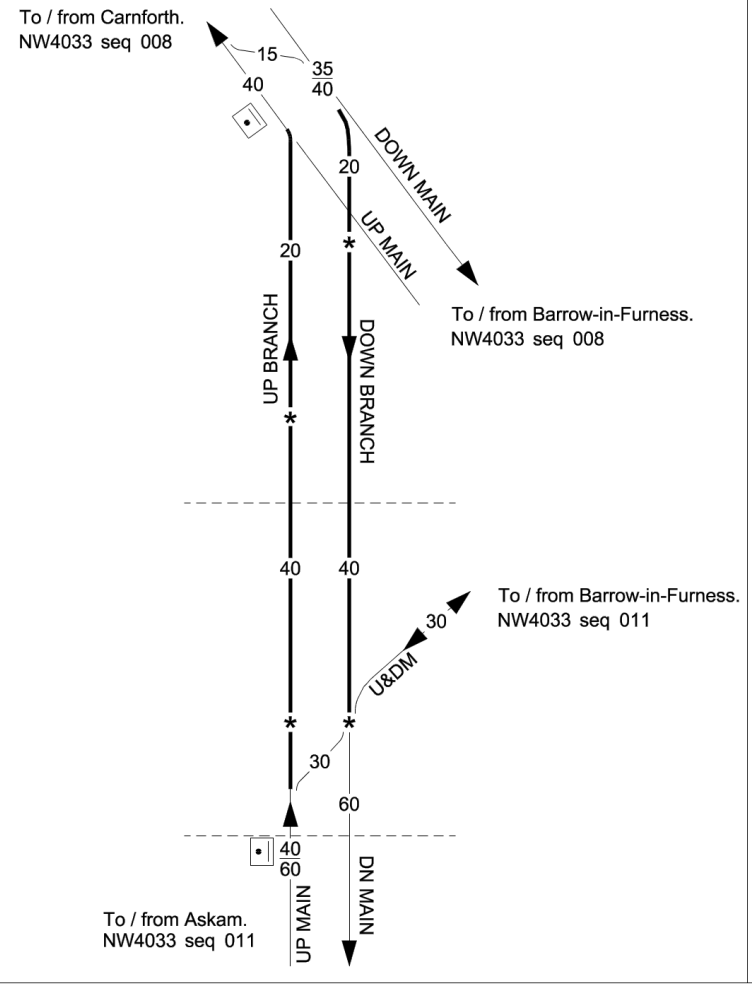
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	23	60			GSM-R TCB — Carlisle PSB (CE) Panel B (Station) Exceptionally Poor Rail Adhesion: Up M&C and Down M&C lines between 23m 40ch and 24m 10ch.
Low Mill LC (R/G-X & FP)	24	25		T	
Low Mill HABD	24	33			Low Mill LC: overlay miniature stop lights provided for vehicular traffic.
Cummersdale Viaduct (77 metres / 84 yards) from	25	58			
to	25	62			NB: "M&C" is NOT an abbreviation in the context of these line names.
(Buffer stops)	26	56			Exceptionally Poor Rail Adhesion: Up M&C and Down M&C lines between 26m 00ch and 26m 10ch.
Currock GF	26	66		Ⓢ T	
(Crossover)	26	72			
(Buffer stop)	26	73			
Currock Jn	26	74	*		
	27	20	*		Exceptionally Poor Rail Adhesion: Up M&C and Down M&C lines between 27m 10ch and 27m 20ch.
(Start / end of diagram)	27	30			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	032	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC3 CGJ7	LNW North	28/09/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Intersection bridge)	27	40		GSM-R TCB — Carlisle PSB (CE) Panel B (Station) NB: "M&C" is NOT an abbreviation in the context of these line names. DTG: Down Through Goods. UTG: Up Through Goods. DNG: Down Newcastle Goods. UNG: Up Newcastle Goods. U&D NEW: Up & Down Newcastle. SN: Shunting Neck. DM: Down Main. AC: Cathcart AC overhead electrification provided on the Up Main and Down Main lines and connections to / from Platforms 1 and 3. NOT provided in Bay Platform 2 and in Wapping Sidings. Wapping Siding buffer stop mileage shown is the mileage of the adjacent Down M&C line (ELR: CBC3). Note: Wapping Sidings have ELR: CGJ7 for their entire length. NOTE: Not all details shown in the Carlisle station area. AWS magnets not provided for Carlisle station signals.
	27	43 *		
(Wapping Siding buffer stop - see Note)	27	45		
Carlisle South Jn	27	49	CBC3	
(Change of mileage & ELR)	68	67	CGJ7	
Carlisle PSB	68	69		
CARLISLE	69	09		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4041	001	Dalton Jn to Park South Jn	DAP	North West	18/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Crossover)	(24 34)		
Dalton Junction SB	(24 37)		
Dalton Jn	(24 38)		
	0 00		
	0 06 *		
	0 31 *		
Goldmire Quarry LC (UWC)	0 58	T	
Park South Jn	0 79		
	(32 77) *		
(North end of crossover)	1 03		
	(33 00)		
Park South LC (MCB)	(33 06)		
Park South SB	(33 06)		



GSM-R

AB Dalton Junction SB (DJ)

Mileages in brackets ( ) are NW4033 mileages with ELR: CBC1.

Exceptionally Poor Rail Adhesion:
Up Branch and Down Branch lines between 0m 10ch and 0m 20ch.

Park South SB (PS)

U&DM: Up & Down Main.

Mileages in brackets ( ) are NW4033 mileages with ELR: CBC1.

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NW4001 (PRESTON RIBBLE JN TO COVE L.C.)

From	To	Type of Train	Line(s)	Remarks
Farington Jn (signal PN.46)	Preston Ribble Jn (in rear of signal PN.84)	Coaching stock	Down slow/Down goods/Up goods	Propelling of single vehicles authorised
Preston Ribble Jn (signal PN.84)	Farington Jn (in rear of signal PN.46)	Coaching stock	Up goods/Up slow/Down slow	Propelling of single vehicles authorised
Preston Station	Preston Ribble Jn (in rear of signals PN.77/78/79)	Any	All	Propelling authorised
Preston Ribble Jn (signals PN.77/78/79	Preston Station	Any	All	Propelling authorised
Preston Station	Preston Flyde Jn (in rear of signals PN.142/144/145/147/153)	Any	All	Propelling authorised
Preston Fylde Jn (signals PN.142/144/145/147/153)	Preston Station	Any	All	Propelling authorised
Carnforth Station	Carnforth Down Sidings and Up & Down Goods Loops (rear of signals PN283 / PN284 / PN285 / PN286)	Passenger & Freight	Down Furness Goods	Propelling authorised
Carlisle station (platforms 1, 3 or 4 and ‘B’ or ‘C’ goods)	Upperby Jn (rear of signal CE.275)	Coaching stock	Up main/Up Through goods	Propelling of single vehicles authorised
Carlisle station (platforms 1, 3 or 4 and ‘B’ or ‘C’ goods)	London Road Jn (rear of signal CE.404)	Coaching stock	“Up & down” Newcastle/Down Newcastle	Propelling of single vehicles authorised
Carlisle North Jn (rear of signals CE.335 and CE.336)	Carlisle South Jn (rear of signals CE.288/291/295/408)	Coaching stock	Siding ‘A’/Platform 1, 3 or 4/’B’ and ‘C’ goods	Propelling authorised

Dated: 11/07/2020

From	To	Type of Train	Line(s)	Remarks
Carlisle Yard	Currock Jn	Crippled vehicles	Up	Working in accordance with the *'Working of trains not fitted throughout with the continuous brake*' instructions in the General Section of this Appendix authorised

Dated: 07/10/06

NW4033 (CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW))

From	To	Type of Train	Line(s)	Remarks
Carnforth North Sidings	Carnforth North Jn (rear of signals PN.283/284/285/286)	Freight	Up Furness	Propelling authorised for trains up to 122m (399 ft) in length in clear weather only

Dated: 07/10/06

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NW4001 - PRESTON RIBBLE JN TO COVE L.C.

PRESTON

Relief of traincrew working passenger and empty coaching stock trains not booked to stop at Preston station, and provision of conductor driver/guards. Relief of traincrew and the provision of conductors will be made at Preston station, all traincrew must report to the signing on point before relieving and after being relieved.

Drivers of all trains stopping for relief must bring their trains to a stand at the following signals in order to ensure clearing the connections in rear of the train:

Up trains

PN115, PN114, PN113, PN112, PN107, PN106, PN105, PN104.

Down trains

PN134, PN133, PN132, PN131, PN127, PN126, PN125, PN124, PN123.

Preston station. Passenger trains having come to a stand at any portion of the platform must not be moved again until proper warning has been given to passengers who may be getting in or out of, or near the train.

Drivers of trains or shunting movements having brought their train to a stand at any portion of the platform, must obtain permission from the person in charge of the platform before making any further movement.

Cleaning of windscreens. If a driver requires the locomotive/unit windscreen cleaning at Preston station the driver must give prior notice at the last calling point, or in extreme emergency at the first signal in the Preston signal box control area. The GSM-R equipment must be used to give notice. The train will be routed to platform 3, 4, 5 or 6 and must proceed to the platform exit signal concerned for the cleaning to be carried out.

Before cleaning commences, the driver must fully apply the automatic brake and in the case of electric traction, lower the pantograph.

On completion of cleaning, the driver must obtain an assurance from the cleaner that the work has been completed and any materials are clear. In the case of electric traction, the pantograph must not be raised until this assurance is received.

The driver must advise the signaller at Preston signal box when cleaning is complete.

Down & Up Goods Loop (Parcels Platform), stabling of trains. It is permitted to stable electric or diesel multiple units coupled together on the Down & Up Goods Loop (Parcels Platform line) at Preston Station. This authorisation only applies overnight between the last train of the day and the first train of the following day. It is only allowed by prior arrangement for engineering works or other circumstances.

The Driver must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train for the duration of time the train is stabled.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Dated: 07/12/2024

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

PRESTON CROFT STREET SIDINGS

Preston Croft Street Sidings, located in front of Preston PSB, may be used as a light servicing depot. A Person in Charge will be appointed to operate the site. To support this, a fold down "STOP" board will be placed in the 4-foot beyond ground position light signal PN138 at the entry to Croft Street Sidings. This fold down "STOP" board will form part of the protection for the sidings.

During the times when Preston Croft Street Sidings are being operated, the following will apply:

South End Arrivals

The Signaller will advise the Driver of the ECS movement, prior to departure from Preston station, that there is a Person in Charge on duty at Preston Croft Street Sidings.

The Signaller will signal the ECS movement towards Preston Croft Street Sidings as per existing arrangements.

The Person in Charge will operate the necessary hand points.

The Person in Charge will meet the train at the fold down "STOP" Board.

The Driver will stop at the fold down "STOP" Board and obey instructions from the Person in Charge.

South End Departures

There will be a sign on the pedestrian access gate denoting that a Person in Charge is on duty.

The Driver will report to the Person in Charge.

The Person in Charge will operate the necessary hand points and give the Driver permission to proceed to the "STOP & TELEPHONE" stop board on approach to ground position light signal PN143 controlling south end departures from the sidings.

The Driver will contact the Signaller from the "STOP & TELEPHONE" stop board for further instructions.

North End Arrivals & Departures

During the times of operation, north end arrivals and departures on and off Preston Croft Street Sidings will not be authorised and the points will be secured in the direction of the Shunting Line.

The Person in Charge can be contacted on 07980 999 779.

When the Person in Charge is not on duty

When the Person in Charge is not on duty, the sidings revert to network sidings; any movements requiring to access / egress Croft Street Sidings will be after a clear understanding between the Signaller and Driver has been reached.

Dated: 10/09/2016

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

LANCASTER

The driver of a down train conveying 11 or more coaches which is to stop at Lancaster station must bring the train to a stand with only the locomotive beyond the end of the platform.

Dated: 19/12/2020

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

OXENHOLME

An electrically powered movement which requires to set back beyond position light signal CE.41, must not exceed 100 metres (328 feet) in length unless arrangements are made to ensure that the driver will not bring the movement to a stand with the pantograph in the neutral section on the Up Main line at 18m 42ch.

Dated: 24/05/09

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

Shap Summit GF

Vehicles placed in the up siding must whenever possible be placed beyond the board lettered '9 feet clearance'.

Vehicles must not be stabled on the down siding for any purpose other than running round or proceeding to the quarry.

A block train of empty wagons for the quarry must be drawn into the reception sidings and brought to a stand clear of the connection to the private siding. The person in charge of the movement (PIC) must then request permission from the quarry staff, using the telephone at the 'Stop & Telephone' board, for the movement to enter the private siding.

Before giving permission for the movement to proceed, the quarry staff will ensure that the road barrier is lowered and locked and that the siding is clear. The PIC will then be handed two shunting radios and cards of instructions and the key to the road barrier. One of the radio handsets and card of instructions must be handed to the driver.

When permission has been given for the movement to proceed, the train may propel into the siding for loading, all movements being controlled by radio on instruction from the quarry staff.

On completion of loading, the train must return to the reception sidings and the guard must return the radios, cards of instructions and road barrier key to the quarry staff in the weighbridge office.

Dated: 07/10/06

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

Eden Valley

Under no circumstances can trains be left stabled or unattended in the Up Goods Loop.

Dated: 04/06/07

NW4001 PRESTON RIBBLE JN TO COVE L.C.

PENRITH – NEWTON/CURRIE OHNS

When there is major disruption and/or alternative electrical feeding arrangements are in operation at any feeder station within the above area, there is a risk that this can cause excessive power draw on the OLE: When this issue arises, drivers will receive the following message relevant for the area affected on the day via GSMR:

"***This is a general broadcast from the Signaller at Edinburgh WS4 / Carlisle SB / Motherwell SC. Drivers of 390 trains, could you please ensure that no more than power notch 3 is used between neutral section x and neutral section y where possible. Out"***

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

Dated: 27/12/2022

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NW4001 - PRESTON RIBBLE JN TO COVE L.C.

CARLISLE

Carlisle station - steam-hauled trains. The following method of work must be applied whenever it is necessary to attach or detach the locomotive of a steam-hauled train, including occasions when a reversal of direction is to take place. This method of work does not replace any requirements of the Rule Book.

1.1 If it is thought that crowds on platforms will prevent staff from carrying out these instructions safely, the person in charge (PIC) must arrange for portable barriers to be provided to create a safe working area.

1.2 The attaching / detaching of the locomotive must be under the control of one shunter for the entire operation with any one train. Assistance must not be given by other employees, or by private owners' representatives. All communications between the shunter and driver must be made using radios, if it is necessary to use handsignals they must be exchanged on the platform side of the locomotive only.

1.3 The PIC must ensure that the train has been secured by handbrakes, and then instruct the shunter to commence the locomotive change.

1.4 The shunter must detach the incoming locomotive (and support coach where provided), leaving the air brake pipe cock open or the vacuum brake pipe off the dummy coupling of the leading vehicle.

Whenever possible buck-eye couplers must be uncoupled from the non-platform side of the train. However, if it is necessary to carry out this task from the platform side, then the shunter must stand on the platform whilst any easing up takes place, and must only stand between the buffers and platform for the purpose of operating the uncoupling chain.

1.5 The shunter must then attach the forward locomotive (and support coach where provided) and instruct the driver to leave the automatic brake valve or brake controller in EMERGENCY until the braking system on the train vehicles has been changed from vacuum to air or vice versa.

1.6 The shunter must then release the brakes by pulling the appropriate release cords/rods, after which the air brake pipe cock must be closed or the vacuum brake pipe placed on the dummy coupling, and the driver advised that the changeover of the braking system has been completed.

1.7 After the brake changeover has been completed, the duty manager must ensure that the handbrakes are released, following which a satisfactory brake continuity test must be carried out.

Trains requiring to call at Carlisle, must, unless the locomotive requires water, come to a stand at signals CE.321, CE.323 or CE.324 in the down direction and signals CE.301, CE.303 or CE.304 in the up direction.

After a train or shunting movement has come to a stand at any portion of a platform it must not be moved again until authority has been received from the person in charge of the platform. Additionally, a passenger train must not be moved until proper warning has been given to passengers who may be getting in or out of or near the train.

The forward traincrew of all freight trains which have stopped in the station for any purpose must telephone the signaller as soon as they are ready to start, unless the signal concerned is already displaying a proceed aspect.

Stabling of vehicles. Vehicles may be stabled on 'B' and 'C' 'up & down' goods lines as required. It is not necessary for detonators to be placed on the line but a red light must be exhibited at each end of the stabled vehicles. The signaller must place reminder appliances on the exit button at each end of the line on which the vehicles are stabled and make appropriate entries in the Occurrence book when the vehicles are stabled and again when they are removed.

Shunting movements to the North Eastern shunting neck. If, when the shunter requests permission from the signaller at Carlisle signal box for a movement to be made to the North Eastern shunting neck, the neck is already occupied by other than stabled vehicles or locomotives, the shunter must advise the driver. If a movement is made after dark or during fog or falling snow, the shunter must then proceed on foot to the neck, The shunter must then authorise the driver to commence the movement in accordance with the requirements of the Rule Book.

Propelled movements of empty coaching stock must not be made from Upperby up through goods line (signal CE.275) to Carlisle station unless the guard rides on the leading vehicle and can operate the automatic brake whilst maintaining a satisfactory view of the line ahead.

Defective air suspension systems. The speed of any unit with a deflated air suspension bag must be reduced to walking pace prior to the train entering platforms 1 to 8 with caution.

Coupling of Class 15X units in No. 7 and 8 bays. Class 15X units must only be coupled at the location marked with a white line at right angles to the platform edge in the centre of the platforms adjacent to OLE Structure No. G481/41.

Dated: 09/12/2023

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

Kingmoor Jn

Up exchange sidings. When a movement is made to or from either group of the up exchange sidings the person in charge of the movement must, when the movement has arrived in the exchange sidings or has arrived on the up through sidings, reset the points for movements along the up through siding and advise the signaller at Carlisle signal box accordingly.

Dated: 07/10/06

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

Kingmoor Yard

Down Arrival line. When a train arrives at the 'Stop & Telephone' board on the Down Arrival line, the driver must immediately contact the Yard Manager at the amenity block who will instruct the driver in which of the Down Recess Sidings the train is to be placed. The driver must then ensure that the hand-points are set for the correct siding and that there is room for the whole of the train to be accommodated on the siding.

Down Departure line. When a train arrives at the 'Stop & Telephone' board on the Down Departure line, the driver must obtain the authority of the signaller at Carlisle signal box to proceed to signal CE.506. Upon arrival at signal CE.506 the driver must confirm that the train has arrived complete, then operate one of the 'Train arrived complete' plungers.

Up Arrival line. When a train arrives at signal UD.1, the driver must confirm that the train has arrived complete, then operate one of the 'Train arrived complete' plungers. The person in charge (PIC) at the Up Departure cabin must be advised by telephone of the description of the train. The PIC will tell the driver which line the train is to proceed to and will set the points before clearing the signal.

'B' Group Siding. The entrance to the 'B' Group Siding is via the Down Departure ground frame and only one movement is allowed to be in the siding at a time.

Dated: 02/06/07

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

Kingmoor Maintenance Depot

All non-Direct Rail Services staff (i.e. other TOCs, FOCs and Network Rail), on arrival at Kingmoor TMD by train are to contact the Duty Security Officer as soon as reasonably practicable on 01228 406 466.

All visitors must inform the Duty Security Officer of the names of individuals, company, service, reason for being on site and estimated time of departure.

If any non-Direct Rail Services staff are required to disembark from the train for a protracted period of time they are to attend the Security Gate house and obtain a visitors pass.

Dated: 02/06/2018

NW4003 - PRESTON FYLDE JN. TO DEEPDALE JN.

Preston Fylde Jn To Deepdale Jn

Preston Deepdale Branch. This line must not be used without the specific permission of the Network Rail Area Operations Manager.

Dated: 07/10/06

NW4007 – KIRKHAM NORTH JN TO BLACKPOOL SOUTH

Moss Side LC (ABCL)

Approaching the crossing in the Up direction (towards Kirkham): If one Drivers White Light fails to illuminate, the driver may proceed as normal.

If both Drivers White Lights fail to illuminate, Rule Book Module TW8, Section 4.4 applies. The authority to proceed over the crossing in accordance with this instruction also includes the authority to pass the Stop Board displayed on approach to the level crossing.

Approaching the crossing in the Down direction (towards Blackpool South): Rule Book Module TW8, Section 4.4 applies.

Dated: 28/08/2021

NW4011 - MORECAMBE SOUTH JN. TO MORECAMBE

Modified Working over the Down & Up Morecambe Line

During Modified Working over the Down & Up Morecambe line between Bare Lane Junction and Morecambe Station the drivers of trains returning from Morecambe must stop at either signal PN261 approaching Morecambe South Junction on the Down & Up Morecambe South Curve or signal PN266 approaching Hest Bank Junction on the Down & Up Morecambe North Curve and confirm to the signaller at Preston PSB that their train is complete with tail lamp.

Dated: 29/04/17

NW4011 - MORECAMBE SOUTH JN. TO MORECAMBE

Morecambe Jn GF

The key obtained from the key release instrument unlocks the 2-lever ground frame. The key will be released from the ground frame with the points in either the normal or reverse position after they have been locked by the facing point lock lever. For movements going to Heysham, the key must be retained and taken on the train to Heysham.

Dated: 29/04/17

NW4017 - MORECAMBE JN. TO HEYSHAM PORT

Morecambe Jn GF To HEYSHAM PORT

***Rule Book Module M2*.** When it is necessary to provide assistance to a failed train, the driver must advise the signaller at Preston signal box, giving the exact location of the failed train. Arrangements must be made for a Mobile Operations Manager with road transport to go to the failed train and take the driver and ground frame release key to Morecambe Junction GF. The driver of the failed train and the Mobile Operations Manager must then accompany the assisting locomotive.

Dated: 08/03/14

NW4017 - MORECAMBE JN. TO HEYSHAM PORT

Heysham Power Station Sidings GF

The line direction is down for trains proceeding to the Power Station and a maximum speed of **10 mph** applies in each direction.

Two AOCL crossings known as Heysham No. 1 AOCL and Heysham No. 2 AOCL, are provided on the Power Station line, 275 metres (300 yards) and 455 metres (500 yards) respectively from the connection with the 'Up & Down' Heysham Line.

At Heysham No. 1 AOCL in the down direction and at Heysham No. 2 AOCL in the up direction, all trains must be brought to a stand at the ‘Stop’ board approaching the crossing and the plunger operated to start the road traffic lights sequence.

Dated: 07/10/06

NW4019 - OXENHOLME TO WINDERMERE

OXENHOLME

The train staff when not in use is locked in a staff instrument located on Oxenholme station, platform 3.

The driver of a train requiring to proceed on to the single line must obtain the staff from the instrument and upon returning to Oxenholme must replace the train staff in the instrument and tell the signaller at Carlisle box.

Dated: 07/10/06

NW4019 - OXENHOLME TO WINDERMERE

BURNESIDE

Down trains booked to call at the station must come to a stand with the driving cab no further than the platform ramp at the Windermere end of the station. The drawing-up of trains for station duties beyond the ramp at the Windermere end of the station is prohibited.

Dated: 07/10/06

NW4019 - OXENHOLME TO WINDERMERE

STAVELEY

If an up train is detained at the stop signal at the end of Staveley station platform and the driver is unable to contact Burneside Higher Level Crossing gate box, the driver may pass the stop signal at Danger but must approach Staveley level crossing cautiously and not proceed over it until satisfied it is safe to do so.

Dated: 31/10/2020

NW4027 - CARLISLE YARD RECESS SIDINGS TO BRUNTHILL

Brunthill Branch Jn

Not more than one train is permitted on the Brunthill Branch siding and Brunthill Branch at any one time. A train staff is provided which, when not in use, is in the possession of the person in charge (PIC) of Carlisle Yard.

The driver of any train requiring to proceed towards Brunthill beyond the “Commencement of Staff Section” board, must obtain the train staff from the PIC. After the train has left the staff section the train staff must be returned to the PIC.

When it is necessary to take a possession of any part of the sidings, the person in charge of the engineering work must take the train staff and return it once the work is complete.

The train operator publishes other local instructions applicable to the working of the branch.

Dated: 07/10/06

NW4029 - MOSSBAND JN. TO BUSH - ON - ESK

Mossband Jn To Bush-on-Esk

Except in an emergency, only one train is allowed at a time on the Longtown siding between 814A points at Mossband Junction and the Stop and Telephone board at Gate 10 when exiting the MOD facility.

Between Mossband Junction and Bush-on-Esk No. 2 level crossing, trains must carry a tail lamp.

On arrival at the ‘Stop’ board approaching Bush-on-Esk No. 2 (AOCL+B) level crossing, the driver must telephone the MoD Traffic control tower for permission to proceed into the depot before operating the plunger to activate the road traffic signals and lowering of barriers. If the white light, adjacent to the crossing, does not flash, or it can be seen that the barriers have not lowered, then the driver must advise the MoD Traffic Control tower, by telephone, and not proceed over the crossing until an MOD police officer has arrived and stopped road traffic.

An MOD shunter will be stationed at Gaitle level crossing and no movement must be made over this crossing until the shunter gives permission for the driver to proceed.

If a train fails and requires assistance it must be protected in accordance with the requirements of *Rule Book Module M2*. Assistance protection should be provided on the Mossband Junction side.

When ready to depart Longtown MOD, train drivers must obtain authority from the Carlisle signaller before entering the siding line.

Dated: 21/07/2018

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

CARNFORTH

West Coast Railway Company siding. A shunter must be in attendance whenever a movement is made to or from the West Coast Railway Company siding. The shunter must come to a clear understanding with the West Coast Railway Company representative and the signaller at Carnforth Station Junction box before any movement takes place.

Dated: 29/07/2023

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

Salthouse Junction

If it is necessary for a shunting movement or a locomotive running round its train in the sidings at Salthouse Junction to proceed beyond the ‘Stop’ board, the ground frame release must first be obtained and the junction points reversed.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

BARROW-IN-FURNESS

Immediately a down train arrives in platform 1, provided it is complete with tail lamp, the guard must operate the 'Train arrived complete' plunger.

If an up train is brought to a stand at the up home 2 signal, the guard, or driver of a ‘driver only’ train, must immediately advise the signaller when the train has arrived complete with tail lamp using the telephone located 128 metres (240 yards) in rear of the signal.

Dated: 15/06/09

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

Saltcoats LC (MCB_CCTV)

Signals DG100 and DG101 are within the absolute block section between Drigg Signal Box and Bootle Signal Box. You must not take a line blockage from these signals, nor use them as protecting signals for a T3 possession.

Dated: 01/07/24

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

DRIGG

BNFL private sidings. When the indicator at the entrance to the run-round siding, siding 1 or 2, is not illuminated, the driver must stop the train and must not proceed until confirmation has been received from the BNFL Shunter that the points are set correctly.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

SELLAFIELD

Should there be a mishap or other occurrence which affects the structure of over-bridge 167B just north of Sellafield station, the signaller at Sellafield box must be advised as quickly as possible.

If there is any sign of leakage from the pipe carried by over-bridge 167B, no approach should be made within 45 metres (50 yards) on the windward side of the bridge except for essential rescue and first-aid work.

Clearance of stop signals *The provisions of Rule Book Module S7, Clause 2.1* are exempt at the down main home 1 and up main home 4 signals and these signals may be cleared before a train has been stopped or nearly stopped at them even if the next stop signal is at danger.

Dated: 07/12/13

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

SELLAFIELD To Carlisle South Jn

Where station platforms between Sellafield and Carlisle have short platforms, train guards must ensure that where the length of a train exceeds the available platform length, only doors adjacent to the platform are opened and passengers are advised of the arrangements for alighting.

Trains formed of more than 3 vehicles in public use and booked to call at Sellafield must be routed to the 'down & up' loop in either direction and guards must only release the doors at the No. 1 platform side for passengers to join/alight.

Dated: 13/06/15

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

HARRINGTON

Due to limited clearances traincrew are warned not to put their heads out when working through Harrington.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

WORKINGTON

Working into the down yard. A single white light, which may be used to assist with set-back movements, is provided 350 metres (approximately 380 yards) on the Workington Main No. 3 signal box side of the Workington Main No. 2 reception siding home signal.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

MARYPORT To CARLISLE SOUTH JN

Restricted clearances exist between certain trains and infrastructure on this section of line. Except for trains where the coaching stock is formed exclusively from passenger carrying vehicles fitted with window bars, the operation of a Departmental or passenger train movement that includes within the formation any passenger carrying vehicles with drop light windows (including Mark 2 air conditioned vehicles), is only authorised between **Maryport and Carlisle** (in either direction), subject to the timely and formal issue of a Special Notice to all parties that **MUST** include the following:

- The Person in Charge of the train **must ensure** that all droplight windows are closed and that they remain closed.
- The Person in Charge of the train **must also ensure** that the persons occupying the vehicles have been advised not to lean out or extend anything out of any window.
- In connection with the operation of a train comprised of Mark 2 air conditioned vehicles, **the organiser must arrange for Stewards to be positioned at each door of every vehicle to enforce the restriction.**
- The Person in Charge of the train must brief everyone on board, including the Train Crew, to ensure these instructions are adhered to.

Compliance to the above especially amends 'Table D3 – Route clearance of coaching stock' as published in Module NWRC of the LNW(N) Sectional Appendix.

Dated: 29/11/15

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

Wigton GF

Setting-back movements from the up main line. When the shunter is ready for the train to set-back the plunger at the ground frame must be operated to illuminate the white-light set-back signals. The shunter must then authorise the driver to commence the set-back movement in accordance with the requirements of the *Rule Book Module SS2.*

In an emergency, the shunter must extinguish the white-light set-back signals and advise the driver to bring the train to a stand immediately. The shunter may re-illuminate the white-light set-back signals when the movement can recommence but the driver must also be authorised to continue the movement.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

DALSTON

A train departing from the oil depot which requires to proceed in the Carlisle direction is authorised to set-back along the Up line and through the crossover worked from Dalston Station No.1 ground frame to the Down line. The train locomotive is authorised to set-back along the Up line from No.1 to No.2 ground frame in order to run-round the train.

The train locomotive must not pass the board stating "*No Shunting past this point"* as this will trigger the level crossing controls for Low Mill level crossing. If a shunt move is required to pass this board, then Low Mill level crossing must be staffed before the shunt move is made.

Dated: 03/12/2022

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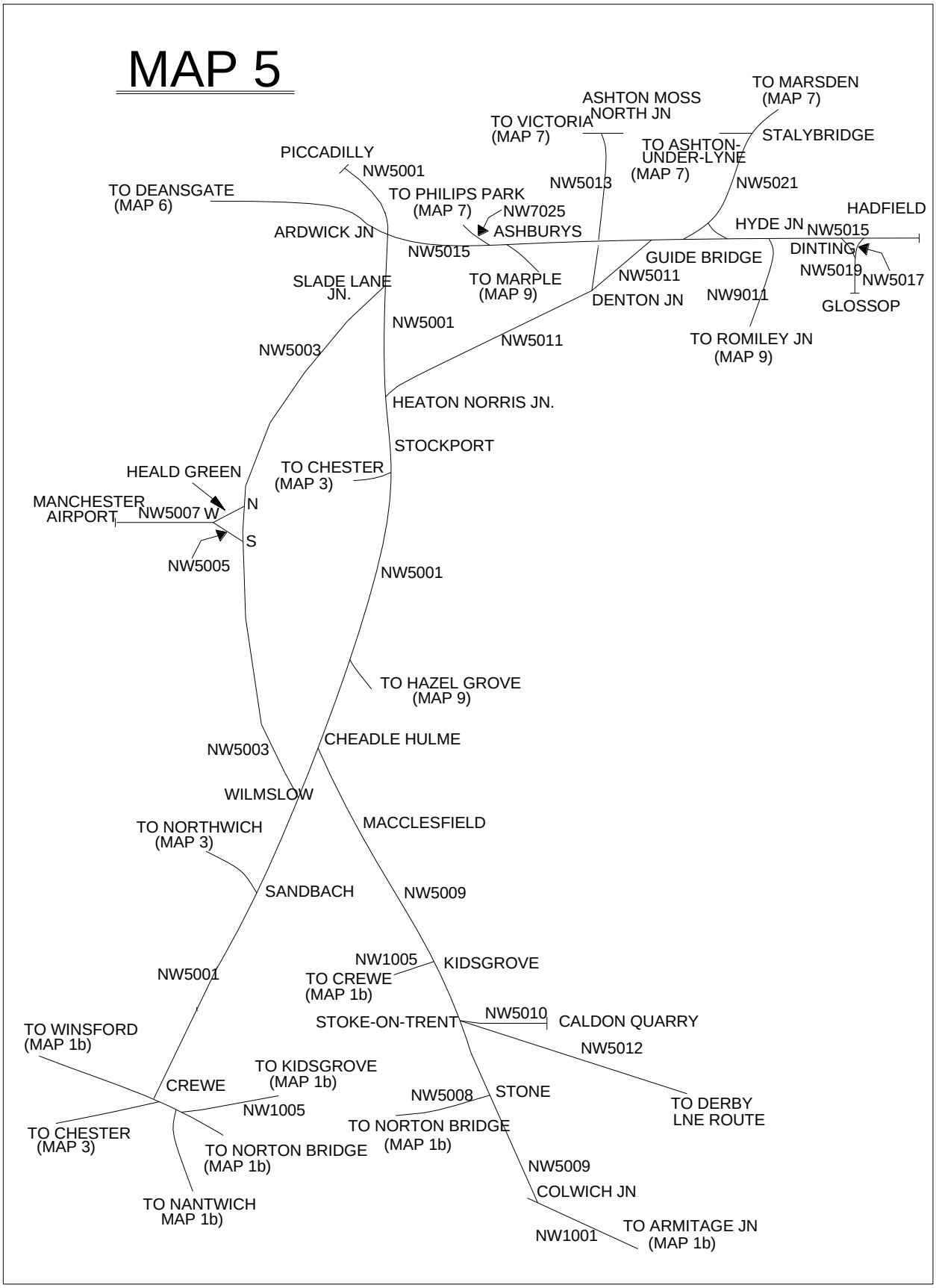
MAPS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NW5001 (CREWE NORTH JN TO MANCHESTER PICCADILLY)

Location	Line(s) Affected	Mileage (Between)				
Goostrey – Peover Viaduct	Up Wilmslow, Down Wilmslow	168 m	30 ch	*to*	170 m	00 ch
Heaton Norris Jn – Levenshulme	Up Slow, Up Fast, Down Fast, Down Slow	183 m	56 ch	*to*	185 m	60 ch

Dated: 11/05/2024

NW5003 (WILMSLOW TO SLADE LANE JN (STYAL LINES)

Location	Line(s) Affected	Mileage (Between)				
Styal Jn – Styal station	Up Styal, Down Styal	0 m	60 ch	*to*	1 m	30 ch
Heald Green – Slade Lane Jn	Up Styal, Down Styal	4 m	07 ch	*to*	8 m	30 ch

Dated: 11/05/2024

NW5009 (COLWICH JN TO CHEADLE HULME)

Location	Line(s) Affected	Mileage (Between)				
Barlaston LC (CCTV) and Stone Jn	Up main	25 m	60 ch	*to*	27 m	00 ch
Macclesfield Tunnel and Cheadle Hulme	Down Stoke, Up Stoke (Stoke lines)	7 m	40 ch	*to*	0 m	00 ch

Dated: 24/08/2024

NW5011 (HEATON NORRIS JN TO GUIDE BRIDGE STATION JN)

Location	Line(s) Affected	Mileage (Between)				
Heaton Norris Jn – Ash Bridge Jn	Up Goods Loop, Up Branch, Down Branch	0 m	10 ch	*to*	0 m	50 ch

Dated: 01/06/2024

NW5012 (FOLEY CROSSING (EXCL.) TO STOKE JN.)

Location	Line(s) Affected	Mileage (Between)				
Foley Crossing SB and Stoke Jn	Down (Derby line)	0 m	40 ch	*to*	0 m	00 ch

Dated: 07/10/06

NW5015 (HADFIELD TO ARDWICK JN)

Location	Line(s) Affected	Mileage (Between)				
Dinting West Jn – Hattersley	Up Main, Down Main	10 m	20 ch	*to*	9 m	20 ch

Dated: 25/05/2024

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TABLE A DIAGRAM
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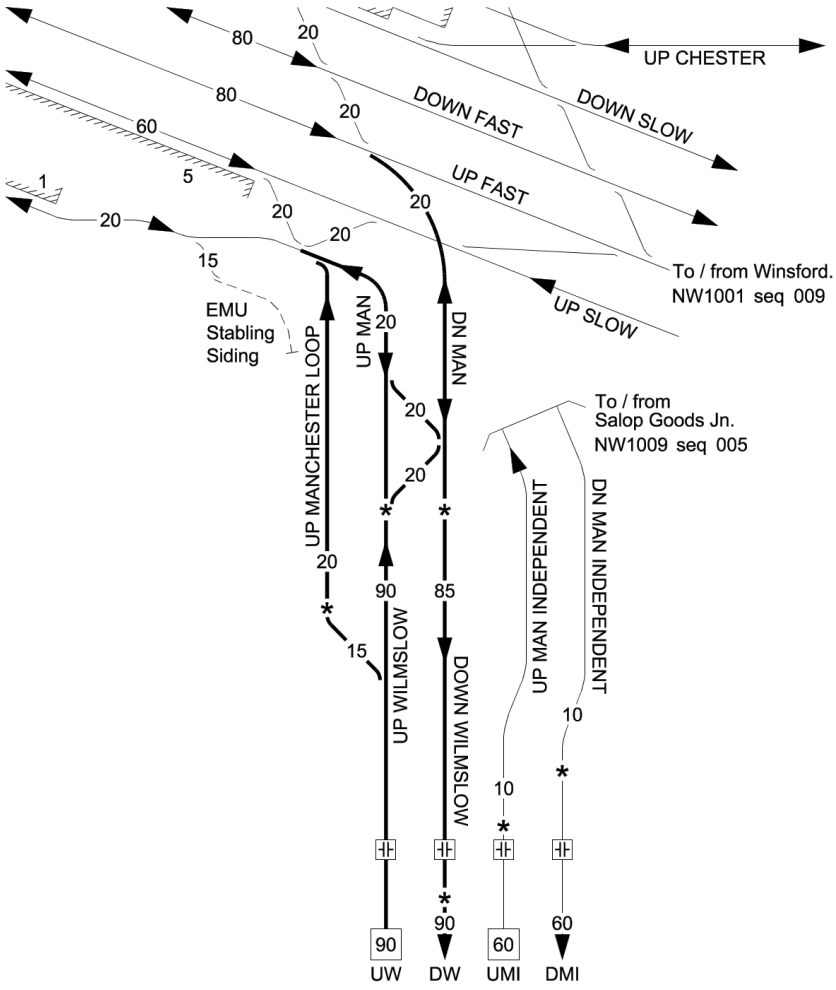
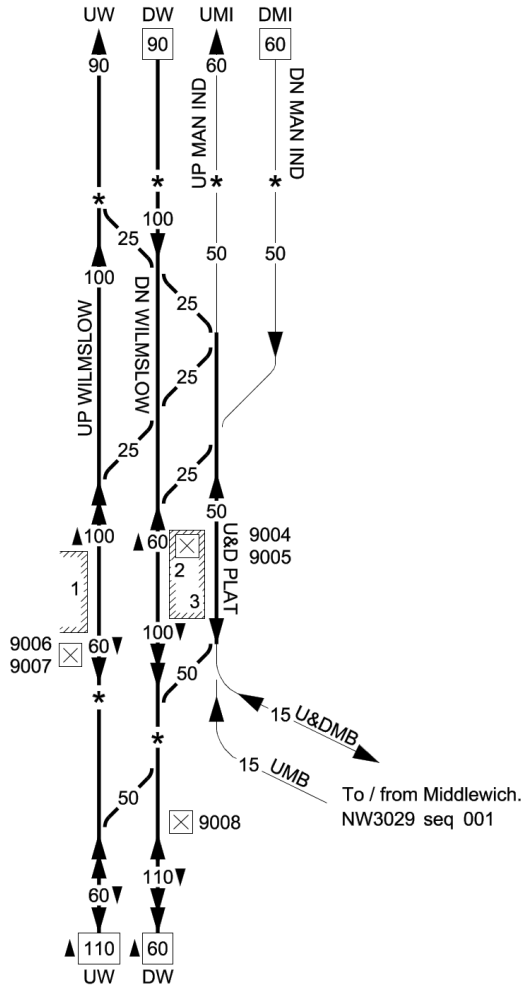
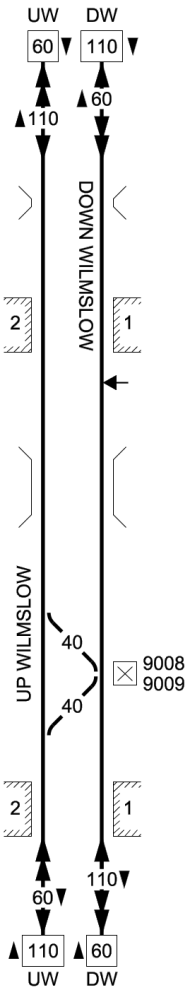
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	001	Crewe North Jn to Manchester Piccadilly	CMP1	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
CREWE (See NW1001 seq 009 for details)	158 00		GSM-R TCB — Crewe SCC (CE) AC: Crewe **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
Crewe North Jn	158 18		
(EMU Stabling Siding buffer stops)	158 22		DN MAN: Down Manchester. UP MAN: Up Manchester.
(Crossover)	158 31		
(Crossover)	158 35		Up Manchester Loop standage: 448 metres (490 yards).
	158 37 *		
	158 47 *		
(Up Manchester Loop connection)	158 51		
(Wilmslow and Independent lines start / end adjacent to each other (approx.))	158 54		Manchester South SCC (MS) (From approx. 158m 54ch)
	158 67 *		
Sydney Bridge Jn, former site of	158 76		
	158 77 *		NOTE: Speed change mileages for the Manchester Independent lines are CMP1 -equivalent mileages.
Sydney Bridge OHNS	158 79		
	159 24 *		For full details of the Manchester Independent lines, see NW1009 seq 005.
(Start / end of diagram)	160 00		

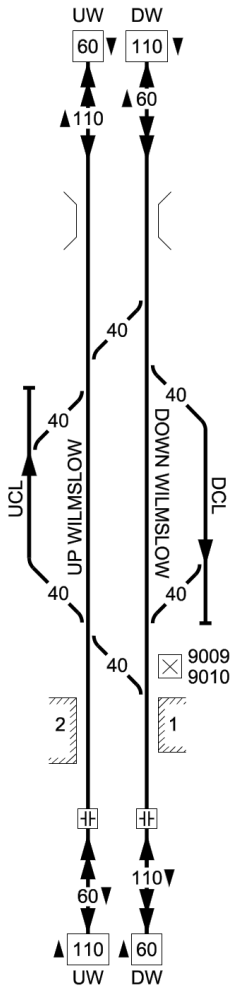
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	002	Crewe North Jn to Manchester Piccadilly	CMP1	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	160 00		GSM-R TCB Manchester South SCC (MS) AC: Crewe DMI / DN MAN IND: Down Manchester Independent. UMI / UP MAN IND: Up Manchester Independent. For full details of the Manchester Independent lines, see NW1009 seq 005. Platform lengths: Sandbach. Platform 1 (both directions): 165 metres (180 yards). Platform 2 (both directions): 168 metres (184 yards). Platform 3 (both directions): 168 metres (184 yards). ☒ Line Blocked Lockouts: 9004: Down Manchester Independent line from 162m 17ch, Up Manchester Independent line to 162m 23ch, Up & Down Platform line, and Up Middlewich Branch and Up & Down Middlewich Branch lines as far as Elworth Jn. 9005: Down Wilmslow line from 162m 17ch to signal MS4049 at north end of Platform 2. 9006: Down Wilmslow line from signal MS4049 at north end of Platform 2, to crossover at 162m 73ch. 9007: Up Wilmslow line, from crossover at 162m 73ch, to 162m 17ch. U&DMB: Up & Down Middlewich Branch. UMB: Up Middlewich Branch. U&D PLAT: Up & Down Platform. ☒ Patroller's Directional Lockout: 9008: Up Wilmslow and Down Wilmslow lines between crossover at 162m 73ch and Goostrey Jn.
	162 16 * 162 17 *		
(Crossover between Wilmslow lines)	162 19		
Sandbach South Jn	162 28		
(Crossover between Down Wilmslow and Up & Down Platform line)	162 37		
SANDBACH	162 50		
Sandbach North Jn	162 62 162 63 *		
(Middlewich Branch and Wilmslow lines start / end adjacent to each other)	162 66 *		
(Crossover)	162 73		
(Start / end of diagram)	164 00		

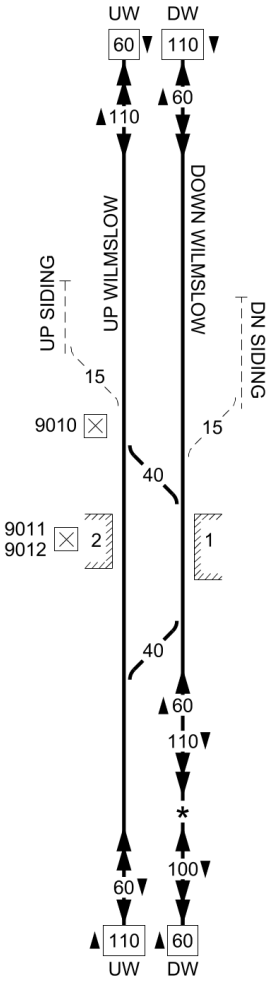
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	003	Crewe North Jn to Manchester Piccadilly	CMP1	North West	11/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	164	00		GSM-R TCB Manchester South SCC (MS) AC: Crewe
M6 Motorway (47 metres / 52 yards) from	165	00		
to	165	03		
HOLMES CHAPEL	166	37		Platform lengths: Holmes Chapel. Platform 1 (both directions): 167 metres (183 yards). Platform 2 (both directions): 167 metres (183 yards).
Holmes Chapel HABD	166	51		
Holmes Chapel Viaduct (520 metres / 569 yards) from	166	78		
to	167	24		
Goostrey Jn	167	78		☒ Patrolman's Directional Lockouts: 9008: Up Wilmslow and Down Wilmslow lines between crossover at 162m 73ch (Sandbach North Jn) and Goostrey Jn. 9009: Up Wilmslow and Down Wilmslow lines between Goostrey Jn and Chelford North Jn.
GOOSTREY	168	35		Platform lengths: Goostrey. Platform 1 (both directions): 160 metres (175 yards). Platform 2 (both directions): 162 metres (177 yards).
(Start / end of diagram)	169	20		Exceptionally Poor Rail Adhesion: Up Wilmslow and Down Wilmslow lines between 168m 30ch and 170m 00ch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	004	Crewe North Jn to Manchester Piccadilly	CMP1	North West	11/05/2024

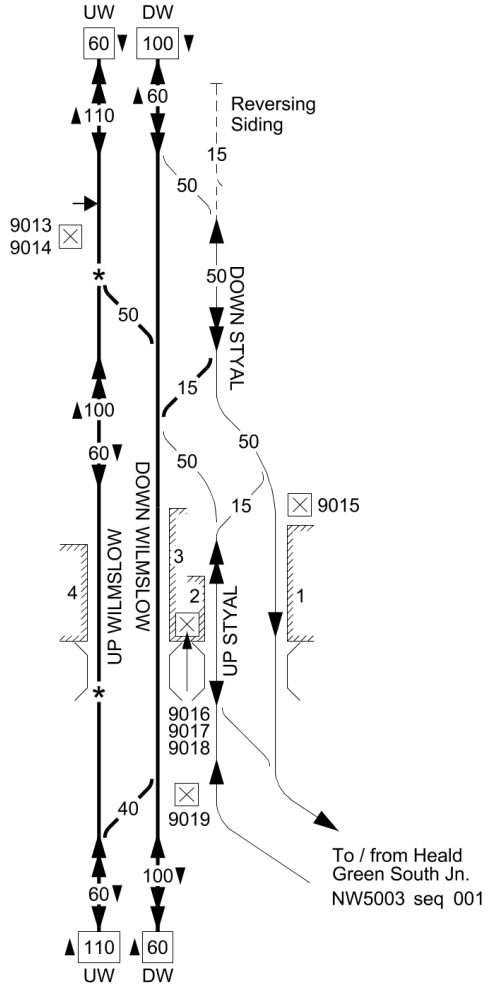
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	169	20		GSM-R TCB Manchester South SCC (MS) AC: Crewe Exceptionally Poor Rail Adhesion: Up Wilmslow and Down Wilmslow lines between 168m 30ch and 170m 00ch.
Peover Viaduct (135 metres / 148 yards) from	170	20		
to	170	26		
(Crossover)	171	17		
Chelford South Jn	171	18		DCL: Down Chelford Loop. UCL: Up Chelford Loop. Standages: Down Chelford Loop: 849 metres (928 yards). Up Chelford Loop: 905 metres (990 yards).
Chelford North Jn	172	07		☒ Patrolman's Directional Lockouts: 9009: Up Wilmslow and Down Wilmslow lines between Goostrey Jn and Chelford North Jn. 9010: Up Wilmslow and Down Wilmslow lines between Chelford North Jn and Alderley Edge South Jn.
(Crossover)	172	09		
CHELFORD	172	17		Platform lengths: Chelford. Platform 1 (both directions): 118 metres (129 yards). Platform 2 (both directions): 160 metres (175 yards).
Chelford OHNS	172	46		
(Start / end of diagram)	173	20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	005	Crewe North Jn to Manchester Piccadilly	CMP1	North West	02/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Up Siding buffer stop) (Down Siding buffer stop)	175 00 175 01		GSM-R TCB Manchester South SCC (MS) AC: Crewe **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 Standages: Down Siding: 152 metres (166 yards). Up Siding: 113 metres (124 yards).
Alderley Edge South Jn	175 12		☒ Patrolman's Directional Lockout: 9010: Up Wilmslow and Down Wilmslow lines between Chelford North Jn and Alderley Edge South Jn.
ALDERLEY EDGE	175 21		Platform lengths: Alderley Edge. Platform 1 (both directions): 161 metres (176 yards). Platform 2 (both directions): 118 metres (129 yards).
Alderley Edge North Jn	175 43		☒ Line Blocked Lockouts: 9011: The Down Wilmslow line between Alderley Edge South Jn and Alderley Edge North Jn. 9012: The Up Wilmslow line between Alderley Edge North Jn (exclusive) and Alderley Edge South Jn.
	176 16 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	006	Crewe North Jn to Manchester Piccadilly	CMP1	North West	02/07/2022

Location	Mileage M	Mileage Ch	
(Reversing Siding buffer stop)	176	23	
(Crossover)	176	30	
Wilmslow HABD	176	33	
	176	40	*
(Crossover)	176	44	
Wilmslow South Jn	176	53	
WILMSLOW	176	71	
Wilmslow Viaduct (192 metres / 210 yards) from	176	79	
to	177	09	*
Wilmslow North Jn	177	23	



TCB Manchester South SCC (MS) AC: Crewe

GSM-R

Standage:
Reversing Siding: 154 metres (168 yards).

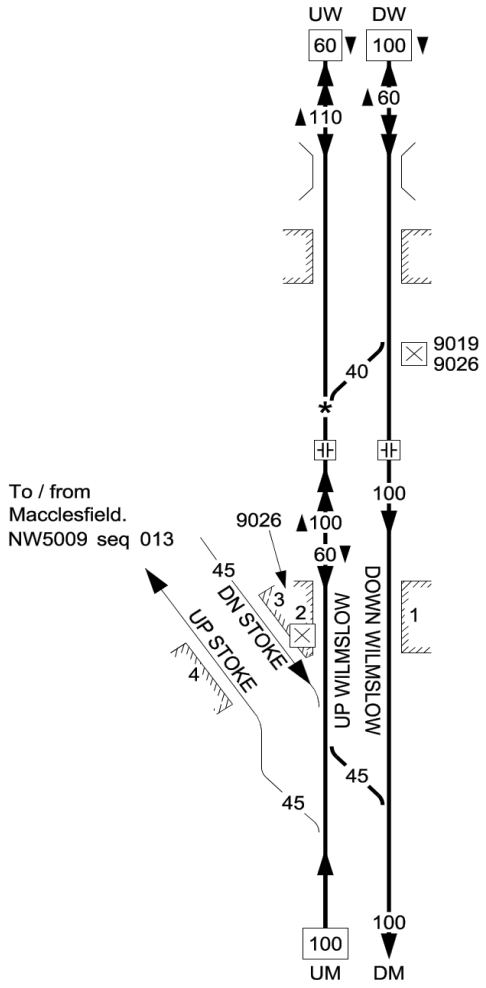
☒ Line Blocked Lockouts:
9013: The Down Wilmslow line between Alderley Edge North Jn (exclusive) and 176m 40ch at Wilmslow South Jn.
9014: The Up Wilmslow line between Wilmslow North Jn (exclusive) and Alderley Edge North Jn (inclusive).
9015: Reversing Siding and Down Styal line through Wilmslow South Jn.
9016: The Down Wilmslow line between 176m 40ch at Wilmslow South Jn and Wilmslow North Jn (exclusive).
9017: See NW5003 seq 001 for details.
9018: See NW5003 seq 001 for details.

Platform lengths: Wilmslow.
Platform 1: See NW5003 seq 001.
Platform 2: See NW5003 seq 001.
Platform 3 (both directions): 320 metres (350 yards).
Platform 4 (both directions): 275 metres (301 yards).

The Wilmslow lines and crossover shown in bold have ELR: CMP1. Reversing Siding and Styal lines have ELR: STY.

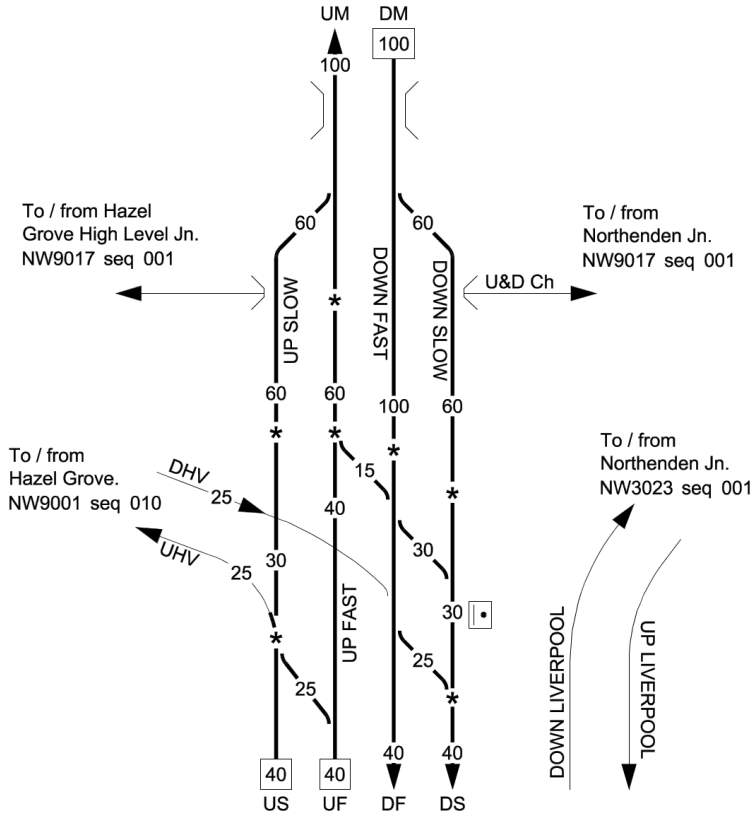
☒ Patrolman's Directional Lockout:
9019: Up Wilmslow and Down Wilmslow lines between Wilmslow North Jn and Cheadle Hulme South Jn.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	007	Crewe North Jn to Manchester Piccadilly	CMP1	North West	30/08/2022

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Manchester South SCC (MS) AC: Crewe
Handforth Viaduct (134 metres / 147 yards) from	178	05			
to	178	11			
HANDFORTH	178	24			Platform lengths: Handforth. Down platform (both directions): 165m (180yds). Up platform (both directions): 165m (180yds).
Cheadle Hulme South Jn	179	78			☒ Patrolman's Directional Lockouts: 9019: Up Wilmslow and Down Wilmslow lines between Wilmslow North Jn and Cheadle Hulme South Jn. 9026: The Up Wilmslow line between Cheadle Hulme South Jn and Cheadle Hulme station Platform 2 (inclusive).
	180	00	*		
Cheadle Hulme OHNS	180	14			
CHEADLE HULME	180	57			Platform lengths: Cheadle Hulme. Platform 1: 163 metres (178 yards). Platform 2 (both directions): 161 metres (176 yards). Platform 3: See NW5009 seq 013. Platform 4: See NW5009 seq 013.
Cheadle Hulme North Jn	180	60			
(Crossover)	180	68			
(Up Stoke connection)	180	73			UM: Up Main. DM: Down Main.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	008	Crewe North Jn to Manchester Piccadilly	CMP1 CMP2	North West	14/11/2022

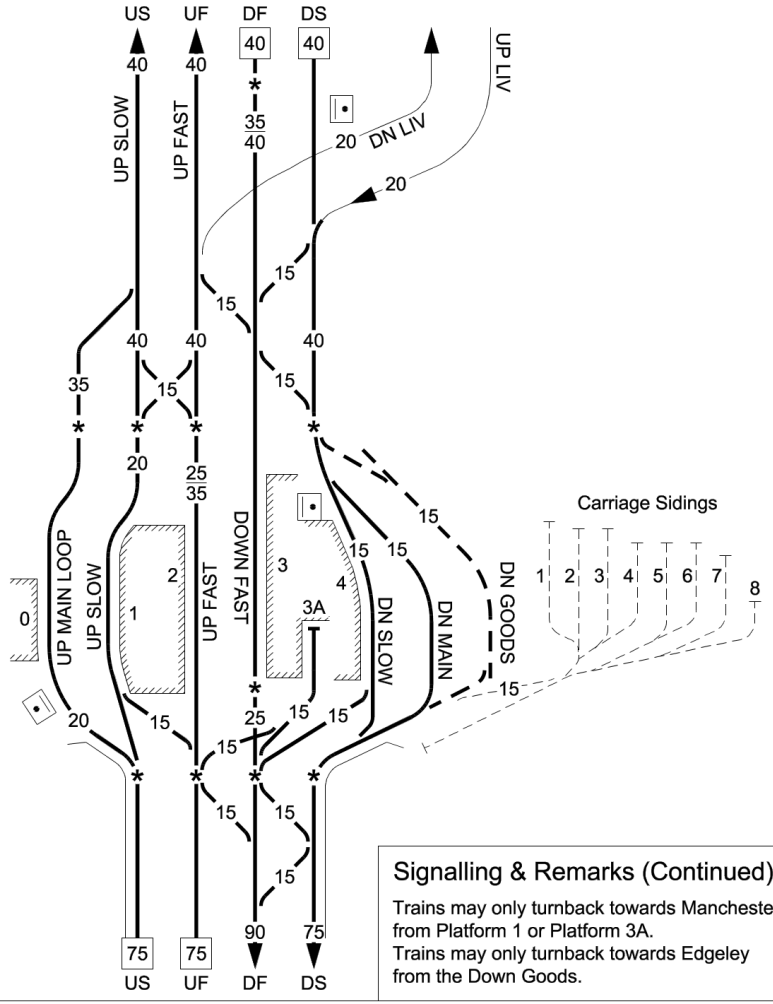
Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
from Ladybridge Viaduct (82 metres / 90 yards) to	181 04 181 08			GSM-R TCB Manchester South SCC (MS) AC: Crewe **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 UM: Up Main. DM: Down Main. U&D Ch: Up & Down Cheadle. DHV: Down Hope Valley. UHV: Up Hope Valley.
Adswood Road Jn	181 46			
(Intersection bridge)	181 59	*		Edgeley Junction No.1 SB (EY1)
(End of TCB / start of AB, on the Down lines)	182 15			AB / TCB (AB from 182m 15ch on the Down Fast and Down Slow lines. TCB from 182m 43ch on the Up Fast and Up Slow lines).
	182 27 182 28	* *		
	182 30	*		
Edgeley Jn No.1	182 36			Note: The Down Liverpool and Up Liverpool lines are NOT electrified. For details of the Liverpool lines, see NW3023 seq 001.
Edgeley Junction No.1 SB	182 36			
(Change of ELR)	182 38	*	CMP1 CMP2	
	182 40	*		
(End of AB / start of TCB, on the Up lines)	182 43			AB



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	009	Crewe North Jn to Manchester Piccadilly	CMP2	North West	21/09/2024

Location	Mileage M	Mileage Ch	
(Start / end of diagram)	182	46	
	182	50	*
Edgeley Junction No.2 SB	182	54	
Edgeley Jn No.2	182	59	
	182	70	*
Stockport No.1 SB	182	73	
STOCKPORT	183	01	
	183	07	*
Stockport No.2 SB	183	08	
Stockport Viaduct from (542 metres / 593 yards)	183	10	
	183	12	*
(Start / end of diagram)	183	30	

Running lines & speed restrictions



Signalling & Remarks (Continued)

Trains may only turnback towards Manchester from Platform 1 or Platform 3A.
Trains may only turnback towards Edgeley from the Down Goods.

Signalling & Remarks

GSM-R

AB Edgeley Junction No.2 SB (EY2)
AC: Crewe

Note: The Down Liverpool and Up Liverpool lines are NOT electrified. For details of the Liverpool lines, see: NW3023 seq 001

DN LIV: Down Liverepool.
UP LIV: Up Liverpool.

Stockport No.1 SB (ST1)

Standages:
Up Main Loop: 288 metres (315 yards).
Down Main: 221 metres (242 yards).
Down Goods: 269 metres (294 yards).
Platform 3A line: 128 metres (140 yards).

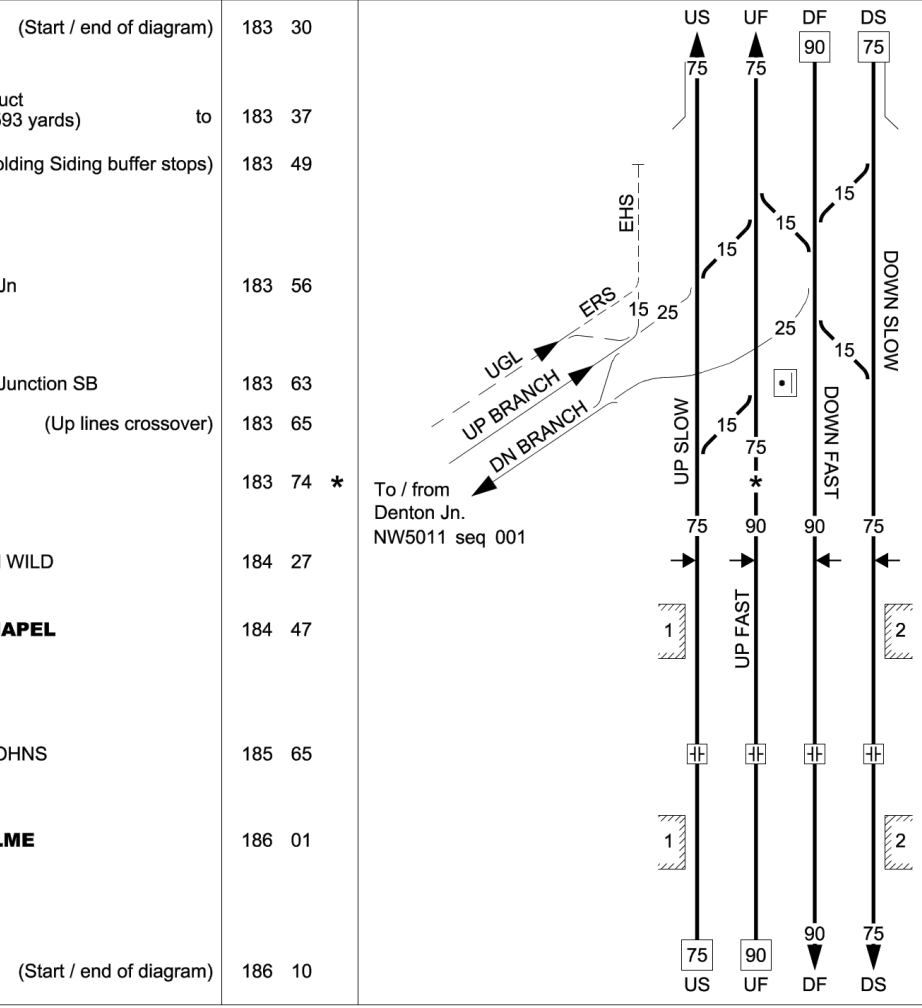
Permissive Working:
PP-A / PP-C authorised in Platforms 1, 2, 3 and 4.
PP authorised in Platform 3A.
PF authorised on the Down Goods.

Stockport No.2 SB (ST2)

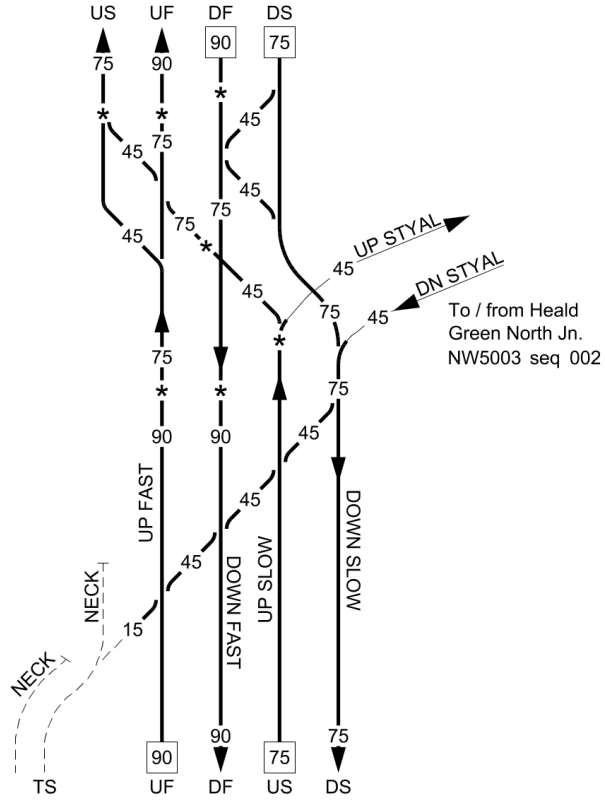
Platform lengths: Stockport.
Platform 0: 141 metres (154 yards).
Platform 1 (trains turning back): 263m (288yds).
Platform 1 (through trains): 276 metres (302 yards).
Platform 2: 268 metres (293 yards).
Platform 3: 283 metres (309 yards).
Platform 3A: 95 metres (104 yards).
Platform 4 (trains starting from this platform): 211 metres (231 yards).
Platform 4 (through trains): 247 metres (270 yards).

Through trains using all of Platform 1 will lock the points at the north end of this platform.
Through trains using all of Platform 4 will prevent access to the Down Main and Down Goods.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	010	Crewe North Jn to Manchester Piccadilly	CMP2	North West	11/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	183	30		GSM-R AB Heaton Norris Junction SB (HN) AC: Crewe (TCB from 183m 49ch on the Down Fast and Down Slow lines. AB from 183m 38ch on the Up Fast and Up Slow lines). TCB ERS: Engine Release Siding. EHS: Engine Holding Siding. UGL: Up Goods Loop. Note: The Up Branch, Down Branch, Up Goods Loop, Engine Release Siding and Engine Holding Siding are NOT electrified. Exceptionally Poor Rail Adhesion: The Up Slow, Up Fast, Down Fast and Down Slow lines between 183m 56ch (i.e. Heaton Norris Jn) and 185m 60ch. Platform lengths: Heaton Chapel. Platform 1: 155 metres (170 yards). Platform 2: 155 metres (170 yards). Manchester Piccadilly SCC (MP) Longsight Panel Platform lengths: Levenshulme. Platform 1: 144 metres (157 yards). Platform 2: 142 metres (155 yards).
Stockport Viaduct (542 metres / 593 yards)	to	183	37	
(Engine Holding Siding buffer stops)	183	49		
Heaton Norris Jn	183	56		
Heaton Norris Junction SB	183	63		
(Up lines crossover)	183	65		
	183	74 *		
Heaton Chapel WILD	184	27		
HEATON CHAPEL	184	47		
Levenshulme OHNS	185	65		
LEVENSHULME	186	01		
(Start / end of diagram)	186	10		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	011	Crewe North Jn to Manchester Piccadilly	CMP2	North West	02/07/2022

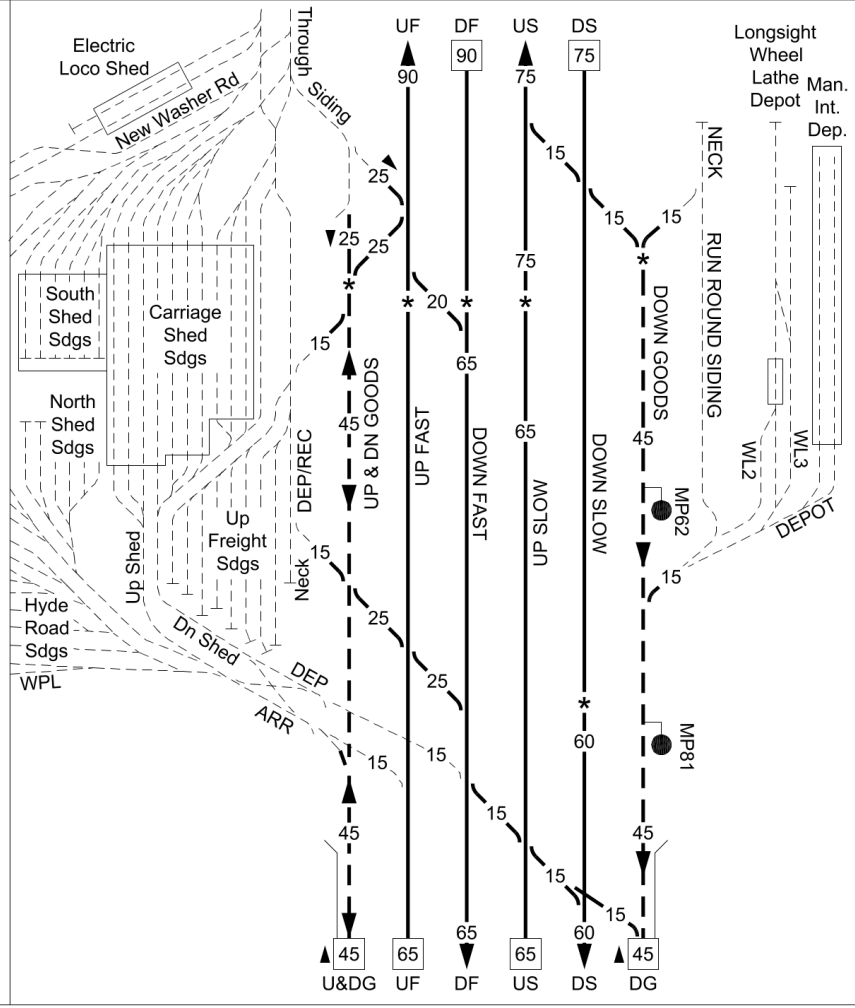
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Manchester Piccadilly SCC (MP) Longsight Panel AC: Crewe GSM-R
	186 22 *		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
	186 25 *		
(Up Fast to Up Slow crossover)	186 28		
	186 40 *		
Slade Lane Jn	186 46 *		
	186 55 *		
(Down Slow / Up Slow crossover)	186 59		
Longsight South Jn	186 77		TS: Through Siding.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	012	Crewe North Jn to Manchester Piccadilly	CMP2 LMD1 LMD2 LMD3 LMD4 LMD5 LMD6 LMD7 LMD8	North West	02/07/2022

Location

Location	Mileage M	Ch
(Start of Down Goods)	187	20 *
	187	21 *
	187	22 *
Longsight Traction Maintenance Depot		
Depot Jn	187	44
	187	50 *
Longsight North Jn	187	54
Viaduct from	187	58
(Down Goods crossover connection)	187	61

Running lines & speed restrictions



Signalling & Remarks

TCB Manchester Piccadilly SCC (MP)
Longsight Panel
AC: Crewe

GSM-R

WPL: Washing Plant Line.
DEP/REC: Departure / Reception Line.
ARR: Arrival Road.
DEP: Departure Road.
WL2: Wheel Lathe 2.
WL3: Wheel Lathe 3.

NOTE: TPWS not provided on the Down Goods line, with the exception of the north end exit signal.

Engineers Line References:
CMP2: Fast lines, Slow lines, Goods lines, Departure / Reception Line, Run Round Siding, both Necks, Through Siding, Longsight Wheel Lathe Depot, Manchester International Depot.
LMD1: Up Shed, Down Shed, all Carriage Shed Sidings.
LMD2: Up Freight Sidings.
LMD3: North Shed Sidings.
LMD4: South Shed Sidings.
LMD5: Hyde Road Sidings.
LMD6: Washing Plant Line, New Washer Road.
LMD7: Electric Loco Shed sidings.
LMD8: Arrival Road and Departure Road, including 'scissors' crossovers and connections with main lines.

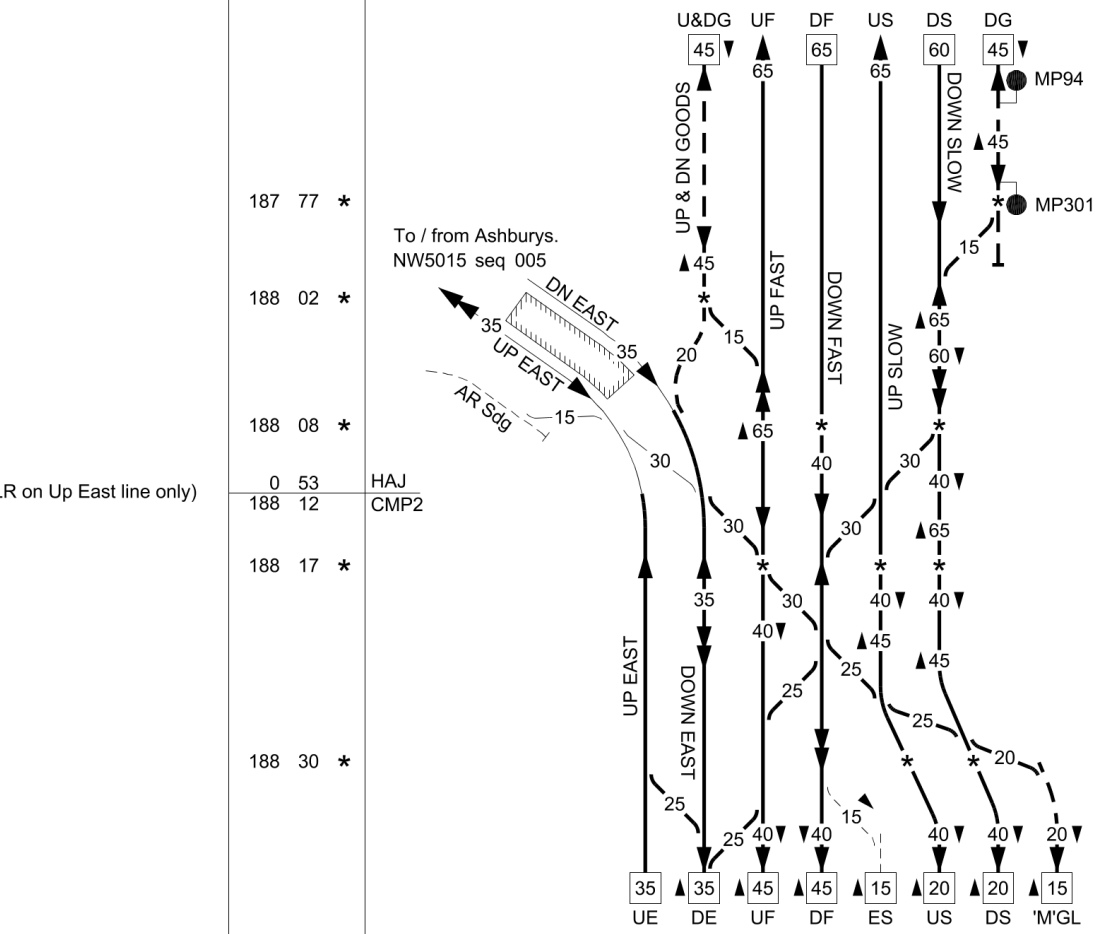
NOTE: Not all sidings are shown within Longsight Traction Maintenance Depot.

Permissive Working:
PF authorised on the Down Goods and Up & Down Goods throughout, in both directions.

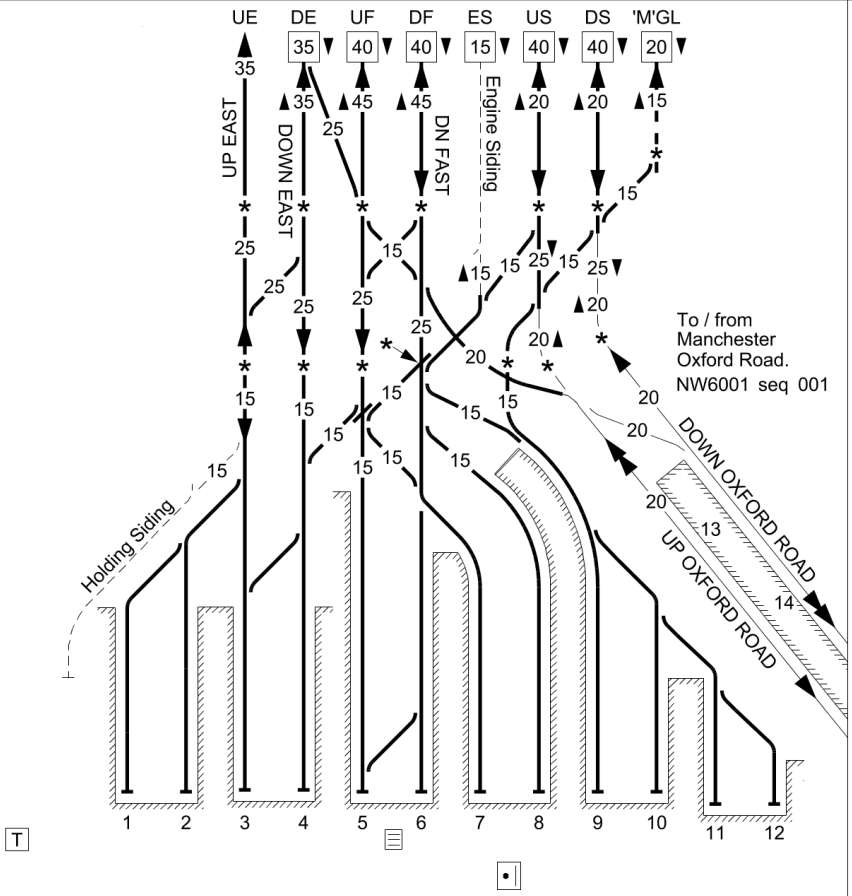
Standages:
Down Goods (full length): 1121m (1226yds).
Down Goods (to signal MP81): 629m (688yds).
Down Goods (to signal MP62): 354m (387yds).

All lines are on a viaduct from 187m 58ch to Manchester Piccadilly station.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	013	Crewe North Jn to Manchester Piccadilly	CMP2	North West	02/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ardwick Jn	187 77 *		TCB Manchester Piccadilly SCC (MP) Station Panel AC: Crewe GSM-R
(Change of ELR on Up East line only)	188 02 *		Permissive Working: PF authorised on the Down Goods throughout, in both directions. PF authorised on the Up & Down Goods throughout, in both directions.
	188 08 *		Standages: Down Goods (full length): 1121m (1226yds). Down Goods (between signals MP94 and MP301): 274 metres (300 yards).
	0 53 HAJ		All lines are on a viaduct from 187m 58ch to Manchester Piccadilly station.
	188 12 CMP2		AR Sdg: Ardwick Reception Siding. DG: Down Goods.
	188 17 *		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
	188 30 *		ES: Engine Siding. 'M'GL: 'Mayfield' Goods Loop. Permissive Working: PF authorised in 'Mayfield' Goods Loop. Standages: 'Mayfield' Goods Loop: 115 metres (126 yards). Engine Siding: 144 metres (157 yards). AWS is not provided for signals on the 'Mayfield' Goods Loop.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	014	Crewe North Jn to Manchester Piccadilly	CMP2	North West	02/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Manchester Piccadilly East Jn	188 38 * 188 41 * 188 48 *		TCB Manchester Piccadilly SCC (MP) Station Panel AC: Crewe GSM-R AWS is not provided for signals on the 'Mayfield' Goods Loop. 'M'GL: 'Mayfield' Goods Loop. Standages: 'Mayfield' Goods Loop: 115 metres (126 yards). Engine Siding: 144 metres (157 yards). Holding Siding: 145 metres (158 yards). All lines are on a viaduct from 187m 58ch to Manchester Piccadilly station. Permissive Working: PP authorised in Platforms 1 to 12. PF authorised in 'Mayfield' Goods Loop. Note: The Holding Siding is NOT electrified. Platform lengths: Manchester Piccadilly. Platform 1: 238 metres (260 yards). Platform 2: 238 metres (260 yards). Platform 3: 237 metres (259 yards). Platform 4: 239 metres (261 yards). Platform 5: 340 metres (372 yards). Platform 6: 277 metres (303 yards). Platform 7: 277 metres (303 yards). Platform 8: 344 metres (376 yards). Platform 9 (to signal MP390, allowing trains in and out of Platforms 10, 11 and 12): 212m (232yds). Platform 9 (full length): 330 metres (361 yards). Platform 10: 175 metres (194 yards). Platform 11: 98 metres (107 yards). Platform 12: 97 metres (107 yards). Platform 13: See NW6001 seq 001. Platform 14: See NW6001 seq 001.
MANCHESTER PICCADILLY Manchester Piccadilly GF Manchester Piccadilly SCC (located in station building)	188 70 188 70 188 70		

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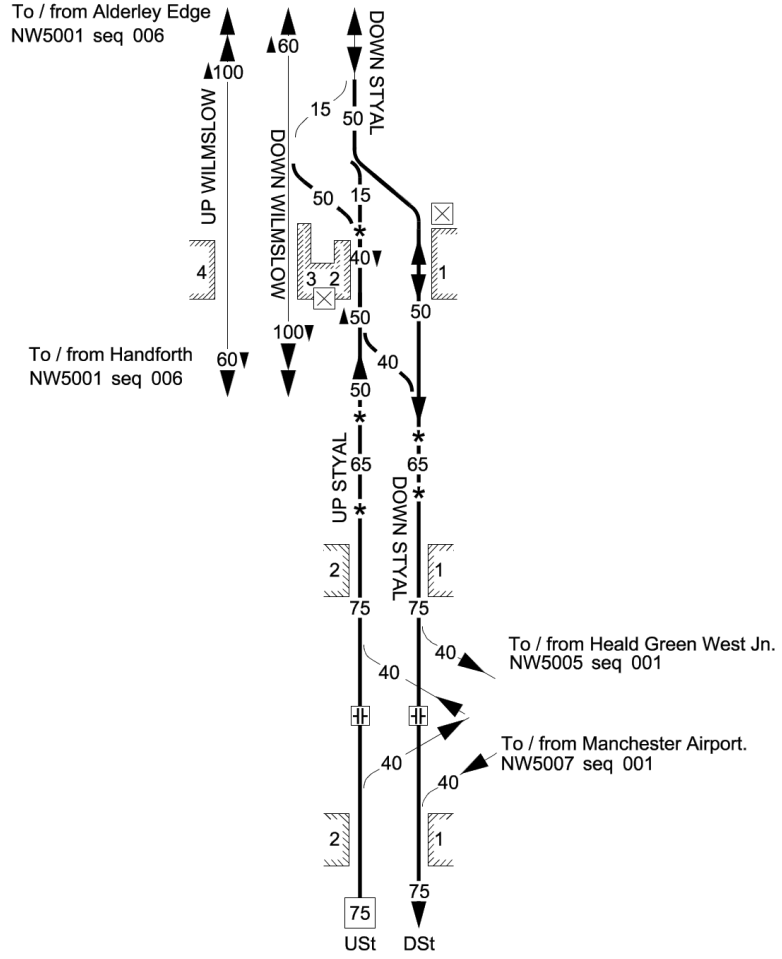
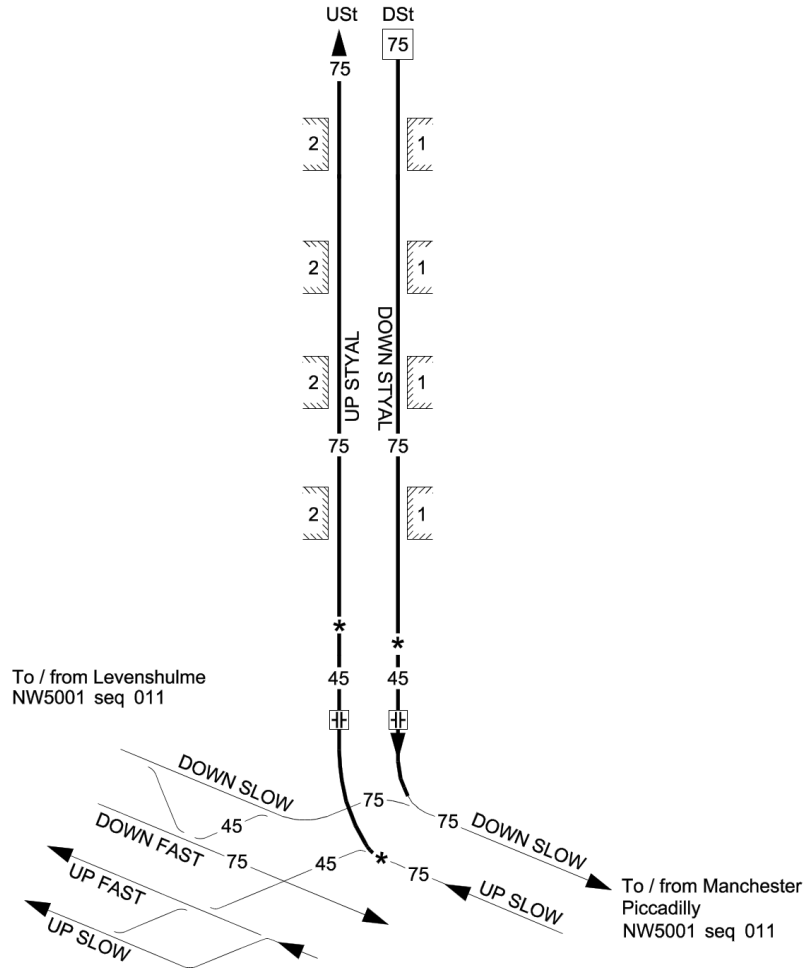
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5003	001	Wilmslow to Slade Lane Jn (Styal lines)	STY	North West	11/05/2024

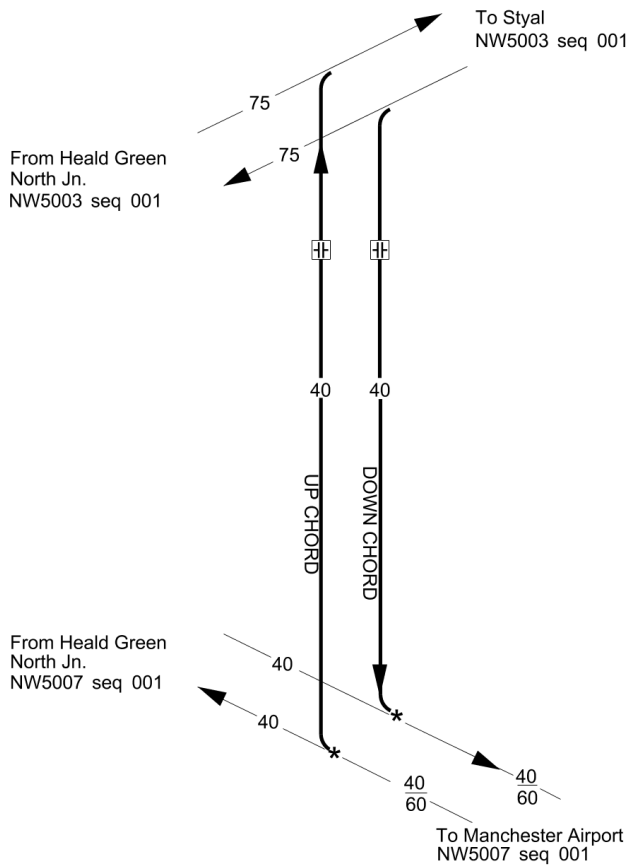
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wilmslow South Jn	176 53		GSM-R TCB Manchester South SCC (MS) AC: Crewe ☒ Line Blocked Lockouts. • Down Styal line, between Crewe-end of Wilmslow Platform 1 and Styal Junction. • Up Styal line between Styal Junction and Wilmslow South Junction. Platform lengths: Wilmslow. Platform 1 (Down direction): 302 metres (330 yards). Platform 1 (Up direction): 266 metres (291 yards). Platform 2 (both directions): 222 metres (243 yards). Exceptionally Poor Rail Adhesion: Up Styal and Down Styal lines between 0m 60ch and 1m 30ch. Manchester Piccadilly SCC (MP) Heald Green Panel from 1m 40ch. Platform lengths: Styal. Platform 1: 165 metres (180 yards). Platform 2: 166 metres (182 yards). Platform lengths: Heald Green. Platform 1: 142 metres (155 yards). Platform 2: 142 metres (155 yards).
	0 00		
	0 10 *		
WILMSLOW	0 18		
Styal Jn	0 40		
	0 66 *		
	0 73 *		
	1 20 *		
	1 27 *		
STYAL	1 79		
Heald Green South Jn	2 50		
Heald Green (Styal lines) OHNS	3 05		
Heald Green North Jn	3 13		
HEALD GREEN	3 37		
(Start / end of diagram)	4 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5003	002	Wilmslow to Slade Lane Jn (Styal lines)	STY	North West	27/07/2024

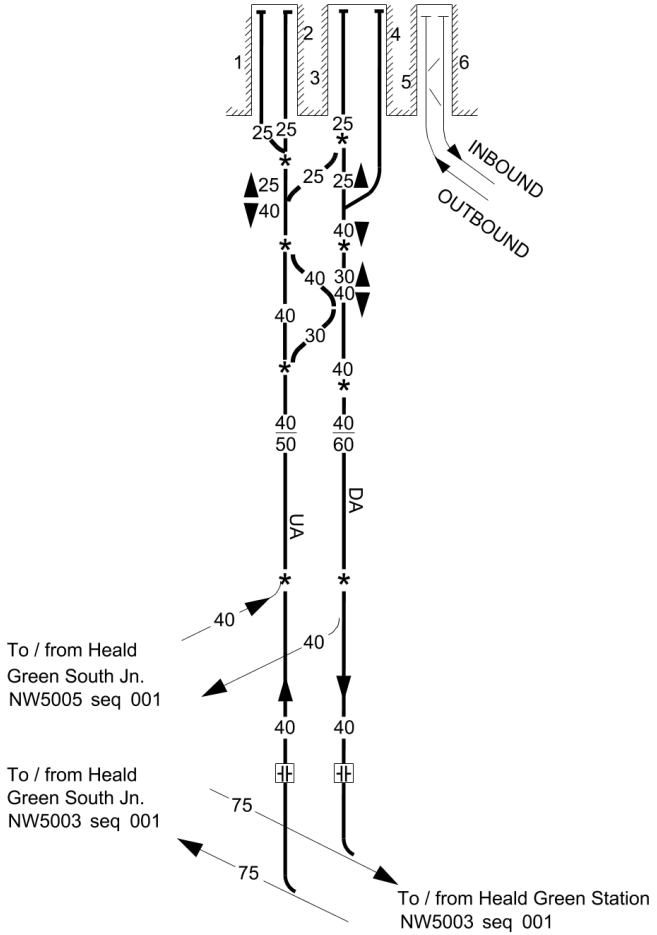
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	4 00		GSM-R TCB Manchester Piccadilly SCC (MP) Heald Green Panel AC: Crewe
GATLEY	5 11		Platform lengths: Gatley. Platform 1: 147 metres (161 yards). Platform 2: 147 metres (161 yards).
EAST DIDSBURY	6 25		Exceptionally Poor Rail Adhesion: Up Styal and Down Styal lines between 4m 07ch and 8m 30ch.
BURNAGE	7 18		Platform lengths: East Didsbury. Platform 1: 147 metres (161 yards). Platform 2: 147 metres (161 yards).
MAULDETH ROAD	8 07		Platform lengths: Burnage. Platform 1: 150 metres (164 yards). Platform 2: 149 metres (163 yards).
	9 17 * 9 20 *		Platform lengths: Mauldeth Road. Platform 1: 140 metres (153 yards). Platform 2: 147 metres (161 yards).
Slade Lane OHNS	9 33		Manchester Piccadilly SCC (MP) Longsight Panel
Slade Lane Jn	9 44		
	186 46		



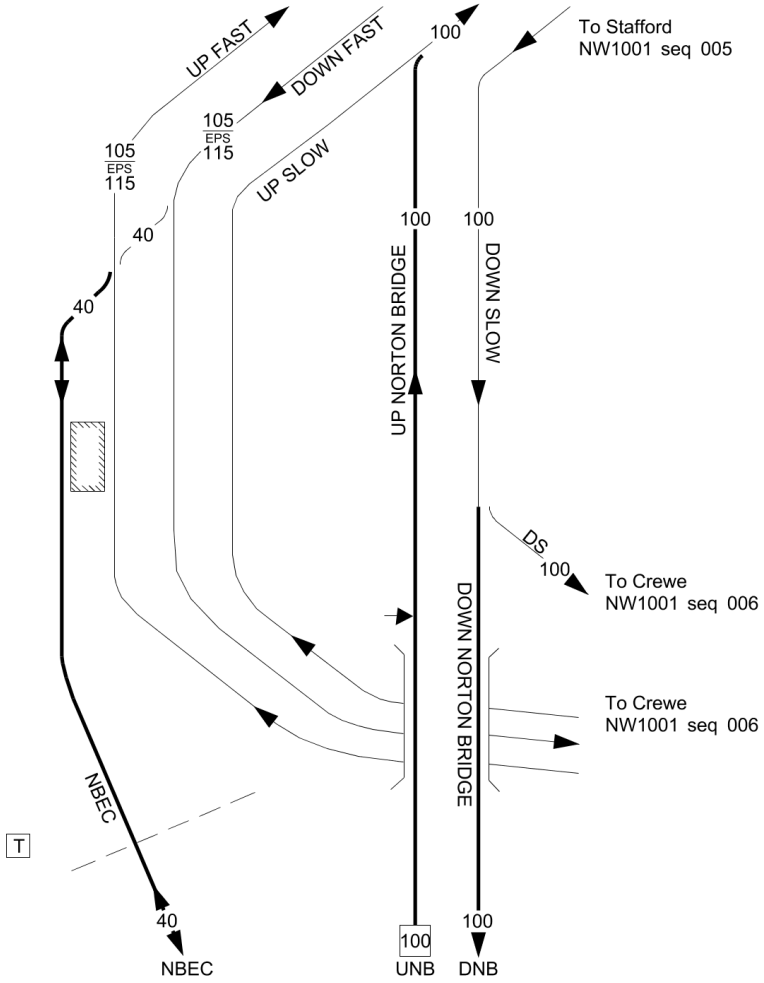
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5005	001	Heald Green South Jn. to Heald Green West Jn.	SMA	LNW North	07/08/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Heald Green South Jn	2 50		TCB Manchester Piccadilly SCC (MP) Heald Green Panel AC: Crewe GSM-R
	1 48		
OHNS	1 35		FWS throughout
Heald Green West Jn	1 10 *		

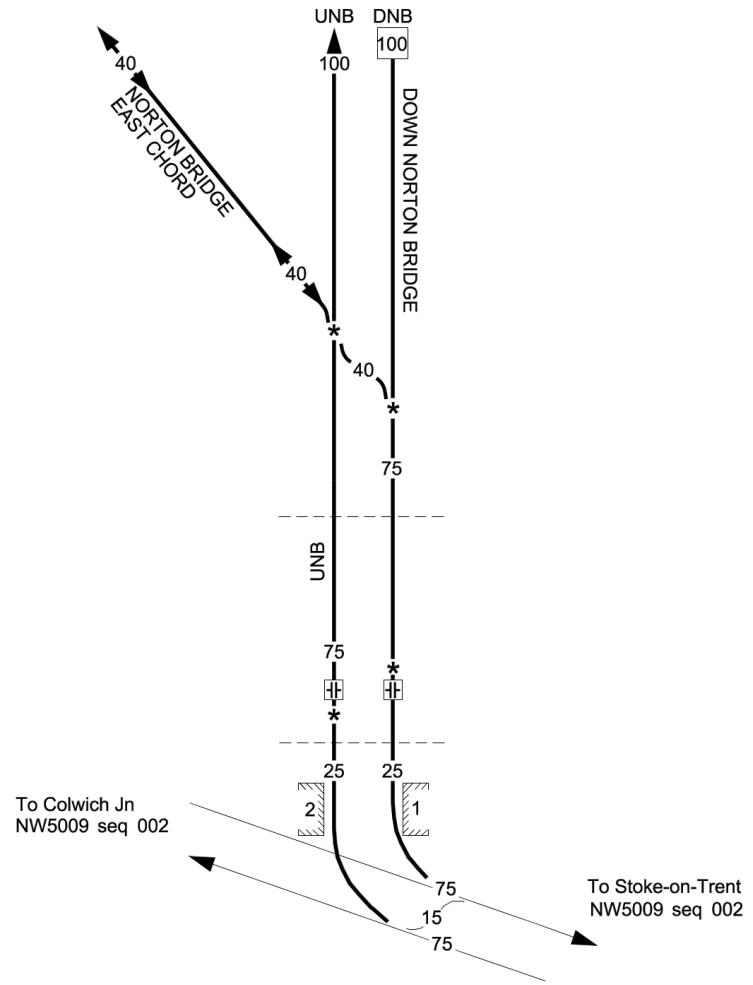
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5007	001	Manchester Airport to Heald Green North Jn.	MIA	North West	28/05/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
MANCHESTER AIRPORT	0 00		TCB Manchester Piccadilly SCC (MP) Heald Green Panel AC: Crewe GSM-R
	0 12 *		Platforms 5 and 6, Outbound and Inbound lines are controlled by Manchester Metrolink. These lines are electrified with 750v DC OLE, controlled by Metrolink.
	0 16 *		
	0 19 *		
	0 31 *		UA = Up Airport DA = Down Airport
	0 32 *		
Heald Green West Jn	1 10 *		Platform Lengths: Manchester Airport Platform 1: 196 metres (214 yards) Permissive PP Platform 2: 197 metres (216 yards) Permissive PP Platform 3: 200 metres (219 yards) Permissive PP Platform 4: 201 metres (220 yards) Permissive PP
OHNS	1 39		
Heald Green North Jn	1 46 (3 13)		Mileage in round brackets ( ) is NW5003 mileage with ELR: STY.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5008	001	Norton Bridge to Stone Jn	NBS NBS1 LEC6	LNW North	26/03/2022

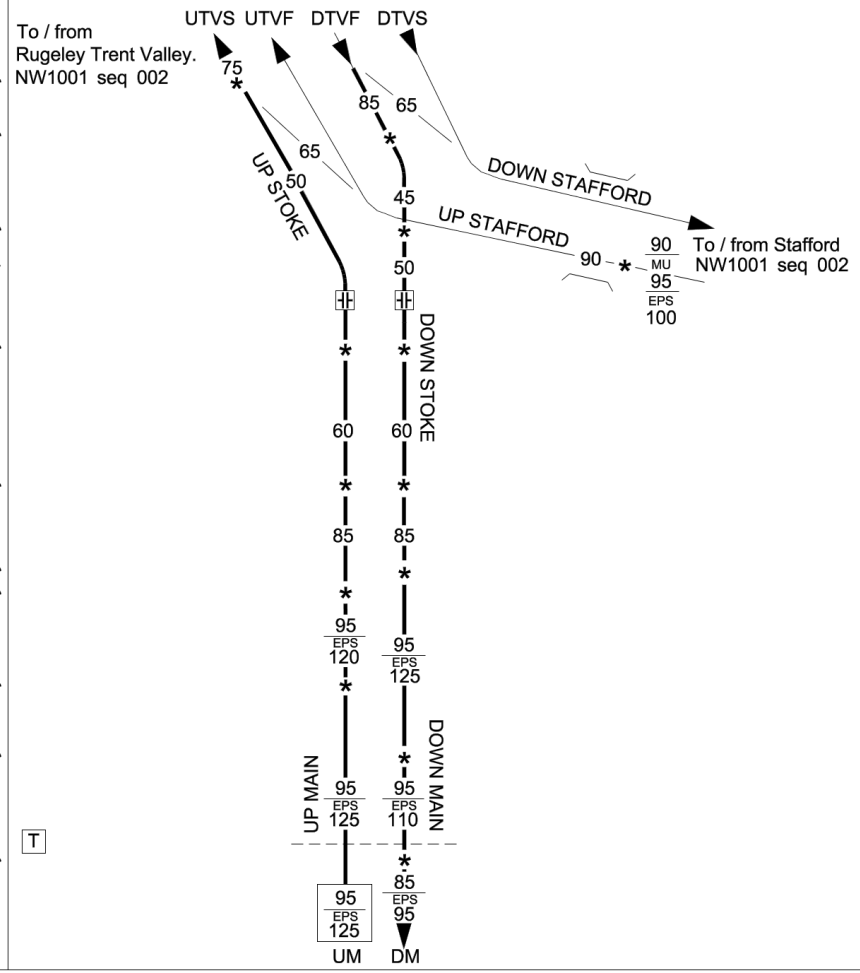
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Little Bridgeford Junction	137 42		TCB Rugby R.O.C. (NS) Stafford Workstation AC: Crewe ECR GSM-R Axle Counter area.
Norton Bridge Junction	(138 41) (4 15)		The Up Norton Bridge line has ELR: LEC6 between Little Bridgeford Jn and Searchlight Lane Jn. From Searchlight Lane Jn to bottom of diagram, the Down Norton Bridge and Up Norton Bridge lines ELR: NBS. Norton Bridge East Chord has ELR: NBS1 Mileages in ( ) brackets refers to the Norton Bridge East Chord. Low mileages have ELR: NBS1; high mileages have ELR: LEC4.
NORTON BRIDGE	(138 68) (3 69)		Norton Bridge station out of use. Platform length: 87 metres (95 yards).
Searchlight Lane Junction (Change of ELR and mileage)	138 55 4 06		
Norton Bridge North Jn (former site of)	(139 00) (3 57)		
Searchlight Lane HABD	3 72		
Hammerhouse Farm LC (UWC)	(3 39)		NBEC: Norton Bridge East Chord.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5008	002	Norton Bridge to Stone Jn	NBS NBS1	LNW North	26/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Yarnfield Jn	2 51 *		TCB Rugby R.O.C. (NS) Stafford Workstation AC: Crewe ECR GSM-R Axle Counter area. Norton Bridge East Chord has ELR: NBS1.
	2 44 *		
Cold Norton LC (FP)	2 15		Stoke-on-Trent SCC (SOT) South Workstation from aprox. 2m 20ch UNB - Up Norton Bridge
	0 18 *		Exceptional Rail Head Conditions: Up Norton Bridge between 0m 00ch and 0m 10ch. Down Norton Bridge between 0m 40ch and 0m 05ch.
Stone OHNS	0 17		
	0 15 *		
Lime Kiln LC (FP)	0 12		
STONE	0 07		Platform Lengths: Stone Platform 1: 104 metres (114 yards). Platform 2: 131 metres (143 yards).
Stone Jn	0 00		
	27 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	001	Colwich Jn to Cheadle Hulme	CMD2	West Coast South	22/06/2025

Location	Mileage M	Mileage Ch	
Colwich Jn (known as Colwich North Jn)	(127	05)	
	(127	07)	
	38	63	*
	(127	10)	
	38	59	*
	38	49	*
	(128	02)	*
Colwich OHNS	38	45	
	38	36	*
Great Haywood (former site of)	37	30	
	37	27	*
	36	33	*
	36	16	*
Hixon LC (former site of)	35	20	
	33	61	*
(Linenames change from 'Stoke' to 'Main')	33	40	
	29	11	*
Aston-by-Stone LC (CCTV)	28	63	
	27	66	*
(End of diagram)	27	64	



Signalling & Remarks

TCB — Rugby ROC (CM)
Colwich Workstation
AC: Crewe ECR

GSM-R

Axle Counter area.

TASS fitted on both lines.

UTVS: Up Trent Valley Slow.
UTVF: Up Trent Valley Fast.
DTVS: Down Trent Valley Slow.
DTVF: Down Trent Valley Fast.

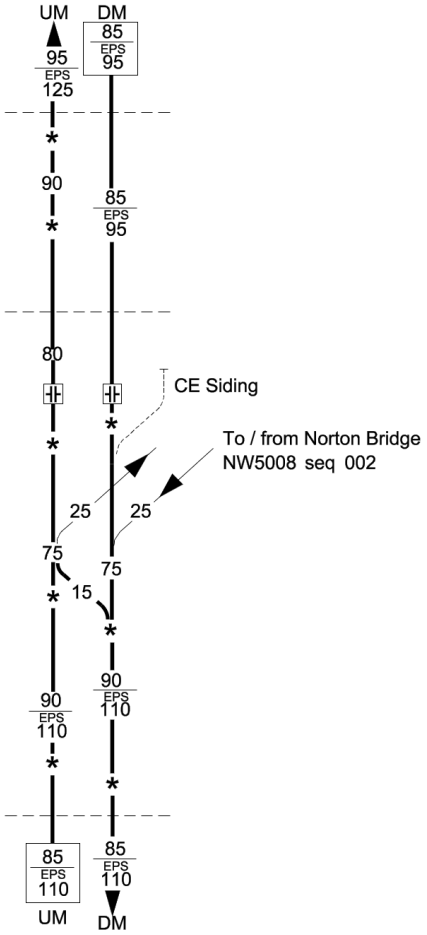
Mileages in brackets ( ) refer to NW1001 mileages with ELR: LEC2.

Note ELR CMD2 mileages decrease down the page.

