

Sectional Appendix Feedback (SAF) Form QR Code



The Sectional Appendix Feedback (SAF) Form is designed for reporting anomalies in the National Electronic Sectional Appendix (NESA), paper copy Sectional Appendices, or other format (e.g. PDF file) Sectional Appendices.

It provides a structured way to log, investigate, and resolve errors.

Examples may include:

- Differences between what is published in NESA and in the corresponding paper copy Sectional Appendix
- Differences between what is published and what is provided on the network (e.g. speed change commencing at a different mileage, platform lengths longer or shorter than what is published).

If the QR code is not working, please use this link here to access the form:

networkrail-networkcapabilityupdatetool.oncreate.app/w/webpage/141GBPTP1

When to use Rail Notices

<https://www.railnotices.net/CommonInterface/Default.aspx>

Use Rail Notices for planned changes to infrastructure. Examples:

- New or altered infrastructure (e.g. junction renewals, changes to signals, electrification, line speed changes).
- Permanent withdrawal of capability (e.g. plain-lining, temporary speed restriction converted to a permanent speed restriction).

REMEMBER that any proposed changes to infrastructure capability, track layout, speeds, etc. MUST first be established through industry consultation via the Network Change process.

If you are unsure of which is the appropriate process to use, then please use this Sectional Appendix Feedback Form and a WON Approver will be in touch to provide further guidance.

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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*

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 Adswold 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)

LNW North Route Sectional Appendix Module NWF

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.

LNW North Route GI - Dated: 09/03/2024

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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

LNW North Route GI - Dated: 14/01/2023

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.

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| <ul style="list-style-type: none"> • 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) • | <ul style="list-style-type: none"> • 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 |
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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.

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.

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	Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)
NW1011 GRESTDY 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.	
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 GRESTDY 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.	
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<i>Locations where T-COD can be used</i>	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 (HELSEBY 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.	
<i>Locations where T-COD can be used</i>	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.	
<i>Locations where T-COD can be used</i>	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. <u>Down main, up main and single</u> between Elworth Jn. and Northwich signal GK.43	
<u>Module LNW(N)4</u> NW4001 Preston Ribble Jn. to Cove L.C. <u>Down lines</u> • Preston Fylde Jn. PN.149, 151 signals to Lancaster South Jn. PN.226 signal • 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 • between Caldew Jn. and Kingmoor CE.451 signal to CE.494 signal • Mossband 6¾ m.p. to CE.545 signal <u>Up lines</u> • 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 • Upperby Jn. CE.278 signal to Carnforth North Jn. PN.294 signal • Carnforth South Jn. PN 720A points to Bolton-le-Sands PN.272 signal • 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 Barton & Broughton loop and Oubeck goods loop • must not be used on the following lines:- Tebay up & down goods loop, Harrison's 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. • must not be used on down goods / arrival / departure lines between Caldew Jn. and Floriston L.C. • 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. • 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. • must not be used on No.1 and 2 up & down goods loops at Carnforth. • must not be used on Oubeck up goods loop and Oxheys Up Passenger Loop.
NW4005 Preston Flyde Jn. to Blackpool North <u>Down Fylde line</u> • Maudland 1 m.p. to signal BL3811 (4m 40ch) <u>Up Fylde line</u> • Signal PN534 (3m 40ch) to Preston Fylde Jn. PN.161 signal	
NW4021 Upperby Jn. to Rome Street Jn. <u>Down through goods</u> • CE.414 signal to Bog Jn. <u>Up through goods</u> • Bog Jn. CE.416 signal to Upperby Jn. CE.279 signal	
NW4025 Currock Jn. to Bog Jn. <u>Down M & C goods</u> • whole line <u>Up M & C goods</u> • whole line	
NW4031 Gretna Jn. to Gretna Green (Excl.) <u>Down Dumfries / Up Dumfries</u> • between Gretna Jn. and route boundary (115m 40ch).	