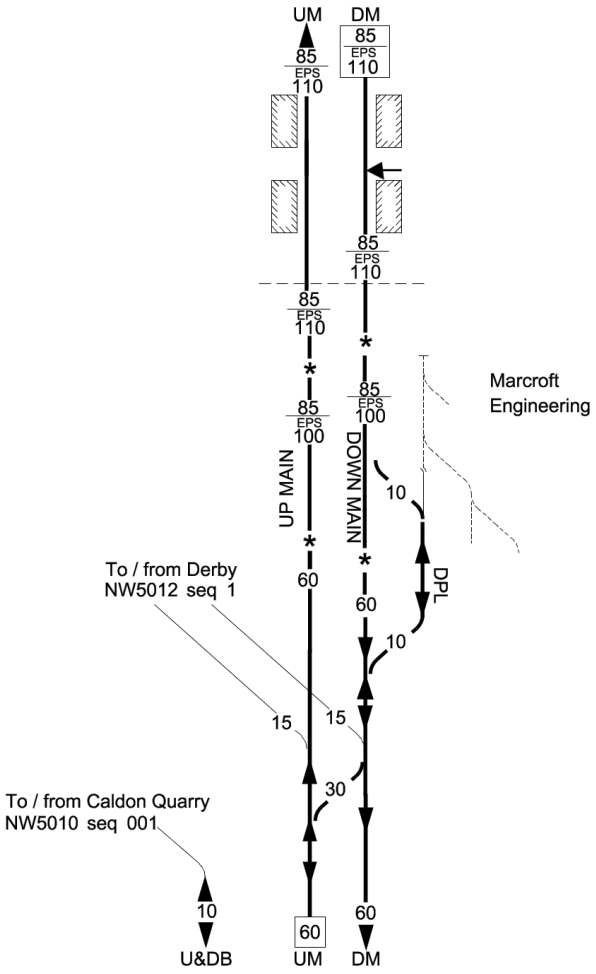
Stoke-On-Trent SCC (SOT)
South Workstation

From Down : 33m 64ch
Up : 33m 22ch

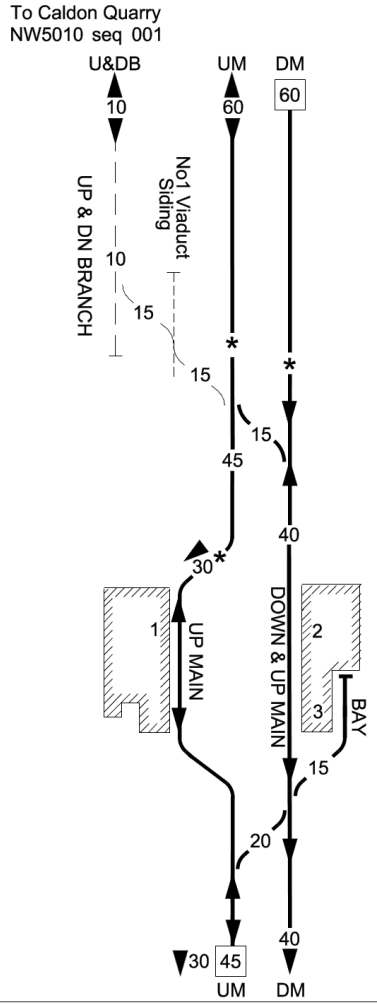
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	002	Colwich Jn to Cheadle Hulme	CMD2	West Coast South	10/05/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Stoke-on-Trent SCC (SOT) South Workstation AC: Crewe ECR GSM-R
(Start of diagram)	27	64		
Church Lane LC (CCTV) (BARLASTON)	27	63		TASS fitted
	27	55 *		
	27	27 *		Axle Counter area.
Meaford Crossing LC (CCTV)	27	18		
Stone OHNS (Main lines CMD2)	27	12		
	27	10 *		
	27	09 *		
Stone Jn	27	00		Mileage in ( ) brackets refers to NW5008 ELR: NBS.
	(0	00)		
(Trailing crossover)	26	78 *		Exceptional Rail Head Conditions Up Main Line between 26m 40ch and 27m 00ch.
	26	75 *		
	24	56 *		Exceptional Rail Head Conditions Down Main between 25m. 0ch. and 24m. 0ch.
	24	55 *		
Barlaston LC (CCTV)	24	50		Up Main between 23m 40ch and 24m 50ch
(End of diagram)	24	49		

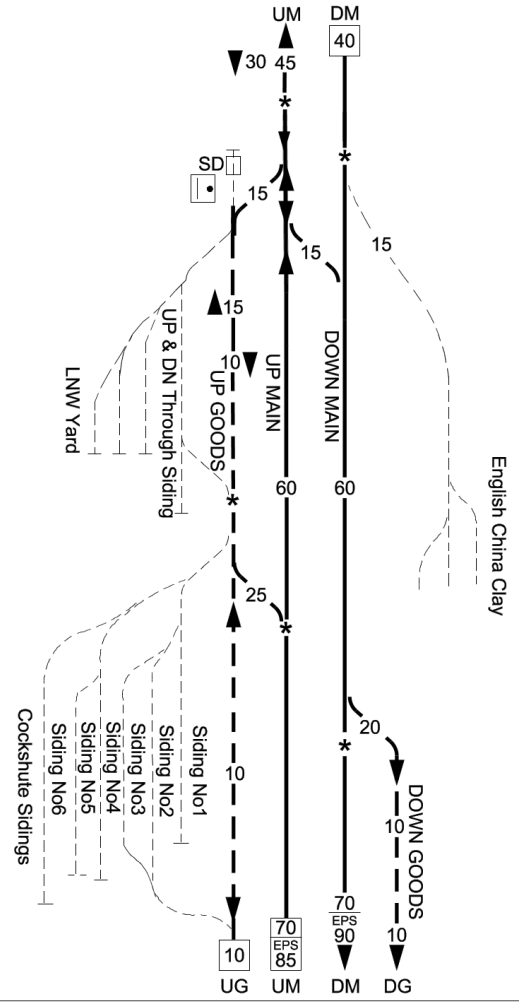
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	003	Colwich Jn to Cheadle Hulme	CMD2	West Coast South	10/05/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	24	49			TCB Stoke-on-Trent SCC (SOT) South Workstation AC: Crewe ECR GSM-R TASS fitted
BARLASTON	24	44			Platform Lengths: Barlaston Up 98m (107yards) Down 98m (107yards)
Barlaston HABD	24	39			
WEDGWOOD	23	79			Platform Lengths: Wedgewood Up 111m (121yards) Down 111m (121yards)
Wedgwood LC (CCTV)	23	76			Exceptional Rail Head Conditions Up main 23m 40ch and 24m 50ch Down main 25m 00ch and 24m 00ch.
Trentham South Jn (former site of)	22	63			
(Buffer stop)	21	53	*		TCB Stoke-on-Trent SCC (SOT) North Workstation from 22m 49ch
	21	43			
	21	38	*		
Sideway Jn	21	04			
	20	79	*		DPL 465m (1526ft)
	20	78	*		
(Connection to from DPL)	20	41			
Stoke Jn	20	36			Axle Counter area
(End of diagram)	20	26			U&DB - Up & Dn Branch line out of use

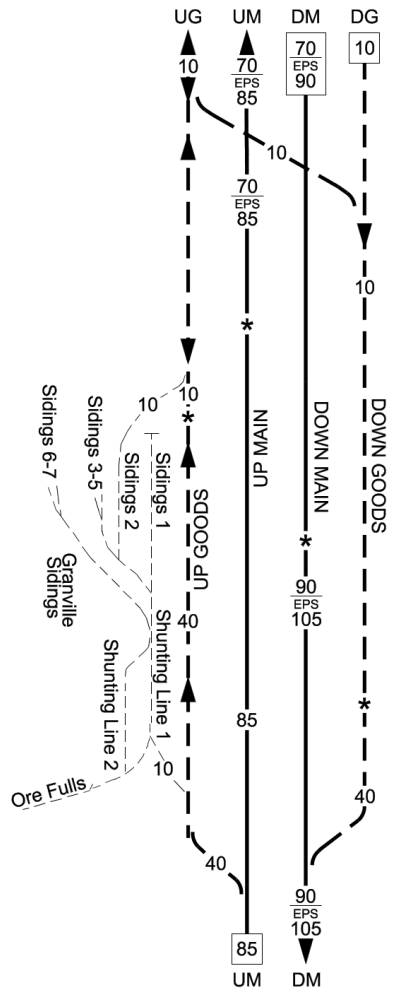
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	004	Colwich Jn to Cheadle Hulme	CMD2	West Coast South	10/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	20 26		TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe ECR GSM-R TASS fitted Axle Counter area Up & Dn Branch line out of use
	20 12 *		
	20 11 *		
Glebe Street Jn	20 10		
	20 07 *		
STOKE-ON-TRENT	19 78		Platform Lengths: Stoke-on-Trent Platform 1 Up & Down 268m (293 yards) Platform 2 Up & Down 276 metres (302 yards) Platform 3 Bay 88 metres (96 yards)
(End of diagram)	19 65		

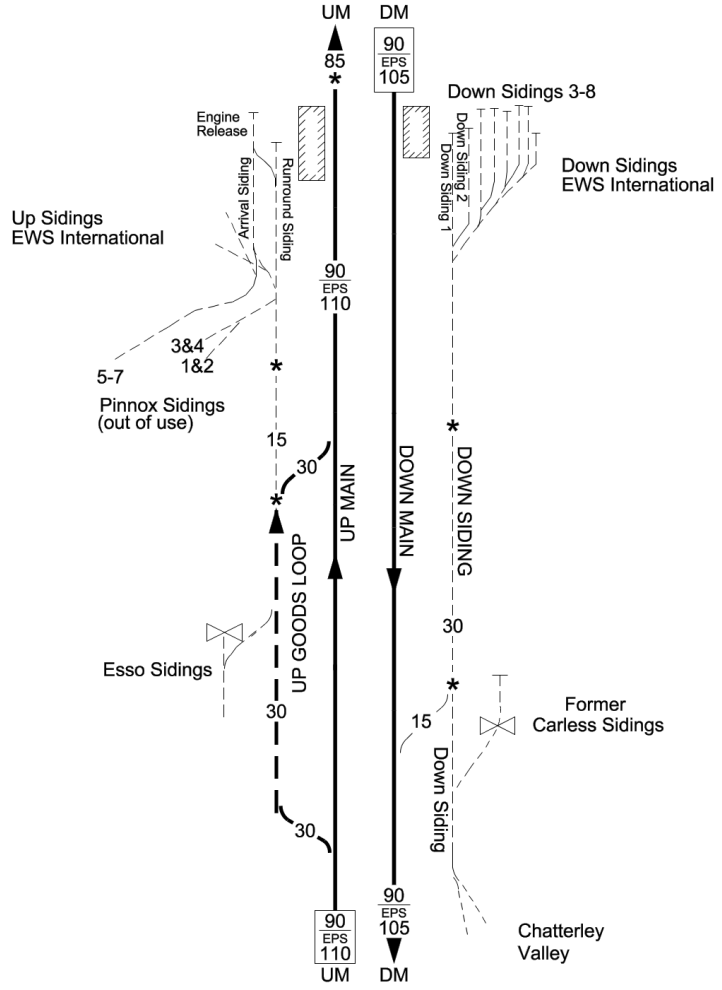
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	005	Colwich Jn to Cheadle Hulme	CMD2	West Coast South	10/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	19 65		TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe ECR
	19 64 *		
Stoke North Jn	19 63 *		TASS fitted
Stoke-on-Trent SCC (SOT)	19 60		
			Axle Counter area
	19 45 *		
	19 38 *		
Newcastle Jn (Stoke-on-Trent)	19 35 19 31 *		
(End of diagram)	19 18		

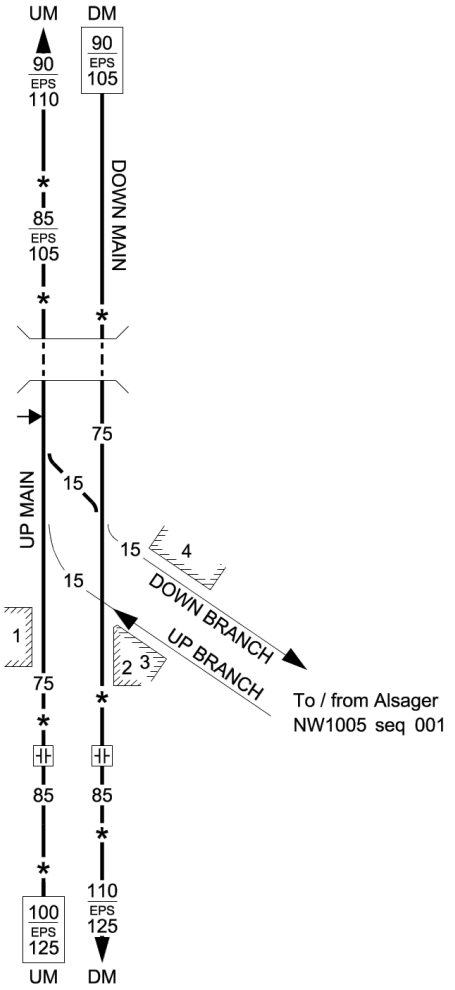
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	006	Colwich Jn to Cheadle Hulme	CMD2	West Coast South	10/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	19 18		TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe ECR GSM-R TASS fitted
Cliffe Vale Jn	19 12		Axle Counter area
	18 58 *		
	18 52 *		
	18 42 *		
	18 30 *		
	18 20		
Grange Jn	18 17		
(End of diagram)	18 13		

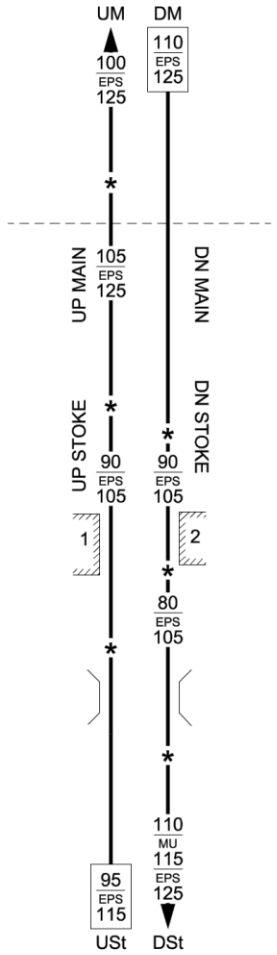
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	007	Colwich Jn to Cheadle Hulme	CMD2	West Coast South	10/05/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	18	13		TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe ECR
	18	06 *		GSM-R
LONGPORT	17	03		TASS fitted
				Platform Lengths: Longport Up 121 metres (132 yards) Down 115 metres (126 yards)
				Axle Counter area
	16	62 *		TPWS not provided on Up Goods Loop.
	16	56 *		
Longport Jn	16	48 *		
				UGL = 279 metres (915 feet)
	16	27 *		
(Down Siding connection)	16	25		
Bradwell Jn	16	16		
(End of diagram)	16	14		

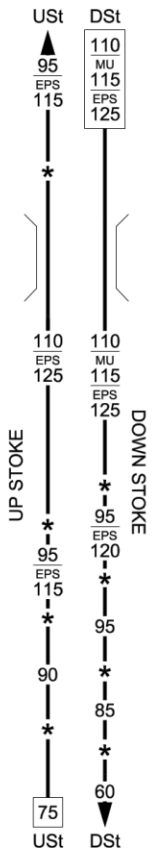
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	008	Colwich Jn to Cheadle Hulme	CMD2 CMD1	West Coast South	30/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Change of mileage & ELR)	15 65 CMD2 16 00 CMD1		TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe GSM-R Axle counter area. TASS provided.
	15 55 *		
	14 29 * 14 28 * from 14 27		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
Harecastle New Tunnel (283 metres / 309 yards)			
to	14 13		
Harecastle HABD	14 09		
(Crossover)	13 70		
Kidsgrove Jn	13 68 (0 00)		Mileage in round brackets ( ) is NW1005 mileage with ELR: KCS1.
KIDSGROVE	13 60		Platform lengths: Kidsgrove. Platform 1: 92 metres (101 yards). Platform 2: 174 metres (190 yards). Platform 3: See NW1005 seq 001. Platform 4: See NW1005 seq 001.
	13 55 * 13 53 *		
Kidsgrove F.S. OHNS	13 45		
	13 15 * 13 02 *		

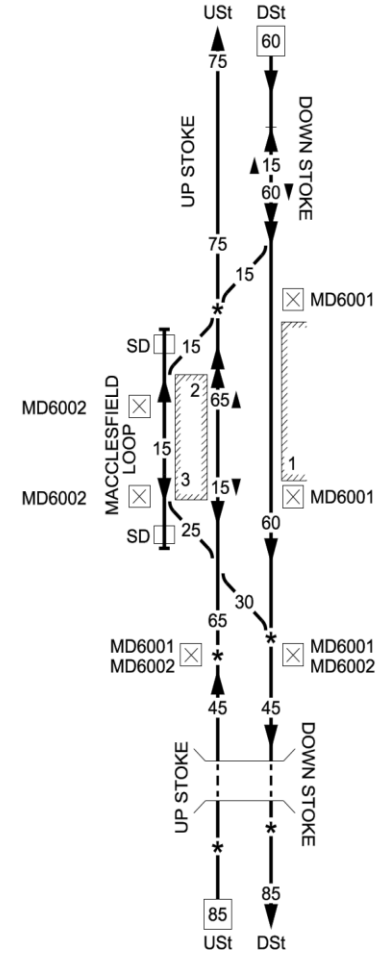
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	009	Colwich Jn to Cheadle Hulme	CMD1	West Coast South / North West	30/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe GSM-R Axle counter area. TASS provided.
	11 52 *		
Mow Cop LC (CCTV)	11 30		
(Change of line names)	8 40		Manchester ROC (MD) Macclesfield Workstation (From approx. 8m 40ch)
	8 32 *		
	8 25 *		
CONGLETON	8 12		Platform lengths: Congleton. Platform 1: 154 metres (168 yards). Platform 2: 118 metres (129 yards).
	8 08 *		
	7 70 *		
Congleton Viaduct (212 metres / 232 yards) from	7 68		
to	7 58		
	7 49 *		USt: Up Stoke. DSt: Down Stoke.

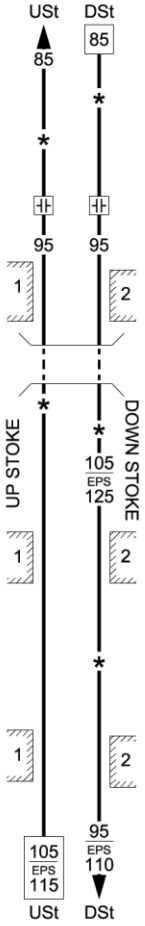
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	010	Colwich Jn to Cheadle Hulme	CMD1	North West	30/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
from North Rode Viaduct (380 metres / 416 yards) to	6 44 * 5 55 5 36 2 69 * 2 54 * 2 31 * 2 06 * 1 51 * 1 07 * 1 03 *		TCB Manchester ROC (MD) Macclesfield Workstation AC: Crewe GSM-R Axle counter area. TASS provided. USt: Up Stoke. DSt: Down Stoke.

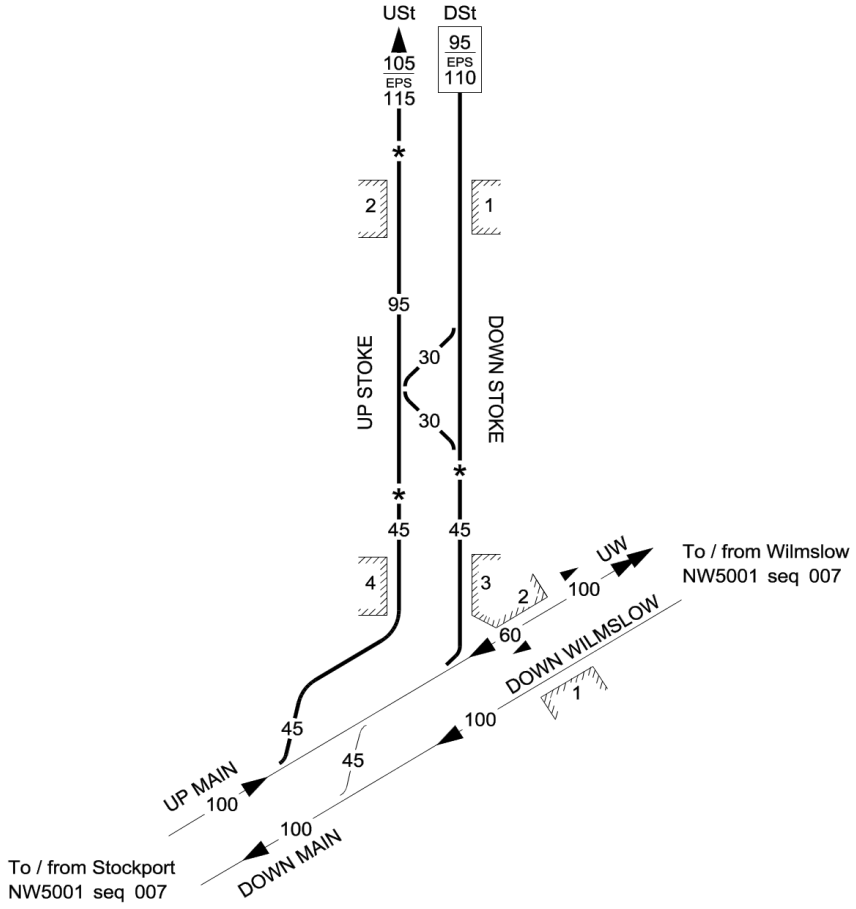
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	011	Colwich Jn to Cheadle Hulme	CMD1 MCH	North West	30/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(End of Up direction signalling on Down Stoke line)	0 62		TCB Manchester ROC (MD) Macclesfield Workstation AC: Crewe GSM-R Axle counter area. TASS provided.
Macclesfield South Jn	0 35 *		Permissive Working: PP-C authorised in all three platforms in both directions.
MACCLESFIELD	0 25		Platform lengths: Macclesfield. Platform 1: 305 metres (334 yards). Platform 2 (both directions): 268m (293yds). Platform 3 (both directions): 268m (293yds).
Macclesfield North Jn	0 12		☒ LOD(T) lockout device staff protection: MD6001: The Down Stoke line from Macclesfield South Jn (inclusive) through to Macclesfield North Jn (inclusive). MD6002: Macclesfield Loop and the Up Stoke line, from Macclesfield North Jn (inclusive) through to Macclesfield South Jn (inclusive).
	0 07 * 0 06 *		
Macclesfield Hibel Road (Change of mileage & ELR)	0 00 9 37	CMD1 MCH	
from Macclesfield Tunnel (313 metres / 342 yards) to	9 28 9 12 9 10 * 9 08 *		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 USt: Up Stoke. DSt: Down Stoke.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	012	Colwich Jn to Cheadle Hulme	MCH	North West	30/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	8 27 *		TCB Manchester ROC (MD) Macclesfield Workstation AC: Crewe GSM-R
	8 00 *		TASS provided.
Prestbury OHNS	7 24		Exceptionally Poor Rail Adhesion: Up Stoke and Down Stoke lines between 7m 40ch and 0m 00ch.
PRESTBURY	7 10		Platform lengths: Prestbury. Platform 1: 161 metres (176 yards). Platform 2: 121 metres (132 yards).
from	7 01		
Prestbury Tunnel (251 metres / 275 yards)			Axle counter area: Down Stoke line: to 6m 00ch. Up Stoke line: from 6m 44ch.
to	6 69		
	6 68 *		Manchester South SCC (MS)
	6 64 *		(From approx. 6m 30ch)
ADLINGTON (CHESHIRE)	5 15		Platform lengths: Adlington (Cheshire). Platform 1: 163 metres (178 yards). Platform 2: 162 metres (177 yards).
	3 40 *		
POYNTON	2 79		Platform lengths: Poynton. Platform 1: 164 metres (179 yards). Platform 2: 163 metres (178 yards).
			USt: Up Stoke. DSt: Down Stoke.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	013	Colwich Jn to Cheadle Hulme	MCH	North West	30/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Manchester South SCC (MS) AC: Crewe USt: Up Stoke. DSt: Down Stoke.
	1 67 *		
BRAMHALL	1 49		Platform lengths: Bramhall. Platform 1: 174 metres (190 yards). Platform 2: 179 metres (196 yards).
			TASS provided.
Bramhall Jn	0 37		Exceptionally Poor Rail Adhesion: Up Stoke and Down Stoke lines between 7m 40ch and 0m 00ch.
	0 31 *		
	0 28 *		UW: Up Wilmslow.
CHEADLE HULME	0 08		Platform lengths: Cheadle Hulme. Platform 1: See NW5001 seq 007. Platform 2: See NW5001 seq 007. Platform 3: 142 metres (155 yards). Platform 4: 164 metres (179 yards).
Cheadle Hulme North Jn	0 00 (180 60)		
(Up Stoke connection)	-0 13 (180 73)		Mileages in round brackets ( ) are NW5001 mileages with ELR: CMP1.

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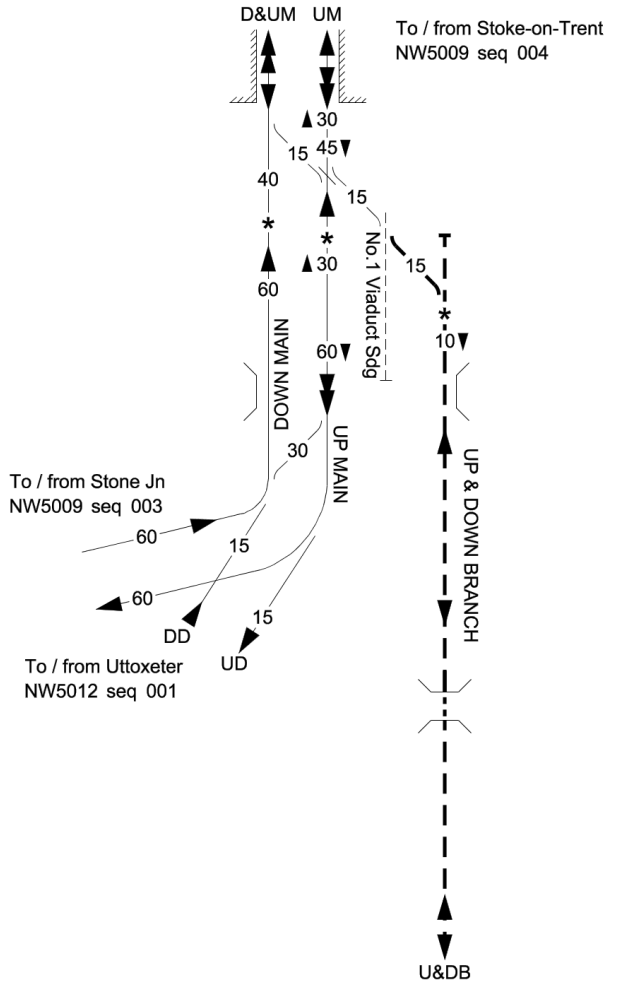
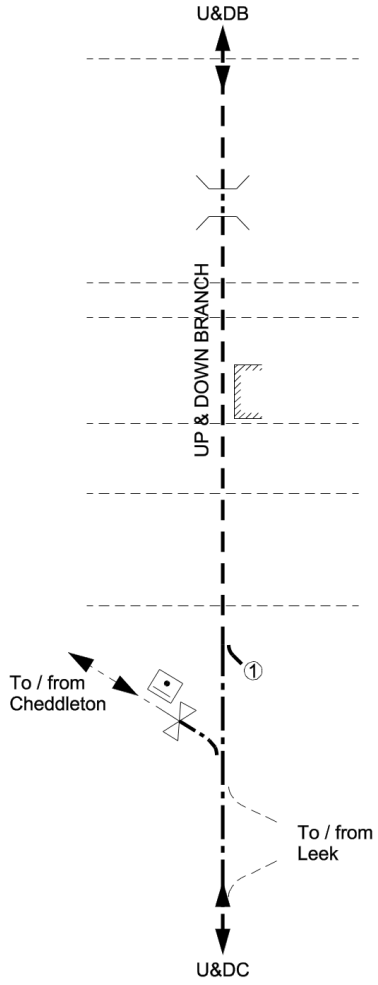
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5010	001	Glebe Street Jn to Caldon Quarry	SCQ1	West Coast South	12/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(STOKE-ON-TRENT)	(19 78)		GSM-R OTNS Stoke-on-Trent SCC (SOT) North Workstation
Glebe Street Jn	(20 08) -0 27		Mileages in round brackets ( ) are NW5009 mileages with ELR: CMD2.
	(20 11) * (20 12) *		Note: ELR: SCQ1 has negative mileages between Glebe Street Jn and 0m 00ch.
	-0 18 *		The Main lines and No.1 Viaduct Siding are provided with 25kV AC overhead electrification, controlled from Crewe ECR.
from Oldmill Street - Seven Arches Viaduct (83 metres / 91 yards) to	-0 13 -0 09		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
(Lines diverge) (Stoke Jn)	0 00 (20 35) (20 36)		GSM-R Down: End of GSM-R area: 0m 00ch. Up: Start of GSM-R area: 0m 00ch.
			DD: Down Derby. UD: Up Derby.
from Fenton Manor Tunnel (97 metres / 106 yards) to	0 63 0 68		The Up direction is towards Glebe Street Jn. The Down direction is towards Caldon.
			LINE OUT OF USE between Glebe Street Jn and 6m 37ch (SCQ2). Maximum permissible speeds NOT SHOWN, other than at Glebe Street Jn.
(Start / end of diagram)	3 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5010	002	Glebe Street Jn to Caldon Quarry	SCQ1 SCQ2 SCQ3	West Coast South	12/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	3 00		
Abbey LC (TMO)	3 20		
Milton Jn, former site of	3 51	SCQ1	
(Change of mileage & ELR)	0 00	SCQ2	
Stockton Brook Tunnel from	2 09		
(59 metres / 65 yards) to	2 12		
Moss Cottages LC (Open)	2 51		
LC (FP)	2 65		
ENDON	3 09		
Endon LC (TMO)	3 11		
LC (Open)	4 55		
St Edwards LC (FP)	6 23		
(Points) (NR / CVR lease boundary)	6 37		
Leek Brook Junction SB	6 59		
	(17 50)		
(Gates)	(17 51)		
Leek Brook Jn	6 65	SCQ2	
(Change of mileage & ELR)	0 00	SCQ3	
Leek Brook East Jn	0 20		
(Start / end of diagram)	1 00		



OTNS Stoke-on-Trent SCC (SOT) North Workstation

LINE OUT OF USE between Glebe Street Jn and 6m 37ch (SCQ2). Maximum permissible speeds NOT SHOWN.

The Up direction is towards Glebe Street Jn. The Down direction is towards Caldon.

U&DC: Up & Down Caldon.

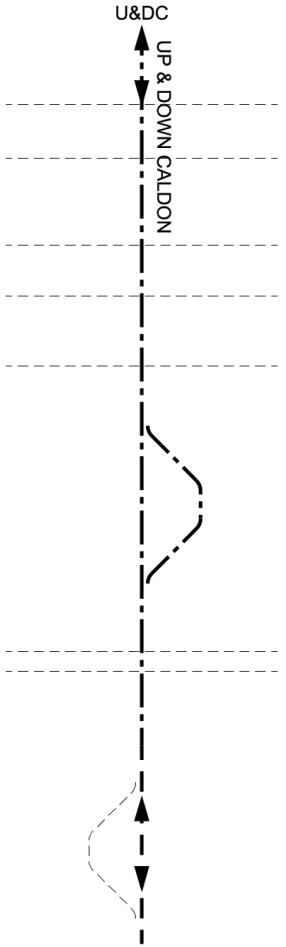
Mileages in round brackets ( ) have ELR: CVL.

① Points out of use.

OTS Leek Brook Junction SB (LBJ)

Line between 6m 37ch (SCQ2) and 7m 53ch (SCQ3) leased to and operated by the Churnet Valley Railway. Maximum permissible speeds NOT SHOWN.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5010	003	Glebe Street Jn to Caldon Quarry	SCQ3	West Coast South	12/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 00		OTS Leek Brook Junction SB (LBJ)
Illegal LC (UWC)	1 19		
Four Fields LC (UWC)	1 54		The Up direction is towards Glebe Street Jn. The Down direction is towards Caldon.
Longshaw's LC (UWC)	2 63		
Apesford LC (MCG)	3 19		
Threshing Barn LC (Open)	3 69		
from	4 28		
Ipstones Loop			Line between 6m 37ch (SCQ2) and 7m 53ch (SCQ3) leased to and operated by the Churnet Valley Railway. Maximum permissible speeds NOT SHOWN.
to	4 39		
Finneys LC (Open)	5 71		
Masseys LC (Open)	5 73		
(NR / CVR lease boundary)	7 53		
	7 62		
Caldon Quarry			LINE OUT OF USE from 7m 53ch to the end of the line. Maximum permissible speeds NOT SHOWN.
	7 75		
End of the Line	7 79		

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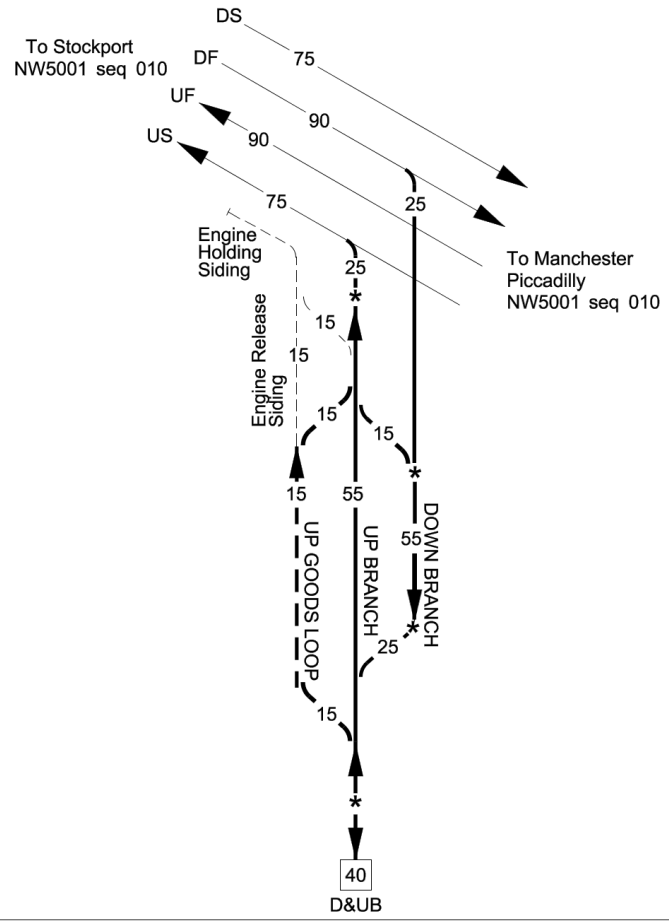
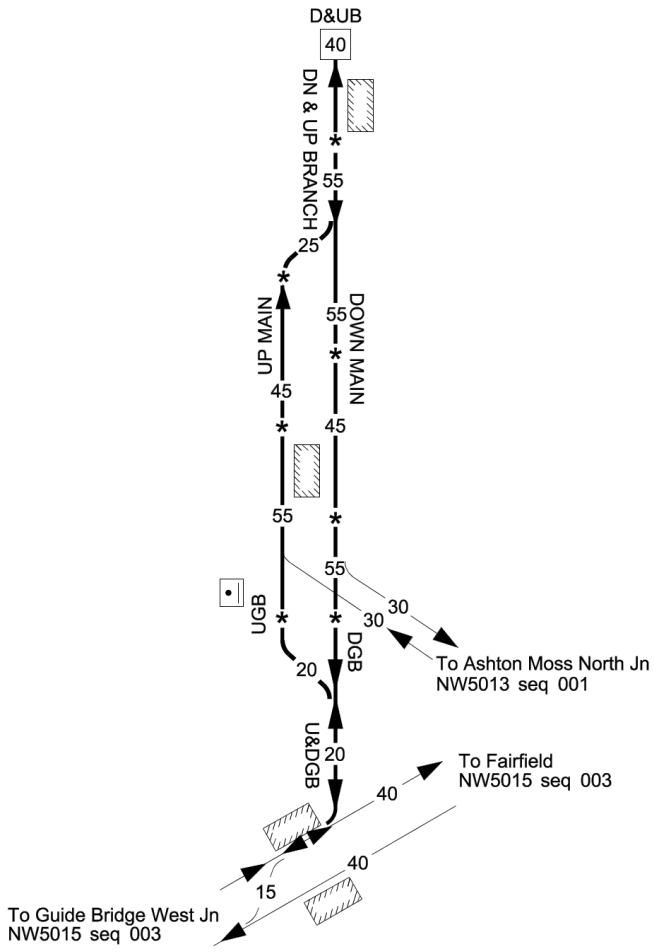
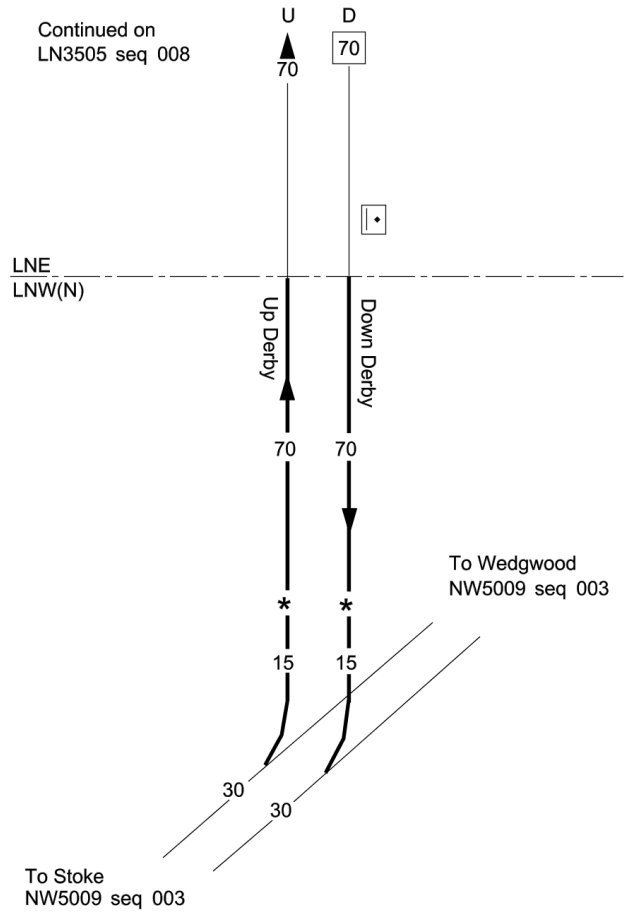
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5011	001	Heaton Norris Jn to Guide Bridge Station Jn	HNS	North West	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Heaton Norris Junction SB (HN)
Heaton Norris Jn	183 56		AC overhead electrification controlled from Crewe ECR, provided on the Fast and Slow lines at Heaton Norris Jn.
	0 00		
	0 03 *		
	0 13 *		UGL 730m. (2395ft)
	0 57 *		Exceptionally Poor Rail Adhesion: All lines between 0m 10ch and 0m 50ch.
	0 60		
Ash Bridge Jn	0 62		
	1 43 *		
(Start / end of diagram)	1 45		D&UB: Down & Up Branch.

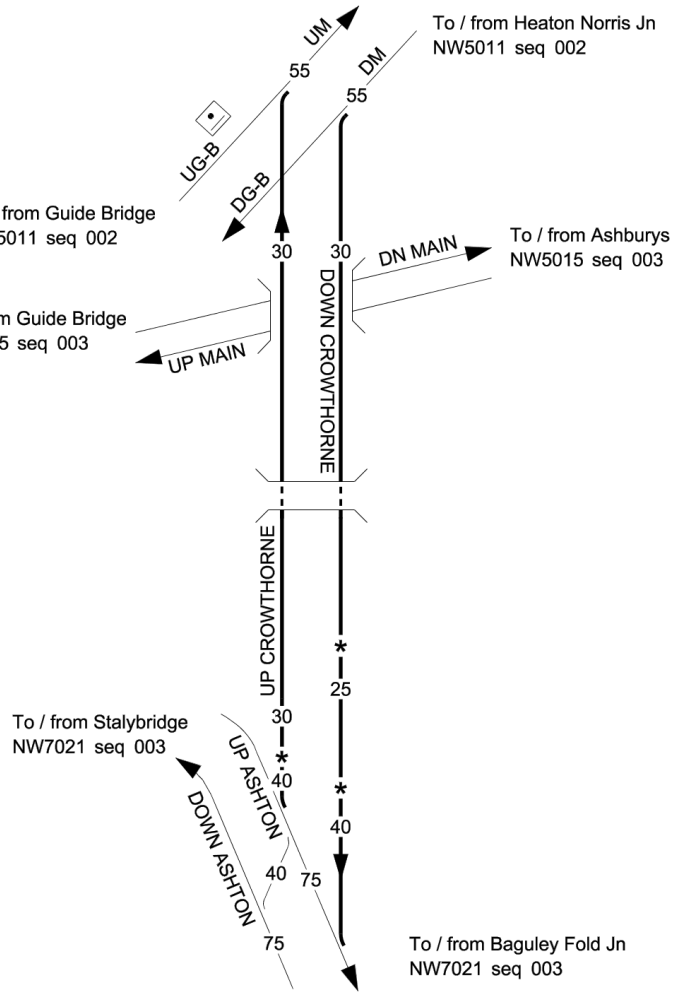
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5011	002	Heaton Norris Jn to Guide Bridge Station Jn	HNS	North West	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 45		GSM-R TCB Denton Junction SB (DJ)
REDDISH SOUTH	1 50		Platform Lengths: Reddish South 72m (79yards)
	1 58 *		
Denton Station Jn	3 10		
	3 12 *		
	3 27 *		
	3 38 *		UGB: Up Guide Bridge DGB: Down Guide Bridge U&DGB: Up & Down Guide Bridge
DENTON	3 39		Platform Lengths: Denton Up 59m (65yards) Down 59m (65yards)
	3 50 *		
Denton Jn	4 10		
Denton Junction SB	4 13		Manchester East SCC (GB)
	4 45 *		
	4 49		Mileages in round brackets ( ) are NW5015 mileages with ELR: HAJ.
Guide Bridge Station Jn	4 70 (4 73)		NOTE: NW5015 lines are provided with overhead AC electrification, controlled from Crewe ECR.
GUIDE BRIDGE	(4 76)		Platform Lengths: Guide Bridge Down Bi-Di 146m (160yards)

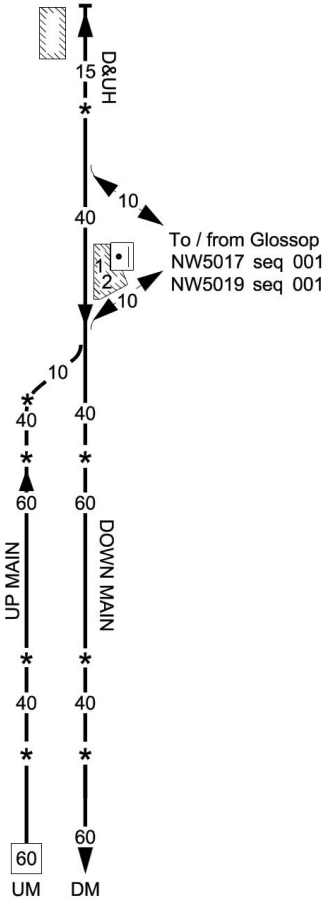
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5012	001	Foley Crossing (excl.) to Stoke Jn.	NSS	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Foley Crossing SB	1 56		TCB Foley Crossing SB GSM-R (IVRS) and GSM-R area Entry: 1m 40ch Down Line Exit: 1m 30ch Up Line Axle counter area: Down: from 1m 14ch Up: to 1m 32ch TCB Stoke-on-Trent SCC (SOT) North Workstation Exceptional Rail Head Conditions Down Derby line between 0m. 40ch. and 0m. 0ch.
Network Rail London North Western Route Boundary	1 40		
	0 07 *		
Stoke Jn	0 00		
	20 36		

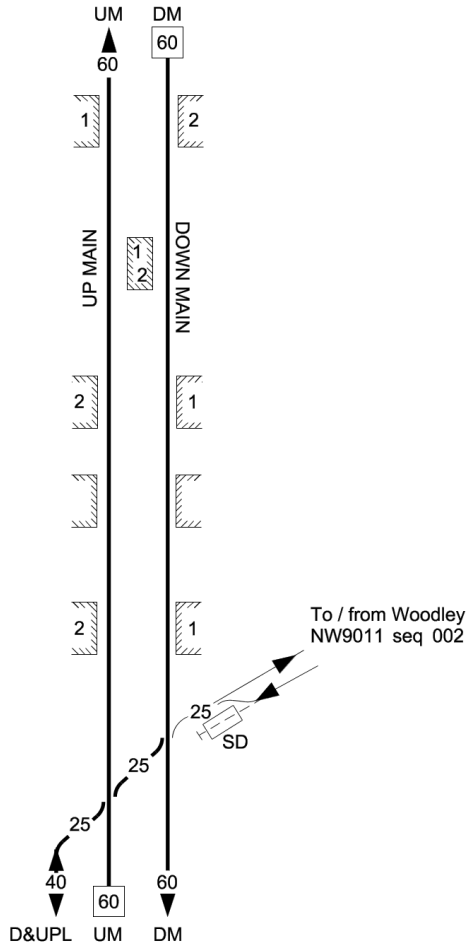
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5013	001	Denton Jn to Ashton Moss North Jn	DJO1 DJO2 AMJ	North West	28/09/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
Denton Jn	4 10			GSM-R TCB Denton Junction SB (DJ) UG-B: Up Guide Bridge. DG-B: Down Guide Bridge. Down Main and Up Main lines on NW5015 are provided with 25kV AC overhead electrification, controlled from Crewe ECR. Manchester ROC Manchester North Workstation (MN) Axle counter area: • Up Crowthorne line: from Ashton Moss North Jn to 4m 46ch (ELR: DJO1). • Down Crowthorne line: from 0m 78ch (ELR: DJO2) to Ashton Moss North Jn. **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 AC: Crewe NOTE: Only the Down Ashton line, Up Ashton line, and the Up Crowthorne line from Ashton Moss North Jn to Limit of Electrification, are provided with AC overhead electrification. Mileage in round brackets ( ) is NW7021 mileage with ELR: MVL1.
Denton Junction SB	4 13			
(Intersection bridge)	4 58			
Crowthorn Jn, former site of	5 28	DJO1		
(ELR & mileage change)	0 53	DJO2		
M60 Motorway / A635 Manchester Road Overbridge (143m / 156yds) from	0 55			
to	0 62			
(ELR & mileage change)	1 19	DJO2		
	0 00	AMJ		
Ashton Moss South Jn, former site of	0 02	*		
(Limit of electrification)	0 20			
	0 26	*		
(Start of Up Crowthorne line)	0 31 0 35	*		
Ashton Moss North Jn	0 40 (5 42)			
(End of Down Crowthorne line)	0 45			

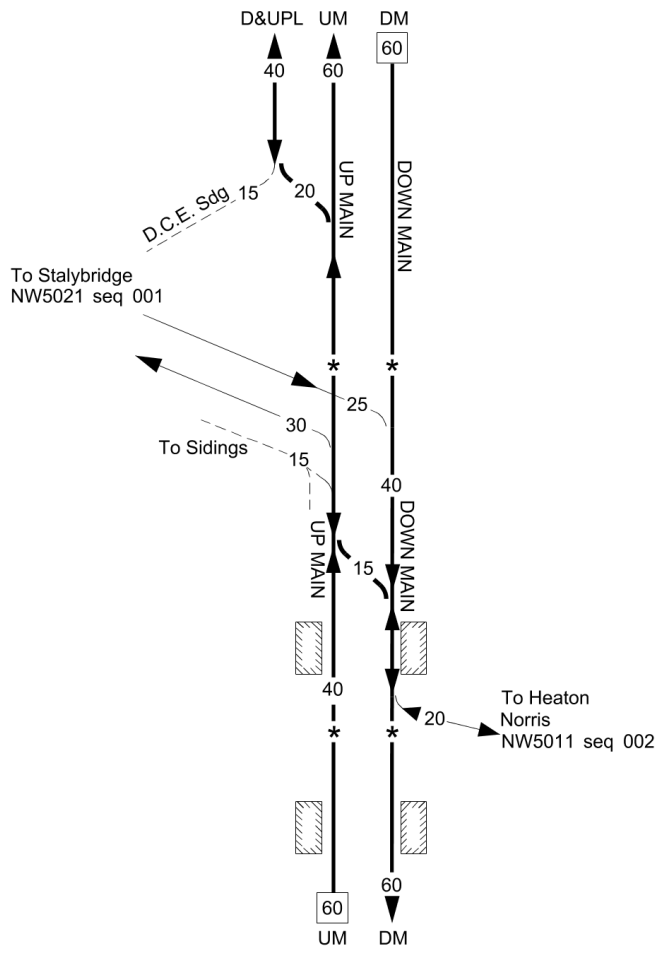
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	001	Hadfield to Ardwick Jn	HAJ	North West	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT Dinting SB (DG) AC: Crewe
HADFIELD	12 61		Platform lengths: Hadfield. 108 metres (118 yards).
	12 42 *		D&UH: 'Down & Up' Hadfield.
Dinting East Jn	12 00		
Dinting SB	11 72		
DINTING	11 72		Platform lengths: Dinting. Platform 1: 108 metres (118 yards).
Dinting West Jn	11 66		AB
	11 59 *		
	11 40 *		
	10 20 *		
	10 00 *		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 10m 20ch and 9m 20ch.
(Start / end of diagram)	9 70		

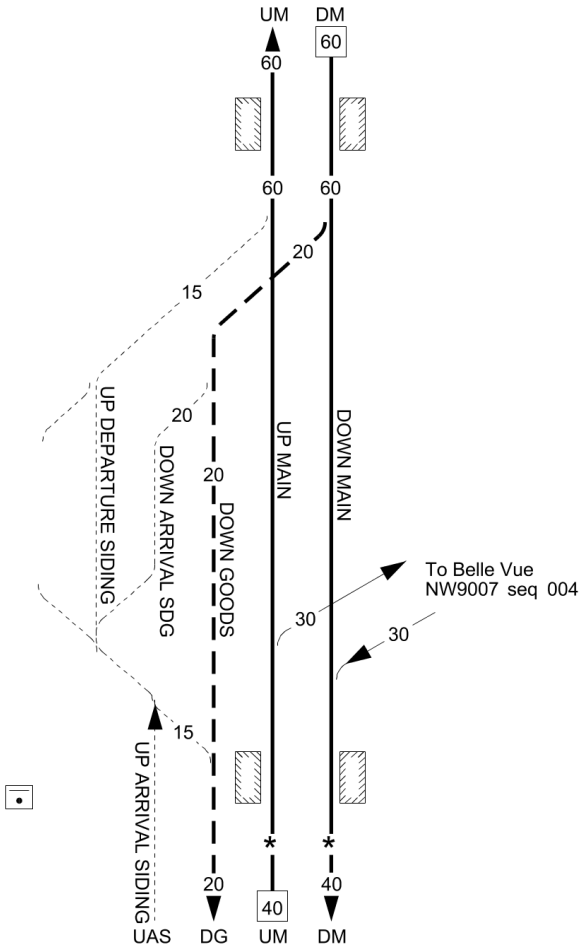
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	002	Hadfield to Ardwick Jn	HAJ	North West	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	9 70		GSM-R AB Dinting SB (DG) AC: Crewe Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 10m 20ch and 9m 20ch.
BROADBOTTOM	9 60		Platform lengths: Broadbottom. Platform 1: 107 metres (117 yards). Platform 2: 107 metres (117 yards).
HATTERSLEY	8 58		Platform lengths: Hattersley. Platform 1: 169 metres (185 yards). Platform 2: 169 metres (185 yards). TCB Manchester East SCC (GB)
GODLEY	7 72		Platform lengths: Godley. Platform 1: 85 metres (93 yards). Platform 2: 85 metres (93 yards).
NEWTON FOR HYDE	7 27		Platform lengths: Newton for Hyde. Up platform: 115 metres (126 yards). Down platform: 114 metres (125 yards).
FLOWERY FIELD	6 56		Platform lengths: Flowery Field. Platform 1: 85 metres (93 yards). Platform 2: 85 metres (93 yards).
Hyde Jn	6 17		
(D&UPL connection)	6 08		
(Start / end of diagram)	6 00		D&UPL: Down & Up Passenger Loop.

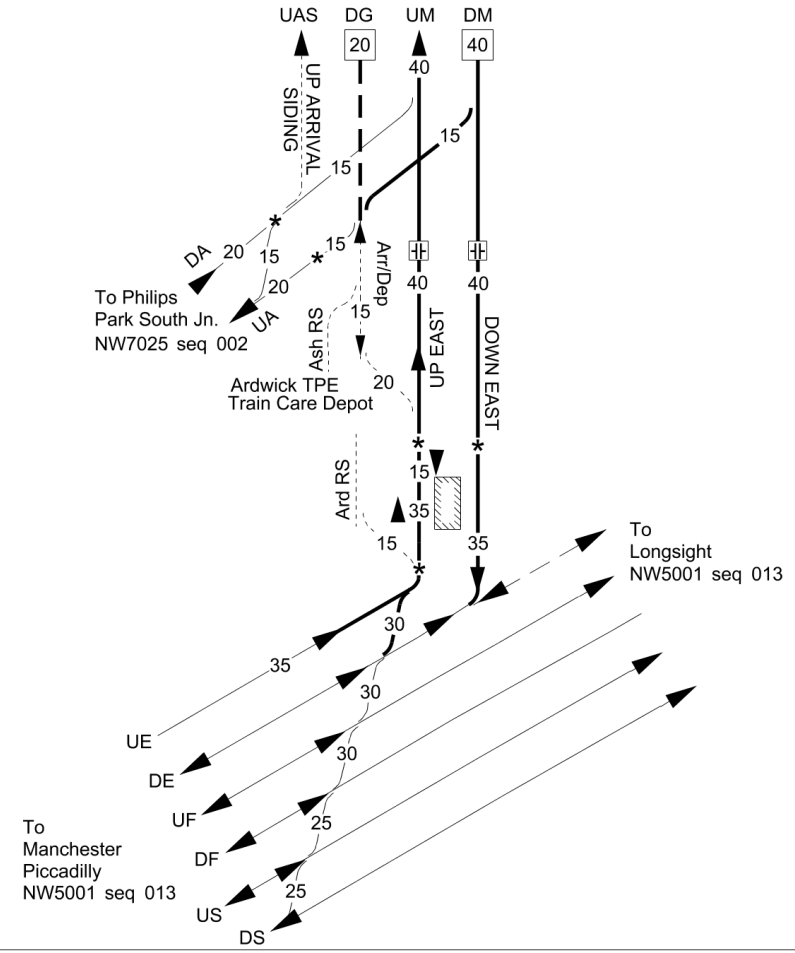
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	003	Hadfield to Ardwick Jn.	HAJ GBN GBS1	LNW North	24/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Manchester East SCC (GB) AC: Crewe
Guide Bridge East Jn	5 32		D&UPL: 'Down & Up' Passenger Loop D&UPL - Up direction: 720m (2362ft) D&UPL - Down direction: 875m (2871ft)
	5 13 *		D.C.E. Siding has ELR: GBN. Sidings at Guide Bridge West Jn have ELR: GBS1.
Guide Bridge West Jn	5 10		
			Platform Lengths: Guide Bridge Up 151m (165yards) Down bi directional 146m (160yards)
GUIDE BRIDGE	4 76		
Guide Bridge Station Jn	4 73		Platform Lengths: Fairfield Up 135m (148yards) Down 135m (148yards)
	4 72 *		
FAIRFIELD	3 52		Manchester East SCC (AS)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	004	Hadfield to Ardwick Jn.	HAJ AYS	LNW North	24/07/2021

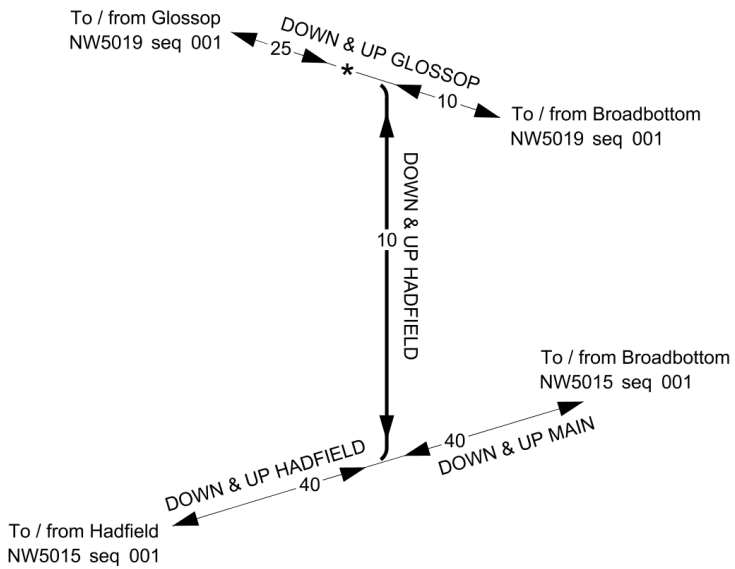
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Manchester East SCC (AS) AC: Crewe GSM-R
GORTON	2 54		Platform Lengths : Gorton Up 151m (165yards) Down 151m (165yards)
Gorton Jn	2 50		
			All sidings shown on this diagram have ELR: AYS.
			(PF) Authorised on Down Goods Line
Ashburys East Jn	1 56		
ASHBURYS	1 42		Platform Lengths: Ashburys Up 106m (116yards) Down 120m (131yards)
Manchester ROC (Rail Operating Centre)	1 42 1 38 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	005	Hadfield to Ardwick Jn.	HAJ AYS PPA3	North West	02/07/2022

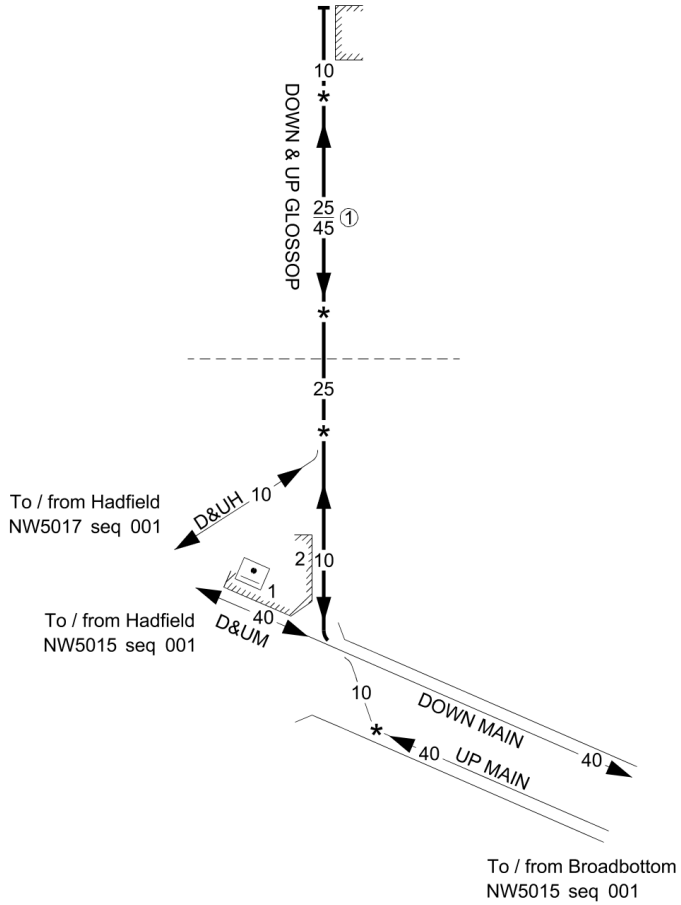
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Ashburys West Jn	1	36			GSM-R TCB Manchester East SCC (AS) AC: Crewe Up Arrival Siding has ELR: AYS. Crossovers between the Main lines and the Ashburys lines have ELR: PPA3. DA: Down Ashburys. UA: Up Ashburys. Ash RS: Ashburys Reception Siding Ard RS: Ardwick Reception Siding Arr/Dep: Arrival / Departure Manchester Piccadilly SCC (MP) Station Panel Platform Lengths : Ardwick Up: 56 metres (61 yards). Down: 63 metres (69 yards).
	1	30			
OHNS	1	12			
	0	76			
Ardwick TPE Train Care Depot	0	75	*		
ARDWICK	0	64			
	0	59	*		
Ardwick Jn	0	53			
	188	12			

LNW North Route Sectional Appendix Module NW5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5017	001	Dinting South Jn to Dinting East Jn	DSD	North West	26/03/2022

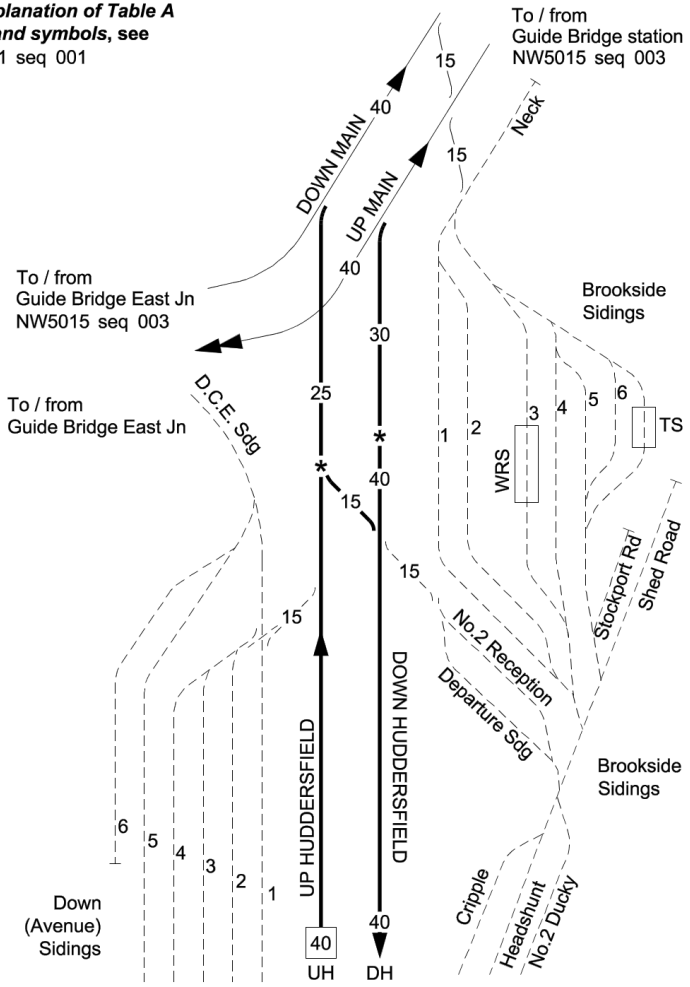
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Dinting South Jn	0 71 *		GSM-R OTNS Dinting SB (DG) AC: Crewe
	0 72		
			The Down direction is from Dinting South Jn to Dinting East Jn.
Dinting East Jn	1 05		
	(12 00)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5019	001	Glossop to Dinting West Jn	GDW	North West	26/03/2022

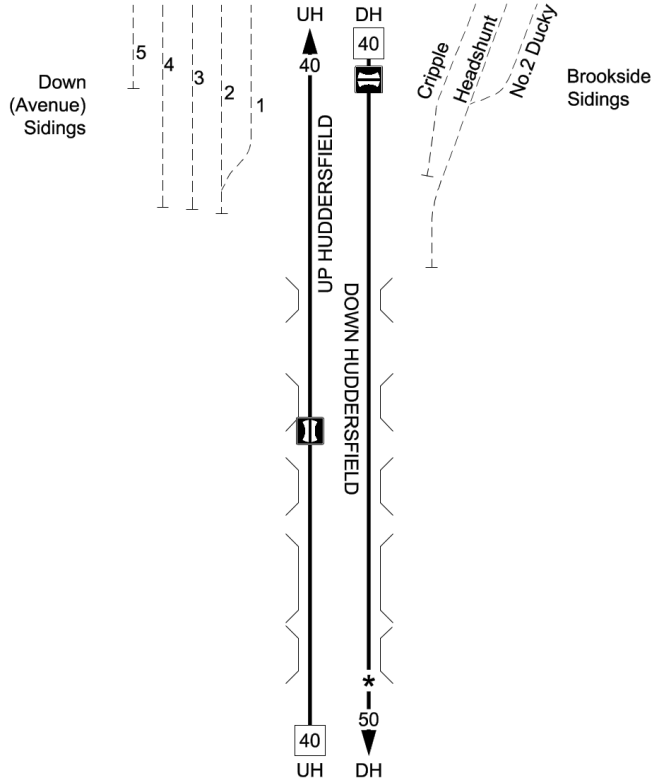
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
GLOSSOP	0 01		GSM-R OTNS — Dinting SB (DG) AC: Crewe
	0 13 *		Platform length: Glossop. 127 metres (139 yards).
			① The faster speed applies to Class 1, 2 and 5 trains. The slower speed applies to all other classes of train.
	0 55 *		The Down direction is from Glossop to Dinting.
Dinting Lane LC (UWC)	0 61	T	D&UH: Down & Up Hadfield. D&UM: Down & Up Main.
Dinting South Jn	0 71 * 0 72		AB Dinting SB absolute block station limits apply between Dinting South Jn and Dinting West Jn.
DINTING	0 79		
Dinting West Jn	1 05 (11 66)		Platform lengths: Dinting. Platform 1: See NW5015 seq 001. Platform 2 (both directions): 104 metres (114 yards).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5021	001	Guide Bridge West Jn to Stalybridge	SAJ GBS1 GBS2 GBN	North West	03/03/2024

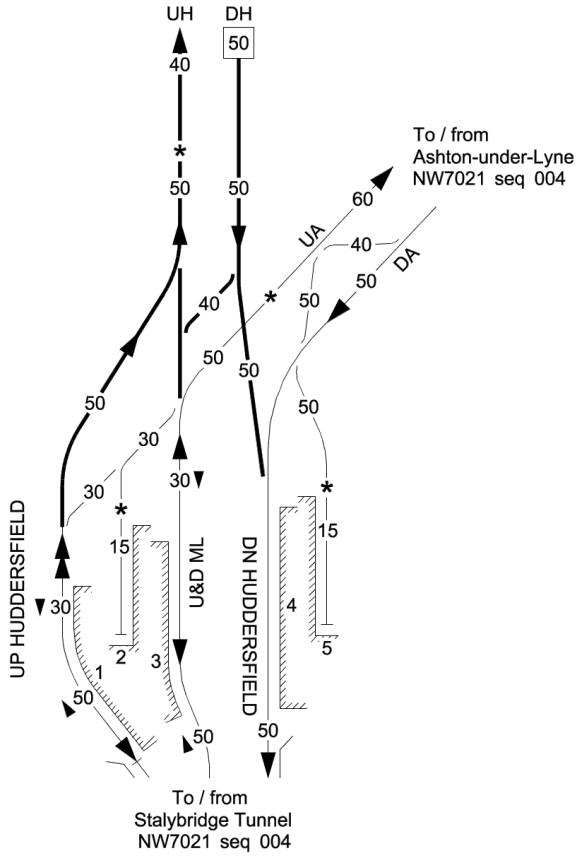
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Guide Bridge West Jn	0 04	**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001	TCB Manchester East SCC (GB) AC: Crewe GSM-R
			NOTE: Only the Up Huddersfield, Down Huddersfield, Up Main and Down Main lines are electrified.
	0 16 *		TS: Tamper Shed. WRS: Wagon Repair Shed.
	0 19 *		
Guide Bridge North Jn	0 21		Brookside Sidings have ELR: GBS1. Down (Avenue) Sidings have ELR: GBS2. D.C.E. Siding has ELR: GBN.
(Start / end of diagram)	0 40		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5021	002	Guide Bridge West Jn to Stalybridge	SAJ GBS1 GBS2	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 40		TCB Manchester East SCC (GB) AC: Crewe GSM-R
(Start of APCO zone - pantograph lower)	0 42		NOTE: Only the Down Huddersfield and Up Huddersfield lines are electrified.
(Buffer stops)	0 48		Brookside Sidings have ELR: GBS1. Down (Avenue) Sidings have ELR: GBS2.
(Buffer stops)	0 50		
Tame Viaduct (40 metres / 44 yards) from	0 51		
to	0 53		
Dukinfield West Viaduct (103 metres / 113 yards) from	0 60		
to	0 65		
(Start of APCO zone - pantograph raise)	0 65		
Dukinfield East Viaduct (100 metres / 109 yards) from	0 68		
to	0 73		
Ashton Viaduct No.1 (254 metres / 278 yards) from	0 78		Manchester ROC (MN) Manchester North Workstation
to	1 11		
Ashton Viaduct No.2 (178 metres / 195 yards) from	1 12		Axle counter area: Up Huddersfield: to 0m 72ch. Down Huddersfield: from 1m 30ch.
to	1 21 *		
(Start / end of diagram)	1 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5021	003	Guide Bridge West Jn to Stalybridge	SAJ	North West	03/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 40		TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R Axle counter area throughout.
	1 60 *		
Stalybridge West Jn	2 11 (7 50)		DA: Down Ashton. UA: Up Ashton. U&D ML: Up & Down Middle Line.
(Platform 4 connection)	2 16		Platform lengths: Stalybridge. Platform 1 (through trains and turnback): 224 metres (245 yards). Platform 2: 121 metres (132 yards). Platform 3 (both directions): 224 metres (245 yards). Platform 4 (through trains and turnback): 249 metres (272 yards). Platform 5: See NW7021 seq 004.
(Platform 1 connection)	2 20		
STALYBRIDGE	(7 68)		Permissive working: PP-A authorised in Platforms 1, 3 and 4 in both directions. PP authorised in Platforms 2 and 5. Mileages in round brackets ( ) are NW7021 mileages with ELR: MVL2.

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SPECIAL WORKING ARRANGEMENT
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NW5001 (CREWE NORTH JN. TO MANCHESTER PICCADILLY)

From	To	Type of Train	Line(s)	Remarks
Stockport No.1	Stockport No.2	Coaching stock	Down fast/Down slow/Down main/Down goods	Propelling authorised for trains up to 224m (735 ft) in length
Stockport No.2	Stockport No.1	Coaching stock	Up fast/Up slow	Propelling authorised for trains up to 224m (735 ft) in length
Stockport No.2	Stockport No.1	Coaching stock	Down goods	Wrong direction working authorised
Longsight South End (signals MP.37/38/41/42)	Manchester Piccadilly Station	Coaching stock	All	Propelling authorised (including dead EMU's)
Ardwick Station (signals MP.312/315)	Manchester Piccadilly Station	Coaching stock	All	Propelling authorised (including dead EMU's)

Dated: 07/10/06

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NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY

WILMSLOW

Up locomotive-hauled passenger trains formed of 12 or more vehicles, booked to stop at Wilmslow Platform 4, must be brought to a stand at the Sandbach end of the platform.

Dated: 12/01/08

NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY

STOCKPORT

Up locomotive-hauled passenger trains formed of 12 or more vehicles, booked to stop at Stockport, must be brought to a stand at platform starting signals ST1.25 (Up Slow – platform 1) or ST1.29 (Up Fast – platform 3).

Handbook 8 and TS1 13.2 COSS, IWA or PC blocking a line: Line blockages between Stockport No.1 and Stockport No.2 signal boxes must always have additional protection.

Permissive Working – MPV S&C Video Train Operation: the MPV S&C Video Train is permitted to operate under the permissive working arrangements in platforms 1 and 3A.

Under these circumstances the MPV must be brought to a stand clearly in sight of the train already in the occupied platform.

Dated: 09/12/2023

NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY

Longsight South Jn To Longsight Depot Jn

Telephones on the Up & Down Goods line. Three telephones are provided at intervals along the Up & Down Goods line at Longsight. Drivers of movements for the Manchester direction must use the nearest telephone to advise the signaller at Manchester Piccadilly SCC of their reporting number and destination.

All departures via signals MP39 and MP44. The designated person (DP) in the chief operating supervisor's office must advise the signaller at Manchester Piccadilly SCC of the departure of all trains and light locomotives from the south end of the depot via signals MP39 and MP44.

All departures via signals MP74, MP75, MP76 and MP77. The DP in the north end supervisor's office must advise the signaller at Manchester Piccadilly SCC of the departure of all trains and light locomotives from the north end of the depot via signals MP74, MP75, MP76 and MP77.

Arrivals at the north end, (excluding No.37 road). All arrivals must proceed to the 'Stop & Await Instructions' boards adjacent to the north end supervisor's office. All movements from this point must be controlled by the PIC.

Arrivals at the south end. All arrivals must proceed to the 'Stop & Await Instructions' boards. All movements from this point must be controlled by the PIC.

Traincrew. All traincrew arriving at Longsight depot for the purpose of taking locomotives or stock off the depot must report, in person, to the chief operating supervisor who will advise them of the location and number of the locomotive or stock. Under no circumstances must drivers proceed with any movements until instructed to do so by the PIC.

Longsight Wheel Lathe Depot and Manchester International Depot The person in charge of the Wheel Lathe Depot is responsible for the operation of the hand points leading from Wheel Lathe 3 road to Manchester International Depot. When signal MP69 is cleared for a movement to either depot, it will not be necessary for these hand-points to be examined by the traincrew and therefore the requirements of *Rule Book Module SS2, Section 4.2* are exempt for traincrew only.

Arrivals. All arrivals at the Wheel Lathe Depot must proceed to the 'Stop & Await Instructions' board. All movements from this point must be controlled by the PIC.

All departures via signals MP65 or MP83. The designated person (DP) must advise the signaller at Manchester Piccadilly SCC of all departures from the Wheel Lathe Depot or Manchester International Depot via signals MP65 or MP83.

Traincrew. All traincrew arriving at the Wheel Lathe Depot for the purpose of taking locomotives or stock off the depot must report to the DP who will advise them of the location and number of the locomotive or stock. Under no circumstances must drivers proceed with any movements until instructed to do so by the DP.

Dated: 09/12/2023

NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY

Ardwick Jn

Ardwick TPE Train Care Depot

The Operations Supervisor will release the acceptance slot and give permission to the Signaller at Manchester Piccadilly signal box or Manchester East signal box, as the case may be, to signal movements onto the depot.

A points indicator is located on the approach to S1 points within the depot. This consists of a white directional arrow on a black background and indicates the lie of the points. The Driver should ensure that the points indicator displays a white directional arrow, indicating that the points are set correctly. If the points indicator should display a flashing horizontal bar or a blank indication, then the train should be brought to a stop and the Driver should contact the TPE Operations Supervisor.

All arrivals must proceed to the 'Stop and Await Instructions' boards situated on either the South Train Wash Road or the Train Wash Bypass. All movements beyond this point must be controlled by the TPE Operations Supervisor.

In the event of a failure of the acceptance slot or other signalling equipment which prevents normal movements via the west end depot access, all movements will normally be made via the east (Ashburys) depot access, except under exceptional circumstances when movements may be allowed to be handsignalled onto the west end of the depot under the relevant failure instructions.

Departures. All train crews arriving at Ardwick TPE Depot for the purpose of taking stock off the depot must report in person to the TPE Operations Supervisor who will advise them of the location and number of the stock.

Under no circumstances must drivers proceed with any movement until instructed to do so by the TPE Operations Supervisor.

When a train requires to depart from the west end of the depot, the TPE Operations Supervisor must advise the Signaller at Manchester Piccadilly signal box by means of a train description using the MPSCC OCU and communicating with the Signaller at MPSCC by the direct telephone link as required.

Dated: 17/08/2013

NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY

MANCHESTER PICCADILLY

PLATFORMS 1-12 ONLY

Starting of trains from platforms - additional instructions to Rule Book Module SS1, Section 3.4.

Except for light locomotives and Multiple Purpose Vehicles (MPVs), the READY-TO-START signal must be given by means of the right away (RA) indicator.

On trains that do not have an opening window by the door controls, the guard must close all passenger doors, leaving the local door open. When the person in charge of the platform has given the STATION WORK COMPLETE signal, the guard must give the READY-TO-START signal to the person in charge of the platform, before closing the local door. The person in charge of the platform must ensure that the local door is shut and the hazard light extinguished before pressing the RA button.

Permissive Working – MPV S&C Video Train Operation– the MPV S&C Video Train is permitted to operate under the permissive working arrangements in platforms 1 to 12 inclusive.

Under these circumstances the MPV must be brought to a stand clearly in sight of the train already in the occupied platform.

Dated: 28/09/19

NW5007 - MANCHESTER AIRPORT TO HEALD GREEN NORTH JN.

MANCHESTER AIRPORT

Permissive working. All platforms will accommodate one train not exceeding eight vehicles or two trains not exceeding four vehicles each. If a platform is occupied by more than four vehicles a second train must not be allowed to enter that platform.

Dated: 14/06/15

NW5007 - MANCHESTER AIRPORT TO HEALD GREEN NORTH JN.

MANCHESTER AIRPORT to Heald Green North Jn

Between Manchester Airport and Heald Green North and South Junctions

Airport runway over-run trip wires. Trip wires are provided on both sides of the Up Airport and Down Airport lines, between Heald Green West Junction and signal MP265, extending for the width of the flight-path of the Manchester Airport main runway. These trip wires will be broken if an aircraft approaches at a dangerously low level when taking off or landing and this will have the following effects on railway operations / infrastructure:

- Signals MP255, MP263, MP261 and MP269 at Manchester Airport will be replaced to danger.
- Signals MP265, MP271 and MP272 at Heald Green West Junction will be replaced to danger.
- Routes will be inhibited from signal MP283 to the Down Chord line at Heald Green South Junction and from signal MP286 to the Up Airport line at Heald Green North Junction.
- The electricity supply to the OLE on both lines between Manchester Airport station and Heald Green North Junction and both lines between Heald Green West Junction and Heald Green South Junction will be cut off.

IT MUST NOT BE ASSUMED THAT THE OVERHEAD LINE EQUIPMENT HAS BEEN ISOLATED UNLESS THE PROCEDURES SHOWN IN RULE BOOK MODULE AC, SECTIONS 6.1 AND 6.2, HAVE BEEN CARRIED OUT.

If signals MP265, MP271 or MP272 revert to danger as a train approaches, or if it is necessary for a train to be brought to a stand between these signals, the driver must try to bring the train to a stand clear of the flight-path.

Rule Book Module P1. When it is necessary to institute single line working over the Down and Up Airport lines, a handsignaller must be appointed opposite signal MP265 and either signal MP271 or MP272. If an aircraft emergency occurs, the pilot appointed for single line working will be advised by the signaller at Manchester Piccadilly SCC and must arrange for train services to be suspended as soon as possible.

Working of cranes. In addition to the procedure shown in Rule Book Handbook 16, Section 4.1, cranes must not be allowed to work on the Down and Up Airport lines between Heald Green West Junction and signal MP265 unless the authority of the Manchester Airport Air Traffic Control Watch Manager (telephone 0161 209 2836) has been obtained. For pre-planned work, at least 5 days' notice must be given to the Watch Manager. If 5 days' notice cannot be given, the authority of the Watch Manager must still be obtained. In an emergency the signaller at Manchester Piccadilly SCC can be asked to obtain this authority.

Dated: 03/12/2022

NW5007 - MANCHESTER AIRPORT TO HEALD GREEN NORTH JN.

MANCHESTER AIRPORT To Heald Green North Jn

Between Manchester Airport and Heald Green North and South Junctions

Airport runway over-run trip wires. Trip wires are provided on both sides of the Up Airport and Down Airport lines, between Heald Green West Junction and signal MP265, extending for the width of the flight-path of the Manchester Airport main runway. These trip wires will be broken if an aircraft approaches at a dangerously low level when taking off or landing and this will have the following effects on railway operations / infrastructure:

Signals MP255, MP263, MP261 and MP269 at Manchester Airport will be replaced to danger.

Signals MP265, MP271 and MP272 at Heald Green West Junction will be replaced to danger.

Routes will be inhibited from signal MP283 to the Down Chord line at Heald Green South Junction and from signal MP286 to the Up Airport line at Heald Green North Junction.

The electricity supply to the OLE on both lines between Manchester Airport station and Heald Green North Junction and both lines between Heald Green West Junction and Heald Green South Junction will be cut off.

IT MUST NOT BE ASSUMED THAT THE OVERHEAD LINE EQUIPMENT HAS BEEN ISOLATED UNLESS THE PROCEDURES SHOWN IN *RULE BOOK MODULE AC, SECTIONS 6.1 AND 6.2*, HAVE BEEN CARRIED OUT.

If signals MP265, MP271 or MP272 revert to danger as a train approaches, or if it is necessary for a train to be brought to a stand between these signals, the driver must try to bring the train to a stand clear of the flight-path.

Rule Book Module P1. When it is necessary to institute single line working over the Down and Up Airport lines a handsignaller must be appointed opposite signal MP265 and either signal MP271 or MP272. If an aircraft emergency occurs the pilotman will be advised by the signaller at Manchester Piccadilly signal box and must arrange for train services to be suspended as soon as possible.

Working of cranes. In addition to the procedure shown in Rule Book Handbook 16, Section 4.1, cranes must not be allowed to work on the Down and Up Airport lines between Heald Green West Junction and signal MP265 unless the authority of the Manchester Airport Air Traffic Control Watch Manager (BT telephone 0161-499-5336) has been obtained. For pre-planned work, at least 5 days notice must be given to the Watch Manager. If 5 days notice cannot be given, the authority of the Watch Manager must still be obtained. In an emergency the signaller at Manchester Piccadilly signal box can be asked to obtain this authority.

Dated: 15/09/2018

NW5009 - COLWICH JN TO CHEADLE HULME

Colwich Jn To Stone Jn

Trains diverted via Stafford. Down and Up trains booked to run via Meaford Crossing L.C. (CCTV) to or from Stoke-On-Trent may be diverted via Stafford without previous warning and Drivers so routed need not observe the requirements of Rule Book, Module S7, Section 1.2.

If a Down train is booked to call at Stoke-On-Trent or Macclesfield, Drivers of trains on the Down Slow line must stop and challenge the route at Searchlight Lane Junction (signal SC5609) if not routed towards Stone Junction. Drivers of trains on the Down Fast line must stop and challenge the route at Norton Bridge Junction (signal SC3605) if not routed towards Stone Junction.

Dated: 20/11/21

NW5009 - COLWICH JN TO CHEADLE HULME

STOKE-ON-TRENT

If signal SOT.277 at the Manchester end of Stoke-on-Trent station is showing a proceed aspect, drivers of down trains conveying 12 coaches or more must let the locomotive run beyond this signal in order to position the leading vehicle at the extreme end of the platform. This will ensure that the rear vehicle on the train is in the platform.

Dated: 07/10/06

NW5009 - COLWICH JN TO CHEADLE HULME

MACCLESFIELD

Up locomotive-hauled passenger trains formed of 12 or more vehicles booked to stop at Macclesfield must be brought to a stand at the platform starting signals MD4836 (platform 2) or MD4834 (platform 3).

Dated: 30/08/2022

NW5009 - COLWICH JN TO CHEADLE HULME

Macclesfield Station

Stabling of locomotive hauled 11 Car Class 390 Pendolino Units in Platforms 2 and 3 at Macclesfield Station

Locomotive hauled 11 Car Class 390 Pendolino Units must not be stabled in either platform 2 or platform 3 at Macclesfield Station.

Dated: 08/09/12

NW5015 - HADFIELD TO ARDWICK JN.

HADFIELD To DINTING

Rule Book Module P2. The single line between Hadfield and Dinting is fully track circuited throughout. If a signal controlling the entrance to the single line cannot be cleared but all the track circuits associated with that signal and the single line are indicating correctly, then the driver can be authorised, by the signaller at Dinting signal box, to pass the signal concerned at danger. Working by pilot will not be necessary.

Dated: 03/12/22

NW5015 - HADFIELD TO ARDWICK JN.

NEWTON

'Train arrived complete' plunger. Guards of Down trains arriving at Newton station must confirm that their train is complete then operate the train arrived complete plunger to enable the signaller at Manchester East S.C.C. to release the signalling equipment.

Hyde Junction duplicate 'Train arrived complete' plunger. A duplicate train arrived complete plunger is provided at signal GB.867 on the Down Main line. This plunger is for use only when instructed by the signaller at Manchester East S.C.C. in the event of the plunger at Newton station having failed to operate correctly.

Dated: 04/12/11

NW5015 - HADFIELD TO ARDWICK JN.

ASHBURYS

An 'Off' indicator is provided on the down goods line to assist with set-back movements.

Dated: 07/10/06

NW5015 - HADFIELD TO ARDWICK JN.

ARDWICK

Ardwick TPE Train Care Depot

The Operations Supervisor will release the acceptance slot and give permission to the Signaller at Manchester Piccadilly signal box or Manchester East signal box, as the case may be, to signal movements onto the depot.

A points indicator is located on the approach to S1 points within the depot. This consists of a white directional arrow on a black background and indicates the lie of the points. The Driver should ensure that the points indicator displays a white directional arrow, indicating that the points are set correctly. If the points indicator should display a flashing horizontal bar or a blank indication, then the train should be brought to a stop and the Driver should contact the TPE Operations Supervisor.

All arrivals must proceed to the 'Stop and Await Instructions' boards situated on either the South Train Wash Road or the Train Wash Bypass. All movements beyond this point must be controlled by the TPE Operations Supervisor.

In the event of a failure of the acceptance slot or other signalling equipment which prevents normal movements via the west end depot access, all movements will normally be made via the east (Ashburys) depot access, except under exceptional circumstances when movements may be allowed to be handsignalled onto the west end of the depot under the relevant failure instructions.

Departures. All train crews arriving at Ardwick TPE Depot for the purpose of taking stock off the depot must report in person to the TPE Operations Supervisor who will advise them of the location and number of the stock.

Under no circumstances must drivers proceed with any movement until instructed to do so by the TPE Operations Supervisor.

When a train requires to depart from the west end of the depot, the TPE Operations Supervisor must advise the Signaller at Manchester Piccadilly signal box by means of a train description using the MPSCC OCU and communicating with the Signaller at MPSCC by the direct telephone link as required.

Dated: 17/08/2013

NW5019 - GLOSSOP TO DINTING WEST JN.

GLOSSOP To DINTING

Rule Book Module P2. The single line between Glossop and Dinting is fully track circuited throughout. If a signal controlling the entrance to the single line cannot be cleared but all the track circuits associated with that signal and the single line are indicating correctly, then the driver can be authorised, by the signaller at Dinting signal box, to pass the signal concerned at danger. Working by pilot will not be necessary.

Dated: 03/12/22

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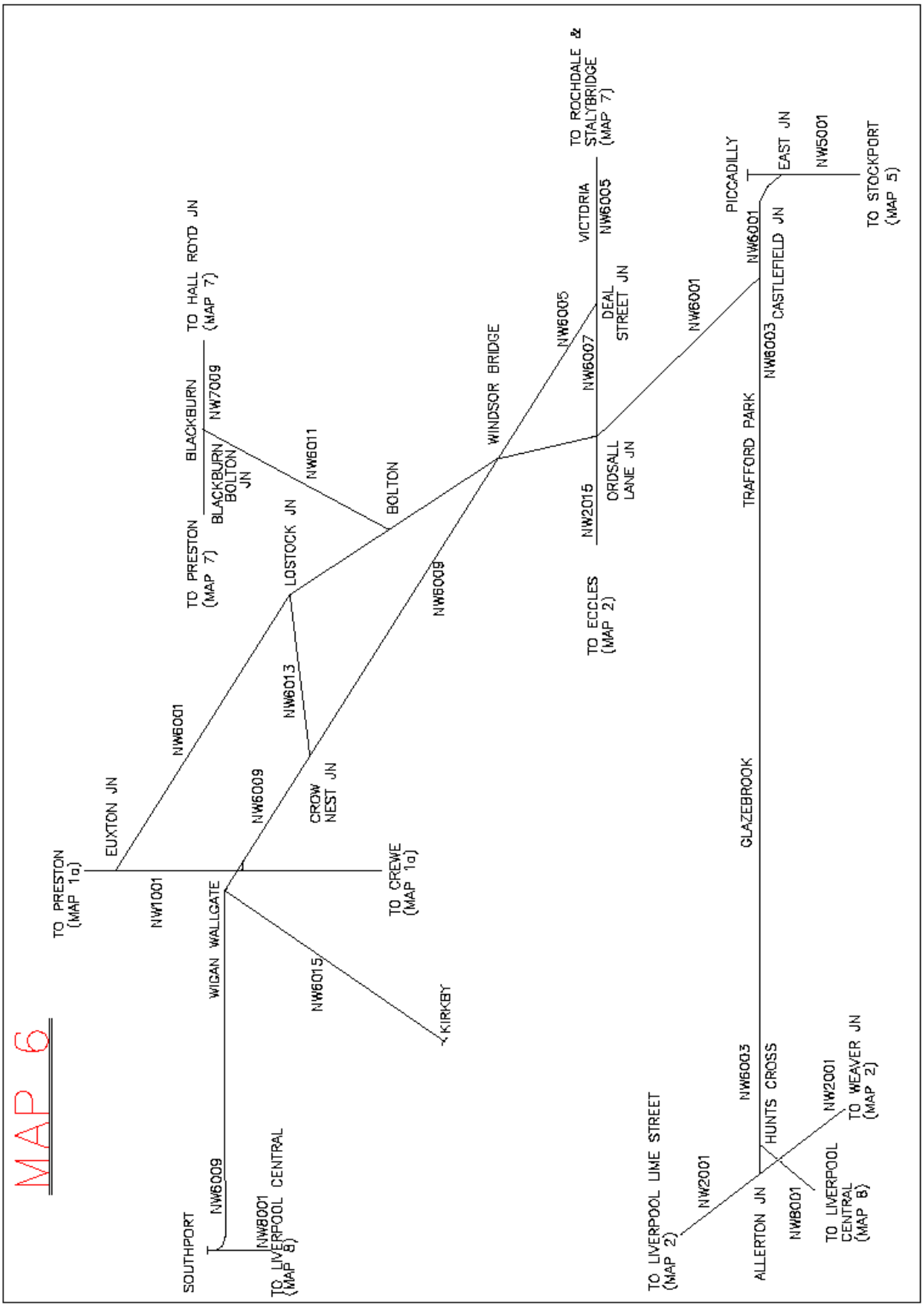
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NW6001
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NW7009
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NW6005
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NW6005
TO ROCHDALE & STALYBRIDGE (MAP 7)
NW6007
DEAL STREET JN
NW2015
ORDSALL LANE JN
TO ECCLES (MAP 2)
NW6001
PICCADILLY
NW6001
EAST JN
NW5001
TO STOCKPORT (MAP 5)
TRAFFORD PARK
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EXCEPTIONALLY POOR RAIL ADHESION

NW6003 (CASTLEFIELD JN. TO ALLERTON JN.)

Location	Line(s) Affected	Mileage (Between)				
Humphrey Park and Chassen Road	Down CLC, Up CLC	29 m	40 ch	***to***	28 m	50 ch
Halewood and Hunts Cross West Jn	Down Main / Down Cheshire, Up Main / Up Cheshire, 'Up & Down' Electric	7 m	60 ch	***to***	6 m	11 ch

Dated: 26/09/2020

NW6009 (WINDSOR BRIDGE NORTH JN. TO SOUTHPORT)

Location	Line(s) Affected	Mileage (Between)				
Moorside - Ince	Down Atherton / Down Hindley	7 m	00 ch	***to***	15 m	40 ch
Daisy Hill - Hag Fold	Up Atherton	12 m	57 ch	***to***	11 m	59 ch

Dated: 09/03/2024

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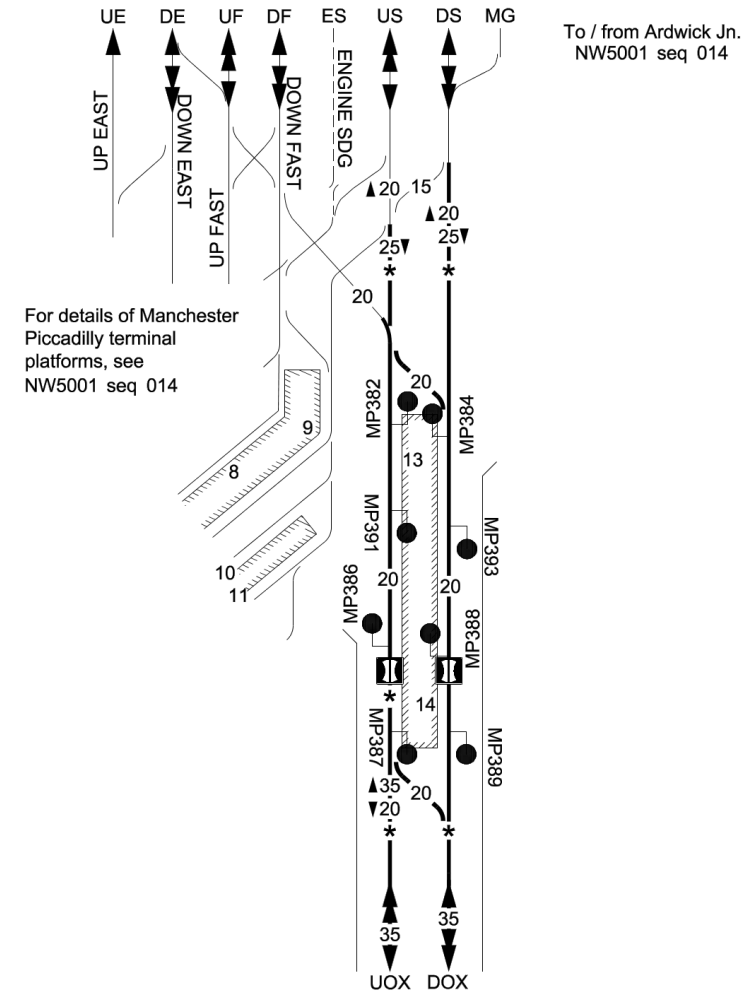
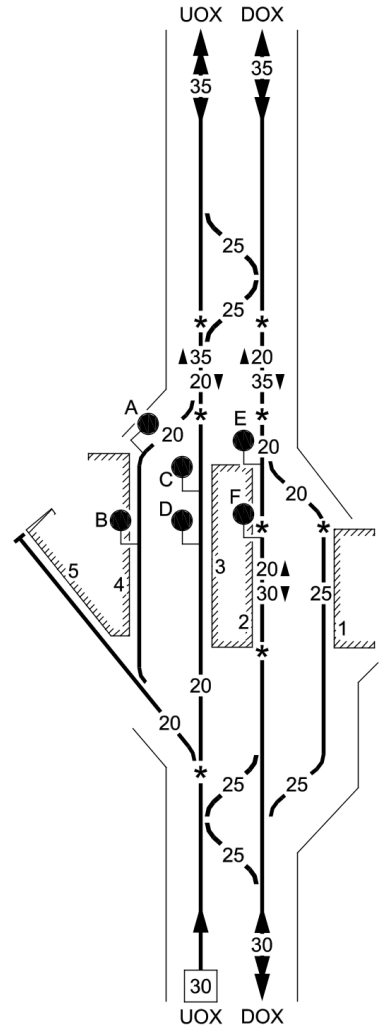
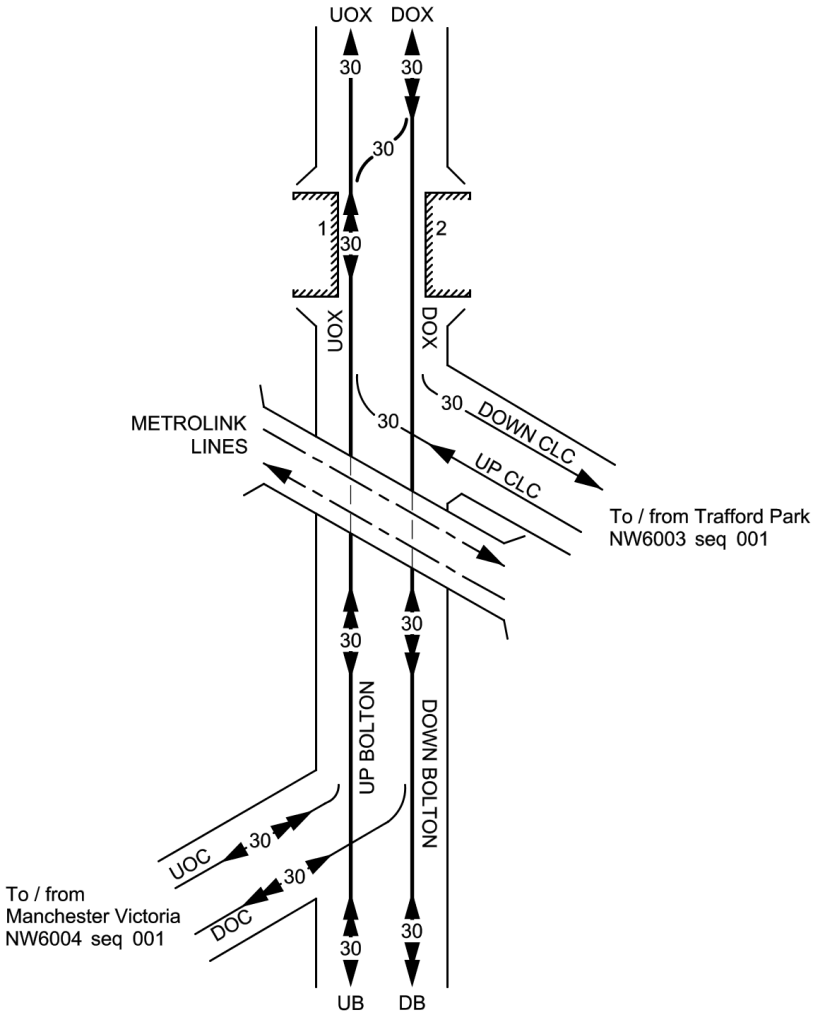
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	001	Manchester Piccadilly East Jn. to Euxton Jn.	CMP2 COL	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Change of ELR - Down line only)	188 42		TCB Manchester Piccadilly SCC (MP) Station Panel AC: Crewe GSM-R US: Up Slow. DS: Down Slow. MG: Mayfield Goods Loop.
Manchester Piccadilly East Jn	188 48 *		
(Change of ELR - Up line only)	188 58		Platform Lengths: Manchester Piccadilly. Platforms 1 - 12: see NW5001-011 for details. Plat. 13 (Up direction): 277 metres (303 yards). Plat. 13 (Down direction): 277 metres (303 yards). Plat. 14 (Down direction): 269 metres (294 yards). Plat. 14 (Up direction): 269 metres (294 yards).
MANCHESTER PICCADILLY (Platforms 13 and 14)	188 65		PP-C authorised: • between signals MP386 and MP382 on Platform 13 in the Up direction. • between signals MP391 and MP387 on Platform 13 in the Down direction. • between signals MP393 and MP389 on Platform 14 in the Down direction. • between signals MP388 and MP384 on Platform 14 in the Up direction.
	188 67 *		
Manchester Piccadilly West Jn	188 71		Start of APCO zone - pantograph raise - on both lines in the Up direction only, from 188m 66ch.
	188 72 *		
(Start / end of diagram)	189 00		All lines on viaducts between 188m 56ch and 190m 15ch. DOX: Down Oxford Road. UOX: Up Oxford Road.

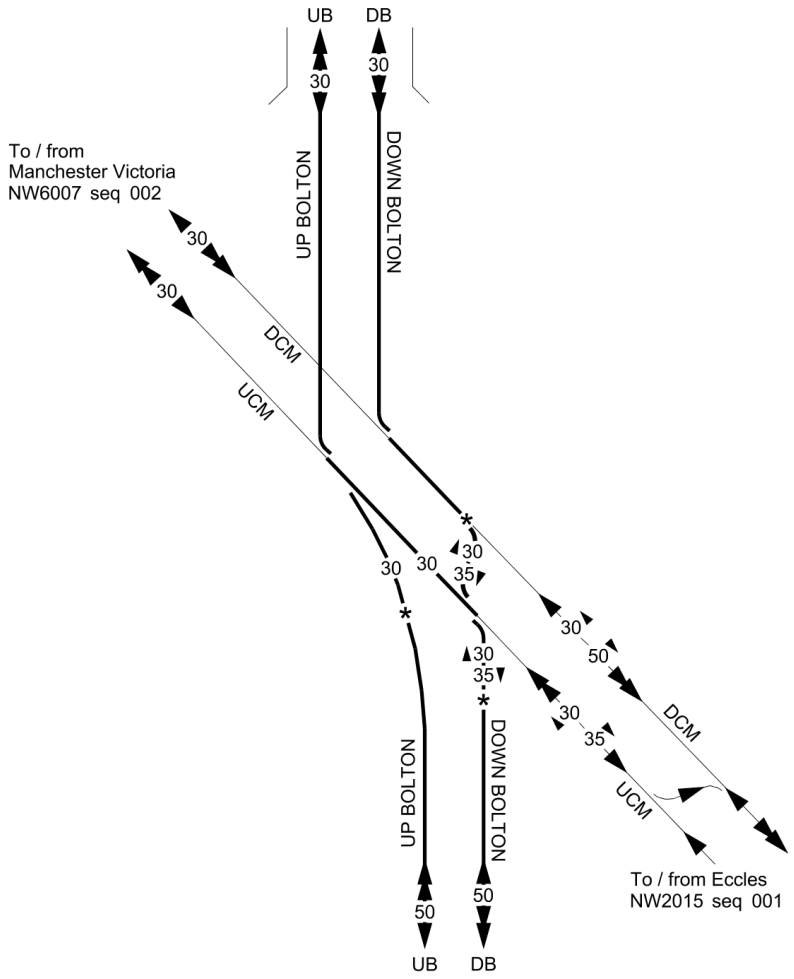
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	002	Manchester Piccadilly East Jn. to Euxton Jn.	COL	LNW North	21/01/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxford Road East Jn	189 17		GSM-R TCB: Manchester ROC Oxford Road Workstation (MP) AC: Crewe DOX: Down Oxford Road. UOX: Up Oxford Road. All lines on viaducts between 188m 56ch and 190m 15ch. Signals: A: MP414. C: MP418. E: MP416. B: MP436. D: MP438. F: MP422. Platform Lengths: Manchester Oxford Road. Plat. 1 (both directions): 105m (115 yds). Plat. 2: Down direction: 160m (175 yds). Up direction (to signal MP422): 111m (121yds). Up direction (to signal MP416): 160m (175yds). Plat. 3: Down direction: 160m (175yds). Up direction (to signal MP438): 94m (103yds). Up direction (to signal MP418): 137m (150yds). Plat. 4: Down direction: 162m (177yds). Up direction (to signal MP436): 91m (100yds). Up direction (to signal MP414): 162m (177yds). Platform 5: 105 metres (115 yards). PP-A authorised in Platform 1 in both directions. PP-A authorised in Platform 2 in both direction except between signals MP422 and MP416. PP-A authorised in Platform 3 in both directions except between signals MP438 and MP418. PP-A authorised in Platform 4 in both directions except between signals MP436 and MP414. PP authorised in Platform 5.
	189 20 *		
	189 22 *		
	189 27 *		
MANCHESTER OXFORD ROAD	189 29		
	189 33 *		
	189 37 *		
Oxford Road West Jn	189 40		

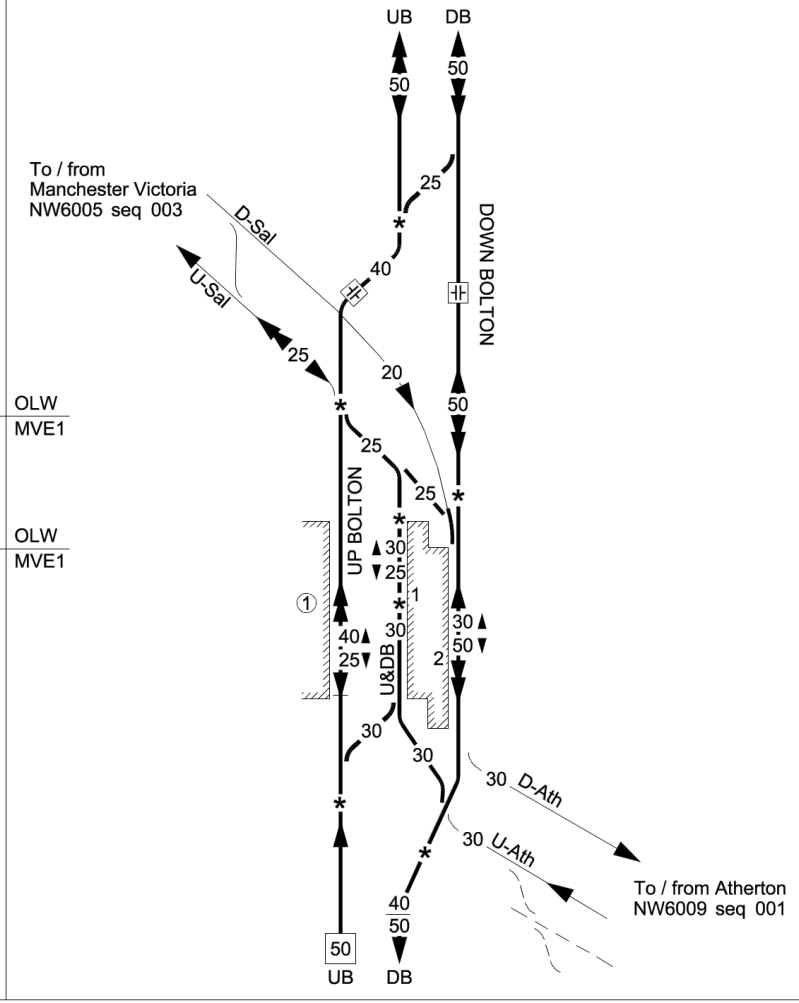
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	003	Manchester Piccadilly East Jn. to Euxton Jn.	COL	LNW North	04/11/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Manchester ROC Oxford Road Workstation (MC) AC: Crewe
(Crossover)	189 50		All lines on viaducts between 188m 56ch and 190m 15ch.
DEANSGATE	189 57		Axle Counter area: Down Oxford Road line: from 189m 47ch. Up Oxford Road line: to 189m 47ch.
Castlefield Jn	189 67 (33 57)		Platform Lengths: Deansgate. Plat. 1 (both directions): 150 metres (164 yards). Plat. 2 (both directions): 155 metres (170 yards).
(Metrolink lines)	189 72		DOX: Down Oxford Road. UOX: Up Oxford Road. Metrolink 750V overhead DC lines pass over Up Bolton and Down Bolton lines at 189m 72ch.
Water Street Jn	190 05		Manchester ROC Manchester Central Workstation (MC) DOC: Down Ordsall Chord. UOC: Up Ordsall Chord.

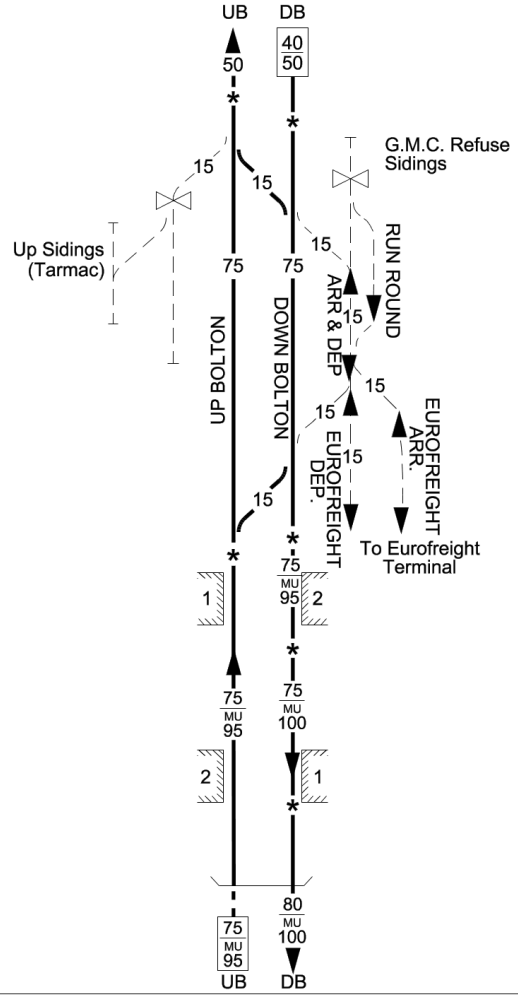
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	004	Manchester Piccadilly East Jn. to Euxton Jn.	COL DSE OLW	LNW North	27/10/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Start / end of viaduct	190 15		GSM-R TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe All lines on viaducts between 188m 56ch and 190m 15ch.
Ordsall Lane Jn (Change of ELR)	190 28 (30 38)		Axle Counter area: Down Bolton line: to 190m 45ch. Up Bolton line: from 190m 45ch.
Up Bolton connection with Up Chat Moss (Change of ELR)	190 29 (30 37) (30 36) *		Bolton lines from top of diagram to Ordsall Lane Jn have ELR: COL. Chat Moss lines have ELR: DSE. Bolton lines from Ordsall Lane Jn to bottom of diagram have ELR: OLW.
Down Bolton connection with Up Chat Moss (Change of ELR)	190 36 * (30 30)		Mileages in ( ) brackets are Chat Moss line mileages, ELR: DSE.
	190 41 *		DCM: Down Chat Moss. UCM: Up Chat Moss.

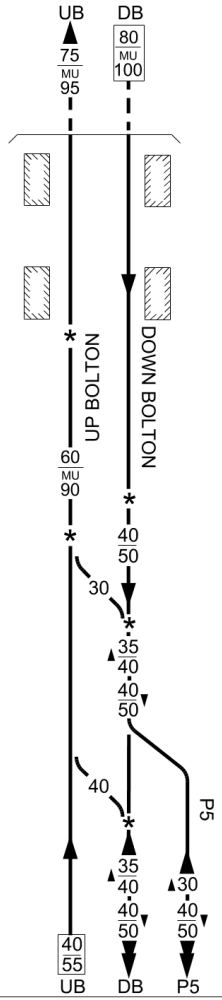
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	005	Manchester Piccadilly East Jn to Euxton Jn	OLW MVE1	North West	28/06/2025

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	190 50			TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R
(Crossover)	190 68			
	190 70	*		
Ordsall Lane (Bolton lines) OHNS	190 76			D-Sal: Down Salford. U-Sal: Up Salford
Windsor Bridge South Jn	191 01	*	OLW	
(Change of ELR / mileage on Up line)	1 46		MVE1	
	191 07	*		
	1 53	*		
(Change of ELR / mileage on Down line)	191 10		OLW	
	1 55		MVE1	
	1 58	*		Platform Lengths: Salford Crescent. Plat. 1 (both directions): 158 metres (173 yards). Plat. 2 (both directions): 153 metres (167 yards).
SALFORD CRESCENT	1 59			U&DB: Up & Down Bolton. ① Platform 3 under construction and out of use pending future entry into service.
Windsor Bridge North Jn	1 66	*		D-Ath: Down Atherton. U-Ath: Up Atherton.
	1 70	*		
(Start / end of diagram)	1 74			

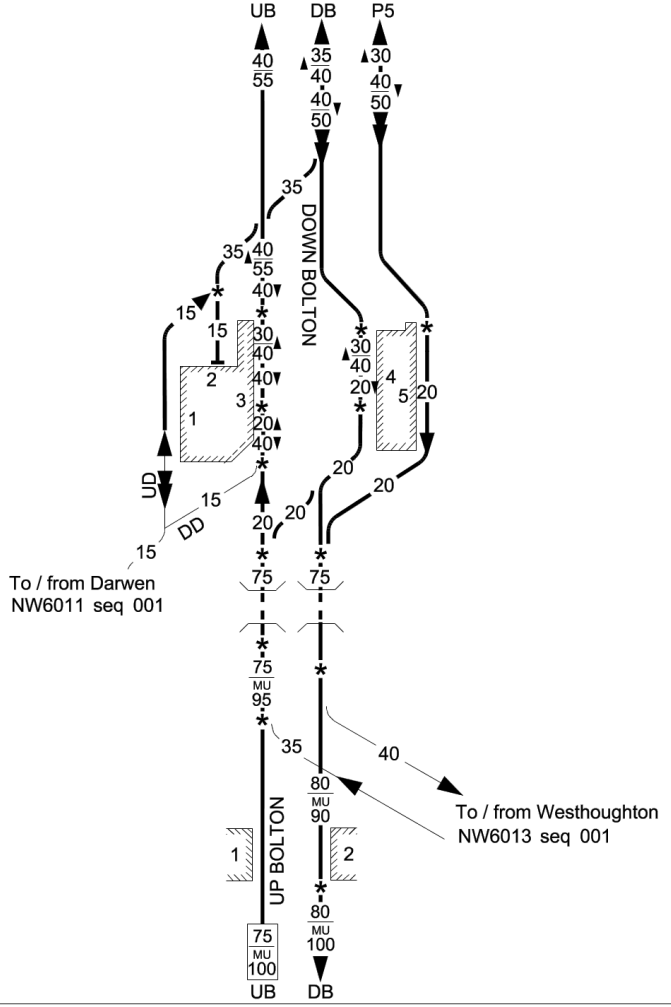
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	006	Manchester Piccadilly East Jn to Euxton Jn	MVE1	North West	22/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 74		TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R
	1 77 *		
	2 11 *		
Agecroft South Jn	2 70		
Brindle Heath Sidings			Semi-Automatic Track Warning System (SATWS) provided at Agecroft, between 2m 60ch and 3m 40ch. See General Instructions.
	3 08		
	3 28		
Agecroft North Jn	3 33		
	3 40 *		
	3 65 *		
CLIFTON	4 57		Platform Lengths: Clifton Platform 1: 95 metres (104 yards) Platform 2: 95 metres (104 yards)
	5 05 *		
KEARSLEY	7 57		Platform Lengths: Kearsley Platform 1: 109 metres (119 yards) Platform 2: 126 metres (138 yards)
	7 61 *		
Farnworth Tunnel (270 metres / 295 yards)	8 10		
(Start / end of diagram)	8 15		

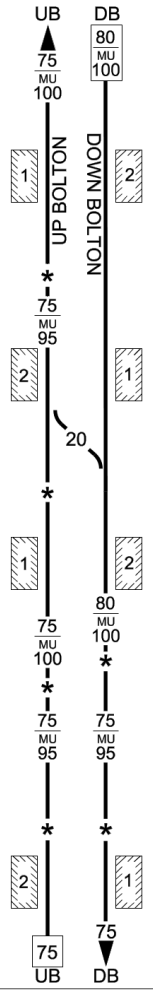
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	007	Manchester Piccadilly East Jn. to Euxton Jn.	MVE1	LNW North	07/08/2021

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R
Farnworth Tunnel (270m/295yd)	8	25			
FARNWORTH	8	31			Platform Lengths: Farnworth Up: 100 metres (109 yards) Down: 100 metres (109 yards)
MOSES GATE	9	06			Platform Lengths: Moses Gate Up: 85 metres (93 yards) Down: 85 metres (93 yards)
	9	08	*		
	9	56	*		
	9	64	*		
	9	74	*		
Burnden Jn	10	09			
	10	18			
	10	20	*		P5 - Platform 5 line

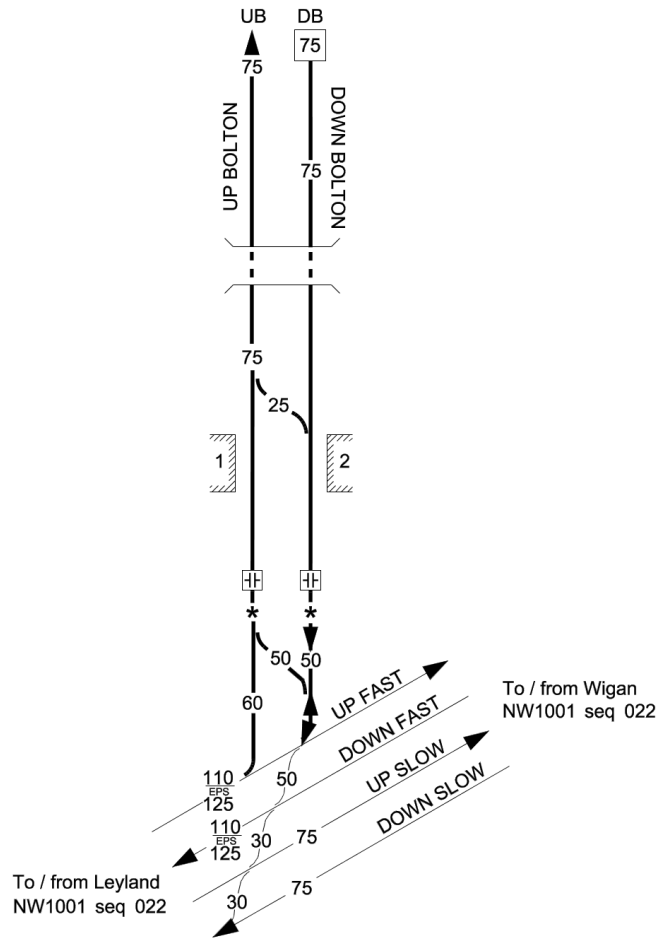
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	008	Manchester Piccadilly East Jn to Euxton Jn	MVE1 MVE2 BBB	North West	26/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	10 23		TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R
	10 26		P5 - Platform 5 line Down direction trains can turn back in Platform 5 at Bolton.
Bolton East Jn	10 31		
Change of ELR (MVE1/MVE2)	10 37 * 10 40 * 10 41 *		Platform Lengths: Bolton Platform 1 Permissive PP -A Up 187 metres (205 yards) Down 124 metres (136 yards) Platform 2 Permissive PP 113 metres (124 yards) Platform 3 Permissive PP -A Up 305 metres (334 yards) Down 222 metres (243 yards) Platform 4 Permissive PP-A in the Down direction PP-C in the Up direction 252 metres (276 yards) Platform 5 271 metres (296 yards)
BOLTON	10 50 10 52 *		
Bolton West Jn	10 55 *		
	10 71 *		
Moor Lane Tunnels DB - 70 metres (77 yards) UB - 86 metres (94 yards)	11 01 to 11 05		UD : Up Darwen DD : Down Darwen
	11 45 * 12 02 *		Platforms 1 & 2 have ELR: BBB
Lostock Jn	13 39 *		Semi-Automatic Track Warning System (SATWS) provided at Lostock Junction, between 13m 30ch and 13m 46ch. See General Instructions.
LOSTOCK	13 52 13 61 *		Platform Lengths: Lostock Platform 1: 155 metres (170 yards) Platform 2: 156 metres (171 yards)
(Start / end of diagram)	14 60		

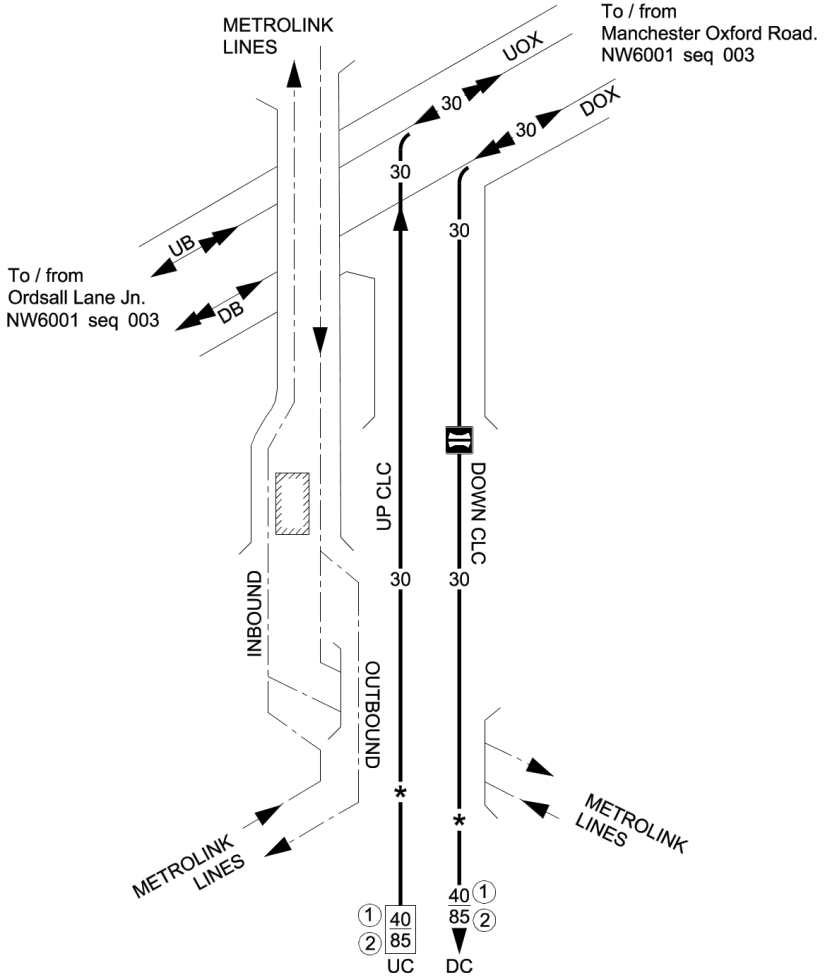
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	009	Manchester Piccadilly East Jn. to Euxton Jn.	MVE2	North West	22/04/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	14	60			TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R
HORWICH PARKWAY	15	50			Platform lengths: Horwich Parkway Platform 1: 141 metres (154 yards) Platform 2: 141 metres (154 yards)
	16	65	*		
BLACKROD	17	14			Platform lengths: Blackrod Platform 1: 143 metres (156 yards) Platform 2: 143 metres (156 yards)
Blackrod Jn	17	34			
	18	04	*		
ADLINGTON (LANCASHIRE)	19	15			Platform lengths: Adlington (Lancashire) Platform 1: 143 metres (156 yards) Platform 2: 143 metres (156 yards)
	20	53	*		Preston PSB (PN) 'B' Panel
	20	71	*		
	22	15	*		
CHORLEY	22	20			Platform lengths: Chorley Platform 1: 150 metres (164 yards) Platform 2: 158 metres (173 yards)
(Start / end of diagram)	22	60			

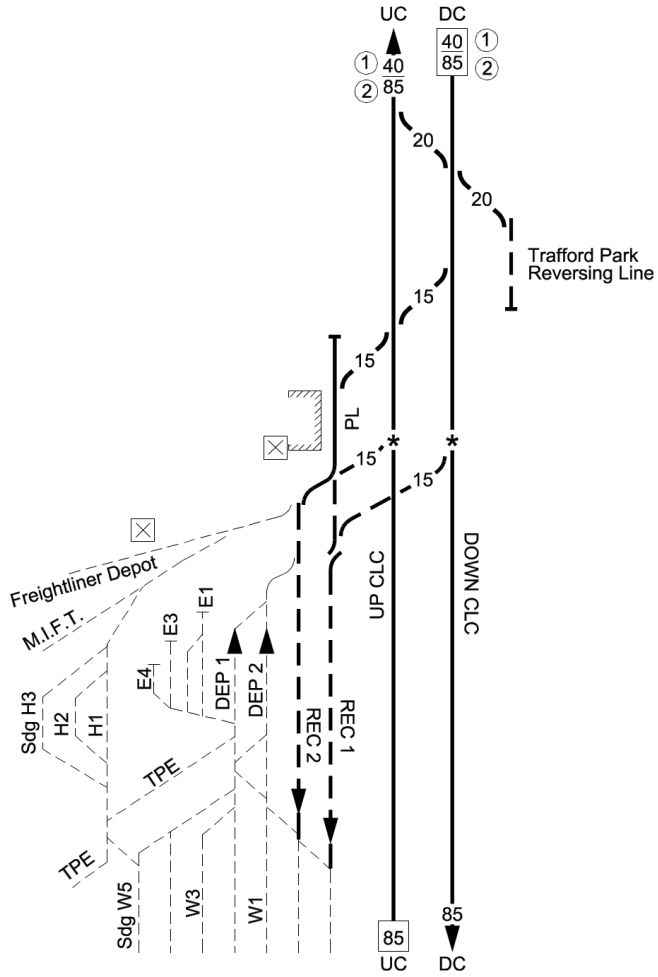
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	010	Manchester Piccadilly East Jn to Euxton Jn	MVE2	North West	25/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	22 60		TCB Preston PSB (PN) 'B' Panel AC: Crewe GSM-R
Chorley Tunnel (113 metres / 124 yards)	23 20 to 23 25		
Buckshaw Parkway Jn	24 24		
BUCKSHAW PARKWAY	24 39		Platform lengths: Buckshaw Parkway. Platform 1: 150 metres (164 yards). Platform 2: 150 metres (164 yards).
Euxton OHNS	25 05		Note: Trains may turnback in Platform 2 towards Manchester.
	25 08 *		
(Crossover)	25 12		
Euxton Jn	25 30		
(Start of Up Bolton line)	25 40		

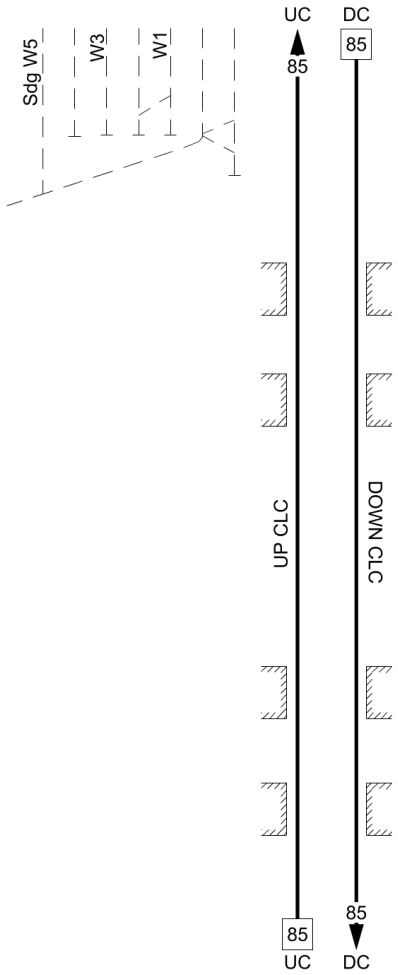
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	001	Castlefield Jn. to Allerton Jn.	MAJ	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Castlefield Jn	(189 67) 33 57		GSM-R TCB: Manchester ROC Oxford Road Workstation (MC) AC: Crewe DOX: Down Oxford Road. UOX: Up Oxford Road. DB: Down Bolton. UB: Up Bolton. Axle Counter area: Down CLC line: to 32m 38ch. Up CLC line: from 32m 34ch.
(Start / end of viaduct)	33 10		
(Start of APCO zone - pantograph lower)	33 07		Metrolink lines are provided with 750V DC overhead line equipment, with the Outbound line adjacent to the Up CLC line as shown. (NB: Metrolink track layout is indicative - not all track layout shown).
CORNBROOK (Metrolink tram stop)	33 00		
			NB: "CLC" is NOT an abbreviation in the context of these line names.
(Metrolink dive-under)	32 63		DC: Down CLC. UC: Up CLC.
(Metrolink lines start/end adjacent to Network Rail lines)	32 58 * 32 54 *		① Applies to AC electric locomotives and EMU's only. ② Applies to all other trains.
(Start / end of diagram)	32 20		

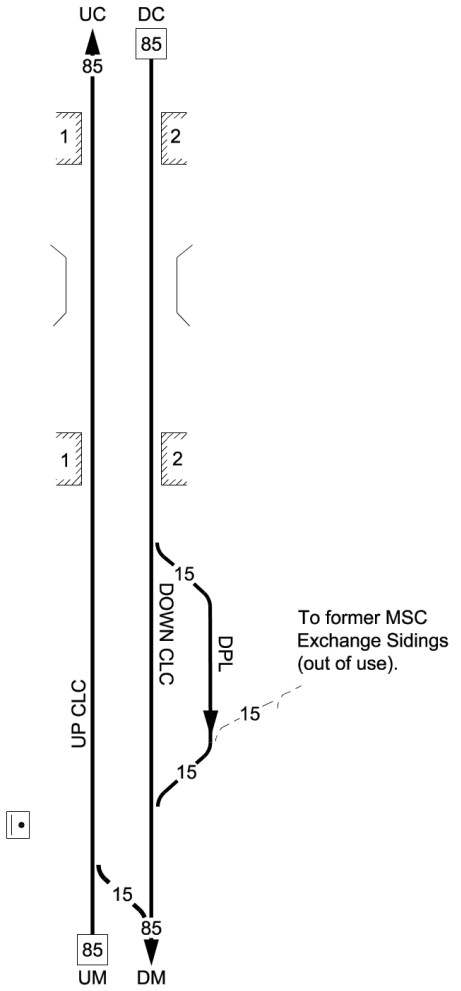
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	002	Castlefield Jn to Allerton Jn	MAJ TPS1 TPS2 TPS3	North West	20/07/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	32	20		TCB Manchester ROC Oxford Road Workstation (MC) AC: Crewe GSM-R CLC lines, including Trafford Park Reversing Line, are electrified from top of diagram to Trafford Park West Jn. Lines and sidings within Trafford Park are partially electrified. Trafford Park Reversing Line: 155 metres (170 yards). (1) Applies to AC electric locos and EMUs only. (2) Applies to all other trains. DC: Down CLC. PL: Platform Line. UC: Up CLC. NB: "CLC" is NOT an abbreviation in the context of these line names. Platform Lengths: United FC Halt. 145 metres (159 yards). ☒ Lockout device locations are approximate. Lockout areas are: 1. Platform Line. 2. Connections between Platform Line and Reception 2 / Departure roads / 'H' Sidings / M.I.F.T. / Freightliner Depot. REC 1: Reception 1. DEP 1: Departure 1. REC 2: Reception 2. DEP 2: Departure 2. M.I.F.T: Manchester International Freight Terminal. TPE: Trafford Park Estate. ELRs: CLC lines, Trafford Park Reversing Line and Platform Line have ELR: MAJ. Freightliner Depot and M.I.F.T. have ELR: TPS3. Reception roads, Departure roads, and 'H', 'E' and 'W' Sidings have ELR: TPS2. Trafford Park Estate sidings and connections have ELR: TPS1.
Trafford Park East Jn	31	76		
UNITED FC HALT	31	70		
Trafford Park West Jn	31	66 *		
(Limit of electrification - CLC lines only)	31	66		
Trafford Park Sidings				
(Start / end of diagram)	31	20		

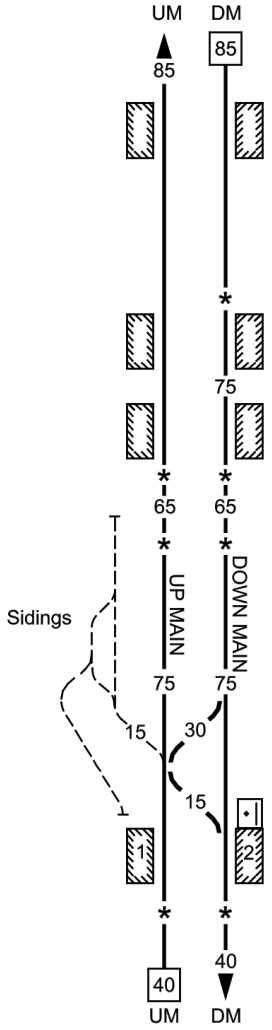
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	003	Castlefield Jn. to Allerton Jn.	MAJ TPS2	LNW North	31/08/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Western limit of Trafford Park Sidings adjacent to Up CLC line)	31 08		GSM-R TCB Manchester ROC Oxford Road Workstation (MC) Lines and sidings within Trafford Park are partially electrified, including sidings closest to Up CLC line. AC power supply controlled from Crewe ECR. Trafford Park Sidings shown on this diagram have ELR: TPS2.
TRAFFORD PARK	30 68		Platform Lengths: Trafford Park. Down platform: 137 metres (150 yards). Up platform: 137 metres (150 yards).
HUMPHREY PARK	30 17		Platform Lengths: Humphrey Park. Down platform: 92 metres (101 yards). Up platform: 92 metres (101 yards). DC: Down CLC. UC: Up CLC. NB: "CLC" is NOT an abbreviation in the context of these line names.
URMSTON	29 02		Exceptional Rail Head Conditions: Down and Up CLC lines between 29m 40ch and 28m 50ch. Platform Lengths: Urmston. Down platform: 147 metres (161 yards). Up platform: 147 metres (161 yards).
CHASSEN ROAD	28 40		Platform Lengths: Chassen Road. Down platform: 144 metres (157 yards). Up platform: 144 metres (157 yards).

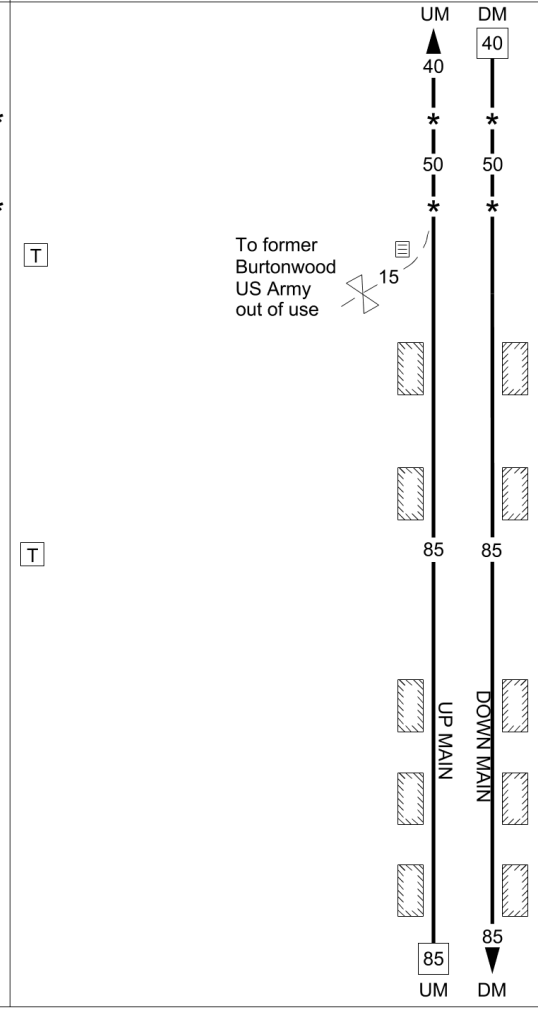
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	004	Castlefield Jn to Allerton Jn	MAJ	North West	06/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	28 20		TCB Glazebrook East Junction SB (GE) GSM-R
FLIXTON	27 65		Platform lengths: Flixton. Platform 1: 137 metres (150 yards). Platform 2: 152 metres (166 yards).
Irlam Viaduct (Manchester Ship Canal)	26 50 to 26 42		DC: Down CLC. UC: Up CLC. NB: "CLC" is NOT an abbreviation in the context of these line names.
IRLAM	25 51		Platform lengths: Irlam. Platform 1: 154 metres (168 yards). Platform 2: 122 metres (133 yards).
(Entrance to Down Passenger Loop)	25 12		DPL: Down Passenger Loop. DPL: 288 metres (315 yards).
	24 62		
Glazebrook East Junction SB	24 60		
(Crossover)	24 53		
(Start / end of diagram)	24 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	005	Castlefield Jn. to Allerton Jn.	MAJ	LNW North	28/12/2016

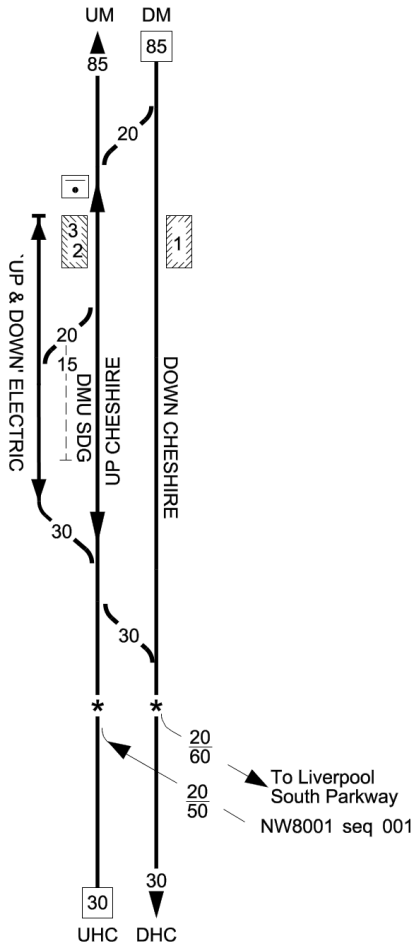
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Glazebrook East Jn SB (GE)
GLAZEBROOK	24 37		Platform Lengths: Glazebrook Up 90m (98yards) Down 88m (96yards)
	21 50 *		
BIRCHWOOD	21 44		Platform Lengths: Birchwood Up 171m (187yards) Down 170m (186yards)
PADGATE	20 13		TCB Warrington Central SB (WC)
	19 70 *		Platform lengths: Padgate Up 90m (98yards) Down 91m (100yards)
	19 45 *		
	18 40		
Warrington Central SB (WC)	18 34		
WARRINGTON CENTRAL	18 30		Platform Lengths: Warrington Central Platform 1 Up 126m (138yards) Platform 2 Down 123m (135yards)
	18 25 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	006	Castlefield Jn. to Allerton Jn.	MAJ	LNW North	07/12/2019

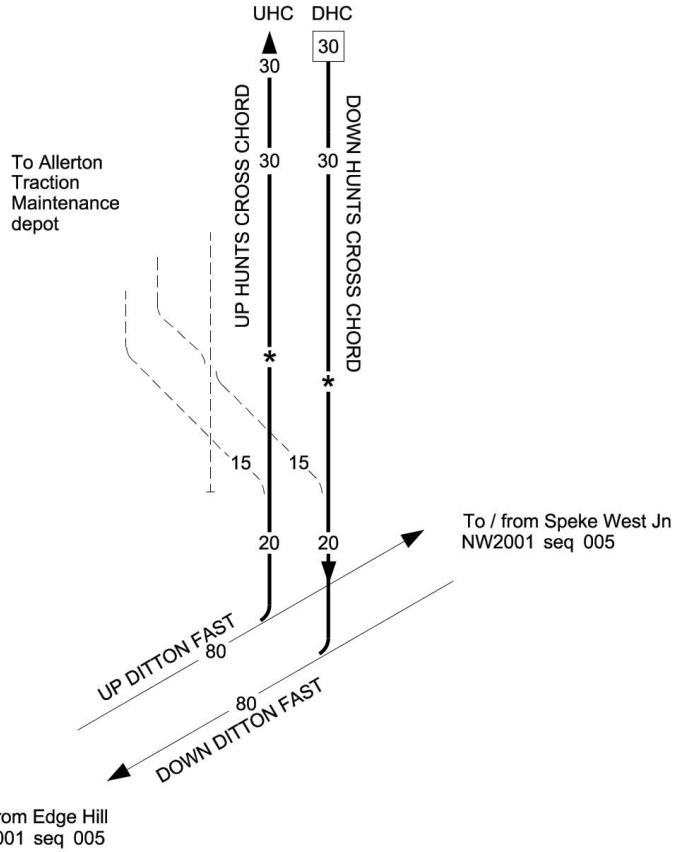
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Warrington Central SB (WC) to Widnes (exclusive)
	17	68 *		
	17	12 *		
Burtonwood GF	17	11	T	
WARRINGTON WEST	16	31		Platform lengths: Warrington West. Up platform: 150 metres (164 yards). Down platform: 150 metres (164 yards).
SANKEY	15	67		Platform lengths: Sankey. Up platform: 98 metres (107 yards). Down platform: 92 metres (101 yards).
	13	79	T	
WIDNES	12	20		Hunts Cross SB (HC) Platform lengths: Widnes. Up platform: 103 metres (113 yards). Down platform: 103 metres (113 yards).
HOUGH GREEN	10	42		Platform lengths: Hough Green. Up platform: 128 metres (140 yards). Down platform: 128 metres (140 yards).
HALEWOOD	8	15		Platform lengths: Halewood. Up platform: 107 metres (117 yards). Down platform: 107 metres (117 yards).

GSM-R

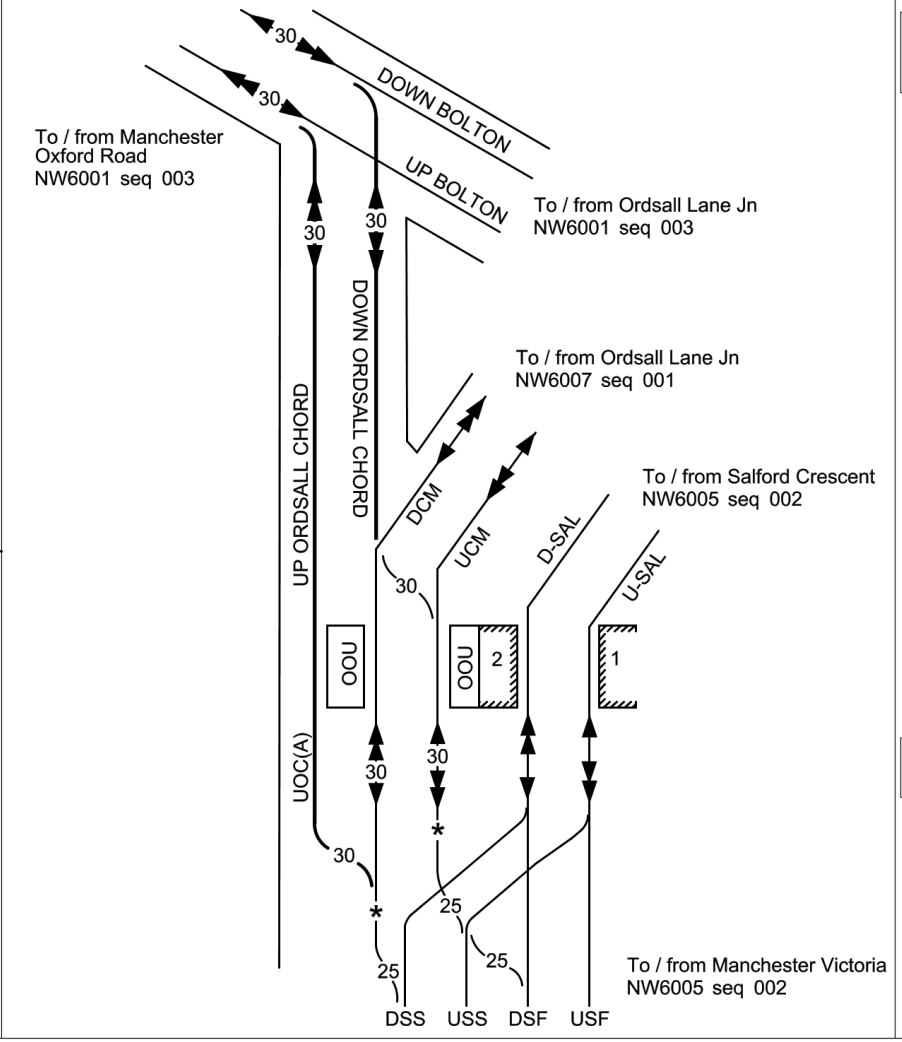
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	007	Castlefield Jn to Allerton Jn	MAJ AHX	North West	02/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	7 60		GSM-R TCB Hunts Cross SB (HC) DC: Sandhills DC: from Hunts Cross to Hunts Cross West Jn.
Hunts Cross SB	7 12		
HUNTS CROSS	7 07		Exceptionally Poor Rail Adhesion: Down Main / Down Cheshire line and Up Cheshire / Up Main line between 7m 60ch and 6m 11ch. 'Up & Down' Electric line over its entire length.
	6 71		Platform lengths: Hunts Cross. Platform 1: 116 metres (127 yards). Platform 2 (both directions): 132 metres (144 yards). Platform 3: 127 metres (139 yards). Permissive working: PP authorised in Platform 3.
Hunts Cross West Jn (Change of mileage and ELR)	6 11 * MAJ 0 37 AHX		
(Start / end of diagram)	0 20		UHC: Up Hunts Cross Chord. DHC: Down Hunts Cross Chord.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	008	Castlefield Jn to Allerton Jn	AHX	North West	02/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 20		GSM-R TCB Manchester ROC Wavertree West Workstation (WE) UHC: Up Hunts Cross Chord DHC: Down Hunts Cross Chord AC: Crewe
	0 11 *		
	0 09 *		
Allerton Jn	0 00		
	187 74		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6004	001	Water Street Jn. to Deal Street Jn. (Ordsall Chord lines)	OCD DSE	LNW North	04/11/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Water Street Jn	190 05		GSM-R TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe Axle Counter area. ELRs: Down Ordsall Chord and Up Ordsall Chord between Water Street Jn and Irwell Street Jn is OCD. Chat Moss lines and Up Ordsall Chord between Deal Street Jn and Irwell Street Jn is DSE. All Salford lines are MVE1.
Irwell Street Jn (Change of mileage & ELR)	190 34 30 64		DCM: Down Chat Moss. UCM: Up Chat Moss. D-SAL: Down Salford. U-SAL: Up Salford.
SALFORD CENTRAL	(0 59)		Mileage in brackets ( ) applies to the Salford lines.
	31 07 *		Manchester ROC Manchester Central Workstation (MN)
(Up Ordsall Chord connection)	31 12		UOC(A): Up Ordsall Chord (Line A). DSS: Down Salford Slow (Line B). USS: Up Salford Slow (Line C). DSF: Down Salford Fast (Line D). USF: (Up Salford Fast (Line E).
	31 14 *		
Deal Street Jn	31 18		

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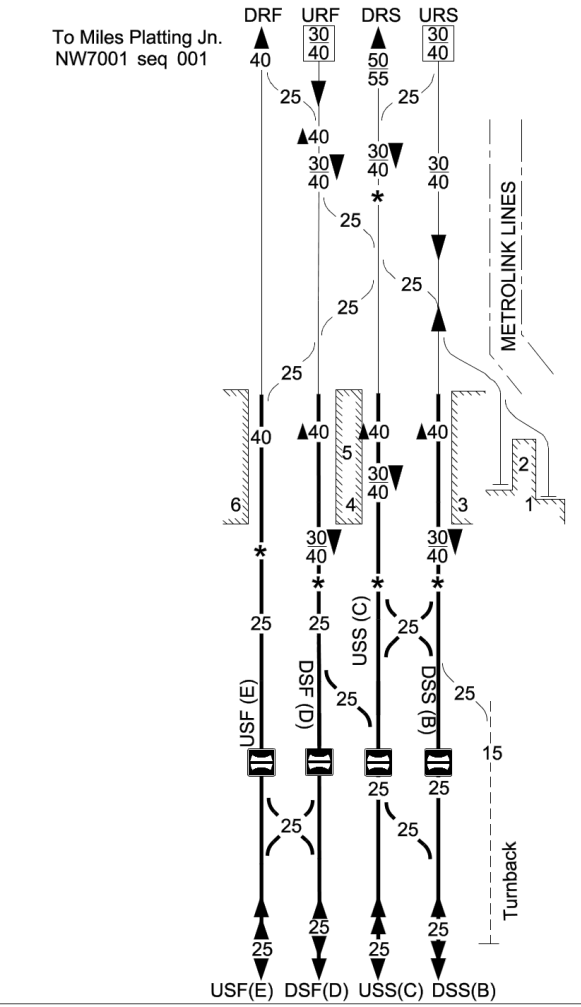
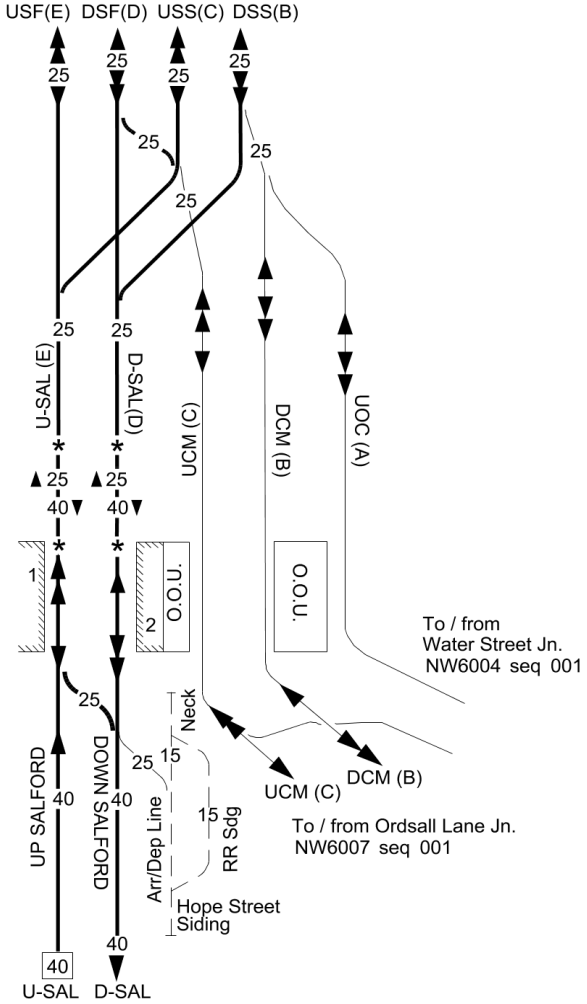
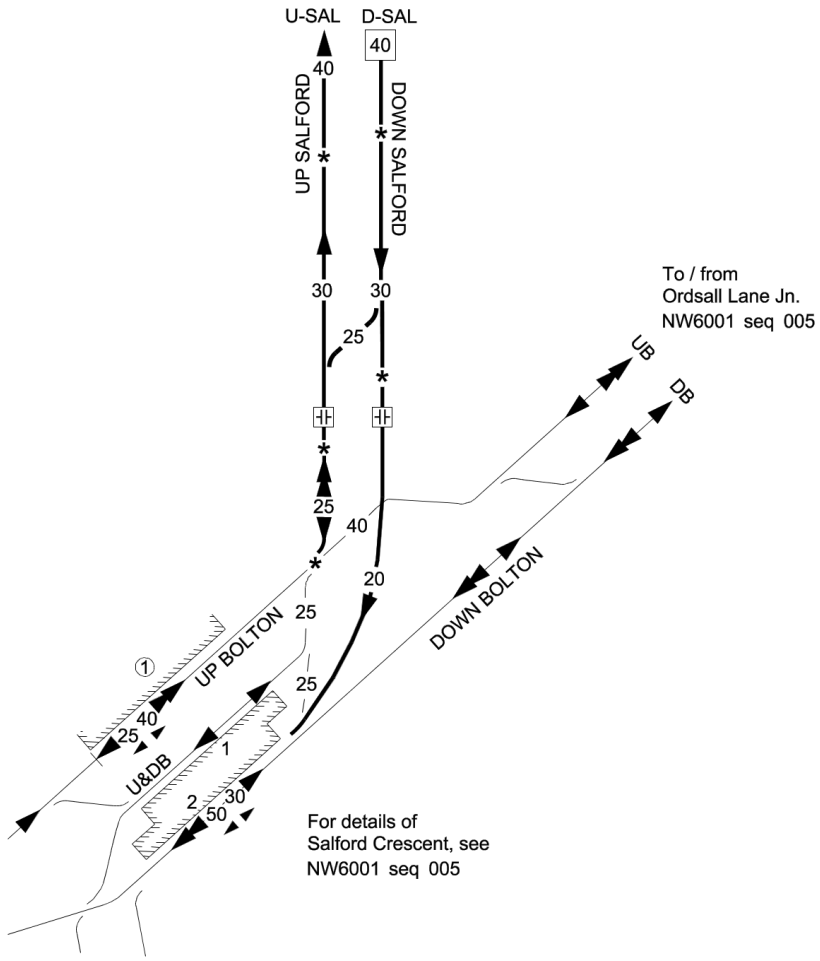
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6005	001	Manchester Victoria East Jn. to Windsor Bridge South Jn.	MVM MVE1	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bromley Street Jn	0 31		TCB Manchester ROC Manchester Central Workstation (MN) AC: Crewe GSM-R
	0 21 *		NOTE: From Miles Platting Jn to Manchester Victoria station, the line direction is Up.
	0 12		DRF: Down Rochdale Fast. URF: Up Rochdale Fast. DRS: Down Rochdale Slow. URS: Up Rochdale Slow.
Manchester Victoria East Jn	0 09		Axle counter area throughout.
MANCHESTER VICTORIA	0 00 MVM		
(Change of ELR)	0 00 MVE1		Platform Lengths: Manchester Victoria Platform 3 Permissive PP 254 metres (278 yards) Platform 4 Permissive PP 224 metres (245 yards) Platform 5 Permissive PP both directions except Loco hauled trains - 215 metres (235 yards) Platform 6 Permissive PP both directions except Loco hauled trains - 215 metres (235 yards)
	0 08 *		
	0 10 *		
Manchester Victoria West Jn	0 16		USF(E): Up Salford Fast (Line E) DSF(D): Down Salford Fast (Line D) USS(C): Up Salford Slow (Line C) DSS(B): Down Salford Slow (Line B)
(Start of APCO zone - pantograph lower (Up direction only))	0 19		
(Crossovers)	0 23		
(Start / end of diagram)	0 30		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6005	002	Manchester Victoria East Jn. to Windsor Bridge South Jn.	MVE1	North West	20/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Deal Street Jn (Chat Moss lines)	0 32 (31 18)		TCB Manchester ROC Manchester Central Workstation (MN) AC Crewe GSM-R
Deal Street Jn	0 43		Mileage in ( ) applies to the Chat Moss lines USF (E): Up Salford Fast (Line E). DSF (D): Down Salfrod Fast (Line D). USS (C): Up Salford Slow (Line C). DSS (B): Down Salford Slow (Line B).
	0 49 *		UOC (A): Up Ordsall Chord (Line A). DCM (B): Down Chat Moss (Line B). UCM (C): Up Chat Moss (Line C). D-SAL (D): Down Salford (Line D). U-SAL (E): Up Salford (Line E).
	0 51 *		
SALFORD CENTRAL	0 59		Platform lengths: Salford Central Platform 1: 136 metres (149 yards) Platform 2: 140 metres (153 yards)
Salford West Jn	0 66		O.O.U. - platforms Out Of Use.
(Irwell Street Jn)	(30 64)		Axle Counter area: Down Salford: to 0m 67ch Up Salford: from 0m 71ch
Salford Hope Street Sidings			RR Sdg: Run Round Siding. Arr/Dep Line: Arrival/Departure Line.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6005	003	Manchester Victoria East Jn to Windsor Bridge South Jn	MVE1	North West	28/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 20		TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R
	1 28 *		
	1 29 *		
(Crossover)	1 38		
	1 40 *		
Ordsall Lane (Salford lines) OHNS	1 42		
	1 43 *		
Windsor Bridge South Jn	1 46 *		
SALFORD CRESCENT	1 59		① Platform 3 under construction and out of use pending future entry into service.

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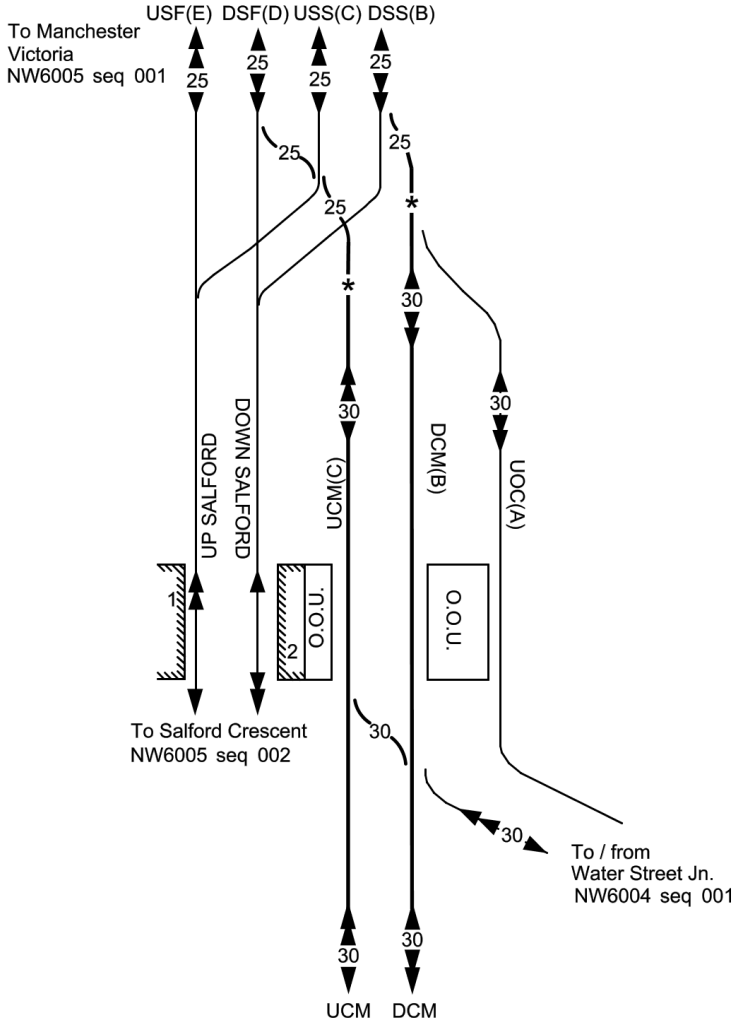
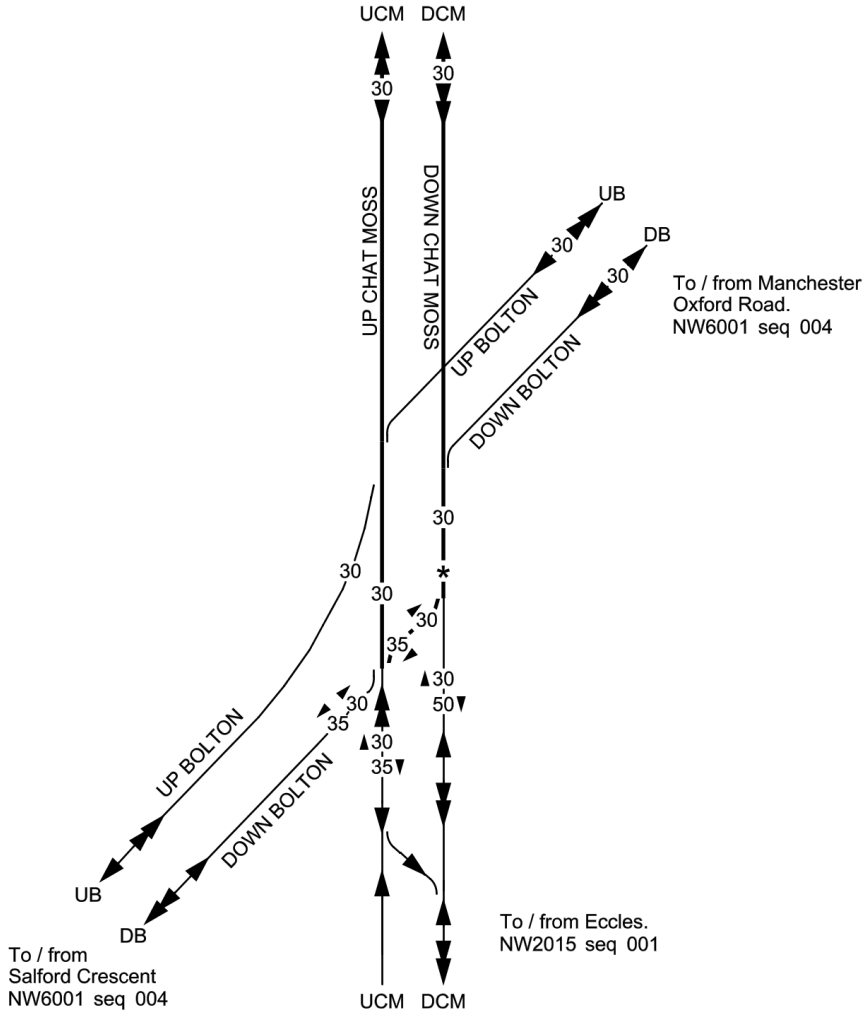
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6007	001	Deal Street Jn. to Ordsall Lane Jn.	DSE	LNW North	02/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Deal Street Jn	31 18 (0 32)		GSM-R TCB Manchester ROC Manchester Central Workstation (MN) AC: Crewe
	31 14 *		Mileages in brackets ( ) applies to the Salford lines
	31 07 *		USF(E): Up Salford Fast (Line E). DSF(D): Down Salford Fast (Line D). USS(C): Up Salford Slow (Line C). DSS(B): Down Salford Slow (Line B).
			Axle Counter area
SALFORD CENTRAL	(0 59)		UCM(C): Up Chat Moss (Line C). DCM(B): Down Chat Moss (Line B). UOC(A): Up Ordsall Chord (Line A).
			O.O.U. - platforms Out Of Use.
Irwell Street Jn	30 64		UCM: Up Chat Moss. DCM: Down Chat Moss.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6007	002	Deal Street Jn. to Ordsall Lane Jn.	DSE	LNW North	24/04/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ordsall Lane Jn	30 38 (190 28)		GSM-R TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe Axle Counter area.
Up Bolton connection with Up Chat Moss	30 37 (190 29)		
	30 36 *		
Down Bolton connection with Up Chat Moss	30 30 (190 36)		

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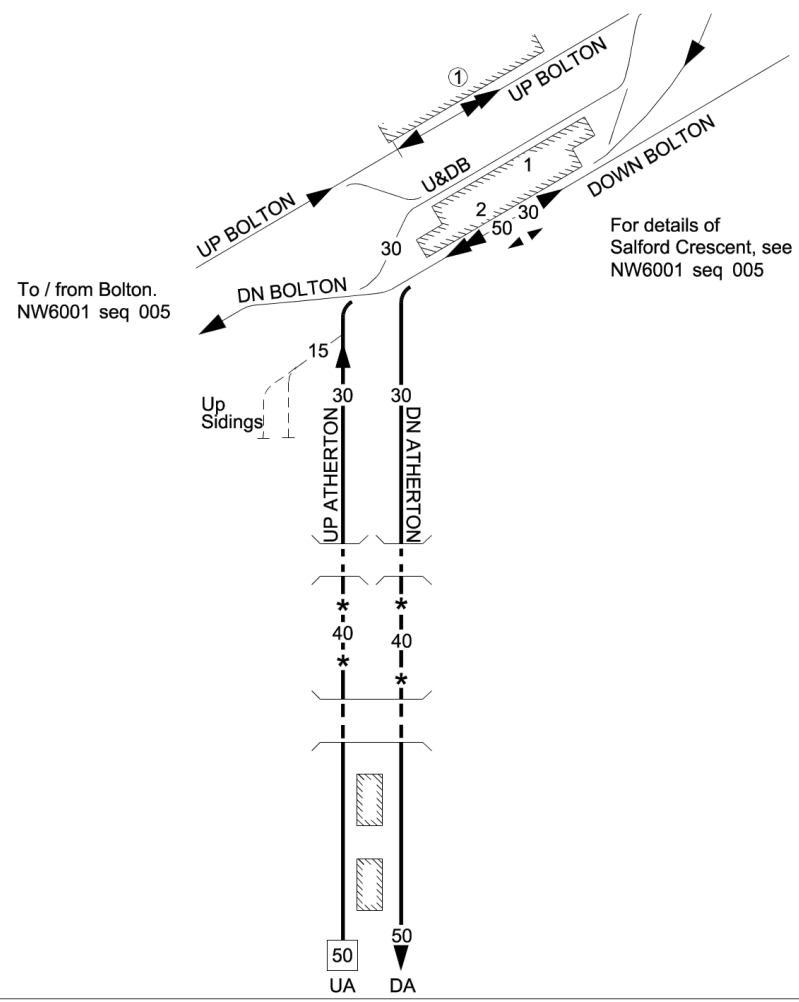
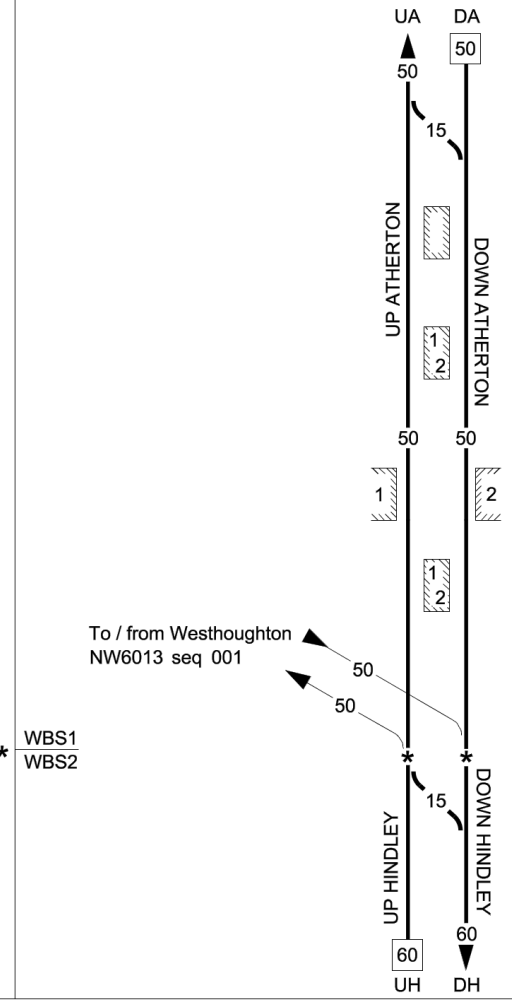
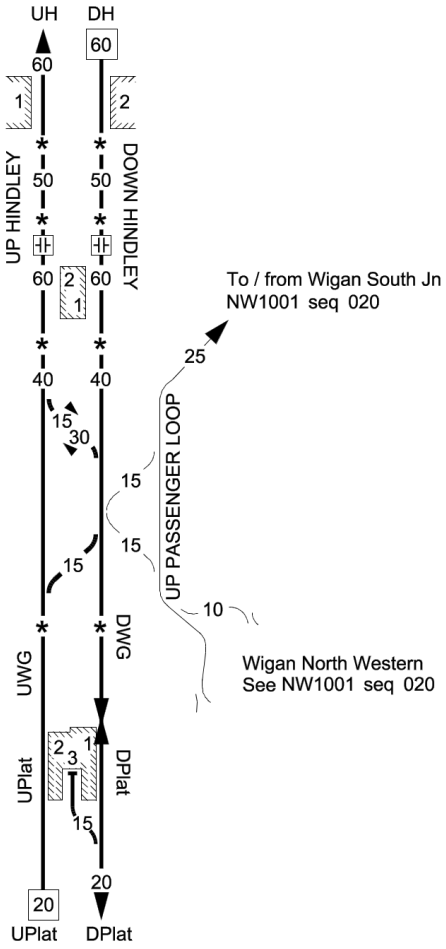
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	001	Windsor Bridge North Jn to Southport	WBS1	North West	28/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
SALFORD CRESCENT	1 59		TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R
Windsor Bridge North Jn	1 66		① Platform 3 under construction and out of use pending future entry into service.
			U&DB: Up & Down Bolton.
			Electrification provided on the Down Atherton line only.
(Limit of Electrification)	2 04		
Pendleton Tunnel (48 metres / 52 yards)	2 25 to 2 27		
	2 30 *		
	2 78 *		
	3 02 *		
Pendlebury Tunnel (184 metres / 201 yards)	4 34 to 4 43		Manchester Piccadilly SCC (MP) Crow Nest Workstation
SWINTON (MANCHESTER)	5 04		Platform Lengths: Swinton (Manchester) Up: 117 metres (128 yards) Down: 121 metres (132 yards)
MOORSIDE	5 61		Platform Lengths: Moorside Up: 109 metres (119 yards) Down: 110 metres (120 yards)
(Start / end of diagram)	6 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	002	Windsor Bridge North Jn to Southport	WBS1 WBS2	North West	01/01/2025

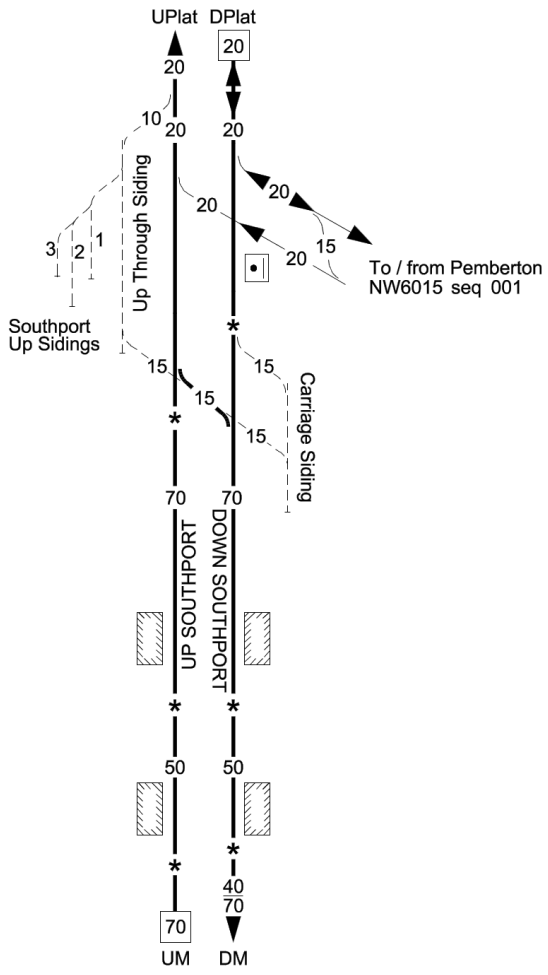
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	6 60		GSM-R TCB Manchester Piccadilly SCC (MP) Crow Nest Workstation Exceptionally Poor Rail Adhesion: Down Atherton / Down Hindley line between 7m 00ch and 15m 40ch. Up Atherton line between 12m 57ch and 11m 59ch. Platform lengths: Walkden. Up: 125 metres (137 yards). Down: 123 metres (135 yards). Platform lengths: Atherton. Platform 1: 119 metres (130 yards). Platform 2: 117 metres (128 yards). Axle counter area: Down Atherton: from 7m 39ch to 14m 20ch. Up Atherton: from 14m 07ch to 7m 35ch. Platform lengths: Hag Fold. Platform 1: 96 metres (105 yards). Platform 2: 96 metres (105 yards). Platform lengths: Daisy Hill. Platform 1: 117 metres (128 yards). Platform 2: 117 metres (128 yards).
(Crossover)	7 32		
WALKDEN	7 42		
ATHERTON	11 01		
HAG FOLD	11 59		
DAISY HILL	12 57		
(Limit of electrification on Up Atherton)	14 31		AC: Crewe
Crow Nest Jn (Change of ELR)	14 64 *	WBS1 / WBS2	☒ Staff lockouts provided on the Up Atherton between the overlap of signal MP820 and Walkden crossover, and on the Down Atherton line at Walkden crossover. Staff lockouts provided on all lines at Crow Nest Junction. Semi-Automatic Track Warning System (SATWS) provided at Crow Nest Junction, between 14m 54ch and 14m 68ch. See General Instructions.
(Start / end of diagram)	15 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	003	Windsor Bridge North Jn to Southport	WBS2	North West	30/06/2025

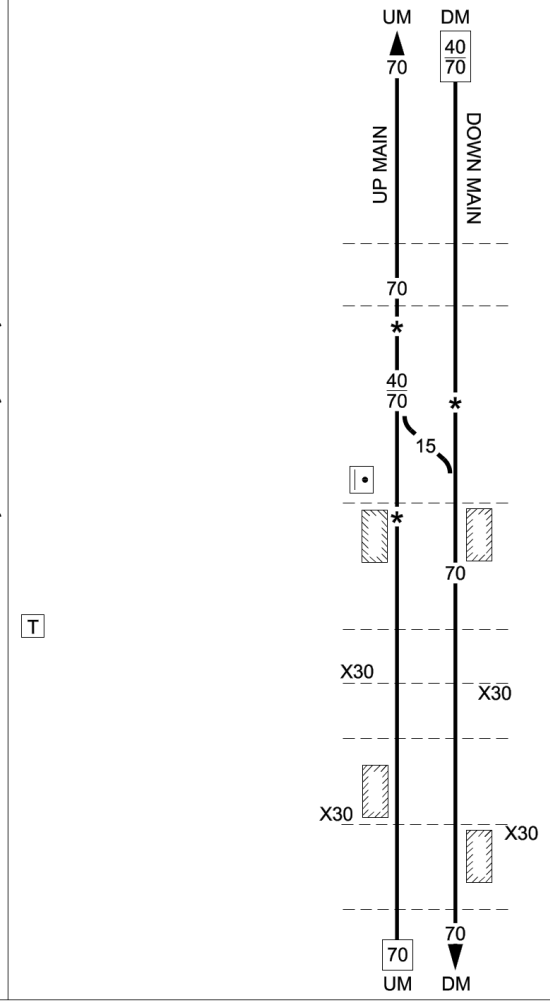
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	15	00			TCB Manchester Piccadilly SCC (MP) Crow Nest Workstation AC: Crewe GSM-R
HINDLEY	15	17			Platform lengths: Hindley. Platform 1: 143 metres (156 yards). Platform 2: 160 metres (175 yards).
	16	00	*		
	16	20	*		Warrington PSB (WN)
Ince OHNS	16	32			Platform lengths: Ince (Manchester). Platform 1: 145 metres (159 yards). Platform 2: 143 metres (156 yards). Exceptionally Poor Rail Adhesion: Down Atherton / Down Hindley line, from 7m 00ch to 15m 40ch.
INCE (MANCHESTER)	16	70			
	17	21	*		
(Limit of electrification - Up Hindley)	17	32			
Wigan Station Jn	17	44			DWG: Down Wallgate. DPlat: Down Platform. UWG: Up Wallgate. UPlat: Up Platform.
(Limit of electrification - Down Wallgate)	17	58	*		Wigan Wallgate SB (WW)
WIGAN WALLGATE	17	72			Platform lengths: Wigan Wallgate. Platform 1 (through trains) 187 metres (205 yards). Platform 1 (turn back): 176 metres (192 yards). Platform 2: 177 metres (194 yards). Bay platform:77 metres (84 yards). Permissive Working: PP-C authorised at Wigan Wallgate station, in Platform 1 (Down direction only), Platform 2 (Up direction only) and Bay platform 3.
(Start / end of diagram)	18	02			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	004	Windsor Bridge North Jn to Southport	WBS2 WBS3	North West	19/02/2024

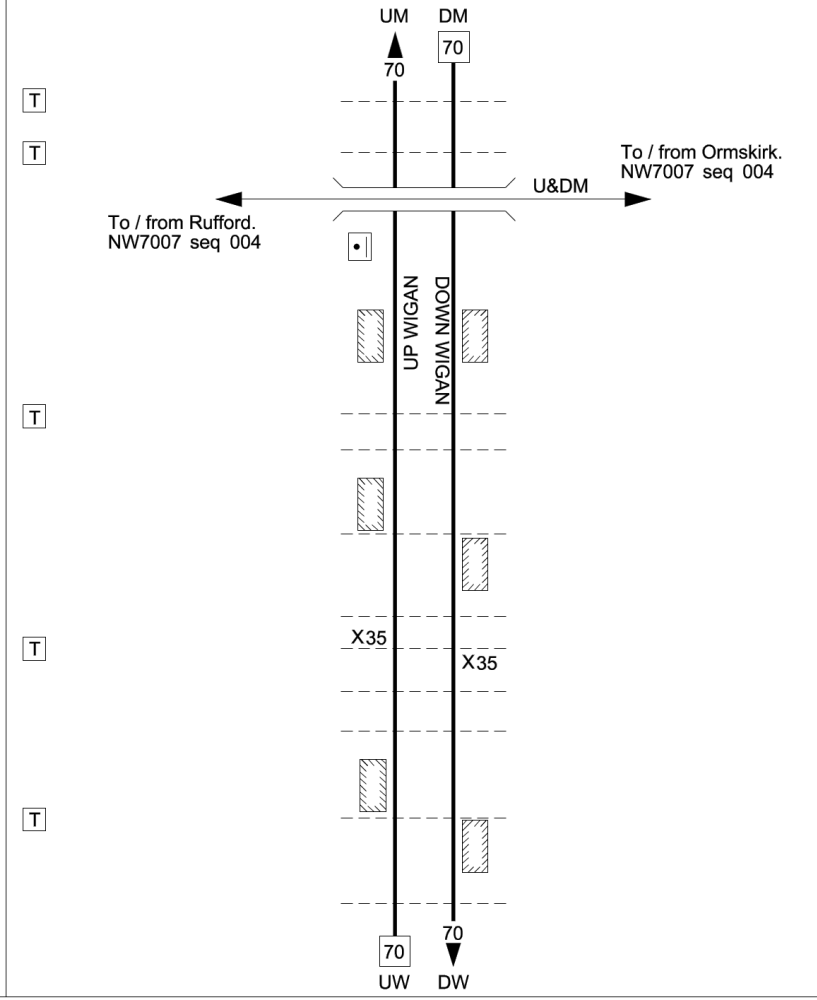
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	18	02			GSM-R TCB Wigan Wallgate SB (WW) UPlat: Up Platform. DPlat: Down Platform.
Wigan Wallgate Jn (Change of ELR)	18	04		WBS2 WBS3	Siding standages: Down Carriage Siding: 146 metres (160 yards). Up Through Siding: 151 metres (165 yards). Southport Up Siding 1: 88 metres (96 yards). Southport Up Siding 2: 80 metres (87 yards). Southport Up Siding 3: 46 metres (50 yards).
Wigan Wallgate SB	18	09			
	18	15	*		
	18	21	*		AB
GATHURST	20	46			Platform lengths: Gathurst. Up platform: 118 metres (129 yards). Down platform: 117 metres (128 yards).
	21	40	*		
APPLEY BRIDGE	22	30			Platform lengths: Appley Bridge. Up platform: 94 metres (103 yards). Down platform: 94 metres (103 yards).
(Change of line names)	22 22	35 37	* *		Parbold SB (PD)
(Start / end of diagram)	22	60			



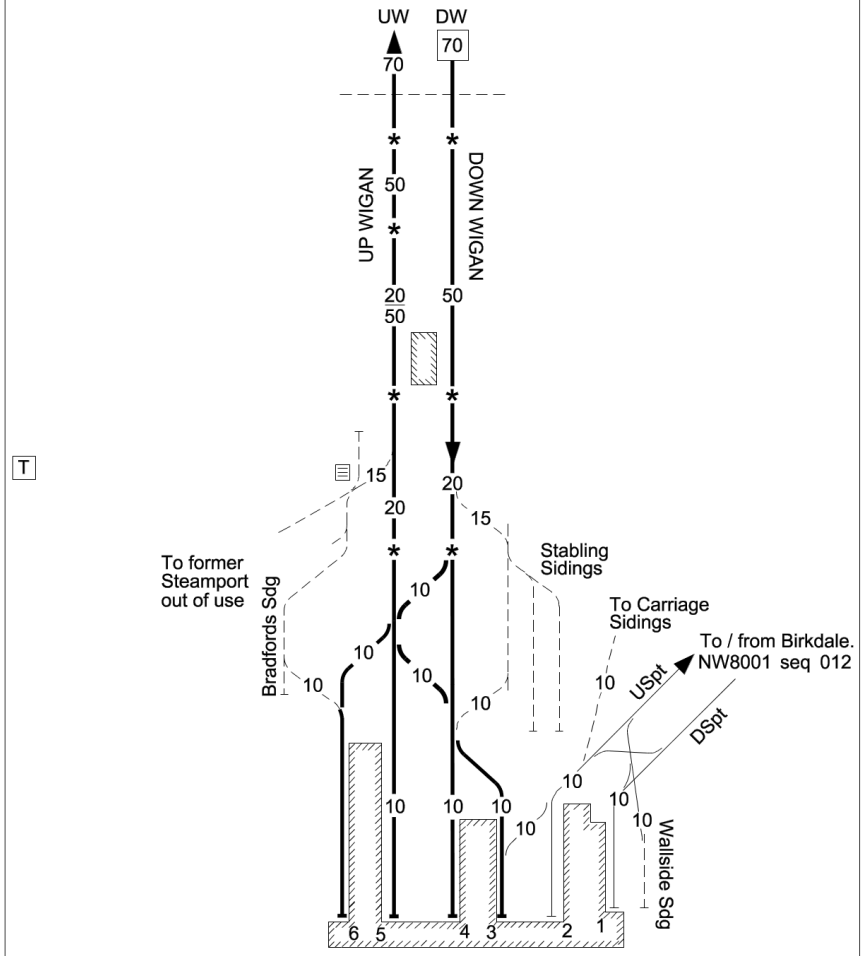
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	005	Windsor Bridge North Jn to Southport	WBS3	North West	15/03/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	22	60			AB Parbold SB (PD) GSM-R
Gillibrands LC (FP)	23	43			
Chapel Lane LC (MCB-OD)	24	06			
	24	11	*		
	24	42	*		
Parbold SB	24	49			
Parbold LC (MCB)	24	49			
	24	51	*		
PARBOLD	24	53			Platform lengths: Parbold. Up platform: 104 metres (114 yards). Down platform: 118 metres (129 yards).
Ferret Lane LC (UWC & FP)	25	12		T	Burscough Bridge Junction SB (BB)
Dean Lane LC (AHBC-X)	25	57			
Frog Lane LC (FP)	25	77			
HOSCAR (Up Platform)	26	07			Platform lengths: Hoscar. Up platform: 116 metres (127 yards). Down platform: 159 metres (174 yards).
Hoscar LC (AHBC-X)	26	08			
HOSCAR (Down Platform)	26	13			
Arnolds LC (FP)	26	23			
(Start / end of diagram)	26	30			

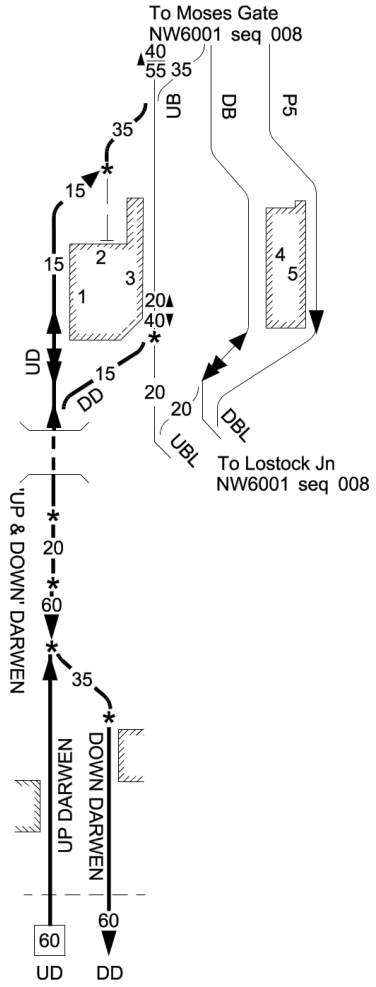
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	006	Windsor Bridge North Jn to Southport	WBS3	North West	19/02/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	26	30		GSM-R AB Burscough Bridge Junction SB (BB)
Four Lane Ends LC (MCB-OD)	26	41	T	
Shaws LC (UWC) (R/G)	26	71	T	
(Intersection bridge)	27	31		
Burscough Bridge Junction SB	27	50		
(Change of line names)	27	50		Platform lengths: Burscough Bridge. Up platform: 121 metres (132 yards). Down platform: 126 metres (138 yards).
BURSCOUGH BRIDGE	27	58		TCB
Crabtree LC (UWC) (R/G)	28	19	T	
Watkinsons LC (FP)	28	36		
NEW LANE (Up Platform)	28	67		Platform lengths: New Lane. Up platform: 94 metres (103 yards). Down platform: 94 metres (103 yards).
New Lane LC (AHBC)	28	70		
NEW LANE (Down Platform)	28	73		
Betts Lane LC (UWC) (FP)	29	47		
Martins Lane LC (R/G)	29	70	T	
Small Lane LC (FP)	30	01		
Drummersdale LC (FP)	30	53		
BESCAR LANE (Up Platform)	30	74		Platform lengths: Bescar Lane. Up platform: 66 metres (72 yards). Down platform: 75 metres (82 yards).
Bescar Lane LC (AHBC)	30	78	T	
BESCAR LANE (Down Platform)	30	79		
Wyke Cop LC (MCB-OD)	32	20		
(Start / end of diagram)	32	30		

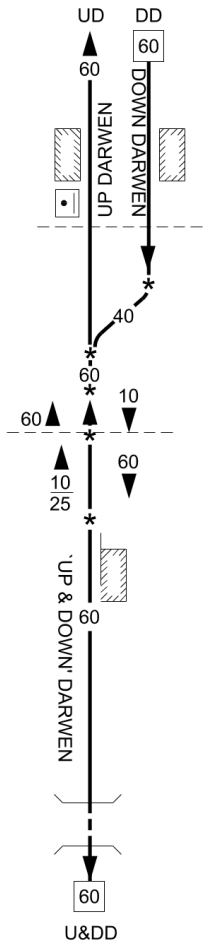
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	007	Windsor Bridge North Jn to Southport	WBS3 HXS3	North West	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	32 30		GSM-R TCB Burscough Bridge Junction SB (BB)
Pool Hey LC (MCB-OD)	32 44		
	32 48 *		
	32 78 *		
			Merseyrail SCC (ML)
MEOLS COP	34 02		Platform lengths: Meols Cop. Up platform: 109 metres (119 yards). Down platform: 111 metres (121 yards).
	34 05 *		
Goods Yard GF	34 58	T	
Southport North Jn	34 77		
	35 05 *		USpt: Up Southport. DSpt: Down Southport. NOTE: Platforms 1, 2 and 3, the Southport lines, Wallside Siding and Carriage Sidings are all provided with 750V DC third rail electrification, controlled from Sandhills ECR. Platform 3 has ELR: HXS3 from buffer stops to connection to Southport lines.
SOUTHPORT	35 27		Platform lengths: Southport. Platform 3: 131 metres (143 yards). Platform 4: 160 metres (175 yards). Platform 5: 210 metres (230 yards). Platform 6: 239 metres (261 yards). Permissive working: PP authorised in Platforms 3, 4, 5 and 6.

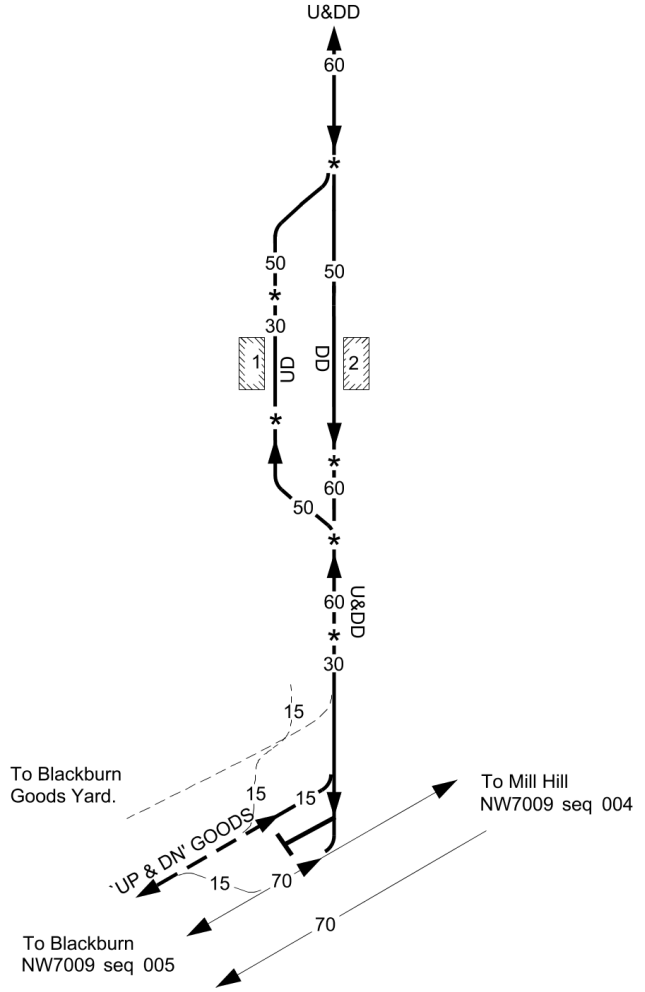
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6011	001	Bolton East Jn to Blackburn Bolton Jn	BBB	North West	08/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bolton East Jn	10 31		TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R UB: Up Bolton DB: Down Bolton P5: Platform 5 line Platform Lengths: Bolton Platform 1 Permissive PP -A Up 187 metres (205 yards) Down 124 metres (136 yards) Platform 2 Permissive PP 113 metres (124 yards) Platform 3 Permissive PP -A Up 305 metres (334 yards) Down 222 metres (243 yards)
	10 37 *		
BOLTON	10 50		
Bolton West Jn	10 55 *		
(Limit of Electrification)	10 65		
Bradshawgate Tunnel (80 metres / 87 yards)	10 68 to 10 72		UD : Up Darwen DD : Down Darwen
	10 76 *		
	11 12 *		
Astley Bridge Jn	11 66 *		
	11 70 *		
HALL I' TH' WOOD	12 35		Platform Lengths: Hall I' Th' Wood Up: 94 metres (103 yards) Down: 92 metres (101 yards)
The Oaks LC (UWC & FP)	12 72	T	
(Start / end of diagram)	13 00		

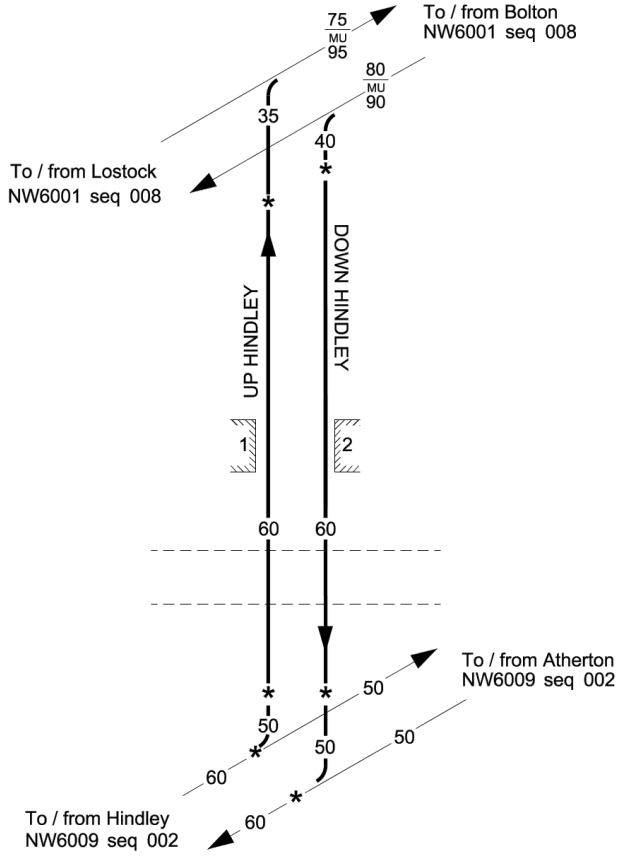
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6011	002	Bolton East Jn. to Blackburn Bolton Jn.	BBB	LNW North	07/08/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel
BROMLEY CROSS	13 45		Platform Lengths: Bromley Cross Up 95m (104yards) Down 95m (104yards)
Bromley Cross LC (FP) (Not block post)	13 47		
	13 71 *		
	13 75 *		
	15 14 *		
Turton LC (AOCL+B)	15 19 *		Preston PSB (PN) 'B' Panel
	15 29 *		Platform Lengths: Entwistle Up & Down: 99m (108 yards)
ENTWISTLE	16 47		
	17 60	T	
Sough Tunnel (1841m/1 mile 255yd)	17 61 to 18 73		
	18 74	T	

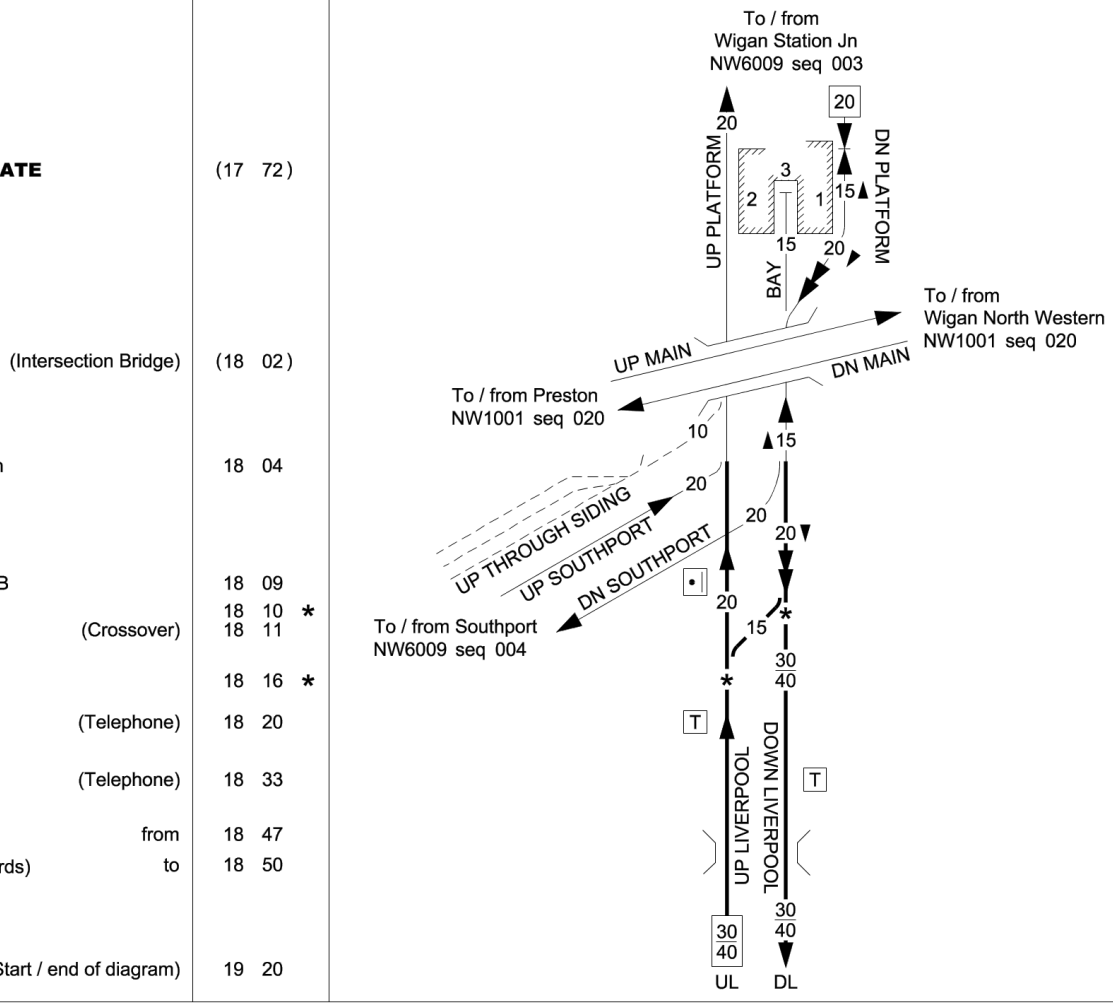
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6011	003	Bolton East Jn. to Blackburn Bolton Jn.	BBB	LNW North	08/12/2019

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Preston SB (PN) GSM-R
Darwen South Jn	19	19 *		U&DD: Up & Down Darwen DD: Down Darwen UD: Up Darwen
	20	07 *		
DARWEN	20	27		Platform Lengths: Darwen Platform 1: 94 metres (103 yards) Platform 2: 94 metres (103 yards)
	20	43 *		
	20	79 *		
Darwen North Jn	21	25 *		
	23	40 *		
Blackburn Bolton Branch Jn	23	60		(PF) 'Up & Down' Goods.
Blackburn Bolton Jn	24	08		CW. 'Up & Down' Darwen at 24m 01ch (facing in Down direction)
	10	11		

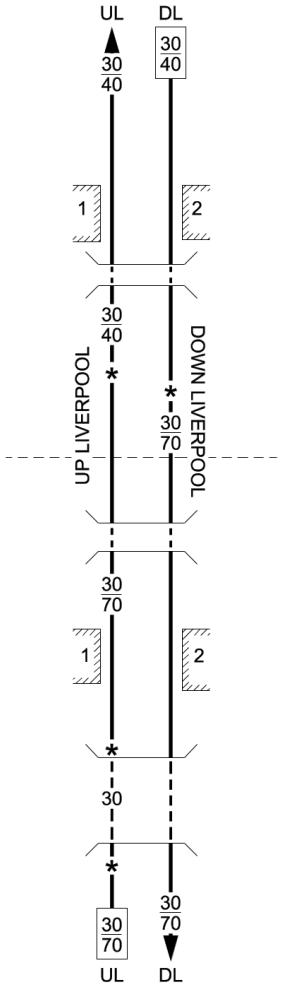
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6013	001	Lostock Jn to Crow Nest Jn	LCN	North West	30/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Lostock Jn	13 39		TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R Semi-Automatic Track Warning System (SATWS) provided at Lostock Junction, between 13m 39ch and 13m 51ch. See General Instructions.
	13 45 *		
	13 60 *		
WESTHOUGHTON	15 25		Platform lengths: Westhoughton Platform 1: 143 metres (156 yards). Platform 2: 143 metres (156 yards). Manchester Piccadilly SCC (MP) Crow Nest Workstation
Westhoughton Golf Course LC (FP)	15 64		
Crow Nest LC (FP)	16 30		
Crow Nest Jn	17 08 *		☒ Staff Lockouts provided on all lines at Crow Nest Junction. Semi-Automatic Track Warning System (SATWS) provided at Crow Nest Junction, between 17m 11ch and 14m 68ch. See General Instructions.
	17 18 *		

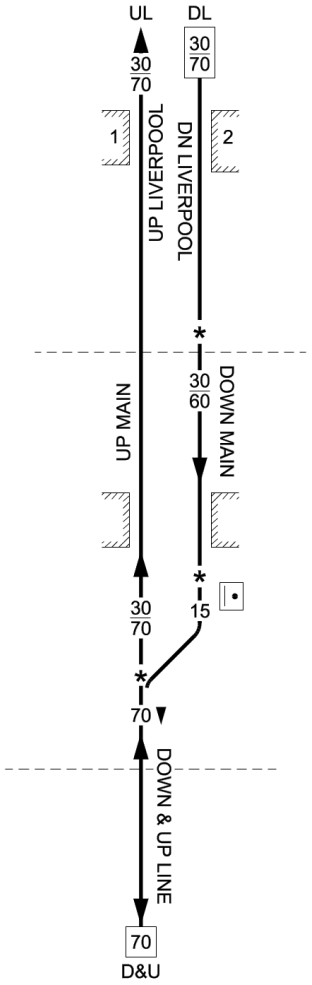
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6015	001	Wigan Wallgate to Headbolt Lane	WKL1	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WIGAN WALLGATE	(17 72)		GSM-R TCB Wigan Wallgate SB (WW) Platform lengths: Wigan Wallgate. Platform 1 (through trains): 187 metres (205 yards). Platform 1 (turn back): 176 metres (192 yards). Platform 2: 177 metres (194 yards). Bay platform 3: 77 metres (84 yards). Up direction trains from Headbolt Lane may turnback in Platform 1. Permissive working: PP-C authorised in Platform 1 (Down direction only), Platform 2 (Up direction only) and in Bay platform 3. The Up Main and Down Main lines are provided with overhead AC electrification, controlled from Crewe ECR. Mileages in round brackets ( ) are NW6009 mileages with ELR: WBS2.
(Intersection Bridge)	(18 02)		
Wigan Wallgate Jn	18 04		
Wigan Wallgate SB	18 09		
	18 10 *		
(Crossover)	18 11		
	18 16 *		
(Telephone)	18 20		
(Telephone)	18 33		
Adam Viaduct (59 metres / 64 yards) from	18 47		AB AB from 18m 61ch on the Down Liverpool. AB to 19m 07ch on the Up Liverpool.
to	18 50		
(Start / end of diagram)	19 20		

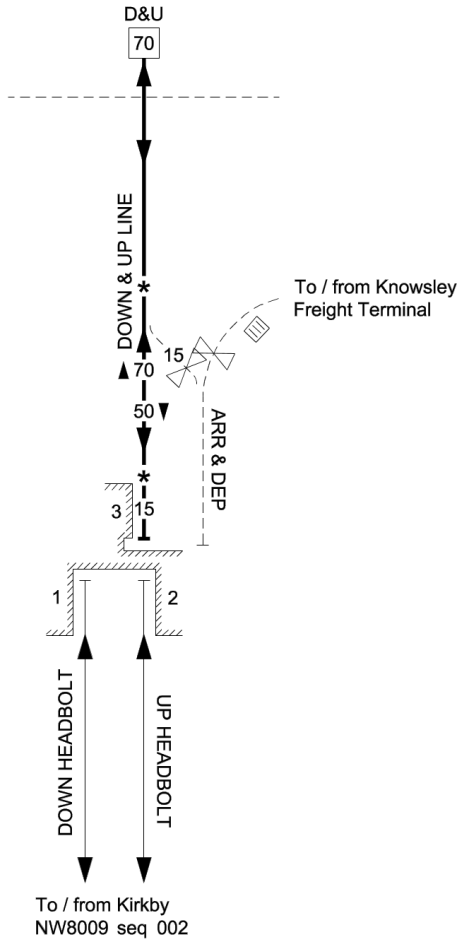
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6015	002	Wigan Wallgate to Headbolt Lane	WKL1 WKL2	North West	02/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	19 20		GSM-R AB Wigan Wallgate SB (WW)
Pemberton Jn, former site of (Change of mileage & ELR)	19 48 WKL1 19 08 WKL2		
PEMBERTON	19 23		Platform lengths: Pemberton. Platform 1: 106 metres (116 yards). Platform 2: 101 metres (110 yards).
Pemberton Tunnel (37 metres / 40 yards) from	19 27		
to	19 29		
	19 53 * 19 54 *		
Winstanley LC (FP)	19 70		
M6 Motorway Bridge (53 metres / 58 yards) from	20 39		
to	20 42		
ORRELL	20 77		Platform lengths: Orrell. Platform 1: 54 metres (59 yards). Platform 2: 67 metres (73 yards).
Upholland Tunnel (883 metres / 966 yards) from	21 37 *		
to	22 01 22 03 *		
(Start / end of diagram)	22 10		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6015	003	Wigan Wallgate to Headbolt Lane	WKL2	North West	02/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	22 10		GSM-R AB Wigan Wallgate SB (WW)
UPHOLLAND	22 24		Platform lengths: Upholland. Platform 1: 46 metres (50 yards). Platform 2: 68 metres (74 yards).
			Rainford Junction SB (RJ)
Dukes Wood LC (UWC & FP)	23 10 * 23 11	T	
RAINFORD	24 30		Platform lengths: Rainford. Down platform: 51 metres (56 yards). Up platform: 51 metres (56 yards).
Rainford Junction SB	24 34 * 24 35		NST
Rainford Jn	24 39 *		
Bushey Lane LC (FP)	24 51		
(Start / end of diagram)	25 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6015	004	Wigan Wallgate to Headbolt Lane	WKL2	North West	22/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	25 40		GSM-R NST Rainford Junction SB (RJ)
Rainford Colliery LC (FP) (R/G)	25 52		NOTE: On the Down & Up Line, the Down direction is towards Headbolt Lane.
	28 09 *		ARR & DEP: Arrival & Departure line.
Dale Lane GSP	28 20	Ⓢ T	Standage: Arrival & Departure line: 504 metres (551 yards).
Dale Lane Jn	28 20		
	28 46 *		
(Buffer stops)	28 54		Platform lengths: Headbolt Lane. Platform 1: See NW8009 seq 002. Platform 2: See NW8009 seq 002. Platform 3: 150 metres (164 yards).
HEADBOLT LANE	28 55		

SPECIAL WORKING ARRANGEMENT
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NW6001 (MANCHESTER PICCADILLY EAST JN. TO EUXTON JN.)

From	To	Type of Train	Line(s)	Remarks
Manchester Piccadilly Station	Manchester Oxford Road (signals MP.403 and MP.405)	Coaching stock	Down Oxford Road/Up Oxford Road	Propelling authorised (including dead EMU's)

Dated: 14/08/17

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NW6001 - MANCHESTER PICCADILLY EAST JN. TO EUXTON JN.

MANCHESTER PICCADILLY

PLATFORMS 13 & 14 ONLY

Method of Working. The normal method of working will be for trains to work in the Down-direction on the Down line, and in the Up-direction on the Up line, with passenger trains calling at the far end of each platform (i.e. beyond the mid-platform signal).

Should a train come to a stand at the mid-platform signal, conductors should not attempt to open the train doors until the train has drawn fully forwards and come to a stand at the normal end of the platform (i.e. beyond the mid platform signal). Conductors should consider advising passengers on board that the train will be drawing forwards and the doors will be opening shortly.

Once the mid-platform signal clears to a proceed aspect, the Driver may then draw the train forward and stop at the relevant stop board. It should be noted that, unless doors have been released (see below), there is no requirement to receive the RA indication from these signals.

Should it be necessary to undertake station duties in the rear platform section (e.g. due to a failed train or ill passenger on the train in the forward section), then the following must take place, provided the full length of the train is in the platform (unless SDO fitted or local door selection is utilised):

1. The Signaller, upon learning that the train in the forward section will not be moving, must contact the platform staff via the ManRail radio system and advise them of this
2. The Platform Staff must advise the Driver of the train in the rear section that the train will be required to undertake platform duties at its current location. NOTE: Platform staff must ensure that the full length of the train is in the platform prior to advising the driver of this.
3. The Driver must advise the Conductor of the need to undertake platform duties in the rear section of the platform and the Conductor must then undertake this duty, as per their Company policies and procedures.

NOTES:

(a) If a train does undertake station duties whilst stood at a mid-platform signal on platform 13 or 14, then the mid-platform signal must display either a double yellow or green aspect before being dispatched. Trains MUST NOT be dispatched on a single yellow aspect, only to be stopped again further along the platform. This also applies when the platforms are being used bi-directionally.

(b) Platform staff must manage passenger and train interface risk for any train which terminates in Platform 13 or 14 and which then continues forwards as empty coaching stock. Drivers must assess risk and if required, request that their train is dispatched using normal procedures.

Starting of trains from platforms- additional instructions to Rule Book Module SS1, Section 3.4.

Except for light locomotives and Multiple Purpose Vehicles (MPVs), the READY-TO-START signal must be given by means of the right away (RA) indicator.

On trains that do not have an opening window by the door controls, the guard must close all passenger doors, leaving the local door open. When the person in charge of the platform has given the STATION WORK COMPLETE signal, the guard must give the READY-TO-START signal to the person in charge of the platform, before closing the local door. The person in charge of the platform must ensure that the local door is shut and the hazard light is extinguished before pressing the RA button.

Permissive Working – MPV S&C Video Train Operation – the MPV S&C Video Train is permitted to operate under the permissive working arrangements in platforms 13 and 14.

Under these circumstances the MPV must be brought to a stand clearly in sight of the train already in the occupied platform.

Trains requiring attention. Except in unavoidable circumstances, trains must not be delayed at platforms 13 or 14 awaiting attention to technical problems. Drivers must not wait until arrival at platforms 13 and 14 before requesting attention, unless prior arrangements have been made.

Drivers of Down-direction trains must work through to Oxford Road station. Drivers of Up-direction trains must remain at Oxford Road until the necessary attention has been given or the driver has been advised what alternative arrangements have been made.

Dated: 28/09/19

NW6001 - MANCHESTER PICCADILLY EAST JN. TO EUXTON JN.

MANCHESTER OXFORD ROAD

Permissive Working – MPV S&C Video Train Operation – the MPV S&C Video Train is permitted to operate under the permissive working arrangements in platforms 1 to 5 inclusive.

Under these circumstances the MPV must be brought to a stand clearly in sight of the train already in the occupied platform.

Trains requiring attention. Drivers of Up-direction trains must not work through to Manchester Piccadilly until the necessary attention has been given or the driver has been advised what alternative arrangements have been made.

Dated: 28/09/19

NW6001 - MANCHESTER PICCADILLY EAST JN. TO EUXTON JN.

Brindle Heath Sidings

When entering the Tarmac Company's private siding, drivers must bring their trains to a stand clear of the discharge hopper and must work to the instructions of the company's person in charge whilst in the depot. **Locomotives must not be run over the discharge hopper**.

Dated: 07/10/06

NW6003 - CASTLEFIELD JN. TO ALLERTON JN.

IRLAM

A reflectorised 15mph. Warning Indicator with a left hand arrow is provided at 26 miles 13 chains on the down CLC line approaching Irlam station. This indicator applies to movements from the down CLC line to the down passenger loop at Glazebrook East Jn. If a forward route is set from signal GE.40 along the down CLC line, the associated AWS magnet will be suppressed and no AWS warning will be given. At all other times, drivers must expect to receive an AWS warning when passing this magnet.

Dated: 28/12/16

NW6003 - CASTLEFIELD JN. TO ALLERTON JN.

WARRINGTON CENTRAL

Burtonwood US Army siding. This connection must not be used without the authority of the Network Rail Area Operations Manager, Manchester.

Civil Engineer's siding. The points of the trailing connection from No.2 siding to the civil engineer's siding must normally be kept clipped and padlocked for movements along No.2 siding. The padlock key must be kept in Warrington Central box.

When a movement is to be made to or from the civil engineer's siding, the person-in-charge of the movement (PIC) must first obtain the padlock key from the signaller.

When the movement has been completed the PIC must ensure that:

- any machine(s) or vehicle(s) to be left on the civil engineer's siding have been properly secured,
- the points have been clipped and padlocked in the normal position for movements along No.2 siding,
- the padlock key has been returned to Warrington Central box.

Dated: 07/10/06

NW6003 - CASTLEFIELD JN. TO ALLERTON JN.

HUNTS CROSS

Hunts Cross DMU Sidng. Drivers of trains signalled into Hunts Cross DMU siding must immediately contact the Signaller at Hunts Cross signal box, using the telephone provided at signal HC.536 and confirm that their train is completely behind signal HC.536 and clear of HC.748 points.

Dated: 25/10/2014

NW6003 – CASTLEFIELD JN TO ALLERTON JN

Trafford Park Sidings

General: Trafford Park Sidings consists of multiple terminals – Trafford Park Freightliner, Manchester International Freight Terminal (M.I.F.T.), Trafford Park Euroterminal and Trafford Park Estates.

The various Terminals are accessible via Trafford Park East Jn through the Platform Line. Trains may arrive via Trafford Park West Jn into Reception No.1 only. Trains shall arrive in the Down direction and depart in the Up direction.

All points within Trafford Park Sidings are hand-operated and the Person-in-Charge (PIC) must ensure handpoints are set in the correct position prior to a train movement. Handpoints No.613 and No.616 are detected and must be set correctly before the Shunters Release is operated to accept an inbound arrival.

The Shunters Releases are contained in cabinets which must be kept locked when not in use. The cabinets are locked / unlocked with a BR No.16 key

Person in Charge (PIC): When taking up duty, the PIC must provide their name and mobile telephone number to the signaller at Manchester ROC Oxford Road Workstation on telephone 0161 880 4004 and report to the Signaller when their turn of duty is complete.

Arrivals:

Prior to an arrival, the Signaller must obtain permission from the PIC to accept a train before the train's last regulating point. When requested by the Signaller, the PIC shall advise the Signaller of the required routing and operate the Shunters Release for the appropriate Terminal or Sidings, allowing the Signaller to set the route. Trains shall be signalled via Trafford Park East Jn onto the Platform Line towards the Terminal from the Down CLC line. Trains arriving into Reception No.1 shall be signalled via Trafford Park West Jn.

Trafford Park Freightliner Terminal: The PIC must operate Shunters Release SR MC2606 to accept an inward train and the Signaller shall set the route towards the Terminal. The Driver of the inward service shall bring the train to the Terminal gates and, upon arrival, the PIC shall hand a radio to the Driver and liaise with the Driver before authorising the train to proceed into the Terminal. The PIC shall split the train into portions within the Terminal and ensure the train is secure. Shunters Release SR MC2606 is situated within the Terminal.

Trafford Park M.I.F.T.: The PIC must contact the Signaller to request a signalled route for the arriving services into the Terminal. A signalled route to M.I.F.T. requires telephone authorisation only.

Trafford Park Estates: The PIC must operate Shunters Release SR MC2608 to accept the train onto H Sidings No.1, No.2 or No.3. Handpoints No.613 must be set in the correct position prior to the Shunters Release being operated. The driver shall stop the train at 'Stop & Telephone' board SB9 and await further instructions from the PIC.

Trafford Park Euroterminal: The PIC must operate Shunters Release SR MC2607 to accept the train onto either Departure No.1 or Departure No.2. Handpoints No. 616 must be set in the correct position prior to the Shunters Release being operated. The Driver shall stop the train at 'Stop & Await Instructions' board SB10. The PIC shall hand a radio to the Driver and liaise with the Driver before authorising the train to proceed into the Terminal. The PIC shall split the train into portions within the Terminal and ensure the train is secure.

Reception No.1 and No.2 are track circuited as far as 'Stop & Telephone' board SB5 and 'Stop & Telephone' board SB7 respectively. If there is no PIC on duty, the Signaller may signal the inward train onto either Reception No.1 or No.2. Once the train has arrived at either 'Stop & Telephone' board, the Driver must contact the Signaller to assume the role of PIC. The Driver must confirm with the Signaller that the route ahead is clear and that all handpoints are set correctly. The Driver shall pass the 'Stop & Telephone' board bringing the rear of the train in clear of Reception No.1 signal MC1632 or Reception No.2 signal MC1630. The Signaller shall have visibility through track circuit occupation that a Reception line is accommodated by a train. The Driver shall contact the Signaller to relinquish the role of PIC when it is necessary to do so.

Departures:

Trains departing Trafford Park Freightliner Terminal: If a train is starting inside of signal MC7622, once the PIC has formed the train, they shall advise the Signaller that the train is inside clear of signal MC7622. If the opposed locking omitted is in use to form the train between signals MC7622 and MC7621, when shunting movements are completed the PIC, after coming to a clear understanding with the Signaller, shall request the opposed locking facility to be cancelled. The PIC shall complete a train

brake test and shall contact the Signaller to advise the train is ready to depart. The Signaller shall set the route and clear signal MC7622 for departure.

If a train is starting ahead of signal MC7622, then the PIC must inform the Signaller that the train is unable to set back behind signal MC7622 prior to departure. The PIC shall complete a train brake test and shall contact the Signaller to inform that the train is ready to depart ahead of signal MC7622 and shall come to a clear understanding with the Signaller as to how the train will depart. Once the train has departed, if the opposed locking omitted is in use between signals MC7622 and MC7621, the PIC, after coming to a clear understanding with the Signaller shall request the opposed locking facility to be cancelled.

Trains departing Trafford Park M.I.F.T.: The PIC shall marshal the train within M.I.F.T. and complete a train brake test. The Driver shall contact the Signaller to advise they are ready to depart. The Signaller shall set the route and clear signal MC7624 for departure.

Trains departing Trafford Park Euroterminal: The PIC shall marshal the train within the Terminal and Departure Sidings and complete a train brake test. The PIC shall ensure handpoints No.616 are set correctly and authorise the Driver to draw down to signal MC7628. Upon arrival at signal MC7628, the Driver shall contact the Signaller to advise they are ready to depart. The Signaller shall set the route and clear signal MC7628 for departure.

Trains departing Trafford Park Estates: The PIC shall marshal the train within H Sidings and complete a train brake test. The PIC shall ensure handpoints No.613 are set correctly and authorise the Driver to draw down to signal MC7626. Upon arrival at signal MC7626, the Driver shall contact the Signaller to advise they are ready to depart. The Signaller shall set the route and clear signal MC7626 for departure.

Shunting:

Opposed locking is omitted for signals MC7622 and MC7621 only. When this facility is in use, the route is set and locked between Trafford Park Freightliner Terminal and the Platform Line to allow continuous movements to take place without signaller interaction. The PIC must contact the Signaller to request this set up utilising the Shunters Release SR MC2606 before conducting any movements. The PIC must contact the Signaller once all moves are completed and request the opposed locking facility to be cancelled.

Signal MC7620 situated on the Platform Line can be cleared to allow shunting movements onto the Up CLC line. Signal MC7620 may be cleared simultaneously with the opposed locking omitted between signals MC7622 and MC7621.

‘OFF’ indicators are provided for signal MC7621 to provide visual confirmation to the Driver that signal MC7621 has cleared towards the Terminal. An ‘OFF’ indicator for MC7621 is situated on Bridge 220 and ‘OFF’ indicators are positioned along the cess of the Up CLC line. These ‘OFF’ indicators will only illuminate when the route is set from the Platform Line onto the Up CLC line via points 604A/B in the reverse position. The ‘OFF’ indicators will not illuminate when points 604A/B are in the normal position.

Dated: 31/08/2021

NW6005 - MANCHESTER VICTORIA EAST JN. TO WINDSOR BRIDGE SOUTH JN.

MANCHESTER VICTORIA

Working of steam locomotives. Steam locomotives and steam hauled trains must be routed into platforms 3 and 4 only. Drivers must bring their trains to a stand at the platform starting signals, clear of the station roof. They must ensure that excessive smoke is not emitted and that there is no excessive escape of steam from the safety valve.
Starting of trains from platforms - additional instructions to *Rule Book Module SS1, Section 3.4.*
Except for light locomotives, the READY-TO-START signal must be given by means of the right away (RA) indicator. On trains that do not have an opening window by the door controls, the guard must close all passenger doors, leaving the local door open. When the person in charge of the platform has given the STATION WORK COMPLETE signal, the guard must give the READY-TO-START signal to the person in charge of the platform, before closing the local door. The person in charge of the platform must ensure that the local door is shut and the hazard light is extinguished before pressing the RA plunger**.**

Dated: 09/12/2023

NW6005 - MANCHESTER VICTORIA EAST JN. TO WINDSOR BRIDGE SOUTH JN.

Salford Hope Street Sidings

Hope Street-RMC (North West Aggregates) Private Sidings. Radios will supplied by the Traincrew Supervisor at Buxton for use in controlling all train movements within the sidings at Hope Street.

Incoming trains must be brought to a stand at the 'Stop' board on the arrival siding. The locomotive(s) must be detached and the driver must obtain the authority of the RMC person in charge (PIC) to pass the 'Stop' board to enable the locomotive(s) to run round via the departure siding and the main line.

Should a train arrive at Hope Street between 1730 hrs and 2130 hrs when there are no RMC staff on duty, the 'Stop' board may be passed without authority in order to release the locomotive(s).

Authority to proceed into the sidings will be given by means of a green light situated on the discharge buildings. When the train is ready to propel from the arrival sidings to the RMC sidings, the trainman must check that the green light is still illuminated. If the green light fails the RMC PIC must give verbal authority for any train movements.

Dated: 07/10/06

NW6009 - WINDSOR BRIDGE NORTH JN. TO SOUTHPORT

WIGAN WALLGATE

Southport Up Sidings. When the person in charge of the sidings is not on duty, the driver or person in charge of any movement requiring to leave the sidings must get the authority of the signaller at Wigan Wallgate signal box, before making a movement towards the sidings outlet signal. The signaller must also be advised of the description and destination of the movement.

Southport Up Siding No.3. Due to the short length of the siding, Class 195 multiple units are not permitted to enter this siding.

Dated: 27/06/20

NW6009 - WINDSOR BRIDGE NORTH JN. TO SOUTHPORT

Dean Lane LC (AHBC-X)

If a train is brought to a stand on the up line at the signal protecting the level crossing (BB.101), due to the signal being at danger, the driver must use the telephone at the signal to contact Burscough Bridge Junction signal box and then carry out any instructions given by the signaller

If the telephone has failed, the driver must try to speak to the signaller from the telephone at the crossing. If this is not possible, the driver must operate the emergency plunger provided at the signal to lower the barriers. If the signal then clears, the train may proceed normally, but the failure of the telephone must be reported to the signaller at Parbold signal box. If the stop signal fails to clear, the driver may pass the signal at danger but must not proceed over the crossing until sure that it is safe to do so.

You must not take a line blockage from BB 101 signal, nor use it as a protecting signal for a T3 possession.

Four Lane Ends Obstacle Detector (OD) level crossing

Burscough Bridge BB 103 and BB 102 signals are within the absolute block section between Parbold and Burscough Bridge signalboxes. You must not take a line blockage from these signals, nor use them as protecting signals for a T3 possession.

Dated: 20/05/13

NW6009 – WINDSOR BRIDGE NORTH JN. TO SOUTHPORT

BESCAR LANE

Any train formed of 4 vehicles or more will be required to stop at the S-car Stop Board located off the operational length of each platform. The conductor will be required to allow passengers to board/alight at the rearmost door only and MUST NOT carry out full passenger door release.

Dated: 18/12/2021

NW6011 Bolton East Jn to Blackburn Bolton Jn

Turton LC (AOCL+B)

If a train is brought to a stand in either direction due to the level crossing indicator showing a red light or no light, the driver must operate the emergency plunger provided in the cabinet on the approach to the level crossing indicator light post. If the flashing white light is then obtained in the level crossing indicator, the train may proceed normally, but the signaller at Preston PSB must be advised. If the flashing white light is not obtained the driver may proceed provided the driver first makes sure it is safe to do so and sounds the horn continuously until the front of the train is on the crossing. The signaller at Preston PSB must be advised.

Dated: 09/02/19

NW6015 - WIGAN WALLGATE TO HEADBOLT LANE

Entire Line Of Route

It is permitted to take a planned T3 or line blockage on the Up Main, Up Liverpool, Down Main, Down Liverpool and Down & Up Line between Headbolt Lane, Rainford Junction signal box and Wigan Wallgate when Rainford Junction signal box is closed. If this process is used, the PICOP must arrange and give up the T3 or line blockage with the signaller at Wigan Wallgate.