NW4033 Carnforth North Jn. to Carlisle South Jn. (via Barrow) <u>Down Furness, main, M & C</u> • 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 <u>Up M & C, main, Furness</u> • 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. <u>Down line</u> • Dalton Jn. to section signal	
<u>Module LNW(N)5</u> 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) <u>Down line</u> • Wilmslow Jn. to Heald Green South Jn. MP.283 signal • Heald Green 3¼ m.p. to Slade Lane Jn. MP.13 signal <u>Up line</u> • 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 <u>Down direction</u> • From signal MS373 (on approach to Adlington station) to signal MS385 at Bramhall Jn. <u>Up direction</u> • From signal MS384 at Bramhall Jn, to signal MD134 on approach to Prestbury Tunnel.	
NW5011 Heaton Norris Jn. to Guide Bridge Station Jn. <u>Down direction</u> • From ground position light signal HN49 on the Down Branch line at Heaton Norris Jn, to Guide Bridge Station Jn. <u>Up direction</u> • 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. <u>Down & Up Hadfield line</u> • 100 metres on approach to signal DN36, to Dinting East Jn <u>Down Main / Down East line</u> • From signal GB861 on approach to Newton station, to Ardwick Jn (inclusive). <u>Up East / Up Main line</u> • 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 <u>Down & Up Glossop line</u> • 100 metres on approach to signal DN19, to Dinting South Jn	
NW5021 Guide Bridge West Jn to Stalybridge <u>Down Huddersfield</u> • Guide Bridge West Jn to signal MN4531 at 1m 21ch. <u>Up Huddersfield</u> • Signal GB847 at 0m 73ch to Guide Bridge West Jn.	
Module LNW(N)6 NW6001 Manchester Piccadilly East Jn. to Euxton Jn. <u>Down lines</u> • 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 <u>Up lines</u> • 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. <u>Down lines/ Down Passenger Loop</u> • 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 <u>Up lines</u> • 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 <u>Down Atherton / Hindley / Wallgate / Southport/ Main lines</u> • 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 <u>Up Main / Southport / Wallgate / Hindley / Atherton Lines</u> • 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. <u>Down</u> • whole line <u>Up</u> • whole line	
<u>Module LNW(N)7</u> NW7001 Manchester Victoria West Jn. to Hebden Bridge <u>Down lines</u> • Thorpes Bridge Jn MN713 signal to Castleton East Jn CE33 signal • Littleborough PN.336 signal to route boundary (22m 62ch) <u>Up lines</u> • 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) <u>Down East Lancs. Lines</u> • 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. <u>Up East Lancs. Lines</u> • 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 21¼ m.p.	• sequential track circuits must be reset after removal of T-COD
NW7019 Thorpes Bridge Jn. to GMC Siding (Incl.) <u>Down Oldham</u> • Dean Lane MN.903 signal to Network Rail / Metrolink boundary at 3m 46ch <u>Up Oldham</u> • Network Rail / Metrolink boundary at 3m 46ch to Thorpes Bridge Jn.	