Dated: 06/04/2024

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15	01 June 2024
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15D	04 September 2021
16	30 November 2019
16A	04 March 2017
16B	04 March 2017
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18	07 June 2025
18A	07 June 2025
18B	07 June 2025
19	01 March 2025
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21	07 December 2024
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23	01 March 2025
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27	01 June 2024
28	01 June 2024
29	05 June 2021

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36	03 September 2016
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39	01 March 2025
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41	01 March 2025
42	01 March 2025
43	07 June 2025
43A	07 June 2025
43B	03 June 2023
44	03 June 2023
45	02 March 2024
45A	02 March 2024
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50	07 September 2024
51	04 June 2022
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MAPS

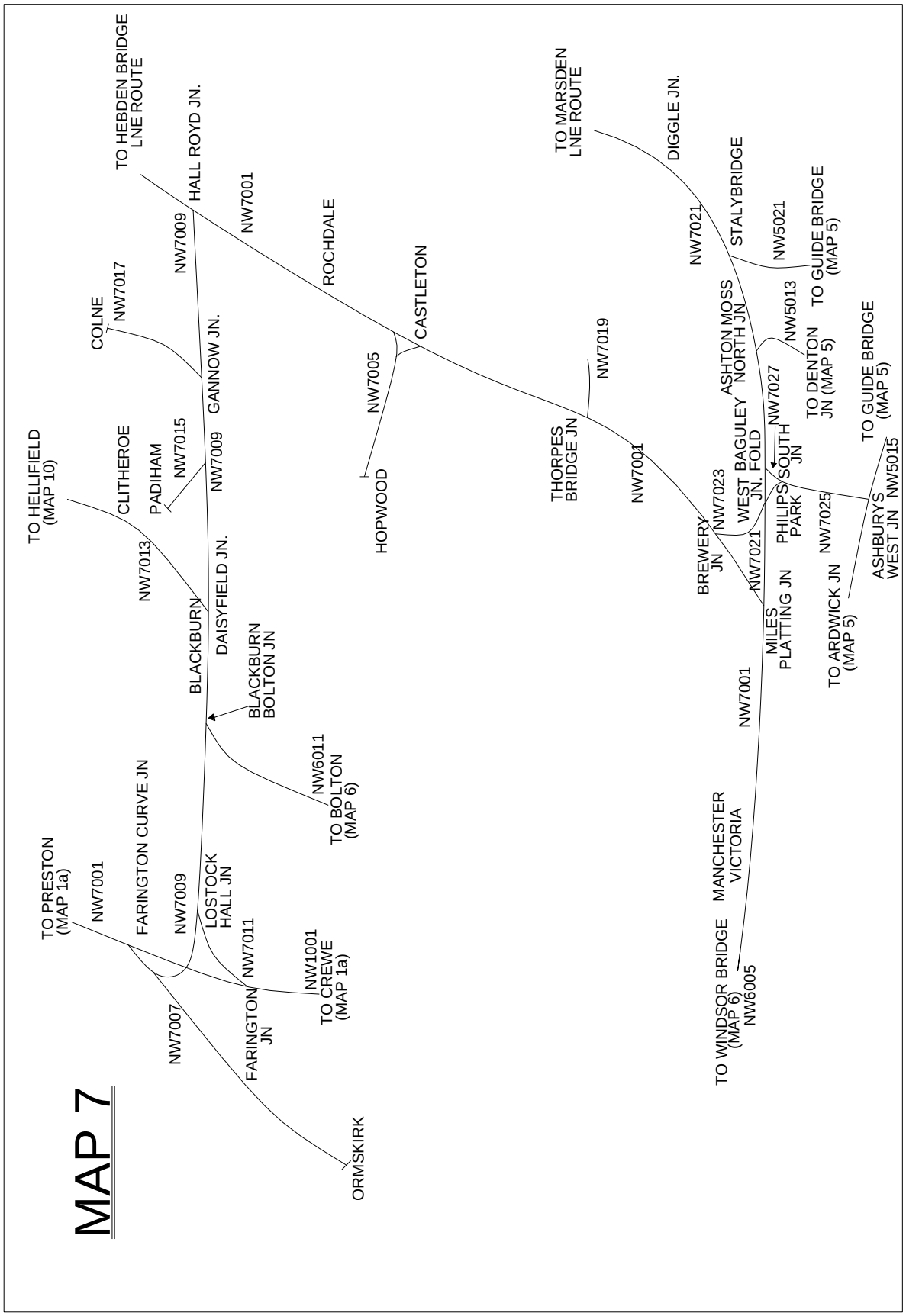
MAP 7
TO HEBDEN BRIDGE LNE ROUTE
HALL ROYD JN.
NW7009
NW7001
ROCHDALE
CASTLETON
TO MARSDEN LNE ROUTE
DIGGLE JN.
NW7021
STALYBRIDGE
NW5021
TO GUIDE BRIDGE (MAP 5)
COLNE
NW7017
GANNOW JN.
NW7005
NW7019
ASHTON MOSS NORTH JN
NW5013
TO DENTON JN (MAP 5)
TO GUIDE BRIDGE (MAP 5)
TO HELLIFIELD (MAP 10)
CLITHEROE
PADIHAM
NW7015
NW7009
HOPWOOD
THORPES BRIDGE JN
NW7001
NW7027
WEST BAGULEY JN. FOLD
PHILIPS PARK
SOUTH JN
NW5015
ASHBURYS WEST JN
NW7013
DAISYFIELD JN.
BLACKBURN
BLACKBURN BOLTON JN
BREWERY JN
NW7023
NW7021
NW7025
TO ARDWICK JN (MAP 5)
MILES PLATTING JN
NW6011
TO BOLTON (MAP 6)
TO PRESTON (MAP 1a)
NW7001
FARINGTON CURVE JN
NW7009
LOSTOCK HALL JN
NW7011
NW1001
TO CREWE (MAP 1a)
NW7007
FARINGTON JN
ORMSKIRK
MANCHESTER VICTORIA
NW7001
TO WINDSOR BRIDGE (MAP 6)
NW6005

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TABLE A DIAGRAM
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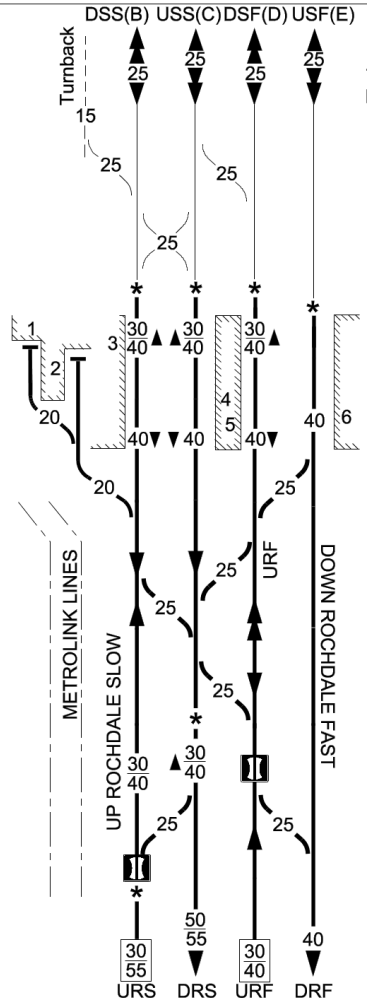
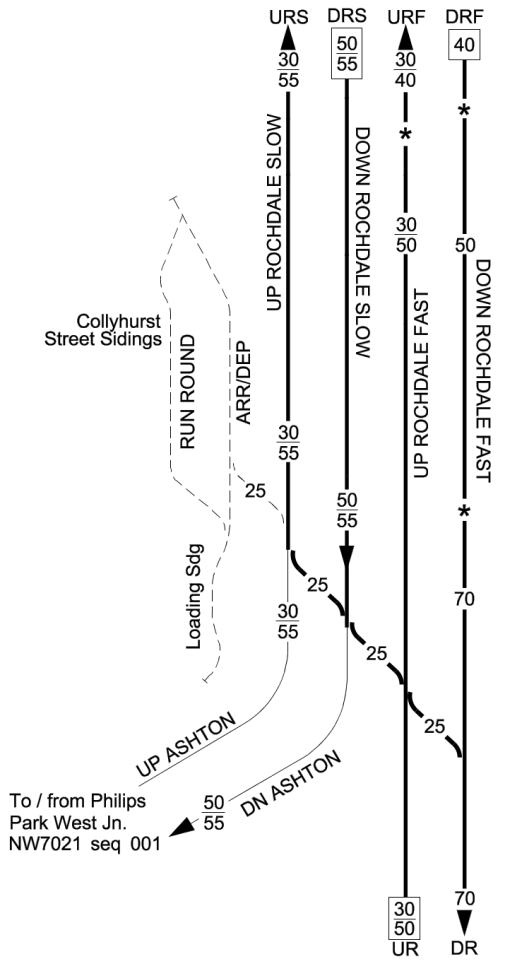
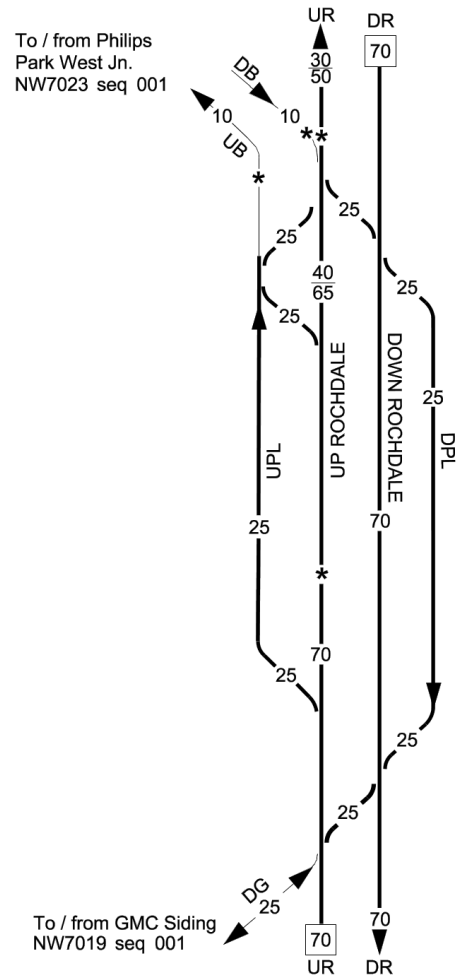
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	001	Manchester Victoria West Jn to Hebden Bridge	MVE1 MVM	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Manchester Victoria West Jn	0 16		TCB Manchester ROC Manchester Central Workstation (MN) AC: Crewe GSM-R Note: From Deal Street Jn to Manchester Victoria the line direction is Up. Axle counter area throughout. Platform lengths: Manchester Victoria. Platform 1 Permissive PP 111 metres (121 yards). Platform 2 Permissive PP 96 metres (105 yards). Platform 3 Permissive PP Up & Down 254 metres (278 yards). Platform 4 Permissive PP Up & Down 224 metres (245 yards). Platform 5 Permissive PP both directions except loco-hauled trains - 215 metres (235 yards). Platform 6 Permissive PP both directions except loco-hauled trains - 215 metres (235 yards). URS: Up Rochdale Slow. DRS: Down Rochdale Slow. URF: Up Rochdale Fast. DRF: Down Rochdale Fast. DSS(B): Down Salford Slow (Line B). USS(C): Up Salford Slow (Line C). DSF(D): Down Salford Fast (Line D). USF(E): Up Salford Fast (Line E). Metrolink 750V overhead DC adjacent to the Up Rochdale Slow line.
	0 10 *		
	0 08 *		
MANCHESTER VICTORIA	0 00	MVE1	
(Change of ELR)	0 00	MVM	
Manchester Victoria East Jn	0 09		
	0 21 *		
(Start of APCO zone - pantograph raise)	0 29		
Bromley Street Jn	0 31		
(Start of APCO zone - pantograph raise)	0 36		
	0 39 *		
(Limit of Electrification - Fast lines only)	0 50		
(Start / end of diagram)	0 53		

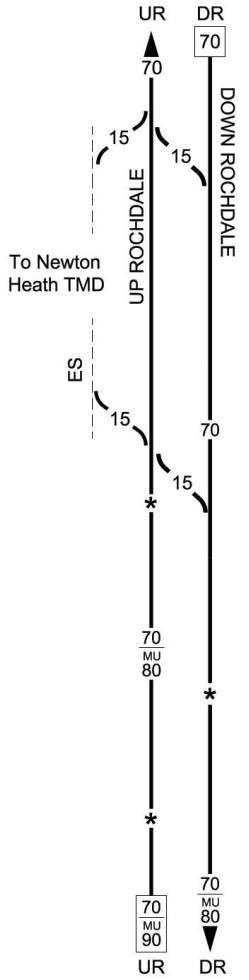
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	002	Manchester Victoria West Jn to Hebden Bridge	MVM MPR1	North West	06/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 53		TCB Manchester ROC (MN) Manchester Central Workstation AC: Crewe GSM-R
	0 56 *		URS: Up Rochdale Slow. DRS: Down Rochdale Slow. DRF: Down Rochdale Fast. URF: Up Rochdale Fast.
	0 60 *		
			Axle counter area throughout.
			Manchester ROC (MN) Manchester North Workstation
	1 17 *		Standage: Arrival / Departure Line: 280 metres (306 yards).
Miles Platting Jn	1 22		
			NOTE: Rochdale Slow lines and Ashton lines electrified. All other lines and sidings shown are not electrified.
(Change of ELR)	1 30	MVM / MPR1	
			UR: Up Rochdale. DR: Down Rochdale.
(Start / end of diagram)	1 40		

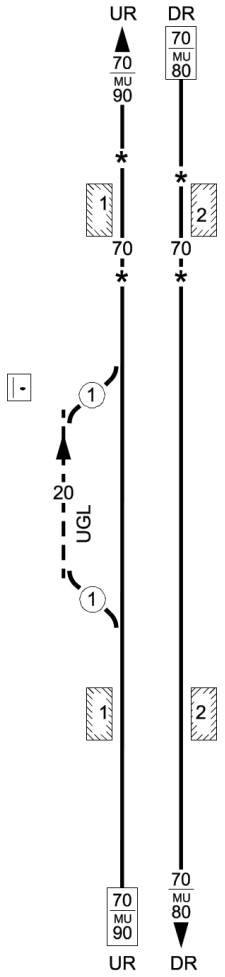
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	003	Manchester Victoria West Jn to Hebden Bridge	MPR1 MVN2	North West	14/01/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 40		GSM-R TCB Manchester ROC Manchester North Workstation (MN) Axle counter area: Down Passenger Loop: to 1m 77ch. Down Rochdale line: to 1m 77ch. Up Rochdale: from 1m 77ch. Up Passenger Loop: from 1m 67ch.
	1 48 *		
Brewery Jn	1 52 * (0 18)		
	1 67		UPL: 455 metres (1493 feet). DPL (PF): 479 metres (1572 feet). DR: Down Rochdale. UR: Up Rochdale. DPL: Down Passenger Loop. UPL: Up Passenger Loop. DB: Down Brewery. UB: Up Brewery.
	2 05 *		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
(Change of ELR on Up lines)	2 15	MPR1 / MVN2	
(Change of ELR on Down lines)	2 17	MPR1 / MVN2	DG: Dean Goods.
Thorpes Bridge Jn	2 21		
(Start / end of diagram)	2 22		

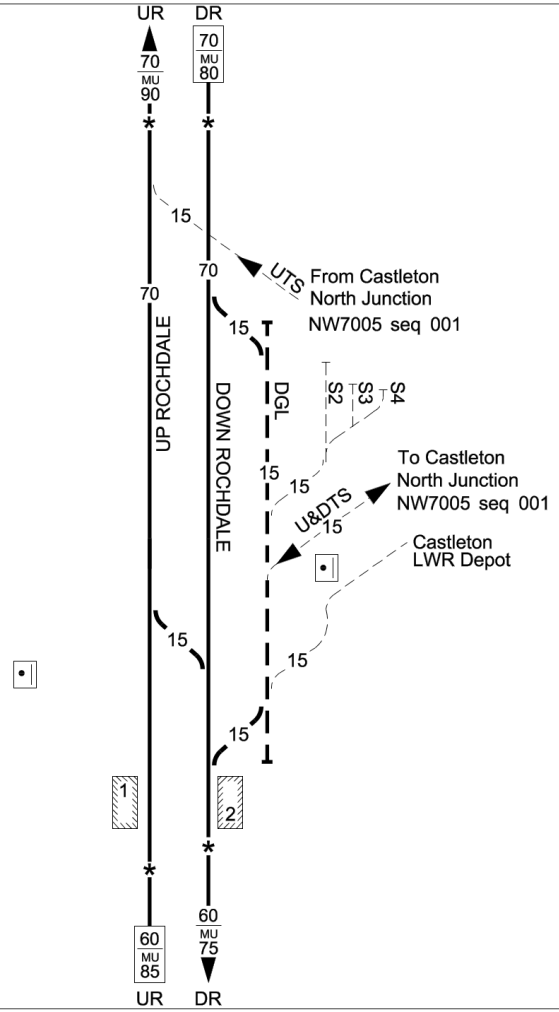
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	004	Manchester Victoria West Jn. to Hebden Bridge	MVN2	North West	25/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	2 22		GSM-R TCB Manchester ROC (MN) Manchester North Workstation
	2 23		Newton Heath TMD: See Local Instructions for the Method of Working
Newton Heath TMD	2 36		
	2 48		ES: Engine Shed
	2 53 *		
	2 61 *		
	2 73 *		
(Start / end of diagram)	3 40		

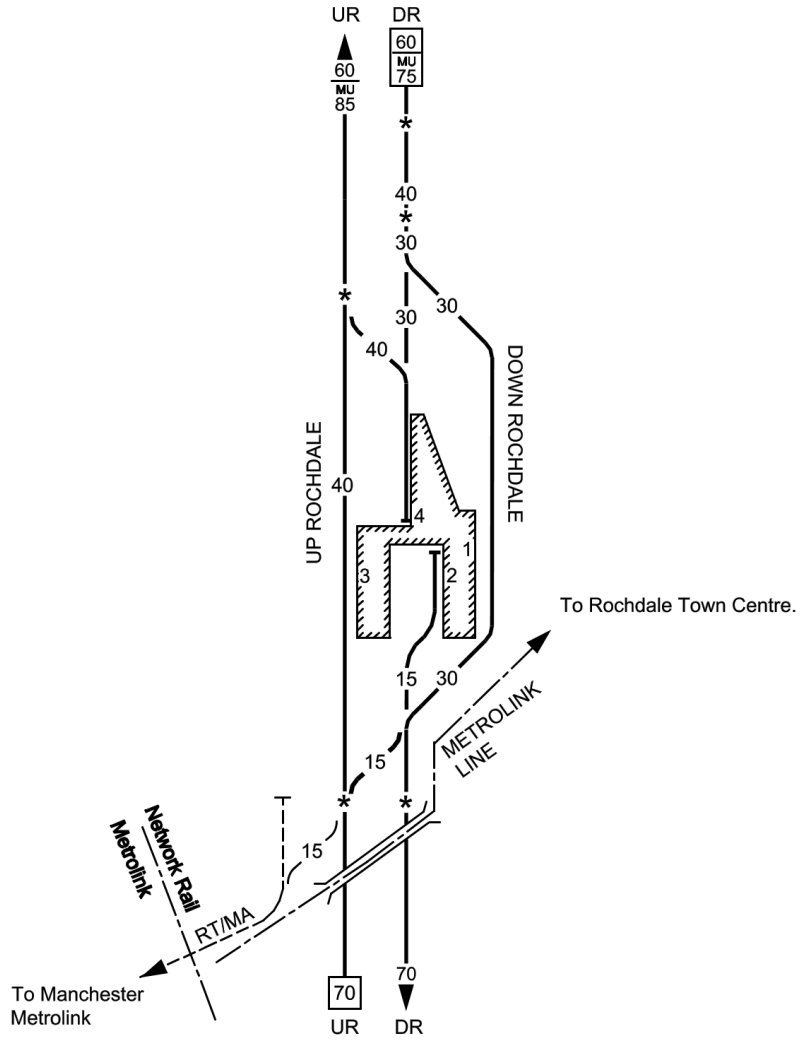
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	005	Manchester Victoria West Jn. to Hebden Bridge	MVN2	North West	19/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	3 40		GSM-R TCB Manchester ROC Manchester North Workstation (MN) UR: Up Rochdale DR: Down Rochdale UGL: Up Goods Loop
	3 74 *		
	3 75 *		Platform Lengths: Moston Platform 1 - 120 metres (131 yards) Platform 2 - 121 metres (132 yards)
MOSTON	4 00		
	4 12 *		
Vitriol Works SB	4 64		TCB Vitriol Works SB (VW) (1) Out of use.
	5 09		Up Goods Loop 320 metres (1050ft)
MILLS HILL	5 74		Platform Lengths: Mills Hill Platform 1 - 117 metres (128 yards) Platform 2 - 117 metres (128 yards)
(Start / end of diagram)	7 00		

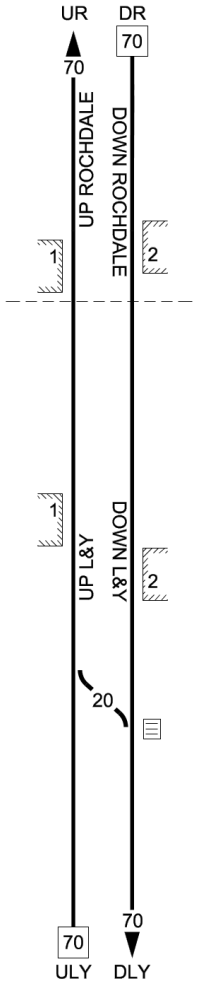
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	006	Manchester Victoria West Jn. to Hebden Bridge	MVN2	North West	19/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	7 00		TCB Castleton East Jn SB (CE) GSM-R
	8 15 *		UTS: Up Through Siding
Castleton South Jn	8 21		UR: Up Rochdale DR: Down Rochdale DGL: Down Goods Loop S2: Siding 2 S3: Siding 3 S4: Siding 4
	8 24		DGL (PF) 382 metres (1253 feet)
Castleton East Jn SB	8 52		U&DTS:`Up & Down' Through Siding
Castleton East Jn			
Rochdale West SB	8 57		
	8 64		
CASTLETON	8 69		Platform Lengths: Castleton Platform 1 - 143 metres (156 yards) Platform 2 - 137 metres (150 yards)
	8 74 *		
	8 75 *		TCB Rochdale West SB (TH)
(Start / end of diagram)	9 40		

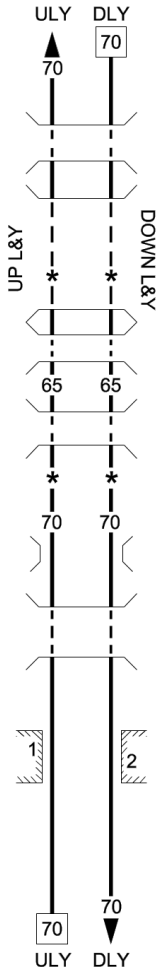
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	007	Manchester Victoria West Jn. to Hebden Bridge	MVN2	LNW North	11/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Rochdale West SB (TH)
	10 07 *		
	10 15 *		
	10 19 *		
Rochdale West Jn	10 20		
ROCHDALE	10 36		Platform Lengths: Rochdale Platform 1: 198 metres (216 yards). Platform 2: 132 metres (144 yards) (PP authorised). Platform 3: 184 metres (201 yards) Platform 4: 105 metres (114 yards) (PP authorised).
Rochdale East Jn	10 62 * 10 63 (14 27)		Metrolink 750v DC adjacent to Down Rochdale line. RT/MA: Rochdale Turnback / Metrolink Access RT/MA has ELR: MPR3 Mileages in ( )are mileages on the RT/MA.
Network Rail / Metrolink boundary	(14 05)		Start of the GSM-R area at (14m 27ch) End of the GSM-R area at (14m 05ch)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	008	Manchester Victoria West Jn to Hebden Bridge	MVN2	North West	24/02/2024

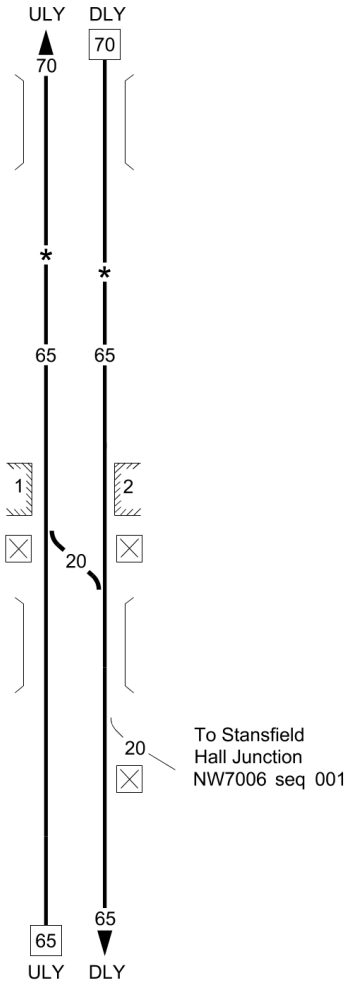
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	11 20		GSM-R TCB Rochdale West SB (TH) UR: Up Rochdale DR: Down Rochdale
SMITHY BRIDGE	12 60		Platform Lengths: Smithy Bridge Platform 1: 121 metres (132 yards). Platform 2: 121 metres (132 yards).
Smithy Bridge LC (OD)	12 65		
LITTLEBOROUGH	13 65		Preston PSB (PN) 'A' Panel Platform Lengths: Littleborough Platform 1: 121 metres (132 yards). Platform 2: 117 metres (128 yards).
Littleborough GF	14 40	T	Semi-Automatic Track Warning System (SATWS) provided at Littleborough GF, between 14m 35ch and 14m 41ch. See General Instructions.
(Start / end of diagram)	14 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	009	Manchester Victoria West Jn to Hebden Bridge	MVN2	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	14 60		GSM-R TCB — Preston PSB (PN) 'A' Panel
Summit West Tunnel (50 metres / 55 yards) from	15 06		
to	15 08		
from	15 13		
Summit Tunnel (2637 metres / 1 mile 1125 yards)	16 40 *		
to	16 64		
Summit East Tunnel (37 metres / 41 yards) from	16 65		
to	16 67		
Dean Royd Tunnel (64 metres / 70 yards) from	16 74		
to	16 77		
	17 00 *		
Calder Brook (Underbridge 96)	17 40		Semi-Automatic Track Warning System (SATWS) provided at 'Winterbutlee' (Calder Brook Underbridge 96), between 17m 39ch and 17m 42ch. See General Instructions.
Winterbutlee Tunnel (280 metres / 306 yards) from	17 46		
to	17 60		
WALSDEN	17 70		Platform lengths: Walsden. Platform 1: 121 metres (132 yards). Platform 2: 121 metres (132 yards).
(Start / end of diagram)	18 20		

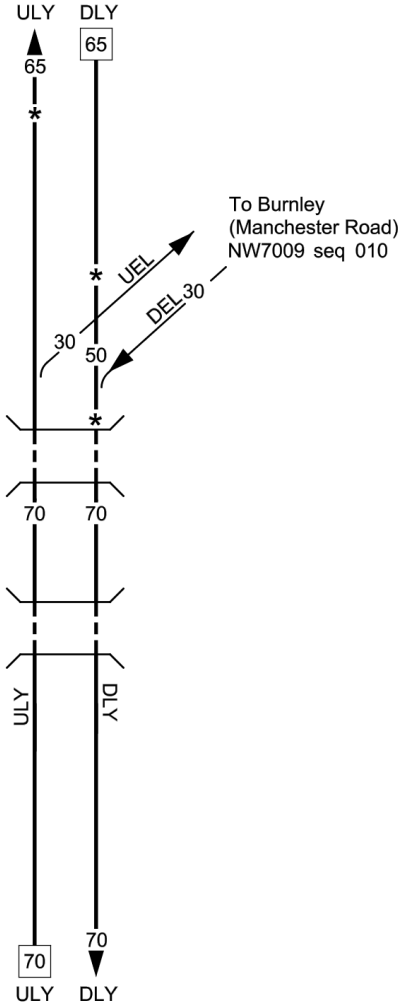
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	010	Manchester Victoria West Jn. to Hebden Bridge	MVN2	LNW North	08/12/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gauxholme Viaduct (295 metres / 323 yards)	18 24 to 18 39		
	18 58 * 18 60 *		
TODMORDEN	19 13		Platform Lengths: Todmorden Platform 1 Up: 121 metres (132 yards). Platform 2 Down: 121 metres (132 yards).
	19 18		
Todmorden Viaduct (165 metres / 180 yards)	19 20 to 19 28		Lockout systems (LOD(T)) provided on: - Up L&Y line, from 19m 19ch to 18m 50ch. - Down L&Y line, from 19m 01ch to 19m 41ch
Todmorden Viaduct Junction	19 30		ULY = Up L&Y DLY = Down L&Y



TCB Preston SB (PN)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	011	Manchester Victoria West Jn. to Hebden Bridge	MVN2	LNW North	11/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	19 40 *		GSM-R TCB Preston SB (PN) ULY = Up L&Y DLY = Down L&Y UEL = Up East Lancs DEL = Down East Lancs
	19 55 *		
Hall Royd Jn	19 61		
Millwood Tunnel (206 m / 225 yds)	19 63 * to 19 73		
Castle Hill Tunnel (177 m / 194 yds)	20 07 to 20 16		

LNW North Route Sectional Appendix Module NW7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	012	Manchester Victoria West Jn. to Hebden Bridge	MVN2	North West	22/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	20 30	ULY 70, DLY 70	TCB Preston PSB (PN) 'A' Panel; GSM-R
Horsfall Tunnel (250 metres / 274 yards)	20 44 to 20 56	ULY, DLY	
Eastwood LC (FP)	21 31		ULY = Up L&Y DLY = Down L&Y
	22 14 *	* 55 MU65	
	22 20 *	* 55 MU70	
	22 40 *	*	
	22 43 *	* 60 MU75	
Route boundary and Sectional Appendix boundary	22 62	North West Route / North & East Route — LNW(N) Sectional Appendix / LNE Sectional Appendix	
Weasel Hall Tunnel (100 metres / 109 yards)	23 12 to 23 17		TCB York ROC (HG) Halifax Workstation
HEBDEN BRIDGE	23 50	1, 2; 60 MU70, 60 MU75; To / from Mytholmroyd See LNE Route Sectional Appendix LN854 seq 001	

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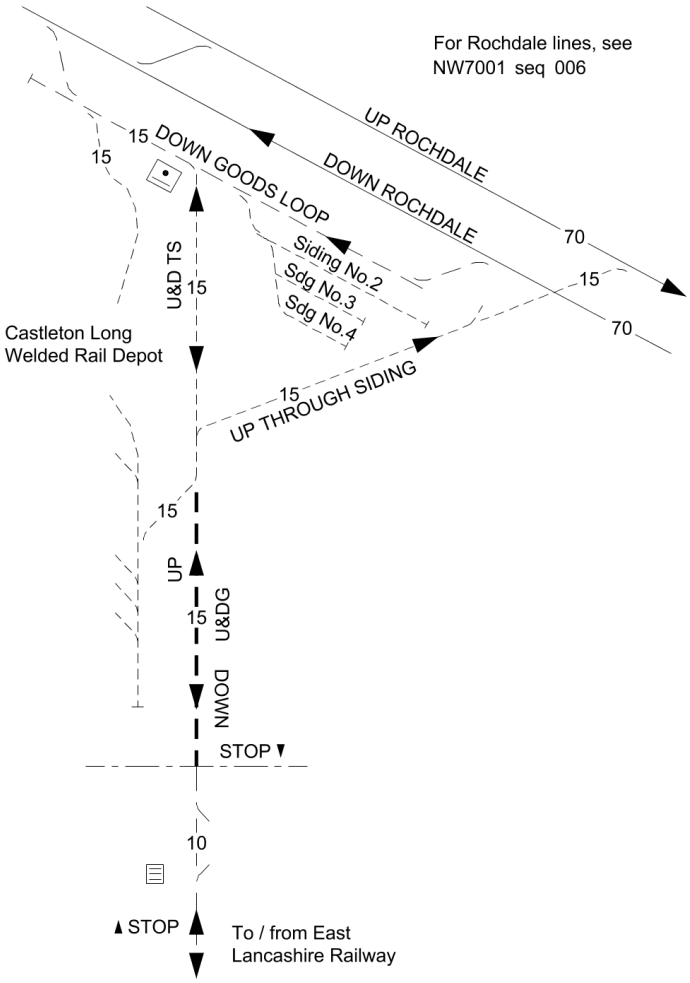
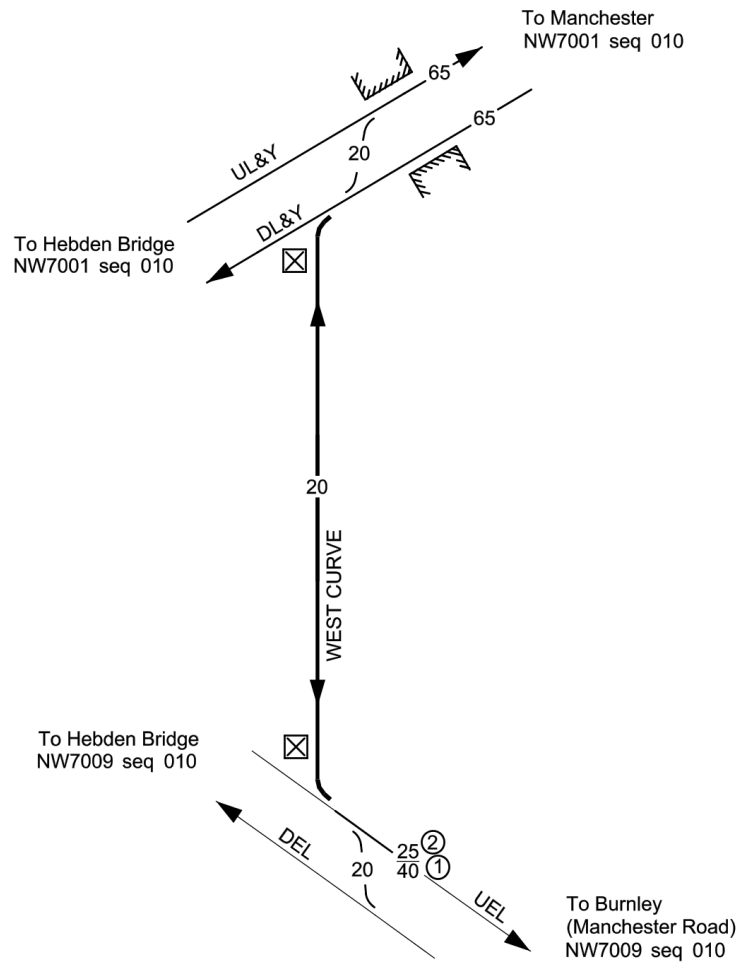
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7005	001	Castleton East Jn. to Hopwood G.F.	CPI1 CPI2 CEH CSD	LNW North	10/08/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Castleton East Junction SB	(8 52) 0 00		Siding Castleton East Junction SB (CE) GSM-R
Castleton South Jn		UP THROUGH SIDING: 8 21	AWS and TPWS not provided on the Up & Down Goods or Up & Down Through Siding. Signal CE52 at the exit from the Up Through Siding provided with TPWS only.
Trap points		UP THROUGH SIDING: 8 26	
Castleton North Jn	0 38 8 50	UP THROUGH SIDING: 8 50	ELR details: CPI1: Up Through Siding. CPI2: Up & Down Goods from Castleton North Jn to East Lancashire Railway. CEH: Up & Down Through Siding. CSD: Castleton Long Welded Rail Depot including its connections.
Sidings connection Start/end of One Train with Staff section	8 53		OTS Castleton East Junction SB (CE) Staff is kept at Castleton East Junction SB.
Buffer stops (CPI2 mileage shown)	9 00		
Network Rail / East Lancashire Railway Boundary	9 04		GSM-R Up: Start of GSM-R area at 9m 04ch Down: End of GSM-R area at 9m 04ch
Trap points	9 05		
Hopwood G.F. (and trap points)	9 06		U&D TS: Up & Down Through Siding. U&DG: Up & Down Goods.



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7006	001	Todmorden to Stansfield Hall Jn. (Todmorden West Curve)	SFO	LNW North	11/12/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
TODMORDEN	19 13		GSM-R TCB Preston SB (PN) DL&Y: Down L&Y UL&Y: Up L&Y ☒ Lockout system (LOD(T)) provided on West Curve UEL: Up East Lancs DEL: Down East Lancs ① Applies to Class 1 to 6 trains and light locomotives only ② Applies to Class 7 & 8 trains only
Todmorden Viaduct Junction	19 30		
	0 00		
Stansfield Hall Jn	0 18		
	30 24		

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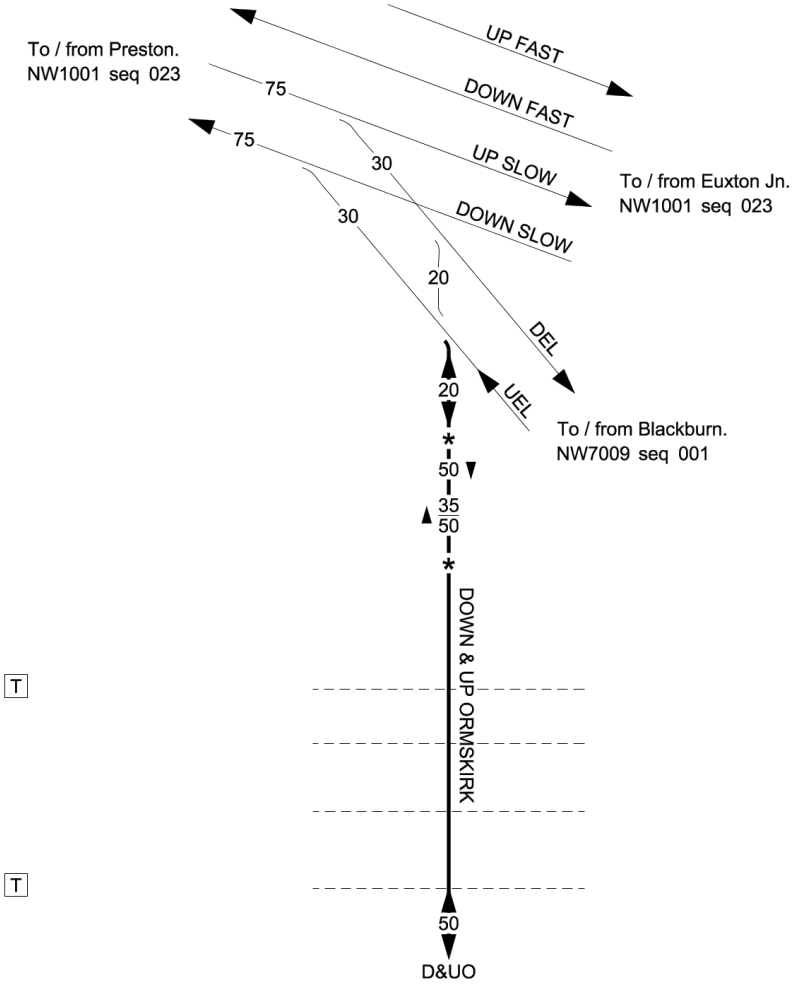
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7007	001	Farington Curve Jn to Ormskirk	FCO	North West	15/03/2025

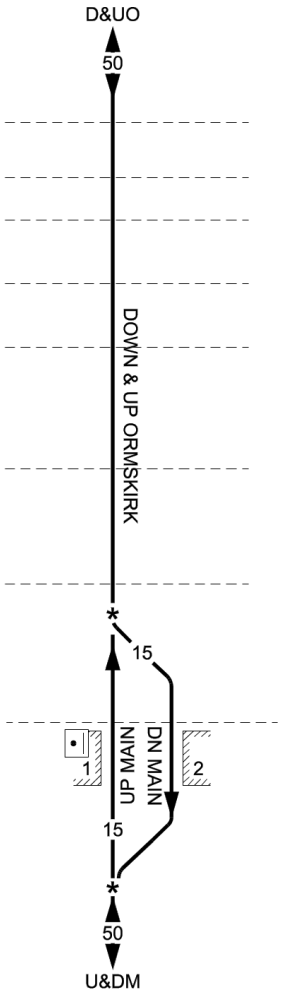
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Farington Curve Jn (Connection with Slow lines)	(0 00)		GSM-R TCB — Preston PSB (PN) 'B' Panel Fast and Slow lines are provided with 25kV AC overhead line equipment, controlled from Crewe ECR. Mileages in ( ) brackets are NW7009 mileages with ELR: FHR1.
Farington Curve Jn (Connection with Up East Lancs line)	(0 08) 25 62		DEL: Down East Lancs. UEL: Up East Lancs.
	25 54 *		
	25 28 *		The Down direction is from Farington Curve Jn to Ormskirk.
Lodge Lane LC (UWC & FP) (R/G)	24 62	T	Telephones at Lodge Lane LC connect to Midge Hall SB.
Four Lane Ends LC (FP)	24 49		
Naptha Lane LC (UWC & FP)	24 29		Midge Hall SB (MH)
Parkers Lane LC (R/G) (UWC & FP) (a.k.a. Balls LC)	24 08	T	
(Start / end of diagram)	24 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7007	002	Farington Curve Jn to Ormskirk	FCO	North West	15/03/2025

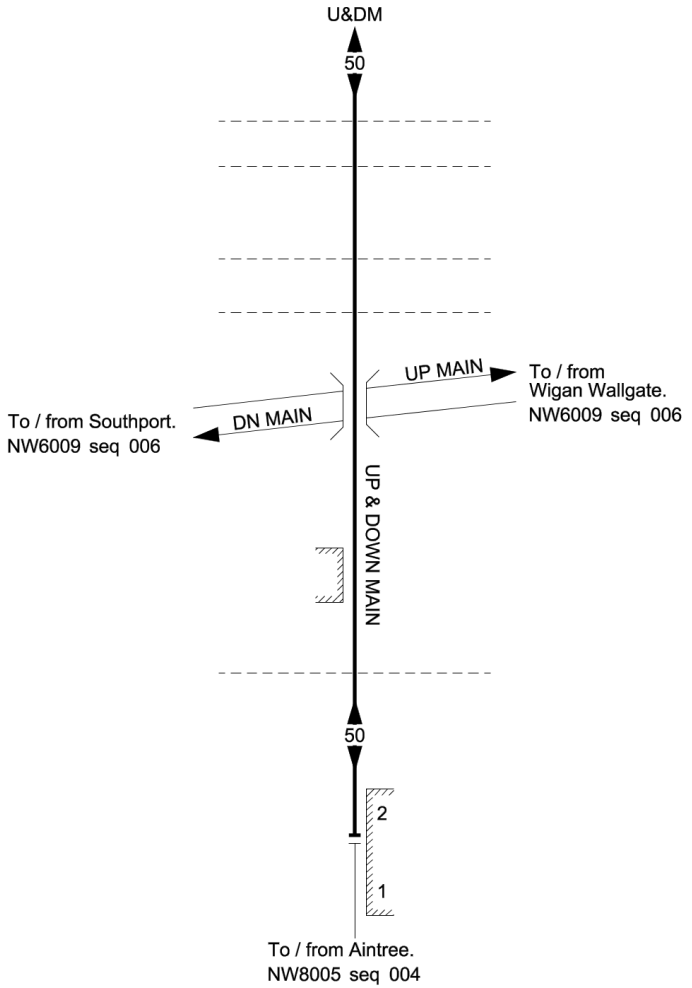
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	24	00	D&UO 50	GSM-R TCB Midge Hall SB (MH)
Wards LC (UWC)	23	43		
Sod Hall LC (UWC & FP)	23	28	T	
Atkinsons LC (FP)	23	06		
Midge Hall LC (MCB)	22	78		
Midge Hall SB	22	78		ETB
(Start / end of ETB)	22	78		ETB applies between Midge Hall signal box and Rufford.
Narrow Lane LC (UWC)	22	58		
Pages LC (UWC & FP)	22	38	T	
			DOWN & UP ORMSKIRK	The Down direction is from Farington Curve Jn to Ormskirk.
Mees LC (FP)	21	51		
Littlewoods LC (UWC & FP)	21	24		
Waltons LC (UWC)	20	79		
Wymott Brook LC (FP)	20	71		
Barlows LC (UWC)	20	45		
CROSTON	20	18		Platform length: Croston. 76 metres (83 yards).
(Start / end of diagram)	20	00	50 D&UO	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7007	003	Farington Curve Jn to Ormskirk	FCO	North West	21/03/2024

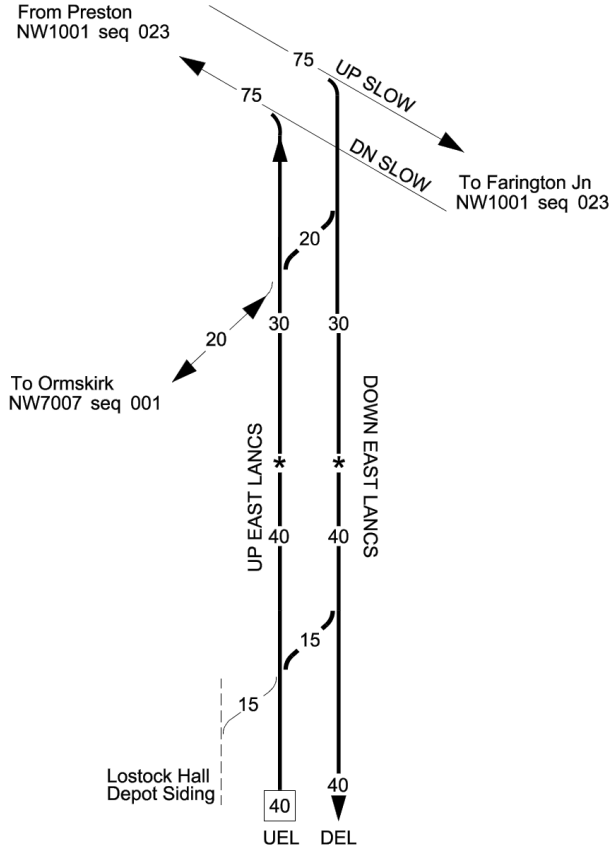
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	20 00		ETB Midge Hall SB (MH) GSM-R
Club Lane LC (UWC & FP)	19 68	T	
Rigbys LC (UWC)	19 45		
Cottage Lane LC (UWC & FP)	19 32		Rufford SB (RD)
Finney Lane LC (UWC & FP)	19 13	T	
High Lane LC (UWC & FP) (R/G)	18 67	T	
Croston Moss LC (FP)	18 25		The Down direction is from Farington Curve Jn to Ormskirk.
Little Meadow Lane LC (FP)	17 62		
(North end of Crossing Loop)	17 58 *		
Rufford LC (MCB)	17 51		Platform lengths: Rufford. Platform 1: 60 metres (66 yards). Platform 2: 75 metres (82 yards).
Rufford SB	17 51		OTNS
RUFFORD	17 49		
(South end of Crossing Loop)	17 40 *		Crossing Loop standage: 98 metres (107 yards).
(Start / end of diagram)	17 20		U&DM: Up & Down Main.



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7007	004	Farington Curve Jn to Ormskirk	FCO	North West	15/03/2025

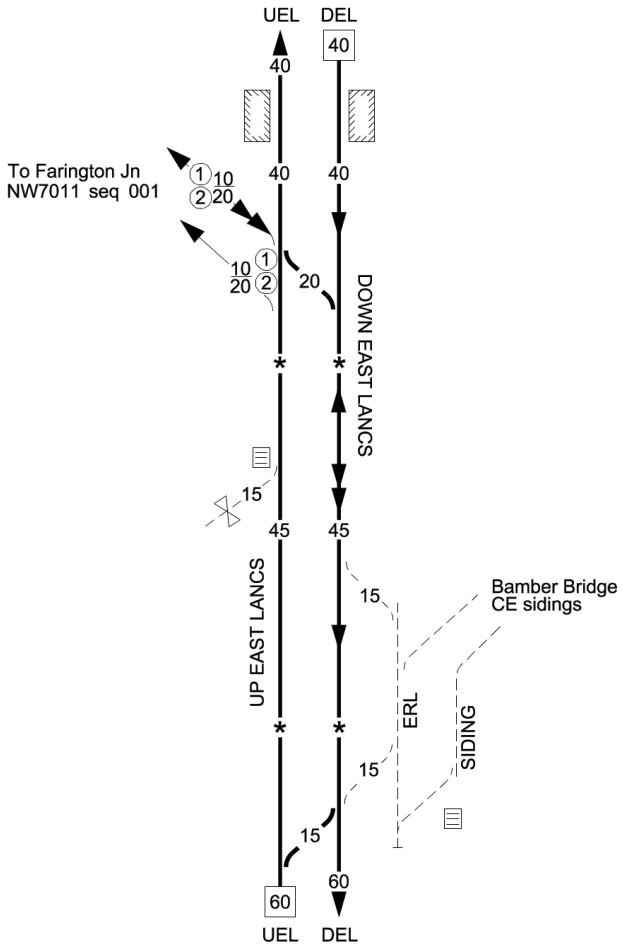
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	17 20		GSM-R OTNS Rufford SB (RD)
Canal Bridge LC (R/G) (UWC)	16 56		
Old Mill Farm LC (UWC)	16 47		
Prescotts No.1 LC (UWC & FP) (a.k.a. Germans Lane)	15 76		The Down direction is from Farington Curve Jn to Ormskirk.
Prescotts No.3 LC (R/G) (UWC)	15 63		
(Intersection bridge)	15 21		
BURSCOUGH JUNCTION	14 61		Platform length: Burscough Junction. 77 metres (84 yards).
Abbey Lane LC (FP)	13 43		
ORMSKIRK (Buffer stops)	12 16		Platform length: Ormskirk. Platform 2: 74 metres (81 yards). Platform 1 provided with DC third rail electrification, controlled from Sandhills ECR.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	001	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR1 FHR2	North West	16/12/2023

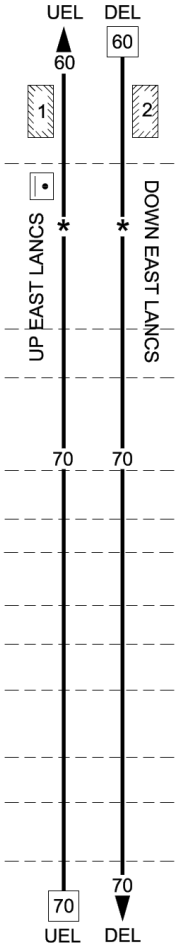
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Farington Curve Jn	20 08		GSM-R TCB Preston PSB (PN)
	-0 01		
	0 08		
	0 61 *		
(Change of ELR)	0 64	FHR1 / FHR2	
	0 70		
Lostock Hall Depot	0 75		
(Start / end of diagram)	1 00		UEL: Up East Lancs DEL: Down East Lancs

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	002	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR2 FHR3 FHR4	North West	16/12/2023

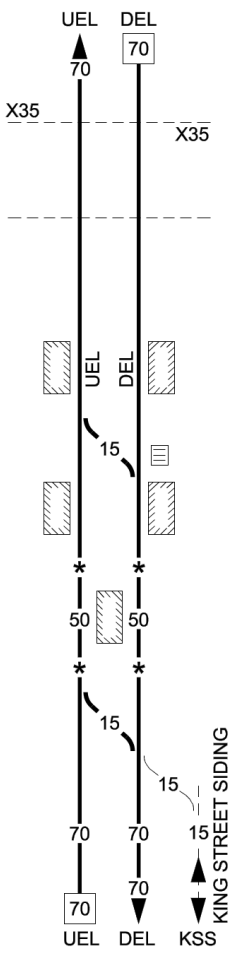
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 00		GSM-R
LOSTOCK HALL	1 20		TCB Preston PSB (PN)
Lostock Hall Jn	1 43	FHR2	Platform Lengths: Lostock Hall Up: 83m (91 yards) Down: 83m (91 yards)
(Change of mileage & ELR)	1 43	FHR3	
	1 46 *		① Applies to passenger trains only ② Applies to all other trains
Whittle International GF	1 70	Ⓢ T	
	1 73		
(Change of ELR)	2 10	FHR3 / FHR4	
	2 15 *		
	2 24		
Bamber Bridge Stn GF	2 25	Ⓢ T	
(Start / end of diagram)	2 26		



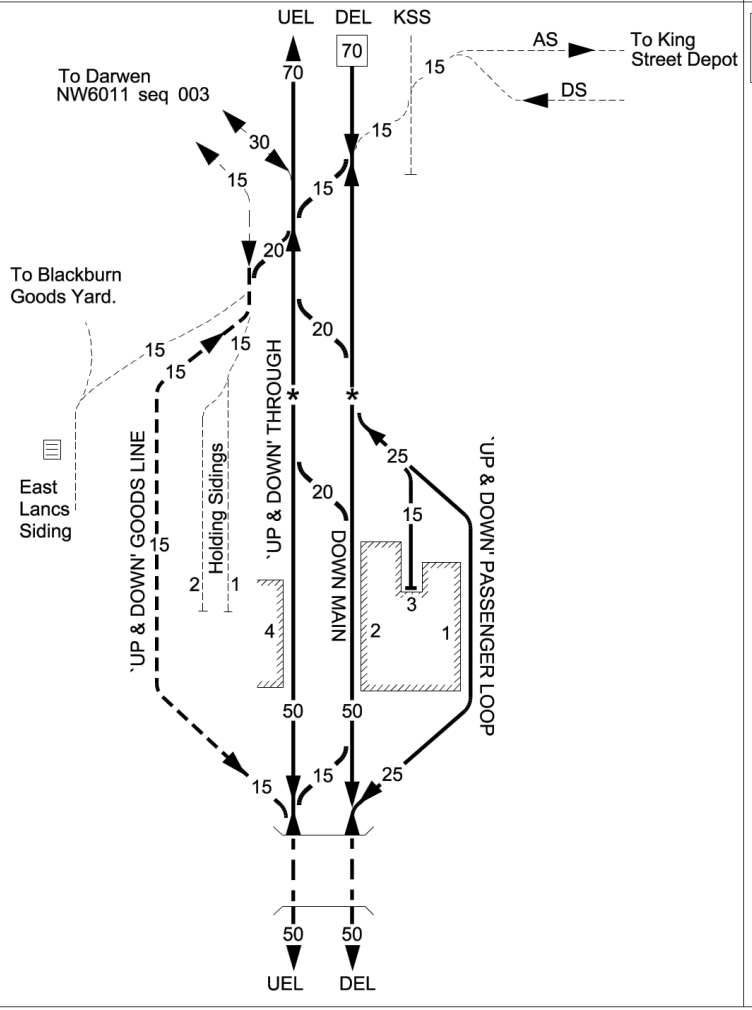
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	003	Farington Curve Jn to Hall Royd Jn (East Lancs lines)	FHR4	North West	26/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	2 26		GSM-R TCB Preston PSB (PN) 'B' Panel
BAMBER BRIDGE	2 29		Platform Lengths: Bamber Bridge Platform Up 75m (82 yds) Platform Down 79m (86 yds)
Bamber Bridge LC (MCB)(not block post)	2 32		
	2 34 *		
Bradkirk Lane LC (FP)	3 04		
Hospital LC (CCTV)	3 24		
Bank Head LC (UWC)	3 52	T	
Willow Farm Wood LC (FP)	3 66		
Coopers LC (UWC)	3 70	T	
Oram's No.1 LC (FP)	4 00		
Oram's No.2 LC (FP)	4 08		
Oram's No.3 LC (UWC)	4 14	T	
Gregson Lane LC (UWC & FP)	4 21	T	
Jack Green LC (FP)	4 30		
Mintholme LC (CCTV)	4 49		
(Start / end of diagram)	5 00		

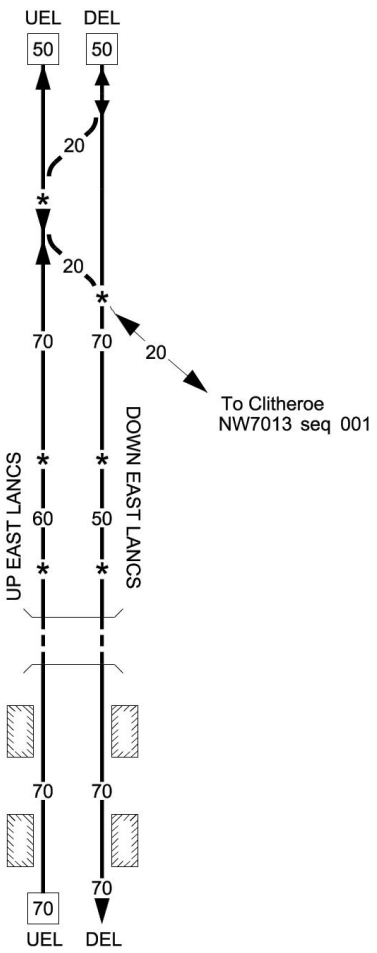
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	004	Farington Curve Jn to Hall Royd Jn (East Lancs lines)	FHR4	North West	08/06/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	5	00		GSM-R TCB — Preston PSB (PN) 'B' Panel
Hoghton LC (AHBC-X)	5	27		
Hoghton Tower LC (FP)	6	21		Exceptionally Poor Rail Adhesion: Up East Lancs and Down East Lancs lines between 6m 30ch and 6m 50ch.
PLEASINGTON	7	43		Platform lengths: Pleasington. Up platform: 72 metres (79 yards). Down platform: 77 metres (84 yards).
Cherry Tree GF	8	40		
CHERRY TREE	8	50		Platform lengths: Cherry Tree. Up platform: 47 metres (51 yards). Down platform: 72 metres (79 yards).
	9	05 *		
MILL HILL	9	24		Platform lengths: Mill Hill. Up platform: 91 metres (100 yards). Down platform: 91 metres (100 yards).
	9	31 *		
Taylor Street	9	60		
(Start / end of diagram)	10	00		UEL: Up East Lancs. DEL: Down East Lancs. KSS: King Street Siding.

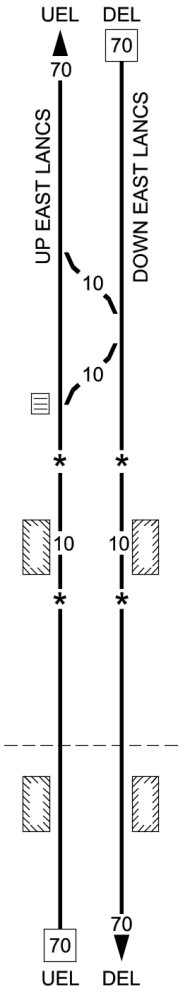
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	005	Farington Curve Jn to Hall Royd Jn (East Lancs lines)	FHR4 FHR5 BBS1 BBS2 BBS3 BBS4	North West	25/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	10 00		TCB Preston PSB (PN) GSM-R
Connection to King Street Depot	10 08		KSS: King Street Siding. AS: Arrival Siding. DS: Departure Siding.
Blackburn Bolton Jn	10 11		UEL: Up East Lancs. DEL: Down East Lancs.
	10 17		
	10 23		Engineers' Line References: FHR4: All main running lines to 10m 50ch. FHR5: All main running lines from 10m 50ch. BBS1: Holding Sidings and connection. BBS2: East Lancs Sidings and connection. BBS3: Blackburn Goods Yard. BBS4: Arrival Siding, Departure Siding and King Street Depot.
	10 25 *		
	10 28		
Blackburn GF	10 30		
BLACKBURN	10 42		Platform lengths: Blackburn. Platform 1: 215 metres (235 yards). Platform 2: 223 metres (244 yards). Platform 3: 79 metres (86 yards). Platform 4: 100 metres (109 yards).
(Change of ELR)	10 50	FHR4 / FHR5	Permissive working: PP-C and PP-A authorised in Platform 1. PP-C authorised in Platform 2 in the Up direction, and in the Down direction only from the Up & Down Darwen line.
Blackburn Tunnel (398 metres / 435 yards)	10 55 to 10 75		Standages: Holding Siding 1: 115 metres (126 yards). Holding Siding 2: 115 metres (126 yards).
(Start / end of diagram)	10 76		

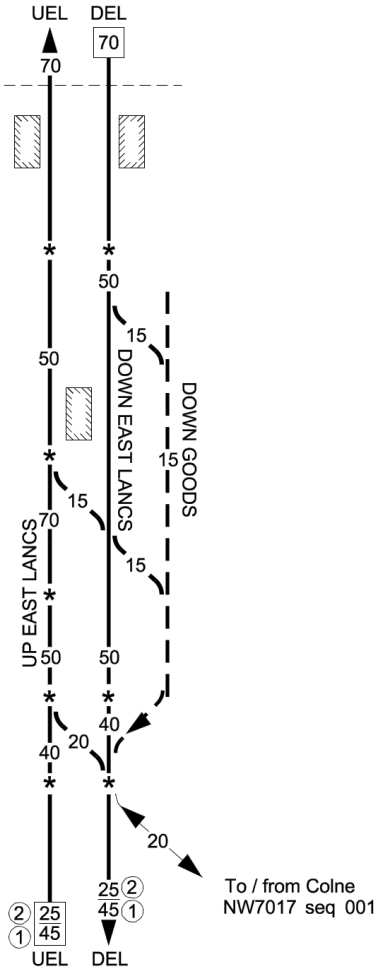
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	006	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR5	North West	19/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Preston PSB (PN) 'A' Panel GSM-R
	10 78		
	10 79 *		
Daisyfield Jn	11 09 *		
	12 16 *		
	12 68 *		
Rishton Tunnel (62m / 68 yds)	12 73 to 12 76		
RISHTON	13 26		Platform Lengths: Rishton Platform Up 65m (71 yds) Platform Down 45m (49 yds)
CHURCH & OSWALDTWISTLE	14 76		Platform Lengths: Church & Oswaldtwistle Platform Up 72m (79 yds) Platform Down 82m (90 yds)

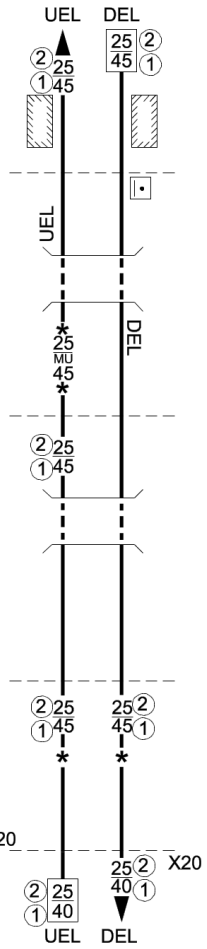
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	007	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR5	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Preston SB (PN)
	15 49		
Accrington EGF	15 56	T	
	15 58 *		
ACCRINGTON	15 64		Platform Lengths: Accrington Platform Up 99m (108 yds) Platform Down 99m (108 yds)
	15 76 *		
		T	
Huncoat LC (MCB-OD)	17 36		
HUNCOAT	17 41		Platform Lengths: Huncoat Platform Up 48m (52 yds) Platform Down 51m (56 yds)

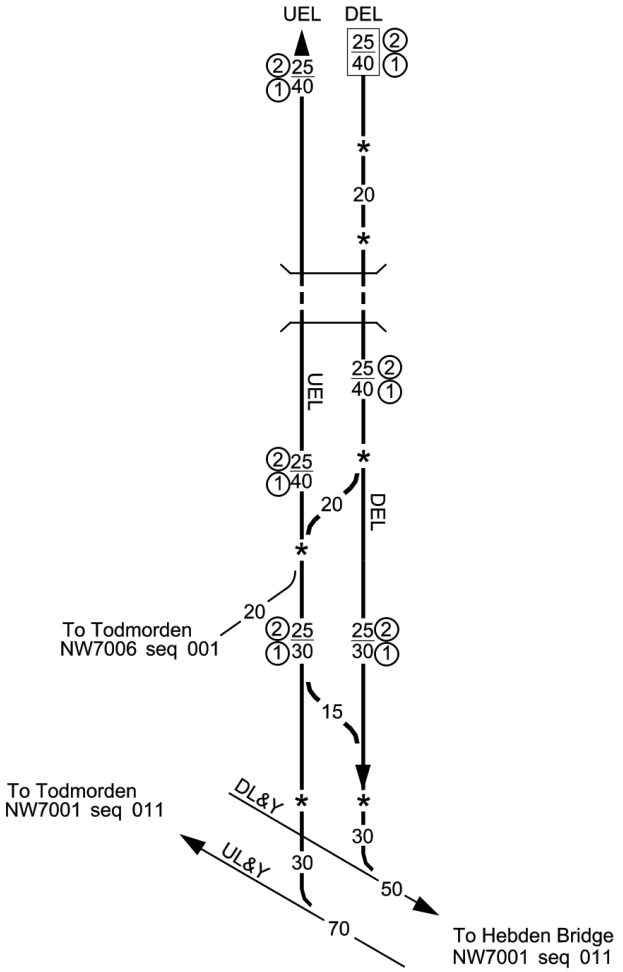
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	008	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR5 FHR6	North West	30/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	18 40		GSM-R TCB — Preston PSB (PN) 'A' Panel
Hapton LC (FP)	18 50		Exceptionally Poor Rail Adhesion: Down East Lancs and Up East Lancs lines, between 18m 50ch and 18m 60ch.
HAPTON	18 73		
	19 77 *		Platform lengths: Hapton. Up platform: 90 metres (98 yards). Down platform: 90 metres (98 yards).
Rose Grove West Jn	20 05		
ROSE GROVE	20 32		Platform lengths: Rose Grove. Up platform: 93 metres (102 yards). Down platform: 86 metres (94 yards).
	20 43 *		
	20 48 *		PF authorised on the Down Goods line throughout, between Rose Grove West Jn and Gannow Jn.
	20 50		
	21 00 *		
Gannow Jn (Change of ELR)	21 03 *	FHR5 / FHR6	
(Start / end of diagram)	21 40		① Applies to Class 1 to 6 trains and light locomotives only ② Applies to class 7 & 8 trains only

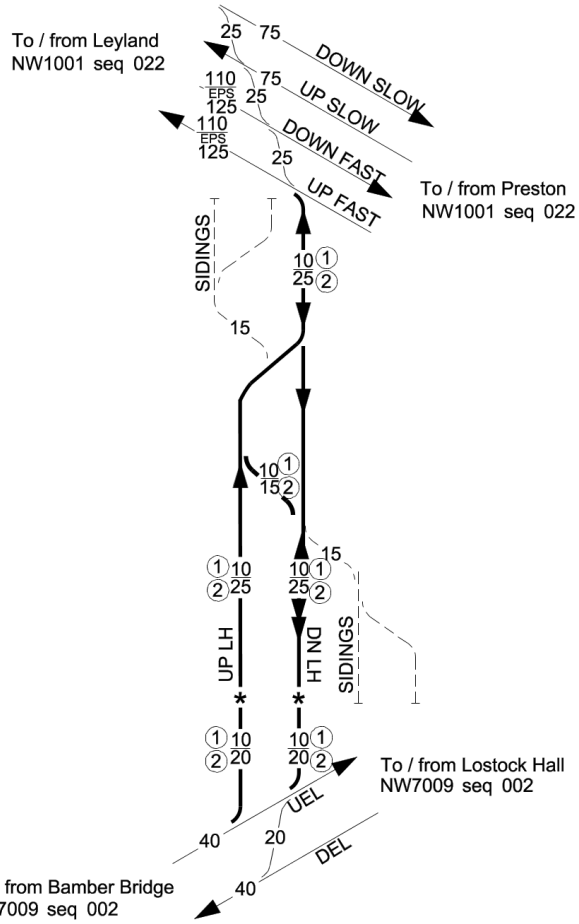
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	009	Farington Curve Jn to Hall Royd Jn (East Lancs lines)	FHR6	North West	30/03/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	21	40			GSM-R TCB — Preston PSB (PN) 'A' Panel
BURNLEY MANCHESTER ROAD	21	67			Platform lengths: Burnley Manchester Road. Up platform: 99 metres (108 yards). Down platform: 95 metres (104 yards).
Towneley LC (MCB) (Not block post)	22	46			Exceptionally Poor Rail Adhesion: Up East Lancs and Down East Lancs lines between 21m 70ch and 22m 00ch.
Towneley Tunnel (364 metres / 398 yards)	23	06			
	to				
	23	25			
	23	64	*		
	23	68	*		DEL: Down East Lancs. UEL: Up East Lancs.
Buck Clough Lane LC (FP)	23	79			
Holme Tunnel (242 metres / 265 yards)	25	52			
	to				
	25	65			① Applies to Class 1 to 6 trains and light locomotives only ② Applies to class 7 & 8 trains only
Ratten Clough LC (FP)	26	58			
	27	05	*		
Portsmouth LC (R/G-X) (UWC & FP)	27	30		T	
(Start / end of diagram)	27	40			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	010	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR6	LNW North	11/12/2016

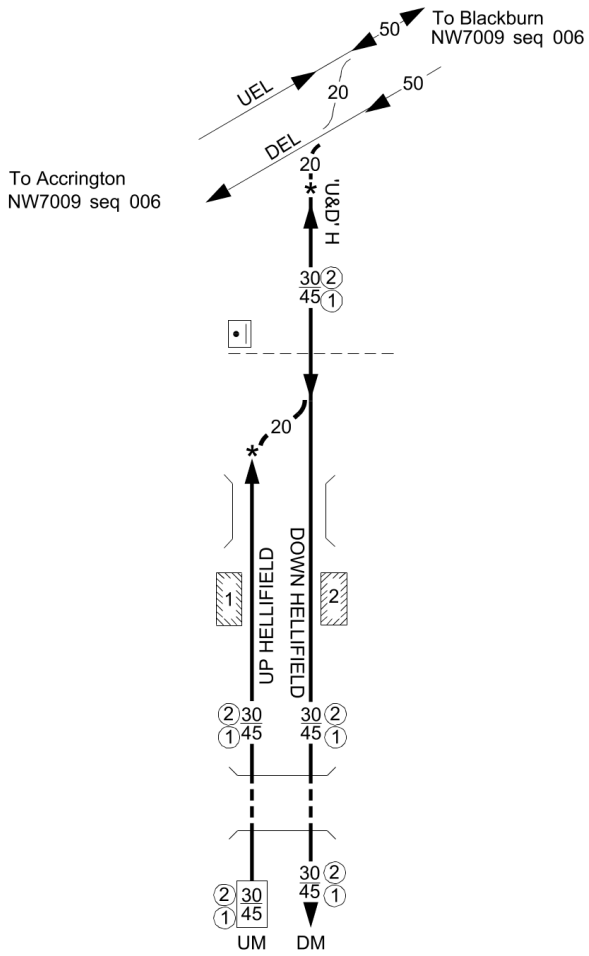
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	28 40 *		TCB Preston SB (PN) GSM-R
	28 72 *		① Applies to Class 1 to 6 trains and light locomotives only ② Applies to Class 7 & 8 trains only
Kitson Wood Tunnel (265m / 290 yds)	28 76 to 29 10		
	30 17 *		UEL=Up East Lancs DEL=Down East Lancs DL&Y=Down L&Y UL&Y=Up L&Y
	30 20 *		
Stansfield Hall Jn	30 24		
Hall Royd Jn	30 54 *		
	19 61		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7011	001	Farington Jn to Lostock Hall Jn (Lostock Hall lines)	LHL	North West	30/03/2024

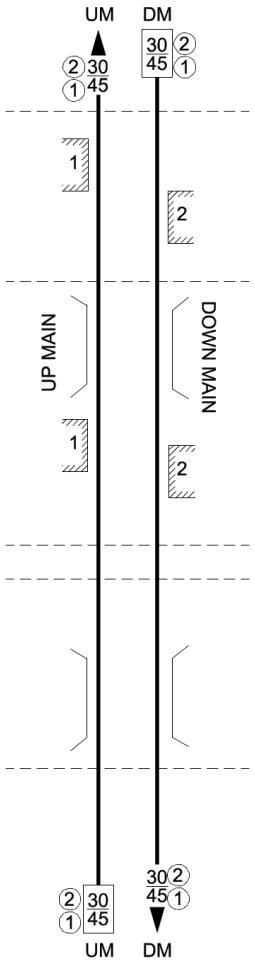
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Farington Jn	18 76		TCB Preston PSB (PN) 'B' Panel AC: Crewe GSM-R
	0 00		① Applies to passenger trains only ② Applies to all other trains
	0 05		
	0 10		
	0 53		
Limit of electrification on Lostock Hall lines	0 56		UP LH: Up Lostock Hall DN LH: Down Lostock Hall Note: Electrification extends into the sidings.
	0 67 *		
Lostock Hall Jn	0 77		
	1 42		UEL: Up East Lancs DEL: Down East Lancs

LNW North Route Sectional Appendix Module NW7

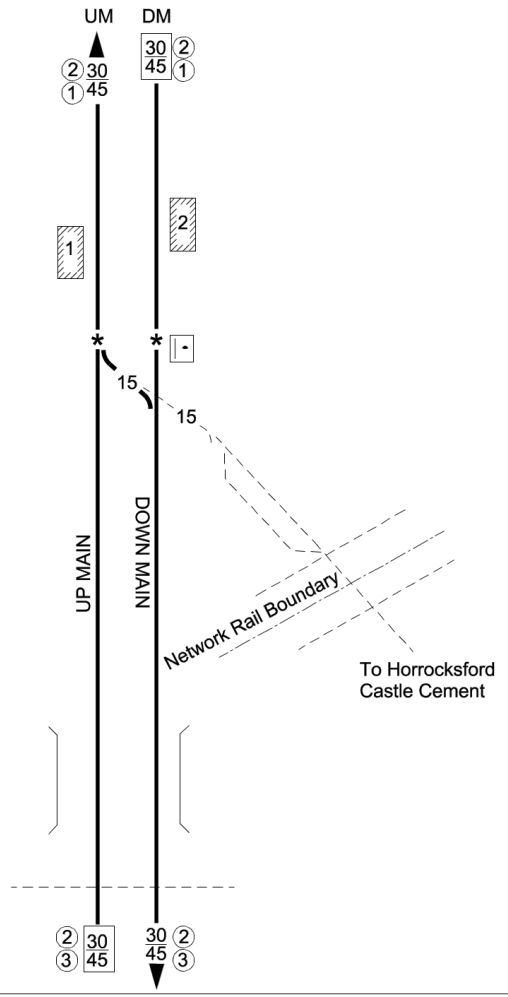
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7013	001	Daisyfield Jn. to Hellifield	DJH	LNW North	30/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Daisyfield Jn	11 09		GSM-R TCB Preston SB (PN) UEL = Up East Lancs DEL = Down East Lancs 'U&D' H = Up & Down Hellifield Single
	11 14 *		
Daisyfield SB	11 25		AB Daisyfield SB (DS)
Daisyfield LC (MCG)	11 25		AB applies between Daisyfield box & Horrocksford Jn box
	11 34 *		
Cobwall Viaduct (99 metres / 108 yards)	11 36 to 11 41		
RAMSGREAVE & WILPSHIRE	13 20		Platform Lengths: Ramsgreave & Wilpshire Platform 1 : 97 metres (106 yards) Platform 2 : 97 metres (106 yards)
Wilpshire Tunnel (296 metres / 324 yards)	13 71 to 14 06		① Applies to Class 1,2,3 and 5 trains composed entirely of bogie coaching stock vehicles, and also to Class 142 trains. ② Applies to all other trains Axle Counter area: Down line : from 11m 61ch

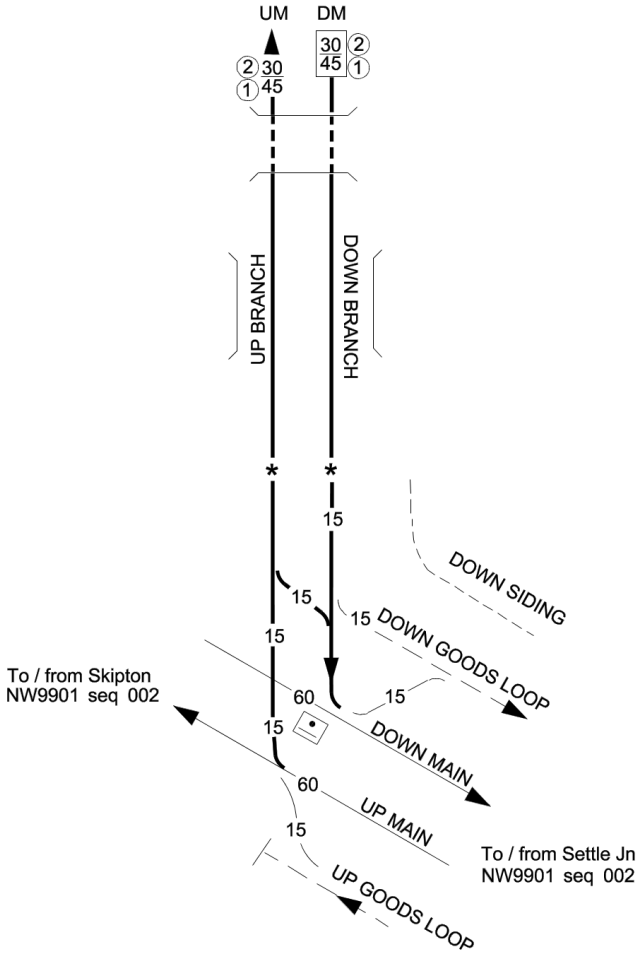
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7013	002	Daisyfield Jn to Hellifield	DJH	North West	12/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	14 60		AB Daisyfield SB (DS)
Langho LC (FP)	15 05		① Applies to Class 1,2,3 and 5 trains composed entirely of bogie coaching stock vehicles, and also to Class 142 trains.
LANGHO	15 51		② Applies to all other trains Platform Lengths: Langho Platform 1 : 74 metres (81 yards) Platform 2 : 74 metres (81 yards)
Proctors LC (FP)	17 05		
Whalley Viaduct (588 metres / 643 yards)	17 27 to 17 58		
WHALLEY	17 60		Platform Lengths: Whalley Platform 1 : 74 metres (81 yards) Platform 2 : 74 metres (81 yards)
Lamb Roe LC (FP)	18 38		Axle Counter area: Down line : to 16m 17ch Up line : from 20m 72ch to 17m 25ch
Brook House LC (FP)	18 52		
Primrose Viaduct (117 metres / 128 yards)	20 21 to 20 28		Horrocksford Junction SB (HJ)
Low Moor LC (CCTV)	20 77		
(Start / end of diagram)	21 10		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7013	003	Daisyfield Jn to Hellifield	DJH HOK	North West	26/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	21 10		AB Horrocksford Jn SB (HJ) GSM-R ① Applies to Class 1, 2, 3 and 5 trains composed entirely of bogie coaching stock vehicles, and also to Class 142 trains. ② Applies to all other trains
CLITHEROE	21 26		Platform Lengths: Clitheroe Platform 1 : 74 metres (81 yards) Platform 2 : 74 metres (81 yards)
Horrocksford Junction SB	21 60 *		
Horrocksford Jn	(0 00)		
Johnson Matthey LC (TMO)	(0 36)		
(Network Rail boundary)	(0 40)		Mileages in brackets applies to the Castle Cement Siding from Horrocksford Jn (ELR: HOK)
Level Crossing (TMO)	(0 41)		
Swanside Viaduct from (101 metres / 110 yards)	24 70		
to	24 75		
Cowgill LC (FP)	26 37		③ Applies to Class 1, 2, 3 and 5 trains composed entirely of bogie coaching stock vehicles.
(Start / end of diagram)	27 00		② Applies to all other trains

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7013	004	Daisyfield Jn to Hellifield	DJH	North West	18/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	27 00		AB Hellifield SB (HD) GSM-R
Gisburn Tunnel (144 metres / 157 yards)	28 57 to 28 64		① Applies to Class 1,2,3 and 5 trains composed entirely of bogie coaching stock vehicles. ② Applies to all other trains
Stockbeck Viaduct (141 metres / 154 yards)	29 12 to 29 19		Exceptionally Poor Rail Adhesion: Up Branch / Up Main and Down Main / Down Branch lines between 32m 70ch and 33m 00ch.
	34 60 *		
Hellifield SB	34 68		
Hellifield South Jn	34 68		

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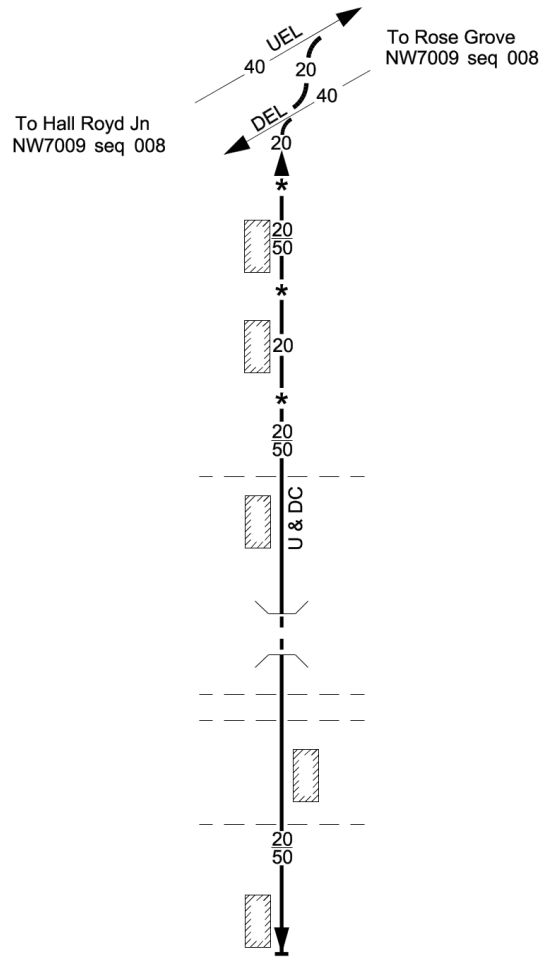
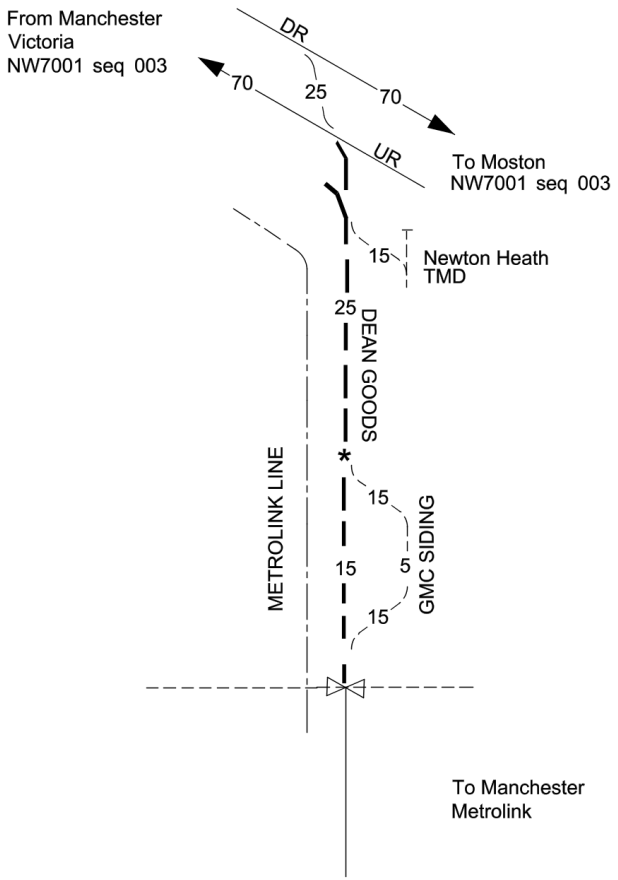
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7015	001	Padiham Power Station Sidings to Rose Grove West Jn.	PRG	LNW North	29/06/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			NW7015-001 Following closure of this line this diagram is now archived	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7017	001	Gannow Jn. to Colne	GJC	North West	02/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT Preston PSB (PN) UEL: Up East Lancs DEL: Down East Lancs
Gannow Jn	21 03		
	21 07 *		
BURNLEY BARRACKS	21 38		Platform Lengths: Burnley Barracks Platform Up & Down 52m (57 yds)
	21 68 *		
BURNLEY CENTRAL	22 05		Platform Lengths: Burnley Central Platform Up & Down 57m (62 yds)
	22 31 *		
Brierfield LC (MCB-OD)	24 16	T	
BRIERFIELD	24 20		Platform Lengths: Brierfield Platform Up & Down 78m (85 yds)
Brierfield Tunnel (66m / 73 yds)	24 37 to 24 40		U & DC: 'Up & Down' Colne
Hard Platts No.1 LC (FP) (R/G)	24 53		
Hard Platts No.2 LC (FP) (R/G)	24 72		
NELSON	25 35	T	Platform Lengths: Nelson Platform Up & Down 95m (104 yds)
Chaffers LC (TMO)	25 62		Chaffers L.C. - See local instruction
COLNE	27 37	T	Platform Lengths: Colne Platform Up & Down 64m (70 yds)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7019	001	Thorpes Bridge Jn. to GMC Siding (Incl.)	MPR2	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Thorpes Bridge Jn	2 22		GSM-R TCB Manchester ROC Manchester North Workstation (MN) DR = Down Rochdale UR = Up Rochdale Metrolink 750v DC adjacent to Dean Goods line
Newton Heath TMD	2 26		
	2 62 *		
	2 78		GSM-R
Network Rail / Metrolink Boundary	3 05		Up: Start of GSM-R area at 3m 05ch Down: End of GSM-R area at 3m 05ch

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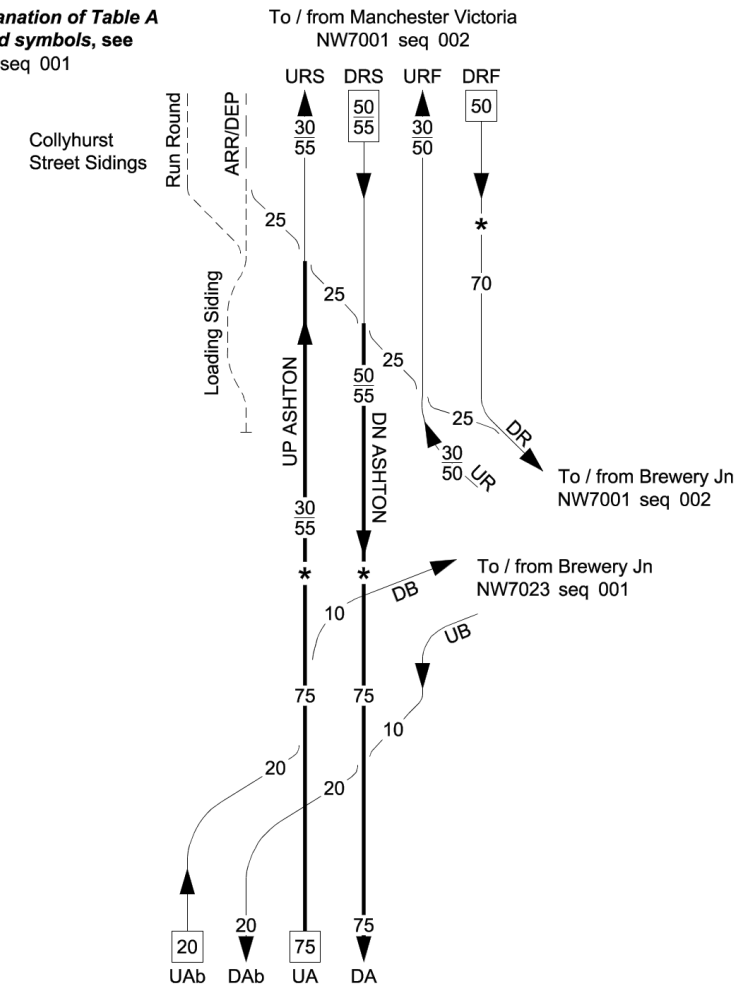
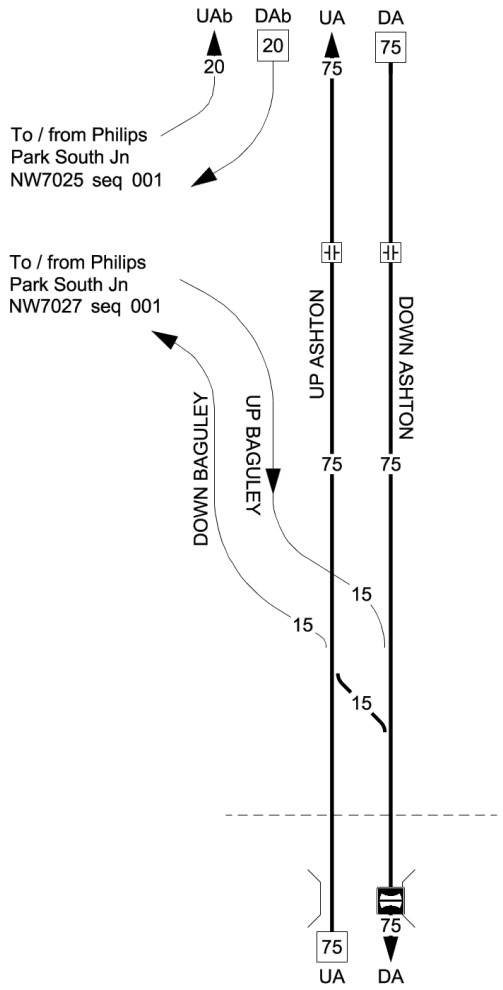
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	001	Miles Platting Jn to Marsden	MVM MVL1	North West	06/04/2023

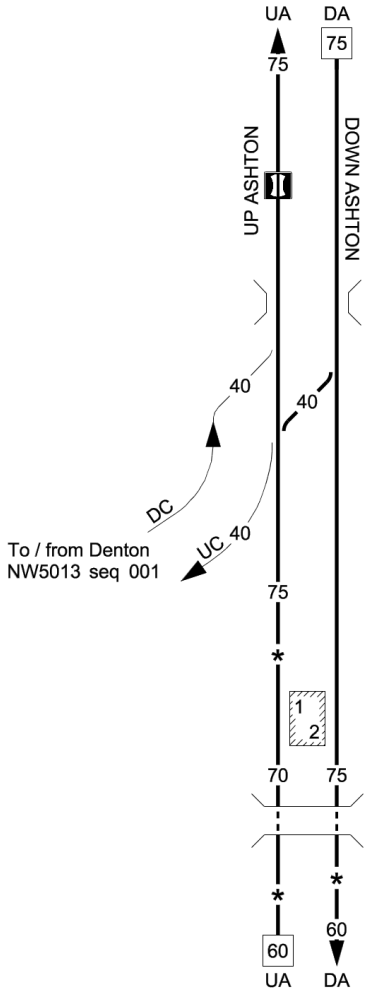
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		For *Explanation of Table A terms and symbols*, see NW0001 seq 001	TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R
	1 17 *		NOTE: Only the Down Rochdale Slow, Down Ashton, Up Ashton and Up Rochdale Slow lines are provided with AC electrification. All other lines and sidings shown are NOT electrified.
Miles Platting Jn	1 22		URS: Up Rochdale Slow. DRS: Down Rochdale Slow. URF: Up Rochdale Fast. DRF: Down Rochdale Fast.
(Change of ELR; buffer stops)	1 30	MVM / MVL1	ARR/DEP: Arrival / Departure Line. UR: Up Rochdale. DR: Down Rochdale.
	1 45 *		Axle counter area throughout.
(Start of Down Brewery line)	1 50		
Philips Park West Jn	1 57		DB: Down Brewery. UB: Up Brewery. UAb: Up Ashburys. DAb: Down Ashburys.
(Start / end of diagram)	1 67		



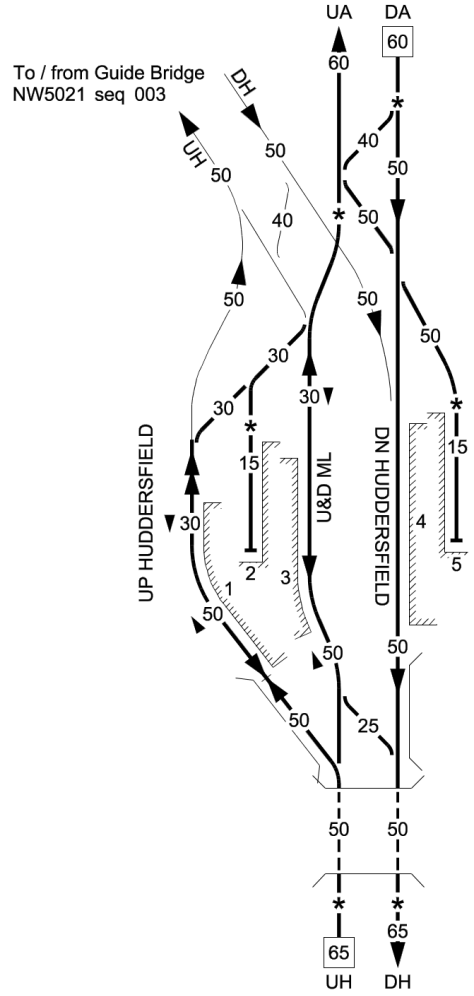
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	002	Miles Platting Jn to Marsden	MVL1	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 67		TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R
(Ashburys lines start / end adjacent to Ashton lines)	1 72		UAb: Up Ashburys. DAb: Down Ashburys.
Baguley Fold OHNS	2 05		Axle counter area throughout.
(Baguley lines start / end adjacent to Ashton lines)	2 13		
PARK STATION, former site of	2 18		
Baguley Fold Jn	2 39		
(Crossover)	2 47		
Clayton Bridge LC (MCB-OD)	3 22		
Clayton Viaduct (122 metres / 133 yards) from	3 33		Start of APCO zone - pantograph lower - from 3m 36ch.
to	3 39		
(Start / end of diagram)	3 40		

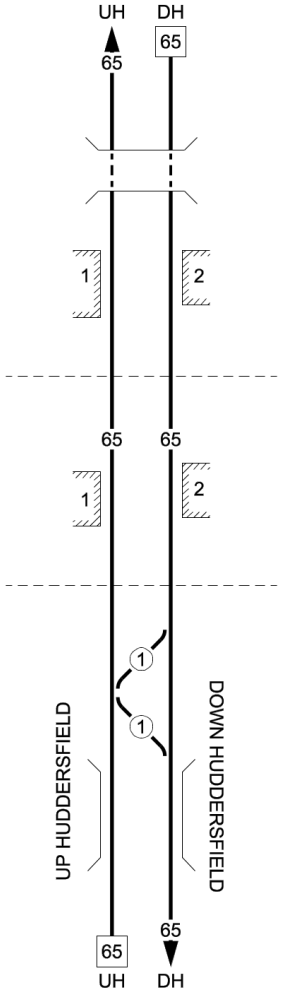
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	003	Miles Platting Jn to Marsden	MVL1	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	3 40		TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R
(Start of APCO zone - pantograph raise)	4 73		Axle counter area throughout.
M60 Motorway (101 metres / 110 yards) from	5 29		
to	5 34		
Ashton Moss North Jn	5 42 (0 40)		Mileage in round brackets ( ) is NW5013 mileage with ELR: AMJ.
			DC: Down Crowthorne. UC: Up Crowthorne.
	6 24 *		
ASHTON-UNDER-LYNE	6 33		Platform lengths: Ashton-under-Lyne. Platform 1: 104 metres (114 yards). Platform 2: 104 metres (114 yards).
Katherine Street Tunnel (84 metres / 92 yards) from	6 55		
to	6 59		
	6 66 * 6 67 *		
(Start / end of diagram)	7 00		

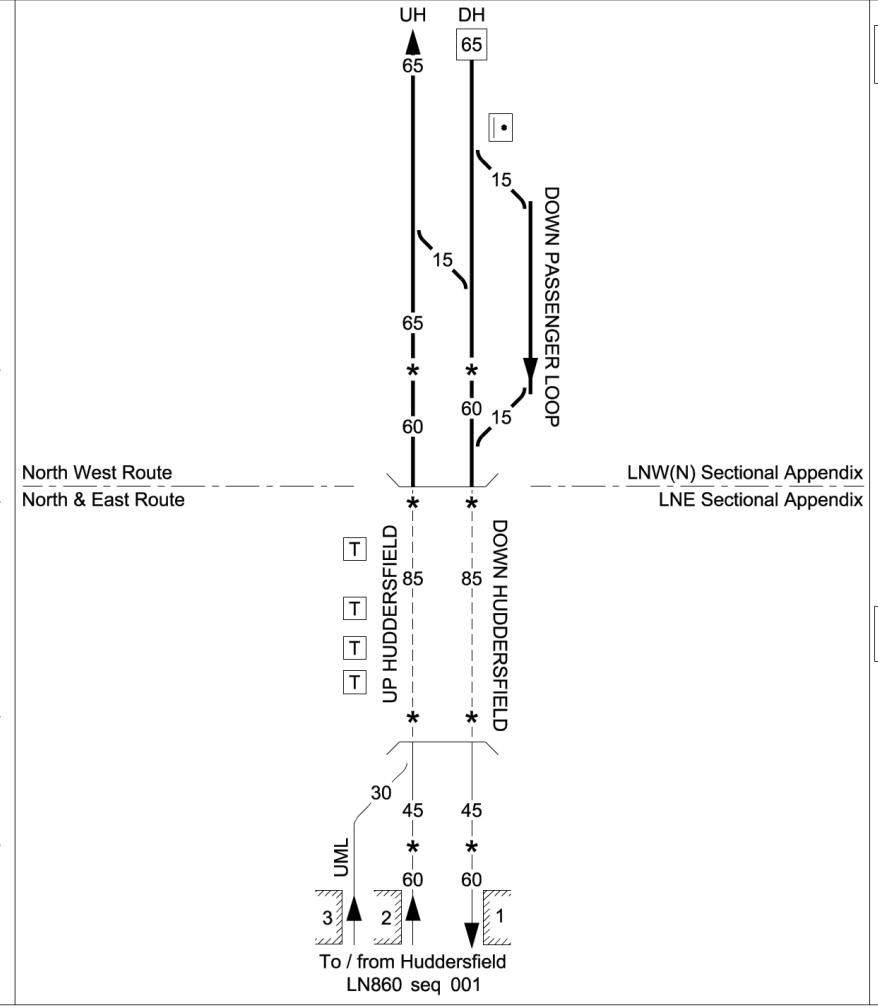
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	004	Miles Platting Jn to Marsden	MVL1 MVL2 MVL3	North West	31/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	7 00		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
	7 31 *		TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R
	7 42 *		Axle counter area throughout.
Stalybridge West Jn (Change of ELR)	7 50	MVL1 MVL2	Engineer's Line References: MVL1 / MVL2 boundary in the Down Ashton line is at the connection to the Platform 5 line. Platform 5 line has ELR: MVL2. All NW5021 lines shown have ELR: SAJ.
	7 56 * 7 58 *		Platform lengths: Stalybridge. Platform 1 (through trains and turnback): 224 metres (245 yards). Platform 2: 121 metres (132 yards). Platform 3 (both directions): 224 metres (245 yards). Platform 4 (through trains and turnback): 249 metres (272 yards). Platform 5: 145 metres (159 yards).
STALYBRIDGE	7 68		Trains may turnback towards Ashton-under-Lyne from Platform 4.
(Change of ELR and mileage)	7 70 7 74	MVL2 MVL3	Permissive working: PP-A authorised in Platforms 1, 3 and 4 in both directions. PP authorised in Platforms 2 and 5.
from Stalybridge Viaduct (262 metres / 287 yards)	7 77		
Stalybridge East Jn	8 09		Standages: Up & Down Middle Line (Down direction): 346 metres (378 yards). Up & Down Middle Line (Up direction): 372 metres (407 yards).
to (Limit of electrification) from	8 09 8 10		
Stalybridge Tunnel (611 metres / 668 yards)			
to	8 41		DH: Down Huddersfield. UH: Up Huddersfield. U&D ML: Up & Down Middle Line.
	8 45 *		
(Start / end of diagram)	9 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	005	Miles Platting Jn to Marsden	MVL3	North West	14/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	9 00		TCB Manchester ROC (SE) Manchester North Workstation GSM-R
from	9 79		Axle counter area: Down Huddersfield: to 9m 40ch. Up Huddersfield: from 9m 40ch.
Scout Tunnel (185 metres / 202 yards)			
to	10 08		
MOSSLEY (MANCHESTER)	10 39		Platform lengths: Mossley (Manchester). Platform 1: 117 metres (128 yards). Platform 2: 69 metres (75 yards).
Stockport Road LC (FP)	11 35		
GREENFIELD	12 54		Platform lengths: Greenfield. Platform 1: 117 metres (128 yards). Platform 2: 117 metres (128 yards).
Moorgate Halt LC (FP)	13 25		
(Facing crossover)	13 38		
Uppermill Jn	13 42		(1) Crossovers out of use until further notice.
(Trailing crossover)	13 45		
from	13 50		
Saddleworth Viaduct (290 metres / 317 yards)			
to	13 64		
(Start / end of diagram)	14 20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	006	Miles Platting Jn to Marsden	MVL3	North West / North & East	06/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	14 20		GSM-R TCB Diggle Junction SB (DE)
Diggle Junction SB	14 59		
(Entrance to loop)	14 61		
(Crossover)	14 68		Standage: Down Passenger Loop: 322 metres (353 yards).
	15 00 *		
(Exit from loop)	15 05		
Route / Sectional Appendix boundary	15 11		
from	15 11	North West Route — LNW(N) Sectional Appendix	
	15 16 *	North & East Route — LNE Sectional Appendix	Tunnel telephones, all connecting to York ROC, are located in the disused centre bore tunnel at tablets 81, 181, 237 and 270. See Local Instructions under Line of Route LN860 for further details.
(Telephone)	15 75		
Standedge Tunnel (4896 metres / 3 miles 74 yards)			
(Telephone)	16 69		York ROC (HU) Huddersfield Workstation
(Telephone)	17 32		
(Telephone)	17 58		
	18 07 *		
to	18 14		
(Up Marsden Loop connection)	18 17		UML: Up Marsden Loop.
	18 37 *		
MARSDEN (YORKS)	18 59		Platform lengths: Marsden (Yorks). See London North Eastern Sectional Appendix.

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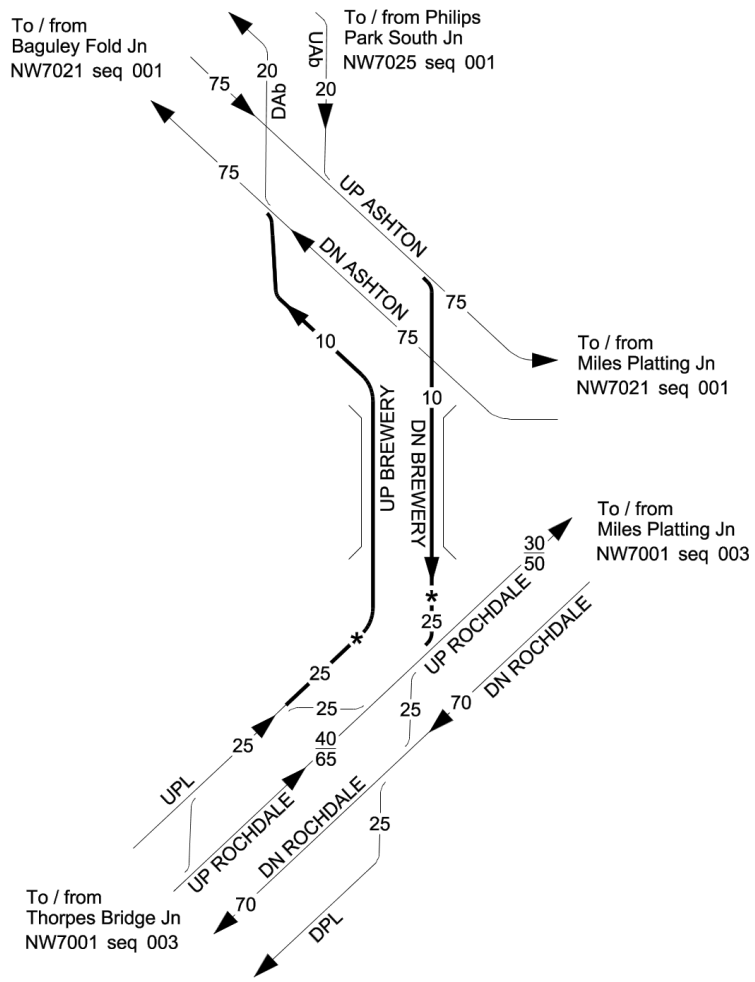
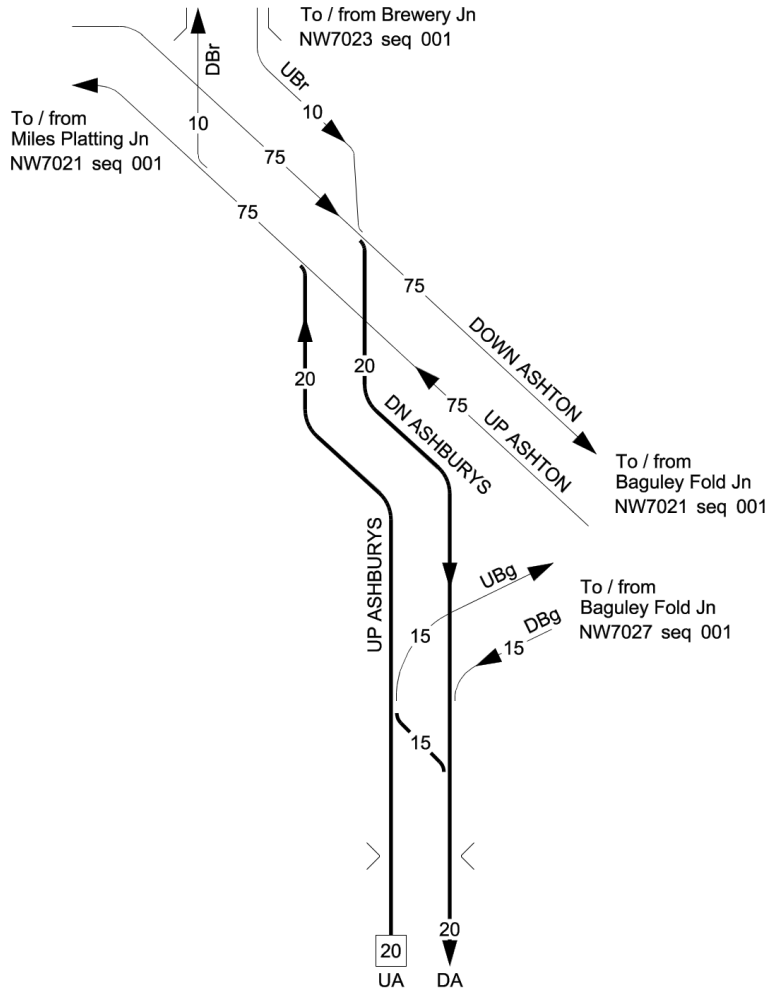
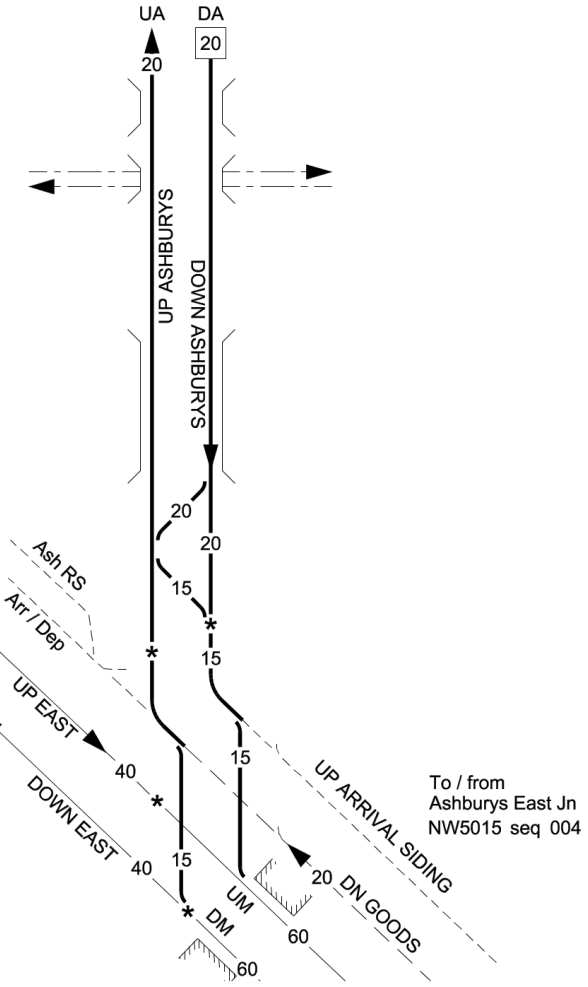
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7023	001	Philips Park West Jn to Brewery Jn	BPP	North West	06/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Philips Park West Jn	(1 57) -0 07		GSM-R TCB Manchester ROC Manchester North Workstation (MN) Axle counter area throughout. Mileages in round brackets ( ) are NW7021 mileages with ELR: MVL1. UAb: Up Ashburys. DAb: Down Ashburys. NOTE: The Up Ashton, Down Ashton and Down Ashburys lines are provided with 25kV AC overhead electrification, controlled from Crewe ECR. All other lines shown are not electrified. Mileages in square brackets [ ] are NW7001 mileages with ELR: MPR1. **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 UPL: Up Passenger Loop. DPL: Down Passenger Loop.
(Start of Down Brewery line)	(1 50) 0 00		
from	0 04		
Brewery Fork Viaduct (184 metres / 201 yards)			
to	0 13		
	0 15 *		
Brewery Jn	0 18 *		
(End of Down Brewery line)	[1 52]		
(Start of Up Brewery line)	0 24 [1 58]		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7025	001	Philips Park West Jn to Ashburys West Jn	PPA1	North West	06/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Manchester ROC Manchester North Workstation (MN) AC: Crewe GSM-R DBr: Down Brewery. UBr: Up Brewery.
Philips Park West Jn	1 57		Axle counter area throughout.
			NOTE: Only the Down Ashton, Up Ashton and Down Ashburys line (to Limit of Electrification) are provided with 25kV AC overhead electrification, controlled from Crewe ECR. All other lines shown are not electrified.
(Limit of Electrification - Down line only)	1 71		
(Ashburys and Ashton lines start / end adjacent to each other)	1 72		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
			DBg: Down Baguley. UBg: Up Baguley.
Philips Park South Jn	2 05		
(Crossover)	2 08		
(Bridge 4)	2 35		Bridge 4: See Route Clearance tables.
(Start / end of diagram)	2 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7025	002	Philips Park West Jn to Ashburys West Jn	PPA1 PPA2 PPA3	North West	02/12/2023

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	2 40			GSM-R TCB Manchester ROC Manchester North Workstation (MN)
from	2 44			Axle counter area: Down Ashburys: Philips Park West Jn to 2m 52ch. Up Ashburys: 2m 52ch to Philips Park West Jn.
Medlock Viaduct (89 metres / 97 yards)				
to	2 49			
(Manchester Metrolink lines)	2 51			Manchester East SCC (AS)
Midland Jn, former site of (Change of mileage & ELR)	3 12	PPA1		(To / from approx. 3m 00ch).
	0 59	PPA2		
from	0 48			Manchester Metrolink lines provided with 750V DC overhead electrification, controlled from the Metrolink Network Management Centre. Emergency tel. no. 0161 203 5619. See General Instructions.
Ancoats Viaduct (598 metres / 654 yards)				
to	0 18			Ancoats Viaduct: See Route Clearance tables.
(Crossover)	0 15			
(Crossover)	0 09			
	0 08 *			Ash RS: Ashburys Reception Siding. Arr / Dep: Arrival / Departure.
	0 04 *			
Ashburys West Jn (Change of mileage & ELR)	0 00	PPA2		
	1 30	PPA3		Crossovers between the Ashburys lines and the Main lines have ELR: PPA3.
	1 32 *			East / Main lines provided with 25kV AC overhead electrification, controlled from Crewe ECR.
(Connection with Main lines)	1 37			
	1 38 *			
ASHBURYS	1 42			

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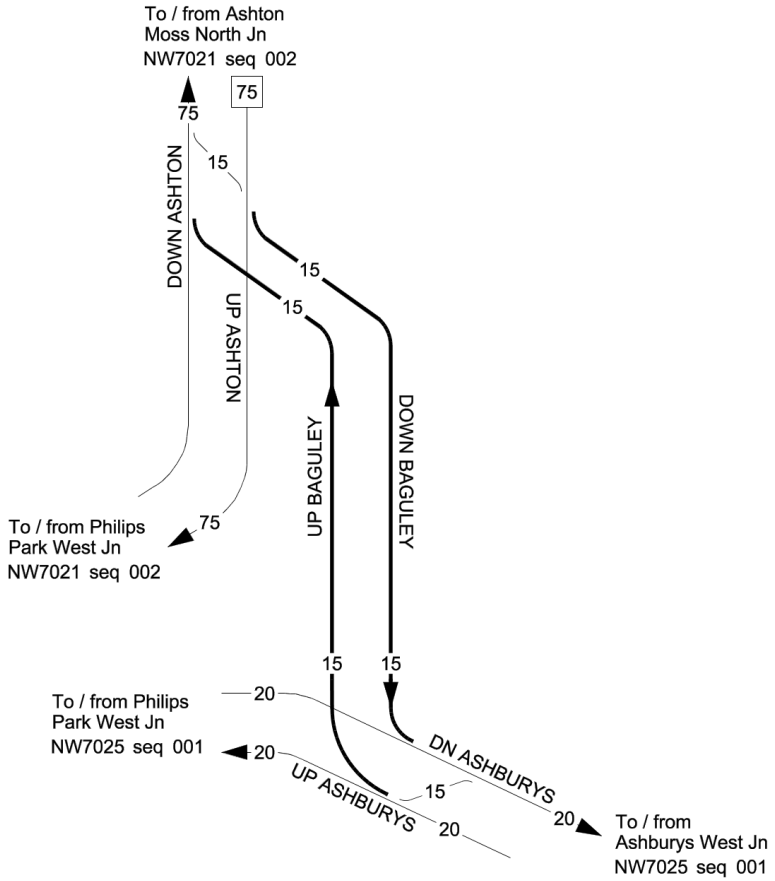
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7027	001	Baguley Fold Jn to Philips Park South Jn	PPP1 PPP2	North West	31/12/2023

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Manchester ROC Manchester North Workstation (MN) Axle counter area throughout. NOTE: The Up Ashton and Down Ashton lines are provided with overhead AC electrification, controlled from Crewe ECR. **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 Mileage in round brackets ( ) is NW7025 mileage with ELR: PPA1.
(Crossover)	2	51		
Baguley Fold Jn	2	39		
(Baguley lines start/end adjacent to Ashton lines)	2	13	PPP1	
(Change of mileage & ELR)	0	00	PPP2	
Philips Park South Jn	0 (2	18 05)		

SPECIAL WORKING ARRANGEMENT
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NW7009 (FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES))

From	To	Type of Train	Line(s)	Remarks
Blackburn (in rear of signals PN.431/432)	Blackburn (signal PN.449)	Freight and ECS	Down East Lancs/Up East Lancs/"Up & down" passenger loop/Down main/"Up & down" through/"Up & down" goods	Propelling authorised
Blackburn (signals PN.447/459)	Blackburn (in rear of signals PN.431/432)	Freight and ECS	"Up & down" passenger loop/Down main/"Up & down" through/"Up & down" goods	Propelling authorised
Rose Grove	Copy Pit	Freight	Down main	Freight trains may be assisted in rear by a locomotive not attached to the train
Stansfield Hall (signal PN.343)	Copy Pit	Freight	Up main	Freight trains may be assisted in rear by a locomotive not attached to the train

Dated: 11/07/2020

NW7011 (FARINGTON JN. TO LOSTOCK HALL JN. (LOSTOCK HALL LINES))

From	To	Type of Train	Line(s)	Remarks
Farington Jn (signal PN.46)	Lostock Hall Jn (in rear of signal PN.509)	Coaching stock	Down slow/Down East Lancs	Propelling authorised for single vehicles

Dated: 11/07/2020

EXCEPTIONALLY POOR RAIL ADHESION

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EXCEPTIONALLY POOR RAIL ADHESION

NW7009 (FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINES))

Location	Line(s) Affected	Mileage (Between)				
Bamber Bridge – Pleasington	Up East Lancs, Down East Lancs	6 m	30 ch	***to***	6 m	50 ch
Huncoat – Hapton	Up East Lancs, Down East Lancs	18 m	50 ch	***to***	18 m	60 ch
Burnley Manchester Road – Towneley LC	Up East Lancs, Down East Lancs	21 m	70 ch	***to***	22 m	00 ch

Dated: 30/03/2024

NW7013 (DAISYFIELD JN TO HELLIFIELD)

Location	Line(s) Affected	Mileage (Between)				
Stockbeck Viaduct – Hellifield	Up Branch / Up Main, Down Main / Down Branch	32 m	70 ch	***to***	33 m	00 ch

Dated: 18/05/2024

LOCAL INSTRUCTIONS
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NW7001 - MANCHESTER VICTORIA WEST JN. TO HEBDEN BRIDGE

MANCHESTER VICTORIA

Working of steam locomotives. Steam locomotives and steam hauled trains must be routed into platforms 3 and 4 only. Drivers must bring their trains to a stand at the platform starting signals, clear of the station roof. They must ensure that excessive smoke is not emitted and that there is no excessive escape of steam from the safety valve.

Starting of trains from platforms - additional instructions to *Rule Book Module SS1, Section 3.4.*

Except for light locomotives, the READY-TO-START signal must be given by means of the right away (RA) indicator.

On trains that do not have an opening window by the door controls, the guard must close all passenger doors, leaving the local door open. When the person in charge of the platform has given the STATION WORK COMPLETE signal, the guard must give the READY-TO-START signal to the person in charge of the platform, before closing the local door. The person in charge of the platform must ensure that the local door is shut and the hazard light is extinguished before pressing the RA plunger**.**

Dated: 09/12/2023

NW7001 - MANCHESTER VICTORIA WEST JN. TO HEBDEN BRIDGE

Newton Heath TMD

When a movement requires to enter Newton Heath Traction Maintenance Depot, the signaller at Manchester ROC – Manchester North Workstation must request the slot from the Northern Trains Operations Team Leader at Newton Heath Traction Maintenance Depot.

The Northern Trains Operations Team Leader must only give the slot when satisfied that the movement can be made safely and no other conflicting movement has been authorised.

Dated: 07/04/15

NW7001 – MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

Summit Tunnel, Dean Royd Tunnel and Winterbutlee Tunnel

Due to limited clearances traincrews must not put their heads out when passing through these tunnels

Owing to restricted 'window box' clearances in these tunnels, passenger trains composed of stock with opening windows (other than those of the "ventilator" type) are prohibited from traversing these tunnels, except where special authority is granted. When authority is granted for passenger trains the following conditions apply:

1. The train running must be published in a Special Traffic Notice.
2. To mitigate the risk of limited clearances to passengers while passing through the tunnels:
    a) All passengers must be advised by public address and in writing not to lean out of windows
    b) The train must be staffed by a Train Manager and Stewards, who will be briefed by the Train Manager.
    c) Prior to passing through the tunnels, an announcement must be made using the public address system to instruct all passengers not to lean out of the windows during the passage of the train through the tunnels. Stewards must pass through all vehicles and repeat the instruction to all passengers.

Dated: 16/04/2022

NW7005 - CASTLETON EAST JN. TO HOPWOOD G.F.

Hopwood GF

The line on the Bury side of Hopwood Ground Frame (GF) is operated by the East Lancashire Railway (ELR). On arrival at the "Stop" board at the Network Rail/ELR boundary drivers of trains from the Castleton direction must hand over the train staff to the ELR person in charge (PIC) and then work to the instruction of the PIC. When the GF has been restored to normal, arrangements must be made for the train staff to be returned to Castleton East Jn. signal box. If it is necessary to make a movement from the ELR arrangements must be made for the train staff to be conveyed to Hopwood GF and handed to the ELR PIC to allow the GF to be released.

Drivers of trains from the Hopwood direction may draw onto the single line, clear of Hopwood GF without the train staff, but must ensure they obtain the train staff from the ELR PIC before departing for Castleton.

Dated: 07/10/06

NW7009 - FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)

Whittle International GF

Drivers of trains requiring to set-back into Whittle International private siding must bring their train to a stand with the locomotive at the '25 SLU' marker board.

White light set-back signals are provided to assist with the set-back movement into the sidings. The shunter must get permission from Company's supervisor before authorising any movement into the siding. The shunter must then authorise the driver to commence the set-back movement into the siding in accordance with the requirements of *Rule Book Module SS2*.

The driver must bring the train to a stand immediately if the white light set-back signals are extinguished during the set-back movement.

Once the locomotive has passed the last white light set-back signal they must be extinguished. The driver must then work to the shunters instructions.

Dated: 07/10/06

NW7009 - FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)

Hospital LC (CCTV) To Mintholme LC (CCTV)

If a train is detained at signals PN.481, PN.482, PN.483 or PN.484 and the telephone has failed, the driver may use any telephone connected to Bamber Bridge Station level crossing frame.

Dated: 07/10/06

NW7009 - FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)

BLACKBURN

Remote platform starting signals. Trains must not depart Blackburn station platform 4 in the up (Preston) direction, until signal PN.441 has been cleared. A signal post telephone for PN.441 has been provided at the Blackburn Bolton Jn end of the platform.

Trains must not depart Blackburn platform 4 in the down (Clitheroe/Burnley) direction, until signal PN.435 has been cleared.

Traincrew relief. Drivers of up trains stopping at Blackburn for traincrew relief, must bring their train to a stand at either signals PN.437, PN.439, PN.441 or PN.443.

Dated: 03/07/17

NW7009 - FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)

Holme Tunnel

Due to limited clearances traincrews must not put their heads out when passing through Holme Tunnel. Diesel multiple unit trains composed of slam-door stock must be equipped with barred windows.

Excursions and diverted services composed of stock with slam doors that are required to pass through the tunnel may do so provided 'on board' warnings of restricted clearances are given to passengers by the guard.

Dated: 07/10/06

NW7013 - DAISYFIELD JN. TO HELLIFIELD

Daisyfield SB To Horrocksford Jn SB

TS1 Section Line Blockages in axle counter areas

In the axle counter sections listed below the “Engineering” mode must be selected when a line blockage is granted, as shown in TS1 Section 13. Trolleys may be used under this procedure.

Daisyfield: Down line only. From signal DS8 to Horrocksford Junction signal HJ 8.

Horrocksford Junction: Up line only. From signal HJ3 to Daisyfield signal DS12.

Dated: 17/05/14

NW7013 - DAISYFIELD JN. TO HELLIFIELD

RAMSGREAVE & WILPSHIRE

The Driver of a train which is stationary at Ramsgreave & Wilpshire station must not leave the driving cab except in emergency or if necessary in connection with the rules & regulations. In such circumstances the parking brake must be applied before leaving the cab.

Dated: 07/10/06

NW7013 - DAISYFIELD JN. TO HELLIFIELD

LANGHO

The Driver of a train which is stationary at Langho station must not leave the driving cab except in emergency or if necessary in connection with the rules & regulations. In such circumstances the parking brake must be applied before leaving the cab.

Dated: 07/10/06

NW7013 - DAISYFIELD JN. TO HELLIFIELD

CLITHEROE

Starting of passenger trains from Clitheroe station. One minute before an up train is due to depart from Clitheroe station, the guard must advise the signaller at Horrocksford Junction box, by telephone, that the train is ready to depart. The train must not depart until Horrocksford Junction up main starting signal has been cleared.

Dated: 07/10/06

NW7017 - GANNOW JN. TO COLNE

Modified Working over the Up & Down Colne line

When Modified Working is in operation over the Up and Down Colne line between Gannow Junction and Colne the driver of an Up direction train must advise the signaller at Preston PSB A panel that the train is complete with tail lamp when the train is clear of the single line. If the train is booked to stop at Rose Grove Station the driver must use GMSR to do this when stationary in the platform. If the train is not booked to stop at Rose Grove Station the driver will be stopped at Signal PN372 on the approach to Rose Grove Station instead.

Assistance to a failed train between Brierfield Station and Colne

If a train fails between Brierfield station and Colne and requires assistance, the driver of the assisting train will be stopped at either signal PN368 or signal PN369 at Gannow Junction. Before being authorised to pass the signal at danger, the driver will be instructed to stop at signal PN553 at Brierfield OD Level Crossing and obtain further instructions from the signaller at Preston PSB A panel.

Dated: 01/12/14

NW7017 - GANNOW JN. TO COLNE

Brierfield MCB-OD Level Crossing

Signals PN552 and PN553 are non–block stop signals that are provided for the protection of Brierfield MCB-OD level crossing on the Up & Down Colne line. They must not be used for taking Line Blockages or Rule Book Section T3 possessions.

Dated: 29/09/14

NW7017 - GANNOW JN. TO COLNE

Chaffers TOMB Level Crossing

Normal Operation of the Level Crossing

The level crossing will lower automatically as a train approaches it. Drivers must stop at the Stop Board and check that the barriers are lowered, the flashing white light indicator is illuminated and the crossing is clear and safe to proceed over before passing the Stop Board. Once clear of the level crossing the driver will observe a Barriers Up (BU) indication which indicates that the Level Crossing Barriers have raised correctly after the passage of the train.

Failure of Level Crossing Equipment

Drivers must report any failures of the level crossing equipment to the signaller at Preston box at the earliest opportunity.

If the level crossing equipment has not automatically operated after the train has come to a stand at the Stop board the driver must operate the emergency plunger.

1. Failure of the driver's white flashing light indication

If the driver's white light indication fails to flash after the train has come to a stand and the plunger has been operated, the train may pass the Stop Board and proceed over the crossing provided all the barriers are fully lowered, the road traffic signals are illuminated and the crossing is clear and safe to proceed over.

2. Failure of the level crossing barriers.

If any of the level crossing barriers fails to lower, but drivers can establish that the level crossing road traffic signals are illuminated, trains may proceed over the level crossing provided the level crossing is clear and it is safe to do so.

3. Failure of the level crossing barriers and road traffic signals. If the level crossing barriers and road traffic signals fail to operate correctly, trains must be dealt with as follows:

(a) Up trains. If the first train affected is travelling in the Up direction it may pass the Stop Board and proceed over the level crossing at extreme caution provided the driver can observe that the crossing is clear and is satisfied that it is safe to proceed. If the train is a passenger or empty coaching stock the interior lights must be lit during the hours of darkness. The driver must sound the horn continuously until the level crossing is reached.

(b) Down trains.If the first train affected is travelling in the down direction it must not pass over the level crossing. Before returning to Nelson Station the driver must advise the signaller at Preston PSB of the failure.

4. Failure of the Barriers Up ('BU') indication.

If the 'BU' indication has not been illuminated by the time the train is about to pass it, the driver must stop the train and advise the Conductor of the circumstances. Once advised the Conductor must return to the level crossing and attempt to raise the barriers by operating the Raise button in the driver's emergency plunger cupboard.

If this also fails to raise the barriers the Conductor must use the keys provided to unlock the barrier pedestal doors and raise the barriers manually in accordance with the instructions displayed in each barrier pedestal. Once raised the barriers must be secured in the raised position and the barrier pedestal doors locked. The keys must then be returned by the Conductor to the driver's emergency plunger cupboard which must be locked by the Conductor before the train is authorised to proceed forward.

Dated: 29/09/14

NW7019 - THORPES BRIDGE JN. TO GMC SIDING (INCL.)

Newton Heath TMD

When a movement requires to enter Newton Heath Traction Maintenance Depot, the signaller at Manchester ROC – Manchester North Workstation must request the slot from the Northern Trains Operations Team Leader at Newton Heath Traction Maintenance Depot.

The Northern Trains Operations Team Leader must only give the slot when satisfied that the movement can be made safely and no other conflicting movement has been authorised.

Dated: 07/04/15

NW7021 - MILES PLATTING JN. TO MARSDEN

STALYBRIDGE

Stabling of trains in Platforms 2 and 5 at Stalybridge station

Trains must not be stabled in Platform 2 or Platform 5 under normal working conditions.

In an emergency or during times of service disruption the stabling of trains is permitted. Drivers of stabled trains must in addition secure the train with wheel scotches before the train is left unattended. Rule Book Module TW1 Section 38.2 is amended accordingly.

Dated: 07/12/2024

LIST OF MODULE PAGES AND DATES

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1	**06 September 2025**
2	**06 September 2025**
3	03 October 2009
4	03 October 2009
5	28 November 2020
6	28 November 2020
7	07 September 2024
8	07 September 2024
9	01 March 2025
10	01 March 2025
11	02 December 2023
12	02 December 2023
13	03 September 2016
14	03 September 2016
15	03 September 2016
16	03 September 2016
17	01 June 2024
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19	01 June 2024
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21	01 June 2024
22	01 June 2024
23	01 June 2024
24	01 June 2024
25	07 September 2024
26	07 September 2024
27	07 June 2025
28	07 June 2025
29	02 March 2024
30	02 March 2024
30A	01 March 2025
30B	01 March 2025
31	02 December 2023
32	03 September 2016
33	03 September 2016
34	03 September 2016
35	07 September 2024
36	07 September 2024
37	07 June 2025
38	07 June 2025
39	28 November 2020
40	02 December 2023
41	02 December 2023
42	01 June 2024
43	01 June 2024
44	03 December 2022
45	03 December 2022
46	03 September 2016
47	03 September 2016
48	03 October 2009
49	03 October 2009
50	29 August 2020
51	29 August 2020
52	03 March 2012
53	03 March 2012
54	02 March 2024
55	01 March 2025
56	01 March 2025
57	02 March 2024
58	03 October 2009

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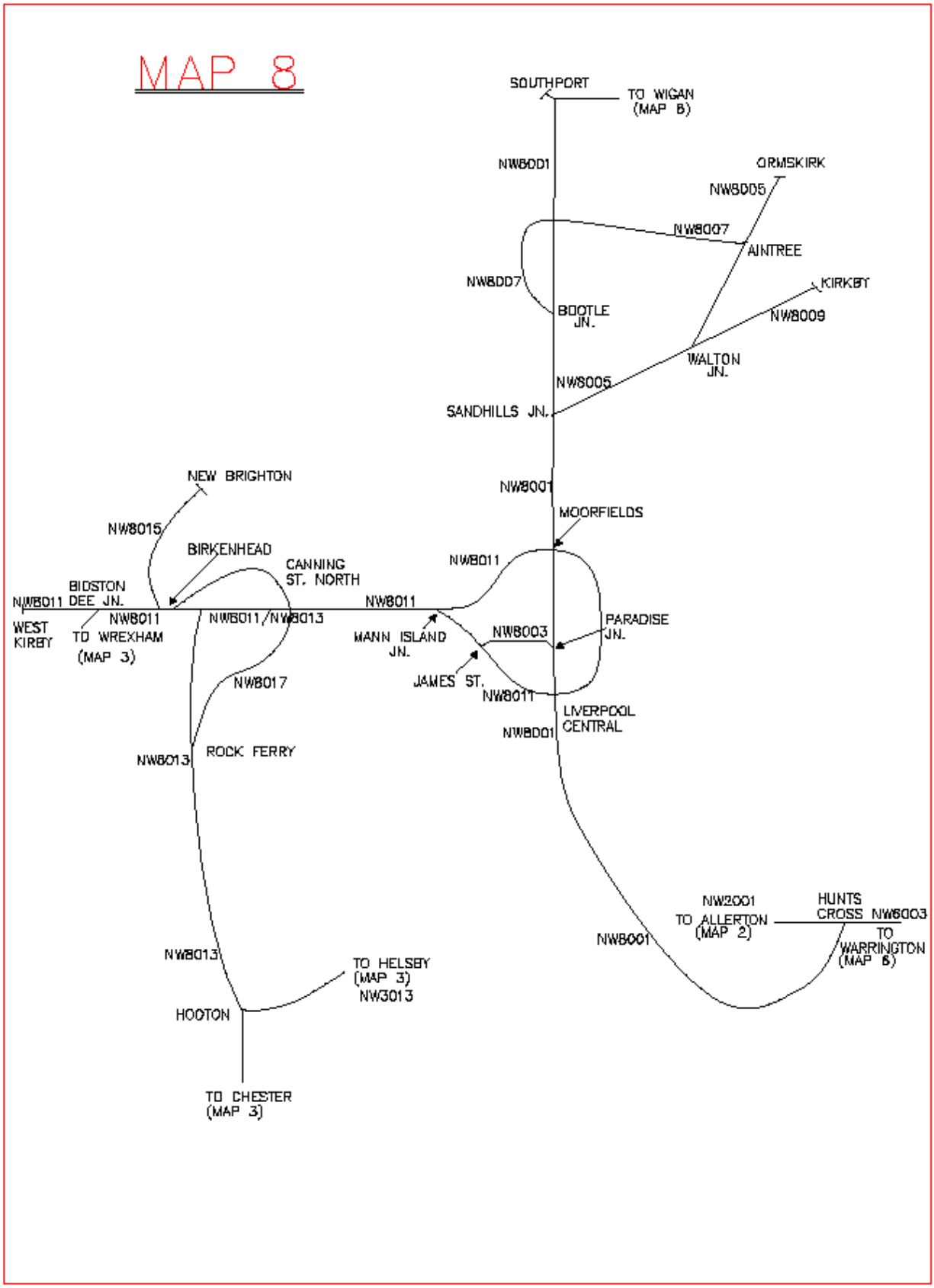
MAPS


MAP 8
SOUTHPORT
TO WIGAN
(MAP 8)
NW8001
ORMSKIRK
NW8005
NW8007
AINTREE
NW8007
KIRKBY
BOOTLE
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NW8009
WALTON
JN.
NW8005
SANDHILLS JN.
NEW BRIGHTON
NW8001
MOORFIELDS
NW8015
BIRKENHEAD
CANNING
ST. NORTH
NW8011
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NW8011
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CROSS NW8003
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WARRINGTON
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(MAP 3)

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NW8009 WALTON JN TO HEADBOLT LANE	7
NW8011- MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)	7
NW8013- CANNING STREET JN. TO HOOTON SOUTH JN.	7

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NW8001 (HUNTS CROSS WEST JN. TO SOUTHPORT)

Location	Line(s) Affected	Mileage (Between)				
Hunts Cross West Jn and Dingle Tunnel	Down Southport, Up Southport	6 m	00 ch	*to*	2 m	00 ch
Marsh Lane Crossover and Duke Street LC	Down Southport, Up Southport	4 m	00 ch	*to*	17 m	60 ch

Dated: 07/10/06

NW8005 (SANDHILLS JN TO ORMSKIRK)

Location	Line(s) Affected	Mileage (Between)				
Walton – Aintree	Up Ormskirk, Down Ormskirk	3 m	70 ch	*to*	4 m	30 ch

Dated: 25/05/2024

NW8009 (WALTON JN TO HEADBOLT LANE)

Location	Line(s) Affected	Mileage (Between)				
Fazakerley – Rice Lane	Up Headbolt, Down Headbolt	32 m	40 ch	*to*	32 m	30 ch

Dated: 01/06/2024

NW8011 (MANN ISLAND JN. TO WEST KIRBY (VIA LOOP))

Location	Line(s) Affected	Mileage (Between)				
Manor Road to Bidston	Up West Kirby, Down West Kirby	8 m	71 ch	*to*	4 m	75 ch

Dated: 05/09/2020

NW8013 (CANNING STREET JN. TO HOOTON SOUTH JN.)

Location	Line(s) Affected	Mileage (Between)				
Green Lane and Hooton North Jn	Down Chester, Up Chester	3 m	00 ch	*to*	8 m	40 ch

Dated: 07/10/06

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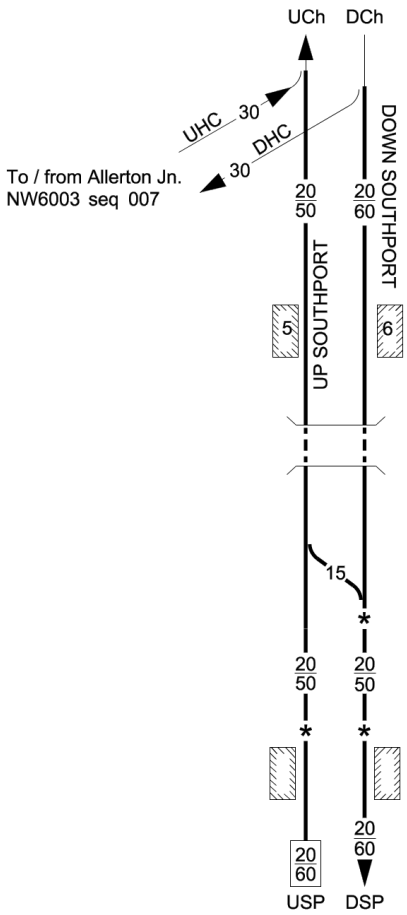
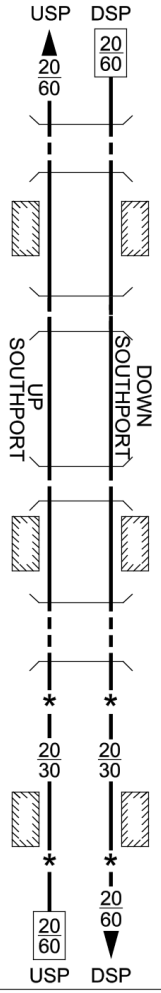
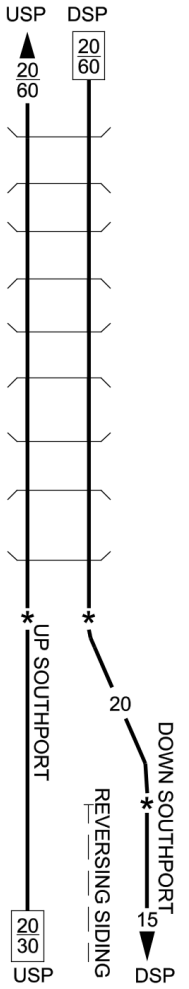
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	001	Hunts Cross West Jn to Southport	HXS1	North West	02/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hunts Cross West Jn	6 11		GSM-R TCB Hunts Cross SB (HC) DC: Sandhills UCh: Up Cheshire. DCh: Down Cheshire. UHC: Up Hunts Cross Chord. DHC: Down Hunts Cross Chord. Exceptional Rail Head Conditions: Down Southport and Up Southport lines between 6m 00ch and 2m 00ch.
LIVERPOOL SOUTH PARKWAY (Southport Lines)	5 47		Platform lengths: Liverpool South Parkway. Platform 5: 130 metres (142 yards). Platform 6: 130 metres (142 yards).
Woolton Road Tunnel (57 metres / 62 yards)	5 42 to 5 39		
	4 77 *		
	4 60 *		
CRESSINGTON	4 56		Platform lengths: Cressington. Up platform: 128 metres (140 yards). Down platform: 128 metres (140 yards).
(Start / end of diagram)	4 50		USP: Up Southport. DSP: Down Southport.

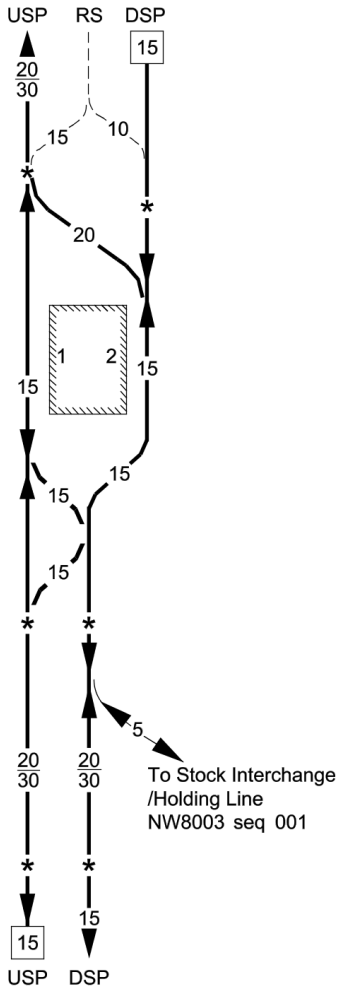
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	002	Hunts Cross West Jn. to Southport	HXS1	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Hunts Cross SB (HC) DC: Sandhills
Grassendale Tunnel (69m/76yd)	4 43 to 4 40		
AIGBURTH	3 78		Platform Lengths: Aigburth Up: 128m (140 yards) Down: 128m (140 yards)
Fulwood Tunnel (183m/200yd)	3 23 to 3 14		
St. Michael's Tunnel (94m/103yd)	2 55 to 2 51		Exceptional rail head conditions down and up main lines between 6m 0ch and 2m 0ch.
ST. MICHAEL'S	2 48		Platform Lengths: St. Michael's Up: 130m (142 yards) Down: 130m (142 yards)
Dingle Tunnel (989m/1082yd)	2 32 to 1 63		
	1 62 *		Platform Lengths: Brunswick Up: 132m (144 yards) Down: 132m (144 yards)
BRUNSWICK	1 43		
	1 31 *		USP = Up Southport DSP = Down Southport

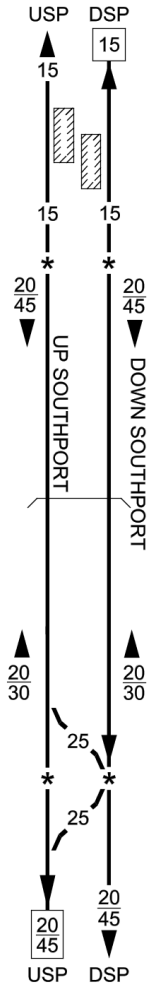
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	003	Hunts Cross West Jn. to Southport	HXS1	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Hunts Cross SB (HC) DC: Sandhills
St. James No.4 Tunnel (193m/211yd)	1 21 to 1 11		
St. James No.3 Tunnel (140m/153yd)	1 10 to 1 04		
St. James No.2 Tunnel (157m/172yd)	1 02 to 0 74		Merseyrail SB (ML)
St. James No.1 Tunnel (169m/185yd)	0 72 to 0 64		
Start/End of underground section	0 59		
	0 29 *		AWS not provided between signals HC.107 and ML 35/37 inclusive (down) and signals ML 52 and HC.108 inclusive (up).
	0 23 *		USP=Up Southport DSP=Down Southport

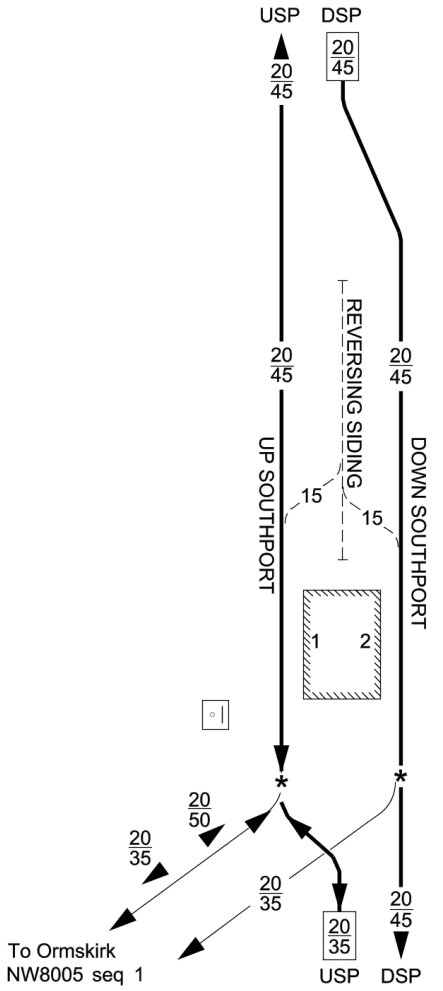
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	004	Hunts Cross West Jn. to Southport	HXS1 HXS2	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Liverpool Central South Jn	0 09 *		GSM-R TCB Merseyrail SB (ML) DC: Sandhills All lines shown on this page are underground. AWS not provided on this page RS=Reversing Siding Platform Lengths: Liverpool Central Platform 1 135m (148 yards) Platform 2 135m (148 yards) USP=Up Southport DSP=Down Southport
	0 05 *		
LIVERPOOL CENTRAL	0 02		
	37 13		
Liverpool Central North Jn	37 05		
	37 00 *		
Paradise Jn	36 71		
	36 49 *		

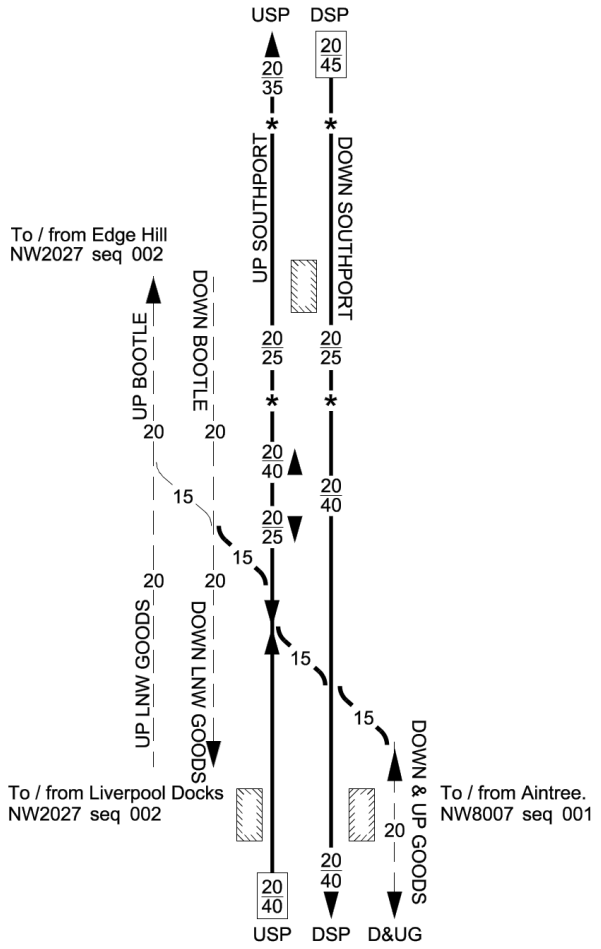
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	005	Hunts Cross West Jn. to Southport	HXS2	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
MOORFIELDS	36 45		GSM-R TCB Merseyrail SB (ML) DC: Sandhills AWS not provided on the Up Southport line from ML.52 inclusive and ML.37 (in the down direction) inclusive Platform Lengths: Moorfields Up: 128m (140 yards) Down: 128m (140 yards)
	36 40 *		
Leeds Street Portal Central Tunnel Start/End of Underground Section	36 17		AWS not provided on the Down Southport line to ML.35 inclusive. USP = Up Southport DSP = Down Southport
Leeds Street Jn	35 72 *		

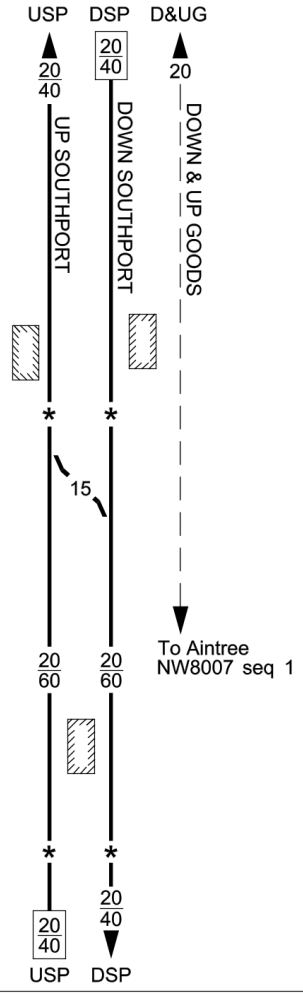
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	006	Hunts Cross West Jn. to Southport	HXS2 HXS3	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
SANDHILLS	35 03		GSM-R TCB Merseyrail SB (ML) DC: Sandhills USP = Up Southport DSP = Down Southport Platform Lengths: Sandhills Platform 1 129m (141 yards) Platform 2 130m (142 yards)
Merseyrail SB (ML)	35 00		
Sandhills Jn	34 75 *		
	1 41		

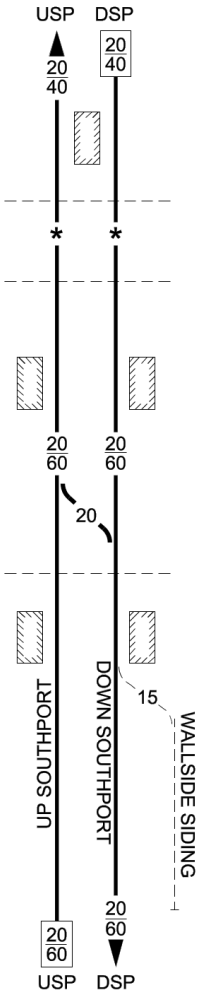
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	007	Hunts Cross West Jn to Southport	HXS3 BSJ	North West	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 56		TCB Merseyrail SCC (ML) DC: Sandhills (Down and Up Southport lines only) GSM-R
	1 58 *		USP: Up Southport. DSP: Down Southport.
BANK HALL	2 06		Platform lengths: Bank Hall. Up platform (bi-di): 150 metres (164 yards). Down platform: 150 metres (164 yards).
	2 17 *		OT applies on the 'Down & Up' Goods line.
(Connection to Bootle lines)	2 34		
Bootle Jn	2 39		
BOOTLE ORIEL ROAD	2 61		Platform lengths: Bootle Oriel Road. Up platform: 129 metres (141 yards). Down platform: 129 metres (141 yards).
(Start / end of diagram)	3 00		

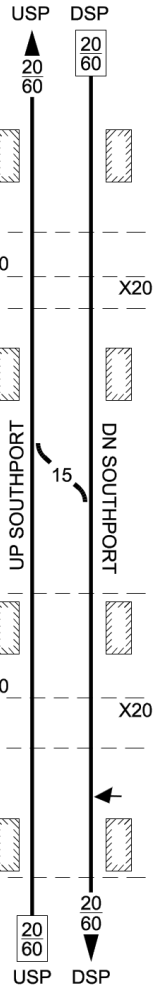
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	008	Hunts Cross West Jn. to Southport	HXS3	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BOOTLE NEW STRAND	3 15		GSM-R TCB Merseyrail SB (ML) DC: Sandhills (Down & up Southport lines only) OT applies on the 'Down & Up' Goods Line Platform Lengths: Bootle New Strand Up 139m (152 yards) Down 151m (165 yards)
	3 28 *		
Marsh Lane Crossover	3 52		Exceptional rail head conditions down and up main lines between 4m 0ch and 17m 60ch.
SEAFORTH & LITHERLAND	4 14		USP = Up Southport DSP = Down Southport Platform Lengths: Seaforth and Litherland Up 127m (139 yards) Down 126m (138 yards)
	5 04 *		

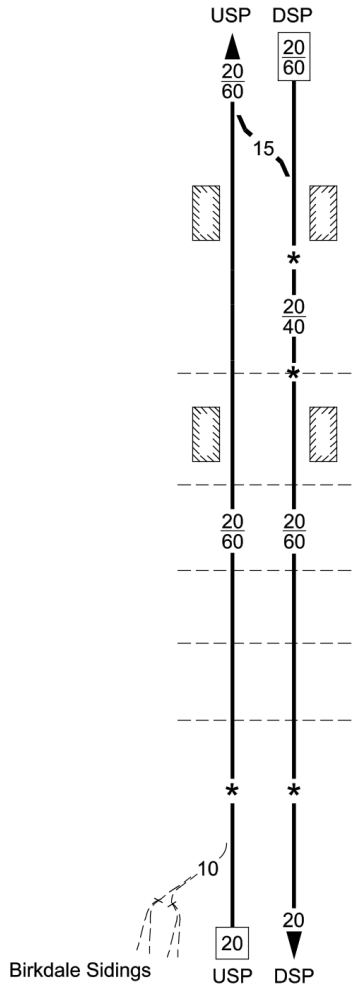
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	009	Hunts Cross West Jn to Southport	HXS3	North West	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	5 10		GSM-R TCB Merseyrail SCC (ML) DC: Sandhills
WATERLOO (MERSEYSIDE)	5 20		Platform lengths: Waterloo (Merseyside). Up platform: 120 metres (131 yards). Down platform: 120 metres (131 yards).
Waterloo LC (CCTV)	5 39		
	5 41 *		
Brook Hall Rd LC (CCTV)	5 69		
BLUNDELLSANDS & CROSBY	6 28		Platform lengths: Blundellsands & Crosby. Up platform: 126 metres (138 yards). Down platform: 134 metres (147 yards).
			Exceptionally Poor Rail Adhesion: Down and Up Southport lines between 4m 00ch and 17m 60ch.
Hall Road LC (CCTV)	7 10		
HALL ROAD	7 14		Platform lengths: Hall Road. Up platform: 132 metres (144 yards). Down platform: 139 metres (152 yards).
(Start / end of diagram)	8 20		

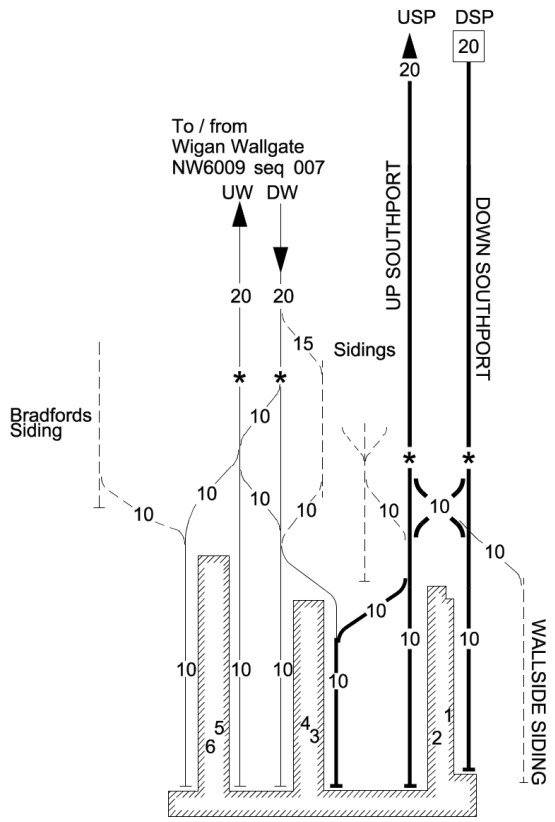
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	010	Hunts Cross West Jn to Southport	HXS3	North West	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	8 20		TCB Merseyrail SCC (ML) DC: Sandhills GSM-R
HIGHTOWN	9 09		Platform lengths: Hightown. Up: 129 metres (141 yards). Down: 129 metres (141 yards).
Hesketh LC (UWC)	9 61	T	USP: Up Southport. DSP: Down Southport.
Hoggs Hill LC (FP) (R/G-X)	10 39		
Eccles LC (CCTV)	10 79		
FORMBY	11 14		Platform lengths: Formby. Up: 120 metres (131 yards). Down: 120 metres (131 yards).
	11 25		Exceptionally Poor Rail Adhesion: Down Southport and Up Southport lines between 4m 00ch and 17m 60ch.
Freshfield LC (CCTV)	11 79		
FRESHFIELD	12 03		Platform lengths: Freshfield. Up: 142 metres (155 yards). Down: 137 metres (150 yards).
Fisherman's Path LC (UWC) (FP R/G-X)	12 46	T	
Clover-le-Dale LC (UWC)	12 72	T	
Ainsdale WILD	14 03		
AINSDALE	14 62		Platform lengths: Ainsdale. Up: 143 metres (156 yards). Down: 138 metres (151 yards).
Ainsdale LC (CCTV)	14 67		
(Start / end of diagram)	15 40		

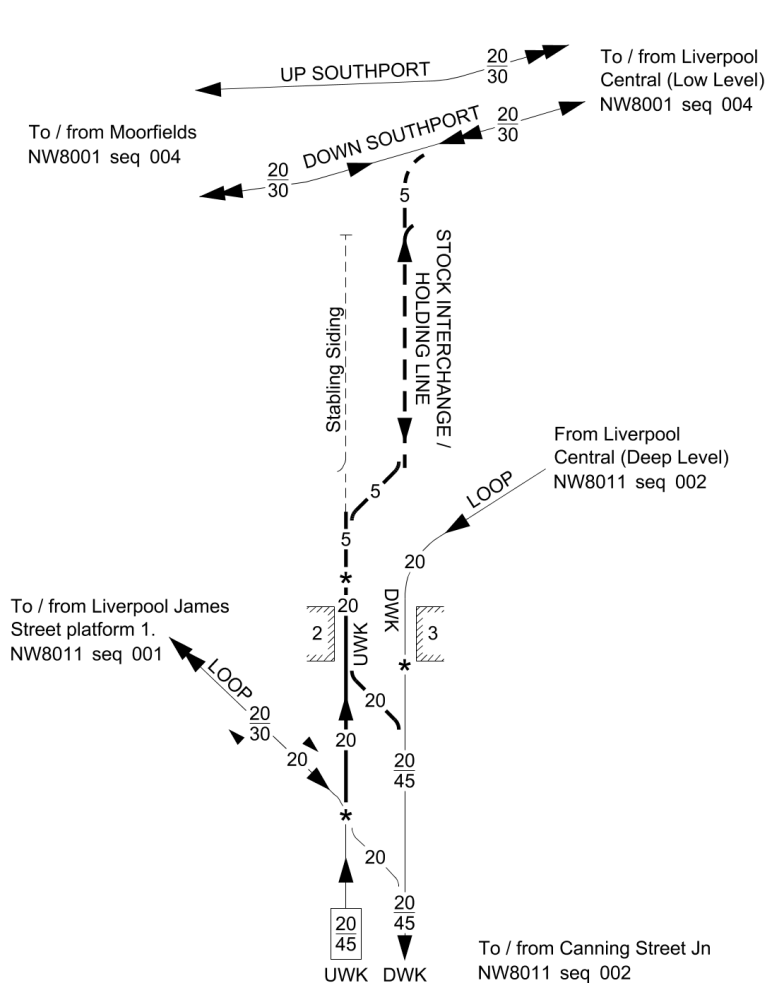
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	011	Hunts Cross West Jn. to Southport	HXS3	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Merseyrail SB (ML) DC: Sandhills
HILLSIDE	16 26		Platform Lengths: Hillside Up: 137m (150 yards) Down: 137m (150 yards)
	16 30 *		
Crescent Road LC (AHBC)	16 76 *		USP = Up Southport DSP = Down Southport
BIRKDALE	17 22		
Birkdale LC (CCTV)	17 26		Platform Lengths: Birkdale Up 141m (154 yards) Down 130m (142 yards)
Aughton Road LC (CCTV)	17 49		
Duke Street LC (CCTV)	17 65		Exceptional rail head conditions down and up main lines between 4m 0ch and 17m 60ch.
Portland Street LC (CCTV)	18 00		
	18 05 *		

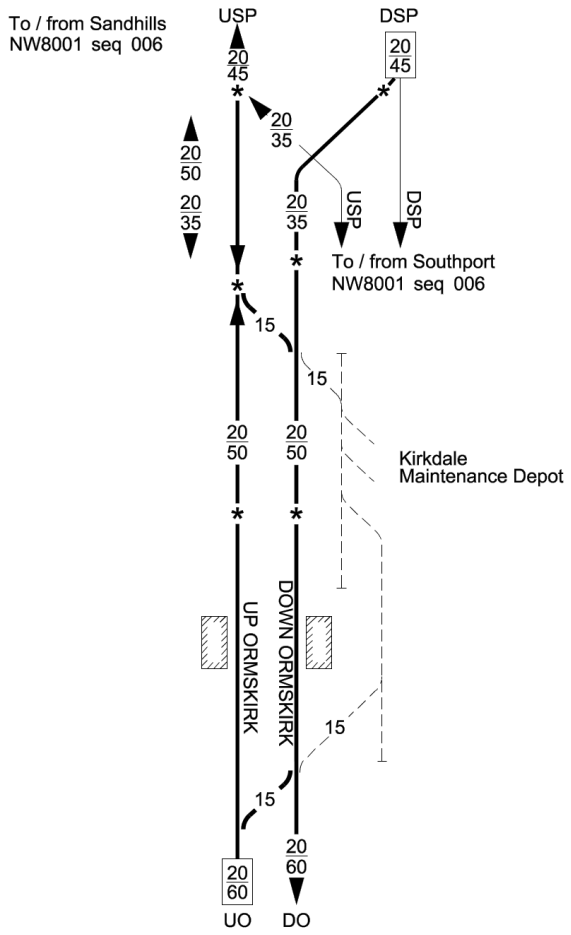
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8001	012	Hunts Cross West Jn to Southport	HXS3	North West	06/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	18 16		GSM-R TCB Merseyrail SCC (ML) DC: Sandhills USP: Up Southport. DSP: Down Southport. UW: Up Wigan. DW: Down Wigan.
	18 19 *		
SOUTHPORT	18 35		Platform lengths: Southport. Platform 1: 141 metres (154 yards). Platform 2: 142 metres (155 yards). Platform 3: 131 metres (143 yards). Permissive working: PP authorised in Platforms 1, 2 and 3.

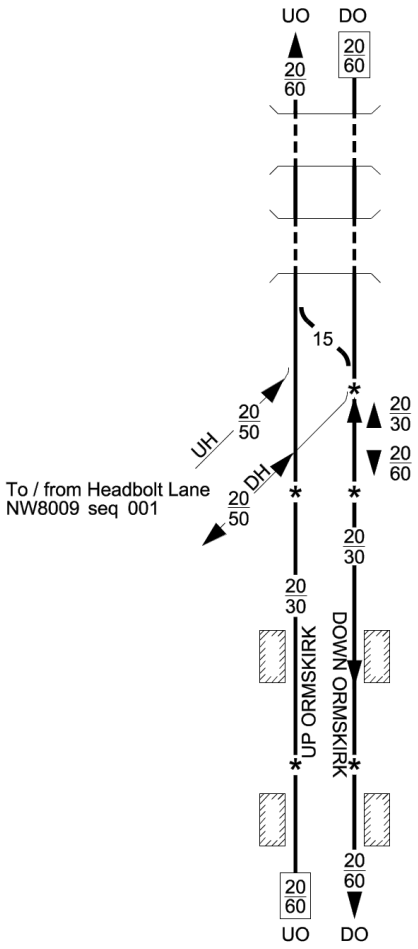
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8003	001	Paradise Jn to James Street (Stock Interchange / Holding Line)	SIL MIR1	North West	16/07/2022

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
Paradise Jn	(36 71) 0 31			TCB Merseyrail SCC (ML) Northern Line Workstation DC: Sandhills GSM-R Mileage in round brackets ( ) is NW8001 mileage with ELR: HXS2. All lines shown on this diagram are underground. AWS not provided. Merseyrail SCC (ML) Wirral Line Workstation Stabling Siding: 133 metres (145 yards). For ***Explanation of Table A terms and symbols***, see NW0001 seq 001 Platform lengths: Liverpool James Street. Platform 2 (both directions): 130 metres (142 yards). Platform 3: See NW8011 seq 002. Axle counter area: Loop line, Up West Kirby and Down West Kirby lines only. DWK: Down West Kirby. UWK: Up West Kirby.
Derby Square Jn (Change of mileage & ELR)	0 46 1 78	SIL MIR1		
	2 00 *			
LIVERPOOL JAMES STREET	2 05			
	2 08 *			
(Crossover)	2 11			
Mann Island Jn (Change of mileage & ELR)	2 21 0 69 *	MIR1 MIR2		
(Crossover)	0 72			

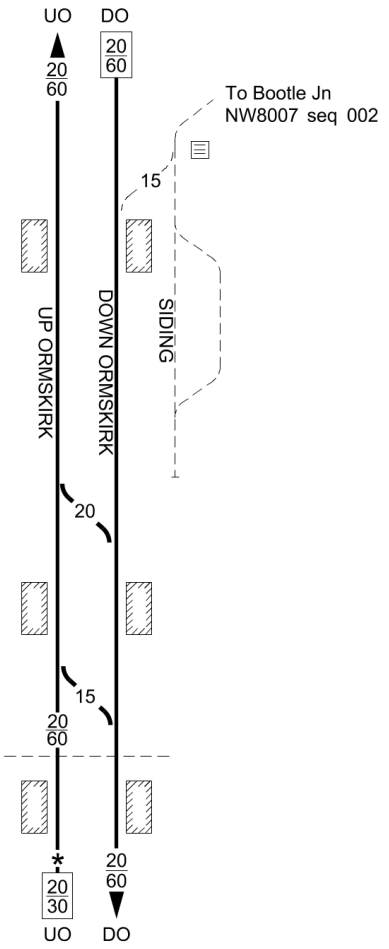
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8005	001	Sandhills Jn to Ormskirk	SJO1	North West	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Sandhills Jn	34 75 *		GSM-R TCB Merseyrail SCC (ML) DC: Sandhills USP: Up Southport. DSP: Down Southport.
	34 58 *		
	34 52 *		
Kirkdale South Jn	34 48		
	34 19 *		
KIRKDALE	34 14		Platform lengths: Kirkdale. Up: 130 metres (142 yards). Down: 124 metres (135 yards).
Kirkdale North Jn	34 03		
(Start / end of diagram)	33 75		UO: Up Ormskirk. DO: Down Ormskirk.

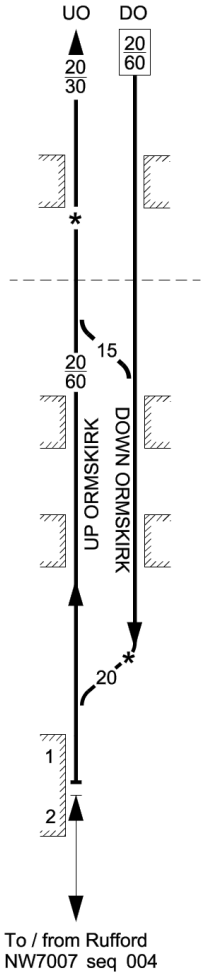
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8005	002	Sandhills Jn to Ormskirk	SJO1 SJO2	North West	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	33 75		GSM-R TCB Merseyrail SCC (ML) DC: Sandhills
Kirkdale No.2 Tunnel (192 metres / 210 yards)	33 71 to 33 60		UO: Up Ormskirk. DO: Down Ormskirk. UH: Up Headbolt. DH: Down Headbolt.
Kirkdale No.1 Tunnel (454 metres / 497 yards)	33 56 to 33 33		
Walton Jn	33 16 3 20		
	3 31 *	To / from Headbolt Lane NW8009 seq 001	
WALTON	3 45		Platform lengths: Walton. Up platform: 169 metres (185 yards). Down platform: 140 metres (153 yards).
	3 58 *		Exceptionally Poor Rail Adhesion: Up Ormskirk and Down Ormskirk lines between 3m 70ch and 4m 30ch.
ORRELL PARK	3 75		Platform lengths: Orrell Park. Up platform: 147 metres (161 yards). Down platform: 147 metres (161 yards).
(Start / end of diagram)	4 40		

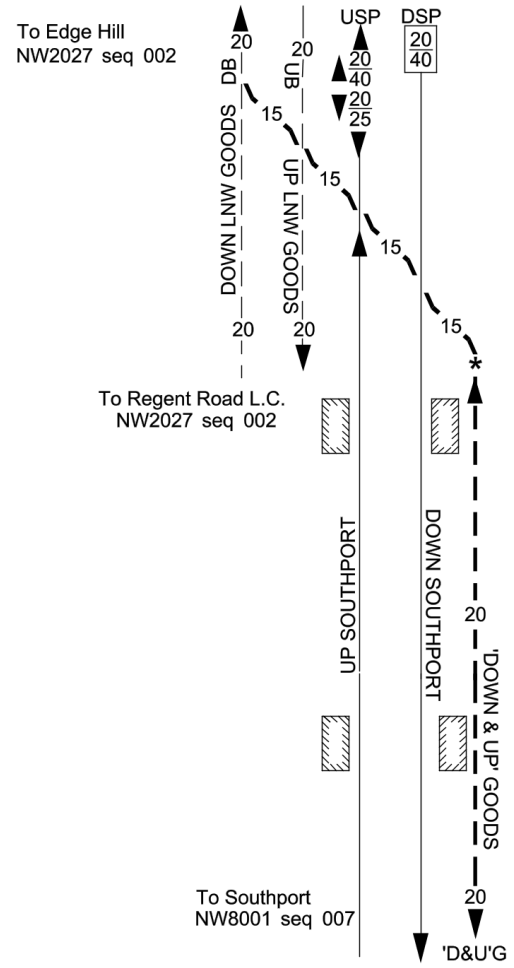
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8005	003	Sandhills Jn. to Ormskirk	SJO2	LNW North	05/09/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Merseyrail SB (ML) DC: Sandhills GSM-R
Aintree Emergency GF	4 62	T	
AINTREE	4 68		Platform Lengths: Aintree Up 161m (176 yards) Down 117m (128 yards)
	5 10		UO = Up Ormskirk DO = Down Ormskirk
OLD ROAN	5 62		Platform Lengths: Old Roan Up 128m (140 yards) Down 129m (141 yards)
	7 13		
Maghull LC (CCTV)	7 25		Platform Lengths: Maghull Up 153m (167 yards) Down 142m (155 yards)
MAGHULL	7 29		
	7 35 *		

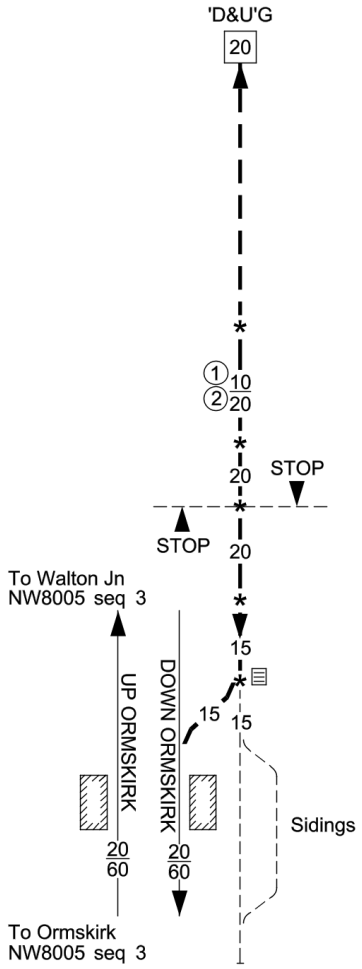
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8005	004	Sandhills Jn to Ormskirk	SJO2	North West	15/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	7 40		GSM-R TCB Merseyrail SCC (ML) DC: Sandhills UO: Up Ormskirk. DO: Down Ormskirk.
MAGHULL NORTH	8 16		Platform lengths: Maghull North. Up platform: 135 metres (148 yards). Down platform: 135 metres (148 yards).
	8 19 *		
Bowkers Green LC (FP)	9 19		
(Crossover)	9 79		
TOWN GREEN	10 08		Platform lengths: Town Green. Up platform: 127 metres (139 yards). Down platform: 134 metres (147 yards).
AUGHTON PARK	10 78		Platform lengths: Aughton Park. Up platform: 130 metres (142 yards). Down platform: 129 metres (141 yards).
	12 00 *		
ORMSKIRK	12 13		Platform length: Ormskirk. Platform 1: 140 metres (153 yards). Permissive working: PP authorised in Platform 1 at Ormskirk.
(Buffer stops)	12 15		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8007	001	Bootle Jn. to Aintree Emergency G.F.	HXS3 NMM	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bootle Jn	2 34		OT Merseyrail SB (ML)
	2 39		DC: Sandhills on Down Southport & Up Southport lines only.
	2 45 *		
(BOOTLE ORIEL ROAD)	(2 61)		UB=Up Bootle DB=Down Bootle
(BOOTLE NEW STRAND)	(3 14)		'Down & Up' Goods line for use by Engineers' trains only (see Local Instructions)
	3 52		Up: Start of GSM-R at 34m 32ch ▲ Down: End of GSM-R at 34m 32ch
	34 40		GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8007	002	Bootle Jn. to Aintree Emergency G.F.	NMB AFL	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			OT Merseyrail SB (ML) DC: Sandhills (Down & up Ormskirk line only) 'Down & Up' Goods line for use by Engineers' trains only (see Local Instructions) 'D&U'G=`Down & up' goods ① Applies to class 60 locomotives only ② Applies to all other trains. GSM-R Down: Start of GSM-R at 0m 14ch Up: End of GSM-R at 0m 14ch
	34 20 *		
	34 00 *		
Aintree West LC (UWC)	32 65 *		
	32 42 *		
	0 00		
Aintree Emergency GF	0 33		
	4 62 *		
AINTREE	4 69		

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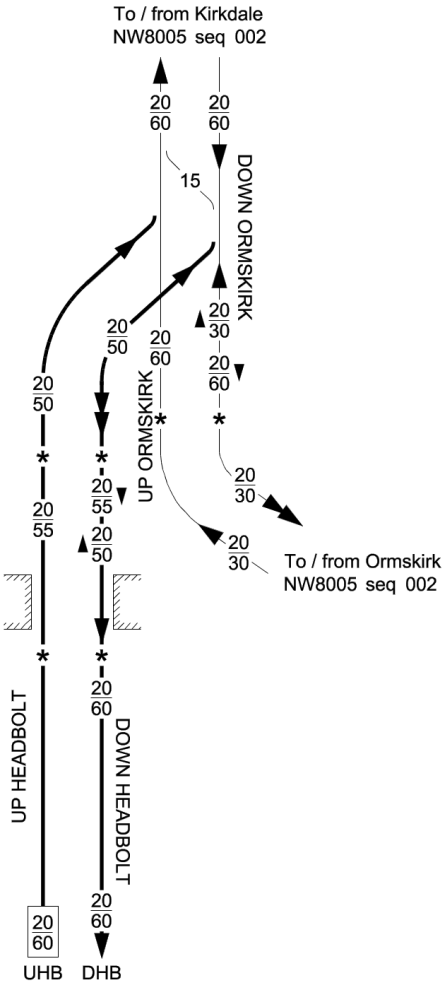
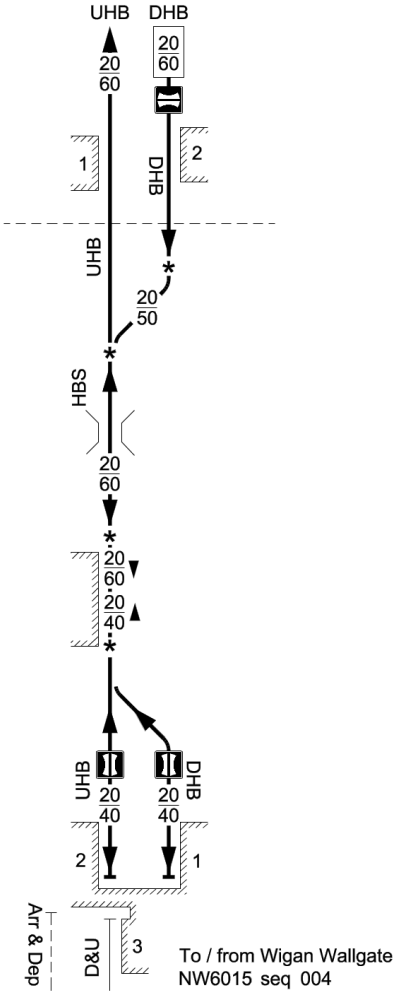
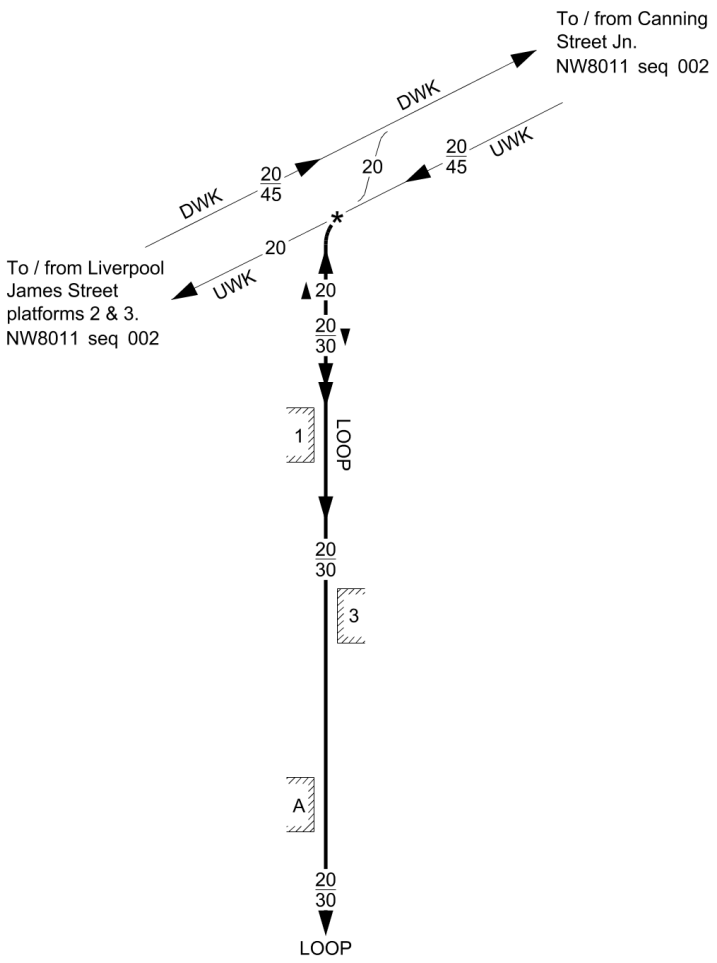
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8009	001	Walton Jn to Headbolt Lane	WJK	North West	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Walton Jn	33 16 (3 21)		TCB Merseyrail SCC (ML) Northern Line Workstation DC: Sandhills GSM-R Mileages in round brackets ( ) are NW8005 mileages with ELR: SJO2.
	(3 32) *		
	33 00 *		Trains may turn back towards Walton Jn from Rice Lane Down platform.
RICE LANE	32 60		Platform lengths: Rice Lane. Up platform: 140 metres (153 yards). Down platform (through trains and turnback trains): 141 metres (154 yards).
	32 54 *		
(Start / end of diagram)	32 00		Exceptionally Poor Rail Adhesion: Up Headbolt and Down Headbolt lines between 32m 40ch and 32m 30ch.

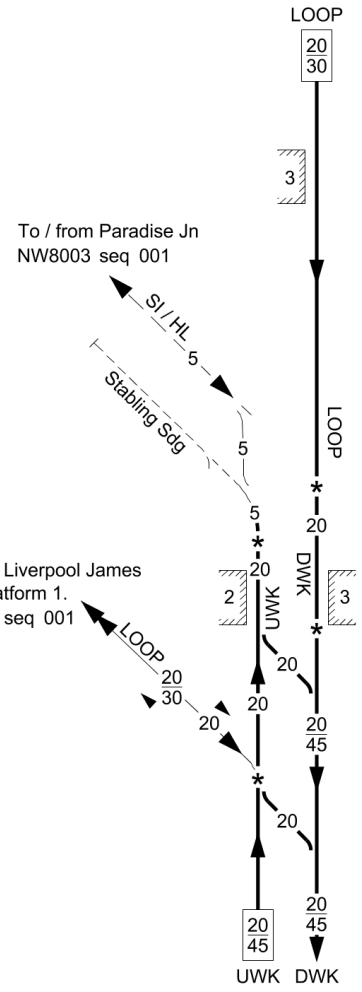
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8009	002	Walton Jn to Headbolt Lane	WJK WKL2	North West	23/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	32 00		TCB Merseyrail SCC (ML) Northern Line Workstation DC: Sandhills GSM-R
(Start of APCO zone - change to battery power)	31 48		
FAZAKERLEY	31 31		Platform lengths: Fazakerley. Platform 1: 126 metres (138 yards). Platform 2: 124 metres (136 yards).
Signal Works Road LC (FP)	31 16		
	31 00 *		
Fazakerley Jn	30 72		
	30 69 *		
M57 Motorway Bridge (73 metres / 80 yards) from	30 08		DHB: Down Headbolt. UHB: Up Headbolt. HBS: Headbolt Single.
to	30 05		
	29 49 *		NOTE: The Headbolt Single, Up Headbolt and Down Headbolt lines between 29m 44ch (Kirkby station) and Headbolt Lane station are NOT provided with DC third rail electrification.
(Limit of Electrification)	29 44		Platform length: Kirkby (Merseyside). Both directions: 120 metres (131 yards).
KIRKBY (MERSEYSIDE) (Change of ELR)	29 41 *	WJK / WKL2	
Kirkby East Jn	29 35		
(Start of APCO zone - change to 750V DC power - Up direction only)	29 15		D&U: Down & Up Line. Arr & Dep: Arrival & Departure Line.
(Buffer stops)	28 56		Platform lengths: Headbolt Lane. Platform 1: 139 metres (152 yards). Platform 2: 139 metres (152 yards). Platform 3: See NW6015 seq 004.
HEADBOLT LANE	28 55		

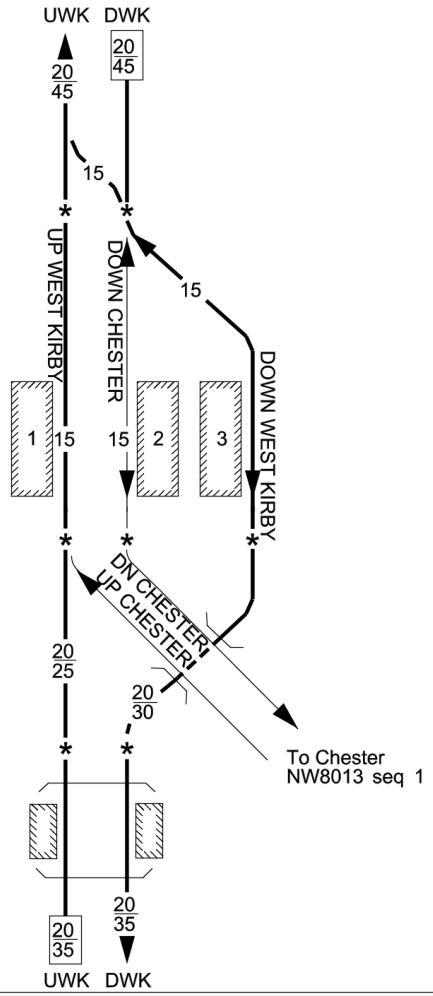
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8011	001	Mann Island Jn to West Kirby (via Loop)	MIR1	North West	16/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Mann Island Jn	0 00 *		TCB: Merseyrail SCC (ML), Wirral Line Workstation, DC: Sandhills. GSM-R. Axle counter area: all lines shown on this diagram. DWK: Down West Kirby. UWK: Up West Kirby. All lines shown on this diagram are underground. AWS not provided. Trains at Liverpool James Street platform 1 may turn back towards Mann Island Jn.
LIVERPOOL JAMES STREET	0 16		Platform length: Liverpool James Street. Platform 1 (for through trains and trains turning back): 129 metres (141 yards).
MOORFIELDS	0 39		Platform length: Moorfields. Platform 3: 129 metres (141 yards). For ***Explanation of Table A terms and symbols***, see NW0001 seq 001
LIVERPOOL LIME STREET	1 06		Platform length: Liverpool Lime Street. Platform A: 130 metres (142 yards).

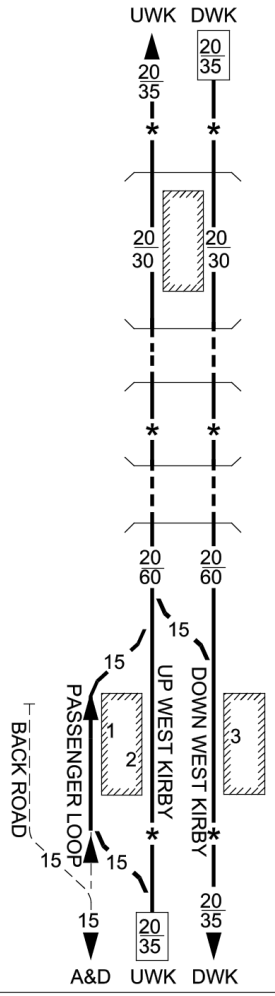
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8011	002	Mann Island Jn to West Kirby (via Loop)	MIR1 MIR2	North West	16/07/2022

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
LIVERPOOL CENTRAL	1 48			TCB Merseyrail SCC (ML) Wirral Line Workstation DC: Sandhills GSM-R Axle counter area: Loop line, Down West Kirby and Up West Kirby lines only. Platform length: Liverpool Central. Platform 3: 129 metres (141 yards). All lines shown on this diagram are underground. AWS not provided. SI / HL: Stock Interchange / Holding Line.
Derby Square Jn	1 77 * 1 78			Line names change at Derby Square Jn.
LIVERPOOL JAMES STREET	2 00 * 2 05			Platform lengths: Liverpool James Street. Platform 2 (both directions): 130 metres (142 yards). Platform 3: 130 metres (142 yards).
(Crossover)	2 08 * 2 11			
Mann Island Jn (Change of mileage & ELR)	2 21 0 69 *	MIR1 MIR2		DWK: Down West Kirby. UWK: Up West Kirby.
(Crossover)	0 72			

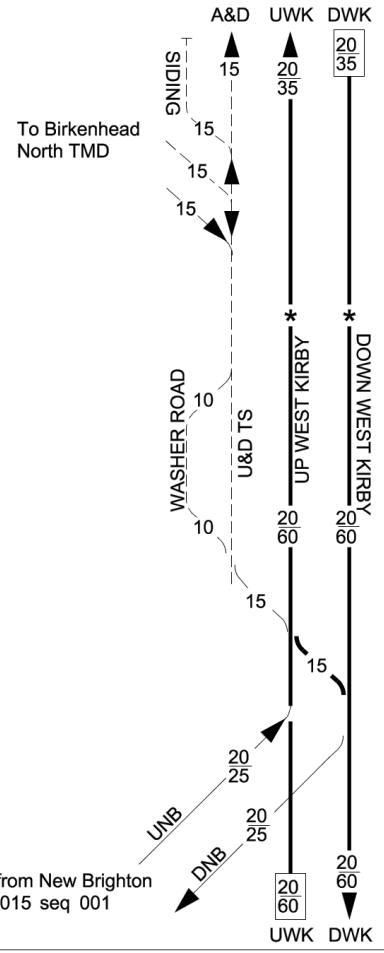
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8011	003	Mann Island Jn. to West Kirby (Via Loop)	MIR2 CWK1	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Canning Street Jn	1 60 *		GSM-R TCB Merseyrail SB (ML) DC: Sandhills AWS not provided on this page. All lines on this page are under-ground with the exception of Conway Park station. See local instructions.
HAMILTON SQUARE	1 67		Platform Lengths: Hamilton Square Platform 1 123m (135 yards) Platform 3 128m (140 yards)
Hamilton Square Jn	1 72 *		
	2 09 *		
CONWAY PARK	2 24		Platform Lengths: Conway Park Up: 127m (139 yards) Down: 127m (139 yards)

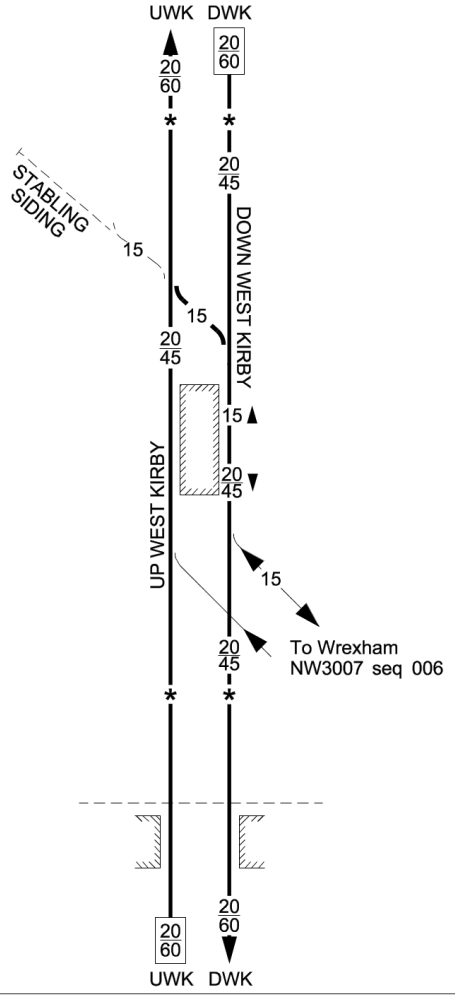
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8011	004	Mann Island Jn. to West Kirby (Via Loop)	CWK1 CWK2	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Merseyrail SB (ML) DC: Sandhills
	2 64 *		
Mersey Tunnel	2 69		AWS not provided between Mann Island Junction and Birkenhead Park
BIRKENHEAD PARK	3 05		Platform Lengths: Birkenhead Park Up 129m (141 yards) Down 121m (132 yards)
Cavendish Street Tunnel (69m/75yd)	3 15 to 3 19		
	3 25 *		
Corporation Road Tunnel (56m/64yd)	3 45 to 3 48		
BIRKENHEAD NORTH	3 75		Platform Lengths: Birkenhead North Platform 1 Permissive PP-C 111m (121 yards) Platform 2 Permissive PP-C 127m (139 yards) Platform 3 124m (136 yards)
	4 00 *		Passenger Loop 6 coaches Back Road 237m (777ft) A&D = Arrival & Departure line

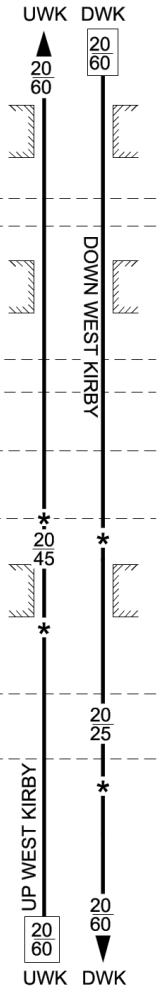
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8011	005	Mann Island Jn to West Kirby (via Loop)	CWK2 CWK3	North West	22/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	4 05		GSM-R TCB Merseyrail SCC (ML) DC: Sandhills
Birkenhead North TMD			A&D: Arrival & Departure line.
	4 22 *		U&D TS: Up & Down Through Siding.
Bidston East Jn	4 40		
(Start / end of diagram)	4 43		DNB: Down New Brighton. UNB: Up New Brighton.

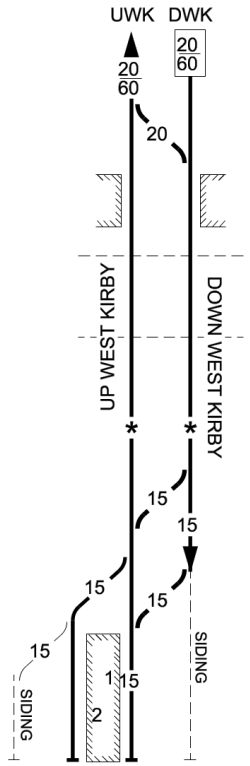
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8011	006	Mann Island Jn. to West Kirby (Via Loop)	CWK3 BDS	North West	15/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	4 43		GSM-R TCB Merseyrail SCC (ML) DC: Sandhills
	4 45 *		Stabling Siding has ELR: BDS.
			Stabling Siding: 134 metres (146 yards).
Bidston West Jn	4 64		
			Platform lengths: Bidston. Up: 119 metres (130 yards). Down: 119 metres (130 yards).
BIDSTON	4 75		
Bidston Dee Jn	4 78		
			Exceptionally Poor Rail Adhesion: Up West Kirby line and Down West Kirby line between 4m 75ch and 8m 71ch.
	5 01 *		
Leasowe LC (CCTV)	5 60		Platform lengths: Leasowe. Up: 127 metres (139 yards). Down: 128 metres (140 yards).
LEASOWE	5 65		
(Start / end of diagram)	6 00		

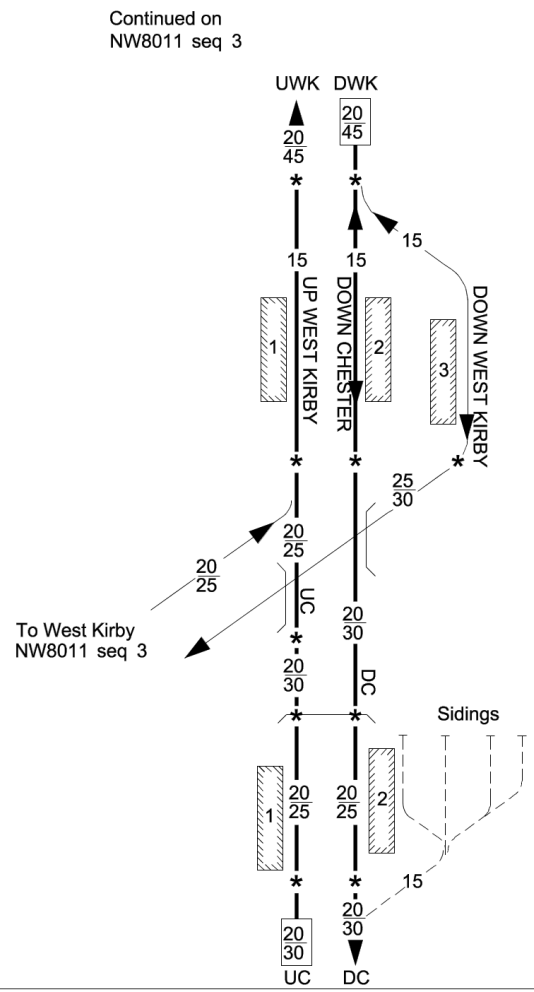
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8011	007	Mann Island Jn to West Kirby (via Loop)	CWK3	North West	15/02/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	6	00			GSM-R TCB Merseyrail SCC (ML) DC: Sandhills
MORETON (MERSEYSIDE)	6	29			Platform Lengths: Moreton (Merseyside) Up 127m (139 yards) Down 126m (138 yards)
Prospect Farm LC (FP)	7	35			
Carr Lane LC (UWC & FP)	7	53		T	
MEOLS	8	11			Platform Lengths: Meols Up 127m (139 yards) Down 126m (138 yards)
Frankby Road LC (FP)	8	28			
Tolans LC (UWC)	8	43		T	
Carlton Lane LC (UWC)	8	59		T	Exceptionally Poor Rail Adhesion: Up West Kirby line and Down West Kirby line between 4m 75ch and 8m 71ch.
Sandringham Avenue LC (UWC)	8	66	*	T	
	8	67	*		
MANOR ROAD	8	71			Platform Lengths: Manor Road Up: 128m (140 yards) Down: 128m (140 yards)
	8	74	*		
Elm Grove LC (UWC)	9	00		T	
Melrose Avenue LC (UWC & FP)	9	05		T	
	9	07	*		
(Start / end of diagram)	9	15			

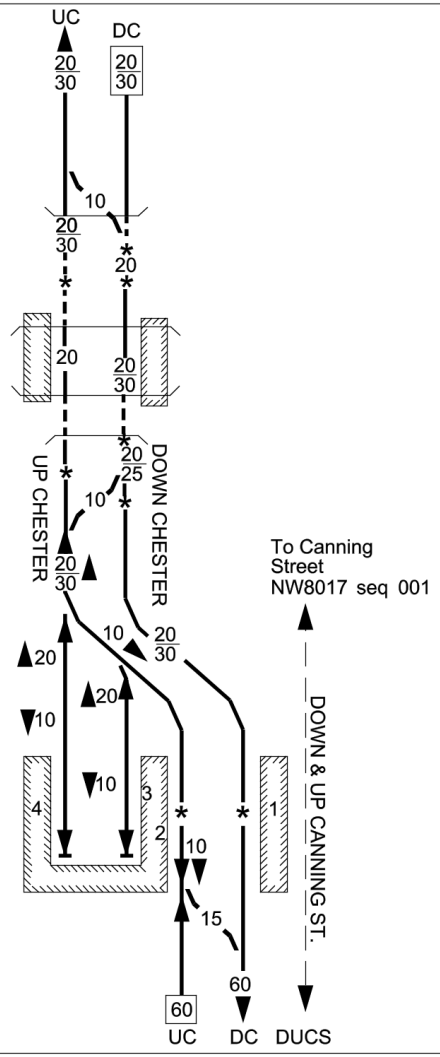
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8011	008	Mann Island Jn to West Kirby (via Loop)	CWK3	North West	22/02/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				TCB Merseyrail SCC (ML) DC: Sandhills
(Start / end of diagram)	9	15		
HOYLAKE	9	27		Platform Lengths: Hoylake Up: 126 metres (138 yards) Down: 127 metres (139 yards)
Hoylake LC (CCTV)	9	31		
Drummond Avenue LC (FP)	9	60		
	10	14 *		
WEST KIRBY	10	46		Platform Lengths: West Kirby Platform 1 Permissive PP 128 metres (140 yards) Platform 2 Permissive PP 125 metres (137 yards)

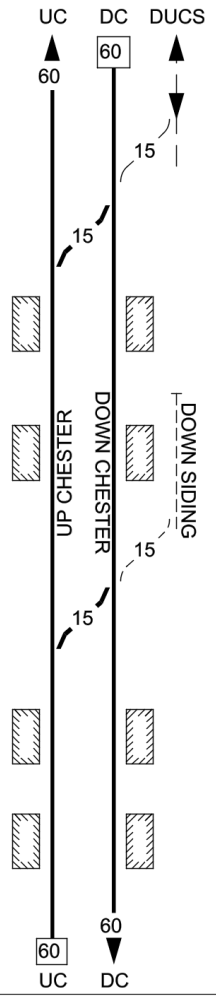
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8013	001	Canning Street Jn. to Hooton South Jn.	MIR2	LNW North	03/06/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Canning Street Jn	1 60 *		GSM-R TCB Merseyrail SB (ML) DC: Sandhills AWS not provided on this page Line is underground to Birkenhead Central
HAMILTON SQUARE	1 67		Platform Lengths: Hamilton Square Platform 1 123m (135 yards) Platform 2 118m (129 yards)
Hamilton Square Jn	1 72 *		
	2 10 *		
Mersey Tunnel	2 24 *		Platform Lengths: Birkenhead Central Platform 1 144m (157 yards) Platform 2 118m (129 yards)
BIRKENHEAD CENTRAL	2 30		
	2 34 *		UC=Up Chester DC=Down Chester

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8013	002	Canning Street Jn. to Hooton South Jn.	MIR2 CRR2	LNW North	28/05/2016

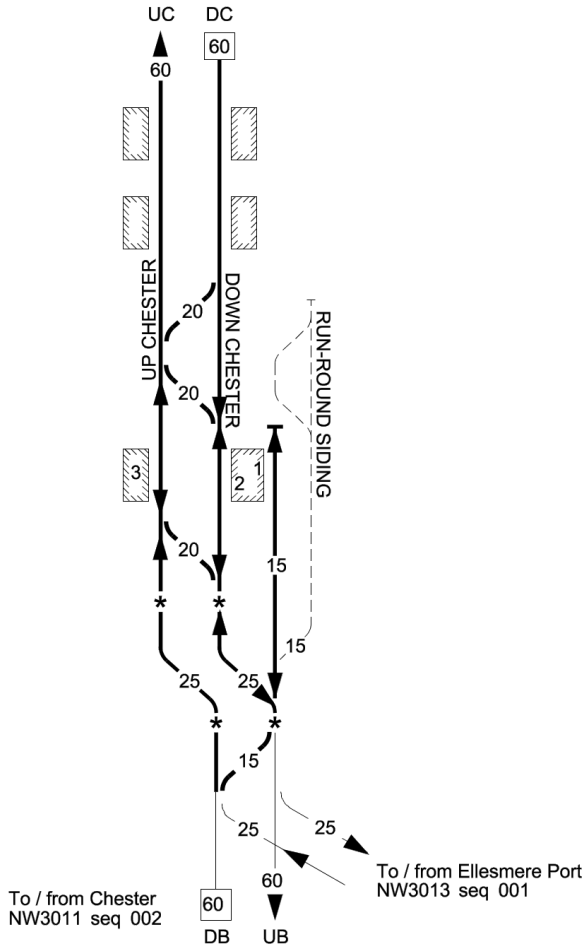
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Merseyrail SB (ML) DC: Sandhills
Hinderton Field Tunnel (454m/497yd)	2 39 2 48 * 2 49 * to 2 61		AWS not provided between top of page and Rock Ferry
GREEN LANE	2 64		Platform lengths: Green Lane Up 127m (139 yards) Down 126m (138 yards)
Green Lane Tunnel (54m/59yd)	2 66 to 2 68 *		
	3 09 * 3 12 *		
Rock Ferry North Jn	3 27		Exceptional rail head conditions: Down and Up Chester lines between 3m 00ch (MIR2 mileage) and 8m 40ch (CRR2 mileage).
			DUCS= Down & Up Canning Street (line out of use)
ROCK FERRY	3 42 *		Platform Lengths: Rock Ferry Platform 1 134m (147 yards) Platform 2 134m (147 yards) Platform 3 Permissive PP 129m (141 yards) Platform 4 Permissive PP 129m (141 yards)
	13 43		
(Change of ELR)	3 46		
	13 39		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8013	003	Canning Street Jn. to Hooton South Jn.	CRR2	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Merseyrail SB (ML) DC: Sandhills DUCS: Down & Up Canning Street (line out of use)
Rock Ferry South Jn	13 30		Platform Lengths: Bebington Up 128m (140 yards) Down 128m (140 yards)
BEBINGTON	12 36		Platform Lengths: Port Sunlight Up 131m (143 yards) Down 129m (141 yards)
PORT SUNLIGHT	11 61		Exceptional rail head conditions: Down and Up Chester lines between 3m 00ch (MIR2 mileage) and 8m 40ch (CRR2 mileage).
	11 42		Platform Lengths: Spital Up 151m (165 yards) Down 153m (167 yards)
SPITAL	11 16		Platform Lengths: Bromborough Rake Up 128m (140 yards) Down 127m (139 yards)
BROMBOROUGH RAKE	10 38		Area channel change at Bromborough Rake Station. Chester SB (HN)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8013	004	Canning Street Jn to Hooton South Jn	CRR2	North West	05/05/2024

Location	Mileage M	Mileage Ch
(Start / end of diagram)	10	20
BROMBOROUGH	9	71
EASTHAM RAKE	8	68
Hooton North Jn	8	17
HOOTON	8	08
	8	00 *
	7	71 *
Hooton South Jn	7	68
	0	02



TCB — Chester PSB (HN)
Hooton Panel
DC: Sandhills

GSM-R

Platform lengths: Bromborough.
Up: 130 metres (142 yards).
Down: 130 metres (142 yards).

Platform lengths: Eastham Rake.
Up: 131 metres (143 yards).
Down: 131 metres (143 yards).

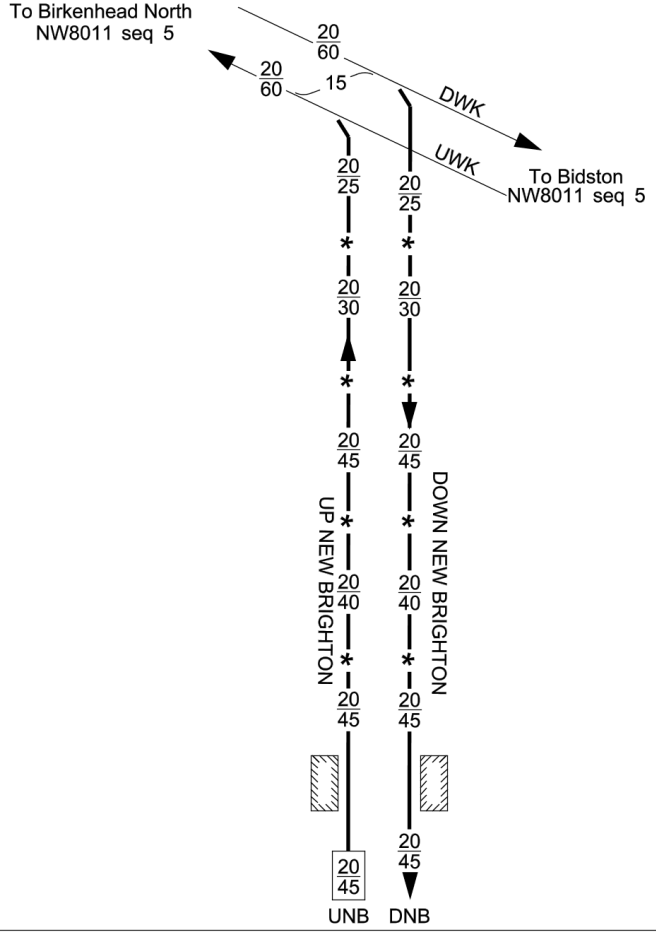
Exceptionally Poor Rail Adhesion:
Down Chester and Up Chester lines between 3m 00ch (MIR2 mileage) and 8m 40ch (CRR2 mileage).

Platform lengths: Hooton.
Platform 1: 141 metres (154 yards).
Platform 2: 151 metres (165 yards).
Platform 3: 151 metres (165 yards).

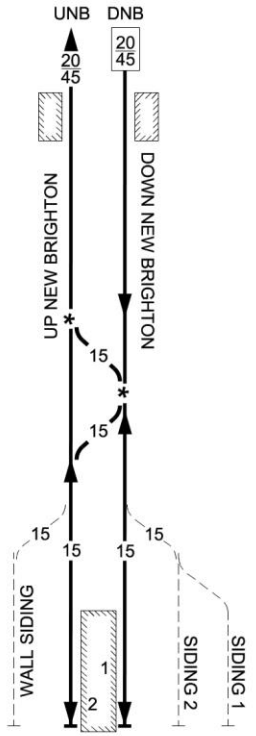
Permissive working:
PP authorised in Platform 1.

UB: Up Birkenhead.
DB: Down Birkenhead.

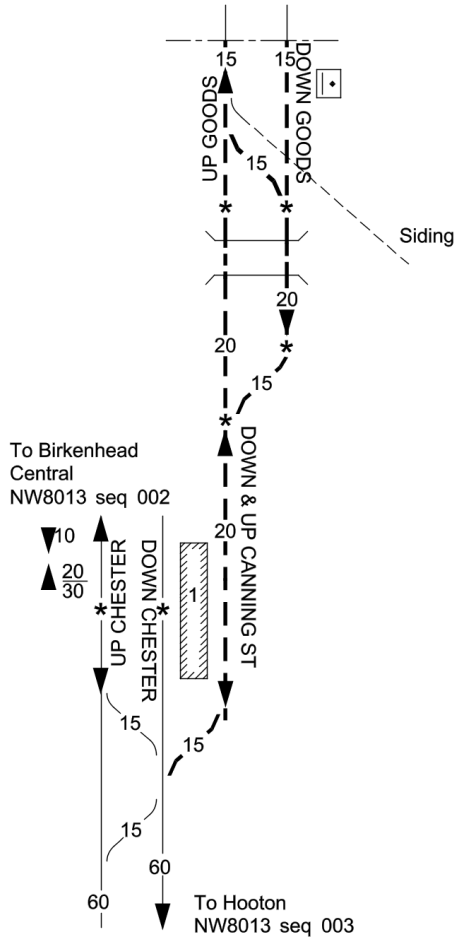
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8015	001	Bidston East Jn. to New Brighton (New Brighton lines)	CWK3 BEN	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bidston East Jn	4 40		GSM-R TCB Merseyrail SB (ML) DC: Sandhills UWK=Up West Kirby DWK=Down West Kirby
	4 44 *		
	4 70 *		
	5 04 *		
	5 16 *		
WALLASEY VILLAGE	5 48		Platform Lengths: Wallasey Village Up 129m (141 yards) Down 128m (140 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8015	002	Bidston East Jn to New Brighton (New Brighton lines)	BEN	North West	24/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Merseyrail SCC (ML) Wirral Line Workstation DC: Sandhills GSM-R
WALLASEY GROVE ROAD	5 73		Platform lengths: Wallasey Grove Road. Up platform: 127 metres (139 yards). Down platform: 127 metres (139 yards).
	7 00 *		
	7 04 *		
NEW BRIGHTON	7 18		Platform lengths: New Brighton. Platform 1: 144 metres (157 yards). Platform 2: 142 metres (155 yards). PP authorised in both Platforms 1 and 2.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8017	001	Canning Street North to Rock Ferry South Jn.	CCS1 CCS2	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			OT Canning Street North SB
Network Rail Boundary	15 40		
Canning Street North SB	15 29		OT(S) applies on Down Goods and Up Goods between Canning Street North box and Rock Ferry (Merseyrail IECC).
	15 26		
	15 00 *		AWS not provided.
Haymarket Tunnel (127 metres / 139 yards)	14 64 to 14 58		Down and Up Goods lines out of use.
			DC: Sandhills (Down & Up Chester lines only).
Rock Ferry North Jn	13 59		
			TCB Merseyrail IECC (ML)
(ROCK FERRY)	(13 43)		
Rock Ferry South Jn	13 30		

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NW8001 (HUNTS CROSS WEST JN. TO SOUTHPORT)

From	To	Type of Train	Line(s)	Remarks
Sandhills Reversing Siding	Kirkdale Depot	Coaching stock	Down and up Southport lines/Down and up Ormskirk lines	Propelling of dead EMU's authorised

Dated: 04/07/2020

NW8005 (SANDHILLS JN. TO ORMSKIRK)

From	To	Type of Train	Line(s)	Remarks
Kirkdale Depot	Sandhills Reversing Siding	Coaching stock	Up Ormskirk/Up Southport	Propelling of dead EMU's authorised

Dated: 04/07/2020

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NW8001 - HUNTS CROSS WEST JN. TO SOUTHPORT

LIVERPOOL SOUTH PARKWAY

Down direction trains which stop at Liverpool South Parkway platform 6, must not depart from the platform if signal HC.99 is at Danger. In this circumstance, the driver should contact the signaller via the GSM-R system or by using the telephone provided.

Dated: 07/05/16

NW8001 - HUNTS CROSS WEST JN. TO SOUTHPORT

LIVERPOOL SOUTH PARKWAY To LIVERPOOL CENTRAL

Rule Book Module P1. When single line working is introduced over the up Southport line between Liverpool Central South Junction and Liverpool South Parkway, a handsignaller must be provided opposite signal ML.21. References in *Rule Book Module P1, Section 3.5.2, Section 6, Clause 6.2.a)* and *Section 9, Clause 9.2* to the signal protecting the crossover where trains travelling in the wrong direction return to the proper line, should be read as meaning signal ML.21.

Dated: 09/06/12

NW8001 - HUNTS CROSS WEST JN. TO SOUTHPORT

LIVERPOOL CENTRAL

Drivers of 6-car trains must bring their trains to a stand with the driving cab adjacent to the 6-car 'Stop' board.

Dated: 07/10/06

NW8001 - HUNTS CROSS WEST JN. TO SOUTHPORT

SANDHILLS

Stabling in the neck. The driver of an on-track machine which is to be stabled in the neck at the Liverpool end of the station, must advise the signaller at Merseyrail IECC, by telephone, when the machine is inside clear of signal ML.1022.

Dated: 07/10/06

NW8001 - HUNTS CROSS WEST JN. TO SOUTHPORT

FORMBY

Rule Book Module S7, Section 3, Clause 3.1. During engineering operations or during periods of severe service disruption, passenger trains may start in the Down direction from the Up platform at Formby station on the authority of the clearance of position light signal ML.1063.

Dated: 07/12/13

NW8001 - HUNTS CROSS WEST JN. TO SOUTHPORT

FRESHFIELD To AINSDALE

Wheel Impact Load Detector. 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 control, Merseyrail. A detector system is installed on the Down Southport line between Freshfield and Ainsdale at 14 miles 03ch. 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 reduced speed to a location where the train can be taken out of service.

Dated: 07/04/18

NW8001 - HUNTS CROSS WEST JN. TO SOUTHPORT

HILLSIDE

Rule Book Module S7, Section 3, Clause 3.1. During engineering operations or during periods of severe service disruption, passenger trains may start in the Up direction from the Down platform at Hillside station on the authority of the clearance of position light signal ML.1072.

Dated: 07/12/13

NW8005 - SANDHILLS JN. TO ORMSKIRK

Aintree Emergency G.F.

Only engineers trains may use the connection, worked from Aintree EGF, between the Bootle Junction to Aintree siding single line and the down Ormskirk line. A possession of the single line and the down Ormskirk line must also be taken before the connection can be used.

When not in use, the key to the security gate between the EGF and the down Ormskirk line is kept in Merseyrail IECC. The PICOP must collect the key personally when the connection is to be used. The PICOP must ensure that the gate is secured across the connection before giving up the possession and returning the key to Merseyrail IECC. Each time the key is taken from and returned to Merseyrail IECC, the PICOP must countersign the signaller's entry in the Train Register/Occurrence Book.

Dated: 07/10/06

NW8005 - SANDHILLS JN. TO ORMSKIRK

AINTREE

Rule Book Module S7, Section 3, Clause 3.1. During engineering operations or during periods of severe service disruption, passenger trains may start in the Down direction from the Up platform at Aintree station on the authority of the clearance of position light signal ML.1205. A Person in Charge of the platform will also be appointed to ensure that signal ML.1205 is showing a proceed aspect before giving the guard authority to start the train.

Dated: 07/12/13

NW8005 - SANDHILLS JN. TO ORMSKIRK

TOWN GREEN

Rule Book Module S7, Section 3, Clause 3.1. During engineering operations or during periods of severe service disruption, passenger trains may start in the Up direction from the Down platform at Town Green station on the authority of the clearance of position light signal ML.1218.

Dated: 07/12/13

NW8007 - BOOTLE JN. TO AINTREE EMERGENCY G.F.

Bootle Junction To Aintree Emergency GF

'Down & Up' Goods Line. This line may only be used by engineers' trains under the authority of the Network Rail Route Infrastructure Maintenance Manager.

Aintree West level crossing. Trains must stop at the 'Stop' boards located 23 metres (25 yards) from the crossing. Drivers must sound the horn and ensure that the crossing is clear before proceeding.

Dated: 03/10/09

NW8011 - MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)

JAMES STREET

When a train is stabled in the stabling siding, all handbrakes must be applied and scotches must be placed under the wheels on the side of the train away from the conductor rail. When not in use, the scotches are kept in the manhole adjacent to the telephone at the station end of the siding.

Dated: 07/10/06

NW8011 - MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)

CONWAY PARK

***Working Instructions for D.C. Electrified Lines In The Liverpool Area, Section F*.** All instructions applicable to the Mersey section must be applied through Conway Park station.

Dated: 07/10/06

NW8011 - MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)

BIRKENHEAD NORTH To Bidston East Jn

Birkenhead North TMD depot. The signaller at Merseyrail IECC will advise the person in charge (PIC) at Birkenhead North depot shunters cabin of the description of a train which requires to enter the 'arrival and departure' line, washer road or 'up & down' through siding. The PIC must operate the appropriate slot control to the 'Off' position provided no conflicting movement is being made.

The PIC must advise the signaller at Merseyrail IECC of the description of a train which requires to leave the depot.

The washer road must only be used by empty passenger-carrying coaching stock trains, requiring to go through the wash plant. All other trains must be routed via the 'up and down' through siding.

Wallasey Bridge Road level crossing. The person in charge (PIC) at Birkenhead North TMD depot shunters cabin must be asked for authority for a down train to approach Wallasey Bridge Road LC. This authority must not be given unless the PIC can meet the train on its arrival at the crossing. After giving authority for a down train to approach, or when an up train is ready to proceed to the docks, the PIC must go to the crossing and, when the train approaches, must close the gates to road traffic. After the train has passed over the crossing, the PIC must reopen the gates to road traffic. The Goods line to the docks is currently out of use.

Dated: 07/10/06

NW8011 - MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)

HOYLAKE

Rule Book Module S7, Section 3, Clause 3.1. During engineering operations or during periods of severe service disruption, passenger trains may start in the Up direction from the Down platform at Hoylake station on the authority of the clearance of position light signal ML.1560.

Dated: 07/12/13

NW8013 - CANNING STREET JN. TO HOOTON SOUTH JN.

BIRKENHEAD CENTRAL

Rule Book Module S7, Section 3, Clause 3.1. During engineering operations passenger trains may start in the Down direction from the Up platform at Birkenhead Central station on the authority of the clearance of position light signal ML.1759. A Person in Charge of the platform will be also appointed to ensure that signal ML.1759 is showing a proceed aspect before giving the Person controlling movements authority to depart.

Dated: 07/12/13

NW8013 - CANNING STREET JN. TO HOOTON SOUTH JN.

ROCK FERRY

When it is deemed necessary due to engineering works or other related circumstances, then not more than 2 x Class 507, Class 508 or Class 777 electric multiple units coupled together are authorised to be stabled on the Down Chester line (Platform 1) at Rock Ferry. This authorisation only applies overnight between the last train of the day and the first train of the following day.

During the period when the Class 507, Class 508 or Class 777 electric multiple units coupled together are stabled on the Down Chester line (Platform 1) at Rock Ferry, the Driver must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Dated: 07/12/2024

NW8013 - CANNING STREET JN. TO HOOTON SOUTH JN.

HOOTON

When it is deemed necessary due to engineering works or other related circumstances, then not more than 2 x Class 507, Class 508 or Class 777 electric multiple units coupled together are authorised to be stabled on either the Down Chester line (Platform 2) or Up Chester line (Platform 3) at Hooton. This authorisation only applies overnight between the last train of the day and the first train of the following day.

Note that either Platform 2 or Platform 3 at Hooton can be used for stabling, but not both platforms at the same time. Only one through platform can be used at a time to allow a through route on the Hooton main lines.

During the period when the Class 507, Class 508 or Class 777 electric multiple units coupled together are stabled at Hooton, the Driver concerned must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Dated: 07/12/2024

NW8017 - CANNING STREET NORTH TO ROCK FERRY SOUTH JN.

Canning Street North SB

Birkenhead Docks

Regulations for working over Mersey Docks & Harbour Company lines. Traincrews must keep a sharp lookout when propelling vehicles.

All trains or vehicles must exhibit a white light in front and a red light in rear between sunset and sunrise and during fog or falling snow.

Trains of vehicles must not stand foul of any bridge or level crossing or the approach to any bridge or level crossing, except if necessary for safety.

Trains arriving at Birkenhead going to the various depots must be worked with the locomotive in front until they reach the depot, when it may be placed at the rear to dispose of the train, which work will be classified as shunting operations.

During shunting operations, the shunter must always be in a position to see that the line is clear in order to give effective warning to pedestrians and others, and to give signals to the driver.

Vehicles may be propelled on the MD&H Company's Estate from point to point, in which case the shunter must ride in a runner or other vehicle in front of the train in order to carry out the instructions in the previous paragraph. This will not apply where vehicles are shunted from the main line into a siding, nor when disposing of trains at depots, as in these cases the shunters must be on the ground. Each shunter must carry a whistle or shunting horn and the standard shunting codes must be used.

Drivers must stop short of each road crossing on the MD&H Company's Estate and not proceed until the driver considers it is safe to do so.

Dated: 07/10/06

NW8017 - CANNING STREET NORTH TO ROCK FERRY SOUTH JN.

Canning Street North SB To ROCK FERRY

Before any train, OTM or RRV is allowed to enter the area controlled by the former Canning Street North Signal Box, the Area Manager, Merseyside must give permission and will provide written instructions of the method of working. Advance notice is required.

Dated: 27/10/08

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13	07 December 2024
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15	01 June 2024
16	01 June 2024
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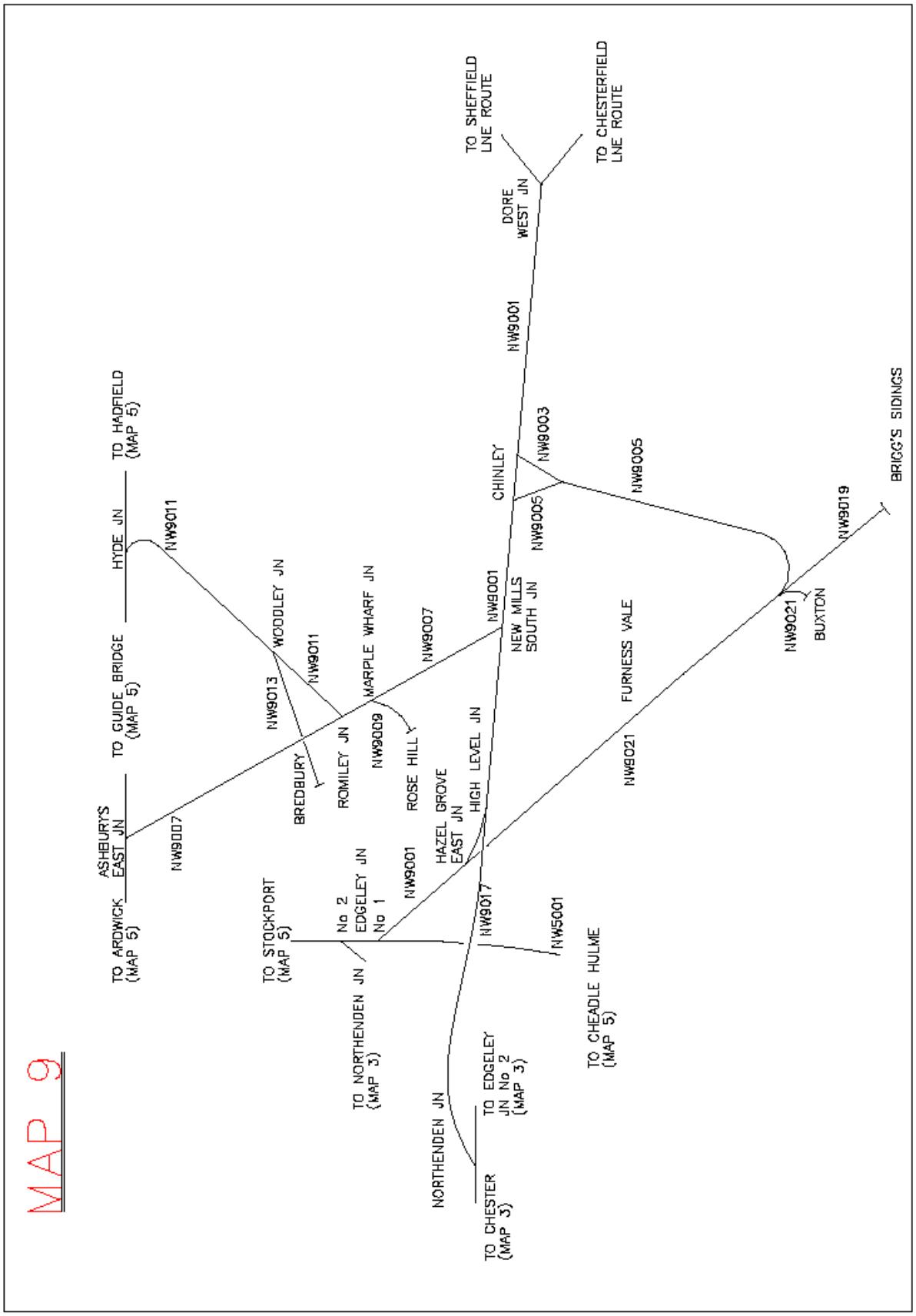
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NW9001 (DORE WEST JN. TO EDGELEY JN. NO.1 (HOPE VALLEY LINES))

Location	Line(s) Affected	Mileage (Between)				
Edale – Hathersage	Up Main / Up Hope Valley	167 m	00 ch	*to*	162 m	00 ch
Disley (Midland) Tunnel – Hazel Grove East Jn.	Up Hope Valley, Down Hope Valley, Down Cheadle Loop, Up & Down Hope Valley	176 m	33 ch	*to*	2 m	35 ch
Hazel Grove West Jn – Edgeley Jn No.1	Down Hope Valley, Up Hope Valley	1 m	45 ch	*to*	0 m	60 ch

Dated: 01/06/2024

NW9005 (CHINLEY NORTH JN TO BUXTON)

Location	Line(s) Affected	Mileage (Between)				
Chapel LNW Tunnel – Dove Holes Tunnel	Up Goods, Down Goods	166 m	20 ch	*to*	166 m	30 ch
Pic Tor Tunnel – Buxton Curve Jn	Up & Down Great Rocks	162 m	00 ch	*to*	164 m	32 ch

Dated: 01/06/2024

NW9007 (NEW MILLS SOUTH JN TO ASHBURYS EAST JN)

Location	Line(s) Affected	Mileage (Between)				
New Mills Central – Romiley Jn	Up Romiley, Down Romiley	174 m	00 ch	*to*	178 m	31 ch
Bredbury – Brinnington	Up Reddish Branch, Down Reddish Branch	179 m	35 ch	*to*	181 m	00 ch

Dated: 01/06/2024

NW9011 (ROMILEY JN TO HYDE JN)

Location	Line(s) Affected	Mileage (Between)				
Romiley Jn – Woodley Jn	Up Woodley Branch, Down Woodley Branch	178 m	33 ch	*to*	179 m	44 ch

Dated: 18/05/2024

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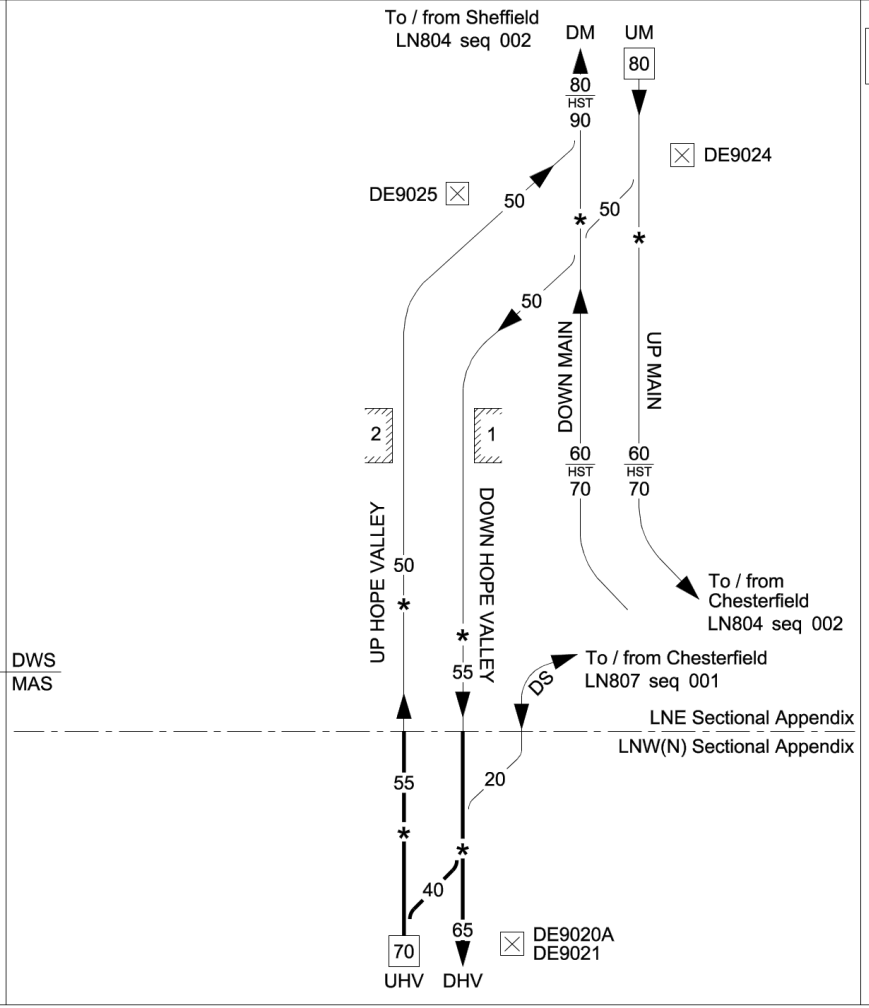
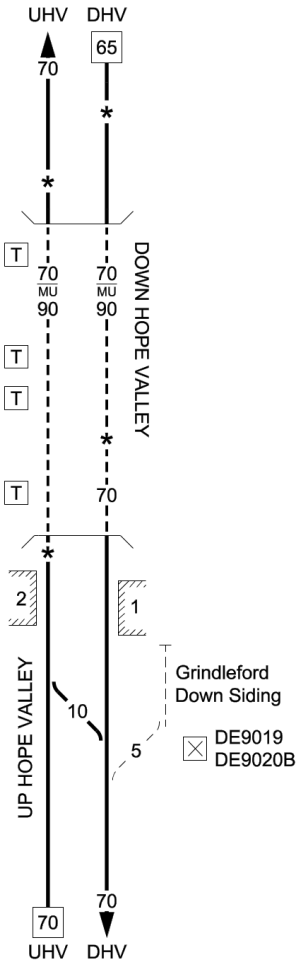
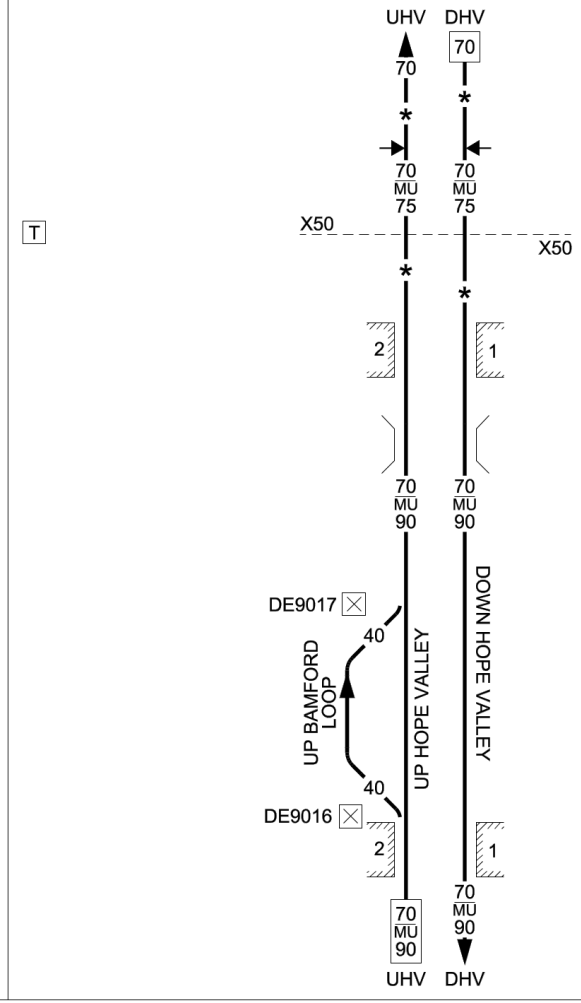
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	001	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	DWS MAS	North & East	26/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Up Hope Valley connection)	(154 64)		GSM-R TCB York ROC Sheffield Outer Workstation (DE)
Dore Station Jn	(154 54) 0 62 (154 53) * (154 52) *		Mileages in round brackets ( ) are LN804 mileages with ELR: TJC1.
			☒ Lockouts: DE9024: LOD(K): Up Main, Down Main and Down Hope Valley lines at Dore Station Jn. DE9025: LOD(K): Up Hope Valley and Down Main lines at Dore Station Jn.
DORE & TOTLEY	0 27		Platform lengths: Dore & Totley. See London North Eastern Sectional Appendix.
(Main lines start / end adjacent to Manchester line)	0 22 (154 15)		Axle counter area: - from 0m 09ch on the Down Hope Valley line. - to 0m 32ch on the Up Hope Valley line.
	0 05 * 0 02 *		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
(Change of mileage & ELR)	0 00 DWS 154 16 MAS		
(Sectional Appendix boundary)	154 20		☒ Lockouts (device locations are approximate): DE9020: LOD(T): Up Hope Valley and Down Hope Valley lines between Dore West Jn and Grindleford Down Siding connection (inclusive). DE9021: LOD(K): Up Hope Valley and Down Hope Valley lines between Dore West Jn and Totley Tunnel.
Dore West Jn	154 34 154 41 * 154 42 *		DS: Dore Single. UHV: Up Hope Valley. DHV: Down Hope Valley.
(Start / end of diagram)	154 60		

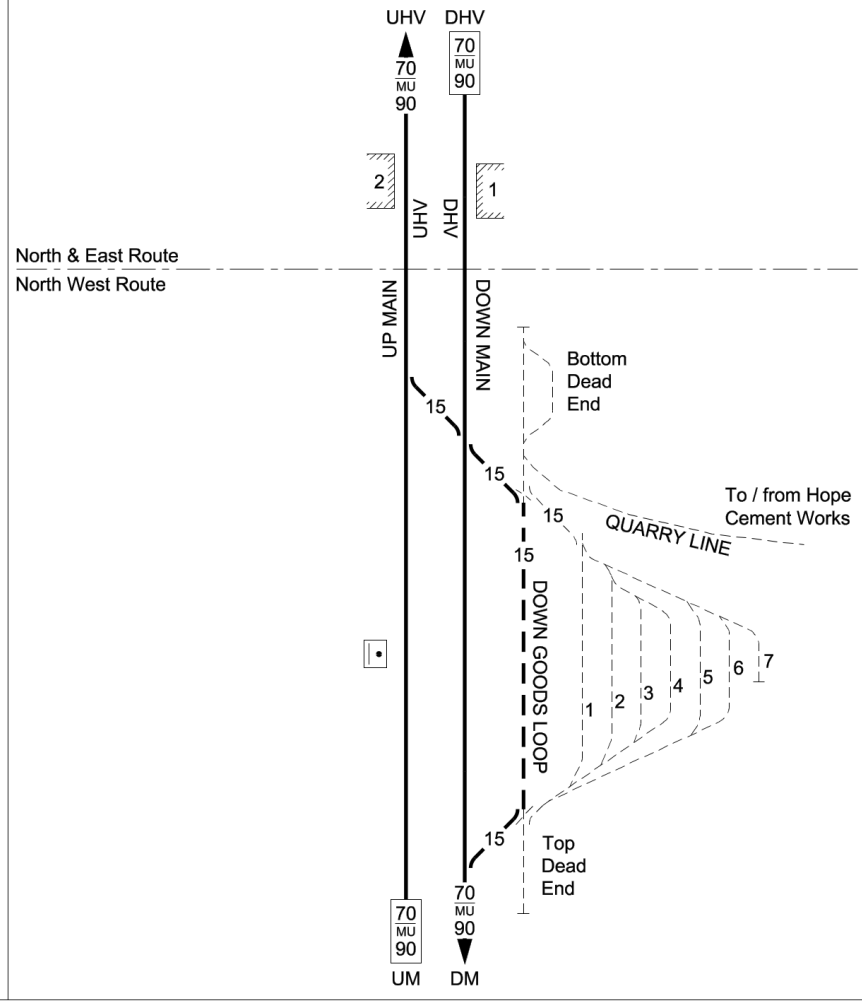
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	002	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	MAS	North & East	26/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	154	60		GSM-R TCB — York ROC Sheffield Outer Workstation (DE)
	154	74 *		Axle counter area throughout this diagram.
	155	13 *		☒ Lockouts: DE9020: LOD(T): Up Hope Valley and Down Hope Valley lines between Dore West Jn and Grindleford Down Siding connection (inclusive). DE9021: LOD(K): Up Hope Valley and Down Hope Valley lines between Dore West Jn and Totley Tunnel.
from	155	20		
(Telephone)	155	74		
Totley Tunnel (5697 metres / 3 miles 950 yards)				
(Telephone)	156	73		
(Telephone)	157	38		Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.
	157	76 *		
(Telephone)	158	39		
to	158	63		
	158	65 *		Platform lengths: Grindleford. Platform 1: 95 metres (104 yards). Platform 2: 92 metres (101 yards).
GRINDLEFORD	158	70		Up direction trains may turnback towards Chinley from Platform 2.
(Crossover)	159	04		Standage: Grindleford Down Siding: 210 metres (230 yards).
				☒ Lockouts (device locations are approximate): DE9019: LOD(K): Up Hope Valley and Down Hope Valley lines between Grindleford Down Siding connection (inclusive) and Totley Tunnel. DE9020: LOD(T): Up Hope Valley and Down Hope Valley lines between Dore West Jn and Grindleford Down Siding connection (inclusive).
(Start / end of diagram)	159	20		

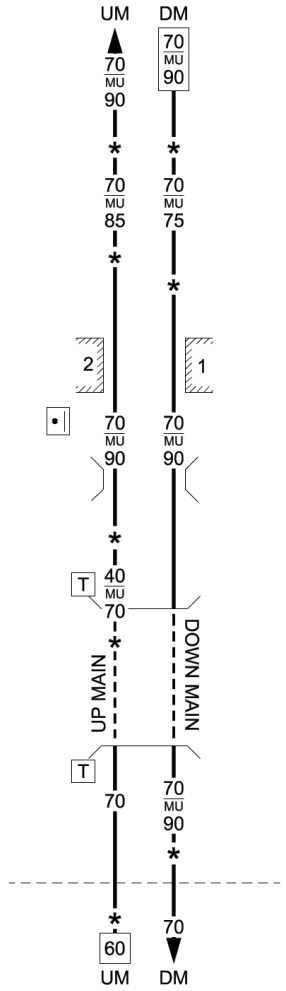
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	003	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	MAS	North & East	26/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	159	20		GSM-R TCB — York ROC Sheffield Outer Workstation (DE)
	159	33 *		
	159	34 *		Axle counter area throughout this diagram.
Grindleford WILD	159	45		
Hathersage East LC (FP) (R/G-X)	160	30	T	R/G-X: See General Instructions for OMSL.
	160	42 *		
	160	47 *		
HATHERSAGE	160	60		Platform lengths: Hathersage. Platform 1: 95 metres (104 yards). Platform 2: 99 metres (108 yards).
Hathersage Viaduct (116 metres / 127 yards) from	161	00		
to	161	06		
				☒ Lockouts (device locations are approximate): DE9017: LOD(K): Up Hope Valley, Down Hope Valley and Up Bamford Loop at loop exit. DE9016: LOD(K): Up Hope Valley, Down Hope Valley and Up Bamford Loop at loop entrance.
(Up Bamford Loop exit)	161	66		
				Standage: Up Bamford Loop: 640 metres (700 yards).
(Up Bamford Loop entrance)	162	35		
BAMFORD	162	42		Platform lengths: Bamford. Platform 1: 98 metres (107 yards). Platform 2: 102 metres (112 yards).
				Exceptionally Poor Rail Adhesion: Up Main / Up Hope Valley line between 167m 00ch and 162m 00ch.
(Start / end of diagram)	163	20		

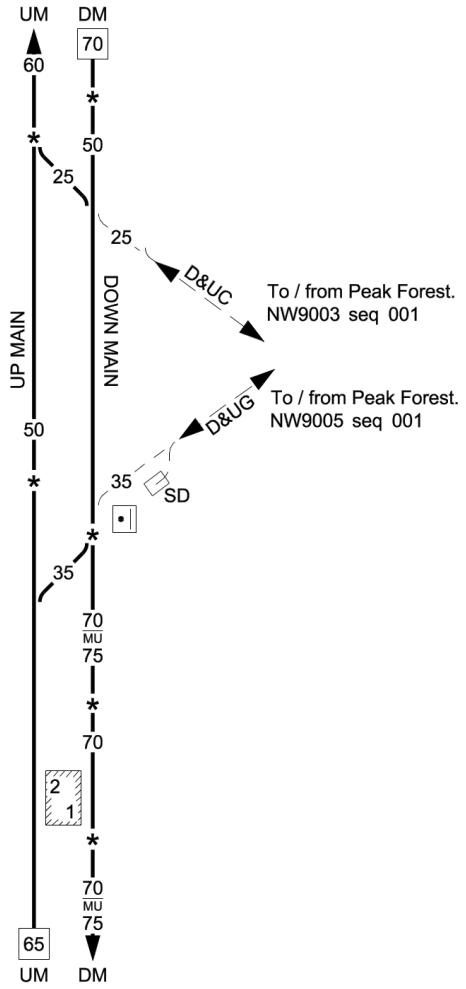
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	004	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	MAS	North & East / North West	25/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	163 20		GSM-R TCB — York ROC Sheffield Outer Workstation (DE) UHV: Up Hope Valley. DHV: Down Hope Valley. Platform lengths: Hope (Derbyshire). Platform 1: 95 metres (104 yards). Platform 2: 95 metres (104 yards). AB — Earles Sidings SB (ES) AB from 165m 50ch on the Down Main. AB to 165m 20ch on the Up Main. Axle counter area: - to 164m 66ch on the Down line. - from 164m 66ch on the Up line. Exceptionally Poor Rail Adhesion: Up Main / Up Hope Valley line between 167m 00ch and 162m 00ch. Standages: Down Goods Loop: 358 metres (392 yards). Siding 1: 358 metres (392 yards). Siding 2: 294 metres (322 yards). Siding 3: 243 metres (266 yards). Siding 4: 243 metres (266 yards). Siding 5: 262 metres (287 yards). Siding 6: 262 metres (287 yards). Siding 7: 109 metres (119 yards). Bottom Dead End: 173 metres (189 yards). Top Dead End: 122 metres (133 yards). Permissive working: PF authorised on the Down Goods Loop. **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
HOPE (DERBYSHIRE)	164 26		
(Route boundary)	164 66		
(Shunting Neck buffer stops)	164 76		
(Crossover)	165 05		
Earles Sidings SB	165 20		
(Connection to Down Main line)	165 35		
(Shunting Neck buffer stops)	165 40		
(Start / end of diagram)	165 60		

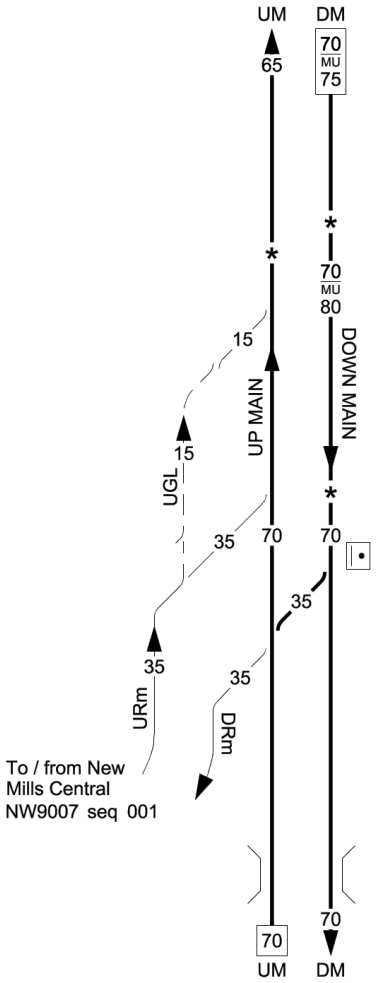
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	005	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	MAS	North West	25/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	165 60		GSM-R AB Earles Sidings SB (ES)
	165 78 *		Exceptionally Poor Rail Adhesion: Up Main / Up Hope Valley line between 167m 00ch and 162m 00ch.
	167 45 *		Edale SB (EE)
	167 54 *		
EDALE	169 14		Platform lengths: Edale. Platform 1: 96 metres (105 yards). Platform 2: 96 metres (105 yards).
Edale SB	169 23		
from Cowburn Viaduct (49 metres / 54 yards) to	170 02 170 04		
	170 24 *		
(Telephone) from	170 35 170 36		Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.
Cowburn Tunnel (3385 metres / 2 miles 182 yards)	170 50 *		Chinley SB (CY)
to (Telephone)	172 45 172 47		
	173 01 *		TCB
Forty Steps LC (FP)	173 11		TCB from 173m 27ch on the Down Main. TCB to 172m 61ch on the Up Main.
	173 28 *		
(Start / end of diagram)	173 30		

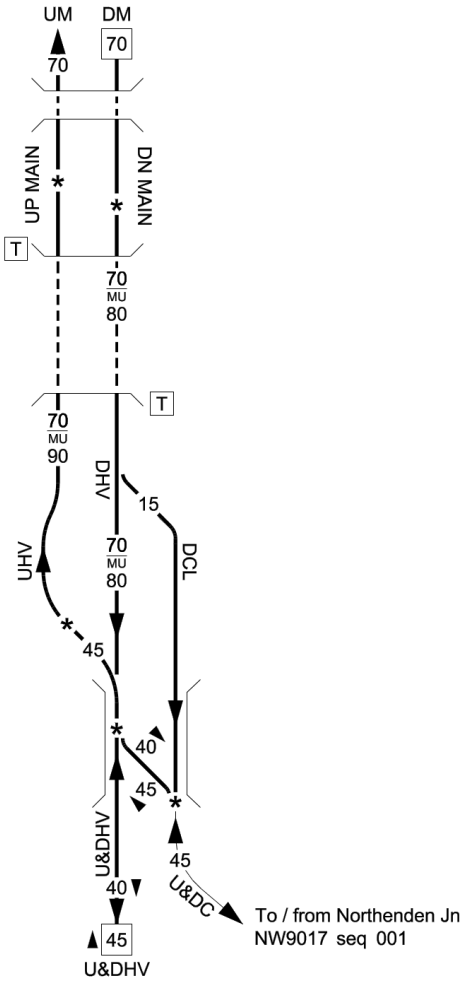
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	006	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	MAS TTA1	North West	22/01/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	173 30		GSM-R TCB Chinley SB (CY)
	173 41 *		
	173 47 *		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
Chinley East Jn	173 52		
			D&UC: Down & Up Chord. D&UG: Down & Up Goods. SD: Sand drag.
Chinley North Jn (Change of ELR & mileage) Chinley SB	174 00 * 174 01 ~~168 39~~ 168 40 *	MAS TTA1	
	169 09 *		
CHINLEY	169 40		Platform lengths: Chinley. Platform 1: 116 metres (127 yards). Platform 2: 116 metres (127 yards).
	169 47 *		
(Start / end of diagram)	169 60		

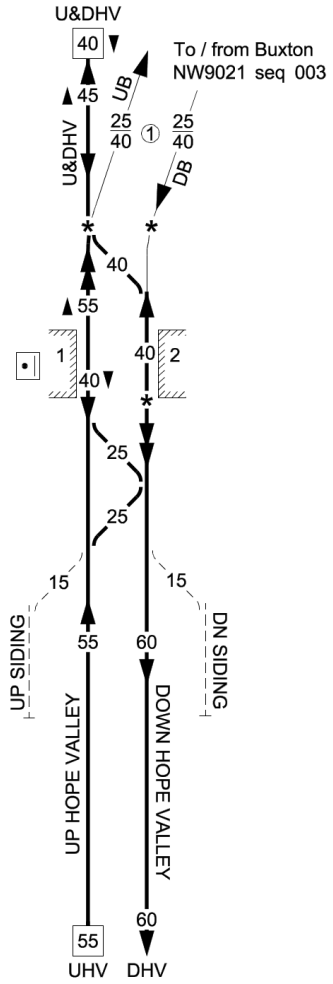
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	007	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	TTA1 NMC1	North West	22/01/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	169 60		GSM-R TCB Chinley SB (CY)
	171 09 *		
	171 20 *		New Mills South Junction SB (NMS)
(Up Goods Loop connection)	171 68		
New Mills South Jn (Change of ELR)	172 11 *	TTA1 / NMC1	UGL: Up Goods Loop. DRm: Down Romiley. URm: Up Romiley.
New Mills South Junction SB	172 17		
(Down Romiley connection)	172 25		
Newtown Viaduct (227 metres / 248 yards) from	172 49		
to	172 60		
(Start / end of diagram)	172 65		

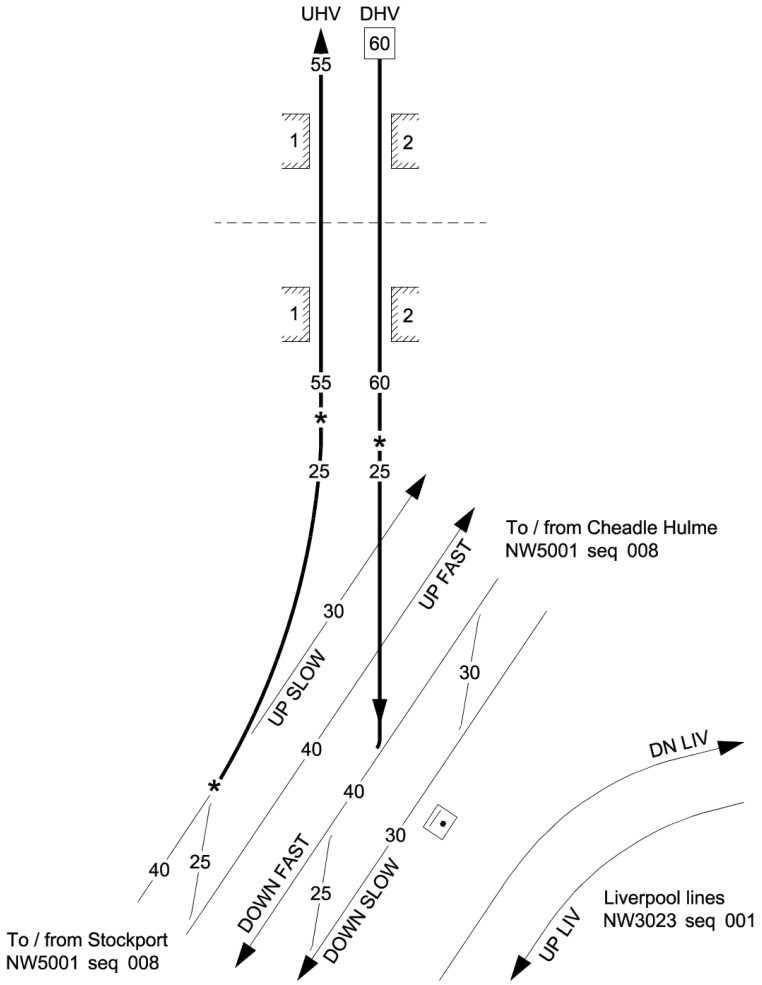
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	008	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	NMC1 HGC	North West	22/01/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	172 65		GSM-R TCB New Mills South Junction SB (NMS)
Newtown Tunnel (Albion Road Tunnel) (82 metres / 90 yards) from	172 74		
to	172 78		Axle counter area: Down Main / Down Hope Valley line from 172m 78ch to 176m 71ch. Up Hope Valley / Up Main line from 176m 73ch to 172m 69ch.
	173 66 *		
	173 74 *		
from	174 17		
Disley (Midland) Tunnel (3535 metres / 2 miles 346 yards)			Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.
to	176 33		Hazel Grove PSB (HG)
(Start of Down Cheadle Loop)	177 09		
	177 26 *		Standage: Down Cheadle Loop: 410 metres (448 yards).
Norbury Viaduct (211 metres / 230 yards) from	177 35		Exceptionally Poor Rail Adhesion: All lines between 176m 33ch (Disley Tunnel) and 2m 35ch (Hazel Grove East Jn).
Hazel Grove High Level Jn (Change of ELR & mileage)	177 40 * NMC1 2 63 HGC		
to	2 57 *		UHV: Up Hope Valley. DHV: Down Hope Valley. U&DHV: Up & Down Hope Valley.
(U&DHV start / end adjacent to U&DC)	2 51		U&DC: Up & Down Cheadle. DCL: Down Cheadle Loop.
(Start / end of diagram)	2 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	009	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	HGC BEJ	North West	22/01/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	2 40		GSM-R TCB Hazel Grove PSB (HG)
Hazel Grove East Jn (Change of ELR)	2 35 *	HGC / BEJ	Exceptionally Poor Rail Adhesion: All lines between 176m 33ch (Disley Tunnel) and 2m 35ch (Hazel Grove East Jn). ① 40mph applies to Class 1, 2 and 5 trains and light locomotives. 25mph applies to Class 3, 4, 6, 7 and 8 trains.
(Limit of Electrification)	2 28		AC: Crewe
HAZEL GROVE Hazel Grove PSB	2 21 2 21		Platform lengths: Hazel Grove. Platform 1 (both directions): 169 metres (185 yards). Platform 2 (both directions): 169 metres (185 yards).
	2 17 *		
Hazel Grove West Jn	2 10		U&DHV: Up & Down Hope Valley. UB: Up Buxton. DB: Down Buxton.
(End of sidings)	1 74		Standages: Down Siding: 150 metres (164 yards). Up Siding: 150 metres (164 yards).
			For *Explanation of Table A terms and symbols*, see NW0001 seq 001
(Start / end of diagram)	1 40		Exceptionally Poor Rail Adhesion: Both lines between 1m 45ch and 0m 60ch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	010	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)	BEJ	North West	22/01/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 40		GSM-R TCB Edgeley Junction No.1 SB (EY1) AC: Crewe
WOODSMOOR	1 25		Platform lengths: Woodsmoor. Platform 1: 90 metres (98 yards). Platform 2: 90 metres (98 yards).
Woodsmoor LC (CCTV)	1 11		Exceptionally Poor Rail Adhesion: Both lines between 1m 45ch and 0m 60ch.
DAVENPORT	0 62		Platform lengths: Davenport. Platform 1: 138 metres (151 yards). Platform 2: 138 metres (151 yards).
	0 30 * 0 25 *		UHV: Up Hope Valley. DHV: Down Hope Valley.
			TCB / AB (AB from 0m 14ch on the Down Hope Valley line. TCB throughout on the Up Hope Valley line).
Edgeley Jn No.1 Edgeley Junction No.1 SB	0 00 0 00 -0 02 *		DN LIV: Down Liverpool. UP LIV: Up Liverpool.