NW7021 Miles Platting Jn. to Marsden <u>Down Huddersfield/Down Passenger Loop</u> - From 9m 40ch to Diggle Junction signal DE24 at Standedge Tunnel portal. <u>Up Huddersfield</u> - Diggle Junction signal DE2 to 9m 40ch	
NW7025 Philips Park West Jn. to Ashburys West Jn. <u>Down Ashburys</u> - From adjacent to signal MN828 (located on the Up Ashburys line) to Ashburys West Jn. <u>Up Ashburys</u> - From Ashburys West Jn to signal MN828	
<u>Module LNW(N)8</u> NW8001 Hunts Cross West Jn. to Southport <u>Down Southport</u> - 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 <u>Up Southport</u> 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 <u>Down Ormskirk</u> - 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 <u>Up Ormskirk</u> - Ormskirk, 11¼ 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 <u>Down Kirkby</u> - Rice Lane station to Fazakerley ML.305 signal <u>Up Kirkby</u> - Fazakerley L.C. to Rice Lane station ML.302 signal <u>Down & Up Kirkby</u> - between ML.308 signal and Kirkby	
NW8011 Mann Island Jn. to West Kirby (via Loop) <u>Down West Kirby</u> - 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. <u>Up West Kirby</u> - 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. <u>Down Chester</u> - Green Lane ML.719 signal to Rock Ferry ML.721 signal - Rock Ferry 13¾ m.p. to Port Sunlight station - Spital station to Hooton, 8½ m.p. <u>Up Chester</u> - 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) <u>Down New Brighton</u> - Bidston East Jn. 4¾ m.p. to New Brighton ML.605 signal <u>Up New Brighton</u> - New Brighton ML.606 signal to Bidston East Jn. ML.602 signal	
<u>Module LNW(N)9</u> NW9001 Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines) <u>Down lines</u> - 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 <u>Up lines</u> - 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 <u>Down & up goods/down goods</u> - between Chinley North Jn. and CY.168 signal <u>Up goods/down & up goods</u> - 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. <u>Up lines</u> ·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 <u>Down Rose Hill</u> - RJ.13 signal to Rose Hill <u>Up Rose Hill</u> - Rose Hill to RJ.27 signal	
NW9011 Romiley Jn. to Hyde Jn. <u>Down Woodley branch</u> - From Romiley Jn to Up-direction signal RJ34 at Woodley station - From signal RJ38 to Hyde Jn <u>Up Woodley branch</u> - 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. <u>Down Cheadle loop and 'up & down' Cheadle</u> whole line	
NW9021 Buxton to Hazel Grove East Jn. <u>Down lines</u> - Hazel Grove HG.23 signal to Hazel Grove East Jn. <u>Up lines</u> - Hazel Grove East Jn. to HG.26 signal	

<u>Module LNW(N)10</u> NW9901 Gargrave to Carlisle South Jn. <u>Down lines</u> - 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. <u>Up lines</u> - 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. <u>Up</u> Carnforth Station Jn. to section signal CS.10	
NW9909 Corby Gates to Petheril Bridge Jn. <u>Down Newcastle</u> - route boundary (58 m.p.) to Petheril Bridge Jn. <u>Up Newcastle</u> - Petheril Bridge Jn. to route boundary (58 m.p.)	
NW9911 London Road Jn. to Bog Jn. (Newcastle Goods line) <u>Down Newcastle goods</u> - whole line <u>Up Newcastle goods</u> - 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 signaller's 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

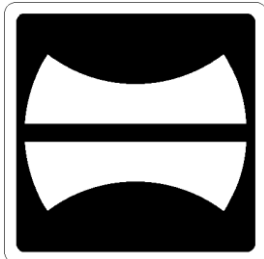
AUTOMATIC POWER CHANGE-OVER SITES (APCO)

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 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)
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.

OFFICIAL

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 TS1 or T3 protection:

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

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 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.
- 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.
- 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 (HELSEBY 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 Direction)	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 Oriol 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