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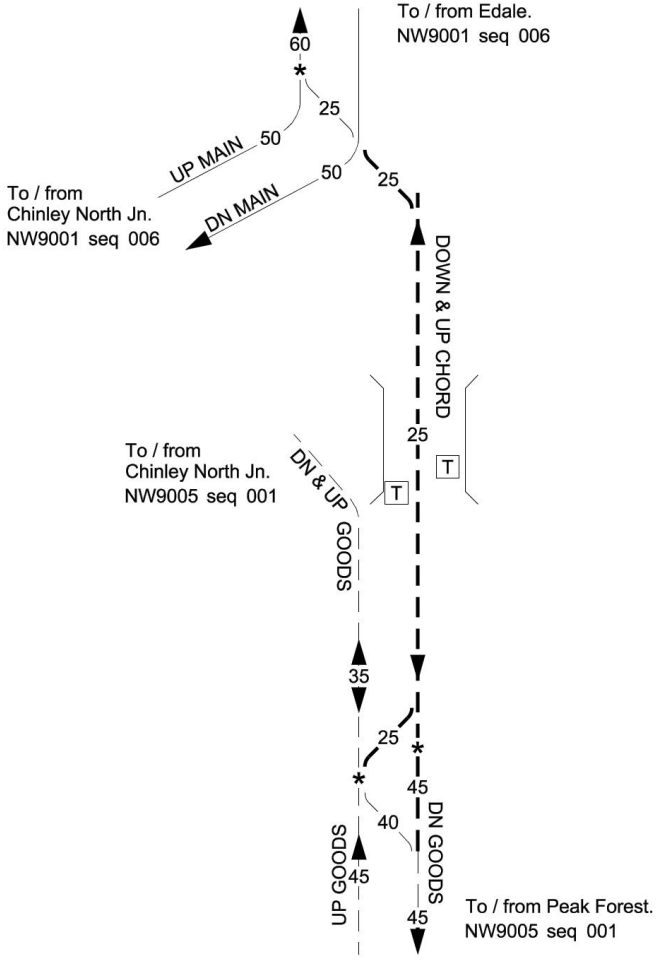
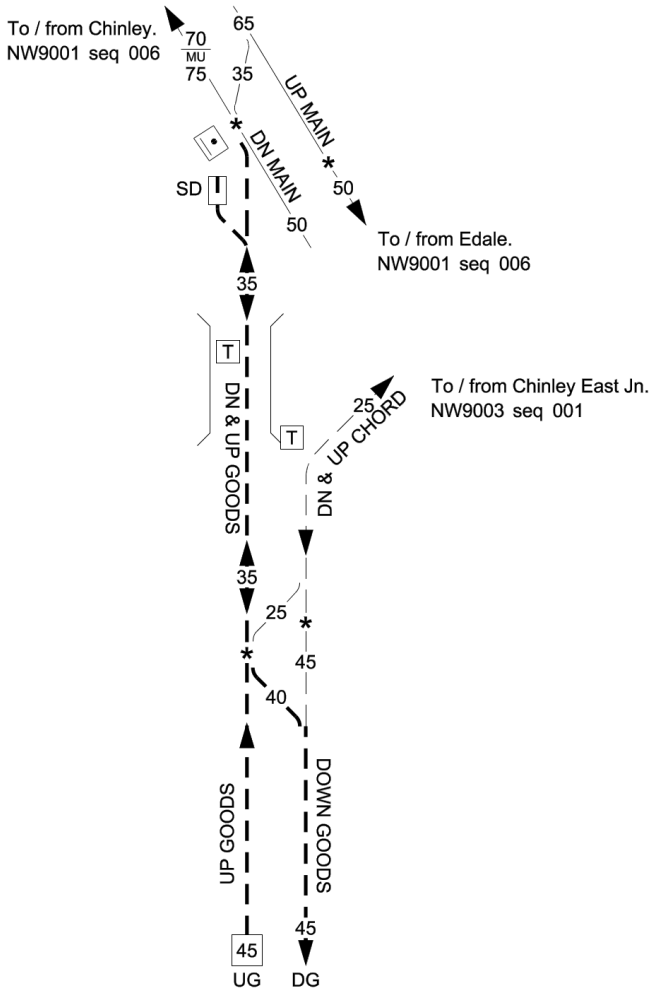
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9003	001	Chinley East Jn to Chinley South Jn (Chord line)	CYC	North West	22/01/2024

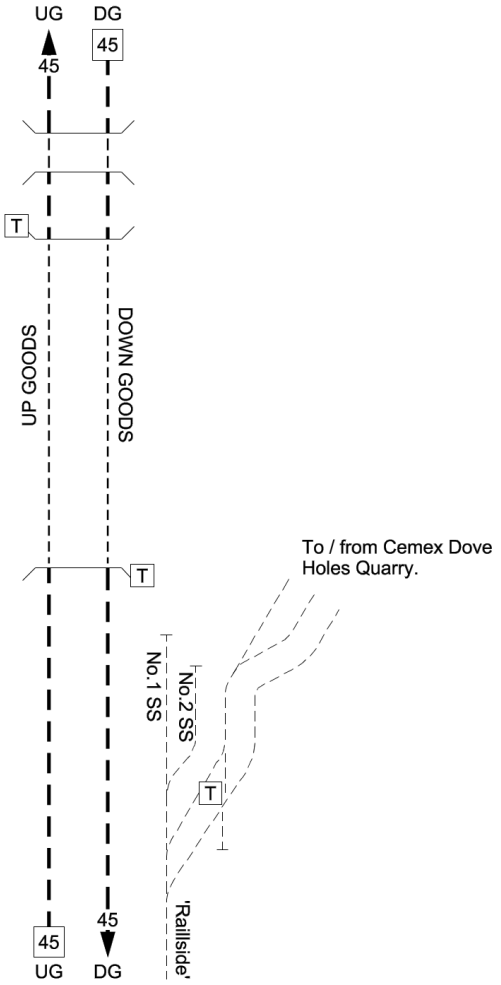
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	(173 47) *		GSM-R TCB Chinley SB (CY)
Chinley East Jn	(173 52) 168 34		Mileages in round brackets ( ) are NW9001 mileages with ELR: MAS.
(Catch / trap points (CW))	168 31		Down & Up Chord standage: Down direction: 817 metres (893 yards). Up direction: 906 metres (991 yards).
from	168 17		N.B. The Down direction is from Chinley East Jn to Chinley South Jn.
Milton Viaduct (Black Brook) (229 metres / 250 yards)			
(Telephone)	168 07		
(Telephone) to	168 05		
(Down & Up Goods line start / end adjacent to Down & Up Chord line)	168 05		
(Crossover)	167 55 *		
Chinley South Jn	167 54 *		
(Crossover)	167 49		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	001	Chinley North Jn to Buxton	CNB1	North West	22/01/2024

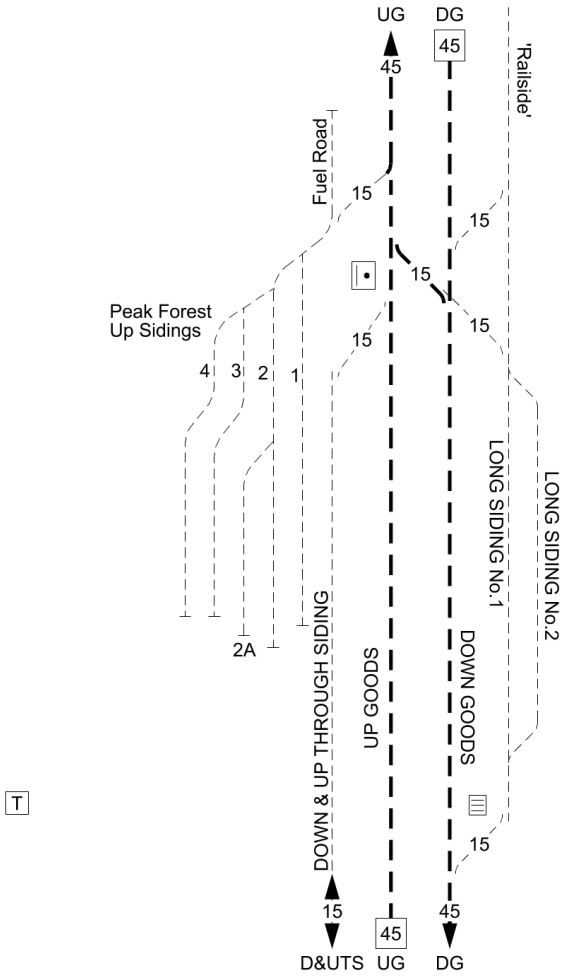
Location	Mileage M	Mileage Ch	Signalling & Remarks
(Crossover)	(168	42)	GSM-R; TCB Chinley SB (CY)
Chinley North Jn	168	39 *	Mileages in round brackets ( ) are NW9001 mileages with ELR: TTA1.
Chinley SB	168	39	
	[174	00] *	Mileages in square brackets [ ] are NW9001 mileages with ELR: MAS.
(Catch / trap points (CW))	168	29	
from	168	17	
(Telephone)	168	14	Down & Up Goods standage: Down direction: 792 metres (866 yards). Up direction: 867 metres (948 yards).
Chapel Milton Viaduct (227 metres / 248 yards)			
(Telephone) to (Down & Up Goods line start/end adjacent to Down & Up Chord line)	168	05	
	168	05	
(Crossover)	167	55 *	
Chinley South Jn	167	54 *	
(Crossover)	167	49	
End of AB / start of TCB on Up Goods	167	25	AB
End of TCB / start of AB on Down Goods	166	59	
(Start / end of diagram)	166	54	



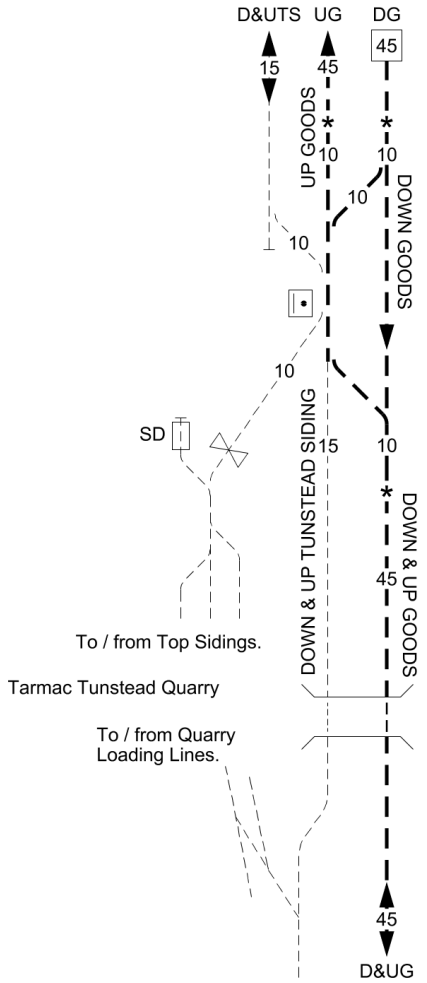
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	002	Chinley North Jn to Buxton	CNB1	North West	27/07/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	166	54		GSM-R AB Chinley SB (CY) Exceptionally Poor Rail Adhesion: Up Goods and Down Goods lines between 166m 30ch and 166m 20ch. Peak Forest South SB (PF) Telephones provided at each end of Dove Holes Tunnel, connecting to Peak Forest South SB.
from	166	49		
Chapel LNW Tunnel (95 metres / 104 yards)				
to	166	44		
(Telephone) from	166	19		
Dove Holes Tunnel (2728 metres / 1 mile 1224 yards)				
(Telephone) to	164	43		
(End of No.1 Storage Siding)	164	12		No.1 SS: No.1 Storage Siding. No.2 SS: No.2 Storage Siding. Siding standages: No.1 Storage Siding: 285 metres (312 yards). No.2 Storage Siding: 217 metres (237 yards). TPWS not provided in the Peak Forest South area.
(End of No.2 Storage Siding)	164	09		
(Start of No.2 Storage Siding)	163	76		
(Telephone)	163	72		
(Start / end of diagram)	163	67		

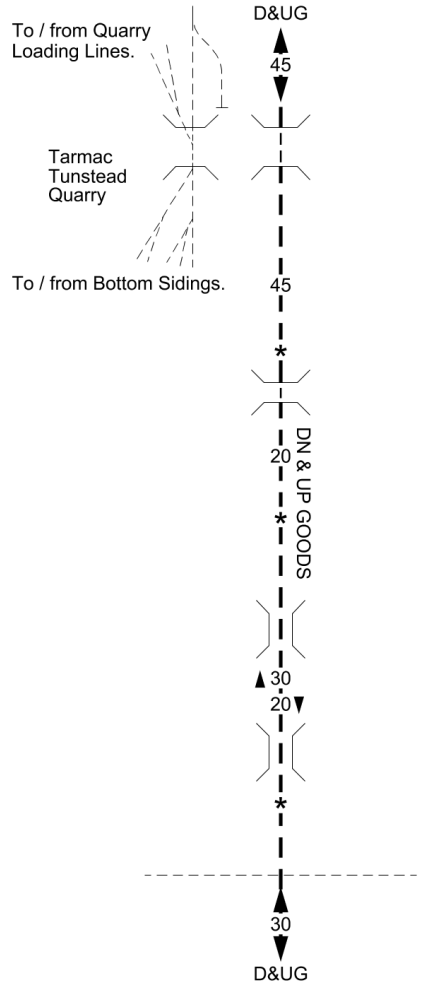
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	003	Chinley North Jn to Buxton	CNB1	LNW North	14/11/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Peak Forest South SB (PF)
(End of Fuel Road)	163 66		
Peak Forest South SB	163 57		TPWS not provided in the Peak Forest South area.
(Trap points)	163 53		Siding standages: Long Siding No.1: 402 metres (440 yards). Long Siding No.2: 402 metres (440 yards). Up Siding 1: 285 metres (312 yards). Up Siding 2: 275 metres (301 yards). Up Siding 2A: 110 metres (120 yards). Up Siding 3: 192 metres (210 yards). Up Siding 4: 192 metres (210 yards).
(South end of Long Sidings)	163 30		Down & Up Through Siding: 870 metres (951 yards).
Down Sidings G.F.	163 27	T	
(Connection)	163 24		

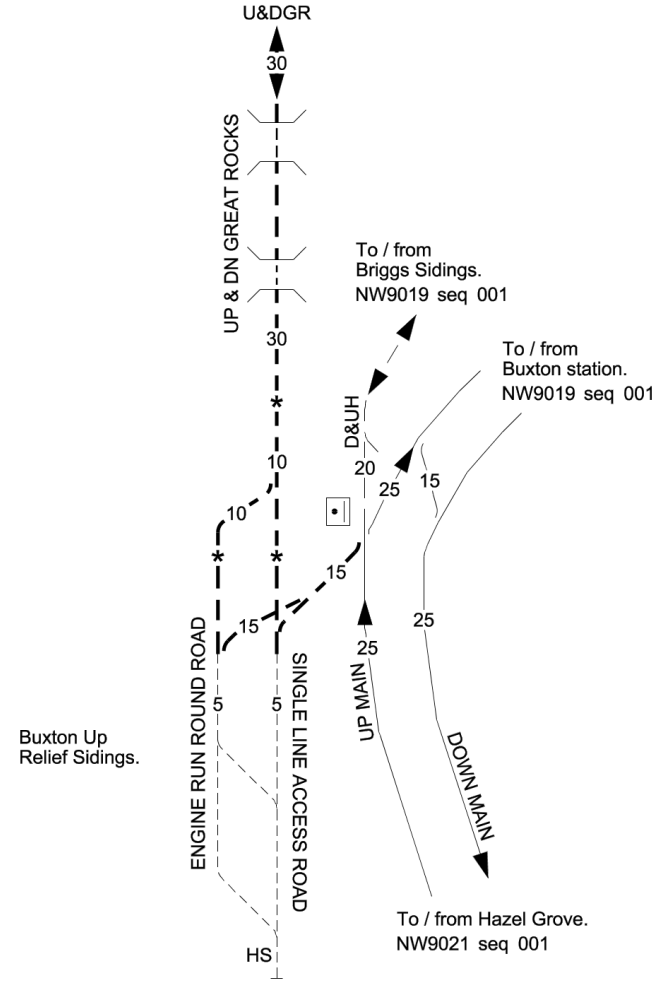
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	004	Chinley North Jn to Buxton	CNB1	LNW North	14/11/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	163 10 *		GSM-R AB Great Rocks Junction SB (GR) D&UTS: Down & Up Through Siding. 870 metres (951 yards). TPWS not provided in the Great Rocks Junction area. ET
(Crossover)	163 07		
(Connection)	163 04		
Great Rocks Junction SB	163 02		
(Trap points)	162 76 162 74 *		
from Great Rocks Tunnel (147 metres / 161 yards) to	162 32 162 25		
(Goods line / Tunstead Siding diverge)	162 13		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	005	Chinley North Jn to Buxton	CNB1 CNB2 CNB3	LNW North	14/11/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R ET Great Rocks Junction SB (GR)
from Armco Tunnel (56 metres / 61 yards) to	161 74 161 71		
	161 14 *		
from Peak Forest Tunnel (27 metres / 29 yards) to	161 10 161 09		
Peak Forest Jn, former site of	161 05	CNB1	
(Change of mileage & ELR)	0 00	CNB2	
	0 26 *		
Buxton Jn, former site of	0 28	CNB2	
(Change of mileage & ELR)	161 15	CNB3	
from Buxton Junction Bridge (45 metres / 49 yards) to	161 20 161 23		
from Topley Stone Bridge (32 metres / 35 yards) to	161 32 161 34		
	161 39 *		
Topley Pike, former site of	161 54		
King Sterndale LC (FP)	161 72		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	006	Chinley North Jn to Buxton	CNB3 CNB4	North West	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	162 00		GSM-R ET Buxton SB (BN)
from	162 32		Exceptionally Poor Rail Adhesion: Up & Down Great Rocks line between 162m 00ch and 164m 32ch.
Pic Tor Tunnel (175 metres / 191 yards)			
to	162 41		
from	163 69		
Ashwood Dale Tunnel (91 metres / 100 yards)			
to	163 73		
Buxton Curve Jn, former site of (Change of ELR)	164 32	CNB3 / CNB4	
	164 40 *		TPWS not provided.
Buxton SB	164 49		
	164 51 *		D&UH: Down & Up Hindlow. HS: Head Shunt.
(Connection to Main lines)	164 54		Buxton Up Relief Sidings standages: Exit ground signal to head shunt fouling point: 618 metres (676 yards).
			Exit ground signal to crossover fouling point: 236 metres (258 yards).
(Crossover)	164 68		Crossover fouling point to head shunt fouling point: 332 metres (363 yards).
			Head Shunt: 73 metres (80 yards).
(Head Shunt buffer stops)	165 12		

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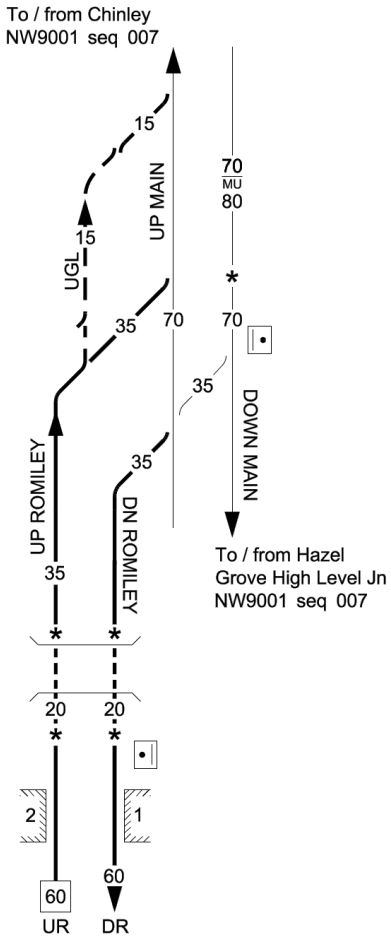
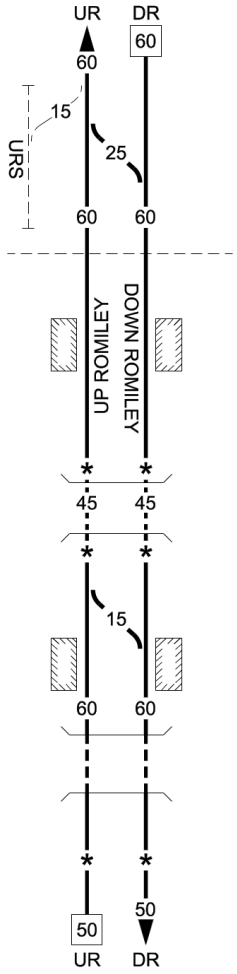
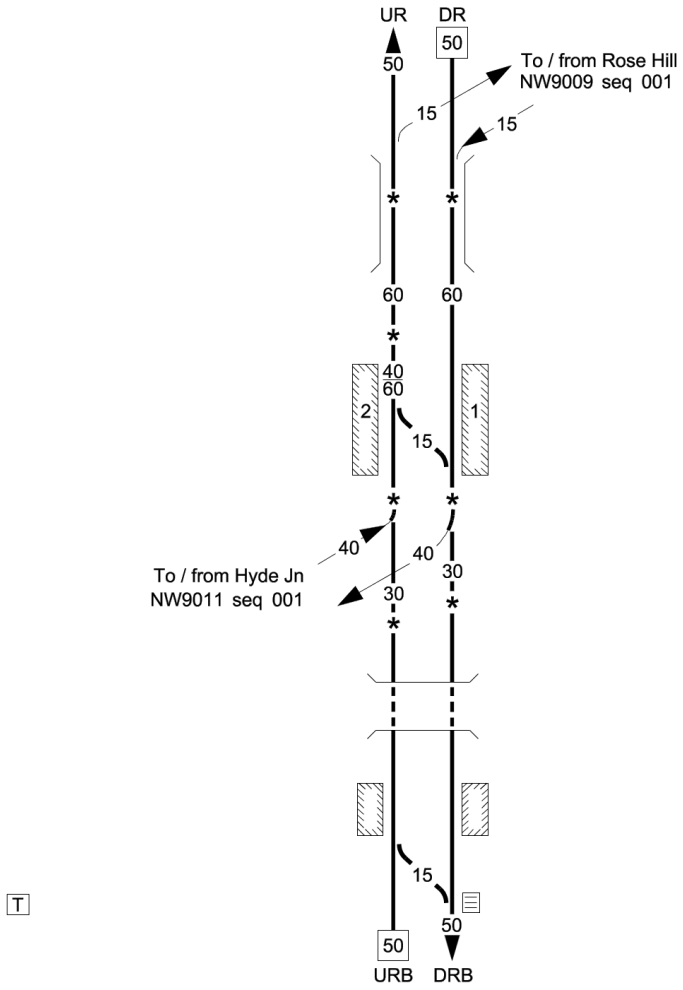
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9007	001	New Mills South Jn to Ashburys East Jn	TTA1	North West	22/01/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB New Mills South Junction SB (NMS)
(Up Goods Loop connection)	171 68		UGL (PF) 397m (1302ft)
	172 10		
New Mills South Jn	172 11 *		
New Mills South Junction SB	172 17		
(Down Romiley connection)	172 25		
New Mills Tunnel (112 metres / 123 yards)	172 77 * 172 78 to 173 03		
New Mills Central SB	173 10 * 173 11		TCB New Mills Central SB (NM)
NEW MILLS CENTRAL	173 15		Platform lengths: New Mills Central. Platform 1: 116 metres (127 yards). Platform 2: 95 metres (104 yards).
(Start / end of diagram)	173 20		

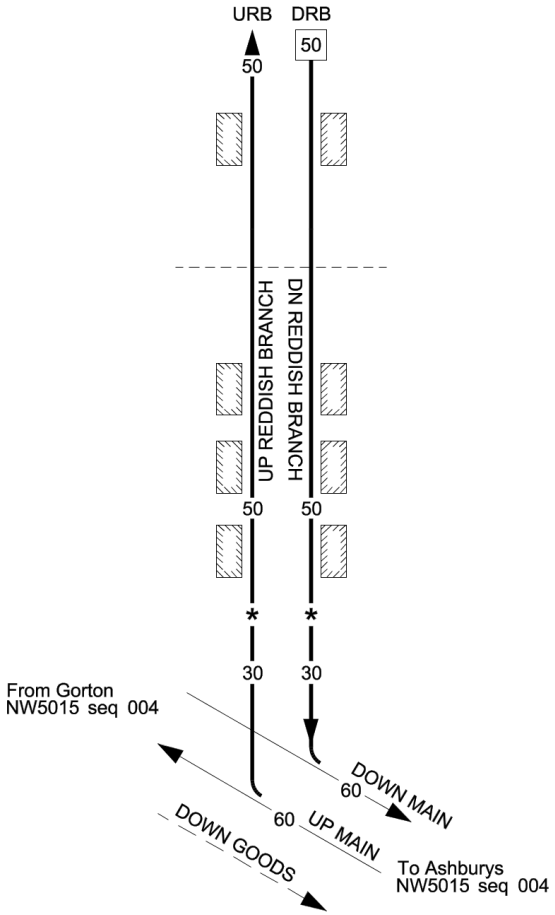
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9007	002	New Mills South Jn to Ashburys East Jn	TTA1	North West	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	173 20		GSM-R TCB New Mills Central SB
	173 23		URS 115m (378ft)
	173 24		
Strines Road LC (FP)	173 43		
STRINES	174 47		Platform Lengths: Strines Up 113m (124 yds) Down 126m (138 yds)
			Manchester East SCC (RJ)
	176 20 *		
Marple South Tunnel (205m / 224 yds)	176 22 to 176 32		
	176 35 *		Exceptionally Poor Rail Adhesion: Up Romiley and Down Romiley lines between 174m 00ch and 178m 31ch.
MARPLE	176 57		Platform Lengths: Marple Up 135m (148 yds) Down 151m (165 yds)
Marple North Tunnel (90m / 99 yds)	176 74 to 176 78		Axle Counter area: Down Romiley: from 176m 53ch. Up Romiley: to 176m 53ch.
	177 15 *		
(Start / end of diagram)	177 18		

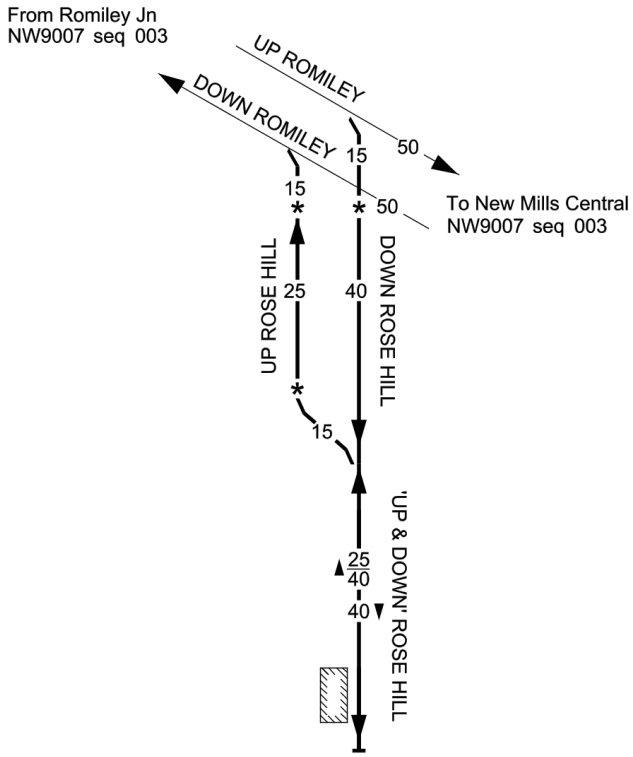
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9007	003	New Mills South Jn to Ashburys East Jn	TTA1	North West	01/06/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	177	18			GSM-R TCB Manchester East SCC (RJ)
Marple Wharf Jn	177	23			Exceptionally Poor Rail Adhesion: Up Romiley and Down Romiley lines between 174m 00ch and 178m 31ch.
Marple Viaduct (282m / 308 yds)	177	23			
	177	27	*		DR: Down Romiley. UR: Up Romiley.
	to 177	37			Axle Counter area: Down Romiley: to 178m 21ch. Up Romiley: from 178m 13ch.
	178	21	*		
ROMILEY	178	27			Platform Lengths: Romiley Down: 100 metres (109 yards) Up: 110 metres (120 yards)
Romiley Jn	178	33	*		
	178	36	*		
	178	38	*		
Bredbury High Level Tunnel (146 metres / 160 yards)	178	70			
	to 178	78			
BREDBURY	179	34			Platform Lengths: Bredbury Down: 99 metres (108 yards) Up: 89 metres (97 yards)
	179	38			Exceptionally Poor Rail Adhesion: Up Reddish Branch and Down Reddish Branch lines between 179m 35ch and 181m 00ch.
Bredbury GF	179	41		T	DRB: Down Reddish Branch URB: Up Reddish Branch
(Start / end of diagram)	179	60			

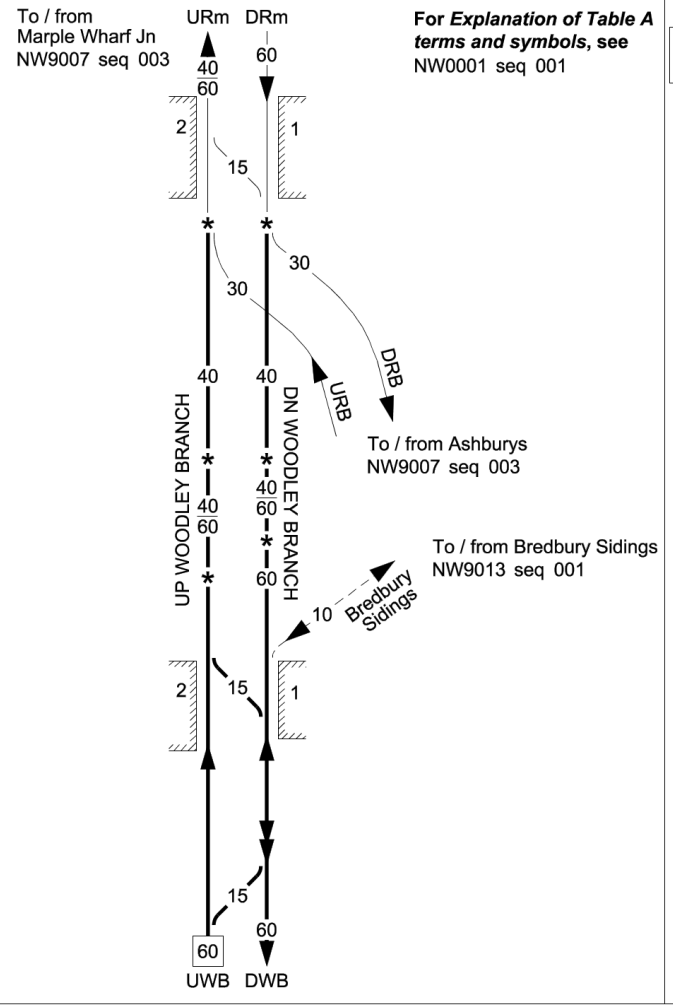
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9007	004	New Mills South Jn to Ashburys East Jn	TTA1 TTA2	North West	01/06/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	179 60			TCB Manchester East SCC (RJ)
BRINNINGTON	180 45			Exceptionally Poor Rail Adhesion: Up Reddish Branch and Up Reddish Branch lines between 179m 35ch and 181m 00ch.
Reddish Jn, former site of	181 00	TTA1		Platform Lengths: Brinnington Up: 99 metres (108 yards). Down: 99 metres (108 yards).
(Change of ELR and mileage)	42 77	TTA2		Manchester East SCC (AS)
Fallow Fields LC (FP)	43 52			
REDDISH NORTH	44 09			Platform Lengths: Reddish North Up: 129 metres (141 yards). Down: 129 metres (141 yards).
RYDER BROW	45 00			Platform Lengths: Ryder Brow Up: 95 metres (104 yards). Down: 99 metres (108 yards).
BELLE VUE	45 30			Platform Lengths: Belle Vue Up: 99 metres (108 yards). Down: 99 metres (108 yards).
	46 00	*		
Ashburys East Jn	46 24			Mileage in brackets ( ) is the main line mileage for the junction.
	(1 56)			

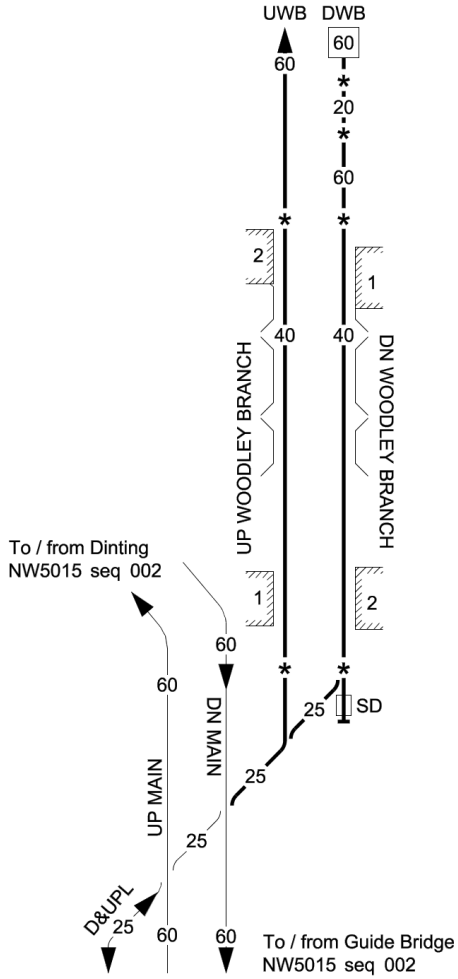
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9009	001	Marple Wharf Jn. to Rose Hill	MRH	LNW North	28/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Marple Wharf Jn	(177 23) 11 02		TCB Manchester East SCC (RJ) GSM-R
	11 00 *		Mileage in brackets ( ) refers to Romiley lines mileage.
	10 57 *		Axle Counter area: Down Rose Hill: to 11m 01ch. Up Rose Hill: from 10m 73ch (signal RJ27).
Green Meadows Junction	10 56		
ROSE HILL	10 04	T	Platform Lengths: Rose Hill Platform 87m (95 yds)
	9 78		

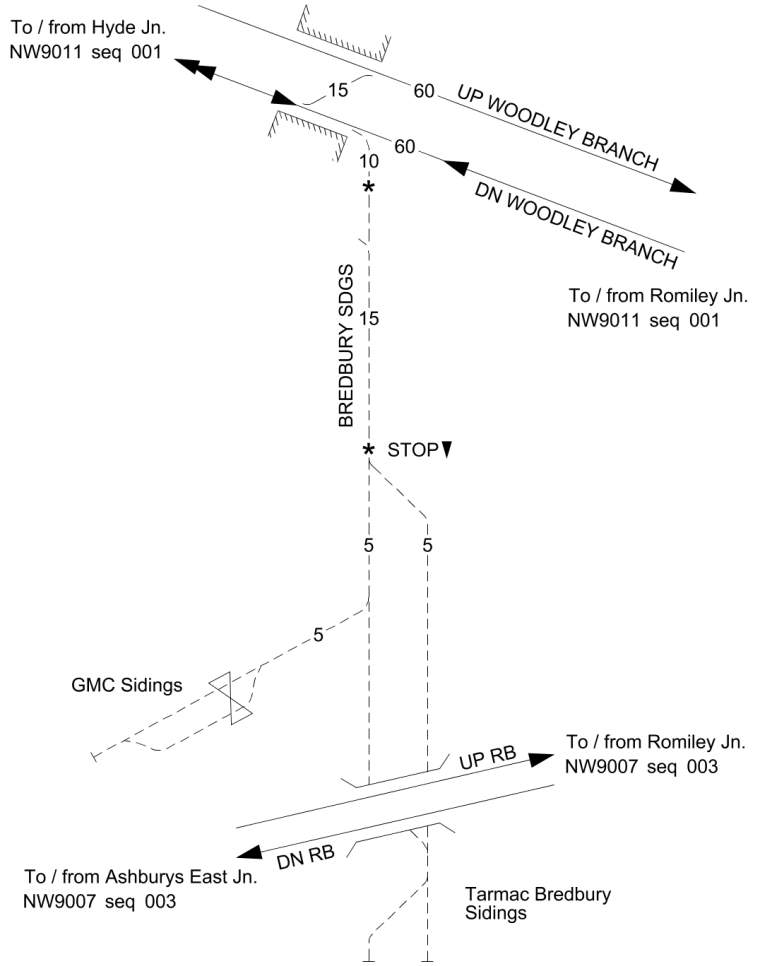
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9011	001	Romiley Jn to Hyde Jn	RYH1 RYH2	North West	18/05/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
ROMILEY (Crossover)	(178 27) (178 28)			GSM-R TCB Manchester East SCC (RJ) Platform lengths: Romiley. See NW9007 seq 003 for details. Mileages in round brackets ( ) are NW9007 mileages with ELR: TTA1.
Romiley Jn	178 33	*		
	179 02	*		Exceptionally Poor Rail Adhesion: Up Woodley Branch and Down Woodley Branch lines between 178m 33ch and 179m 44ch.
	179 20	*		
	179 28	*		
Woodley Jn (Change of mileage & ELR)	179 44 8 74		RYH1 RYH2	
WOODLEY	8 72			Platform lengths: Woodley. Platform 1: 73 metres (80 yards). Platform 2: 79 metres (86 yards). Standage: Down Woodley Branch between Woodley and Apethorne Jn: 463 metres (506 yards).
Apethorne Jn	8 45			
(Start / end of diagram)	8 40			UWB: Up Woodley Branch. DWB: Down Woodley Branch.

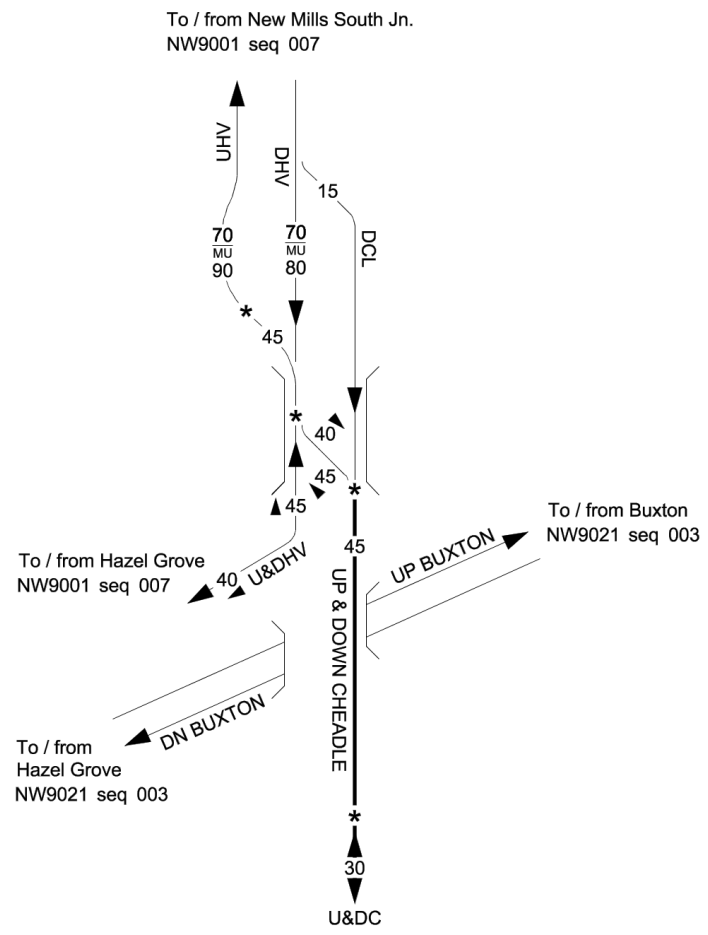
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9011	002	Romiley Jn to Hyde Jn	RYH2	North West	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	8 40		GSM-R TCB Manchester East SCC (RJ)
	8 20 *		
	8 10 *		UWB: Up Woodley Branch. DWB: Down Woodley Branch.
	7 32 *		
HYDE CENTRAL	7 27		Platform lengths: Hyde Central. Platform 1: 105 metres (115 yards). Platform 2: 85 metres (93 yards).
from	7 27		
Station Viaduct (96 metres / 105 yards)			
to	7 22		
from	7 22		
Hyde Viaduct (131 metres / 143 yards)			
to	7 16		
from	7 15		
M67 Motorway Bridge (100 metres / 109 yards)			
to	7 10		
			Manchester East SCC (GB)
HYDE NORTH	6 33		Platform lengths: Hyde North. Platform 1: 85 metres (93 yards). Platform 2: 111 metres (121 yards).
(Branch lines start / end adjacent to Main lines)	6 30		
	6 25 *		NOTE: The Down Main and Up Main lines are provided with AC overhead electrification, controlled from Crewe ECR.
Hyde Jn	6 17		
			SD: Sand drag.
			D&UPL: Down & Up Passenger Loop.

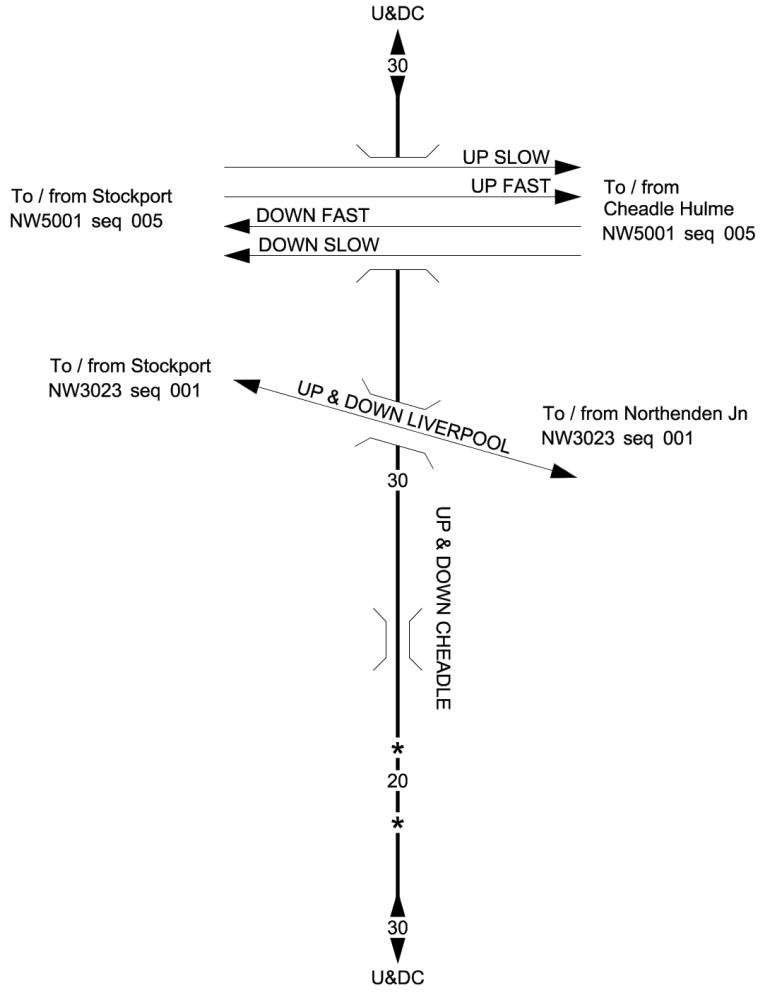
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9013	001	Woodley Jn to Bredbury Sidings	WJP1 GMC	LNW North	24/07/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R Siding Manchester East SCC (RJ) See Local Instructions for Method of Working. Mileages in round brackets ( ) are NW9011 mileages with ELR: RYH2. Bredbury Sidings and Tarmac Bredbury Sidings have ELR: WJP1. GMC Sidings have ELR: GMC. Mileages in square brackets [ ] apply to the GMC Sidings. UP RB: Up Reddish Branch. DN RB: Down Reddish Branch. Down: End of GSM-R area: 39m 58ch. Up: Start of GSM-R area: 39m 58ch. GSM-R
WOODLEY	(8 72)		
Woodley Jn	(8 74) 40 53		
	40 50 *		
(Trap points)	40 39		
(Signal RJ37)	40 33		
(Handpoints)	40 14 *		
GMC Sidings connection	39 77		
Network Rail boundary	[39 72]		
(Gates)	[39 64]		
(Intersection Bridge)	39 67		
Network Rail boundary	39 66		
	39 58		

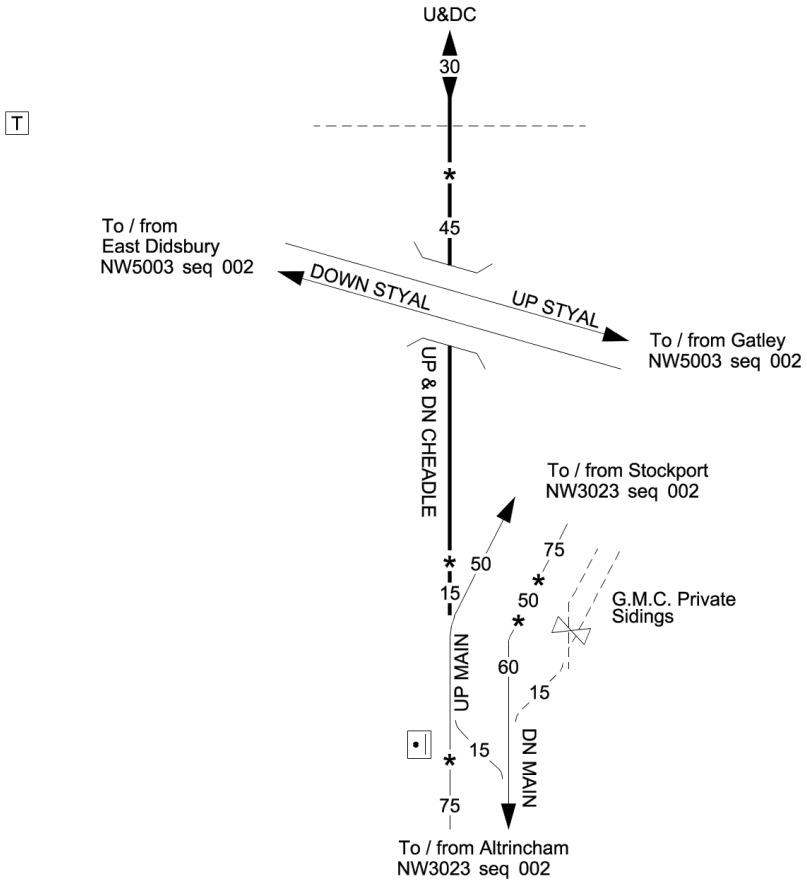
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9017	001	Hazel Grove High Level Jn to Northenden Jn	NMC1	North West	22/01/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of Down Cheadle Loop)	177	09		GSM-R TCB Hazel Grove PSB (HG) UHV: Up Hope Valley. DHV: Down Hope Valley. DCL: Down Cheadle Loop. Standage: Down Cheadle Loop: 410 metres (448 yards).
	177	26 *		
Norbury Viaduct (211 metres / 230 yards) from	177	35		
Hazel Grove High Level Jn	177	40 *		
to	177	46 *		
(U&DHV start / end adjacent to U&DC)	177	51		
(Buxton lines intersection bridge)	177	59		U&D HV: Up & Down Hope Valley.
	178	40 *		
(Start / end of diagram)	179	00		

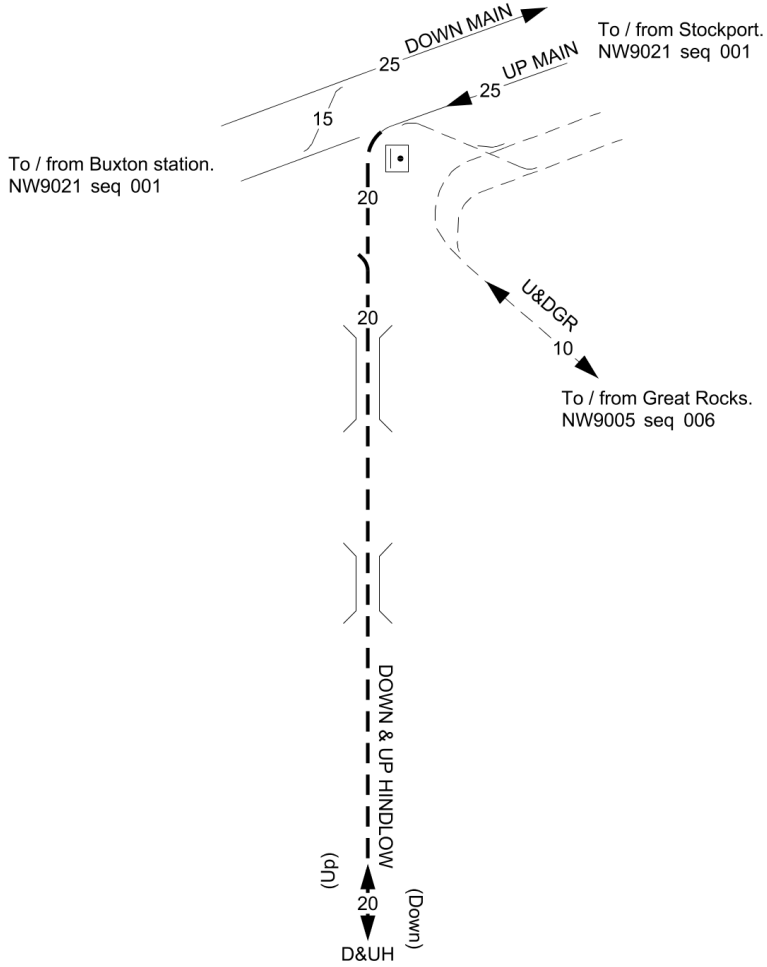
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9017	002	Hazel Grove High Level Jn to Northenden Jn	NMC1 NMC2 WJP1	North West	22/01/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	179 00		GSM-R TCB Hazel Grove SB (HG)
(Fast & Slow line intersection bridge)	180 22		Up Slow, Up Fast, Down Fast and Down Slow lines are provided with 25kV AC electrification, controlled from Crewe ECR.
(Up & Down Liverpool line intersection bridge)	180 77		
Cheadle Heath South Jn, former site of (Change of ELR)	181 14	NMC1 / NMC2	
M60 Motorway Overbridge (a.k.a. Gorsey Bank) (75 metres / 82 yards)	from 181 49 to 181 53		
Cheadle Jn, former site of (Change of mileage and ELR)	181 70 * 181 71 NMC2 35 65 WJP1 35 60 *		
(Start / end of diagram)	35 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9017	003	Hazel Grove High Level Jn to Northenden Jn	WJP1	North West	22/01/2024

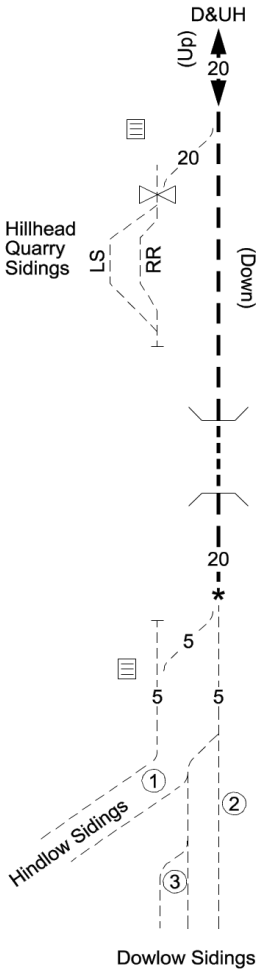
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	35 40		GSM-R TCB Hazel Grove SB (HG)
Cheadle Wood Farm LC (UWC)	35 18		
	34 70 *		
(Styal lines intersection bridge)	34 46		Styal lines provided with 25kV AC electrification, controlled from Crewe ECR.
	33 56 *		Northenden Junction SB (NN)
	(3 66) *		(To / from approx. 34m 00ch)
(Connection with Up Main)	33 53 *		Mileage in round brackets ( ) is NW3023 mileage with ELR: EJN.
Northenden Junction SB	33 49		
	33 48 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9019	001	Buxton to Briggs Sidings	BUX	LNW North	14/11/2020

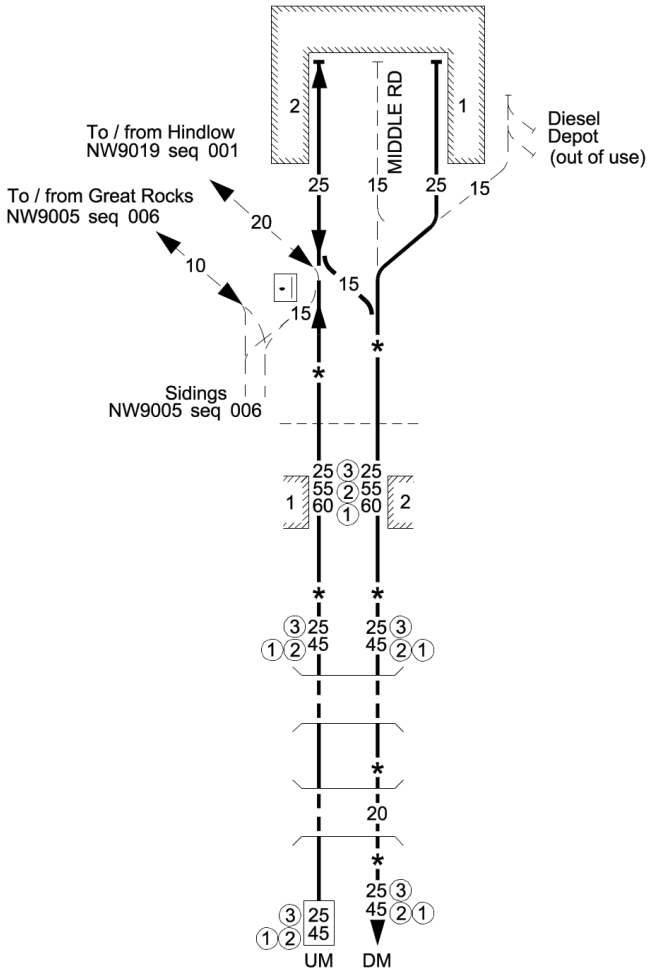
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Buxton No.1 Jn	(18 68) 0 00		GSM-R NST Buxton SB (BN) Mileages in brackets ( ) are NW9021 mileages; ELR: BEJ.
Buxton SB	(18 70) 0 02		
(Trap points)	0 05		U&DGR: Up & Down Great Rocks.
from Spring Gardens Viaduct (367 metres / 401 yards) to	0 09 0 27		
from Dukes Drive Viaduct (149 metres / 163 yards) to	1 04 1 11		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9019	002	Buxton to Briggs Sidings	BUX	North West	04/09/2022

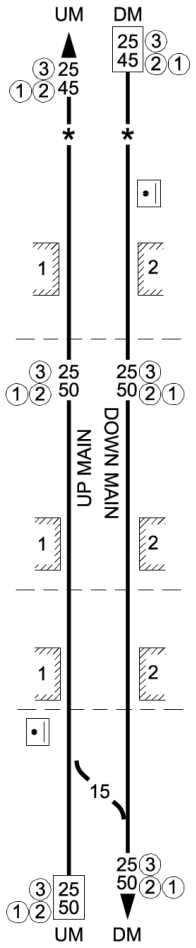
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hillhead GF	3 14	Ⓢ T	GSM-R NST Buxton SB (BN)
(NR boundary at gates)	3 17		D&UH: Down & Up Hindlow.
(Buffer stops)	3 44		LS: Loading Siding. RR: Run Round.
from	3 66		Loading Siding standage (between handpoints): 334 metres (365 yards).
Hindlow Tunnel (470 metres / 514 yards)			
to	4 10		
	4 40 *		Siding
Briggs GF	4 43	Ⓢ T	
NR boundary on Hindlow Sidings ①	4 52		
NR boundary on Dowlow Siding ②	4 55		
NR boundary on Dowlow Sidings ③	4 62		Up: Start of GSM-R area at 4m 70ch Down: End of GSM-R area at 4m 70ch GSM-R



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9021	001	Buxton to Hazel Grove East Jn	BEJ	North West	08/02/2025

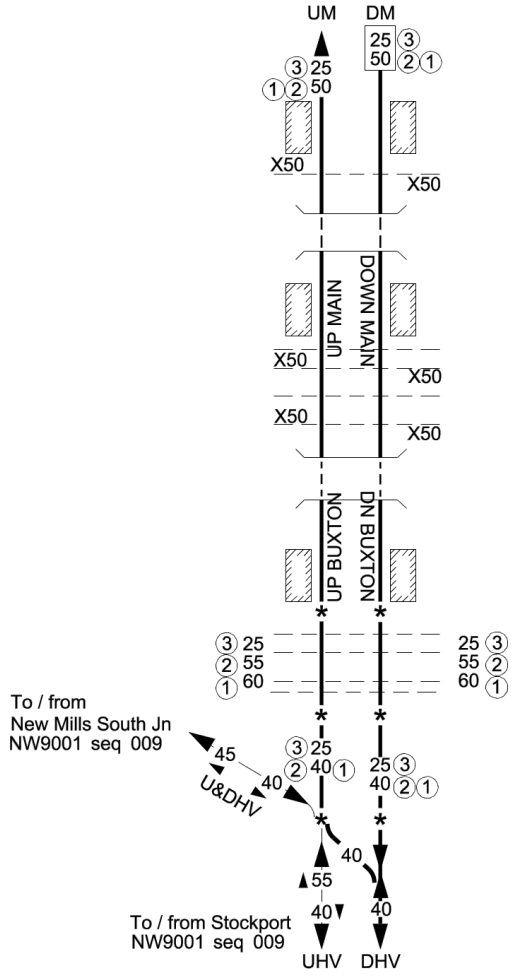
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BUXTON	19 09		GSM-R AB Buxton SB Buxton Platform 1 Permissive PP 165 metres (180 yards) Platform 2 Permissive PP 143 metres (156 yards) Middle Road: 222 metres (243 yards)
Buxton SB	18 70		① Applies to Class 1, 2 and 5 trains ② Applies to light locomotives ③ Applies to Class 3, 4, 6, 7 and 8 trains
	18 67 *		
	18 58 *		
Bull Farm LC (FP)	18 14		
DOVE HOLES	16 12		Dove Holes Platform 1: 81 metres (89 yards) Platform 2: 87 metres (95 yards)
	15 65 *		
Barmoor Clough Tunnel (101 metres / 111 yards)	15 29 to 15 24		
	14 76 *		
Eaves Tunnel (394 metres / 431 yards)	14 74 to 14 55		
	14 53 *		
(Start / end of diagram)	14 45		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9021	002	Buxton to Hazel Grove East Jn	BEJ	North West	08/02/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	14	45		AB Buxton SB
	14	40 *		(1) Applies to Class 1, 2 and 5 trains (2) Applies to light locomotives (3) Applies to Class 3, 4, 6, 7 and 8 trains
Chapel-en-le-Frith SB	13	71		Chapel-en-le-Frith SB
	13	70	T	
CHAPEL-EN-LE-FRITH	13	67		Platform lengths: Chapel-en-le-Frith Platform 1: 86 metres (94 yards) Platform 2: 92 metres (101 yards)
Chapel-en-le-Frith LC (UWC & FP)	13	65	T	
	12	00	T	
	10	07	T	
WHALEY BRIDGE	10	04		Platform lengths: Whaley Bridge Platform 1: 123 metres (135 yards) Platform 2: 119 metres (130 yards)
Furness Straight LC (FP)	9	05		
FURNESS VALE	8	62		Platform lengths: Furness Vale Platform 1: 100 metres (109 yards) Platform 2: 101 metres (110 yards)
Furness Vale LC (MCB)	8	58		
Furness Vale SB	8	58		Furness Vale SB
(Start / end of diagram)	8	20		

GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9021	003	Buxton to Hazel Grove East Jn.	BEJ	North West	27/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	8 20		GSM-R AB Furness Vale SB
NEW MILLS NEWTOWN	7 50		Platform Lengths: New Mills Newtown Platform Up 102m (112 yds) Platform Down 101m (110 yds)
Red Lane LC (FP) (R/G)	6 70		
Disley LNW Tunnel (159m / 174 yds)	6 26 to 6 18		(1) Applies to Class 1, 2 and 5 trains (2) Applies to light locomotives (3) Applies to Class 3, 4, 6, 7 and 8 trains
DISLEY	6 09		Platform Lengths: Disley Platform Up 137m (150 yds) Platform Down 136m (149 yds)
Disley Cottage LC (FP)	5 69		
Lyme Park LC (FP) (R/G)	5 47		Hazel Grove PSB (HG)
Bullocks No.1 LC (UWC)	5 23	T	
Downs Farm LC (FP) (R/G)	5 07		
Middlewood Tunnel (48m / 53 yds)	4 60 to 4 57		
MIDDLEWOOD	4 25		Platform Lengths: Middlewood Platform Up: 91m (100 yds) Platform Down: 91m (100 yds)
	4 20 *		
Middlewood Caravan Park LC (FP)	4 19		
Norbury Hollow LC (MCG)	3 60		TCB
Robin Hood LC (FP)	3 46		
Towers Farm LC (UWC)	3 40	T	
	2 52 *		U&DHV: Up & Down Hope Valley UHV: Up Hope Valley DHV: Down Hope Valley
Hazel Grove East Jn	2 35 *		

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NW9005 (CHINLEY NORTH JN. TO BUXTON)

From	To	Type of Train	Line(s)	Remarks
Great Rocks Jn	Peak Forest South	Freight	Up Goods	Propelling authorised in accordance with Rule Book, Module TW1 Section 26.1
Peak Forest Long Sidings	Peak Forest South	Freight	Long Siding No.1 / Long Siding No.2	Trains can be assisted in rear. An assisting locomotive remaining in Long Sidings must not be coupled to the train.
Peak Forest Down Sidings GF	Peak Forest South	Light locomotives	Down Goods	Wrong direction working is authorised
Buxton Up Relief Sidings	Peak Forest South	Freight	Single/Up Goods	Trains can be assisted in rear by a locomotive attached to the train
Tunstead Sidings	Chinley South Jn (signal CY165)	Freight	Single/Up Goods	Trains can be assisted in rear. An assisting locomotive not going beyond Peak Forest South signal PF19 does not need to be coupled to the train
Peak Forest South	Buxton Up Relief Sidings	Freight	Down Goods/Single	Trains can be assisted in rear by a locomotive attached to the train

Dated: 21/11/2020

NW9019 (BUXTON TO BRIGG S SIDINGS)

From	To	Type of Train	Line(s)	Remarks
Hindlow Sidings	Brigg's Sidings GF	Freight	Single	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1
Brigg's Sidings GF	Hindlow Sidings	Freight	Single	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 01/08/2020

NW9021 (BUXTON TO HAZEL GROVE EAST JN.)

From	To	Type of Train	Line(s)	Remarks
Buxton	Furness Vale	Freight	Down main	Trains can be assisted in rear by a locomotive attached to the train

Dated: 07/10/06

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NW9001 - DORE WEST JN. TO EDGELEY JN. NO.1 (HOPE VALLEY LINES)

Totley Tunnel

Reflectorised marker plates are provided at half-mile intervals throughout Totley Tunnel. These plates consist of a black number on a white background and are fixed to the recess walls of refuges on both sides of the tunnel. When reporting track defects or other incidents in the tunnel, the location must be identified from the nearest plates.

Dated: 07/10/06

NW9003 - CHINLEY EAST JN. TO CHINLEY SOUTH JN. (CHORD LINE)

Chinley East Junction To Chinley South Junction

Confirming 'Train arrived complete' on the Down & Up Chord line. When a train is brought to a stand on the Down & Up Chord line at signals CY158 or CY164 the guard, or driver of a DO train, must, after ensuring that the train is complete, advise the signaller at Chinley signal box by GSM-R or the nearest telephone.

Dated: 21/11/2020

NW9005 - CHINLEY NORTH JN. TO BUXTON

Dove Holes Tunnel

Numbered plaques are provided throughout the tunnel at 22-yard intervals and must be referred to when identifying locations within the tunnel.

A camera is installed within Doves Hole Tunnel at 165m 07ch, between plaques 45 and 46, to monitor flood water levels. If you see any flood water that might affect the passage of trains at this location, or anywhere else within the tunnel, then you must contact the signaller at Peak Forest South SB in accordance with Rule Book Module M3, Section 4 *Flood, flowing or pooling water*.

If you have already been advised by the signaller at Peak Forest South SB or Chinley SB of flood water that might affect the passage of trains within the tunnel at certain locations, then you must follow the signallers' instructions with regards to reporting back once you have passed through the tunnel.

Dated: 16/03/2024

NW9005 - CHINLEY NORTH JN. TO BUXTON

Peak Forest South Long Sidings

Method of Working for Banking Locomotives from Cemex Dove Holes Quarry

Peak Forest Long Sidings are situated on a 1 in 90 gradient climbing towards Peak Forest South. For heavy freight trains, a rear assisting locomotive in the form of a 'banking' locomotive may be required.

If a rear assisting banking locomotive is not available, then a number of wagons must be removed from the train prior to departure from Cemex Dove Holes Quarry. Wagons must not be detached in either Long Sidings unless the train has failed as outlined below.

If a wagon set requiring banking assistance is stabled in Long Siding No.1 and the identified assisting locomotive is required back in Cemex Dove Holes Quarry for shunting operations, Long Siding No.2 must be kept clear to allow the assisting locomotive to return to the rear of the wagon set prior to its departure.

If the rear assisting banking locomotive fails whilst banking and the leading locomotive is unable to haul the train forward, then a number of wagons must be detached from the wagon set in Long Sidings prior to the train continuing forward. A rescue locomotive must be sourced from Cemex Dove Holes Quarry to assist the remaining wagons and failed banking locomotive back into the Quarry.

Trains departing Long Sidings with Banking Assistance

Upon arrival, the rear banking locomotive will be detached. Once the leading locomotive has been attached to the wagon set, a brake test will be carried out to prove air continuity throughout the set.

Once the brake test has been completed and lead locomotive pre-checks have been completed, the lead locomotive Driver will establish radio communication with the Driver of the rear assisting banking locomotive via GSM-R cab-to-cab radio, or via two-way radio.

The lead locomotive Driver will contact the signaller at Peak Forest South signal box via GSM-R and advise that they are ready to depart.

The lead locomotive Driver will contact the Driver of the rear assisting banking locomotive via GSM-R or two-way radio to advise they are ready to depart and are waiting for signals PF26 and PF19 to be cleared.

Once signals PF26 and PF19 have been cleared, the lead locomotive Driver will contact the Driver of the rear assisting banking locomotive via GSM-R or two-way radio to advise the signals have been cleared and will grant authority to commence banking. Both drivers are to apply enough power to ensure that the maximum permitted speed of 15mph upon exiting Long Sidings is not exceeded.

The Driver of the banking locomotive must come to a stand in the Long Sidings at a position adjacent to PF13/PF17 signal gantry, which is located on the Down & Up Through Siding. The driver of the banking locomotive must not pass this point.

Once the freight train has fully departed onto the Up Goods line towards Chinley South Jn, the Quarry PIC will contact the signaller at Peak Forest South SB to request the route is set from signal PF8 into Cemex Dove Holes Quarry for the banking locomotive. Once signal PF8 has been cleared, the Quarry PIC will grant permission for the Driver of the banking locomotive to proceed. All signals must be obeyed as normal.

Dated: 09/11/19

NW9005 - CHINLEY NORTH JN. TO BUXTON

Great Rocks Junction SB

Because of the noise of quarry operations in this area, drivers must make frequent use of the horn during shunting, particularly when the view of the line ahead is restricted.

Working of non-Tarmac (BLI) trains into Tarmac (BLI) Tunstead sidings. Trains may go into the Tarmac (BLI) Company's sidings when the appropriate signal is cleared or when authorised to by the signaller at Great Rocks Junction signal box, but must not pass the Tarmac (BLI) receptionist's cabin until instructed to do so by the Tarmac (BLI) shunter.

Trains turned on to the down reception line at the Tarmac (BLI) sidings must not exceed **10 mph** on that line. The tail lamps of trains stabled on this line must be left lit..

Dated: 14/07/07

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NW9005 - CHINLEY NORTH JN. TO BUXTON

Great Rocks Junction SB to Armco Tunnel

Working of the Down & Up Tunstead Siding at Tunstead sidings.

Up direction movements. The shunter must obtain the authority of the signaller at Great Rocks Junction signal box before allowing a train to depart from the sidings and proceed over the Down & Up Tunstead Siding to Great Rocks Junction signal box. When this authority has been received, the shunter must not allow the driver to proceed until the signal applying to the Tunstead siding has been cleared.

Down direction movements. Down direction movements may be allowed to proceed from Great Rocks Junction signal box to Tunstead sidings without being advised to the shunter. However, the guard or driver of a DO train, must tell the signaller at Great Rocks Junction signal box when the train has arrived at Tunstead sidings complete with tail lamp and is clear of the Down & Up Tunstead Siding.

Failure of telephones. Should the telephone between Great Rocks Junction signal box and Tunstead sidings fail, working by pilot must be introduced over the Down & Up Tunstead Siding.

Should the telephone at the south end of the Down & Up Tunstead Siding fail, the driver must obtain authority from the shunter at Tunstead sidings before going into the sidings.

Dated: 03/12/2022

NW9005 - CHINLEY NORTH JN. TO BUXTON

Exchanging Tokens at Buxton Signal Box

When a train is signalled from the Up & Down Great Rocks Single Line into the Up Relief Sidings at Buxton for the purpose of running round the train, the driver does not have to stop at Buxton signal box to surrender the token to the signaller when proceeding into the sidings. The requirements of Rule Book Module TW1 Section 34.3 are amended accordingly.

Once the loco is detached from the train in the Up Relief Sidings the following will apply:

1. Whenever possible, the run round movements should take place wholly within the Up Relief Sidings, by using the handpoint operated crossover at 164m 68ch.
2. If Option 1 is not available, the Signaller at Buxton will signal the locomotive from the Up Relief Sidings towards the station. In these circumstances the Driver must stop at the signal box and surrender the token to the Signaller when proceeding towards the station. Stop outside the signal box and surrender the token.
3. If Options 1 and 2 are both not available to the Signaller the locomotive will be signalled from the Up Relief Sidings towards the Up & Down Great Rocks Single Line. In these circumstances the driver of the locomotive must:
   - Stop outside the signal box and surrender the token.
   - Wait until the Signaller issues a new token.
   - Make certain that the section signal is off before entering the single line (unless authorised by the Signaller to pass the signal at danger if signalling equipment is defective or disconnected).
   - Stop at the signal box when signalled back from the single line towards the Up Relief Siding and surrender the token.

Dated: 07/12/2024

NW9013 - WOODLEY JN. TO BREDBURY SIDINGS

Woodley Jn To Bredbury Sidings

GENERAL ARRANGEMENTS

A Person in Charge of Bredbury Sidings (PICBS) must be on duty at Bredbury Sidings before a train can be signalled into or from Bredbury Sidings. Only the PICBS is authorised to speak with the signaller at Manchester East SCC when train movements are to enter or depart the sidings.

The shunters release at Bredbury Sidings is contained within a vandal proof cabinet which must be kept locked when not in use. The cabinet door is locked /unlocked by a BR No 1 key.

Authority for a train to pass a Stop Board in the sidings or to operate the shunters release can only be given by the PICBS. If an Agent is appointed by the PICBS the Agent must not give authority for a movement to pass a Stop Board or operate the shunters release until a clear understanding has been reached on what is required and the PICBS has given the Agent permission.

Speeds

The maximum speed of trains within the sidings ahead of Stop Board BS2 is 5mph when hauled and 3mph when propelling

Taking duty

When a shunter takes duty at Bredbury Sidings unless it is apparent that a PICBS has already been appointed the shunter must contact the signaller at Manchester East SCC.

If the signaller advises that no other shunter has been appointed to take the role of PICBS the shunter must give their name, employer and contact telephone number to the signaller.

The shunter must then take duty as the PICBS and agree a time with the signaller from which PICBS status applies from. The signaller must record all relevant details regarding the appointment of the PICBS in the signaller's occurrence book.

If two shunters take duty at the same time an agreement must be reached on who will take the PICBS role. Once agreement has been reached the PICBS must advise the signaller at Manchester East SCC accordingly.

Appointment of PICBS Agent

When a PICBS and shunter are on duty together the shunter may be appointed to act as an Agent to the PICBS when this will assist in the operation of the site.

The PICBS may operate the shunters release upon instruction from the PICBS when a train is to be accepted into the sidings and after an arriving train has proceeded beyond Stop Board BS2

Leaving or changing duty

Before a PICBS leaves duty if another shunter is to remain on site at Bredbury Sidings the PICBS must make certain that the shunters release is in the Normal position. The PICBS leaving duty must brief the shunter on the position of trains in the sidings and give all relevant details relating to the operation of the sidings to the shunter. Once a clear understanding has been reached the PICBS leaving duty must advise the signaller at Manchester East SCC of this and give to the signaller details of the shunter who will take over the role of PICBS. The signaller must record the details of the change of PICBS in the Occurrence Book.

When a PICBS leaves duty and no other shunter is present the PICBS must make certain that the shunters release is in the Normal position and that the cabinet is secured.

Arriving Trains

When a train is ready to enter Bredbury Sidings, the signaller at Manchester East SCC will contact the PICBS and advise of the trains head code. The PICBS will operate or instruct the Agent to unlock the cabinet and operate the shunters release when able to do so. When the shunters release has been operated by the PICBS or Agent, if the incoming train requires to run-round at Woodley, the shunters release cabinet must be locked before the PICBS leaves site to deal with the run-round. The person responsible for authorising the train to pass Stop Board BS2 must reach a clear understanding with the driver on the arrangements that will apply before authorising the train to proceed beyond the stop board. When the last wagon of the train or a light locomotive train has passed Stop Board BS2 the shunters release must be placed to the Normal position and the signaller at Manchester East SCC advised that the shunters release is in the Normal position.

If a PICBS has been appointed from one FOC but another FOC train is ready to be accepted into the sidings without that FOC's shunter being present to deal with the train as long as the line is clear to Stop Board BS2 the PICBS may operate the shunters release to allow the train to enter Bredbury Sidings. In these circumstances the PICBS must not authorise the train concerned to proceed beyond Stop Board BS2 until the shunter from the train's parent company has arrived on site and a clear understanding has been reached on the arrangements that will apply

Departing Trains or Shunting movements

Before authorising any movement to pass either Stop Board BS1 or BS3 the person authorising the movement must make certain that the shunters release is in the Normal position and that no train movement has been authorised to approach into the sidings from Woodley Junction

When a train is ready to depart, the PICBS must advise the signaller at Manchester East SCC of the movement and its head code before authorising the driver to proceed towards signal RJ37. Unless the departing train requires to run-round at Woodley, the PICBS must remain on site until the signaller at Manchester East SCC advises that the train has arrived at signal RJ37 or has proceeded beyond the signal.

There is no requirement to advise the signaller at Manchester East SCC when shunting movements are made ahead of Stop Boards BS1 or BS3

Failure of the shunters release

If the shunters release becomes defective the PICBS must advise the signaller at Manchester East SCC of this as soon as possible. If a train requires to enter or leave the sidings whilst the shunters release is defective the signaller and PICBS must reach a clear understanding on the movement involved. Before a train is authorised to pass signal RJ34 or Stop Boards BS1 or BS3 the signaller and PICBS must both confirm that no other conflicting movement has been authorised. The signaller must record in the Occurrence Book the time when a driver is authorised to pass signal RJ34at danger and when authority is given to the PICBS for a train to pass Stop Board BS1 or BS3

Dated: 24/07/2021

NW9019 - BUXTON TO BRIGG'S SIDINGS

Buxton to Brigg's Sidings

During failure or disconnection of block signalling, or if a token is lost or damaged, working by pilot in accordance with Rule Book Module P2 need not be introduced between Buxton and Brigg's Sidings, or between Buxton and Hillhead Quarry Sidings, providing that a token is available or made available for use.

Trains between Buxton and Brigg's Sidings, or between Buxton and Hillhead Quarry Sidings, may then be worked in accordance with Rule Book Module TS8 *One-train working regulations*. The signaller at Buxton signal box must instruct drivers that the token must not be passed through the token instrument at either Brigg's Sidings or Hillhead Quarry Sidings whilst one-train working is in force.

Dated: 03/12/22

NW9019 - BUXTON TO BRIGG'S SIDINGS

Brigg's Sidings

Operating instructions to the PICOS for Brigg's Sidings

General. For maintenance and faulting, the PICOS must arrange with the signaller at Buxton Signal Box to release a token for the Down & Up Hindlow single line for protection purposes.

Taking the Partial Possession of Briggs Sidings. The signaller at Buxton Signal Box will reach a clear understanding with the PICOS on the arrangements to take a Partial Possession of Briggs Sidings in accordance with Rule Book Module TS1 Section 13.4.4 *Possession of part of one siding*.

The Partial Protection will be the operation of a fixed manual derailer and STOP boards, located on the siding's lines in Brigg's Sidings at the Network Rail boundaries.

The signaller at Buxton Signal Box, when in a position to do so, will grant the Partial Possession of Brigg's Sidings. The limits will be from Briggs GF points 2A (i.e. the end of the Up & Down Hindlow single line) to the Partial Protection placed at the Network Rail boundaries.

The PICOS must advise the signaller at Buxton Signal Box when the partial protection is in place. The signaller will make an entry in the Train Register book.

Giving up of the Partial Possession of Brigg's Sidings. After the work has been completed, the lines are clear, and when in a position to do so, the PICOS must advise the signaller at Buxton Signal Box to arrange giving up the Partial Possession of the sidings.

The PICOS will remove the partial protection on the lines in Brigg's Sidings and then advise the signaller at Buxton Signal Box that the line is safe and fit for the passage of trains.

The signaller at Buxton Signal Box will make an entry in the Train Register book and advise the PICOS.

Dated: 16/03/2024

NW9021 - BUXTON TO HAZEL GROVE EAST JN.

BUXTON

Rule Book Module P1, Section 5.2. When single line working is in operation, the signaller at Buxton signal box is authorised to allow a shunting movement on to the single line without the pilot being present to personally authorise the movement, provided that the signaller has first obtained the pilot's permission.

Servicing of Northern Trains units stabled at Buxton Station

A Designated Person (DP) must be appointed when servicing on Northern Trains vehicles is undertaken within the station area at Buxton station. Before allowing any work to commence, the Designated Person must reach a clear understanding with the signaller at Buxton signal box on the nature of the work to be undertaken and ensure that a 'NOT TO BE MOVED' board is provided on the leading end of any vehicle stabled on the Middle Road.

The signaller at Buxton signal box must, when satisfied it is safe to do so, give permission to the Designated Person to secure points 12b in the Normal position. The Designated Person must confirm to the signaller when points 12b have been secured in the Normal position.

Once the signaller has made a suitable entry in the Train Register, then authority may be given by the signaller to the Designated Person for work to commence.

When all work is complete and movements may resume in the Middle Siding, the Designated Person must remove the 'NOT TO BE MOVED' boards from any stabled vehicles in the Middle Siding and confirm to the signaller that all work has been completed.

The signaller, when satisfied it is safe to do so, will authorise the Designated Person to release points 12b. The Designated Person must confirm to the signaller when this has been done.

Normal working may then be resumed.

Dated: 03/12/22

NW9021 - BUXTON TO HAZEL GROVE EAST JN.

Norbury Hollow LC (MCG)

When it is necessary to pass intermediate block home signal HG26 at danger on the Up Main line the driver must proceed cautiously and only pass over Norbury Hollow Level Crossing when satisfied it is safe to do so. Unless the Up Main Line is under a T3 possession no handsignal to proceed will be displayed by the Crossing Keeper.

Use of Handsignals by the Crossing Keeper

Listed below are the occasions where the crossing keeper will if necessary authorise drivers to proceed over the level crossing by displaying a green handsignal.

The handsignal will only be displayed once the level crossing has been closed to road movements and where necessary secured and the crossing keeper is satisfied it is safe for the driver to proceed over the crossing.

Defective or disconnected stop signal

If the crossing keeper is unable to clear the Down Main Line stop signal due to it being defective or disconnected.

GE/RT8000 Module P1 - Single Line Working

Wrong direction movements made during Single Line Working on either line or on the Down Main Line in the right direction if the Down Main line signal cannot be cleared.

GE/RT8000 Module T3 Possession of a running line for engineering work

Right or wrong direction movements within a T3 possession

Dated: 07/06/14

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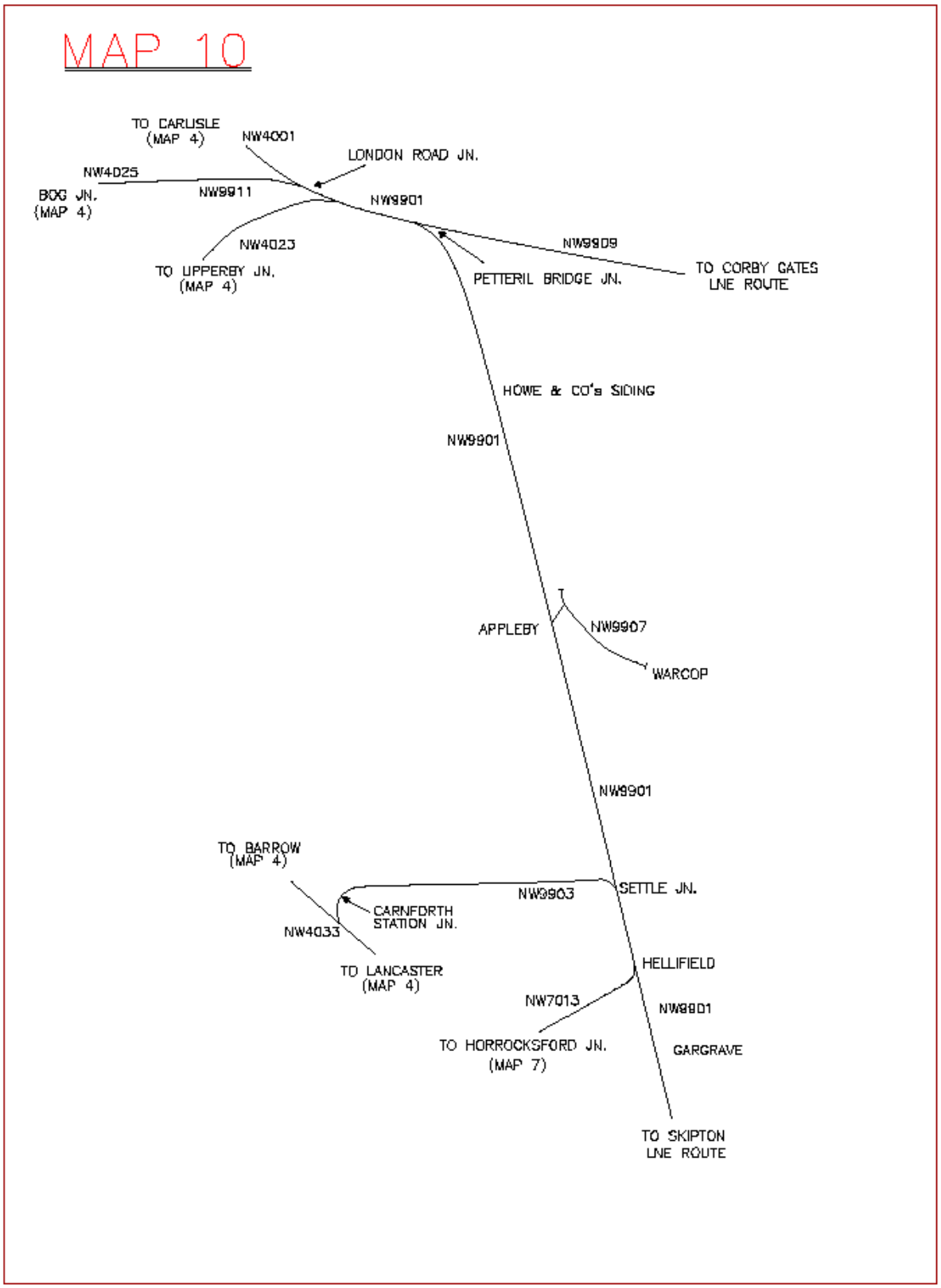
MAPS


MAP 10
TO CARLISLE (MAP 4)
NW4001
LONDON ROAD JN.
NW4025
BOG JN. (MAP 4)
NW9911
NW9901
NW4023
TO UPPERBY JN. (MAP 4)
NW9909
PETTERIL BRIDGE JN.
TO CORBY GATES LNE ROUTE
HOWE & CO's SIDING
NW9901
APPLEBY
NW9907
WARCOP
NW9901
TO BARROW (MAP 4)
NW9903
SETTLE JN.
CARNFORTH STATION JN.
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TO LANCASTER (MAP 4)
HELLIFIELD
NW7013
NW9901
TO HORROCKSFORD JN. (MAP 7)
GARGRAVE
TO SKIPTON LNE ROUTE

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TABLE A DIAGRAM
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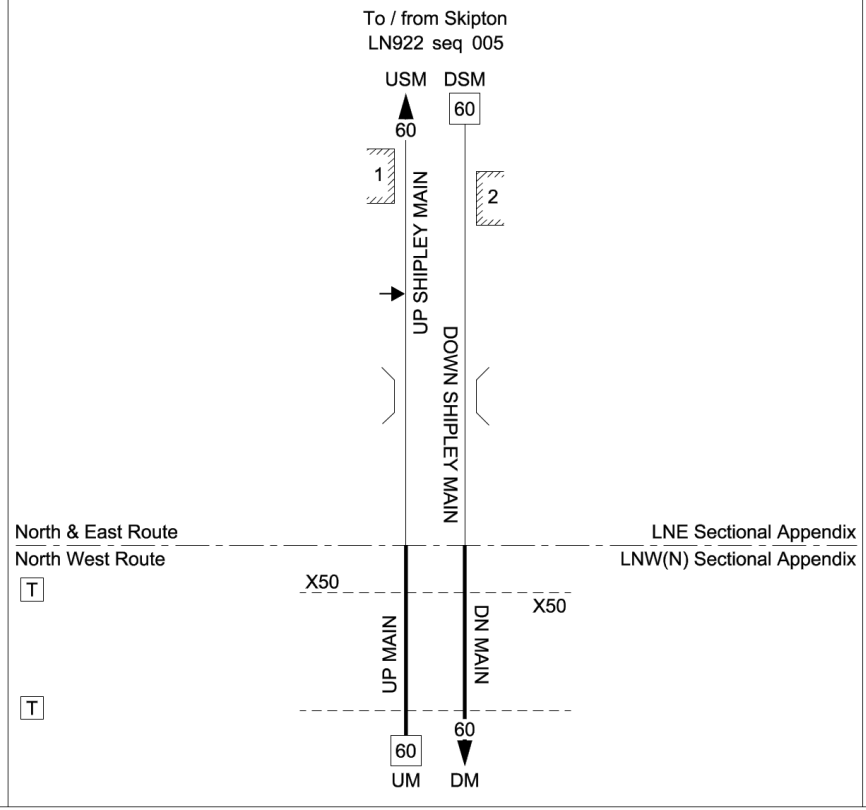
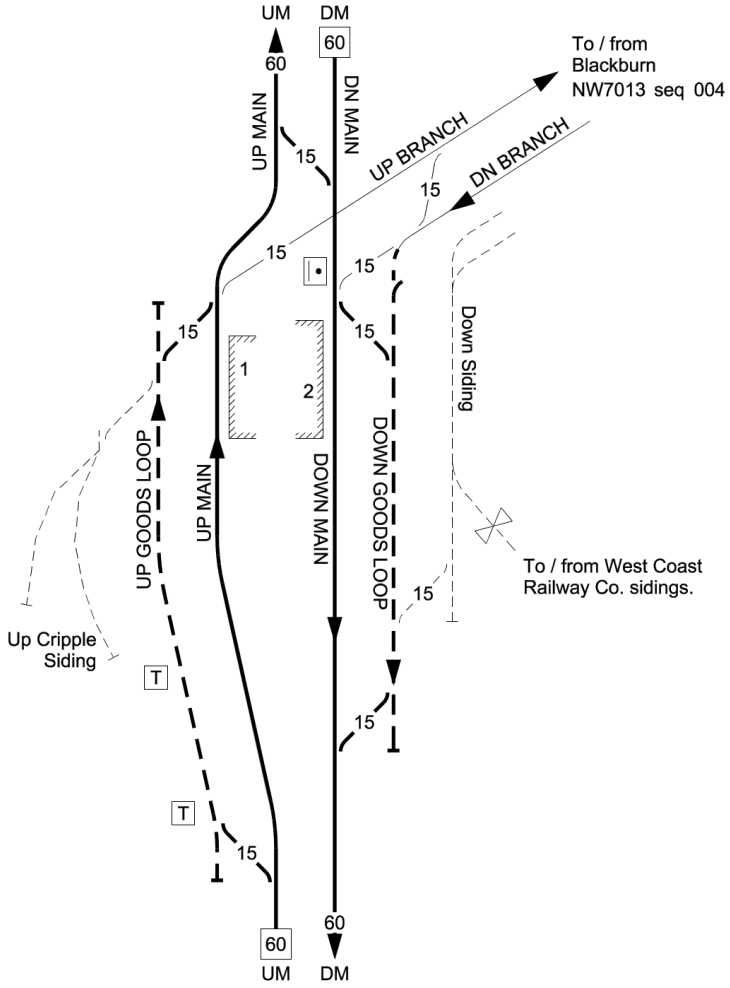
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	001	Gargrave to Carlisle South Jn	SKW1	North & East / North West	09/03/2024

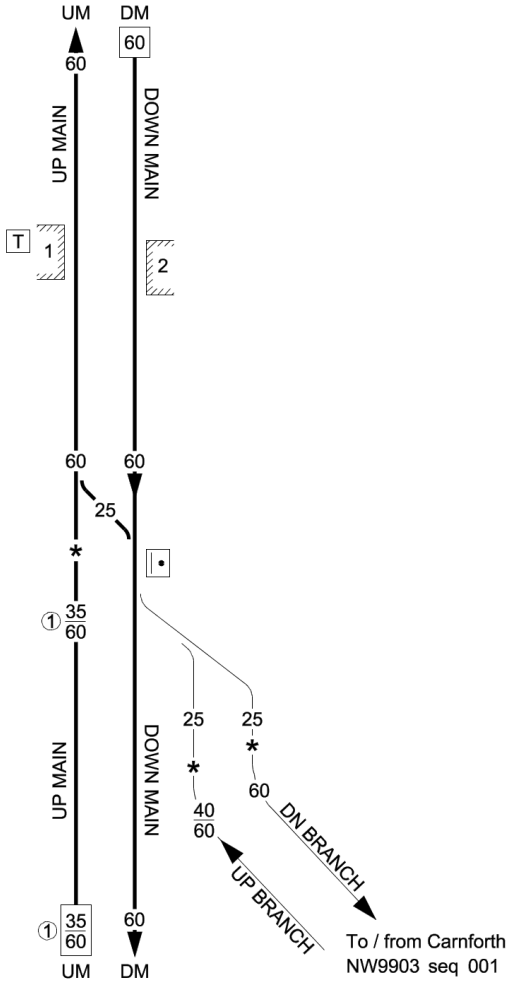
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB — York ROC Leeds North West Workstation (L)
			For *Explanation of Table A terms and symbols*, see NW0001 seq 001
GARGRAVE	224 79		Platform lengths: Gargrave. See London North Eastern Sectional Appendix, General Instructions.
Gargrave HABD	226 59		Gargrave HABD linked to York ROC.
Bell Busk Viaduct (89 metres / 97 yards) from	227 41		
to	227 46		
			Hellifield SB (HD)
Route boundary and Sectional Appendix boundary	230 00	North & East Route / North West Route — LNE Sectional Appendix / LNW(N) Sectional Appendix	
Switches Farm LC (UWC) (R/G-X)	230 06	T	
Haw Lane LC (UWC) (FP)	230 68	T	
(Start / end of diagram)	231 00		



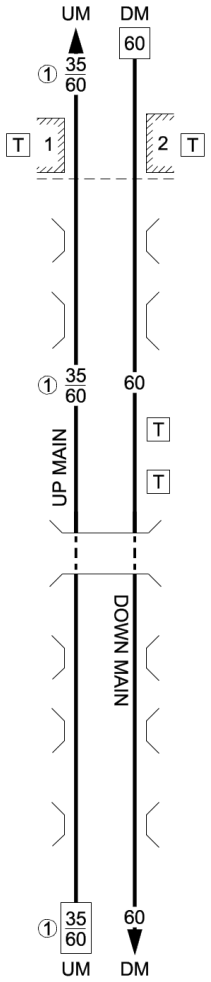
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	002	Gargrave to Carlisle South Jn	SKW1	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	231 00		GSM-R TCB Hellifield SB (HD)
(Crossover)	231 06		
Hellifield SB	231 14		
Hellifield South Jn	231 14 (34 68)		Mileage shown in round brackets ( ) is NW7013 mileage with ELR: DJH.
HELLIFIELD	231 20		Platform lengths: Hellifield. Platform 1: 97 metres (106 yards). Platform 2: 101 metres (110 yards).
			Standages: Up Goods Loop: 461 metres (504 yards). Down Goods Loop (to connection with Down Siding): 170 metres (186 yards). Down Goods Loop (full length): 327 metres (358 yards).
(Tail lamp telephone)	231 35		
(Tail lamp telephone)	231 45		
(Start / end of diagram)	231 50		

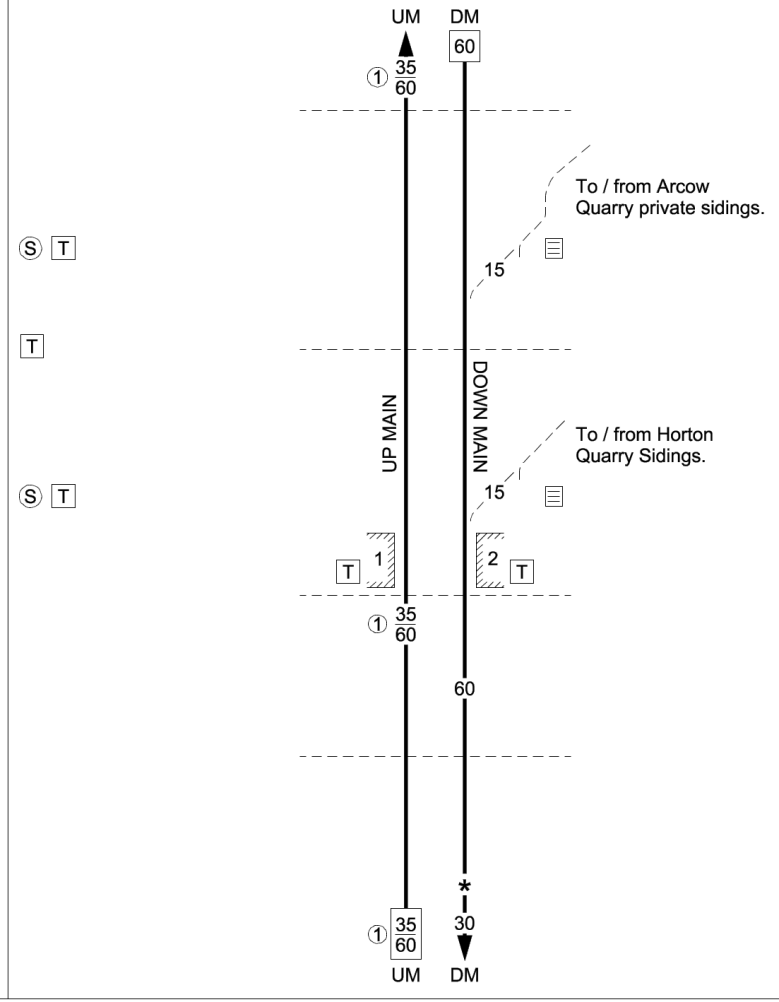
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	003	Gargrave to Carlisle South Jn	SKW1 SAC	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	231 50		GSM-R TCB Hellifield SB (HD)
(End of AB, start of TCB on Up Main)	231 56		AB
(End of TCB, start of AB on Down Main)	231 64		
LONG PRESTON	232 41		Telephone on the Up platform (Platform 1) connects to Settle Junction SB. Platform lengths: Long Preston. Platform 1: 79 metres (79 yards). Platform 2: 91 metres (100 yards).
			Settle Junction SB (SJ)
			(From approx. 233m 00ch.)
(Crossover)	234 40		
Settle Junction SB	234 42 *		
Settle Jn (Change of ELR)	234 44	SKW1 SAC	
			① The slower speed applies to freight trains conveying 2-axle vehicles with a wheelbase of 10 feet or less. The faster speed applies to all other trains.
	(234 55) * (234 56) *		Mileages in round brackets ( ) are NW9903 mileages with ELR: SKW1.
Main lines start / end adjacent to Branch lines.	234 67		
			Axle counter area: Down Main line from 234m 79ch to 243m 05ch.
(Start / end of diagram)	235 00		

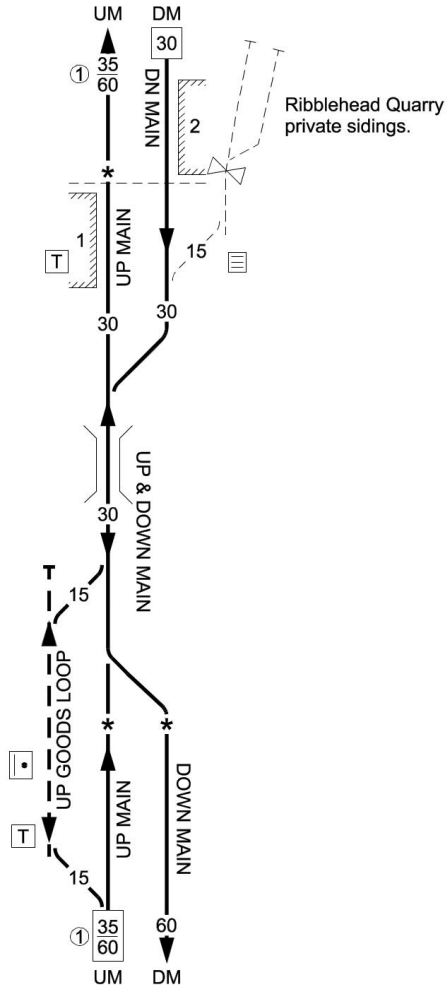
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	004	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	235	00		GSM-R AB Settle Junction SB (SJ)
SETTLE	236	40		Platform lengths: Settle. Platform 1: 98 metres (107 yards). Platform 2: 101 metres (110 yards).
Settle Station LC (SBC)	236	42		
Marshfield Viaduct (47 metres / 51 yards) from	236	50		Axle counter area: Down Main line from 234m 79ch to 243m 05ch.
to	236	53		
Church (Settle) Viaduct (75 metres / 82 yards) from	236	58		
to	236	62		
(Telephone)	237	63		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 237m 30ch and 237m 40ch.
(Telephone)	238	23		
Stainforth Tunnel (110 metres / 120 yards) from	238	54		
to	238	59		① The slower speed applies to freight trains conveying 2-axle vehicles with a wheelbase of 10 feet or less. The faster speed applies to all other trains.
Sheriff Brow Viaduct (60 metres / 66 yards) from	239	50		
to	239	53		
Little Viaduct (59 metres / 65 yards) from	239	67		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 239m 60ch and 239m 70ch.
to	239	70		
Ribble Viaduct (48 metres / 52 yards) from	240	51		
to	240	53		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
(Start / end of diagram)	240	60		

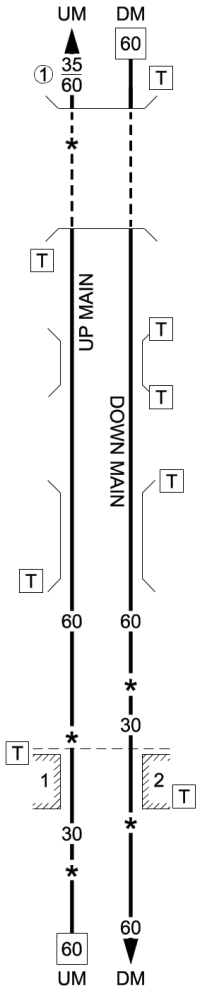
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	005	Gargrave to Carlisle South Jn	SAC AQL HRQ	North West	14/04/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	240	60		AB Settle Junction SB (SJ)
Helwith Bridge LC (FP)	240	71		① The slower speed applies to freight trains conveying 2-axle vehicles with a wheelbase of 10 feet or less. The faster speed applies to all other trains.
(Network Rail boundary - on siding only)	241	14		Arcow Quarry Sidings and connection have ELR: AQL. Arcow Quarry GSP released from Settle Junction SB.
Arcow Quarry GSP	241	15		
(Connection in Down Main line)	241	20		
Cragghill Farm LC (UWC) (FP)	241	31		Horton Quarry Sidings and connection have ELR: HRQ. Horton Quarry GSP released from Settle Junction SB.
(Network Rail boundary - on siding only)	242	33		At Horton-in-Ribblesdale station, the telephone on the Down platform connects to Settle Junction SB. The telephone on the Up platform connects to Blea Moor SB.
Horton Quarry GSP	242	34		
(Connection in Down Main line)	242	37		
HORTON-IN-RIBBLESDALE	242	43		Platform lengths: Horton-in-Ribblesdale. Platform 1: 91 metres (100 yards). Platform 2: 91 metres (100 yards).
Horton-in-Ribblesdale Station LC (FP)	242	45		
				Blea Moor SB (BM)
Aylmers LC (FP)	246	02		Axle counter area: Down Main line from 234m 79ch to 243m 05ch. Up Main line from 247m 35ch to 241m 37ch.
	246	70 *		
(Start / end of diagram)	247	00		

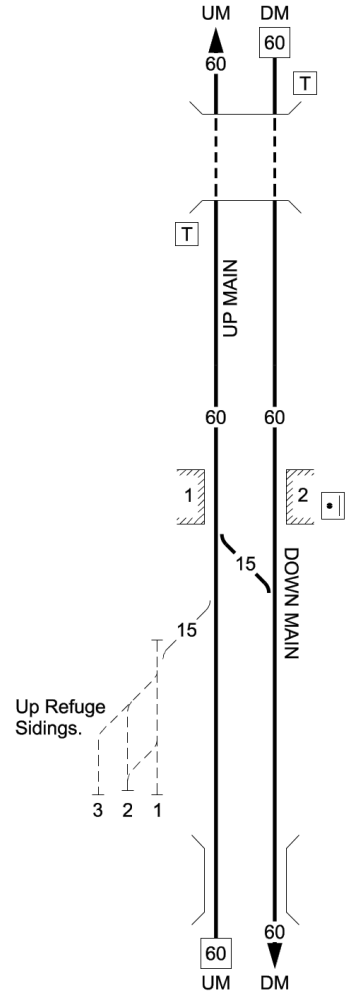
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	006	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	247	00		GSM-R AB Blea Moor SB (BM)
RIBBLEHEAD (Down platform)	247	13		Axle counter area: Up Main line from 247m 35ch to 241m 37ch.
Ribblehead Station LC (SPC)	247	16 *		
RIBBLEHEAD (Up platform)	247	20		Platform lengths: Ribblehead. Platform 1: 94 metres (103 yards). Platform 2: 101 metres (110 yards).
Ribblehead GF	247	22	Ⓢ T	Ribblehead GF released from Blea Moor SB.
(Start / end of single line)	247	40		
from	247	50		Ribblehead Viaduct (Br.66): heavy axle weight vehicles restricted to 20mph in both directions. See Route Clearance table D5A.
Ribblehead Viaduct (406 metres / 444 yards)				
to	247	70		
(Connection to Up Goods Loop)	248	22		① The slower speed applies to freight trains conveying 2-axle vehicles with a wheelbase of 10 feet or less. The faster speed applies to all other trains.
(Start / end of single line)	248	28		
	248	34 *		Standage: Up Goods Loop: 494 metres (540 yards).
Blea Moor SB	248	39		
(Telephone)	248	52		
(Connection to Up Goods Loop)	248	55		
(Start / end of diagram)	249	00		

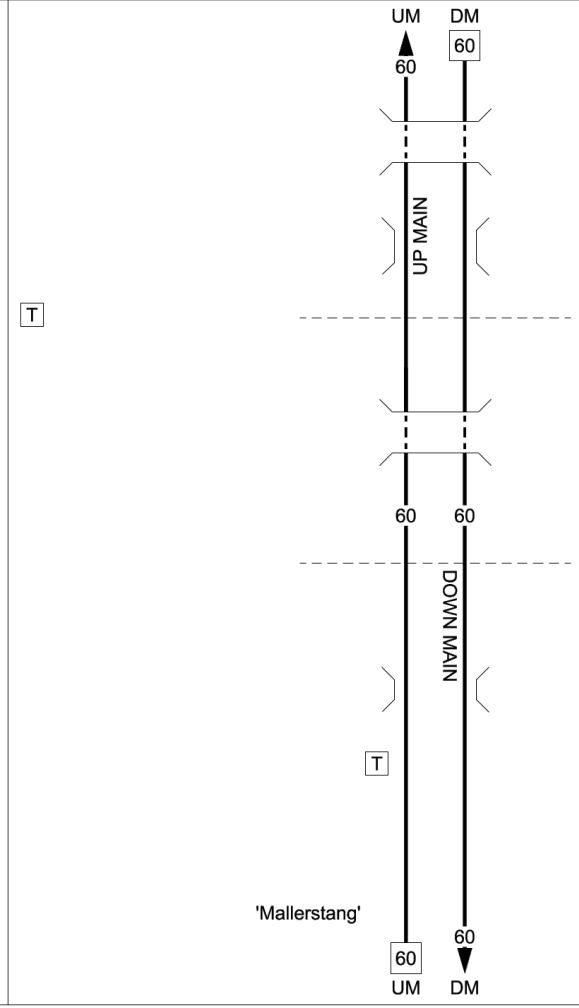
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	007	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	249 00		GSM-R AB Blea Moor SB (BM)
(Telephone)	249 20		① The slower speed applies to freight trains conveying 2-axle vehicles with a wheelbase of 10 feet or less. The faster speed applies to all other trains.
from	249 25		
Blea Moor Tunnel (2403 metres / 1 mile 869 yards)	249 40 *		
to	250 65		
(Telephone)	250 70		
from	251 13		
Dent Head Viaduct (177 metres / 194 yards)			
to	251 22		
from	252 07		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
Arten Gill Viaduct (201 metres / 220 yards)			
to	252 17		
	253 19 *		
Dent Station LC (SPC)	253 29 *		Platform lengths: Dent. Platform 1: 90 metres (98 yards). Platform 2: 87 metres (95 yards).
DENT	253 32		
	253 35 *		
	253 45 *		
(Start / end of diagram)	253 60		

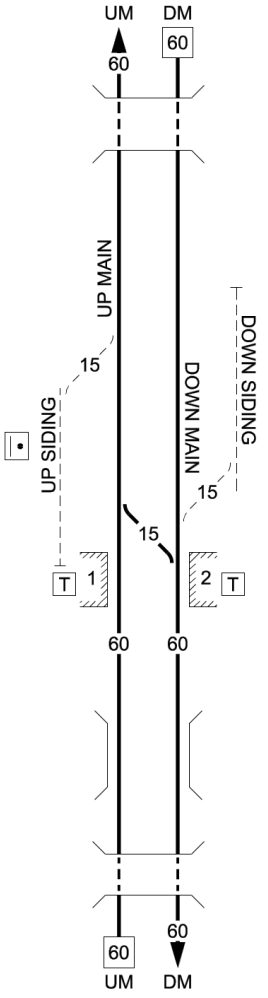
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	008	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	253	60		GSM-R
				AB Blea Moor SB (BM)
(Telephone)	254	06		
from	254	11		
Risehill Tunnel (1109 metres / 1213 yards)				
to	254	66		
(Telephone)	254	72		
				Garsdale SB (G)
GARSDALE	256	55		Platform lengths: Garsdale. Platform 1: 116 metres (127 yards). Platform 2: 116 metres (127 yards).
Garsdale SB	256	55		
(Crossover)	256	60		
(Siding connection)	256	62		
				Standages: Up Refuge Sidings 1, 2 and 3: 218 metres (238 yards).
from	257	01		
Moorcock Viaduct (211 metres / 231 yards)				
to	257	12		
(Start / end of diagram)	257	20		