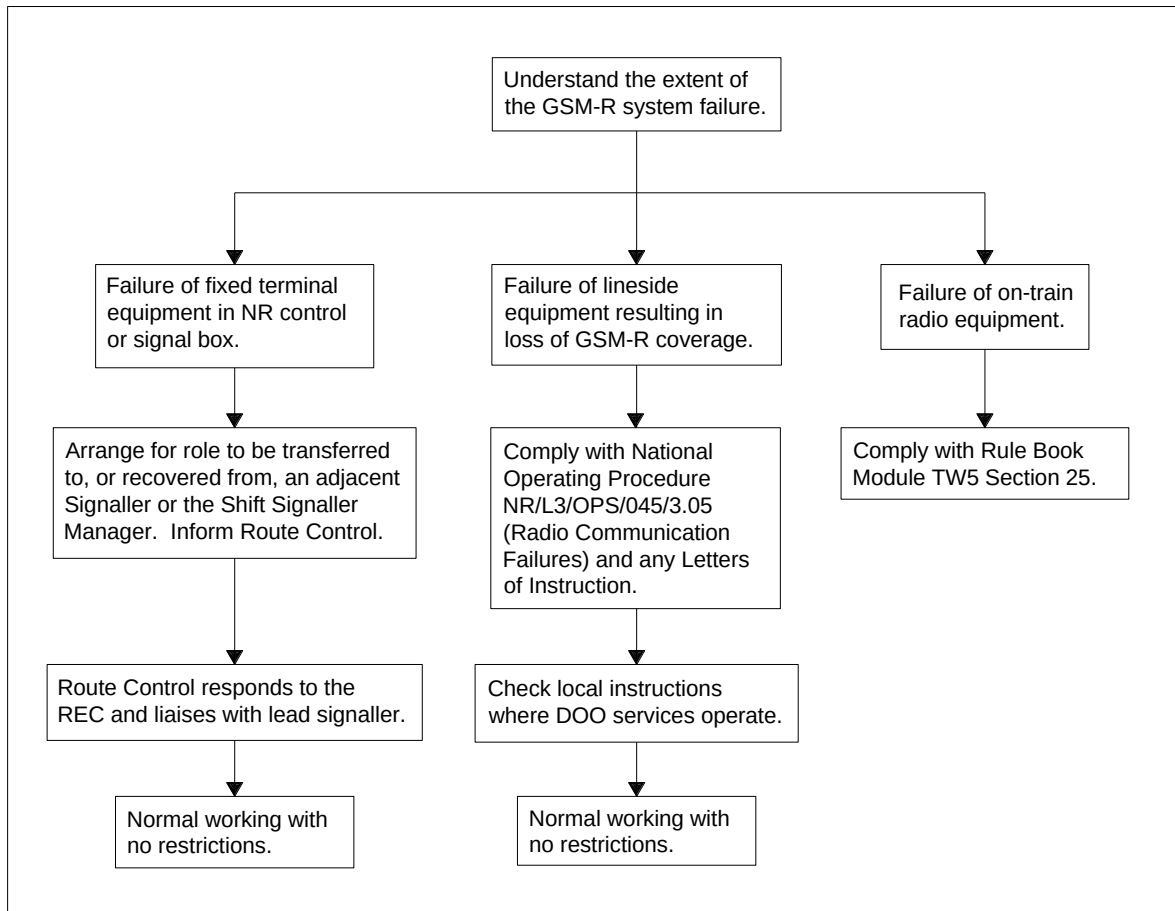
PURPOSE

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 waiting 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, stating 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

Burnside 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

<u>Route</u>	<u>Sections of line equipped</u>
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
Oubeck	17m 56ch to 18m 20ch	Preston PSB Panel D
Hest Bank Jn	3m 00ch to 3m 20ch	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's 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: 25/10/2025

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

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 $\frac{3}{4}$ 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 $\frac{1}{2}$ 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 derailer 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 Etihad 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).

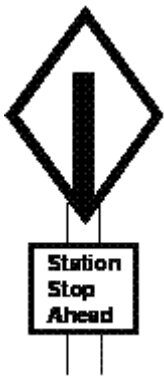
Train drivers running on Network Rail operated lines do not need to take any action if SPAS indicators operate on an adjacent Metrolink line unless some other hazard is present.

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 Indicator.
White diamond-shaped sign with black border and red letter.

SPECIMEN – FRONT

METROLINK		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 – 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 Signature Date Time
(name in capitals)

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

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

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Explanation of Table A terms and symbols

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

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.

Contents

- Overview
- Running lines, loops, sidings and other tracks
- Signalling
- Speeds
- Stations
- Level crossings
- Communications
- Electrification
- Staff protection
- Train protection
- Other abbreviations
- 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	Mileage M Ch	Running lines & speed restrictions	ELR	Route	Last Updated
		Location			Signalling & Remarks		
A		B	C		D		

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.

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

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. <u>Change of speed</u> 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. <u>Differential speeds</u> 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. $\frac{20}{3P} \text{ or } \frac{20}{SP40}$ 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 SP: Sprinter multiple unit trains CS: Class 67 locomotives MU: Multiple-unit trains DMU: Diesel multiple-unit trains 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. <u>Speeds on bi-directional or single lines</u> 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. <u>Un-signed speeds</u> 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.				