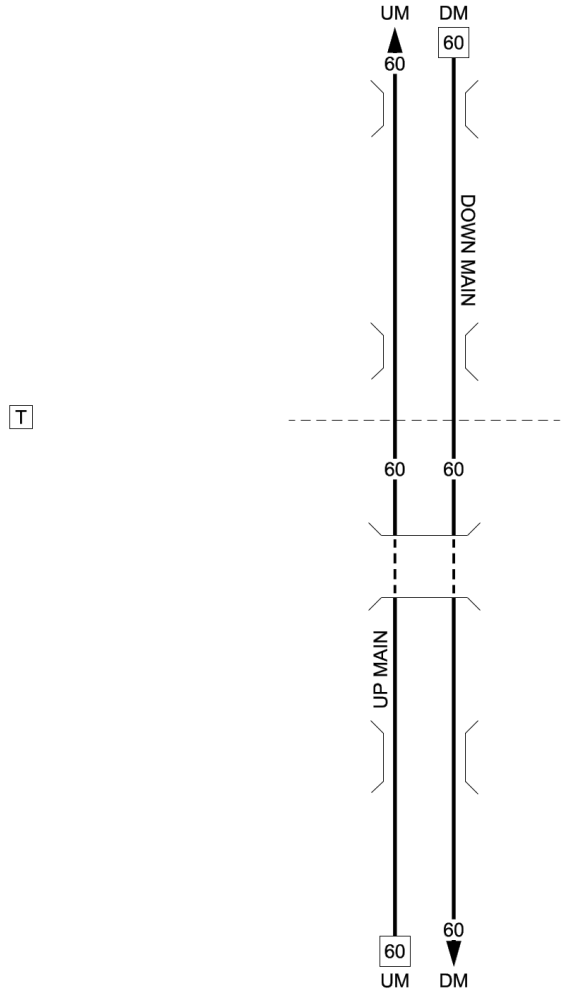
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	009	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	257 20		GSM-R AB Garsdale SB (G)
Moorcock Tunnel (90 metres / 98 yards) from	257 39		
to	257 44		
Lunds Viaduct (101 metres / 110 yards) from	257 54		
to	257 59		Kirkby Stephen SB (KS)
Grisedale LC (UWC)	257 68	T	
Shotlock Hill Tunnel (97 metres / 106 yards) from	258 38		
to	258 43		
Howbeck Bridge LC (FP)	259 30		
Ais Gill Summit	259 60		Axle counter area: Up Main line from 266m 21ch to 259m 04ch.
Ais Gill Viaduct (81 metres / 89 yards) from	260 52		
to	260 56		
(Telephone)	261 03	T	
(Start / end of diagram)	263 60		

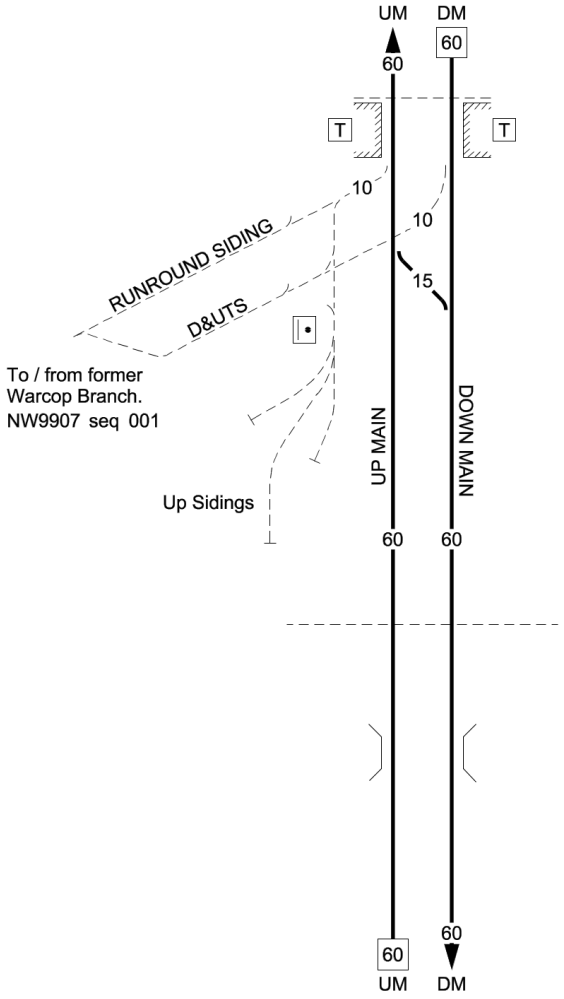
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	010	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	263	60		GSM-R AB Kirkby Stephen SB (KS)
from Birkett Tunnel (388 metres / 424 yards) to	264	23 264	42	
(Down Siding buffer stops)	266	23		
(Up Siding connection)	266	28		
Kirkby Stephen SB	266	40		Standages: Up Siding: 290 metres (317 yards). Down Siding: 363 metres (397 yards).
(Crossover)	266	44		
KIRKBY STEPHEN	266	47		Platform lengths: Kirkby Stephen. Platform 1: 91 metres (100 yards). Platform 2: 91 metres (100 yards).
from Smardale Viaduct (220 metres / 243 yards) to	268	49 268	60	**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
from Crosby Garrett Tunnel (165 metres / 181 yards) to	269	00 269	08	Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 269m 00ch and 269m 10ch.
(Start / end of diagram)	269	20		

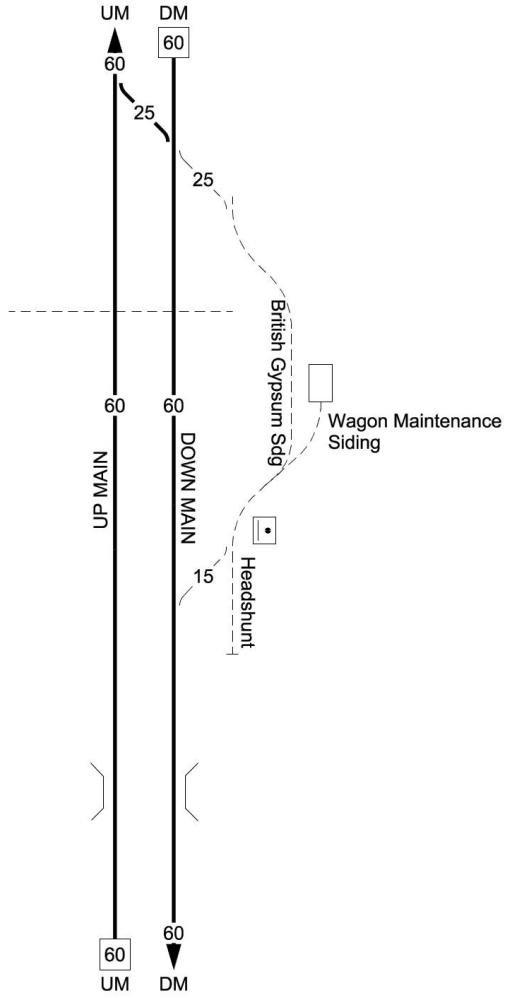
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	011	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	269 20		GSM-R
			AB Kirkby Stephen SB (KS)
from	269 34		
Crosby Garrett Viaduct (108 metres / 118 yards)			
to	269 40		
			Appleby North SB (AN)
from	271 53		
Griseburn Viaduct (129 metres / 141 yards)			
to	271 59		
Griseburn LC (UWC)	271 73	T	Axle counter area: Up Main line from 277m 09ch to 270m 20ch.
from	273 13		
Helm Tunnel (522 metres / 571 yards)			
to	273 39		
from	275 20		
Ormside Viaduct (184 metres / 201 yards)			
to	275 29		
(Start / end of diagram)	277 00		

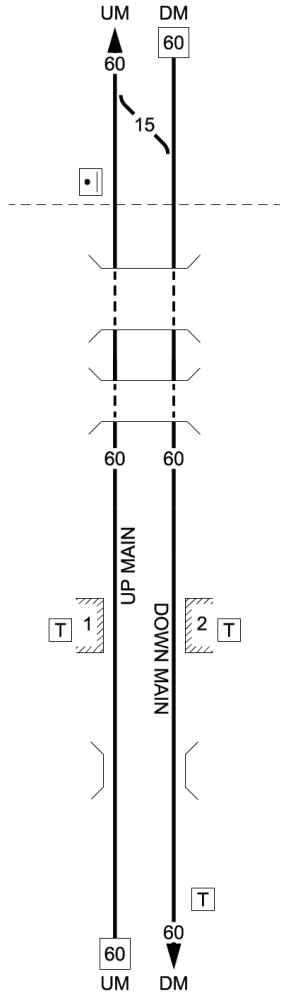
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	012	Gargrave to Carlisle South Jn	SAC WAR	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	277 00		GSM-R AB Appleby North SB (AN) Axle counter area: Up Main line from 277m 09ch to 270m 20ch. Platform lengths: Appleby. Down platform: 165 metres (180 yards). Up platform: 164 metres (179 yards). Standages: Runround Siding: 310 metres (339 yards). D&UTS: 310 metres (339 yards). D&UTS: Down & Up Through Siding. Down & Up Through Siding, Runround Siding and Up Sidings, including their connections to the main lines, have ELR: WAR.
Appleby Station LC (SBC)	277 18		
APPLEBY	277 22		
Appleby North Jn	277 28		
(Crossover)	277 32		
Appleby North SB	277 34		
Syphon Trod LC (FP)	278 44		Kirkby Thore SB (KT) Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 278m 20ch and 278m 60ch.
Long Marton Viaduct (103 metres / 113 yards) from	279 67		
to	279 72		
(Start / end of diagram)	281 40		

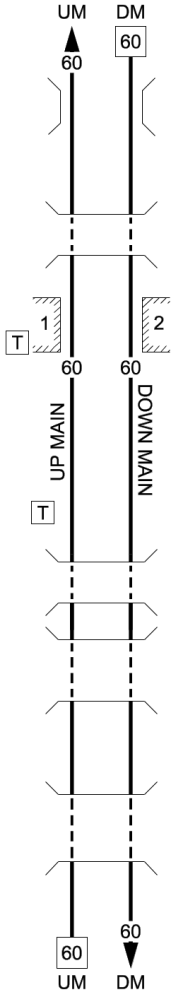
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	013	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	281 40		AB Kirkby Thore SB (KT) GSM-R
(Crossover)	281 47		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
Low Abbey LC (FP)	281 66		Standage: British Gypsum Siding: 540 metres (591 yards) - between signals KT22 and KT57.
Kirkby Thore SB	282 02		
(Crossover)	282 04		
(Headshunt buffer stops)	282 10		
Crowdundle Viaduct (82 metres / 90 yards) from	283 64		Culgaith SB (C)
to	283 68		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 283m 10ch and 284m 00ch.
(Start / end of diagram)	284 40		

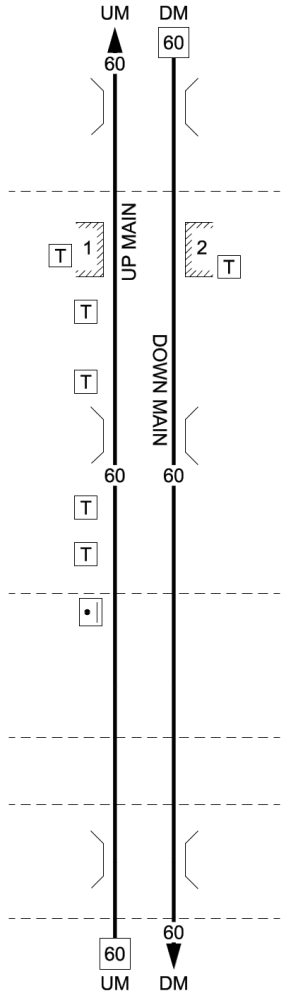
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	014	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	284	40		GSM-R AB Culgaith SB (C)
(Crossover)	284	50		
Culgaith SB	284	55		
Culgaith LC (MCB)	284	55		
from	284	78		
Culgaith Tunnel (604 metres / 661 yards)				Axle counter area: Down Main line from 284m 69ch to 292m 70ch.
to	285	28		
from	285	48		
Waste Bank Tunnel (150 metres / 164 yards)				
to	285	55		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 286m 00ch and 288m 60ch.
LANGWATHBY	288	23		Platform lengths: Langwathby. Platform 1: 95 metres (104 yards). Platform 2: 95 metres (104 yards).
from	289	35		
Little Salkeld Viaduct (121 metres / 132 yards)				
to	289	41		
LITTLE SALKELD, former site of	289	55		
(Telephone)	290	63		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 290m 30ch and 291m 50ch.
(Start / end of diagram)	291	00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	015	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

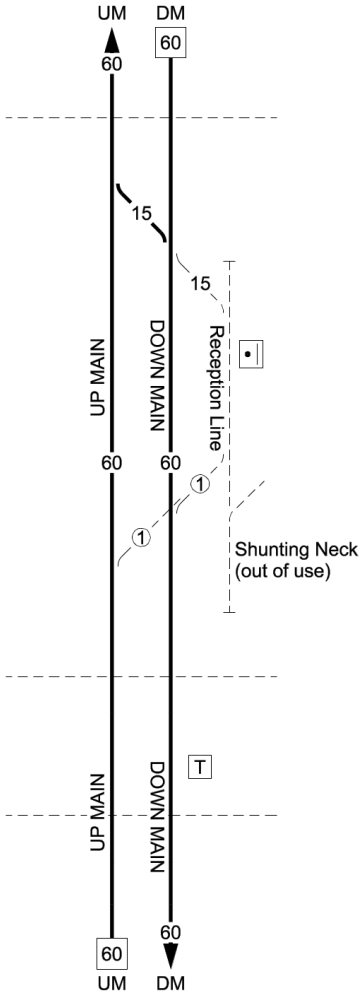
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	291 00		GSM-R AB Culgaith SB (C)
from	291 06		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 290m 30ch and 291m 50ch.
Long Meg (Eden Lacy) Viaduct (126 metres / 138 yards)			
to	291 12		
from	292 25		Axle counter area: Down Main line from 284m 69ch to 292m 70ch. Up Main line from 299m 55ch to 292m 22ch.
Lazonby Tunnel (90 metres / 99 yards)			
to	292 30		
LAZONBY & KIRKOSWALD	292 50		Low House Crossing SB (LH)
			Platform lengths: Lazonby & Kirkoswald. Platform 1: 93 metres (102 yards). Platform 2: 93 metres (102 yards). Telephones at Lazonby & Kirkoswald station connect to Low House Crossing SB.
(Telephone)	295 24		
from	295 42		
Baron Wood No.1 Tunnel (189 metres / 207 yards)			
to	295 51		
from	295 55		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 293m 70ch and 296m 60ch.
Baron Wood No.2 Tunnel (230 metres / 252 yards)			
to	295 67		
from	296 51		
Armathwaite Tunnel (297 metres / 325 yards)			
to	296 66		
(Start / end of diagram)	297 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	016	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

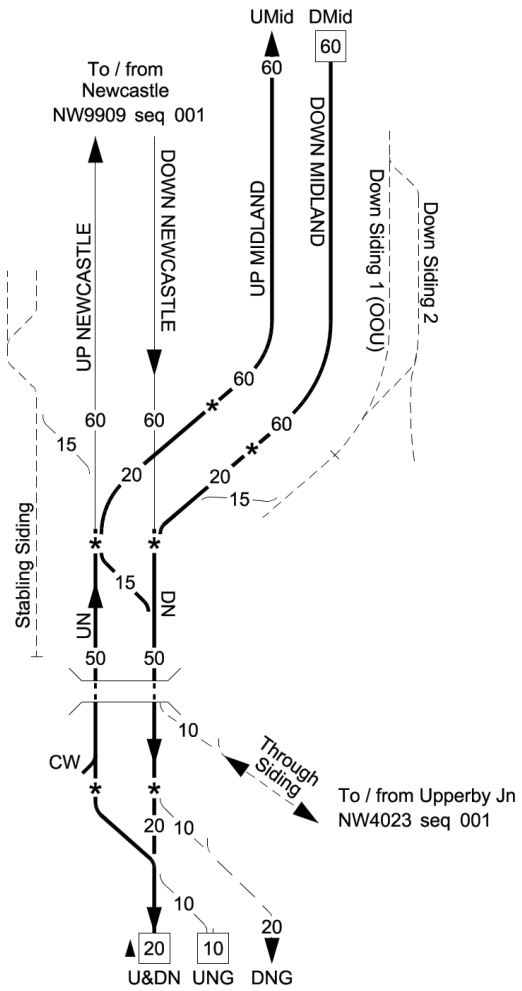
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	297	00		GSM-R AB Low House Crossing SB (LH)
from	297	23		
Armathwaite Viaduct (165 metres / 181 yards)				Axle counter area: Up Main line from 299m 55ch to 292m 22ch.
to	297	31		
Armathwaite LC (FP)	298	01		
ARMATHWAITE	298	09		Platform lengths: Armathwaite. Platform 1: 93 metres (102 yards). Platform 2: 91 metres (100 yards).
(Telephone)	298	16		
(Telephone)	298	79		
from	299	06		
Drybeck Viaduct (129 metres / 141 yards)				**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
to	299	12		
(Telephone)	299	25		
(Telephone)	299	42		
Low House LC (MCB)	299	55		
Low House Crossing SB	299	55		
Eden Brows LC (FP)	300	32		
Horrocks LC (UWC)	300	73		
from	301	01		
High Stand or Cotehill Viaduct (86 metres / 94 yards)				
to	301	05		
Syke Foot LC (UWC)	301	18		
(Start / end of diagram)	301	20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	017	Gargrave to Carlisle South Jn	SAC	North West	09/03/2024

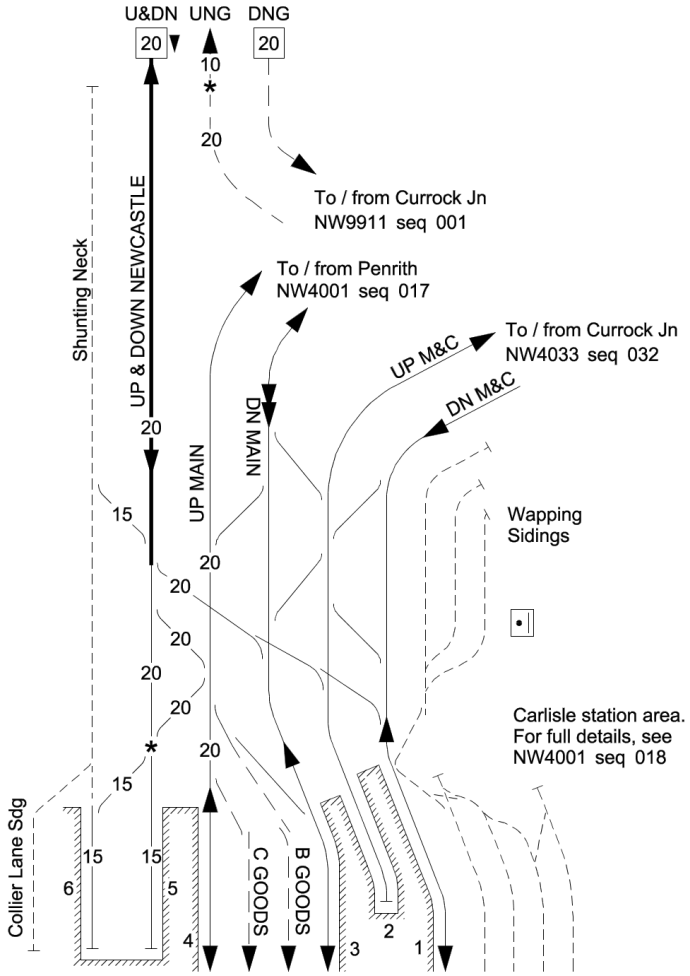
Location	Mileage M	Mileage Ch	Signalling & Remarks
(Start / end of diagram)	301	20	GSM-R AB Howe & Co's Sidings SB (HS)
Brindle Road LC (FP)	302	36	
(Up Main: end of TCB / start of AB)	302	57	TCB
(Down Main: end of AB / start of TCB)	302	64	
(Crossover)	302	66	
Howe & Co's Sidings SB	302	77	Standage: Reception Line: 288 metres (315 yards).
(North-end connections)	303	13	① North-end connections to the Reception Line are out of use and plain-lined.
(Buffer stops)	303	20	
Pickies Quarry LC (FP)	303	70	
CUMWHINTON, former site of	304	12	
(Telephone)	304	17	
Cumwhinton LC (FP)	304	29	
(Start / end of diagram)	305	20	



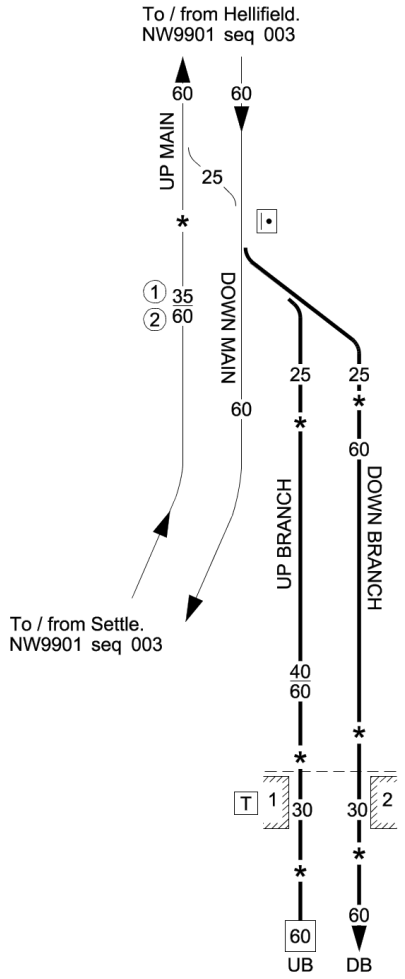
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	018	Gargrave to Carlisle South Jn	SAC NEC2	North West	10/05/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	305	20			GSM-R TCB — Carlisle PSB (CE) Panel B Exceptionally Poor Rail Adhesion: Up Midland and Down Midland lines between 305m 20ch and 305m 60ch.
(End of Down Sidings)	306	53			
	307	05	*		
(Connection)	307	11			
Petteril Bridge Jn	307	13		SAC	
(Change of mileage & ELR)	59	28	*	NEC2	
(End of Stabling Siding)	59	41			UN: Up Newcastle. DN: Down Newcastle.
London Road Tunnel from	59	42			
(39 metres / 43 yards) to	59	44			
(Connection to Through Siding)	59	44			
(Catch points)	59	47			CW located 337 metres (369 yards) on approach to signal CE403.
	59	49	*		
London Road Jn (CARLISLE)	59	50			U&DN: Up & Down Newcastle. UNG: Up Newcastle Goods. DNG: Down Newcastle Goods.
(Start / end of diagram)	59	55			

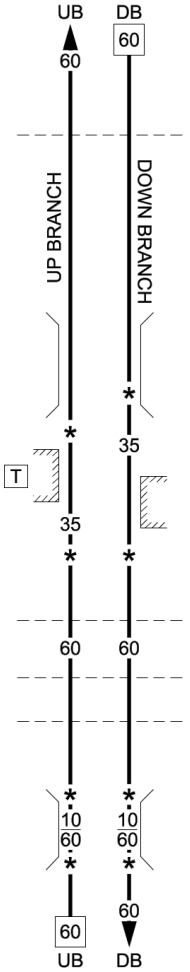
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9901	019	Gargrave to Carlisle South Jn	NEC2 CGJ7	North West	09/03/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	59 55			TCB: Carlisle PSB (CE), Panel B, AC: Cathcart GSM-R Shunting Neck provided with AC overhead electrification. U&DN: Up & Down Newcastle. UNG: Up Newcastle Goods. DNG: Down Newcastle Goods. "M&C" is NOT an abbreviation in the context of these line names. **For *Explanation of Table A terms and symbols*, see** NW0001 seq 001 Shunting Neck has ELR: NEC2. Change of mileage and ELR at Carlisle South Jn applies only to the Up & Down Newcastle line and Shunting Neck. NOTE: Not all details shown in the Carlisle station area. For full details, see NW4001 seq 018. AWS magnets not provided for Carlisle station signals.
(Shunting Neck buffer stops)	59 56	*		
(Newcastle Goods lines start / end adjacent to Up & Down Newcastle line)	59 62			
(Main lines start / end adjacent to Up & Down Newcastle line)	59 70			
Carlisle South Jn	59 76	NEC2		
(Change of mileage & ELR - see remarks column)	68 67	CGJ7		
Carlisle PSB	68 69			
	68 75	*		
CARLISLE	69 09			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9903	001	Settle Jn to Carnforth Station Jn	SKW1	North West	09/03/2024

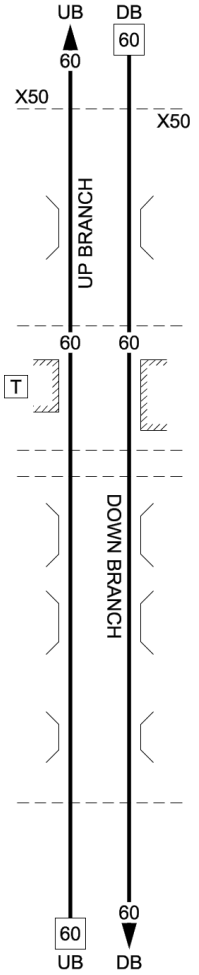
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R AB Settle Junction SB (SJ)
(Crossover)	234	40			
Settle Junction SB	234	42	*		
Settle Jn	234	44			① Applies to freight trains conveying 2-axle vehicles with a wheelbase of 10 feet or less. ② Applies to all other trains.
	234	55	*		
	234	56	*		
(Main lines start / end adjacent to Branch lines)	234	67			
	236	16	*		
	236	23	*		
Giggleswick Station LC (SBC)	236	24			Platform lengths: Giggleswick. Up platform: 84 metres (92 yards). Down platform: 84 metres (92 yards). Telephone provided on Up platform.
GIGGLESWICK	236	27			
	236	32	*		
	236	33	*		
(Start / end of diagram)	236	60			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9903	002	Settle Jn to Carnforth Station Jn	SKW1	North West	19/10/2024

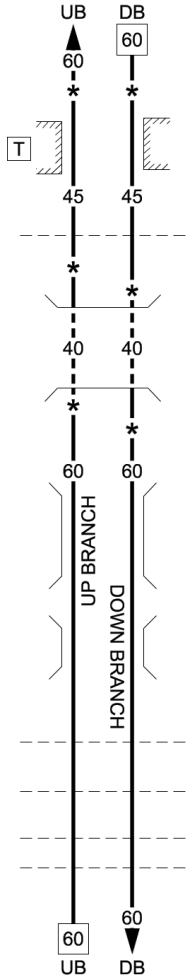
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	236	60		AB Settle Junction SB (SJ)
Tipperthwaite LC (FP)	237	24		
from	241	70		Wenning Viaduct (Br.77): maximum speed of 20mph applies to RA9/10 vehicles over this bridge on both lines - see Route Clearance table D5A.
Wenning Viaduct (117 metres / 128 yards)				
to	241	75 *		
	241	76		
	241	79 *		
CLAPHAM (NORTH YORKSHIRE)	242	02		Platform lengths: Clapham. Up platform: 84 metres (92 yards). Down platform: 84 metres (92 yards).
	242	20 *		Telephone provided on Up platform.
Hazle Hall LC (UWC)	242	43	T	
Clapham Woods LC (FP)	242	78		
Skew LC (FP)	243	27		
from	243	79 *		Farrer's Viaduct (Br.82): maximum speed of 10mph applies to RA9/10 vehicles over this bridge on both lines - see Route Clearance table D5A.
Farrer's Viaduct (80 metres / 88 yards)				
to	244	03 *		
(Start / end of diagram)	244	40		

GSM-R

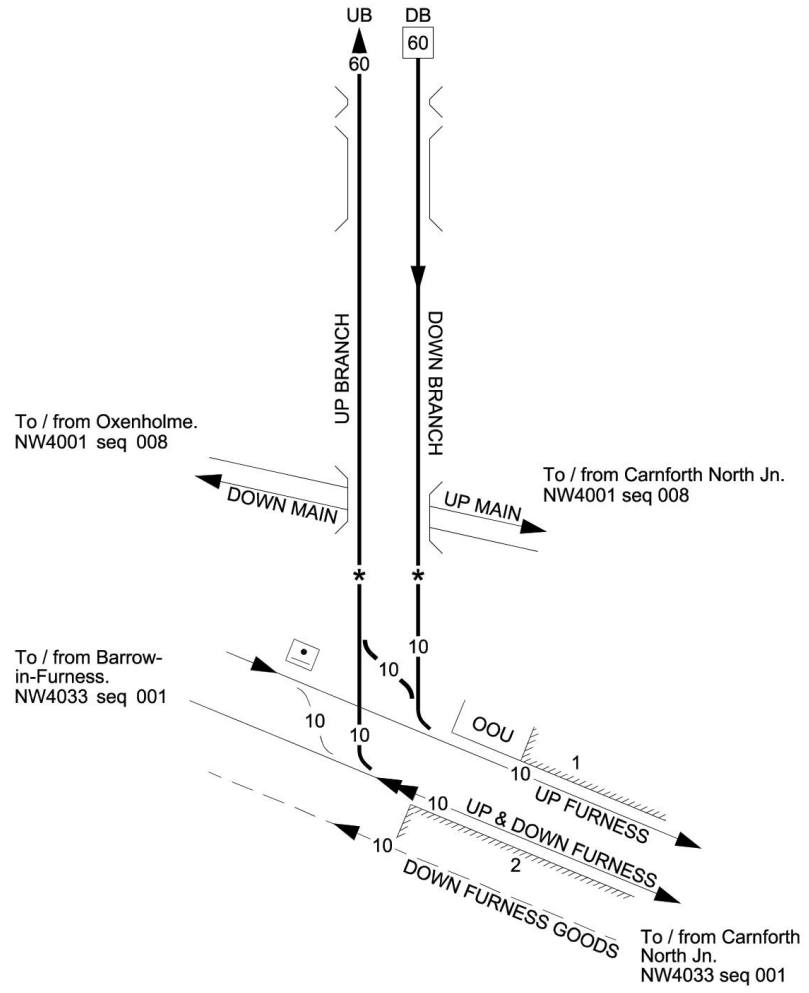
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9903	003	Settle Jn to Carnforth Station Jn	SKW1	North West	18/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	244	40		GSM-R AB Settle Junction SB (SJ)
Spencers LC (R/G-X) (UWC)	244	61	T	
Greens Viaduct (55 metres / 60 yards) from	245	15		
Greens Viaduct (55 metres / 60 yards) to	245	18		Exceptionally Poor Rail Adhesion: Up Branch and Down Branch lines between 245m 70ch and 246m 10ch.
Public Footpath No.38 LC (FP)	245	71		
BENTHAM	246	23	T	Platform lengths: Bentham. Up platform: 101 metres (110 yards). Down platform: 139 metres (152 yards).
Duke Street LC (FP)	246	43		Telephone to Settle Junction SB provided on Up platform.
Public Footpath No.22 LC (FP)	246	65		
Lower Bentham Viaduct (61 metres / 67 yards) from	247	35		Lower Bentham Viaduct (Br.95 & Br.96): maximum speed of 20mph applies to RA9/10 vehicles over this bridge on both lines - see Route Clearance table D5A.
Lower Bentham Viaduct (61 metres / 67 yards) to	247	38		
Punch Bowl Viaduct (52 metres / 57 yards) from	247	48		
Punch Bowl Viaduct (52 metres / 57 yards) to	247	51		Carnforth Station Junction SB (CS)
Clintsfield Viaduct (44 metres / 48 yards) from	248	31		Exceptionally Poor Rail Adhesion: Up Branch and Down Branch lines between 247m 50ch and 247m 60ch.
Clintsfield Viaduct (44 metres / 48 yards) to	248	33		
Clints Field LC (UWC)	248	52	T	
(Start / end of diagram)	249	20		

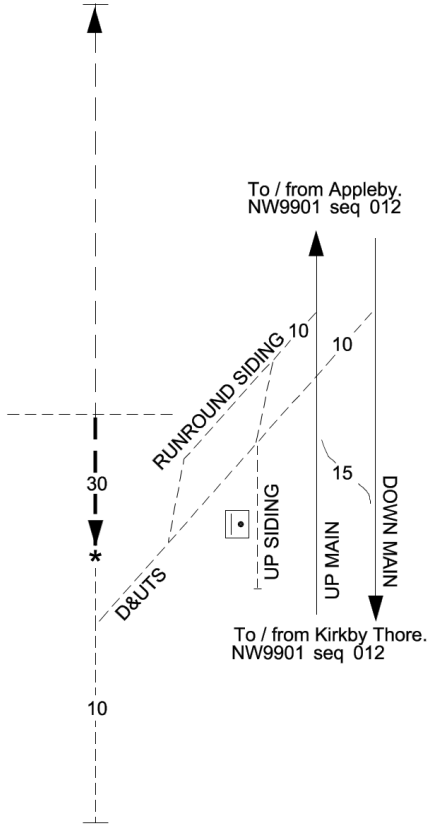
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9903	004	Settle Jn to Carnforth Station Jn	SKW1 SJC	North West	18/05/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	249	20			AB Carnforth Station Junction SB (CS) GSM-R
	249	29	*		
WENNINGTON	249	38			Platform lengths: Wennington. Up platform: 81 metres (89 yards). Down platform: 81 metres (89 yards).
Wennington Jn (former site of) (Change of mileage and ELR)	249	44			
	9	45			
Hornby Castle Estate LC (FP)	9	33			Telephone provided on Up platform.
	9	06	*		
	9	02	*		
from	9	01			
Melling Tunnel (1126 metres / 1232 yards)					
to	8	25			
	8	24	*		Exceptionally Poor Rail Adhesion: Up Branch and Down Branch lines between 8m 30ch and 8m 10ch.
	8	21	*		
from	7	60			
East Lune Viaduct (224 metres / 245 yards)					
to	7	49			
from	7	35			
West Lune Viaduct (96 metres / 105 yards)					
to	7	30			
Wards LC (UWC)	6	56	T		
Dockers Footpath No.13 LC (FP)	5	62			Exceptionally Poor Rail Adhesion: Up Branch and Down Branch lines between 7m 00ch and 3m 00ch.
Hill Top LC (FP)	4	61			
Keerholme LC (UWC)	4	55	T		
(Start / end of diagram)	3	40			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9903	005	Settle Jn to Carnforth Station Jn	SJC CEC	North West	18/05/2024

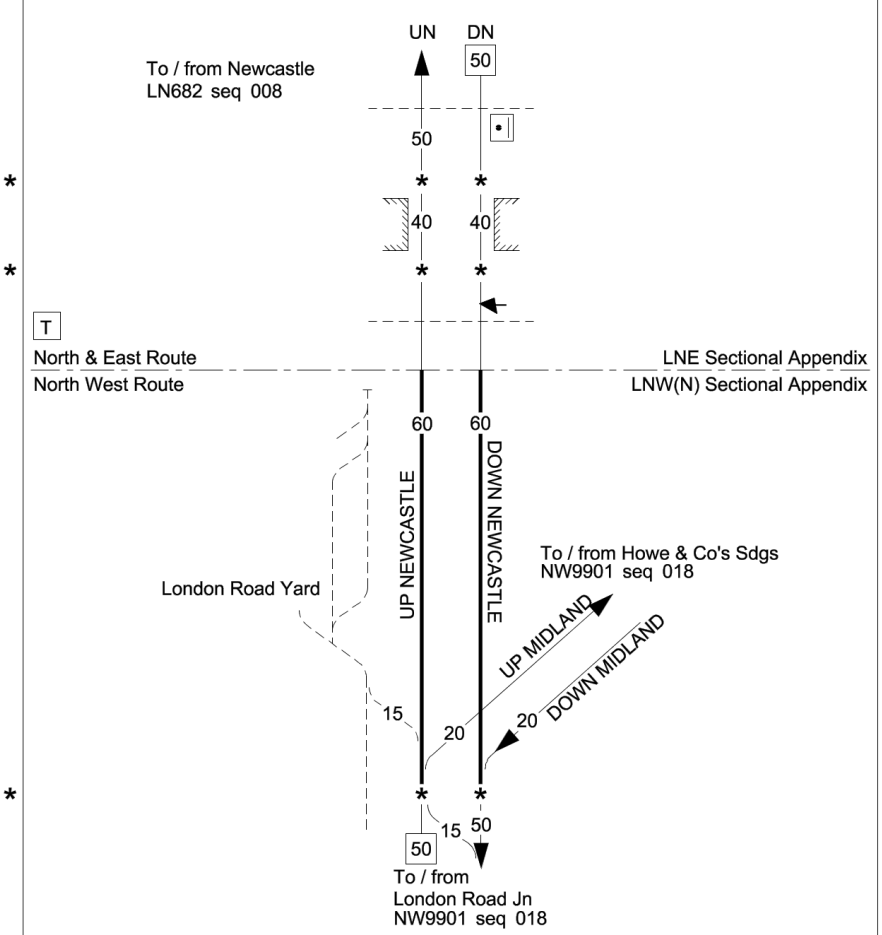
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	3 40		GSM-R AB Carnforth Station Junction SB (CS)
Br.11	2 36		Exceptionally Poor Rail Adhesion: Up Branch and Down Branch lines between 7m 00ch and 3m 00ch.
from	2 32		
Capernwray Viaduct (133 metres / 145 yards)			
to	2 25		Br.11: maximum speed of 20mph applies to RA9/10 vehicles over this bridge on both lines - see Route Clearance table D5A.
(West Coast Main Line)	0 41		Down Main and Up Main lines (WCML) provided with 25kV AC electrification, controlled from Crewe ECR.
Carnforth East Jn (former site of)	0 31		
(Change of mileage and ELR)	0 25 *		
Carnforth Station Junction SB (Crossover)	0 09		
Carnforth Station Jn	0 04 (0 38)		Up & Down Furness and Down Furness Goods lines provided with 25kV AC electrification, controlled from Crewe ECR.
CARNFORTH	(0 31)		Platform lengths: Carnforth. See NW4033 seq 001 for details.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9907	001	Warcop to Appleby	WAR EDE	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Warcop	5 54		OT(S) Appleby North SB GSM-R The Local Operations Manager is authorised to receive and deliver the Train Staff (see Local Instructions). AWS and TPWS not provided.
Network Rail Boundary Appleby East LC (TMO)	11 03		GSM-R Down: End of GSM-R area: 11m 03ch Up: Start of GSM-R area: 11m 03ch
Appleby North SB	(277 34)		GSM-R coverage extended on the Warcop Branch from 277m 27ch to 277m 56ch)
'Commencement / End of single line' board	11 31 *		D&UTS: Down & Up Through Siding.
	11 36	T	
	277 56		
End of Line	11 46		

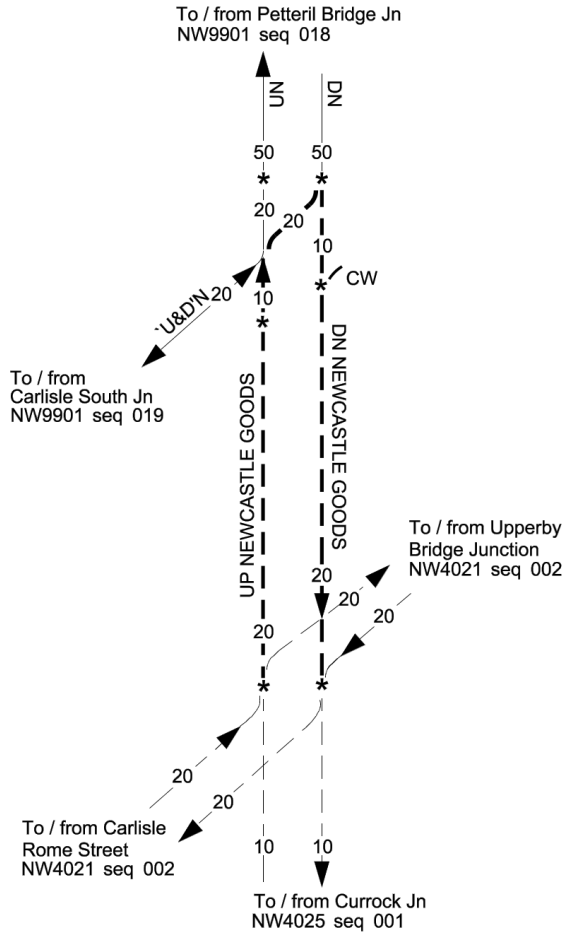
LNW North Route Sectional Appendix Module NW10

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9909	001	Corby Gates to Petteril Bridge Jn.	NEC2	North West	09/03/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Corby Gates LC	55	54			TCB Corby Gates SB (CG)
Corby Gates SB (CG)	55	54			
	55	69	*		
WETHERAL	55	76			
	56	03	*		
Wetheral HABD (to Carlisle box)	56	73			
Scotby LC (UWC)	56	76			Carlisle PSB (CE) Panel B
(Route boundary and Sectional Appendix boundary)	58	00			
Petteril Bridge Jn	59	28	*		

GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9911	001	London Road Jn to Bog Jn (Newcastle Goods lines)	NGD	North West	10/05/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
London Road Jn (CARLISLE)	59	49 *		TCB Carlisle PSB (CE) Panel B GSM-R AWS is provided in up direction only. TPWS not provided. DN: Down Newcastle. UN: Up Newcastle. 'U&D'N: 'Up & Down' Newcastle. CW. Down at 0m 02ch.
	0	00		
	0	02 *		
	0	03 *		
Bog Jn	0	25 *		
	1	07		

SPECIAL WORKING ARRANGEMENT
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NW9901- GARGRAVE TO CARLISLE SOUTH JN. 26

NW9901 (GARGRAVE TO CARLISLE SOUTH JN.)

From	To	Type of Train	Line(s)	Remarks
British Gypsum sidings	Headshunt	Freight	Within the siding and headshunt	Movements without a controlling shunter, driven from the cab facing the direction of travel. The PIC must receive an assurance from the BG Reach Stacker Operator that all staff are clear of the line before the movement commences.
London Road Jn (signal CE.404)	Carlisle Station	Coaching stock	Down Newcastle “Up & down” Newcastle	Propelling authorised for single vehicles

Dated: 11/07/2020

EXCEPTIONALLY POOR RAIL ADHESION

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EXCEPTIONALLY POOR RAIL ADHESION

NW9901 (GARGRAVE TO CARLISLE SOUTH JN)

Location	Line(s) Affected	Mileage (Between)				
Settle – Stainforth Tunnel entrance	Up Main, Down Main	237 m	30 ch	*to*	237 m	40 ch
Stainforth Tunnel exit – Little Viaduct	Up Main, Down Main	239 m	60 ch	*to*	239 m	70 ch
Crosby Garret Tunnel exit – Griseburn Viaduct	Up Main, Down Main	269 m	00 ch	*to*	269 m	10 ch
Appleby – Long Marton	Up Main, Down Main	278 m	20 ch	*to*	278 m	60 ch
Kirkby Thore – Culgaith	Up Main, Down Main	283 m	10 ch	*to*	284 m	00 ch
Waste Bank Tunnel exit – Langwathby	Up Main, Down Main	286 m	00 ch	*to*	288 m	60 ch
Little Salkeld Viaduct – Lazonby Tunnel	Up Main, Down Main	290 m	30 ch	*to*	291 m	50 ch
Lazonby & Kirkoswald – Armathwaite Tunnel	Up Main, Down Main	293 m	70 ch	*to*	296 m	60 ch
Cumwhinton	Up Midland / Up Main, Down Main / Down Midland	305 m	20 ch	*to*	305 m	60 ch

Dated: 24/02/2024

NW9903 (SETTLE JN TO CARNFORTH STATION JN)

Location	Line(s) Affected	Mileage (Between)				
Clapham – Bentham	Up Branch, Down Branch	245 m	70 ch	*to*	246 m	10 ch
Punch Bowl Viaduct – Wennington	Up Branch, Down Branch	247 m	50 ch	*to*	247 m	60 ch
East Lune Viaduct – Melling Tunnel	Up Branch, Down Branch	8 m	10 ch	*to*	8 m	30 ch
Capernwray Viaduct – West Lune Viaduct	Up Branch, Down Branch	3 m	00 ch	*to*	7 m	00 ch

Dated: 18/05/2024

LOCAL INSTRUCTIONS
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ENTIRE LINE OF ROUTE	31

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NW9901 - GARGRAVE TO CARLISLE SOUTH JN.

Blea Moor SB

Down train reversing on the Down Main line to return to Settle Junction. When the train arrives, the driver must immediately advise the signaller if it is complete with tail lamp.

Dated: 09/06/12

NW9901 - GARGRAVE TO CARLISLE SOUTH JN.

Appleby North SB

Propelling of ECS trains from the 'down & up' through siding to the down main line. The signaller at Appleby North signal box is permitted to authorise ECS trains to pass the shunting signal controlling the exit from the 'down & up' through siding at danger in order to propel into the down platform. The train must not proceed outside the protection of the home signal.

Water crane. Drivers using the water crane must be careful to leave the crane clear of the running lines and properly secured after use.

Dated: 07/10/06

NW9907 - WARCOP TO APPLEBY

Entire Line Of Route

The train staff is kept by the Local Operations Manager, Appleby. The line must not be used without the specific permission of the Network Rail Area Operations Manager, Lancs & Cumbria.

Dated: 07/10/06

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LIST OF MODULE PAGES AND DATES

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8	**06 September 2025**
9	01 June 2024
10	01 June 2024
11	01 June 2024
12	01 June 2024
13	07 June 2025
14	07 June 2025
15	01 June 2024
16	01 June 2024
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16L	**06 September 2025**
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16O	07 June 2025
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16Q	01 March 2025
16R	01 March 2025
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19	**06 September 2025**
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ROUTE CLEARANCE

Last Updated: 01/06/2013

LONDON NORTH WESTERN (NORTH)

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 amiliarize 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: 14/06/25

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	Y	E	E	E	Y	E	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	Y	E	E	E	Y	E	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	Y	E	E	E	Y	E	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	Y	E	E	E	Y	E	
NW1001	LEC4	Change of ELR (North of Stafford) –Little Bridgeford Jn	133	60	137	42	Y	Y	Y	E	Y	E	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	Y	Y	Y	E	Y	E	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	Y	Y	Y	Y	Y	E	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	Y	Y	Y	E	Y	N	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	Y	Y	Y	E	Y	N	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	Y	Y	Y	Y	Y	N	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	Y	Y	Y	Y	Y	N	
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	Y	Y	Y	Y	Y	N	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	Y	Y	Y	Y	Y	N	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	Y	Y	Y	Y	Y	N	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	Y	Y	Y	Y	Y	N	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	Y	Y	Y	Y	Y	N	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	Y	Y	Y	Y	Y	N	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	Y	Y	Y	Y	Y	N	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	Y	Y	Y	Y	Y	N	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	Y	Y	Y	Y	Y	N	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	Y	Y	Y	N	
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y	Y	Y	Y	R1	N	R1 Prohibited Preston D&UGL
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	Y	R1	N	R1 Prohibited Preston D&UGL
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	Y	E	E	E	Y	E	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	Y	N	N	N	N	N	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	Y	Y	Y	Y	Y	N	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	Y	Y	Y	Y	Y	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	Y	Y	Y	Y	Y	N	
NW1009	BHI	Basford Hall Jn – Site of Former Sydney Bridge Jn (Independent Lines)	156	16	158	76	Y	Y	Y	Y	N	N	
NW1009	CMP1	Site of Former Sydney Bridge Jn – Sandbach South Jn (Independent Lines)	158	76	162	28	Y	Y	Y	Y	N	N	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	Y	Y	Y	Y	N	N	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	Y	Y	Y	Y	N	N	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent Lines)	157	64	158	18	Y	Y	Y	Y	N	N	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent Lines)	157	71	158	73	Y	Y	Y	Y	N	N	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	Y	Y	Y	Y	Y	N	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	Y	Y	Y	Y	Y	N	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	Y	Y	Y	Y	Y	N	
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	N	N	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	Y	Y	Y	Y	Y	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	N	N	N	N	N	N	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	Y	Y	Y	Y	Y	N	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	Y	Y	Y	Y	Y	N	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	Y	Y	Y	Y	Y	N	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	Y	Y	Y	Y	Y	N	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	N	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	Y	Y	Y	Y	Y	N	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	Y	Y	Y	Y	Y	N	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	N	N	N	N	N	N	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	N	N	N	N	N	N	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	Y	Y	Y	Y	Y	N	
NW2015	DSE	Newton-le-Willows Jn - Earlestown East Jn (Electrified section)	16	19	14	75	Y	Y	Y	Y	Y	N	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	Y	Y	Y	Y	Y	N	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	N	N	N	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	Y	Y	Y	Y	Y	N	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	Y	Y	Y	Y	Y	N	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	Y	Y	Y	Y	Y	N	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	Y	Y	Y	Y	Y	N	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	N	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	N	N	N	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	N	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	Y	Y	Y	Y	Y	N	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	Y	Y	Y	Y	Y	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	Y	Y	Y	Y	R1	N	R1 Prohibited Chester parcels platform
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	Y	Y	Y	Y	Y	N	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	Y	Y	Y	Y	Y	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	Y	Y	Y	Y	Y	N	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	Y	Y	Y	Y	Y	N	
NW3005	WSJ2	Route Boundary Wales / LNW - Saltney Jn	202	60	212	06	Y	Y	Y	Y	Y	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	Y	Y	N	N	N	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	Y	Y	N	N	N	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	Y	Y	N	N	N	N	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	Y	Y	N	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	Y	Y	N	N	N	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	Y	Y	Y	Y	N	N	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	Y	Y	Y	Y	N	N	
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	Y	Y	Y	Y	N	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	Y	Y	Y	Y	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	Y	Y	Y	Y	Y	N	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	Y	Y	N	Y	Y	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	Y	Y	Y	Y	Y	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	Y	Y	Y	Y	Y	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	Y	Y	Y	Y	Y	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	Y	Y	Y	Y	Y	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	Y	Y	Y	Y	Y	N	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	N	N	N	Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	Y	Y	Y	Y	Y	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	Y	Y	Y	Y	Y	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	N	N	N	N	N	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	N	N	N	N	N	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	Y	Y	Y	Y	Y	N	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	Y	Y	R1	N	R1 Prohibited Preston D&UGL
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y	Y	Y	Y	R1	N	R1 Prohibited Preston D&UGL

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	Y	Y	N	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	Y	Y	Y	Y	Y	N	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	Y	Y	Y	Y	R1	N	R1 Prohibited Lancaster Down Bay platform 2
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	Y	Y	Y	Y	Y	N	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	Y	Y	Y	Y	Y	N	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	Y	Y	Y	Y	Y	N	
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	Y	Y	Y	Y	R1 R2	N	R1 Prohibited Down Goods line between Caldew Jn and Kingmoor Yard R2 Prohibited Up Goods line between Caldew Jn and Mossband Jn
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	Y	Y	Y	Y	Y	N	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	Y	Y	Y	Y	Y	N	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	Y	Y	Y	Y	N	N	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	Y	Y	Y	Y	Y	Y	Y
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	Y	Y	Y	Y	Y	Y	Y
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	Y	Y	Y	Y	Y	Y	R1 Y
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	Y	Y	Y	Y	Y	N	
NW4009	WPS	Poulton – End of Line	14	40	18	08	N	N	N	N	N	N	Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	Y	Y	Y	Y	Y	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	Y	Y	Y	Y	Y	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	Y	Y	Y	Y	Y	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	Y	Y	Y	Y	Y	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	Y	Y	Y	Y	N	N	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	Y	Y	Y	Y	N	N	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	Y	Y	Y	Y	Y	N	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	N	Y	Y	Y	N	N	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	N	N	N	N	N	N	
NW4027	ETC	End of Line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	N	N	N	N	N	N	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	N	N	N	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	Y	Y	Y	Y	N	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	Y	Y	Y	Y	Y	N	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	Y	Y	Y	Y	Y	N	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	Y	Y	Y	Y	R1	N	R1 Prohibited between Barrow-In-Furness and Whitehaven
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	Y	Y	Y	Y	N	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	Y	Y	Y	Y	N	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	R1	Y	Y	Y	N	N	R1 Prohibited between Maryport and Carlisle South Jn
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	Y	Y	Y	Y	Y	N	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	Y	Y	Y	Y	Y	N	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	Y	Y	Y	Y	Y	N	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	Y	Y	Y	Y	Y	N	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	Y	Y	Y	Y	Y	N	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	Y	Y	Y	Y	Y	N	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	Y	Y	Y	Y	Y	N	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	Y	Y	Y	Y	Y	N	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	Y	Y	Y	Y	Y	N	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	Y	Y	Y	Y	Y	N	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	Y	Y	Y	Y	Y	N	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	Y	Y	Y	Y	Y	N	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	Y	Y	Y	Y	Y	N	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	Y	Y	Y	Y	Y	N	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	Y	Y	Y	Y	Y	E	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	Y	Y	Y	Y	Y	E	
NW5008	NBS1	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	Y	Y	Y	Y	Y	E	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	Y	Y	Y	Y	Y	E	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	Y	Y	Y	Y	Y	E	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	Y	Y	Y	Y	Y	E	R1 Prohibited between Glebe Street Jn and Stoke-on-Trent
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	Y	Y	Y	Y	Y	E	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	Y	Y	Y	Y	Y	E	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	Y	Y	Y	Y	Y	E	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of Former Milton Jn)	0	00	3	51	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ2	Change of Mileage (Site of Former Milton Jn) – Change of Mileage (Site of Former Leek Brook Jn)	0	00	6	65	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of Former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	Y	Y	Y	Y	Y	N	
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	Y	Y	Y	Y	Y	E	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of Former Crowthorne Jn)	4	10	5	28	Y	Y	Y	Y	Y	N	
NW5013	DJO2	Change of Mileage (Site of Former Crowthorne Jn) – Change of Mileage (Site of Former Ashton Moss South Jn)	0	53	1	19	Y	Y	Y	Y	Y	N	
NW5013	AMJ	Change of Mileage (Site of Former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	Y	Y	Y	Y	N	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	Y	Y	Y	Y	N	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	Y	Y	Y	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	Y	Y	Y	Y	Y	N	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	Y	Y	Y	Y	Y	N	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	Y	Y	Y	Y	Y	N	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	Y	Y	Y	Y	Y	N	
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	Y	Y	Y	Y	Y	N	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	Y	Y	Y	Y	Y	N	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	Y	Y	Y	Y	Y	N	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	Y	Y	Y	Y	Y	N	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	Y	Y	Y	Y	Y	N	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	Y	Y	Y	Y	Y	N	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	Y	Y	Y	Y	Y	N	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	Y	Y	Y	Y	Y	N	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	Y	Y	Y	Y	Y	N	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	Y	Y	Y	Y	Y	N	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	Y	Y	Y	Y	Y	N	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	Y	Y	Y	Y	Y	N	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	Y	Y	Y	Y	N	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	Y	Y	Y	Y	N	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	Y	Y	Y	Y	Y	N	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	Y	Y	Y	Y	Y	N	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	Y	Y	Y	Y	Y	N	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	Y	Y	Y	Y	Y	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	Y	Y	Y	Y	Y	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	Y	N	N	Y	Y	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	Y	N	N	Y	Y	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	Y	Y	Y	Y	Y	N	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	Y	Y	Y	Y	Y	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	Y	N	N	Y	Y	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	Y	N	N	Y	Y	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	22	Y	Y	Y	Y	Y	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	Y	Y	Y	Y	Y	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	Y	Y	Y	Y	Y	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	Y	Y	Y	Y	Y	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	Y	Y	Y	Y	Y	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	Y	Y	Y	Y	Y	N	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	Y	Y	Y	Y	Y	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	N	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	N	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	Y	Y	Y	Y	Y	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	Y	Y	Y	Y	Y	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	Y	Y	Y	Y	Y	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	Y	Y	Y	Y	Y	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	Y	Y	Y	Y	Y	N	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	Y	Y	Y	Y	Y	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	Y	Y	Y	Y	Y	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	Y	Y	Y	Y	Y	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	Y	Y	Y	Y	Y	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	Y	Y	Y	Y	Y	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	Y	Y	Y	Y	Y	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	Y	Y	Y	Y	Y	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	Y	Y	Y	Y	Y	Y	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	Y	Y	Y	Y	Y	N	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	Y	Y	Y	Y	Y	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	Y	Y	Y	Y	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	Y	Y	Y	Y	Y	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	Y	Y	Y	Y	Y	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	Y	Y	Y	Y	Y	Y	Y
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	Y	Y	Y	Y	Y	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	Y	Y	Y	Y	Y	Y	Y
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	Y	Y	Y	Y	Y	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	Y	Y	Y	Y	Y	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	Y	Y	Y	Y	Y	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	Y	Y	Y	Y	Y	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	Y	Y	Y	Y	Y	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	Y	Y	Y	Y	Y	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	N	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	N	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	N	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	N	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	N	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	N	N	N	
NW8011	CWK 1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	N	
NW8011	CWK 2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	R1 R2	R1 R3	N	N	N	N	R1 Prohibited between Change of ELR (Birkenhead Park) and Birkenhead North R2 Prohibited Birkenhead North platform 1 Up Passenger Loop R3 Prohibited from passing other vehicles between Birkenhead North Jn and Bidston East Jn on the Up and Down lines
NW8011	CWK 3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	Y	Y	N	N	N	N	R1 Prohibited between Bidston East Jn and Biston
NW8011	CWK 3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	Y	N	N	N	N	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	N	N	N	N	
NW8017	CCS1 /2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	Y	N	N	Y	Y	N	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	Y	N	N	Y	Y	N	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	Y	N	N	Y	Y	N	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	Y	N	N	N	Y	N	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	Y	Y	Y	Y	Y	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	Y	Y	Y	Y	Y	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	N	N	N	N	N	N	
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	N	N	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	N	N	N	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	N	N	N	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	Y	Y	Y	Y	Y	N	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	Y	Y	Y	Y	Y	N	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	Y	Y	Y	Y	Y	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	Y	Y	Y	Y	Y	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	Y	Y	Y	Y	Y	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	Y	Y	Y	Y	Y	N	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	Y	Y	Y	Y	Y	N	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	N	N	N	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	N	N	N	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	N	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	Y	N	Y	Y	Y	N	
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	Y	Y	Y	Y	Y	N	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	Y	Y	Y	Y	Y	N	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	Y	Y	Y	Y	Y	N	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	Y	Y	Y	Y	Y	N	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	Y	Y	Y	Y	Y	N	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	Y	Y	Y	Y	Y	N	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of Line	11	03	11	46	N	N	N	N	N	N	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	Y	Y	Y	Y	Y	N	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods Lines)	0	00	0	25	Y	Y	Y	Y	N	N	

Table D1B – Route clearance of diesel multiple units

Last Updated: 08/02/2025

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	N	N	Y	Y	N	N	N	Y	E	Y	T	N	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	N	N	Y	Y	N	N	N	Y	E	Y	T	N	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	N	N	Y	Y	N	N	N	Y	E	Y	T	N	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	E	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	Y	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	Y	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	N	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	N	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	N	Y	Y	Y	N	E	Y	Y	Y	Y	T	N	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	N	Y	R1	Y	Y	Y	Y	Y	Y	Y	T	Y	R1 10mph Crewe platform 11
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	N	N	Y	Y	Y	N	Y	Y	Y	Y	T	N	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	N	N	Y	Y	Y	N	Y	N	Y	Y	T	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	168	170	175	180	185	195	196	197	220	221	222	R1 Notes
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	N	N	N	Y	Y	N	Y	N	Y	Y	T	N	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	N	N	N	Y	Y	N	Y	N	Y	Y	T	N	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	N	N	N	Y	Y	N	Y	N	Y	Y	T	N	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	N	N	N	Y	Y	N	Y	N	N	Y	T	N	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	N	N	N	Y	R1	Y	Y	N	N	Y	T	N	R2 Prohibited Preston platforms 3C and 4C
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	N	N	N	Y	N	Y	Y	N	N	Y	T	N	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	E R1	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	R1 Prohibited between Penkridge and Stafford Trent Valley Jn No.1
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	N	N	N	N	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	N	N	N	N	N	N	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	N	N	N	N	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	N	N	Y	N	N	N	N	Y	N	Y	Y	N	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	N	Y	Y	Y	N	N	N	N	Y	N	Y	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	N	Y	Y	Y	N	N	N	N	Y	N	Y	N	
NW1009	BHI	Basford Hall Jn – Site of former Sydney Bridge Jn (Independent lines)	156	16	158	76	N	N	N	Y	N	N	N	N	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	N	N	N	Y	N	N	N	N	N	N	N	N	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	N	N	N	N	N	N	N	N	N	N	N	N	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent lines)	157	71	158	73	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	N	N	N	Y	N	Y	Y	N	Y	Y	Y	N	
NW1023	HOB2	Haydock Branch Jn – End of line	0	00	0	53	N	N	N	N	N	N	N	N	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	N	N	N	N	N	N	Y	N	N	Y	Y	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	N	N	N	N	N	N	N	N	N	N	N	N	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	N	N	N	N	N	N	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	N	N	Y	Y	N	N	Y	N	Y	Y	T	N	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	N	N	Y	Y	N	N	Y	N	Y	Y	T	N	
NW2001	WJL3	Speke East Jn – Edge Hill East Jn	186	72	191	75	N	N	Y	Y	N	R1	Y	N	Y	Y	T	R1	R1 Prohibited between Speke East Jn and Allerton Jn
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	N	N	Y	Y	N	Y	Y	N	Y	Y	T	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	N	N	N	N	N	N	N	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	N	N	N	N	N	N	N	N	N	N	N	N	
NW2009	SDJ2	End of line (Latchford) – Ditton East Jn	10	06	18	55	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	168	170	175	180	185	195	196	197	220	221	222	Notes
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	N	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	N	N	N	N	N	N	N	N	N	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	N	N	N	Y	Y	Y	Y	N	EH	Y	Y	N	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	N	N	N	N	N	N	Y	N	N	Y	Y	N	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	N	N	N	N	N	N	Y	N	N	Y	Y	N	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	N	N	N	N	N	N	Y	N	N	Y	Y	N	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	N	N	N	N	N	N	N	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn –Network Rail Boundary (MDHC)	0	15	5	53	N	N	N	N	N	N	N	N	N	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	N	Y	Y	Y	N	E	Y	Y	Y	Y	Y	N	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	N	Y	Y	Y	N	N	Y	N	Y	Y	Y	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	N	Y	Y	R1	N	N	R2 R3	N	R4	Y	Y	N	R1 Prohibited Chester parcels platform with crush deflated suspension R2 Prohibited between Chester West Jn and Change of ELR (Windmill Lane Tunnel) R3 Prohibited Chester platform 1 and Chester Parcels platform with deflated secondary suspension R4 R4 Prohibited Chester Parcels platform with crush loading

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	168	170	175	180	185	195	196	197	220	221	222	R1 Notes
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	N	Y	Y	Y	N	N	N	N	Y	N	R1	N	R1 Prohibited Wrexham General platform 2 with deflated secondary suspension
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	N	Y	Y	Y	N	N	N	N	Y	N	Y	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	N	N	N	Y	N	N	N	N	Y	N	N	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	N	N	N	R1	N	N	N	N	Y	N	N	N	R2 Prohibited Pen-Y-Ffordd Down platform with failed secondary suspension
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	N	N	N	Y	N	N	N	N	Y	N	N	N	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	N	N	N	Y	N	N	N	N	Y	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	N	N	N	Y	N	N	N	N	Y	N	N	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	N	N	N	R1	N	N	R1	N	R2	N	R1	N	R1 Prohibited between Chester North Jn and Hooton South Jn R2 R2 Prohibited Bache to Hooton South Jn
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	N	N	N	N	N	N	N	N	N	N	N	N	
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	N	N	N	N	N	N	Y	N	N	N	N	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of line	0	30	27	53	N	N	N	N	N	N	N	N	Y	N	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	N	N	N	Y	N	N	Y	N	Y	N	N	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	N	N	N	Y	N	N	Y	N	Y	N	N	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	N	N	N	Y	N	N	Y	N	Y	N	N	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	N	N	N	Y	N	N	Y	N	Y	N	N	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	N	N	N	Y	N	N	R2	N	Y	R1	R1	N	R2 Prohibited between Change of ELR (Altrincham) and Northwich West Jn R3 Prohibited between Hale and Mickle Trafford Jn
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	N	N	N	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	N	N	N	N	N	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	N	N	N	Y	N	N	N	N	N	Y	Y	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	N	N	N	N	N	N	N	N	N	N	N	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	N	N	N	N	N	N	N	N	N	N	N	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	N	N	N	N	N	N	N	N	N	N	N	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	N	N	N	N	N	N	N	N	Y	N	N	N	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	N	N	N	Y	R1	Y	Y	N	N	Y	T	N	R2 Prohibited Preston platforms 3C and 4C
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	N	N	N	Y	N	Y	Y	N	N	Y	T	N	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	N	N	N	N	N	Y	Y	N	N	Y	T	N	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	N	N	N	N	N	Y	Y	N	N	Y	T	N	
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	N	N	N	N	N	Y	Y	N	N	Y	T	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	N	N	N	N	N	R1	E	N	N	Y	T R2	N	R1 Prohibited Carlisle platform 2 R2 Prohibited Carlisle platforms 3 and 4 with deflated secondary suspension
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	N	N	N	N	N	R1 R2 R3	E R1	N	N	Y	T R4	N	R1 Prohibited Carlisle platform 7 R2 Prohibited Carlisle platform 8 in laden condition with deflated suspension R3 Prohibited last 5 metres of Carlisle platform 8 R4 Prohibited Carlisle platforms 3 and 4 with deflated secondary suspension
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	N	N	N	N	N	Y	N	N	N	Y	T	N	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	N	N	N	N	N	Y	N	N	N	Y	T	N	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	N	N	Y	Y	Y	R1	Y	N	N	Y	Y	N	R1 Prohibited Blackpool platform 5 (last 20 metres)
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	N	N	N	N	N	N	Y	N	N	N	N	N	
NW4009	WPS	Poulton – End of line	14	40	18	08	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	N	N	N	N	N	Y	Y	N	N	N	N	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	N	N	N	N	N	E	Y	N	N	N	N	N	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	N	N	N	N	N	E	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	N	N	N	N	N	N	N	N	N	N	N	N	
NW4027	ETC	End of line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	N	N	N	N	N	N	N	N	N	N	N	N	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	N	N	N	N	N	N	EH	N	N	N	N	N	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	N	N	N	N	N	N	EH	N	N	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	N	N	N	N	N	Y	N	N	N	Y	Y	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	N	N	N	R1	N	R1	R2 R3	N	N	N	N	N	R1 Prohibited between Millom and Whitehaven R2 Prohibited Barrow-in-Furness Down platform 1 with deflated secondary suspension R3 Prohibited Millom Up platform 1 with deflated secondary suspension
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	N	N	N	N	N	N	Y	N	N	N	N	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	N	N	N	N	N	N	Y	N	N	N	N	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	N	N	N	N	N	E R1	Y	N	N	R1	R1	N	R1 Prohibited between Change of ELR (Maryport) and Currock Jn R2 Prohibited between Maryport and Carlisle South Jn
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	N	N	Y	Y	Y	Y	Y	R1	Y	Y	Y	N	R1 Prohibited Former Site of Sydney Bridge to Sandbach North Jn
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	N	N	Y	Y	N	Y	Y	N	Y	Y	Y	N	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	N	N	Y	Y	N	Y	Y	N	Y	Y	Y	N	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	N	N	Y	Y	N	Y	Y	N	Y	Y	Y	N	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	N	N	Y	Y	N	Y	Y	N	EH	Y	Y	N	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	N	N	Y	Y	N	Y	Y	N	Y	Y	Y	N	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	Y	Y	Y	Y	N	N	N	Y	R1	Y	Y	N	R1 R1 Prohibited Heamies Bridge to Searchlight Lane Jn (Change of ELR and Mileage) (Up line only)
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	
NW5008	NBS1	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	Y	Y	Y	N	N	N	N	Y	Y	Y	Y	N	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	N	N	Y	Y	N	N	N	Y	N	Y	T	N	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	N	N	Y	Y	N	N	N	Y	EH	Y	T	N	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	N	N	Y	Y	N	N	Y	Y	EH	Y	T	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	N	N	Y	Y	N	N	Y	Y	EH	Y	T	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	N	N	Y	Y	N	N	Y	Y	EH	Y	T	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	N	N	Y	Y	N	N	Y	N	EH	Y	T	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of former Milton Jn)	0	00	3	51	N	N	N	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ2	Change of Mileage (Site of former Milton Jn) – Change of Mileage (Site of former Leek Brook Jn)	0	00	6	65	N	N	N	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	N	N	E	Y	Y	R1 R2	Y	N	N	Y	Y	N	R1 15mph Denton Down platform R2 5mph Denton Up platform
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	N	N	Y	N	N	N	N	N	N	Y	Y	Y	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW5013	DJO2	Change of Mileage (Site of former Crowthorne Jn) – Change of Mileage (Site of former Ashton Moss South Jn)	0	53	1	19	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW5013	AMJ	Change of Mileage (Site of former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	N	N	N	N	N	N	Y	N	N	N	N	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	N	N	N	N	N	N	Y	N	N	N	N	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	N	N	N	N	N	N	Y	N	N	N	N	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	N	N	Y	Y	N	Y	Y	N	N	R1	R1	N	R1 Prohibited between Hyde Jn and Guide Bridge East Jn
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	N	N	Y	Y	N	Y	Y	N	N	Y	Y	N	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	N	N	Y	Y	N	Y	Y	N	N	Y	Y	N	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	N	N	Y	Y	N	Y	Y	N	EH	Y	Y	N	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	N	N	N	N	N	N	Y	N	N	N	N	N	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	N	N	N	N	N	N	Y	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	N	N	Y	N	N	Y	R1	N	N	Y	Y	Y	R1 Prohibited United FC platform
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	N	N	Y	Y	Y	Y	Y	N	EH	Y	R1	Y	R1 Prohibited in tilt
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	N	N	Y	Y	Y	Y	N	N	N	Y	R1	Y	R1 Prohibited in tilt
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	N	N	N	Y	Y	R1 R2 R3	Y	N	N	Y	Y	N	R1 15mph Swinton Up platform R2 15mph Moorside Down platform R3 15mph Walkden Up platform
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	N	N	N	N	N	N	Y	N	Y	N	N	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	N	N	N	N	N	R1 R2 R3 R4	Y	N	Y	Y	Y	N	R1 15mph Hall l'th'Wood Down platform R2 30mph Bromley Cross Up platform R3 30mph Darwen Down platform R4 15mph BBB1/65 Bolton Road underbridge 23m46ch single
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	N	N	N	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	N	N	N	N	N	N	Y	N	Y	N	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	N	N	N	N	N	N	Y	N	Y	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	22	N	N	Y	Y	E	Y	Y	N	E	Y	Y	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	N	N	Y	Y	E	Y	Y	N	E	Y	Y	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	N	N	Y	Y	E	Y	Y	N	E	Y	Y	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	N	N	Y	E R1	E R1	Y	Y	N	N	Y	Y	N	R1 Prohibited between Newton Heath TMD and Castleton South Jn
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	N	N	R2 R3	N	R1	Y	Y	N	N	Y	Y	N	R1 Prohibited between Castleton East Jn and Todmorden R2 Prohibited Rochdale platform 1 with deflated suspension R3 Prohibited Smithy Bridge Up and Down platforms with deflated suspension
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	N	N	Y	N	Y	Y	Y	N	N	Y	Y	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	N	N	N	N	N	N	N	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	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	168	170	175	180	185	195	196	197	220	221	222	Notes
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	N	N	N	N	N	N	N	N	N	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	N	N	N	N	N	R1	Y	N	N	Y	Y	N	R1 5mph Rishton Up platform
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	N	N	N	N	N	N	Y	N	N	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	N	N	N	E R1	N	N	N	N	N	R1 Prohibited between Newton Heath TMD and Network Rail Boundary (Metrolink (Down Up Boundary at 02m 32ch)
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	N	N	Y	Y	E	Y	Y	N	N	Y	Y	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	N	N	E	Y	N	Y	Y	N	N	N	N	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	N	N	Y	Y	N	Y	Y	N	N	N	N	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	N	N	Y	Y	N	Y	Y	N	N	N	N	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	N	N	Y	Y	N	Y	Y	N	N	N	N	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	N	N	Y	N	N	Y	Y	N	N	N	N	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	N	N	Y	N	N	Y	Y	N	N	N	N	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	N	N	N	N	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	N	N	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	N	N	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	N	N	N	N	N	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	N	N	N	N	N	N	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	N	N	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	N	N	N	N	N	N	N	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	N	N	N	N	N	N	N	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of former Sefton Jn)	34	40	32	42	N	N	N	N	N	N	N	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	N	N	N	N	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	N	N	N	N	N	N	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	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	168	170	175	180	185	195	196	197	220	221	222	Notes
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	N	N	N	N	N	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	N	N	N	N	N	N	N	N	N	N	N	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	N	N	N	N	N	N	N	N	R1	N	N	N	R1 Prohibited Bidston East Jn to Bidston West Jn
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	N	N	N	N	N	N	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	N	N	N	N	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	N	N	N	N	N	N	N	N	N	N	N	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	N	N	N	N	N	N	N	N	N	N	
NW8017	CCS1/ 2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	N	N	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	N	N	Y	N	Y	Y	Y	N	N	Y	Y	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	N	N	Y	N	Y	Y	Y	N	N	Y	Y	Y	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord line)	168	32	167	56	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of former Peak Forest Jn)	167	56	161	05	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB2	Change of Mileage (Site of former Peak Forest Jn) – Change of Mileage (Site of former Buxton Jn)	0	00	0	28	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of former Buxton Jn) – Buxton SB	161	15	164	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	N	N	N	N	N	N	N	N	N	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	N	N	Y	N	N	Y	Y	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	N	N	Y	N	N	Y	Y	N	N	N	N	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	N	N	Y	N	N	Y	Y	N	N	N	N	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	N	N	N	N	N	N	Y	N	N	N	N	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	N	N	N	N	N	Y	Y	N	N	N	N	N	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	N	N	N	N	N	R1	Y	N	N	N	N	N	R1 5mph Hyde North Down platform
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	N	N	N	N	N	N	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	N	N	N	N	N	N	N	N	N	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	N	N	N	N	N	N	N	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	N	N	N	N	N	N	N	N	N	N	N	N	
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	N	N	N	N	N	R1	Y	N	N	Y	Y	N	R1 Prohibited between Route Boundary (LN922) (Gargrave) and Hellifield
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	N	N	N	N	N	N	Y	N	N	N	N	N	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	N	N	N	N	N	N	Y	N	N	N	N	N	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	N	N	N	N	N	N	Y	N	N	N	N	N	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	N	N	N	N	N	N	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of line	11	03	11	46	N	N	N	N	N	N	N	N	N	N	N	N	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods lines)	0	00	0	25	N	N	N	N	N	E	Y	N	N	N	N	N	

Table D2A – Route clearance of electric multiple units

Last Updated: 14/06/2025

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	N	Y	Y	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	N	Y	Y	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	N	Y	Y	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	N	Y	Y	Y	Y	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	N	Y	Y	Y	Y	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	N	Y	Y	Y	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	N	Y	Y	Y	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	N	Y	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	N	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	E	Y	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	E	R1	Y	Y	Y	R1 ECS only Up Fast line (Sign 158m 13ch)
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	E	Y	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	E	Y	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	E	Y	R1	Y	Y	R1 Prohibited between Weaver Jn and Change of ELR (Preston Brook Tunnel)
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	E	Y	N	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	E	Y	N	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	E R1 R2	Y	R3 R4	Y	Y	R1 Prohibited Warrington Bank Quay platform 2 R2 Prohibited Dallam Royal Mail Terminal R3 Prohibited Warrington Bank Quay platform 1 & 4 with secondary air suspension deflated R4 Prohibited Warrington Bank Quay platform 2 & 3
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	E	Y	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	E	Y	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	E	Y	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	E	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	E	Y	R1	Y	Y	R1 Prohibited Preston Down & Up Goods Loop (Parcel platform line) with secondary air suspension deflated
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	E	R1	R2	Y	Y	R1 – ECS only Preston Bay platform Bakehouse Siding RH and Derby Siding R2 Prohibited Preston Down & Up Goods Loop (Parcel platform line) with secondary air suspension deflated
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	E	Y	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	N	Y	Y	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	N	Y	N	Y	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	E	N	Y	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	N	N	N	H	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	N	N	N	H	N	
NW1009	BHI	Basford Hall Jn – Site of Former Sydney Bridge Jn (Independent Lines)	156	16	158	76	N	Y	Y	R1	N	R1 Permitted AC mode Crewe Sorting Sidings North – Crewe South Jn via South Yard and Basford Hall Sidings 2 to 10, including shunt moves at Crewe Sorting Sidings North box area only. Permitted loco-hauled throughout
NW1009	CMP1	Site of Former Sydney Bridge Jn – Sandbach South Jn (Independent Lines)	158	76	162	28	N	Y	Y	Y	E	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	N	Y	Y	Y	N	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	N	Y	Y	Y	N	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent Lines)	157	64	158	18	N	Y	Y	Y	N	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent Lines)	157	71	158	73	N	Y	Y	Y	N	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	E	Y	Y	H	N	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	E	N	Y	H	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	E	N	Y	H	R1	R1 Prohibited with more than 2 pantographs raised

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	E	N	Y	H	Y	
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	N	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	E	N	Y	H	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	N	N	N	N	N	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	E	N	Y	Y	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	E	N	Y	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	E	N	Y	Y	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	E	N	Y	Y	Y1	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	N	N	N	H	N	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	N	N	N	H	N	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	N	N	N	N	N	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	N	N	N	N	N	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	E	N	Y	Y	R1	R1 Prohibited with more than 2 pantographs raised
NW2015	DSE	Newton-le-Willows Jn - Earlestown East Jn (Electrified section)	16	19	14	75	E	N	Y	H	R1	R1 Prohibited with more than 2 pantographs raised
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	E	N	Y	H	R1	R1 Prohibited between Earlstown East Jn and Limit of Electrification
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	N	N	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	E	N	Y	Y	R1	R1 Prohibited with more than 2 pantographs raised
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	E	N	Y	H	N	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	E	N	Y	H	N	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	E	N	Y	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	E	N	Y	H	N	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	N	N	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	N	Y	N	H	E	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	N	N	N	H	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	N	N	N	H	N	R1 Prohibited between Chester and Change of ELR (Windmill Lane Tunnel)
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	N	N	N	N	N	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	N	N	N	N	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	N	N	N	H	N	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	N	N	N	H	N	
NW3005	WSJ2	Route Boundary Wales / LNW - Saltney Jn	202	60	212	06	N	N	N	H	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	N	N	N	H	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	N	N	N	H	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	N	N	N	H	N	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	N	N	N	H	N	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	N	N	N	H	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	N	N	N	H	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	N	N	N	H	N	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC Electrification)	0	02	3	44	N	N	N	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW3013	HHJ	Ellesmere Port (Limit of DC Electrification) – Helsby Jn	3	44	8	67	N	N	N	H	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	N	N	N	H	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	N	N	N	H	N	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	N	N	N	H	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	N	N	N	H	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	N	N	N	H	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	N	N	N	H	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	N	N	N	H	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	N	N	N	H	N	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	N	N	Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	N	N	N	H	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	N	N	N	H	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	N	N	N	N	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	N	N	N	N	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	N	N	N	H	N	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	E	Y	R1	Y	Y	R1 Prohibited Preston Down & Up Goods Loop (Parcel platform line) with secondary air suspension deflated
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	E	R1	R2	Y	Y	R1 – ECS only Preston Bay platform Bakehouse Siding RH and Derby Siding R2 Prohibited Preston Down & Up Goods Loop (Parcel platform line) with secondary air suspension deflated
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	E	Y	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	E R1	R2	N	Y	Y	R1 Prohibited Lancaster bay platforms 1 & 2 R2 ECS only Lancaster Down Bay platform 2
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	E R1	R2	N	Y	R1	R1 Prohibited Lancaster bay platforms 1 and 2 R2 ECS only Lancaster Down Bay platform 2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	Y	Y	N	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	N	R1 R2 R3	N	Y	Y	R1 ECS only Carlisle Up Bay platform 2 R2 ECS only Penrith Down Fast platform R3 ECS only Down Main line (Miniature Speed Board 68m 25ch)
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	N	Y	N	Y	R1	R1 Prohibited Carlisle bay platforms 2, 5 and 6
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	N	Y	N	Y	R1	R1 Prohibited Carlisle bay platforms 7 and 8
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	N	Y	N	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	N	Y	N	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	N	Y	N	H	N	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	E	N	Y	H	N	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	E	N	Y	H	N	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	E	N	Y	H	N	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	N	N	N	H	N	
NW4009	WPS	Poulton – End of Line	14	40	18	08	N	N	N	N	N	Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	N	N	N	H	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	N	N	N	H	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	N	N	N	H	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	N	N	N	H	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	N	Y	N	H	N	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	N	N	N	H	N	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	N	N	N	H	N	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	N	N	N	N	N	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	N	N	N	N	N	
NW4027	ETC	End of Line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	N	N	N	N	N	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	N	N	N	N	N	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	N	N	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	N	N	N	H	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	N	N	N	H	E	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	N	N	N	H	E	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	N	N	N	H	N	
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	N	N	N	H	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	N	N	N	H	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	N	N	N	H R1	N	R1 Prohibited between Maryport and Carlisle South Jn
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	N	N	N	H	N	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	E	Y	Y	Y	R1	R1 Class 350/1 prohibited when laden
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	E	Y	Y	Y	R1	R1 Class 350/1 prohibited when laden
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	E	Y	Y	Y	R2	R1 Prohibited between Wilmslow South Jn and Cheadle Hulme R2 Class 350/1 prohibited when laden
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	E	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	E	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	E	Y	Y	Y	Y	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	E	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	E	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	E	Y	Y	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	E	Y	Y	Y	Y	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	E	Y	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	E	Y	Y	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	Y	Y	Y	H	Y	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	E	Y	Y	H	Y	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	N	Y	Y	Y	Y	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	N	Y	Y	Y	Y	
NW5008	NBS1	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	N	N	N	N	Y	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	N	Y	Y	Y	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	N	Y	Y	Y	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	Y	Y	Y	Y	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	R1	Y	Y	Y	Y	R3 Prohibited Up Goods Loop between Bradwell Jn and Longport Jn
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	Y	N	Y	Y	N	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	Y	N	Y	Y	N	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of Former Milton Jn)	0	00	3	51	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ2	Change of Mileage (Site of Former Milton Jn) – Change of Mileage (Site of Former Leek Brook Jn)	0	00	6	65	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of Former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	N	N	EH	H	N	R1 Prohibited between Denton Jn and Guide Bridge Station Jn
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	N	N	N	H	N	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of Former Crowthorne Jn)	4	10	5	28	N	N	N	H	N	
NW5013	DJO2	Change of Mileage (Site of Former Crowthorne Jn) – Change of Mileage (Site of Former Ashton Moss South Jn)	0	53	1	19	N	N	N	H	N	
NW5013	AMJ	Change of Mileage (Site of Former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	N	N	N	H	N	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	Y	Y	Y	H	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	Y	Y	Y	H	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	Y	Y	Y	H	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	Y	Y	Y	H	N	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	Y	Y	Y	H	N	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	Y	Y	Y	H	N	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	R1	Y	Y	H	N	Prohibited Ashburys Down Goods Platform
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	Y	Y	Y	H	R1	R1 Prohibited between Ashburys West Jn and connection to Ardwick Depot
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	N	Y	Y	H	N	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	N	Y	Y	H	N	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	N	Y	Y	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	N	N	N	H	N	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	E	Y	Y	H	R1	R1 Prohibited with more than 2 pantographs raised
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	E	N	Y	Y	R1	R1 Prohibited with more than 2 pantographs raised
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	E	N	Y	H	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	E	N	Y	H	Y	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	E	N	Y	H	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	E	N	Y	H	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	E	N	Y	H	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	R1	Y	Y	H	N	R1 – Prohibited United FC Halt Platform
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	N	N	N	H	N	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	N	N	N	H	N	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	N	N	Y	H	N	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	E	Y	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	E	Y	Y	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	E	N	Y	H	N	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	E	N	Y	H	N	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	E	N	Y	H	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	E	N	Y	H	N	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	N	N	N	H	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	N	N	N	H	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	N	N	N	H	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	N	N	N	H	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	N	N	N	H	N	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	N	N	N	H	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	N	N	N	H	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	N	N	N	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	22	R1	N	R1	H	N	R1 Prohibited between Limit of Electrification and Miles Platting Jn
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	N	N	N	H	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	N	N	N	H	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	N	N	N	H	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	N	N	N	H	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	N	N	N	H	N	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	N	N	N	H	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	N	N	N	EH	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	N	N	N	H	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	N	N	N	H	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	N	N	N	H	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	N	N	N	H	N	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	N	N	N	H	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	N	N	N	H	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	N	N	N	H	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	N	N	N	H	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	N	N	N	H	N	
NW7011	LHL	Farington Jn – Limit of Electrification	0	00	0	56	N	N	N	H	N	
NW7011	LHL	Limit of Electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	N	N	N	H	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	N	N	N	H	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	N	N	N	H	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	N	N	N	H	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	N	N	N	H	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	N	N	N	H	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	N	N	N	H	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	N	N	N	H	N	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	N	N	N	H	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	N	N	N	H	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	N	N	N	H	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	N	N	N	H	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	N	N	N	H	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	N	N	N	H	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	N	N	N	H	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	N	N	N	H	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	N	N	N	N	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	N	N	N	N	N	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	N	N	N	H	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	N	N	N	
NW8017	CCS1/ 2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	N	N	N	H	N	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	N	N	N	H	N	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	N	N	N	H	N	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	N	N	N	H	N	
NW9001	BEJ	Hazel Grove East Jn (Limit of Electrification) – Edgeley Jn No.1	2	35	0	00	E	N	Y	H	N	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	N	N	N	H	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	N	N	N	H	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	N	N	N	N	N	
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	N	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	N	N	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	N	N	N	H	N	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	N	N	N	H	N	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	N	N	N	H	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	N	N	N	H	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	N	N	N	H	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	N	N	N	H	N	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	N	N	N	H	N	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	N	N	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	N	N	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	N	N	N	H	N	
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	N	N	N	H	N	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	N	N	N	H	N	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	N	N	N	H	N	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	N	Y	N	H	N	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	N	N	N	H	N	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	N	N	N	H	N	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	N	N	N	H	N	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of Line	11	03	11	46	N	N	N	N	N	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	N	Y	N	H	N	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods Lines)	0	00	0	25	N	N	N	H	N	

Table D2B – Route clearance of electric multiple units

Last Updated: 09/03/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	380	385	390	397	507	508	730	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	EH	N	T	E	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	EH	N	T	E	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	EH	N	T	E	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	EH	N	T	E R1	N	N	R2	R1 Prohibited Stafford Up Bay platform R2 Up to 3 x 3 car only
NW1001	LEC4	Change of ELR (North of Stafford) –Little Bridgeford Jn	133	60	137	42	EH	N	T	E	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	EH	N	T	E	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	EH	N	Y	E	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	EH	N	T	E	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	EH	N	T	E	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	EH	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	EH	N	T R1	R2	N	N	R3	R1 Prohibited Crewe Bay platforms R2 Prohibited Crewe platform 3 R3 Up to 3 x 3 car only
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	EH	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	EH	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	EH	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only

LNW North Route Sectional Appendix Module NWRC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	380	385	390	397	507	508	730	Notes
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	EH	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	EH	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	EH	N	T R1	Y	N	N	R2	R1 Prohibited from Dallam RMT access lines R2 Up to 3 x 3 car only
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	EH	N	T	Y	N	N	N	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	EH	N	T	Y	N	N	N	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	EH	N	T R1 R2	Y	N	N	N	R1 Prohibited Wigan North Western Bay platforms R2 See Sectional Appendix Local Instructions
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	EH	N	T	Y	N	N	N	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	EH	N	T R1	Y	N	N	N	R1 Prohibited Preston Bay platforms R2 Prohibited Preston Up & Down Goods platform except in tare suspension case
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	EH	N	T	Y	N	N	N	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	EH	N	T	Y	N	N	N	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	N	N	T	N	N	N	R1	R1 Up to 3 x 3 car only
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	N	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	N	N	Y	N	N	N	R1	R1 Up to 3 x 3 car only
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	N	N	R1	N	N	N	R2	R2 Prohibited from all sidings lines and Alsager Up & Down Goods Loop R3 Up to 3 x 3 car only
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	N	N	N	N	N	N	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	N	N	N	N	N	N	N	
NW1009	BHI	Basford Hall Jn – Site of former Sydney Bridge Jn (Independent lines)	156	16	158	76	N	N	Y	E	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	380	385	390	397	507	508	730	Notes
NW1009	CMP1	Site of former Sydney Bridge Jn – Sandbach South Jn (Independent lines)	158	76	162	28	N	N	Y	N	N	N	N	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	N	N	N	N	N	N	N	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	N	N	N	N	N	N	N	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	N	N	N	N	N	N	N	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent lines)	157	71	158	73	N	N	Y	E	N	N	N	
NW1019	CHW1 /2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	N	N	Y	N	N	N	N	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	N	N	Y	Y	N	N	R1 R2	R1 Prohibited Earlestown South Jn – Earlestownb East Jn R2 Up to 3 x 3 car only
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	N	N	Y	Y	N	N	N	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	N	N	Y	Y	N	N	N	
NW1023	HOB2	Haydock Branch Jn – End of line	0	00	0	53	N	N	N	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	N	N	N	N	N	N	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	N	N	N	N	N	N	N	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	N	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	N	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	N	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only
NW2001	WJL3	Speke East Jn – Edge Hill East Jn	186	72	191	75	N	N	T	Y	N	N	R1	R1 Up to 3 x 3 car only
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	N	N	R1 R2	Y	N	N	R3	R2 Prohibited Liverpool Lime Street platforms 1, 2, 3, 4, 5, 7 & 8 R3 Permitted loco-hauled only on Down and Up Wapping sidings R4 Up to 3 x 3 car only
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	N	N	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	N	N	N	N	N	N	N	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	380	385	390	397	507	508	730	Notes
NW2009	SDJ2	End of line (Latchford) – Ditton East Jn	10	06	18	55	N	N	N	N	N	N	N	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	N	N	N	N	N	N	N	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	N	N	R1	Y	N	N	N	R1 Prohibited Eccles Up Goods Loop
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	N	N	Y	Y	N	N	N	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	N	N	Y	R1	N	N	R2 R3	R1 Prohibited between Edge Hill East Jn and Edge Hill R2 Prohibited Earlestown East Jn – Earlestown West Jn R3 Up to 3 x 3 car only
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	N	N	N	N	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	N	N	Y	Y	N	N	N	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	N	N	N	Y	N	N	N	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	N	N	N	Y	N	N	N	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	N	N	N	Y	N	N	N	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	N	N	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn –Network Rail Boundary (MDHC)	0	15	5	53	N	N	N	N	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	N	N	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	N	N	H	E	N	N	N	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	N	N	H	N	N	N	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	N	N	H R1 R2	N	R3	R3	N	R3 Prohibited Down Through and Down & Up Goods line Chester East Jn – Chester West Jn R4 Prohibited Chester platforms 1, 2, 5 & 6 R5 Chester platform 7 to Chester West Jn via electrified lines only
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	N	N	H	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	N	N	N	N	N	N	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	N	N	N	N	N	N	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	N	N	N	N	N	N	N	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	N	N	N	N	Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	N	N	N	N	N	N	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	N	N	N	N	N	N	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	N	N	N	N	N	N	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	N	N	N	N	N	N	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	N	N	N	N	N	N	N	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	EH	N	T R1	R2	N	N	N	R1 Prohibited Preston Bay platforms R2 Prohibited Preston Up & Down Goods platform except in tare suspension case
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	EH	N	T	Y	N	N	N	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	EH	N	T	Y	N	N	N	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	EH	N	T	R1	N	N	N	R1 Prohibited Lancaster platform 1 & 2
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	EH	N	T R1	R2	N	N	N	R1 Prohibited Lancaster Bay platforms R2 Prohibited Lancaster platform 1 & 2
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	EH	N	T	Y	N	N	N	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	EH	N	T	Y	N	N	N	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	EH	R3 R4	T R1	R2	N	N	N	R1 Prohibited Carlisle Bay platforms R2 Prohibited Carlisle platform 2 R3 Prohibited Upperby Jn to Carlisle South Jn R4 Up to 12 cars

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	EH	R4	T R1	R2 R3	N	N	N	R1 Prohibited Carlisle Bay platforms R2 Prohibited Carlisle Platform 7 R3 Prohibited Carlisle Platform 8 10m in front of the buffer stops R4 Up to 8 cars
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	EH	R1	T	Y	N	N	N	R1 Up to 8 cars
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	EH	R1	T	Y	N	N	N	R1 Up to 8 cars
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	N	N	N	Y	N	N	N	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	N	N	N	N	N	N	N	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	N	N	N	N	N	N	N	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	N	N	N	N	N	N	N	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	N	N	N	N	N	N	N	
NW4009	WPS	Poulton – End of line	14	40	18	08	N	N	N	N	N	N	N	Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	N	N	N	N	N	N	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	N	N	N	N	N	N	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	N	N	N	N	N	N	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	N	N	N	N	N	N	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	N	N	N	N	N	N	N	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	N	N	N	N	N	N	N	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	N	N	H	E	N	N	N	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	N	N	N	N	N	N	N	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	N	N	N	N	N	N	N	
NW4027	ETC	End of line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	N	N	N	N	N	N	N	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	N	N	N	N	N	N	N	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	N	N	N	N	N	N	N	Line out of use

Line of route	ELR	Line of Route / Sector Description	0000 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	N	N	H	N	N	N	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	N	N	N	N	N	N	N	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	N	N	N	N	N	N	N	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	N	N	N	N	N	N	N	
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	N	N	N	N	N	N	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	N	N	N	N	N	N	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	N	N	N	N	N	N	N	
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	N	N	N	N	N	N	N	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	N	N	R1	Y	N	N	R2	R1 Prohibited Stockport Bay platform R2 Up to 3 x 3 car only
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	N	N	R1	Y	N	N	R2	R2 Prohibited Up East Line R3 Up to 3 x 3 car only
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	N	N	R1	Y	N	N	R2	R1 Prohibited Manchester Piccadilly platforms 11 & 12 R2 Up to 3 x 3 car only
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	N	N	Y	Y	N	N	R1	R1 Up to 3 x 3 car only
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	N	N	Y	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	380	385	390	397	507	508	730	Notes
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	N	N	N	Y	N	N	R1	Up to 3 x 3 car only
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	N	N	N	Y	N	N	R1	Up to 3 x 3 car only
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	N	N	Y	N	N	N	N	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	N	N	Y	N	N	N	R1	R1 Up to 3 x 3 car only
NW5008	NBS1	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	N	N	Y	N	N	N	R1	R1 Up to 3 x 3 car only
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	N	N	T	N	N	N	R1	R1 Up to 3 x 3 car only
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	N	N	T	N	N	N	R1	R1 Up to 3 x 3 car only
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	N	N	T	N	N	N	R1	R1 Up to 3 x 3 car only
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	N	N	R1	N	N	N	R2	R1 Prohibited Stoke-on-Trent Bay platform R2 Up to 3 x 3 car only
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	N	N	T	N	N	N	R1	R1 Up to 3 x 3 car only
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	N	N	T	N	N	N	N	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	N	N	T	N	N	N	N	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of former Milton Jn)	0	00	3	51	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ2	Change of Mileage (Site of former Milton Jn) – Change of Mileage (Site of former Leek Brook Jn)	0	00	6	65	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	N	N	H R1 R2	N	N	N	N	R1 Prohibited Heaton Norris Up Goods Loop R2 Prohibited between Denton Jn and Guide Bridge Station Jn
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	N	N	N	N	N	N	N	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	N	N	H	N	N	N	N	

LNW North Route Sectional Appendix Module NWRC

Line of route	ELR	Line of Route / Sector Description	0000 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW5013	DJO2	Change of Mileage (Site of former Crowthorne Jn) – Change of Mileage (Site of former Ashton Moss South Jn)	0	53	1	19	N	N	H	N	N	N	N	
NW5013	AMJ	Change of Mileage (Site of former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	N	N	H	N	N	N	N	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	N	N	N	N	N	N	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	N	N	N	N	N	N	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	N	N	N	N	N	N	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	N	N	N	N	N	N	N	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	N	N	N	N	N	N	N	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	N	N	N	N	N	N	N	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	N	N	N	N	N	N	N	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	N	N	N	N	N	N	N	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	N	N	N	N	N	N	N	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	N	N	N	N	N	N	N	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	N	N	N	N	N	N	N	
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	N	N	N	E	N	N	N	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	N	N	Y	Y	N	N	N	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	N	N	R1	Y	N	N	N	R1 20mph on Down and Up lines
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	N	N	Y	Y	N	N	N	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	N	N	Y	Y	N	N	N	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	N	N	Y	Y	N	N	N	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	N	N	Y	Y	N	N	N	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	N	N	Y	Y	N	N	N	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	N	N	H	N	N	N	N	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	N	N	H	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	0000 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	N	N	H R1	N	R2	R2	N	R1 Prohibited Hunts Cross Up & Down Electric line Permitted via Up & Down Electric
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	N	N	H	E	N	N	N	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	N	Y	Y	N	N	N	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	N	Y	Y	N	N	N	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	N	N	H	E	N	N	N	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	N	N	H	Y	N	N	N	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	N	N	Y	Y	N	N	N	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	N	N	H	Y	N	N	N	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	N	N	N	N	N	N	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	N	N	H	N	N	N	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	N	N	N	N	N	N	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	N	N	N	N	N	N	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	N	N	H	R1	N	N	N	R1 Prohibited between Limit of Electrification and Blackburn Bolton Jn
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	N	N	H	N	N	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	N	N	N	N	N	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	N	N	N	N	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	22	N	N	H	E	N	N	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	N	N	N	N	N	N	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	N	N	N	N	N	N	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	N	N	N	N	N	N	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	N	N	N	N	N	N	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 0 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	N	N	N	N	N	N	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	N	N	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	N	N	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	N	N	N	N	N	N	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	N	N	N	N	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	N	N	H	N	N	N	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	N	N	H	N	N	N	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	N	N	H	N	N	N	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	N	N	H	N	N	N	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	N	N	H R1	N	N	N	N	R1 Prohibited Blackburn Up & Down Passenger Loop, Up & Down Goods line and platform 3
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	N	N	H R1	N	N	N	N	R1 Prohibited Blackburn Up & Down Passenger Loop, Up & Down Goods line and platform 3
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	N	N	N	N	N	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	N	N	N	N	N	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	N	N	H	N	N	N	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	N	N	H	N	N	N	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	N	N	H	N	N	N	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	N	N	N	N	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	380	385	390	397	507	508	730	Notes
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	N	N	H	E	N	N	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	N	N	H	E	N	N	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	N	N	H	E	N	N	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	N	N	H	E	N	N	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	N	N	N	E	N	N	N	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	N	N	N	E	N	N	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	N	N	N	N	N	N	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	N	N	N	N	N	N	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	N	N	N	E	N	N	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	N	N	N	E	N	N	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	N	N	N	E	N	N	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	N	N	N	E	N	N	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	N	N	N	E	N	N	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	Y	Y	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	Y	Y	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	Y	Y	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	N	Y	Y	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	N	Y	Y	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	Y	Y	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	N	N	Y	Y	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	N	N	Y	Y	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	380	385	390	397	507	508	730	Notes
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of former Sefton Jn)	34	40	32	42	N	N	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	N	N	Y	Y	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	N	Y	Y	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	N	Y	Y	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	Y	Y	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	N	N	N	N	Y	Y	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	N	N	N	N	Y	Y	N	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	N	N	Y	Y	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	Y	Y	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	N	N	N	N	Y	Y	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	N	N	Y	Y	N	
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	N	N	N	N	N	N	N	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	N	N	N	N	N	N	N	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	N	N	N	N	N	N	N	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	N	N	N	N	N	N	N	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	N	N	N	N	N	N	N	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord line)	168	32	167	56	N	N	N	N	N	N	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	N	N	N	N	N	N	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of former Peak Forest Jn)	167	56	161	05	N	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	0000 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW9005	CNB2	Change of Mileage (Site of former Peak Forest Jn) – Change of Mileage (Site of former Buxton Jn)	0	00	0	28	N	N	N	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of former Buxton Jn) – Buxton SB	161	15	164	52	N	N	N	N	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	N	N	N	N	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	N	N	N	N	N	N	N	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	N	N	N	N	N	N	N	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	N	N	N	N	N	N	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	N	N	N	N	N	N	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	N	N	N	N	N	N	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	N	N	N	N	N	N	N	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	N	N	N	N	N	N	N	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	N	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	N	N	N	N	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	N	N	N	N	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	N	N	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	N	N	N	N	N	N	N	
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	N	N	H R1	N	N	N	N	Prohibited between Route Boundary (LN922) (Gargrave) and Hellifield
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	N	N	H R1	N	N	N	N	20mph under Bridge 349 Up Main Line (305m 00ch to 305m 20ch)
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	N	N	H	N	N	N	N	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	N	N	H	N	N	N	N	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	N	N	N	N	N	N	N	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	N	N	N	N	N	N	N	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 0 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	N	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of line	11	03	11	46	N	N	N	N	N	N	N	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	N	N	H R1	N	N	N	N	R1 Prohibited between Route Boundary (LN682) (Corby Gates) and London Road Yard
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods lines)	0	00	0	25	N	N	N	N	N	N	N	

Table D3A – Route clearance of coaching stock

Last Updated: 29/04/2023

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
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	Y	Y	Y	N	Y	Y	N	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	Y	Y	Y	N	Y	Y	N	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	Y	Y	Y	N	Y	Y	N	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	Y	Y	Y	Y	Y	Y	N	Y	R1 R2	R4 Prohibited Stafford Up Bay platform R5 Prohibited Stafford Royal Mail Terminal platform 7
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	Y	Y	Y	Y	Y	Y	N	Y	Y	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	Y	Y	Y	Y	Y	Y	N	Y	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	Y	Y	Y	Y	Y	Y	N	Y	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	Y	Y	Y	Y	Y	Y	Y	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
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	Y	Y	Y	Y	Y	Y	Y	Y	R1	R1 Prohibited Crewe platform 3
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	Y	Y	Y	N	Y	N	Y	Y	R1	R1 Prohibited Dallam Royal Mail Terminal platform 1, 2, 3 and 4
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	Y	N	Y	N	R1	Y	R2	R1 Prohibited Preston D&UGL R2 Prohibited Preston Parcels platform
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y	Y	Y	N	Y	N	R1	Y	R2	R1 Prohibited Preston D&UGL R2 Prohibited Preston Parcels platform
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	Y	Y	Y	Y	Y	Y	N	Y	N	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	N	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	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
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	N	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	Y	Y	Y	N	N	N	N	Y	N	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	Y	Y	Y	N	Y	N	Y	Y	N	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	Y	Y	Y	N	N	Y	Y	N	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	Y	Y	Y	N	N	Y	Y	N	N	
NW1009	BHI	Basford Hall Jn – Site of former Sydney Bridge Jn (Independent lines)	156	16	158	76	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1009	CMP1	Site of former Sydney Bridge Jn – Sandbach South Jn (Independent lines)	158	76	162	28	Y	Y	Y	N	Y	N	Y	N	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	Y	Y	Y	N	Y	N	Y	N	N	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	Y	Y	Y	N	Y	N	Y	N	N	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	Y	Y	Y	N	N	N	Y	N	N	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent lines)	157	71	158	73	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	Y	Y	Y	N	Y	N	Y	Y	E	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1023	HOB2	Haydock Branch Jn – End of line	0	00	0	53	N	N	N	N	N	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	Y	Y	Y	N	N	N	Y	N	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	N	N	N	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
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	N	N	N	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	Y	Y	Y	N	Y	N	Y	N	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	Y	Y	Y	N	Y	N	Y	N	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	Y	Y	Y	N	Y	N	Y	N	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	Y	Y	Y	N	Y	N	Y	N	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	N	N	N	N	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	N	N	N	N	N	N	N	N	N	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	N	N	N	N	N	N	N	N	N	
NW2009	SDJ2	End of line (Latchford) – Ditton East Jn	10	06	18	55	Y	Y	Y	N	N	N	Y	N	N	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	Y	Y	Y	N	N	N	Y	N	N	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	Y	Y	Y	N	N	N	Y	Y	Y	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	Y	Y	Y	N	Y	N	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	Y	Y	Y	N	N	N	Y	N	Y	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	Y	Y	N	N	N	N	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	Y	Y	Y	N	N	N	Y	Y	Y	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	Y	Y	Y	N	N	N	Y	N	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	Y	Y	Y	N	N	N	Y	N	Y	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	Y	Y	Y	N	N	N	Y	N	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	Y	Y	Y	N	N	N	Y	N	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
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	N	N	N	N	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	N	N	N	N	N	N	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	N	N	N	N	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	Y	Y	Y	Y	N	Y	Y	N	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	Y	Y	Y	N	N	N	Y	Y	N	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including ‘Up & Down’ loop Wrexham General ELR WDB1	199	00	202	60	Y	Y	Y	Y	N	Y	Y	N	N	
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	Y	Y	Y	Y	N	Y	Y	N	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	Y	Y	N	N	N	N	N	N	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	Y	Y	N	N	N	N	N	N	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	Y	Y	N	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
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	Y	Y	N	N	N	N	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	Y	Y	N	N	N	N	N	N	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	Y	Y	Y	N	N	N	Y	N	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	Y	Y	Y	N	N	N	Y	N	N	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	Y	Y	Y	N	N	N	Y	N	N	
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	Y	Y	Y	N	N	N	Y	N	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of line	0	30	27	53	Y	Y	N	N	N	N	N	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	Y	Y	Y	N	N	N	Y	N	N	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	Y	Y	Y	N	N	N	Y	N	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	Y	Y	Y	N	N	N	Y	N	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	Y	Y	Y	N	N	N	Y	N	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	Y	Y	Y	N	N	N	Y	N	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	Y	Y	Y	N	N	N	Y	N	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	Y	Y	Y	N	N	N	Y	R1	N	R1 Permitted Northwich West Jn – Hartford CLC Jn only
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	R1	R1	N	N	N	N	N	N	N	R1 Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	N	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
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	Y	Y	Y	N	N	N	Y	Y	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	Y	Y	Y	N	N	N	Y	N	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	N	N	N	N	N	N	N	N	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	N	N	N	N	N	N	N	N	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	Y	Y	Y	N	N	N	Y	Y	N	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	Y	N	Y	N	R1	Y	R2	R1 R1 Prohibited Preston D&UGL R2 R2 Prohibited Preston Parcels platform
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y	Y	Y	N	Y	N	R1	Y	R2	R1 Prohibited Preston D&UGL R2 Prohibited Preston Parcels platform
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	N	Y	N	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	Y	Y	Y	N	Y	N	Y	Y	R1	R1 Prohibited Lancaster platform 1
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	Y	Y	Y	N	Y	N	Y	Y	R1	R1 Prohibited Lancaster platform 1
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	Y	Y	Y	N	Y	N	Y	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	Y	Y	Y	N	Y	N	Y	Y	Y	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	Y	Y	Y	N	Y	N	R1 R2 R3	Y	R4	R4 5mph Carlisle platform 4 R5 Prohibited Carlisle platform 3 with deflated suspension R6 5mph Carlisle platform 3 R7 Prohibited Carlisle platform 2
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	Y	Y	Y	N	Y	N	R1 R2 R3	R4	R4	R1 5mph Carlisle platform 4 R2 Prohibited Carlisle platform 3 with deflated suspension R3 5mph Carlisle platform 3 R4 Prohibited Carlisle platforms 7 & 8

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	Y	Y	Y	N	Y	N	Y	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	Y	Y	Y	N	Y	N	Y	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	Y	Y	Y	N	N	N	Y	N	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	Y	Y	Y	N	N	N	Y	N	N	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	Y	Y	Y	N	N	N	Y	N	N	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	Y	Y	Y	N	N	N	Y	N	N	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	Y	Y	Y	N	N	N	Y	N	N	
NW4009	WPS	Poulton – End of line	14	40	18	08	N	N	N	N	N	N	N	N	N	Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	Y	Y	Y	N	N	N	Y	N	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	Y	Y	Y	N	N	N	Y	N	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	Y	Y	Y	N	N	N	Y	N	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	Y	Y	Y	N	N	N	Y	N	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	Y	Y	Y	N	N	N	Y	N	N	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	Y	Y	Y	N	N	N	Y	N	N	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	Y	Y	Y	N	N	N	Y	N	Y	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	Y	Y	N	N	N	N	N	N	N	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	N	N	N	N	N	N	N	N	N	
NW4027	ETC	End of line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	N	N	N	N	N	N	N	N	N	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	N	N	Y	N	N	N	N	N	E	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	N	N	Y	N	N	N	N	N	N	Line out of use

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
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	Y	Y	Y	N	N	N	Y	Y	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	Y	Y	Y	N	N	N	Y	N	N	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	Y	Y	Y	N	N	N	Y	N	N	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	Y	Y	Y	N	N	N	Y	N	N	
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	Y	Y	Y	N	N	N	Y	N	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	Y	Y	Y	N	N	N	Y	N	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	EH	EH	Y	N	N	N	N	N	N	
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	Y	Y	Y	N	N	N	Y	N	N	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	Y	Y	Y	N	Y	Y	Y	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	Y	Y	Y	N	Y	N	Y	Y	Y	NW5003

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
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	Y	Y	Y	N	Y	N	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	Y	Y	Y	N	Y	N	Y	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	Y	Y	Y	N	N	N	Y	N	Y	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	Y	Y	Y	N	N	N	Y	N	Y	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	Y	Y	Y	Y	Y	N	N	N	Y	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	Y	Y	Y	Y	Y	N	N	Y	N	
NW5008	NBS1	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	Y	Y	Y	Y	Y	N	N	Y	N	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	Y	Y	Y	N	Y	N	N	Y	N	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	Y	Y	Y	N	Y	N	N	Y	N	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	Y	Y	Y	N	Y	N	N	Y	N	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	Y	Y	Y	N	Y	N	N	Y	N	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	Y	Y	Y	N	Y	N	N	Y	N	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	Y	Y	Y	N	Y	N	R1	Y	N	R1 Prohibited between Kidsgrove Jn and Macclesfield
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	Y	Y	Y	N	Y	N	Y	Y	N	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of former Milton Jn)	0	00	3	51	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd

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
NW5010	SCQ2	Change of Mileage (Site of former Milton Jn) – Change of Mileage (Site of former Leek Brook Jn)	0	00	6	65	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	Y	Y	Y	N	N	N	Y	N	R1	R1 Prohibited between Heaton Norris Jn and Romiley lines intersection (02m 30ch)
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	Y	Y	Y	N	N	N	N	N	N	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	Y	Y	Y	N	N	N	Y	N	Y	
NW5013	DJO2	Change of Mileage (Site of former Crowthorne Jn) – Change of Mileage (Site of former Ashton Moss South Jn)	0	53	1	19	Y	Y	Y	N	N	N	Y	N	Y	
NW5013	AMJ	Change of Mileage (Site of former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	Y	Y	Y	N	N	N	Y	V	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	Y	Y	Y	N	N	N	Y	N	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	Y	Y	Y	N	N	N	Y	N	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	Y	Y	Y	N	N	N	Y	N	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	Y	Y	Y	N	N	N	Y	N	N	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	Y	Y	Y	N	N	N	Y	N	Y	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	Y	Y	Y	N	N	N	Y	N	Y	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	Y	Y	Y	N	N	N	Y	N	Y	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	Y	Y	Y	N	N	N	Y	N	Y	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	Y	Y	N	N	N	N	N	N	N	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	Y	Y	N	N	N	N	N	N	N	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	Y	Y	N	N	N	N	N	N	N	
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	Y	Y	Y	N	N	N	Y	N	Y	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	Y	Y	Y	N	N	N	Y	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
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	Y	Y	Y	N	N	N	Y	Y	Y	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	Y	Y	Y	N	N	N	Y	Y	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	Y	Y	Y	N	N	N	Y	Y	Y	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	Y	Y	Y	N	N	N	Y	Y	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	Y	Y	Y	N	N	N	Y	Y	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	Y	Y	Y	N	N	N	Y	Y	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	Y	Y	Y	N	N	N	Y	N	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	Y	Y	Y	N	N	N	Y	N	Y	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	Y	Y	Y	N	N	N	Y	N	Y	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	Y	Y	Y	N	N	N	Y	N	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	Y	Y	N	N	N	Y	N	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	Y	Y	N	N	N	Y	N	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	Y	Y	Y	N	N	N	Y	N	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	Y	Y	Y	N	N	N	Y	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	Y	Y	Y	N	N	N	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	Y	Y	Y	N	N	N	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	Y	Y	Y	N	N	N	Y	N	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	Y	Y	Y	N	N	N	Y	N	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	Y	Y	Y	N	N	N	N	N	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	Y	Y	N	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
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	Y	Y	Y	N	N	N	Y	Y	N	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	Y	Y	Y	N	N	N	Y	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	Y	Y	N	N	N	N	N	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	Y	Y	N	N	N	N	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	Y	Y	Y	N	N	N	Y	N	Y	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	Y	Y	Y	N	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	Y	Y	Y	N	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	Y	Y	Y	N	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	Y	Y	Y	N	N	N	N	N	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	Y	Y	Y	N	N	N	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	Y	Y	Y	N	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	Y	Y	Y	N	N	N	Y	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	Y	Y	Y	N	N	N	Y	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	Y	Y	Y	N	N	N	Y	Y	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	Y	Y	Y	N	N	N	Y	Y	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	Y	Y	Y	N	N	N	Y	Y	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	Y	Y	Y	N	N	N	Y	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	Y	Y	N	N	N	N	N	N	N	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	Y	Y	Y	N	N	N	Y	N	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	Y	Y	Y	N	N	N	N	N	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	Y	Y	Y	N	N	N	Y	N	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	Y	Y	Y	N	N	N	Y	N	Y	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	Y	Y	Y	N	N	N	Y	N	Y	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	Y	Y	Y	N	N	N	Y	N	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	Y	Y	Y	N	N	N	Y	N	Y	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	N	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	Y	Y	N	N	N	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	Y	Y	N	N	N	N	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	Y	Y	N	N	N	N	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	Y	Y	N	N	N	N	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	N	N	N	N	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of former Sefton Jn)	34	40	32	42	N	N	N	N	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	N	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	Y	Y	N	N	N	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	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
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	N	N	N	N	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	N	N	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	Y	Y	N	N	N	N	N	N	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	Y	Y	N	N	N	N	N	N	N	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	Y	Y	N	N	N	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	N	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	Y	Y	N	N	N	N	N	N	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	Y	Y	N	N	N	N	N	N	N	
NW8017	CCS1/ 2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	Y	Y	Y	N	N	N	Y	N	Y	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	Y	Y	Y	N	N	N	Y	N	Y	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	Y	Y	Y	N	N	N	Y	N	Y	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	Y	Y	Y	N	N	N	Y	N	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	Y	Y	Y	N	N	N	Y	N	Y	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord line)	168	32	167	56	Y	Y	Y	N	N	N	N	N	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	Y	Y	Y	N	N	N	N	N	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of former Peak Forest Jn)	167	56	161	05	Y	Y	Y	N	N	N	N	N	N	
NW9005	CNB2	Change of Mileage (Site of former Peak Forest Jn) – Change of Mileage (Site of former Buxton Jn)	0	00	0	28	Y	Y	Y	N	N	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of former Buxton Jn) – Buxton SB	161	15	164	52	Y	Y	Y	N	N	N	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	Y	Y	Y	N	N	N	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	Y	Y	Y	N	N	N	Y	N	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
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	Y	Y	Y	N	N	N	Y	N	Y	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	Y	Y	Y	N	N	N	Y	N	Y	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	Y	Y	Y	N	N	N	Y	N	Y	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	Y	Y	N	N	N	N	N	N	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	Y	Y	Y	N	N	N	Y	N	N	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	Y	Y	Y	N	N	N	Y	N	N	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	N	N	N	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	Y	Y	N	N	N	N	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	Y	Y	N	N	N	N	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	N	N	N	N	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	Y	Y	R1	N	N	N	N	N	N	R1 Prohibited Buxton No.1 Jn - Hazel Grove East Jn
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	Y	Y	Y	N	R1	N	Y	R1	N	R1 Prohibited between Route Boundary (LN922) (Gargrave) and Hellifield
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	Y	Y	Y	N	Y	N	Y	Y	N	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	Y	Y	Y	N	Y	N	Y	Y	Y	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	Y	Y	Y	N	Y	N	Y	Y	Y	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	Y	Y	Y	N	N	N	Y	N	N	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	Y	Y	Y	N	N	N	Y	N	N	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	Y	Y	Y	N	N	N	Y	N	N	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	N	N	N	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of line	11	03	11	46	N	N	N	N	N	N	N	N	N	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	Y	Y	Y	N	N	N	Y	Y	N	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods lines)	0	00	0	25	Y	Y	N	N	N	N	N	N	N	

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Table D4A – Route clearance of locomotives

Last Updated: 03/06/2023

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	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	8	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	Notes
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1009	BHI	Basford Hall Jn – Site of Former Sydney Bridge Jn (Independent Lines)	156	16	158	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1009	CMP1	Site of Former Sydney Bridge Jn – Sandbach South Jn (Independent Lines)	158	76	162	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent Lines)	157	64	158	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent Lines)	157	71	158	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	8	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	Notes
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Newton-le-Willows Jn - Earlestown East Jn (Electrified section)	16	19	14	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	7	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	Notes
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3005	WSJ2	Route Boundary Wales / LNW - Saltney Jn	202	60	212	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	5	Y	Y	R1	Y	R2	R2	Y	R1	R1 Route between Wrexham Central and Wrexham General prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 unless authorised by the Infrastructure Manager's track engineer R2 Prohibited between Wrexham Central and Wrexham General unless authorised by the Infrastructure Manager's track engineer
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	7	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	Notes
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC Electrification)	0	02	3	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3013	HHJ	Ellesmere Port (Limit of DC Electrification) – Helsby Jn	3	44	8	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	6	N	N	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	8	N	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	8	N	N	N	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	8	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	Notes
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	8	N	N	N	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4009	WPS	Poulton – End of Line	14	40	18	08	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	8	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	Notes
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4027	ETC	End of Line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	8	N	N	N	N	N	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	8	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 30mph over bridge 151 (59m 05ch – 59m 50ch) for loco hauled trains R2 10mph over bridge CBC1/147 (58m 0.5ch Ravenglass Station Bridge) for loco hauled trains
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	8	Y	Y	Y	Y	Y	Y	Y	Y	

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NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	NBS1	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	-	N	N	N	N	N	Y	N	N	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	6	N	N	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of Former Milton Jn)	0	00	3	51	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ2	Change of Mileage (Site of Former Milton Jn) – Change of Mileage (Site of Former Leek Brook Jn)	0	00	6	65	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of Former Leek Brook Jn) – Caldon Quarry	0	00	8	01	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of Former Crowthorne Jn)	4	10	5	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	DJO2	Change of Mileage (Site of Former Crowthorne Jn) – Change of Mileage (Site of Former Ashton Moss South Jn)	0	53	1	19	8	Y	Y	Y	Y	Y	Y	Y	Y	

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NW5013	AMJ	Change of Mileage (Site of Former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	

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NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	10	Y	Y	Y	Y	Y	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	10	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	8	Y	Y	Y	Y	Y	Y	Y	Y	

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NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Farington Jn – Limit of Electrification	0	00	0	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Limit of Electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 30mph over Bridge 91 (25m 33ch – 25m 34ch)
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 4 (02m 20ch – 2m 40ch)
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridges 1, 4 and 8 (0m 00ch – 0m 60ch)

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NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	8	R1	R2	R2	R2	R2	R2	R2	R2	R1 Prohibited between Start / End of underground section and Liverpool Central unless DC current has been isolated R2 Prohibited between Start / End of underground section and Liverpool Central
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	8	R1	N	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	8	R1	R2	R2	R2	R2	R2	R2	R2	R1 Prohibited between Paradise Jn and Leeds Street Portal unless DC current has been isolated R2 Prohibited between Paradise Jn and Leeds Street Portal
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 11 (2m 71ch to 2m 73ch)
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	8	R1	R1	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	8	R1	R1	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	8	R1	R1	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated

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NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	8	R1	R1	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	8	R1	R1	Y	Y	Y	Y	Y	Y	R1 Prohibited unless DC current has been isolated
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	8	R1	R1	Y	Y	Y	Y	Y	Y	R1 Prohibited unless DC current has been isolated
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	8	R1	R1	Y	Y	Y	Y	Y	Y	R1 Prohibited unless DC current has been isolated
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	8	R1	R1	R2	R2	R2	R2	R2	R2	R1 Prohibited unless DC current has been isolated R2 Prohibited between Canning St Jn and 2m 24ch (east of Birkenhead Central)
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	8	R1	R1	Y	Y	Y	Y	Y	Y	R1 Prohibited unless DC current has been isolated
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	6	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 19 (06m 50ch – 6m 52ch)
NW8017	CCS1/ 2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of Electrification) – Edgeley Jn No.1	2	35	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	8	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	Notes
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW9017	NMC1/ 2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	8	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	Notes
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW9907	EDE	Network Rail Boundary (Warcop) – End of Line	11	03	11	46	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods Lines)	0	00	0	25	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Table D4B – Route clearance of locomotives

Last Updated: 29/06/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	8	Y	N	Y	Y	Y	Y	Y	Y	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	8	Y	N	Y	Y	Y	Y	Y	Y	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	8	Y	N	Y	Y	Y	Y	Y	Y	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1009	BHI	Basford Hall Jn – Site of Former Sydney Bridge Jn (Independent Lines)	156	16	158	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1009	CMP1	Site of Former Sydney Bridge Jn – Sandbach South Jn (Independent Lines)	158	76	162	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent Lines)	157	64	158	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent Lines)	157	71	158	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	8	Y	N	Y	Y	Y	Y	Y	Y	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	8	Y	N	Y	Y	Y	Y	Y	Y	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	8	Y	N	Y	Y	Y	Y	Y	Y	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	8	Y	N	Y	Y	Y	Y	Y	Y	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	8	Y	N	Y	Y	Y	Y	Y	Y	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	8	Y	N	Y	Y	Y	Y	Y	Y	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	8	Y	N	Y	Y	Y	Y	Y	Y	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	18	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	8	Y	N	Y	Y	Y	Y	Y	Y	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	8	Y	R1	Y	Y	Y	Y	Y	Y	1. Prohibited Crossover (SCT2) 04m 79ch to Network Rail Boundary (MDHC)
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	5	R1	Y	Y	R1	R1	R1	R1	R1	R1 Prohibited between Wrexham Central and Wrexham General unless authorised by the Infrastructure Manager's track engineer
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	8	Y	R1	Y	Y	Y	Y	Y	Y	R1 Prohibited Pen-y-Ffordd Down Main platform
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC Electrification)	0	02	3	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3013	HHJ	Ellesmere Port (Limit of DC Electrification) – Helsby Jn	3	44	8	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	7	Y	N	Y	Y	Y	Y	Y	Y	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	6	N	N	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	7	R1	N	R1	R1	R1	R1	R1	R1	R1 Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	8	N	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	8	N	N	N	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	8	Y	N	Y	Y	Y	Y	Y	Y	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	8	Y	N	Y	Y	Y	Y	Y	Y	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	8	N	N	N	N	N	N	N	N	Line out of use

Line of route	ELR	Line of Route / Sector Description	Ooo M	Ooo Ch	Ooo M	Ooo Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4009	WPS	Poulton – End of Line	14	40	18	08	8	R1	N	R1	R1	R1	R1	R1	R1	R1 Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	8	Y	N	Y	Y	Y	Y	Y	Y	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	8	Y	N	Y	Y	Y	Y	Y	Y	
NW4027	ETC	End of Line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	8	Y	N	Y	Y	Y	Y	Y	Y	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	8	Y	N	Y	Y	Y	Y	Y	Y	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	8	N	N	N	N	N	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	8	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 30mph over bridge 151 (59m 05ch – 59m 50ch) for loco hauled trains R2 10mph over bridge CBC1/147 (58m 0.5ch Ravenglass Station Bridge) for loco hauled trains
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	7	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	NBS	Searchlight Lane Junction (Change of ELR and mileage) – Stone Jn	4	06	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	NBS1	Norton Bridge Jn – Yamfield Junction (Norton Bridge East Chord)	4	14	2	50	-	N	Y	N	N	N	N	N	Y	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	6	N	N	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of Former Milton Jn)	0	00	3	51	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ2	Change of Mileage (Site of Former Milton Jn) – Change of Mileage (Site of Former Leek Brook Jn)	0	00	6	65	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of Former Leek Brook Jn) – Caldon Quarry	0	00	8	01	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of Former Crowthorne Jn)	4	10	5	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	DJO2	Change of Mileage (Site of Former Crowthorne Jn) – Change of Mileage (Site of Former Ashton Moss South Jn)	0	53	1	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	AMJ	Change of Mileage (Site of Former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	10	Y	Y	N	N	N	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	10	Y	Y	N	N	N	Y	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	8	N	Y	Y	Y	Y	N	Y	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	8	Y	N	Y	Y	Y	Y	Y	Y	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	7	Y	N	Y	Y	Y	Y	Y	Y	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	7	Y	N	Y	Y	Y	Y	Y	Y	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	8	Y	N	Y	Y	Y	Y	Y	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	8	Y	N	Y	Y	Y	Y	Y	Y	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Farington Jn – Limit of Electrification	0	00	0	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Limit of Electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 30mph over Bridge 91 (25m 33ch – 25m 34ch)
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	Y	N	Y	Y	Y	Y	Y	Y	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 4 (02m 20ch – 2m 40ch)

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NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridges 1, 4 and 8 (0m 00ch – 0m 60ch)
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	8	R1	N	R1	R1	R1	R1	R1	R1	R1 Prohibited between Start/End of underground section and Liverpool Central
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	8	N	N	N	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	8	R1	Y	R1	R1	R1	R1	R1	R1	R1 Prohibited between Paradise Jn and Leeds Street Portal
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	8	R1	Y	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 11 (2m 71ch to 2m 73ch)
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	8	N	N	N	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	8	Y	N	Y	Y	Y	Y	Y	Y	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	7	Y	N	Y	Y	Y	Y	Y	Y	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	7	Y	N	Y	Y	Y	Y	Y	Y	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	8	Y	N	Y	Y	Y	Y	Y	Y	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	8	N	N	N	N	N	N	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	8	N	N	N	N	N	N	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	8	N	N	N	N	N	N	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	8	Y	N	Y	Y	Y	Y	Y	Y	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	8	R1	N	R1	R1	R1	R1	R1	R1	R1 Prohibited between Canning St Jn and 2m 24ch (east of Birkenhead Central)
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	8	Y	N	Y	Y	Y	Y	Y	Y	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	6	N	N	R1	N	R1	N	R1	N	R1 OPPOS applies over Bridge 19 (06m 50ch – 6m 52ch)
NW8017	CCS1/ 2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	8	Y	N	Y	Y	Y	Y	Y	Y	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of Electrification) – Edgeley Jn No.1	2	35	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	8	Y	N	Y	Y	Y	Y	Y	Y	
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	7	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	8	Y	N	Y	Y	Y	Y	Y	Y	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	8	Y	N	Y	Y	Y	Y	Y	Y	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	8	Y	R1 R2	Y	Y	Y	Y	Y	Y	R1 Prohibited Middlewood Up Main platform R2 Prohibited New Mills Newtown Down platform
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	7	Y	N	Y	Y	Y	Y	Y	Y	
NW9907	EDE	Network Rail Boundary (Warcop) – End of Line	11	03	11	46	7	Y	N	Y	Y	Y	Y	Y	Y	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods Lines)	0	00	0	25	8	Y	N	Y	Y	Y	Y	Y	Y	

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Table D4C – Route clearance of locomotives

Last Updated: 02/03/2024

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	59	60	66	67	68	70	73	97/3	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1009	BHI	Basford Hall Jn – Site of Former Sydney Bridge Jn (Independent Lines)	156	16	158	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1009	CMP1	Site of Former Sydney Bridge Jn – Sandbach South Jn (Independent Lines)	158	76	162	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent Lines)	157	64	158	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent Lines)	157	71	158	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	7	Y	N	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Newton-le-Willows Jn - Earlestown East Jn (Electrified section)	16	19	14	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	7	Y	Y	Y	N	Y	Y	Y	Y	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	7	Y	Y	Y	N	Y	Y	Y	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	7	Y	Y	Y	N	Y	Y	Y	Y	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	8	Y	N	Y	Y	Y	Y	Y	Y	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3005	WSJ2	Route Boundary Wales / LNW - Saltney Jn	202	60	212	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	5	R1	R1	R1	R1	N	N	R1	Y	R1 Prohibited between Wrexham Central and Wrexham General unless authorised by the Infrastructure Manager's track engineer
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	8	Y	Y	Y	Y	R1	Y	Y	Y	R1 5mph Up Birkenhead line through Bridge 3 at 1m 37ch between Bache and Capenhurst
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC Electrification)	0	02	3	44	8	Y	Y	Y	Y	Y	R1	Y	Y	R1 Prohibited between Hooton South Jn and Little Sutton
NW3013	HHJ	Ellesmere Port (Limit of DC Electrification) – Helsby Jn	3	44	8	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	7	Y	N	Y	N	Y	Y	Y	Y	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	7	Y	N	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	6	N	N	N	N	N	N	N	Y	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	8	Y	Y	Y	Y	Y	R1	Y	Y	R1 20 mph Lostock Gralam Up line bridge no.53 (19m 11ch)
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	7	R1	R1	R1	N	R1	R1	R1	R1	R1 Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	8	N	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	8	N	N	N	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	8	Y	Y	Y	Y	R1	Y	Y	Y	R1 Prohibited Lancaster Bay platform 2
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	8	Y	Y	Y	Y	R1	Y	Y	Y	R1 Prohibtied Carlisle Bay platform 7
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	8	N	N	N	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4009	WPS	Poulton – End of Line	14	40	18	08	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4027	ETC	End of Line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	8	N	N	N	N	N	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	8	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 30mph over bridge 151 (59m 05ch – 59m 50ch) for loco hauled trains R2 10mph over bridge CBC1/147 (58m 0.5ch Ravenglass Station Bridge) for loco hauled trains
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	NBS1	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	-	Y	N	Y	Y	Y	Y	Y	N	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	6	N	N	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of Former Milton Jn)	0	00	3	51	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW5010	SCQ2	Change of Mileage (Site of Former Milton Jn) – Change of Mileage (Site of Former Leek Brook Jn)	0	00	6	65	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of Former Leek Brook Jn) – Caldon Quarry	0	00	8	01	6	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of Former Crowthorne Jn)	4	10	5	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	DJO2	Change of Mileage (Site of Former Crowthorne Jn) – Change of Mileage (Site of Former Ashton Moss South Jn)	0	53	1	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	AMJ	Change of Mileage (Site of Former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	7	Y	R1	Y	N	Y	Y	Y	Y	R1 10mph over Bridge 130 (18m 22ch – 18m 24ch)
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	7	Y	Y	Y	N	Y	Y	Y	Y	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	7	Y	Y	Y	N	Y	Y	Y	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	10	Y	Y	Y	Y	Y	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	10	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	7	Y	R1 R2	Y	R1 R2	Y	Y	Y	Y	R1 30mph over Bridge 52 (18m 29ch – 18m 33ch) R2 30mph over Bridge 53 (18m 40ch – 18m 44ch)
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	7	Y	R1	Y	R1	Y	Y	Y	Y	R1 Prohibited between Knowsley Freight Terminal and Kirkby
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	8	Y	Y	Y	Y	Y	R1 R2	Y	Y	R1 Prohibited Down Line through Summit Tunnel R2 Prohibited Down Line through Dean Royd Tunnel
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Farington Jn – Limit of Electrification	0	00	0	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Limit of Electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 30mph over Bridge 91 (25m 33ch – 25m 34ch)
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	R1	R1	R1	N	R1	R1	R1	R1	R1 OPPOS applies over Bridge 4 (02m 20ch – 2m 40ch)
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	7	R1	R1	R1	N	R1	R1	R1	R1	R1 OPPOS applies over Bridges 1, 4 and 8 (0m 00ch – 0m 60ch)
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	8	R1	R1	R2 R3	R1	R1	R1	Y	R1	R1 Prohibited between Start / End of underground section and Liverpool Central R2 Permitted between Hunts Cross West Jn and Start / End of underground section. R3 Permitted between Start / End of underground section and Liverpool Central for track maintenance and engineering train movements only
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	8	N	N	R1	N	N	N	Y	N	R1 Permitted for track maintenance and engineering train movements only
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	8	R1	R1	R2 R3	R1	R1	R1 R4	Y	R1	R1 Prohibited between Paradise Jn and Leeds Street Portal R2 Permitted for track maintenance and engineering train movements only between Paradise Jn and Leeds Street Portal R3 Permitted between Leeds Street Portal and Sandhills Jn R4 Prohibited Up Southport line between Leeds Street Portal and Sandhills
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 11 (2m 71ch to 2m 73ch)
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	8	N	N	R1	N	N	N	Y	N	R1 Permitted for track maintenance and engineering train movements only
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	7	Y	N	Y	N	Y	Y	Y	Y	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	7	Y	R1	Y	R1	Y	Y	Y	Y	R1 10mph over Bridges 1 and 16 (34m 00ch – 34m 20ch)

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	8	N	N	R1	N	R2	Y	Y	N	R1 Permitted for track maintenance and engineering train movements R2 Prohibited from Liverpool Loop deep level Tunnel between James Street and James Street
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	8	N	N	R1	N	R2	R3	Y	N	R1 Permitted for track maintenance and engineering train movements R2 Prohibited Down West Kirby between Canning St Jn and Birkenhead North R3 Prohibited Down West Kirby Line between Canning Street Jn and Conway Park
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	8	N	N	R1	N	R2	Y	Y	N	R1 Permitted for track maintenance and engineering train movements R2 Prohibited on the Down West Kirby
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	8	R1	R1	Y	R1	Y	Y	Y	R1	R1 Prohibited between Canning St Jn and 2m 24ch (east of Birkenhead Central)
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	6	N	N	R1	N	N	N	R1	R1	R1 OPPOS applies over Bridge 19 (06m 50ch to 6m 52ch)
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	8	Y	Y	Y	Y	R1	Y	Y	Y	R1 Prohibited Down & Up Canning St line
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of Electrification) – Edgeley Jn No.1	2	35	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	7	Y	Y	Y	N	Y	Y	Y	Y	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	7	Y	Y	Y	N	Y	R1	Y	Y	R1 Prohibited between Belle Vue and Ashburys East Jn
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	8	Y	N	Y	N	Y	Y	Y	Y	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	7	Y	Y	Y	N	Y	Y	Y	Y	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	8	Y	Y	Y	Y	R2	R2 R3 R4	Y	Y	R2.Prohibited between Chapel-en-le-Frith and Dove Holes R3.Prohibited Down line between Disley and New Mills Newtown R4 Probibited Down Main line through New Mills Newtown
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	7	Y	N	Y	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW9907	EDE	Network Rail Boundary (Warcop) – End of Line	11	03	11	46	7	Y	N	Y	N	Y	Y	Y	Y	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods Lines)	0	00	0	25	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Table D4D – Route clearance of locomotives

Last Updated: 29/04/2023

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
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	8	Y	Y	Y	Y	N	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	8	Y	Y	Y	Y	N	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	8	Y	Y	Y	Y	N	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	8	Y	Y	Y	Y	N	Y	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	8	Y	Y	Y	Y	N	Y	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	8	Y	Y	Y	Y	N	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	8	Y	Y	Y	Y	N	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	8	Y	Y	Y	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	8	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	8	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	8	Y	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	8	Y	Y	Y	Y	N	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	8	N	N	Y	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	8	N	N	Y	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	8	N	N	Y	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	8	H	H	Y	Y	N	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	8	Y	Y	Y	Y	H	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	8	H	H	Y	H	H	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	8	Y	Y	Y	Y	Y	Y	
NW1009	BHI	Basford Hall Jn – Site of Former Sydney Bridge Jn (Independent Lines)	156	16	158	76	8	Y	Y	Y	Y	Y	Y	
NW1009	CMP1	Site of Former Sydney Bridge Jn – Sandbach South Jn (Independent Lines)	158	76	162	28	8	Y	Y	Y	Y	Y	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	8	Y	Y	Y	Y	Y	Y	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent Lines)	157	64	158	18	8	Y	Y	Y	Y	Y	Y	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent Lines)	157	71	158	73	8	Y	Y	Y	Y	Y	Y	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	8	Y	Y	Y	Y	Y	Y	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	8	Y	Y	Y	Y	Y	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	8	Y	Y	Y	Y	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	8	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	8	N	N	Y	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	7	H	H	Y	H	H	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	8	N	N	Y	N	N	N	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	8	N	N	Y	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	8	Y	Y	Y	Y	Y	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	8	Y	Y	Y	Y	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	8	Y	Y	Y	Y	Y	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	8	R1	R1	R1	R1	R1	N	R1 Prohibited Liverpool Lime Street platform 1
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	8	N	N	Y	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	8	Y	Y	Y	Y	Y	Y	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	8	Y	Y	Y	Y	Y	Y	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	8	N	N	Y	N	N	N	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	8	H	H	Y	H	H	R1	R1 Prohibited between Arpley Grid Iron Jn South and Arpley Jn
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	8	Y	Y	Y	Y	H	Y	
NW2015	DSE	Newton-le-Willows Jn - Earlestown East Jn (Electrified section)	16	19	14	75	8	Y	Y	Y	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	8	Y	Y	Y	H	H	N	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	8	N	N	Y	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	8	Y	Y	Y	Y	H	Y	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	8	H	H	Y	H	H	N	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	7	Y	Y	Y	H	H	N	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	7	Y	Y	Y	H	H	N	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	7	Y	Y	Y	H	H	N	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	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
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	8	N	N	Y	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	8	N	N	Y	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	8	Y	Y	Y	Y	Y	Y	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	8	H	H	Y	H	N	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	8	H	H	Y	H	N	N	
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	8	N	N	Y	N	N	N	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	8	N	N	Y	N	N	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	8	N	N	Y	N	N	N	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	8	N	N	Y	N	N	N	
NW3005	WSJ2	Route Boundary Wales / LNW - Saltney Jn	202	60	212	06	8	N	N	Y	N	N	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	5	N	N	N	N	N	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	8	N	N	Y	N	N	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	7	N	N	Y	N	N	N	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	7	N	N	Y	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	7	N	N	Y	N	N	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	8	H	H	Y	H	N	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	8	H R1	H R1	R2	H R1	H R1	N	R1 Prohibited between Chester North Jn and Hooton South Jn R2 5mph on the Up through Bridge No.3 at 01m 37ch between Bache – Capenhurst
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	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
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	8	N	N	Y	N	N	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	7	N	N	Y	N	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	7	N	N	Y	N	N	N	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	6	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	8	H	H	Y	H	N	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	8	H	H	Y	H	N	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	8	H	H	Y	H	N	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	8	H	H	Y	H	N	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	8	H	H	Y	H	N	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	8	H	H	Y	H	N	N	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	7	N	N	Y	N	N	N	Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	8	N	N	Y	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	8	N	N	Y	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	8	H	H	Y	H	N	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	8	H	H	Y	H	N	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	8	N	N	Y	N	N	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	8	N	N	Y	N	N	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	8	H	H	Y	H	N	N	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	8	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	8	Y	Y	R1	Y	Y	Y	R1 Prohibited Lancaster Bay platform 2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	8	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	8	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	8	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	8	Y	Y	R1	Y	Y	Y	R1 Prohibited Carlisle Bay platform 7
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	8	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	8	Y	Y	Y	Y	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	8	N	N	Y	N	N	N	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	8	N	N	Y	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	8	N	N	Y	R1	N	N	R1 Single pantograph operation only
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	8	N	N	Y	R1	N	N	R1 Single pantograph operation only
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	8	N	N	Y	R1	N	N	R1 Single pantograph operation only
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	8	N	N	Y	N	N	N	
NW4009	WPS	Poulton – End of Line	14	40	18	08	8	N	N	Y	N	N	N	Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	8	N	N	Y	N	N	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	8	N	N	Y	N	N	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	8	N	N	Y	N	N	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	8	N	N	Y	N	N	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	8	N	N	Y	N	N	N	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	8	N	N	Y	N	N	N	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	8	N	N	Y	N	N	N	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	8	N	N	Y	N	N	N	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	8	N	N	Y	N	N	N	
NW4027	ETC	End of Line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	8	N	N	Y	N	N	N	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	8	N	N	Y	N	N	N	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	8	N	N	Y	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	8	N	N	Y	N	N	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	8	N	N	Y	N	N	N	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	8	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	RA	86	87	88	90	91	92	Notes
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	8	N	N	Y	N	N	N	
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	7	N	N	Y	N	N	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	7	N	N	Y	N	N	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	8	N	N	Y	N	N	N	
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	8	N	N	Y	N	N	N	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	8	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	8	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	8	Y	Y	Y	Y	Y	Y	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	8	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	8	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	8	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	8	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	8	Y	Y	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	8	Y	Y	Y	Y	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	8	Y	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	8	Y	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	8	Y	Y	Y	Y	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	8	Y	Y	Y	Y	Y	N	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	8	Y	Y	Y	Y	Y	N	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	8	Y	Y	Y	Y	N	Y	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	8	Y	Y	Y	Y	N	Y	
NW5008	NBS	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	-	N	N	N	N	N	N	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	8	Y	Y	Y	Y	N	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	8	Y	Y	Y	Y	N	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	8	Y	Y	Y	Y	N	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	8	Y	Y	Y	Y	N	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	8	Y	Y	Y	Y	N	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	8	Y	Y	Y	Y	R1	Y	R1 Prohibited between Kidsgrove Jn and Macclesfield
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	8	Y	Y	Y	Y	Y	Y	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	6	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of Former Milton Jn)	0	00	3	51	6	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ2	Change of Mileage (Site of Former Milton Jn) – Change of Mileage (Site of Former Leek Brook Jn)	0	00	6	65	6	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of Former Leek Brook Jn) – Caldon Quarry	0	00	8	01	6	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	8	H R1	H R1	Y	H R1	N	N	R1 Prohibited between Denton Jn and Guide Bridge
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	8	H	H	Y	H	N	N	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of Former Crowthorne Jn)	4	10	5	28	8	H	H	Y	H	N	N	
NW5013	DJO2	Change of Mileage (Site of Former Crowthorne Jn) – Change of Mileage (Site of Former Ashton Moss South Jn)	0	53	1	19	8	H	H	Y	H	N	N	
NW5013	AMJ	Change of Mileage (Site of Former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	8	H	H	Y	H	N	N	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	8	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	8	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	8	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	8	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	8	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	8	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	8	Y	Y	Y	Y	Y	N	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	8	Y	Y	Y	Y	Y	R1	R1 For access to TPE Train Care Depot

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	86	87	88	90	91	92	Notes
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	8	Y	Y	Y	Y	Y	N	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	8	Y	Y	Y	Y	Y	N	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	8	Y	Y	Y	Y	Y	N	
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	8	H R1	N	Y	N	N	N	R1 20mph over Bridge 11 (1m 40ch – 1m 60ch) (between Ashton viaduct and Stalybridge West Jn)
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	8	Y	Y	Y	Y	N	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	8	Y	Y	Y	Y	N	Y	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	8	H	H	Y	H	N	N	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	8	H	H	Y	H	N	N	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	8	H	H	Y	H	N	N	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	8	H	H	Y	H	N	N	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	8	H	H	Y	H	N	N	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	8	Y	Y	Y	Y	N	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	7	H	H	Y	H	N	N	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	7	H	H	Y	H	N	N	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	7	H	H	Y	H	N	N	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	10	Y	Y	N	Y	N	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	10	Y	Y	N	Y	N	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	8	H	H	Y	H	N	N	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	8	H	H	Y	H	N	N	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	8	N	N	Y	N	N	N	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	8	H	H	Y	H	N	N	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	8	H	H	Y	H	N	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	8	H	H	Y	H	N	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	8	N	N	Y	N	N	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	8	N	N	Y	N	N	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	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
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	8	H	H	Y	H	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	7	N	N	Y	N	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	7	N	N	Y	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	8	H	H	Y	H	N	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	8	N	N	Y	N	N	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	8	N	N	Y	N	N	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	8	N	N	Y	N	N	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	8	N	N	Y	N	N	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	8	N	N	Y	N	N	N	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	8	H	H	Y	H	N	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	8	N	N	Y	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	8	N	N	Y	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	8	N	N	Y	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	8	N	N	Y	N	N	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	8	N	N	Y	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	8	H	H	Y	H	N	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	8	H	H	Y	H	N	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	H	H	Y	H	N	N	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	H	H	Y	H	N	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	H	H	Y	H	N	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	H	H	Y	H	N	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	H	H	Y	H	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	H	H	Y	H	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	8	H	H	Y	H	N	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	H	H	Y	H	N	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	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
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	N	N	Y	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	N	N	Y	N	N	N	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	H	H	Y	H	N	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	H	H	Y	H	N	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	H	H	Y	H	N	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	H	H	Y	H	N	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	H	H	Y	H	N	N	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	H	H	Y	H	N	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	H	H	Y	H	N	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	N	N	Y	N	N	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	N	N	Y	N	N	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	N	N	Y	N	N	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	7	N	N	Y	N	N	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	8	N	N	Y	N	N	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	8	N	N	Y	N	N	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	8	N	N	Y	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	8	N	N	Y	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	8	N	N	Y	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	8	N	N	Y	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	8	N	N	Y	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	8	N	N	Y	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	7	N	N	Y	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	8	N	N	Y	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	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
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	7	N	N	Y	N	N	N	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	7	N	N	Y	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	8	N	N	Y	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	8	N	N	R1	N	N	N	R1 Prohibited Liverpool Loop deep level tunnel between James Street – James Street
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	8	N	N	Y	N	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	8	N	N	R1	N	N	N	R1 Prohibited Birkenhead North – Canning St Jn on the Down
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	8	N	N	Y	N	N	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	8	N	N	Y	N	N	N	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	8	N	N	Y	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	8	N	N	Y	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	8	N	N	Y	N	N	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	6	N	N	N	N	N	N	
NW8017	CCS1/ 2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	8	N	N	R1	N	N	N	R1 Prohibited Down & Up Canning St between Rock Ferry South Jn – Rock Ferry North Jn
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	8	N	N	Y	N	N	N	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	8	N	N	Y	N	N	N	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	8	N	N	Y	N	N	N	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	8	N	N	Y	N	N	N	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	8	Y	Y	Y	Y	N	N	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	8	N	N	Y	N	N	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	8	N	N	Y	N	N	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	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
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	8	N	N	Y	N	N	N	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	8	N	N	Y	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	8	N	N	Y	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	8	N	N	Y	N	N	N	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	8	N	N	Y	N	N	N	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	7	N	N	Y	N	N	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	7	N	N	Y	N	N	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	8	N	N	Y	N	N	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	8	N	N	Y	N	N	N	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	8	N	N	Y	N	N	N	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	7	N	N	Y	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	8	N	N	Y	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	8	N	N	Y	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	8	N	N	Y	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	8	N	N	R1	N	N	N	R1 Prohibited Chapel-en-le-Frith – Dove Holes on the Down & Up
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	8	H R1	H R1	Y	H R1	N	N	R1 Prohibited between Route Boundary (LN922) (Gargrave) and Hellifield
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	8	H R1 R2 R3 R4 R5	H R1 R2 R3 R4 R5	Y	H R1 R2 R3 R4 R5	N	N	R1 10mph Down OB64 (246m 60ch – 247m 00ch) R2 15mph Up OB106 (255m 60ch – 255m 40ch) R3 15mph Down OB280 (286m 60ch – 287m 00ch) R4 15mph Down OB328 (299m 60ch – 300m 00ch) R5 15mph Down OB346 (304m 00ch – 304m 20ch)
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	8	H	H	Y	H	H	H	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	8	H	H	Y	H	H	H	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	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
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	8	H	H	Y	H	N	N	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	8	H	H	Y	H	N	N	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	7	N	N	Y	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of Line	11	03	11	46	7	N	N	Y	N	N	N	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	8	H	H	Y	H	H	H	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods Lines)	0	00	0	25	8	N	N	Y	N	N	N	

Table D5A – Route clearance of Freight Containers/Swap Bodies

Last Updated: 28/06/2025

To be read in conjunction with General Notes.

This table consists of the list of lines as shown in Table A, the RA index of each route, any general authorities for heavy axle weight vehicles, the gauge of the route and other route restrictions. (Temporary or vehicle specific heavy axle weight authorities are not shown.)
The gauge of the route is shown as one of the following:
· standard locomotive gauge indicated by a forward-slash symbol, (i.e. /),
· W6A (W6) – meaning clear to W6A Gauge,

· W7 – meaning clear to W6A Exception Gauge for 8ft. containers,
· W8 – meaning clear to W6A Exception Gauge for 8ft 6in containers,
· W9 – meaning clear to SB1C gauge.
· W10 – meaning clear for 9ft. 6in. high x2.5m. wide containers on selected wagons
· W12 – meaning clear to W12 composite swept envelope
Additional restrictions or clearances may also be shown as notes in the Notes & Restrictions column.
The 'Heavy Axle Weight Vehicles' column indicates whether a vehicle which exceeds the RA index of the route may be conveyed, and if so under what conditions:

Authority Code **Meaning**

Y There are no particular restrictions for vehicles that exceed the RA of the route, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.)

N Vehicles that exceed the RA of the route must not run without the authority of the Territory Structures Assessment Engineer. If authority is given a vehicle specific form RT3973HAW can be produced.

R1, R2, etc. Vehicles which exceed the RA of the route can run subject to the particular restriction(s) identified, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.)

-- No request to run vehicles that exceed the RA of the route has previously been made and any request to do so must be referred to the Territory Structures Assessment Engineer. 25.5 tonne axle weight vehicles may be able to run following assessment.

Restricted Vehicles

Vehicles identified below can not run without reference to the Territory Structures Assessment Engineer, who will identify any restrictions that apply to that particular vehicle over a specified route in accordance with the Route Availability Group Standard:

· Coil Strip Wagon BN001A

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary – Rugeley North Jn	119	20	124	39	Y *	Y	Y	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	Y *	Y	Y	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	Y *	Y	Y	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (Site of former Stafford Uttoxeter line Jn No 5)	133	06	133	60	Y *	Y	Y	Y	Y	
NW1001	LEC4	Change of ELR (Site of former Stafford Uttoxeter line Jn No 5) – Norton Bridge North Jn	133	60	139	00	Y	Y	Y	Y	Y	
NW1001	LEC4	Norton Bridge North Jn – Basford Hall Jn	139	00	156	16	Y	Y	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Basford Wood)	156	16	157	20	Y	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Basford Wood) – Crewe South Jn	157	20	157	60	Y *	Y	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	Y *	Y	Y	Y	Y	
NW1001	LEC5	Crewe North Jn – Change of ELR (Site of former Grand Jn)	158	18	159	00	Y *	Y	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Site of former Grand Jn) – Hartford Jn	159	00	170	56	Y *	Y	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	Y *	Y	Y	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	Y	Y	Y	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	Y	Y	Y	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	Y *	Y	Y	Y	Y	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	Y	Y	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	Y *	Y	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	Y *	Y	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	Y *	Y	Y	Y	Y	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y *	Y	Y	Y	Y	
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y *	Y	Y	Y	Y	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y *	Y	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	Y	Y	Y	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of line	7	36	8	14	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Rugeley B Power Station Jn) – Rugeley North Jn	14	00	14	69	Y	Y	Y	Y	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	Y	Y	Y	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Nantwich) – Gresty Green	2	60	1	18	Y	Y	Y	N	N	
NW1007	SYC	Gresty Green – Crewe South Jn	1	18	0	00	Y	Y	Y	Y	Y	
NW1009	BHI	Basford Hall Jn – Former site of Sydney Bridge Jn (Independent lines)	156	16	158	76	Y	Y	Y	Y	Y	
NW1009	CMP1	Former site of Sydney Bridge Jn – Sandbach South Jn (Independent lines)	158	76	162	28	Y *	Y	Y	Y	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	Y	Y	Y	Y	Y	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	Y	Y	Y	Y	Y	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	Y	Y	Y	Y	Y	
NW1017	LLI	Salop Goods Jn – Crewe Coal Yard (Liverpool Independent lines)	157	71	158	73	Y	Y	Y	Y	Y	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	Y	Y	Y	Y	Y	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	Y	Y	Y	Y	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn	14	75	16	19	Y	Y	Y	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	Y	Y	Y	Y	Y	
NW1023	HOB2	Haydock Branch Jn – End of line (former Kelbit PS)	0	00	0	53	Y	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn (Ince Moss Goods lines)	0	18	0	78	Y	Y	Y	Y	Y	
NW1027	PSR1	Preston South Jn – Preston Docks Branch ELR Change	21	39	21	47	Y	N	N	N	N	
NW1027	PSR2	Preston Docks Branch ELR Change – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	Y	N	N	N	N	
NW2001	WJL1	Weaver Jn – Ditton East Jn	174	53	182	67	Y *	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	Y *	Y	Y	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	Y *	Y	Y	Y	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	Y	R1	R1	R1	R1	R1 Only applies from between Edge Hill East Jn and Edge Hill (192m 14ch)
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	Y	Y	Y	Y	Y	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	Y	Y	Y	Y	Y	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	Y	Y	Y	Y	Y	
NW2009	SDJ2	End of line (Latchford) – Ditton East Jn	10	06	18	55	Y *	Y	Y	Y	Y	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	Y	Y	Y	Y	Y	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	Y *	Y	Y	Y	Y	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	Y *	Y	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	78	Y * 1. 1	Y	Y	Y	Y	R1 * Applies between between Bootle Branch Jn (01m 78ch) and Edge Hill
NW2017	SCN	Eccles Station Jn – Weaste Branch Network Rail / MSC Boundary	0	00	0	54	Y	Y	Y	Y	Y	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	Y	Y	Y	Y	Y	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	Y	Y	Y	Y	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	Y	Y	Y	Y	Y	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	Y *	Y	Y	Y	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	Y *	Y	Y	Y	Y	
NW2025	SHS1	St Helens Station Jn – Sutton Oak Network Rail Boundary	7	15	6	04	Y	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn –Network Rail Boundary (MDHC)	0	15	5	53	Y	Y	Y	Y	Y	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	41	Y	Y	Y	N	N	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	41	178	66	Y	N	N	N	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Chester Windmill Lane Tunnel)	178	66	179	56	Y *	Y	Y	N	N	
NW3001	CNH3	Change of ELR (Chester Windmill Lane Tunnel) – Route Boundary LNW / Wales (Rockcliffe Hall)	179	56	188	40	Y *	Y	Y	N	N	
NW3001	CNH3	Route Boundary LNW / Wales (Rockcliffe Hall) – Holyhead	188	40	263	56	Y *	N	N	N	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	Y *	Y	N	N	N	
NW3005	WSJ2	Sectional Appendix Boundary (GW731) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	Y	N	N	N	N	
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	Y	N	N	N	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	Y * R1	Y	N	N	N	R1 * Applies between Wrexham General (00m 49ch) and Wrexham Exchange Jn
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	Y *	Y	N	N	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	Y *	Y	N	N	N	
NW3007	WDB2	Change of ELR (Hawarden Bridge) – Change of ELR (Site of former Dee Marsh Jn West)	14	15	14	00	Y *	Y	N	N	N	
NW3007	WDB3	Change of ELR (Site of former Dee Marsh Jn West) – Route Boundary Wales / LNW (Burton Point)	14	00	11	00	Y *	Y	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW (Burton Point) – Bidston Dee Jn	11	00	0	08	Y *	Y	N	N	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	Y	Y	Y	Y	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	Y	N	N	N	N	
NW3013	HHJ	Hooton South Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	Y	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	Y *	Y	N	N	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of line	0	30	27	53	Y *	N	N	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	Y *	N	N	N	N	
NW3019	GLA	Gaerwen Jn – Amlwch (Network Rail Boundary)	0	00	17	37	N	N	N	N	N	
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	Y	Y	Y	N	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	Y	Y	Y	Y	Y	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	Y	Y	N	N	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	Y	Y	Y	Y	Y	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	Y *	Y	N	N	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	Y *	Y	R1	N	N	R1 Permitted between Northwich West Jn and Hartford CLC Jn only
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	N	N	
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	–	–	–	–	–	*Manchester Metrolink lines*
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	–	–	–	–	–	*Manchester Metrolink lines*
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	Y	Y	Y	Y	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	Y	Y	Y	N	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	Y	Y	Y	Y	Y	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	Y	Y	Y	Y	Y	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	Y	Y	Y	Y	Y	
NW4001	CGJ5	Preston Ribble Jn – Preston	21	13	21	57	Y *	Y	Y	Y	Y	
NW4001	CGJ6	Preston – Preston North Jn	0	00	0	21	Y *	Y	Y	Y	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y *	Y	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	Y *	Y	Y	Y	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	Y *	Y	Y	Y	Y	
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	Y *	Y	Y	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	Y *	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W6A	W7	W8	W9	W10	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	Y *	Y	Y	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Jn	0	00	0	38	Y	Y	Y	Y	Y	
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	Y *	Y	Y	Y	Y	
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	Y *	Y	Y	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001)	8	57	12	30	Y *	Y	Y	Y	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	Y *	Y	Y	Y	Y	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	Y *	Y	Y	Y	Y	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	Y *	Y	Y	Y	Y	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	Y *	N	N	N	N	
NW4009	WPS	Poulton – Burn Naze (End of Branch)	14	40	18	08	N	N	N	N	N	
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	Y *	Y	Y	N	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	Y	Y	Y	Y	Y	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	Y *	Y	Y	Y	Y	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	Y	N	N	N	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	Y	Y	Y	Y	Y	
NW4021	UCJ	Bog Jn – Rome Street Jn	1	07	1	23	Y	Y	N	N	N	
NW4023	ULR	Upperby Jn – London Road Jn	0	00	0	34	Y	Y	Y	Y	Y	
NW4025	MCG	Currock Jn – Change of ELR (Site of former Forks Jn)	0	00	0	29	Y	Y	Y	Y	Y	
NW4025	SCG	Change of ELR (Site of former Forks Jn) – Bog Jn	0	29	0	44	Y	Y	Y	Y	Y	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	Y	Y	Y	Y	Y	
NW4027	ETC	End of line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	6	95	6	Y	Y	Y	Y	Y	
NW4029	GJH	Mossband Jn – Network Rail Boundary	3	02	0	24	N	N	N	N	N	
NW4031	GSW	Gretna Jn – Route Boundary (SC031)	116	13	115	40	Y	Y	Y	Y	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	Y *	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes	
							W6A	W7	W8	W9	W10		
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	Y *	N	N	N	N		
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	Y *	N	N	N	N		
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	Y *	N	N	N	N		
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	Y *	S1	S1	N	N	S1	Between Workington Main No.2 SB (06m 53ch) and Change of ELR (Maryport) the following combinations are permitted to run: Up to 2665(h), S21 TT x 2500(w) on FAA, FKA, IKA wagons 2595(h), S11 TT, S14 FT x 2500(w) on IFA, FIA wagons
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	Y *	S1	S1	N	N	S1	The following combinations are permitted to run: Up to 2665(h), S21 TT x 2500(w) on FAA, FKA, IKA wagons 2595(h), S11 TT, S14 FT x 2500(w) on IFA, FIA wagons
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	Y	Y	Y	Y	Y		
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	Y *	Y	Y	Y	Y		
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	Y *	Y	Y	Y	Y		
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	Y *	Y	Y	Y	Y		
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	Y *	Y	Y	Y	Y		
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	Y *	Y	Y	Y	Y		
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	Y *	Y	Y	Y	Y		

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	Y *	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	Y *	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	Y *	N	N	N	N	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	Y	Y	Y	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	Y	Y	Y	Y	Y	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	Y	N	N	N	N	
NW5008	NBS	Norton Bridge North Jn – Stone Jn	3	57	0	00	Y	Y	Y	Y	Y	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	20	36	Y	Y	Y	Y	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	20	36	21	04	Y	Y	Y	Y	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	21	04	20	10	Y	Y	Y	Y	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	Y	Y	Y	Y	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	13	68	16	00	Y	Y	Y	Y	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	Y	Y	Y	Y	Y	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	Y	Y	Y	Y	Y	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	N	N	
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of former Milton Jn)	0	00	3	51	N	N	N	N	N	
NW5010	SCQ2	Change of Mileage (Site of former Milton Jn) – Change of Mileage (Site of former Leek Brook Jn)	0	00	6	65	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W6A	W7	W8	W9	W10	
NW5010	SCQ3	Change of Mileage (Site of former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	N	N	
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	Y * R1	Y	S1	N	N	R1 * Applies between Heaton Norris Jn and Denton Jn (04m 13ch) S1 Between Heaton Norris Jn and Denton Jn (04m 13ch) the following combinations are permitted to run Up to: 2591(h) x 2500(w) on FEA FCA FSA/FTA wagons 2591(h) x 2500(w) on KFA wagons 2896(h) x 2500(w) on FLA wagons S16FT up to 2550(w) on KFA wagons S17FT up to 2550(w) on FEA FSA/FTA wagons
NW5012	NSS	Route Boundary (LN3505) – Stoke Jn	1	40	0	00	Y	Y	Y	Y	Y	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	Y	Y	Y	Y	Y	
NW5013	DJO2	Change of Mileage (Site of former Crowthorne Jn) – Change of Mileage (Site of former Ashton Moss South Jn)	0	53	1	19	Y	Y	Y	Y	Y	
NW5013	AMJ	Change of Mileage (Site of former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	Y	Y	Y	Y	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	Y *	N	N	N	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	Y *	N	N	N	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	Y *	N	N	N	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	Y *	Y	Y	Y	N	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	Y *	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	Y *	Y	Y	Y	N	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	Y *	Y	Y	Y	N	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	Y *	Y	Y	Y	N	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	Y	Y	Y	Y	Y	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	Y *	N	N	N	N	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	Y *	N	N	N	N	
NW5021	SAJ	Stalybridge Jn – Guide Bridge West Jn	2	08	0	04	Y	Y	Y	Y	N	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	Y *	Y	Y	Y	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	Y *	Y	Y	Y	Y	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	Y	Y	Y	Y	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	Y *	Y	Y	Y	N	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	Y *	Y	Y	Y	N	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	Y	Y	Y	R1	Y	R1 Prohibited Bolton platform 4
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	Y	Y	Y	Y	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	Y	Y	Y	Y	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	Y * R1	Y	Y	Y	R2	R1 * Applies between Trafford Park West Jn (31m 66ch) and Hunts Cross R2 Prohibited between Trafford Park West Jn (31m 66ch) and Hunts Cross
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	Y *	Y	Y	N	N	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	Y	Y	Y	Y	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	Y	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	Y	Y	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	Y *	Y	Y	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	Y *	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes	
							W6A	W7	W8	W9	W10		
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	Y	Y	Y	Y	Y		
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	Y	Y	Y	Y	Y		
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	Y *	N	N	N	N		
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	Y	Y	N	N	N		
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	Y	Y	N	N	N		
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	Y	Y	R1	N	N	R1	Prohibited between Gathust Viaduct (exclusive) (20m 46ch) and Southport
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	Y *	Y	Y	N	N		
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	Y	Y	Y	N	N		
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	Y	Y	Y	N	N		
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	Y	R1	N	N	N	R1	Prohibited between Knowsley Freight Terminal (28m 25ch) and Kirkby
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	Y *	R1	R1	R1	Y	R1	W7, W8 and W9 traffic is prohibited from platform 1 (Bay platform)
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	Y	Y	Y	Y	N		
NW7001	MPR1	Brewery Jn – Thorpes Bridge Jn	1	52	2	17	Y	Y	Y	Y	N		
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	Y *	Y	N	N	N		
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	Y *	Y	N	N	N		
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	Y *	Y	N	N	N		
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854)	19	61	22	62	Y *	Y	N	N	N		
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	Y	Y	N	N	N		
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	Y	N	N	N	N		
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	Y	N	N	N	N		
NW7006	SFO	Todmorden Viaduct Jn to Stansfield Hall Jn	19	30	19	47	Y	Y	Y	Y	Y		
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	Y *	N	N	N	N		

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	Y	Y	N	N	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	Y	Y	N	N	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	Y	Y	N	N	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	Y *	Y	N	N	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	Y *	Y	N	N	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	Y *	Y	N	N	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	Y*	N	N	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	Y *	N	N	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	Y	Y	Y	N	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	Y	Y	Y	N	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	Y *	Y	N	N	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	Y *	N	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 02m 32ch))	2	22	3	05	Y	Y	N	N	N	
NW7021	MVL1	Miles Platting Jn – Philips Park West Jn	1	30	1	59	Y *	Y	Y	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	59	2	39	Y *	Y	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W6A	W7	W8	W9	W10	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	Y *	Y	Y	N	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge Jn	5	41	7	46	Y *	S1	Y	N	N	S1 The following combinations only are permitted to run: Up to 2438(h) x 2438(w) on FEA KFA FRA FIA IFA wagons 2603(h) x 2438(w) on IFA/FIA FKA/IKA wagons 2896(h) x 2438(w) on KTA wagons
NW7021	MVL2	Stalybridge Jn – Stalybridge Tunnel Jn	7	46	8	08	Y	Y	Y	N	N	
NW7021	MVL3	Stalybridge Tunnel Jn – Route Boundary (LN860)	8	08	15	11	Y *	Y	Y	N	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	Y	Y	Y	Y	Y	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	Y	Y	Y	Y	Y	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	Y	Y	Y	Y	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	Y	Y	Y	Y	Y	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	Y	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	Y *	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	Y *	N	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	Y	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W6A	W7	W8	W9	W10	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	Y	N	N	N	N	
NW8007	NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of former Sefton Jn)	34	40	32	42	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	Y	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	N	N	N	N	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	Y *	N	N	N	N	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	Y *	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	
NW8013	CRR2	Rock Ferry South Jn – Hooton South Jn	13	39	7	68	Y *	N	N	N	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	Y *	N	N	N	N	
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	Y * S1	S1	N	N	N	S1 The following traffic and combinations only are permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes	
							W6A	W7	W8	W9	W10		
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	Y * S1	S1	N	N	N	S1	The following traffic and combinations only are permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	Y	Y	N	N	N		
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	Y	Y	Y	Y	Y		
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	Y	Y	Y	N	N		
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord line)	168	32	167	56	Y	Y	Y	N	N		
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	Y	S1	N	N	N	S1	The following traffic only is permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of former Peak Forest Jn)	167	56	161	05	Y	S1	N	N	N	S1	The following traffic only is permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons
NW9005	CNB2	Change of Mileage (Site of former Peak Forest Jn) – Change of Mileage (Site of former Buxton Jn)	0	00	0	28	Y	S1	N	N	N	S1	The following traffic only is permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons
NW9005	CNB3	Change of Mileage (Site of former Buxton Jn) – Buxton SB	161	15	164	52	Y	Y	N	N	N		

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes	
							W6A	W7	W8	W9	W10		
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	Y	Y	N	N	N		
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	Y *	S1	N	N	N	S1	The following traffic only is permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	Y *	S1	N	N	N	S1	The following traffic only is permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	Y *	S1	N	N	N	S1	The following traffic only is permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	Y *	S1	N	N	N	S1	The following traffic only is permitted: Up to 2438(h) x 2438(w) on FIA, IFA, FEA, FRA, KFA wagons
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	Y	N	N	N	N		
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	Y	Y	N	N	N		

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W6A	W7	W8	W9	W10	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	Y *	Y	N	N	N	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	Y	Y	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	Y	Y	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	Y	N	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	Y	N	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	Y * S1	N	N	N	N	S1 The following traffic only is permitted: JNA, JGA and HLA wagons Qxx Zxx infrastructure traffic (except on-track machines) Conditions of travel must be sought for other freight movements
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	Y	Y	N	N	N	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	Y *	Y	N	N	N	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	Y	Y	N	N	N	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	Y	Y	Y	Y	Y	
NW9903	SKW1	Settle Jn – Change of ELR (Site of former Wennington Jn)	234	44	249	44	Y	N	N	N	N	
NW9903	SJC	Change of ELR (Site of former Wennington Jn) – Change of ELR (Site of former Carnforth East Jn)	9	45	0	31	Y	N	N	N	N	
NW9903	CEC	Change of ELR (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	Y	Y	Y	Y	Y	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	Y	N	N	N	N	Line Not in Regular Use
NW9907	EDE	Network Rail Boundary (Warcop) – End of line	11	03	11	46	Y	Y	Y	Y	N	Line Not in Regular Use
NW9909	NEC2	Route Boundary (LN682) (Scotby) – Petteril Bridge Jn	58	00	59	26	Y	Y	Y	Y	Y	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods lines)	0	00	0	25	Y	Y	Y	Y	Y	

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Table D5B – Locomotive Gauge Clearance Table

Last Updated: 02/11/2024

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	LG2	Notes
NW1001	LEC2	Armitage Jn (MD101 Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	8	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	8	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	8	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	8	Y	Y	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	8	Y	R1	R1 – Prohibited between Stafford and Stafford North Jn on the Down Slow line
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	8	Y	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	8	Y	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	8	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	8	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	8	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	8	Y	Y	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	8	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	8	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	8	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	8	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	8	R1	R2	R1 Prohibited Dallam Royal Mail Terminal Bay platform 4
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	8	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	8	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	8	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	8	Y	Y	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	8	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	8	Y	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	8	Y	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	8	Y	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	8	Y	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	8	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	8	Y	Y	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW1009	BHI	Basford Hall Jn – Site of former Sydney Bridge Jn (Independent lines)	156	16	158	76	8	Y	Y	
NW1009	CMP1	Site of former Sydney Bridge Jn – Sandbach South Jn (Independent lines)	158	76	162	28	8	Y	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	8	Y	Y	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	8	Y	Y	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	8	Y	Y	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard Liverpool Independent lines)	157	71	158	73	8	Y	Y	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	8	Y	Y	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	8	Y	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	8	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	8	Y	Y	
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	8	Y	Y	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	7	Y	Y	
NW1027	PSR1	Preston South Jn – Preston Docks Branch ELR Change	21	39	21	47	8	Y	N	
NW1027	PSR2	Preston Docks Branch ELR Change – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	8	Y	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	8	Y	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	8	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	8	Y	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	8	Y	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	8	Y	Y	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	8	Y	Y	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	8	Y	Y	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	8	Y	Y	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	8	Y	Y	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	8	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	8	Y	Y	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	8	Y	Y	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	8	Y	Y	
NW2021	EEE	Earlestown South. Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	8	Y	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	7	Y	Y	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	7	Y	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	7	Y	Y	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	8	Y	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	8	Y	Y	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	8	Y	Y	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	8	Y	Y	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	8	Y	Y	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	8	Y	R1 R2	R1 Prohibited Chester Parcels platform Prohibited Chester platform 3
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	8	Y	Y	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	8	R1 R2 R3 R4	N	R1 Prohibited Llandudno Junction Up Bay Platform 2 R2 Prohibited between Conwy and Menai Bridge South Jn on the Up Main line R3 Prohibited between Bodorgan and Ty Croes on the Down line R4 Prohibited between Rhosneigr and Valley on the Down line
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	8	Y	R1	R1 – Prohibited between Runcorn East and Acton Grange Jn Down line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	8	Y	Y	
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	8	Y	Y	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	5	Y	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	8	Y	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	7	Y	N	
NW3007	WDB2/3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	7	Y	N	
NW3007	WDB3	Route Boundary Wales / LNW – Bidston Dee Jn	11	00	0	08	7	R1 R2	Y	R1 Prohibited between Heswall and Upton on the Down Wrexham line R2 Prohibited between Heswall and Upton on the Up Wrexham line
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	8	Y	Y	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	8	R1	N	R1 Prohibited between Bache and Capenhurst on the Up line
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	8	R1	N	R1 Prohibited between Hooton South Jn and Little Sutton on the Up Main line
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	8	Y	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	7	R1 R2 R3 R4	N	R1 Prohibited between Llandudno Jn and Glan Conwy on the single line R2 Prohibited between Llanrwst and Betws-Y-Coed on the Down and Up Main single line R3 Prohibited between Roman Bridge and Ffestiniog Tunnel on the Down and Up Main single line R4 Prohibited Blaenau Ffestiniog old platform (disused) on the approach to Blaenau Ffestiniog
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	7	R1	N	R1 Prohibited Llandudno platform 1
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	6	Y	N	
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	8	Y	Y	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	8	Y	Y	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	8	Y	R1	R1 – Prohibited between Northenden Jn and Sketon Jn Down line
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	8	Y	Y	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	8	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	8	R1 R2 R3	N	R1 Prohibited between Ashley and Mobberley on the Down line R2 Prohibited between Altrincham and Ashley on the Down line R3 Prohibited between Mouldsworth and Mickle Trafford Jn on the Single line
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	7	Y	N	
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	8	Y	Y	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	8	Y	Y	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	8	Y	Y	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	8	Y	Y	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	8	Y	Y	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	8	Y	Y	
NW3037	HCN	Hartford C.L.C. Jn – Hartford Jn	0	72	0	16	8	Y	Y	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	8	Y	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	8	Y	R1 R2	
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	8	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	8	Y	Y	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	8	R1 R2	R1 R3 R4	R1 Prohibited Carlisle Down Bay platform 2 (Up Maryport & Carlisle line) R2 Prohibited Carlisle platform 4 (Up Main line) R3 Prohibited Carlisle platform 3 R4 Prohibited Carlisle platform 1
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	8	R1 R2	R3 R4	R1 Prohibited Carlisle bay platform 7 R2 Prohibited Carlisle bay platform 8 R3 rohibited Carlisle Bay platform 7 R4 Prohibited Carlisle Bay platform 8
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	8	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	8	Y	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	8	Y	N	
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	8	Y	Y	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	8	Y	Y	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	8	Y	Y	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	8	R1	N	R1 Prohibited from Blackpool South (Down & Up Main line)
NW4009	WPS	Poulton – End of Line	14	40	18	08	8	Y	N	
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	8	R1	Y	R1 Prohibited Bare Lane platform (Down & Up Heysham line)
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	8	Y	Y	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	8	Y	Y	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	8	Y	Y	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	8	Y	Y	
NW4021	UCJ	Bog Jn – Rome St. Jn	1	07	1	23	8	Y	Y	
NW4023	ULR	Upperby Jn – London Rd. Jn	0	00	0	34	8	Y	Y	
NW4025	MCG/SCG	Currock Jn – Bog Jn	0	00	0	44	8	Y	Y	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	02	8	Y	Y	
NW4027	ETC	End of Line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	09	95	06	8	Y	Y	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	8	Y	Y	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	8	Y	N	
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	8	Y	Y	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	8	Y	N	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	8	Y	N	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	8	R1	N	R1 Prohibited between Silverdale and Arnside on the Up Main line Prohibited between Ulverston and Dalton on the Up Main line
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	7	Y	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	7	R1	N	R1 Prohibited between Bransty and Parton South Jn on the Down Main line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	8	Y	N	
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	8	Y	Y	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	8	Y	Y	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	8	Y	Y	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	8	Y	Y	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	8	Y	Y	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	8	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	8	Y	R1	R1 – Prohibited between Chapel and Stockport Up Slow line
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	8	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	8	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	8	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	8	Y	Y	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	8	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	8	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	8	Y	Y	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	8	Y	Y	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	8	Y	Y	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	8	Y	Y	
NW5008	NBS	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	-	N	Y	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	8	Y	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	8	Y	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	8	Y	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	8	Y	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	8	Y	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	8	Y	Y	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	8	Y	Y	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	6	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of Former Milton Jn)	0	00	3	51	6	Y	N	
NW5010	SCQ2	Change of Mileage (Site of Former Milton Jn) – Change of Mileage (Site of Former Leek Brook Jn)	0	00	6	65	6	Y	N	
NW5010	SCQ3	Change of Mileage (Site of Former Leek Brook Jn) – Caldon Quarry	0	00	8	01	6	Y	N	
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	8	Y	Y	
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	8	Y	Y	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of Former Crowthorne Jn)	4	10	5	28	8	Y	Y	
NW5013	DJO2	Change of Mileage (Site of Former Crowthorne Jn) – Change of Mileage (Site of Former Ashton Moss South Jn)	0	53	1	19	8	Y	Y	
NW5013	AMJ	Change of Mileage (Site of Former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	8	Y	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	8	Y	Y	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	8	Y	Y	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	8	Y	Y	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	8	Y	Y	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	8	Y	Y	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	8	Y	Y	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	8	Y	Y	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	8	Y	Y	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	8	Y	Y	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	8	Y	Y	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	8	Y	Y	
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	8	Y	Y	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	8	Y	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	8	Y	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	8	Y	Y	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	8	Y	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	8	Y	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	8	Y	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	8	Y	N	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	7	Y	N	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	7	Y	N	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	7	Y	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	10	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	10	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	8	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	8	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	8	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	8	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	8	Y	Y	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	8	Y	Y	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	8	Y	Y	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	8	Y	R1	R1 Prohibited Southport platform 4
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	8	Y	Y	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	8	Y	Y	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	7	Y	R1	R1 Prohibited between Wigan Wallgate Jn and Pemberton Down line
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	7	Y	Y	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	8	Y	Y	
NW7001	MPR1	Brewery Jn – Thorpes Bridge Jn	1	52	2	17	8	Y	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	8	Y	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	8	Y	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	8	R1 R2 R3	N	R1 Prohibited through Summit Tunnel (Down L & Y) R2 Prohibited through Summit Tunnel (Up L & Y) R3 Prohibited through Deanroyd Tunnel (Down L & Y)
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	8	Y	N	
NW7005	CEH	Castleton East Jn. – Castleton North Jn	0	00	0	37	8	Y	Y	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	8	Y	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	8	Y	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	8	Y	Y	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	8	Y	Y	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	8	Y	Y	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	Y	Y	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	Y	Y	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	Y	R1	R1 Prohibited Blackburn platform 3
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	Y	Y	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	R1	N	R1 Prohibited between Huncoat and Hapton on the Up East Lancs line
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	R1 R2	N	R1 Prohibited between Burnley Manachester Road and Copy Pit on the Down East Lancs line R2 Prohibited between Burnley Manachester Road and Hall Royd Jn on the Up East Lancs line
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	8	Y	Y	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	Y	Y	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	Y	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	N	N	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	Y	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	Y	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	Y	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	Y	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	Y	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	Y	R1	R1 Prohibited between Mossley and Greenfield Up Huddersfield line
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	R1	Y	R1 Prohibited between Mossley and Greenfield on the Up Huddersfield line
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	Y	Y	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	7	Y	Y	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	8	Y	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	8	Y	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	8	N	N	
NW8001	HXS2	Liverpool Central. – Paradise Jn	37	13	36	71	8	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	8	N	Y	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	8	Y	Y	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	8	Y	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	8	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	7	Y	Y	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	8	Y	Y	
NW8007	HXS/NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	7	Y	Y	
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	7	Y	N	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	7	Y	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	8	Y	R1	R1 Prohibited between Rice Lane and Fazakerley
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	8	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	8	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	8	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	8	R1	N	R1 Prohibited between Change of ELR (Birkenhead Park) and Birkenhead North on the Down West Kirby line
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	8	Y	Y	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	8	Y	Y	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	8	R1	N	R1 Prohibited Rock Ferry platform 1 (Down Chester line)
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	8	Y	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	6	R1	R2	R1 Prohibited New Brighton platform 1 (Down New Brighton line) R2 Prohibited Wallasey Grove Road Down platform
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	8	Y	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	8	R1	Y	R1 Prohibited between Earles Sidings and Edale on the Down Main line
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	8	R1	N	R1 Prohibited between Chinley and New Mills South Jn on the Up Main Line
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	8	Y	Y	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	8	Y	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	8	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	8	Y	Y	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	8	Y	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	8	R1 R2 R3	N	R1 Prohibited through Chapel LNW Tunnel on the Down Goods line R2 Prohibited between Chinley South Jn and Peak Forest South Jn on the Down Goods line R3 Prohibited between Chinley South Jn and Peak Forest South Jn on the Up Goods line
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	8	Y	N	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	8	Y	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	8	Y	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	8	R1 R2	N	R1 Prohibited between New Mills South Jn and New Mills Central on the Down Romiley line R2 Prohibited between Strines and Marple on the Up Romiley line
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	8	Y	N	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	7	Y	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	7	R1	N	R1 Prohibited between Belle Vue and Ashburys East Jn on the Up Reddish Branch line
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	8	Y	Y	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	8	Y	Y	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	8	Y	R1	R1 Prohibited Hyde North Down platform
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	7	Y	Y	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	8	Y	Y	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	8	Y	Y	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	8	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	8	R1 R2 R3 R4	N	R1 Prohibited between Dove Holes and Chapel-en-le-Frith on the Down Main line R2 Prohibited between Dove Holes and Chapel-en-le-Frith on the Up Main line R3 Prohibited between New Mills Newtown and Disley on the Down Main line R4 Prohibited between New Mills Newtown and Disley on the Up Main line
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	8	Y	Y	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	8	Y	Y	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	8	Y	Y	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	8	Y	Y	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	8	Y	Y	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	8	R1	N	R1 Prohibited on the Down Branch line
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	8	Y	Y	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	7	Y	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of Line	11	03	11	46	7	Y	Y	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	8	Y	Y	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods lines)	0	00	0	25	8	Y	Y	

Table D5C – Route clearance of freight vehicles

Last Updated: 05/10/2024

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	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary – Rugeley North Jn	119	20	124	39	Y	Y	Y	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	Y	Y	Y	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	Y	Y	Y	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (Site of former Stafford Uttoxeter line Jn No 5)	133	06	133	60	Y	Y	Y	Y	R1	R2 Prohibited Stafford Up Sow line

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW1001	LEC4	Change of ELR (Site of former Stafford Uttoxeter line Jn No 5) – Norton Bridge North Jn	133	60	139	00	Y	Y	Y	Y	Y	
NW1001	LEC4	Norton Bridge North Jn – Basford Hall Jn	139	00	156	16	Y	Y	Y	Y	Y	R1 Prohibited between Norton Bridge Jn and Basford Hall Jn Down Fast line
NW1001	LEC4	Basford Hall Jn – Change of ELR (Basford Wood)	156	16	157	20	Y	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Basford Wood) – Crewe South Jn	157	20	157	60	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	Y	Y	Y	R1 R2	R1 R2	R1 Prohibited Crewe platform 1 R2 Prohibited Crewe platform 2
NW1001	LEC5	Crewe North Jn – Change of ELR (Site of former Grand Jn)	158	18	159	00	Y	Y	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Site of former Grand Jn) – Hartford Jn	159	00	170	56	Y	Y	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	Y	Y	Y	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	Y	Y	Y	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	Y	Y	Y	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	Y	Y	Y	Y	Y	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	Y	Y	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	Y	Y	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	Y	Y	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	Y	Y	Y	Y	Y	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	Y	Y	Y	
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y	Y	Y	Y	R1 R2	R1 Prohibited Derby Siding Bay platform R2 Prohibited Bakehouse Siding Bay platform
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	R1	Y	Y	R1	R1 Prohibited Preston Parcels siding South platform
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	Y	Y	Y	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of line	7	36	8	14	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes	
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12		
NW1004	RRN2	Route Boundary (MD345) (Rugeley B Power Station Jn) – Rugeley North Jn	14	00	14	69	Y	Y	Y	Y	Y		
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	Y	Y	Y	Y	Y		
NW1007	SYC	Route Boundary (GW735) (Nantwich) – Gresty Green	2	60	1	18	Y	Y	R1	R1	R1	R1	Prohibited between Limit of Electrification and Route Boundary on the Up line
NW1007	SYC	Gresty Green – Crewe South Jn	1	18	0	00	Y	Y	Y	Y	Y		
NW1009	BHI	Basford Hall Jn – Former site of Sydney Bridge Jn (Independent lines)	156	16	158	76	Y	Y	Y	Y	Y		
NW1009	CMP1	Former site of Sydney Bridge Jn – Sandbach South Jn (Independent lines)	158	76	162	28	Y	Y	Y	Y	Y		
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	Y	Y	Y	Y	Y		
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	Y	Y	Y	Y	Y		
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	Y	Y	Y	Y	Y		
NW1017	LLI	Salop Goods Jn – Crewe Coal Yard (Liverpool Independent lines)	157	71	158	73	Y	Y	Y	Y	Y		
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	Y	Y	Y	Y	Y		
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	Y	Y	Y	Y	Y		
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn	14	75	16	19	Y	Y	Y	N	Y		
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	Y	Y	Y	Y	Y		
NW1023	HOB2	Haydock Branch Jn – End of line (former Kelbit PS)	0	00	0	53	Y	Y	Y	Y	N		
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn (Ince Moss Goods lines)	0	18	0	78	Y	Y	Y	Y	Y		
NW1027	PSR1	Preston South Jn – Preston Docks Branch ELR Change	21	39	21	47	N	Y	Y	N	N		
NW1027	PSR2	Preston Docks Branch ELR Change – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	Y	Y	N	N		
NW2001	WJL1	Weaver Jn – Ditton East Jn	174	53	182	67	Y	Y	R1	Y	R1	R1	Prohibited between Runcorn Station and Ditton East Jn Down Main line
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	Y	Y	Y	Y	R1	R1	Prohibited between Speke Jn and Ditton East Jn Up Slow line
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	Y	Y	Y	Y	R1	R1	Prohibited between Weavertree Jn and Allerton West Jn Up Slow line
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	R1	R1	R1	R1	R1	R1	Only applies from between Edge Hill East Jn and Edge Hill (192m 14ch)

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	Y	Y	Y	Y	Y	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	Y	Y	Y	Y	Y	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	Y	Y	Y	Y	Y	
NW2009	SDJ2	End of line (Latchford) – Ditton East Jn	10	06	18	55	Y	Y	Y	Y	Y	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	Y	Y	Y	Y	Y	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	Y	Y	Y	Y	Y	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	Y	Y	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	78	Y	Y	R1	R1	R1 R2	R1 Prohibited between Huyton Jn and Sankey Jn Up line R2 Prohibited between Sankey Jn and Huyton Jn Down line
NW2017	SCN	Eccles Station Jn – Weaste Branch Network Rail / MSC Boundary	0	00	0	54	Y	Y	Y	Y	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	Y	Y	Y	Y	Y	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	Y	Y	Y	Y	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	Y	Y	Y	Y	Y	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	Y	Y	Y	Y	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	Y	Y	Y	Y	R1 R2	R1 Prohibited Scholes Lane Tunnel Up line R2 Prohibited between St. Helens Station Jn and Huyton Jn Down line
NW2025	SHS1	St Helens Station Jn – Sutton Oak Network Rail Boundary	7	15	6	04	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn –Network Rail Boundary (MDHC)	0	15	5	53	Y	Y	S1	Y	R1	S1 Only 2905x2560 boxes on FKA and IKA wagons are permitted. R1 Prohibited Alexandra Dock Tunnel Down line

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	Y	Y	Y	Y	Y	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	41	N	N	N	N	N	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	41	178	66	N	N	N	N	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Chester Windmill Lane Tunnel)	178	66	179	56	N	N	N	N	N	
NW3001	CNH3	Change of ELR (Chester Windmill Lane Tunnel) – Route Boundary LNW / Wales (Rockcliffe Hall)	179	56	188	40	N	N	N	N	N	
NW3001	CNH3	Route Boundary LNW / Wales (Rockcliffe Hall) – Holyhead	188	40	263	56	N	N	N	N	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	Y	N	N	N	N	
NW3005	WSJ2	Sectional Appendix Boundary (GW731) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	N	N	N	N	N	
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	N	N	N	N	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	N	N	N	N	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	N	N	N	N	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	N	N	N	N	N	
NW3007	WDB2	Change of ELR (Hawarden Bridge) – Change of ELR (Site of former Dee Marsh Jn West)	14	15	14	00	N	N	N	N	N	
NW3007	WDB3	Change of ELR (Site of former Dee Marsh Jn West) – Route Boundary Wales / LNW (Burton Point)	14	00	11	00	N	N	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW (Burton Point) – Bidston Dee Jn	11	00	0	08	N	N	N	N	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	Y	Y	Y	N	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	N	N	N	N	N	
NW3013	HHJ	Hooton South Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	N	N	N	N	N	
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	N	N	N	N	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of line	0	30	27	53	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of line	0	30	27	53	N	N	N	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	N	N	N	N	N	
NW3019	GLA	Gaerwen Jn – Amlwch (Network Rail Boundary)	0	00	17	37	N	N	N	N	N	
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	Y	Y	N	N	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	Y	Y	Y	Y	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	N	N	N	N	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	Y	Y	Y	Y	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	N	N	N	N	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	R1	R1	N	N	N	R1 Permitted between Northwich West Jn and Hartford CLC Jn only
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	N	N	
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	–	–	–	–	–	*Manchester Metrolink lines*
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	–	–	–	–	–	*Manchester Metrolink lines*
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	Y	Y	Y	N	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	N	N	N	N	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	Y	Y	Y	Y	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	Y	Y	Y	Y	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	Y	Y	Y	Y	Y	
NW4001	CGJ5	Preston Ribble Jn – Preston	21	13	21	57	Y	Y	Y	N	Y	
NW4001	CGJ6	Preston – Preston North Jn	0	00	0	21	Y	Y	Y	N	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	N	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	Y	Y	Y	N	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	R1	R1	R1	Y	R1 R2	R1 Prohibited Lancaster Down Bay platform 2 R2 Prohibited Lancaster Up Loop platform 5
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	Y	R1	Y	Y	Y	R1 Prohibited Oxenholme Down platform
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	Y	Y	Y	Y	R1	R1 Prohibited Penrith Down Fast platform

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	Y	R1	R1	R1	R1	R1 Prohibited Carlisle Up Bay platform 2 R2 Prohibited Carlisle Down platform 3 R3 Prohibited Carlisle Up platform 4
NW4001	UCJ	Upperby Bridge Jn – Upperby Jn	0	00	0	38	Y	Y	Y	Y	Y	
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	Y	Y	Y	R1	R1 R2	R1 Prohibited Carlisle platform 7 R2 Prohibited Carlisle platform 8
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	Y	Y	Y	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001)	8	57	12	30	Y	Y	Y	Y	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	Y	Y	Y	Y	Y	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	Y	Y	Y	Y	Y	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	Y	Y	Y	Y	Y	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	N	N	N	N	N	
NW4009	WPS	Poulton – Burn Naze (End of Branch)	14	40	18	08	N	N	N	N	N	
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	N	N	N	N	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	Y	Y	Y	Y	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	Y	Y	Y	Y	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	N	N	N	N	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	Y	Y	Y	Y	Y	
NW4021	UCJ	Bog Jn – Rome Street Jn	1	07	1	23	Y	Y	Y	N	Y	
NW4023	ULR	Upperby Jn – London Road Jn	0	00	0	34	Y	Y	Y	Y	Y	
NW4025	MCG	Currock Jn – Change of ELR (Site of former Forks Jn)	0	00	0	29	Y	Y	Y	Y	Y	
NW4025	SCG	Change of ELR (Site of former Forks Jn) – Bog Jn	0	29	0	44	Y	Y	Y	Y	Y	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	Y	Y	Y	Y	N	
NW4027	ETC	End of line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	6	95	6	Y	Y	Y	Y	N	
NW4029	GJH	Mossband Jn – Network Rail Boundary	3	02	0	24	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW4031	GSW	Gretna Jn – Route Boundary (SC031)	116	13	115	40	Y	Y	Y	Y	Y	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	N	N	N	N	N	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	N	N	N	N	N	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	N	N	N	N	N	
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	N	N	N	N	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	N	N	N	N	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	N	N	N	N	N	
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	Y	Y	Y	Y	Y	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	Y	Y	Y	Y	N	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	Y	Y	Y	Y	N	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	Y	Y	Y	Y	N	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	Y	Y	Y	Y	N	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	Y	Y	Y	Y	N	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	Y	R1	R1	R1 R2	N	R1 Prohibited between Heaton Chapel and Stockport Up Slow line. R2 Prohibited between Stockport and Heaton Chapel Down Slow line
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	Y	Y	Y	R1	N	R1 Prohibited between Slade Lane Jn and Ardwick Jn Down Fast line
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	Y	Y	Y	R1	N	R1 Prohibited between Manchester Piccadilly East Jn and Ardwick Jn Down Slow line
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	N	N	N	N	N	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	Y	Y	Y	Y	R1	R1 Prohibited between Styal Jn and Wilmslow South Jn Up line
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	Y	Y	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	Y	Y	Y	Y	Y	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	Y	Y	Y	Y	N	
NW5008	NBS	Norton Bridge North Jn – Stone Jn	3	57	0	00	Y	Y	Y	Y	Y	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	20	36	Y	Y	Y	Y	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	20	36	21	04	Y	Y	Y	Y	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	21	04	20	10	Y	Y	Y	Y	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	Y	Y	Y	Y	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	13	68	16	00	Y	Y	Y	Y	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	Y	Y	Y	Y	Y	
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	Y	Y	Y	Y	Y	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	N	N	
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of former Milton Jn)	0	00	3	51	N	N	N	N	N	
NW5010	SCQ2	Change of Mileage (Site of former Milton Jn) – Change of Mileage (Site of former Leek Brook Jn)	0	00	6	65	N	N	N	N	N	
NW5010	SCQ3	Change of Mileage (Site of former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	N	N	
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	R1	R1	N	N	N	R1 Prohibited Denton Down line
NW5012	NSS	Route Boundary (LN3505) – Stoke Jn	1	40	0	00	Y	Y	Y	Y	N	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	Y	Y	Y	Y	Y	
NW5013	DJO2	Change of Mileage (Site of former Crowthorne Jn) – Change of Mileage (Site of former Ashton Moss South Jn)	0	53	1	19	Y	Y	Y	Y	Y	
NW5013	AMJ	Change of Mileage (Site of former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	Y	Y	Y	Y	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	Y	Y	Y	N	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	Y	Y	Y	N	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	Y	Y	Y	N	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	Y	Y	Y	N	N	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	Y	Y	Y	N	N	
NW5012	NSS	Route Boundary (LN3505) – Stoke Jn	1	40	0	00	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	Y	Y	Y	Y	Y	
NW5013	DJO2	Change of Mileage (Site of former Crowthorne Jn) – Change of Mileage (Site of former Ashton Moss South Jn)	0	53	1	19	Y	Y	Y	Y	Y	
NW5013	AMJ	Change of Mileage (Site of former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	Y	Y	Y	Y	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	Y	Y	Y	N	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	Y	Y	Y	N	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	Y	Y	Y	N	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	Y	Y	Y	N	N	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	Y	Y	Y	N	N	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	Y	Y	Y	N	N	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	Y	Y	Y	N	N	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	Y	Y	Y	N	N	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	Y	Y	Y	Y	N	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	Y	Y	Y	Y	N	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	Y	Y	Y	Y	N	
NW5021	SAJ	Stalybridge Jn – Guide Bridge West Jn	2	08	0	04	N	N	N	N	N	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	Y	Y	Y	Y	N	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	Y	Y	Y	Y	Y	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	Y	Y	Y	Y	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	Y	Y	Y	N	N	
NW6001	COL	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	Y	Y	Y	N	N	
NW6001	COL	Bolton West Jn – Lostock Jn	10	55	13	39	Y	Y	Y	Y	Y	
NW6001	OLW	Lostock Jn – Euxton Jn	13	39	25	31	Y	Y	Y	Y	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	Y	Y	Y	Y	R1	Prohibited Untied FC Halt Bi-Directional platform
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	N	N	N	N	N	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	N	N	N	N	N	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	Y	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	Y	Y	N	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	Y	Y	Y	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	Y	Y	Y	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	Y	Y	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	Y	Y	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	N	N	N	N	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	N	N	N	N	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	N	N	N	N	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	N	N	N	N	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	Y	Y	R1	N	N	R1 – Prohibited between Darwen Station and Blackburn Bolton Jn on the Up and Down Darwen Single line
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	Y	Y	N	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	Y	Y	R1	N	N	R1 – Prohibited between Wigan Wallgate Jn and Pemberton Down line
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	N	N	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	Y	Y	Y	N	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	Y	Y	Y	Y	N	
NW7001	MPR1	Brewery Jn – Thorpes Bridge Jn	1	52	2	17	Y	Y	Y	Y	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	N	N	N	N	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	N	N	N	N	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	N	N	N	N	N	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854)	19	61	22	62	N	N	N	N	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	Y	Y	Y	Y	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn to Stansfield Hall Jn	19	30	19	47	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	N	N	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	N	N	N	N	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	N	N	N	N	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	N	N	N	N	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	N	N	N	N	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	N	N	N	N	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	N	N	N	N	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	N	N	N	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	N	N	N	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	N	N	N	N	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	N	N	N	N	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	N	N	N	N	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	N	N	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	N	N	
NW7021	MVL1	Miles Platting Jn – Philips Park West Jn	1	30	1	59	Y	Y	N	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	59	2	39	Y	Y	N	Y	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	Y	Y	N	Y	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge Jn	5	41	7	46	Y	Y	N	R1 R2	N	R1 Prohibited Katherine Steet Tunnel Down line R2 Prohibited Katherine Street Tunnel Up line
NW7021	MVL2	Stalybridge Jn – Stalybridge Tunnel Jn	7	46	8	08	Y	Y	N	Y	N	
NW7021	MVL3	Stalybridge Tunnel Jn – Route Boundary (LN860)	8	08	15	11	N	N	N	N	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	Y	Y	Y	Y	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	Y	Y	Y	Y	Y	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	Y	Y	Y	Y	Y	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	Y	Y	Y	Y	Y	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	N	N	N	
NW8007	NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of former Sefton Jn)	34	40	32	42	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	N	N	N	N	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	N	N	N	N	N	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	
NW8013	CRR2	Rock Ferry South Jn – Hooton South Jn	13	39	7	68	N	N	N	N	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	N	N	N	
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	N	N	N	N	N	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	N	N	N	N	N	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	Y	Y	Y	Y	N	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	N	N	Y	N	N	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord line)	168	32	167	56	Y	Y	Y	Y	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	N	N	N	N	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of former Peak Forest Jn)	167	56	161	05	N	N	N	N	N	
NW9005	CNB2	Change of Mileage (Site of former Peak Forest Jn) – Change of Mileage (Site of former Buxton Jn)	0	00	0	28	Y	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of former Buxton Jn) – Buxton SB	161	15	164	52	Y	N	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	Y	N	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	N	N	N	N	N	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	N	N	N	N	N	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	N	N	N	N	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	N	N	N	N	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	Y	Y	Y	Y	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	N	N	N	N	N	NW9011
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	N	N	N	N	N	NW9011
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	N	N	NW9013
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	N	N	N	N	N	NW9017
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	N	N	N	N	N	NW9017
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	N	N	N	NW9019
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	N	N	N	N	N	NW9021
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	N	N	N	N	N	NW9901

Line of route	ELR	Line of Route / Sector Description					Gauge					Notes
			M	Ch	M	Ch	W7A	W8A	W9A	W10A	W12	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	N	N	N	N	N	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	Y	Y	N	N	N	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	Y	Y	N	Y	Y	
NW9903	SKW1	Settle Jn – Change of ELR (Site of former Wennington Jn)	234	44	249	44	N	N	N	N	N	
NW9903	SJC	Change of ELR (Site of former Wennington Jn) – Change of ELR (Site of former Carnforth East Jn)	9	45	0	31	N	N	N	N	N	
NW9903	CEC	Change of ELR (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	Y	Y	Y	Y	Y	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	N	N	Line Not in Regular Use
NW9907	EDE	Network Rail Boundary (Warcop) – End of line	11	03	11	46	N	N	N	N	N	Line Not in Regular Use
NW9909	NEC2	Route Boundary (LN682) (Scotby) – Petteril Bridge Jn	58	00	59	26	Y	Y	N	Y	Y	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods lines)	0	00	0	25	Y	Y	Y	Y	Y	

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Table D5D – Passenger Gauge and Lower Sector Vehicle Gauge Clearance Table

Last Updated: 07/09/2024

To be read in conjunction with General Notes.

- Passeger and Lower Sector Vehicle Gauge restrictions apply to vehicles as defined in GE/RT8073.

The notations (used in these tables) are explained as follows for Passenger Gauge / Lower Sector Vehicle Gauge conformant vehicles:

Y Route conforms to Passenger Gauge / Lower Sector Vehicle Gauge without restriction.

R Route conforms (or partly conforms) to Passenger Gauge / Lower Sector Vehicle Gauge but restrictions apply. See “Notes” column for details.

N Route does not conform to Passenger Gauge / Lower Sector Vehicle Gauge

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW1001	LEC2	Armitage Jn (MD101 Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	Y	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	Y	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	Y	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	R1	Y	Y	R3 Prohibited Stafford Station Royal Mail Terminal
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	Y	Y	Y	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	Y	Y	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	Y	Y	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	Y	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	Y	Y	Y	
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	Y	Y	Y	
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	Y	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	Y	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	R1 R2	Y	Y	R1 Prohibited Dallam Royal Mail Terminal platform 4 R2 Prohibited Dallam Royal Main Terminal platform 1 and 2
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	Y	Y	Y	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	Y	
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	R1	R1	R1 R2	R1 Prohibited Derby Siding platform R2 Prohibited Bakehouse Siding platform
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	Y	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	Y	Y	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	R1	Y	Y	R1 Prohibited between Barthomley Jn and North Stafford Jn Up and Down Potteries line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	Y	Y	Y	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	Y	Y	Y	
NW1009	BHI	Basford Hall Jn – Site of former Sydney Bridge Jn (Independent lines)	156	16	158	76	Y	Y	Y	
NW1009	CMP1	Site of former Sydney Bridge Jn – Sandbach South Jn (Independent lines)	158	76	162	28	Y	Y	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	Y	Y	Y	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	Y	Y	Y	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	Y	Y	Y	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard Liverpool Independent lines)	157	71	158	73	R1	Y	Y	R1 Prohibited between Salop Goods Jn and Grand Jn Down line
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	Y	Y	Y	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	Y	Y	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	Y	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	N	N	Y	
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	N	N	Y	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	Y		Y	
NW1027	PSR1	Preston South Jn – Preston Docks Branch ELR Change	21	39	21	47	N	N	N	
NW1027	PSR2	Preston Docks Branch ELR Change – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	Y	Y	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	Y	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	Y	Y	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	Y	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	Y	Y	Y	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	Y	Y	Y	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	N	N	Y	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	N	N	Y	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	Y	Y	Y	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	Y	Y	Y	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	N	N	Y	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	Y	Y	Y	
NW2021	EEE	Earlestown South. Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	Y	Y	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	Y	Y	Y	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	Y	Y	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	Y	Y	Y	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	Y	Y	Y	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn –Network Rail Boundary (MDHC)	0	15	5	53	N	N	Y	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	Y	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	Y	Y	Y	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	Y	R1	R2	R1 Prohibited Chester Parcels platform R2 Prohibited Chester platform 2
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	Y	Y	Y	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	Y	Y	Y	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	Y	Y	Y	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	Y	Y	N	
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	Y	Y	Y	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	N	N	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	N	N	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	N	N	N	
NW3007	WDB2/3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW – Bidston Dee Jn	11	00	0	08	N	N	Y	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	Y	Y	Y	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	Y	Y	Y	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	R1	R1	Y	R1 Prohibited between Little Sutton and Hooton South Jn Up line
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	Y	Y	Y	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of line	0	30	27	53	N	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	N	N	N	
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	Y	Y	Y	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	Y	Y	Y	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	N	N	Y	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	Y	Y	Y	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	N	N	Y	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	N	N	Y	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	Y	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	Y	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	Y	Y	Y	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	Y	Y	Y	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	N	N	Y	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	N	N	Y	
NW3037	HCN	Hartford C.L.C. Jn – Hartford Jn	0	72	0	16	Y	Y	Y	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	Y	
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y	Y	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	Y	Y	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	Y	Y	R1	R1 Prohibited Lancaster Down Bay platform 2
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	Y	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	Y	Y	Y	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	R1	R1	R1	R1 Prohibited Carlisle Up Bay platform 2
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	R1	R1	R1	R2 Prohibited Carlisle platform 7

Line of route	ELR	Line of Route / Sector Description	ooo o M	ooo o Ch	ooo o M	ooo o Ch	Passenger Gauge 1 (PG1) 000	Passenger Gauge 2 (PG2) 000000000 00	Lowewr Sector Vehicle Gauge (LSVG)	Notes ooooooooooooooooooooooooooooooooooooooooooooo ooooo
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	Y	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	Y	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	Y	Y	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	Y	Y	Y	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	Y	Y	Y	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	Y	Y	Y	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	Y	Y	N	
NW4009	WPS	Poulton – End of line	14	40	18	08	N	N	N	
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	Y	Y	Y	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	Y	Y	Y	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	Y	Y	Y	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	Y	Y	Y	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	Y	Y	Y	
NW4021	UCJ	Bog Jn – Rome St. Jn	1	07	1	23	Y	Y	Y	
NW4023	ULR	Upperby Jn – London Rd. Jn	0	00	0	34	Y	Y	Y	
NW4025	MCG/SCG	Currock Jn – Bog Jn	0	00	0	44	Y	Y	Y	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	02	N	N	Y	
NW4027	ETC	End of line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	09	95	06	N	N	Y	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	N	N	N	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	N	N	N	
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	Y	Y	Y	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	N	N	N	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	N	N	N	
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	N	N	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	N	N	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	N	N	N	
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	Y	Y	Y	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	Y	Y	Y	
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	Y	Y	Y	
NW5001	CMP1	Wilmslow South Jn – Cheadle Hulme North Jn	176	53	180	67	Y	Y	Y	
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	Y	Y	Y	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	R1	Y	R1	R1 Prohibited between Slade Lane Jn and Heaton Norris Jn Up Slow line
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	Y	Y	R1	R1 Prohibited between Longsight North Jn and Longsight South Jn Up Slow line
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	Y	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	Y	Y	Y	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	Y	Y	Y	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	Y	Y	Y	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	Y	Y	Y	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	Y	Y	Y	
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	Y	Y	Y	
NW5008	NBS	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	Y	Y	Y	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	Y	Y	Y	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	Y	Y	Y	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	Y	Y	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	Y	Y	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	Y	Y	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	Y	Y	R1	R1 Prohibited Macclesfield Down platform
NW5009	MCH	Macclesfield Hibel Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	Y	Y	Y	
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of former Milton Jn)	0	00	3	51	N	N	N	
NW5010	SCQ2	Change of Mileage (Site of former Milton Jn) – Change of Mileage (Site of former Leek Brook Jn)	0	00	6	65	N	N	N	
NW5010	SCQ3	Change of Mileage (Site of former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	Y	Y	Y	
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes R1
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	R1	Y	Y	R2 Prohibited between Start of ELR and Denton JnUp line
NW5013	DJO2	Change of Mileage (Site of former Crowthorne Jn) – Change of Mileage (Site of former Ashton Moss South Jn)	0	53	1	19	Y	Y	Y	
NW5013	AMJ	Change of Mileage (Site of former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	Y	Y	Y	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	Y	Y	Y	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	Y	Y	Y	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	Y	Y	Y	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	Y	Y	Y	
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	Y	Y	Y	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	Y	Y	Y	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	Y	Y	Y	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	Y	Y	Y	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	Y	Y	Y	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	Y	Y	Y	
NW5019	GDW	Dinting South Jn – Dinting West Jn	0	72	1	05	Y	R1	R1	R1 Prohibited Dinting Single platform
NW5021	SAJ	Stalybridge Jn – Guide Bridge West Jn	2	08	0	04	Y	Y	Y	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	Y	Y	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	Y	Y	Y	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	Y	Y	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	Y	Y	Y	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	Y	Y	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	Y	Y	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	N	N	N	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	N	N	N	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	N	N	N	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	Y	Y	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	Y	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	Y	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	Y	Y	Y	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	Y	Y	Y	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	R1	Y	Y	R1 Prohibited Wigan Wallgate Up line
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	Y	Y	R1 R2	R1 Prohibited Southport platform 4 R2 Prohibited Southport platform 6
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	Y	Y	R1	R1 Prohibited Hall lth Wood Down platform
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	Y	Y	Y	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	Y	Y	Y	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	Y	Y	Y	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	Y	Y	Y	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW7001	MPR1	Brewery Jn – Thorpes Bridge Jn	1	52	2	17	Y	Y	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	Y	Y	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	Y	Y	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	R1 R2	R2	N	R1 Prohibited Summit Tunnel Down line R2 Prohibited Deanroyd Tunnel Down line
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	Y	Y	N	
NW7005	CEH	Castleton East Jn. – Castleton North Jn	0	00	0	37	N	N	Y	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	Y	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	N	N	Y	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	Y	Y	Y	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	Y	Y	Y	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	Y	Y	Y	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	Y	Y	Y	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	Y	Y	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	R1	R1	N	R1 Prohibited Blackburn platform 3
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	Y	Y	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	R1	R1	N	R1 Prohibited between Arrington and Rishton Up line
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	R1 R2	R1	Y	R1 Prohibited between Hall Royd Jn and Gannow Jn Down line R2 Prohibited Kitson Wood Tunnel Up line
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	Y	Y	Y	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	Y	Y	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	Y	Y	Y	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	
NW7021	MVL1	Miles Platting Jn – Philips Park West Jn	1	30	1	59	Y	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	59	2	39	Y	Y	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	Y	Y	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge Jn	5	41	7	46	Y	Y	N	
NW7021	MVL2	Stalybridge Jn – Stalybridge Tunnel Jn	7	46	8	08	Y	Y	Y	
NW7021	MVL3	Stalybridge Tunnel Jn – Route Boundary (LN860) (Springwood Jn)	8	08	15	11	N	R1	N	R1 Prohibited Greenfield Down platform
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	Y	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	Y	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	Y	Y	Y	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	Y	Y	Y	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	Y	Y	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	Y	Y	Y	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	
NW8001	HXS2	Liverpool Central. – Paradise Jn	37	13	36	71	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	Y	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	Y	
NW8007	HXS/NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	N	N	N	
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of former Sefton Jn)	34	40	32	42	N	N	N	
NW8007	AFL	Change of ELR (Site of former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	Y	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	Y	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	N	N	Y	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	N	N	Y	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	Y	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	N	N	R1	R1 Prohibited Hooton platform 1
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	Y	
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	R1 R2	R1	R3	R1 Prohibited between Hathersage and Grindleford Up line R2 Prohibited Totley Tunnel Up line R3 Prohibited Hope Up platform
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	N	N	N	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	N	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	Y	Y	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	Y	Y	N	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord line)	168	32	167	56	Y	Y	Y	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	N	N	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of former Peak Forest Jn)	167	56	161	05	N	N	N	
NW9005	CNB2	Change of Mileage (Site of former Peak Forest Jn) – Change of Mileage (Site of former Buxton Jn)	0	00	0	28	N	N	N	
NW9005	CNB3	Change of Mileage (Site of former Buxton Jn) – Buxton SB	161	15	164	52	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	N	N	N	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	N	N	N	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	N	N	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	N	N	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	N	N	Y	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	Y	Y	Y	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	Y	Y	R1	R1 Prohibited Hyde North Down platform
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	N	N	Y	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	Y	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	N	N	N	
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lowewr Sector Vehicle Gauge (LSVG)	Notes
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	N	R1	Y	R2 Prohibited between Risehill Tunnel and Dent Up line
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	Y	Y	Y	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	Y	Y	Y	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	Y	Y	Y	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	R1	N	Y	R1 Prohibited between Melling Tunnel and Carnforth Jn Down line
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	Y	Y	Y	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of line	11	03	11	46	N	N	Y	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	Y	Y	Y	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods lines)	0	00	0	25	N	N	Y	

Table D5E – Route Clearance of Freight Vehicles

Last Updated: 23/11/2024

To be read in conjunction with General Notes.

This table consists of the list of lines as shown in Table A, the RA index of each route, any general authorities for heavy axle weight vehicles, the gauge of the route and other route restrictions. (Temporary or vehicle specific heavy axle weight authorities are not shown.)

For finding W Gauge for a route please refer to the D5A Table.

The 'Heavy Axle Weight Vehicles' column indicates whether a vehicle which exceeds the RA index of the route may be conveyed, and if so under what conditions:

Authority Code	Meaning
Y	There are no particular restrictions for vehicles that exceed the RA of the route, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.)
N	Vehicles that exceed the RA of the route must not run without the authority of the Territory Structures Assessment Engineer. If authority is given a vehicle specific form RT3973HAW can be produced.
R1, R2, etc.	Vehicles which exceed the RA of the route can run subject to the particular restriction(s) identified, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.)
--	No request to run vehicles that exceed the RA of the route has previously been made and any request to do so must be referred to the Territory Structures Assessment Engineer. 25.5 tonne axle weight vehicles may be able to run following assessment.

Restricted Vehicles

Vehicles identified below can not run without reference to the Territory Structures Assessment Engineer, who will identify any restrictions that apply to that particular vehicle over a specified route in accordance with the Route Availability Group Standard:

- Coil Strip Wagon BN001A

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW1001	Armitage Jn. (Incl.) – Preston Fylde Jn	8	Y	
NW1002	Penkridge Station (incl.) to Trent Valley Jn. No.1 (Stafford)	8	Y	
NW1003	Silverdale – Madeley (Out of use)	-	--	
NW1004	Rugeley Town (excl.) to Rugeley North Jn	8	Y	
NW1005	Kidsgrove Jn. – Crewe South Jn.	8	Y	
NW1007	Nantwich (excl.) – Crewe South Jn	8	Y	
NW1009	Basford Hall Jn. – Sandbach South Jn (Independent Lines)	8	Y	
NW1011	Gresty Lane – Salop Goods Jn	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW1013	Crewe Sorting Sidings North – Gresty Lane	8	R1	R1 Permitted Gresty Lane – Salop Goods Loop Jn. In Up direction only.
NW1015	Salop Goods Jn – Crewe North. Jn (Chester Independent Lines)	8	Y	
NW1017	Salop Goods Jn – Crewe Coal Yard (Liverpool Independent Lines)	8	Y	
NW1019	Acton Grange Jn – Warrington South Jn. (Helsby lines)	8	Y	
NW1021	Winwick Jn – Golborne Jn (via Earlestown)	8	R1	R1 RA9/10 vehicles are restricted to 10mph between Lowton Jn. And Golborne Jn.
NW1023	Haydock Branch Jn – Kelbit P.S.	8	Y	
NW1025	Bamfurlong Sidings Jn – Ince Moss Jn (Ince Moss Goods Lines)	7	Y	
NW1027	Preston South Jn – Strand Road	8	Y	
NW2001	Weaver Jn. – Liverpool Lime Street	8	R1	R1 RA9/10 loaded freight vehicles are normally permitted between Weaver Jn. And Edge Hill only, but may also be permitted between Edge Hill and Liverpool Lime Street subject to the Territory Track Engineer granting special dispensation. Between Wavertree Jn. And Edge Hill station such vehicles must only be routed on the Down and Up Ditton Fast lines.
NW2003	Runcorn – I.C.I. Salt Works (Runcorn Dock Branch)	8	R1	R1 ELR: RDB, Bridge No.4 (Folly Lane, Siding Line) vehicles which exceed the RA of the line are prohibited.
NW2005	Speke Jn – Garston Jn	8	Y	
NW2007	Allerton East Jn – Garston Jn	8	Y	
NW2009	Arpley Jn – Ditton East Jn	8	Y	
NW2011	Walton Old Jn – Arpley Jn	8	Y	
NW2015	Ordsall Lane Jn – Edge Hill	8	R1	R1 ELR: DSE, Br.107 – RA9/10 loaded freight vehicles restricted to 30mph over bridge 20m 00ch and 19m 60ch.
NW2017	Eccles – Weaste	8	Y	
NW2019	Parkside Jn – Lowton Jn (East Curve lines).	8	R1	R1 RA9/10 vehicles restricted to 10mph throughout.
NW2021	Earlestown South. Jn – Earlestown West Jn (Liverpool Curve).	8	Y	
NW2023	Springs Branch Jn – Huyton Jn (St. Helens lines)	7	Y	
NW2025	St. Helens Station Jn – Ravenhead Jn (Out of use)	-	-	
NW2027	Edge Hill, Bootle Branch Jn –Liverpool Docks	8	Y	
NW2029	Olive Mount Jn to Edge Lane Jn	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW3001	Crewe North Jn – Chester East Jn	8	Y	
NW3001	Chester East Jn – Holyhead	8	R1	R1 RA9/10 vehicles are restricted to 20mph between Valley and Ty Croes (256m 60ch to 255m 40ch) in the Up direction only.
NW3003	Chester East Jn – Acton Grange Jn	8	R1	R1 CHW1 Br.9 (2m 56ch), Br.62 (13m 40ch), Br.63 (13m 40ch), Br.64 (13m 74ch): RA9/10 vehicles are restricted to 50mph over these bridges.
NW3005	Gobowen (excl.)- Saltney Jn including 'Up & Down' loop Wrexham General – Wrexham Exchange Jn	8	R1	R1 WSJ2 Br.518 (200m 10ch) and Br.544 (207m 71ch): RA9/10 vehicles are restricted to 50mph over these bridges.
NW3007	Wrexham Central – Wrexham Exchange Jn	5	R1	R1 Vehicles which exceed the RA of the line may be permitted Wrexham Central – Wrexham Exchange Jn. Subject to special dispensation being granted by the relevant Route Asset Manager (s) (RAM).
NW3007	Wrexham Exchange Jn – 13m 18ch (south end of Hawarden swing bridge)	8	R1	R1 RA9/10 loaded freight vehicles are restricted at the following specific locations WDB1 BR.17: RA9/10 loaded freight vehicles are restricted to 30mph over the bridge (4m 79ch – 5m 0ch)
NW3007	13m 20ch – Bidston West Jn	7	R1	R1 RA8 locomotives and RA8/9/10 loaded freight vehicles are restricted to 25mph 13m 20ch on WBD1 – Dee Marsh Jn.
NW3009	Chester North Jn – Chester South Jn	8	Y	
NW3011	Chester West Jn – Hooton South Jn	8	Y	
NW3013	Hooton South Jn – Helsby Jn	8	Y	
NW3015	Llandudno Jn – Blaenau Ffestiniog	7	R1	R1 Vehicles which exceed the RA of the line may be permitted on a very limited basis, subject to special dispensation being granted by the Territory Track and Earthworks Engineers, and additionally, observance of the following bridge specific restrictions: LJT1 Br.3 (4m 23ch to 4m 26ch) RA 8/9/10 vehicles restricted to 20mph over the bridge. LJT1 Br.20 (13m 3ch to 13m 09ch) RA 8/9/10 vehicles restricted to 20mph over the bridge. LJT1 Br.23 (14m 48ch to 14m 54ch) RA 8/9/10 vehicles restricted to 10mph over the bridge. LJT1 Br.34 (17m 36ch to 17m 65ch) RA 8/9/10 vehicles restricted to 20mph over the bridge.
NW3017	Llandudno Jn – Llandudno	7	Y	
NW3019	Gaerwen – Amlwch (Out of use)	-	-	
NW3021	Frodsham Jn – Halton Jn	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW3023	Edgeley Jn No.2 – Mickle Trafford	8	Y	
NW3025	Skelton Jn – Partington (Out of use beyond Sidnal DJ7)	-	-	
NW3027	Timperley – Altrincham (Metrolink Lines)	8	Y	
NW3029	Sandbach North Jn – Northwich West Jn	8	Y	
NW3031	Northwich South Jn – Northwich Station Jn	8	Y	
NW3033	Hartford East Jn – Hartford North Jn (East Goods line)	8	Y	
NW3035	Hartford West Jn – Hartford North Jn (West Goods line)	8	Y	
NW3037	Hartford C.L.C. Jn – Hartford Jn	8	Y	
NW4001	Preston Ribble Jn – Cove L.C.	8	Y	
NW4003	Preston Fylde Jn – Deepdale Jn (Out of use)	-	-	
NW4005	Preston Fylde Jn – Blackpool North	8	R1	R1 RA9/10 loaded freight vehicles may also be permitted between Carleton Crossing signal box and Blackpool North station if special dispensation has been granted by the Territory Track Engineer.
NW4007	Kirkham North Jn – Blackpool South	8	--	
NW4009	Poulton – Burn Naze (Out of use beyond 14m 75ch)	8	Y	
NW4011	Morecambe South Jn – Morecambe	8	Y	
NW4013	Hest Bank – Bare Lane	8	Y	
NW4017	Morecambe Jn – Heysham Port	8	Y	
NW4019	Oxenholme – Windermere	8	--	
NW4021	Upperby Jn – Rome St. Jn	8	Y	
NW4023	Upperby Jn – London Rd Jn	8	Y	
NW4025	Currock Jn – Bog Jn	8	Y	
NW4027	Carlisle Yard Recess Sidings – Brunthill	8	Y	
NW4029	Mossband Jn – Bush-on-Esk	8	Y	
NW4031	Gretna Jn – Gretna Green (excl.)	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW4033	Carnforth North Jn – Carlisle South Jn (Via Barrow)	8 R1	R2	R1 RA7 between Whitehaven and Maryport, but RA8/9/10 vehicles are permitted throughout. R2 RA9/10 vehicles are permitted subject to the following speed restrictions: ELR: CBC1, Br.15: 20mph over the viaduct (6m 40ch – 7m 00ch) ELR: CBC1, Br.106: 20mph over the bridge (42m 20ch – 42m 40ch) ELR: CBC1, Br.151: 30mph over the bridge (59m 05ch – 59m 50ch) ELR: CBC1, Br.169: 20mph over the bridge (64m 20ch – 64m 40ch) ELR: CBC3: 30mph in the Down direction only between Maryport and Aspatria (2m 40ch – 3m 20ch) ELR: CBC3: 30mph in the Up direction only between Wigton and Dalston (22m 00ch – 21m 40ch and 19m 00ch – 18m 20ch)
NW4041	Dalton Jn – Park South Jn	8	Y	
NW5001	Crewe North Jn – Manchester Piccadilly	8	Y	
NW5003	Wilmslow – Slade Lane Jn (Styal lines).	8	Y	
NW5005	Heald Green South Jn – Heald Green West Jn	8	Y	
NW5007	Manchester Airport – Heald Green North Jn	8	Y	
NW5008	Norton Bridge Jn – Stone Jn	8	Y	
NW5009	Colwich Jn – Cheadle Hulme	8	Y	
NW5010	Glebe Street Jn – Caldon Quarry (Out of use)	-	-	
NW5011	Heaton Norris Jn – Guide Bridge Station Jn	8	Y	
NW5012	Foley Crossing (excl.) – Stoke Jn	8	Y	
NW5013	Denton Jn. – Ashton Moss North Jn	8	Y	
NW5015	Hadfield – Ardwick Jn	8	R1	R1 HAJ Br.51: RA9/10 vehicles are restricted to 20mph over the bridge (10m 00ch – 10m 20ch); HAJ Br.54: RA9/10 vehicles are restricted to 20mph over the bridge (11m 40ch – 12m 00ch)
NW5017	Dinting South Jn – Dinting East Jn	8	N	
NW5019	Glossop – Dinting West Jn	8	N	
NW5021	Guide Bridge West Jn – Stalybridge	8	Y	
NW6001	Manchester Piccadilly East Jn – Euxton Jn	8	R1	R2 RA9/10 vehicles are restricted to 20mph Manchester Piccadilly East Jn. – Castlefield Jn.

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW6003	Castlefield Jn – Allerton Jn	7 R1	R2	R1 This route is RA8 between Castlefield Jn. And Trafford Park West Jn. R2 RA8/9/10 vehicles permitted throughout, Castlefield Jn. To Allerton West Jn., subject to observance of the following restriction: MAJ Br.130 (18m 22ch to 18m 24ch) 10mph over the bridge. Note that RA8 vehicles are not heavy axle weight between Castlefield Jn. And Trafford Park West Jn.
NW6004	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	10	–	
NW6004	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	10	–	
NW6005	Manchester Victoria East Jn – Windsor Bridge South Jn	8	Y	
NW6007	Deal Street Jn – Ordsall Lane Jn	8	Y	
NW6009	Windsor Bridge North Jn – Southport	8	R1	R1 RA8/9/10 vehicles prohibited Windsor Bridge North Jn – Crow Nest Jn. Unless down-loaded to 21¼ t maximum laden axle weight. RA9/10 vehicles may run between Wigan Wallgate Jn. And Southport if special dispensation has been granted by the Territory Track Engineer.
NW6011	Bolton East Jn – Blackburn Bolton Jn	8	R1	R1 ELR: BBB Br.47: RA9/10 vehicles restricted to 10mph over the bridge (20m 50ch).
NW6013	Lostock Jn – Crow Nest Jn	8	Y	
NW6015	Wigan Wallgate – Kirkby	7	Y	
NW7001	Manchester Victoria West Jn – Hebden Bridge	8	R1	R1 RA9/10 vehicles restricted to 20mph between Brewery Jn. And Thorpes Bridge Jn. On the Down Passenger Loop. ELR: MVN2, Br.105: RA9/10 vehicles are restricted to 20mph over the bridge (19m 00ch – 19m 40ch).
NW7005	Castleton East Jn – Hopwood G.F.	8	Y	
NW7007	Farington Curve Jn – Ormskirk	8	R1	R1 Freight vehicles may only be permitted subject to special dispensation being granted by the Territory Structures Assessment Engineer.

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW7009	Farington Curve Jn – Hall Royd Jn (East Lancs lines)	8	R1	R1 ELR: FHR4, Br.15: RA9/10 vehicles restricted to 50mph over the bridge, Pleasington Viaduct (7m 64ch to 7m 78ch) in both directions. ELR: FHR4, Br.27: RA9/10 vehicles restricted to 30mph over the bridge (10m 16ch – 10m 27ch). ELR: FHR4, Br.29: RA9/10 vehicles restricted to 20mph over the bridge on the 'Up & Down' Through line and the Down Main line (10m 40ch – 10m 60ch). ELR: FHR6, Br.10: RA9/10 vehicles restricted to 20mph over the bridge (28m 60ch – 29m 00ch).
NW7011	Farington Jn – Lostock Hall Jn (Lostock Hall Lines)	8	Y	
NW7013	Daisyfield Jn – Hellifield	8	R1	R1 ELR: DJH: RA9/10 vehicles are restricted to the following maximum speeds over the following bridges: Br.4 (11m 40ch – 11m 60ch) – 20mph Br.41 (17m 20ch – 17m 60ch) – 20mph
NW7017	Gannow Jn – Colne	8	N	
NW7019	Thorpes Bridge Jn to GMC Siding (Incl.)	8	N	
NW7021	Miles Platting Jn – Marsden	8	R1	R1 ELR: MVL3, Br.1: RA9/10 vehicles restricted to 10mph over the bridge (7m 77ch – 8m 10ch) (Stalybridge Viaduct)
NW7023	Philips Park W. Jn – Brewery Jn	8	Y	
NW7025	Philips Park West Jn – Ashburys West Jn	8 R1	Y	R1 This route is RA7 between Philips Park South Jn. And Ashburys West Jn.
NW7027	Baguley Fold Jn – Philips Park South Jn	8	Y	
NW8001	Hunts Cross West Jn – Southport	8	R1	R1 ELR: HXS1 – HXS2 – HXS3: vehicles which exceed the RA of the line may be permitted for engineering train purposes only, subject to special dispensation being granted by the Territory Structures Assessment Engineer.
NW8003	Paradise Jn – James Street (Stock Interchange/Holding line)	8	Y	
NW8005	Sandhills Jn – Ormskirk	8 R1	--	R1 This line is RA7 between Sandhills Jn. And Walton Jn.
NW8007	Bootle Jn – Aintree Emergency G.F.	7 R1	Y	R1 This line is RA8 at Bootle Jn. – 3m 52ch.
NW8009	Walton Jn – Kirkby	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW8011	Mann Island Jn – West Kirby (via Loop)	8	Y	
NW8013	Canning Street Jn – Hooton South Jn	8	Y	
NW8015	Bidston East Jn – New Brighton (New Brighton lines)	6	R1	R1 BEN Br.19 (6m 50ch – 6m 52ch) vehicles which exceed the RA of the line must not pass other loco hauled trains on the bridge.
NW8017	Canning Street North – Rock Ferry South Jn (Out of use)	-	-	
NW9001	Dore West Jn – Edgeley Jn No.1 (Hope Valley Lines)	8	Y	
NW9003	Chinley East Jn – Chinley South Jn (Chord Line)	8	Y	
NW9005	Chinley North Jn – Buxton	8	R1	R1 RA9/10 loaded freight vehicles are restricted to 40mph Chinley North Jn. – Tunstead.
NW9007	New Mills South Jn – Ashburys East Jn	8 R1	R2	R1 This line is RA7 from Romiley Jn. To Ashburys East Jn R2 ELR: TTA2, Br.18: RA8/9/10 loaded freight vehicles are restricted to 30mph over the bridge, Reddish Viaduct (43m 04ch – 43m 18ch).
NW9009	Marple Wharf Jn – Rose Hill	7	Y	
NW9011	Romiley Jn – Hyde Jn	8	R1	R1 RA9/10 loaded freight vehicles are restricted to 40mph maximum speed throughout.
NW9013	Woodley Jn – Bredbury Sidings	7	Y	
NW9017	Hazel Grove High Level Jn – Northenden Jn	8	Y	
NW9019	Buxton – Brigg's Sidings	8	Y	
NW9021	Buxton – Hazel Grove East Jn	8	Y	
NW9901	Gargrave – Carlisle South Jn	8	R1	R1 For RA9/10 loaded freight vehicles the following bridge specific restriction must be observed: ELR: SAC, Br.66 – 20 mph in both directions over the bridge 'Ribblehead Viaduct' between Horton-in-Ribblesdale and Blea Moor (247m 40ch – 248m 00ch)

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW9903	Settle Jn – Carnforth Station Jn	8	R1	R1 RA9/10 vehicles permitted subject to dispensation being granted by the Route Track Engineer and additionally subject to observance of the following bridge specific restrictions: ELR: SKW1, Br.77 (Wenning Viaduct) maximum speed 20mph over the bridge (241m 70ch – 241m 75ch) ELR: SKW1, Br.82 (Farrer's Viaduct) maximum speed 10mph over the bridge (243m 79ch – 244m 03ch) ELR: SKW1, Br.95 & Br.96 (Lower Bentham Viaduct) maximum speed 20mph over the bridge (247m 35ch – 247m 38ch) ELR: SJC, Br.11 (Lancaster Canal) maximum speed 20mph over the bridge (2m 36ch)
NW9907	Network Rail Boundary at 11m 03ch – Appleby	7	--	
NW9909	Corby Gates – Petteril Bridge Jn	8	Y	
NW9911	London Road Jn – Bog Jn (Newcastle Goods Lines)	8	Y	

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