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 metrage) 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. 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. 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. 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.				

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:  B:  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 metrage 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 metrage, 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.				

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.				

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 explanation:

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.

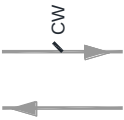
Railway lines of route abbreviations:

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.		
CTLTP:	Crossing the line procedure.		

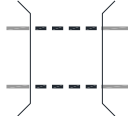
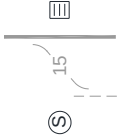
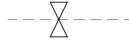
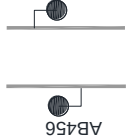
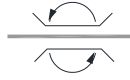
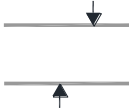
LOR	Seq.	Line of Route Description	Route	Last Updated
NW0001	009	Explanation of Table A terms and symbols	LNW North	16/10/2021

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.  'Goods' line. Line authorised to carry goods trains or empty coaching stock trains only.  Siding or a line classed as a siding.  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.	 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 only one direction.  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. 
 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.	 Buffer stops - these will be the same thickness as the lines on which they are located.
 Sand drag.	 Catch points. C: Un-worked. CW: Worked. D: De-railer. Example shows worked catch points in the Down line only.

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.	 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.	 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.
 Viaduct or bridge under the railway.	 Gates, not associated with a level crossing.	 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.
 Moveable bridge (e.g. swing bridge or lift bridge).	 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.	 Overhead line neutral sections (OHNS).
 Station platforms, with platform numbers shown where applicable.	 Hot Axle Box Detector (HABD), Wheel Impact Load Detector (WILD) or other wheel-check device.	

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, carried forward from previous page (example shows 60mph for the Down Main line).	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.	Level crossings, 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.
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.	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.

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 <u>12. Key to symbols - Continued</u>  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

Location	Table A - Module
Abbey LC (TMO)	NW5010-001-NW5
Abbey Lane LC (FP)	NW7007-004-NW7
Aber Bull LC (UWC)	NW3001-017-NW3
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
Adswood Road Jn	NW5001-005-NW5
Agecroft North Jn	NW6001-004-NW6
Agecroft South Jn	NW6001-004-NW6
AIGBURTH	NW8001-002-NW8
AINSDALE	NW8001-010-NW8
Ainsdale (Wheelchex)	NW8001-010-NW8
Ainsdale LC (CCTV)	NW8001-010-NW8
AINTREE	NW8005-003-NW8, NW8007-002-NW8
Aintree Emergency GF	NW8005-003-NW8, NW8007-002-NW8
Aintree West LC (UWC)	NW8007-002-NW8
ALDERLEY EDGE	NW5001-004-NW5
Alderley Edge North Jn	NW5001-004-NW5
Alderley Edge South Jn	NW5001-004-NW5
Alexandra Dock Tunnel	NW2027-002-NW2
Allerton East Jn	NW2001-005-NW2, NW2007-001-NW2
Allerton Jn	NW2001-005-NW2, NW6003-006-NW6
Allerton Jn SB (AN)	NW2001-005-NW2, NW6003-006-NW6
Allerton West Jn	NW2001-005-NW2
ALSAGER	NW1005-002-NW1
Alsager Station LC (CCTV)	NW1005-002-NW1
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
Aspatia 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 Road 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
Burnside Higher LC (MCG)	NW4019-001-NW4
Burnside Lower LC (AOCL)	NW4019-002-NW4
Burnside 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 Road 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
DEANS_GATE	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
GREटना 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
HELSEBY	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 HADB	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-Alit 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
Thorpess 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
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Wilpshire Tunnel	NW7013-001-NW7
WINDERMERE	NW4019-002-NW4
Windmill Lane Tunnel	NW3001-005-NW3
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Windsor Bridge South Jn	NW6001-003-NW6, NW6005-003-NW6
WINSFORD	NW1001-010-NW1
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Winsford South Jn	NW1001-010-NW1
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Woodside Farm (UWC)	NW2015-002 NW2
Woodside LC (UWC)	NW4033-023 NW4
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Workington Main No.3 SB	NW4033-019-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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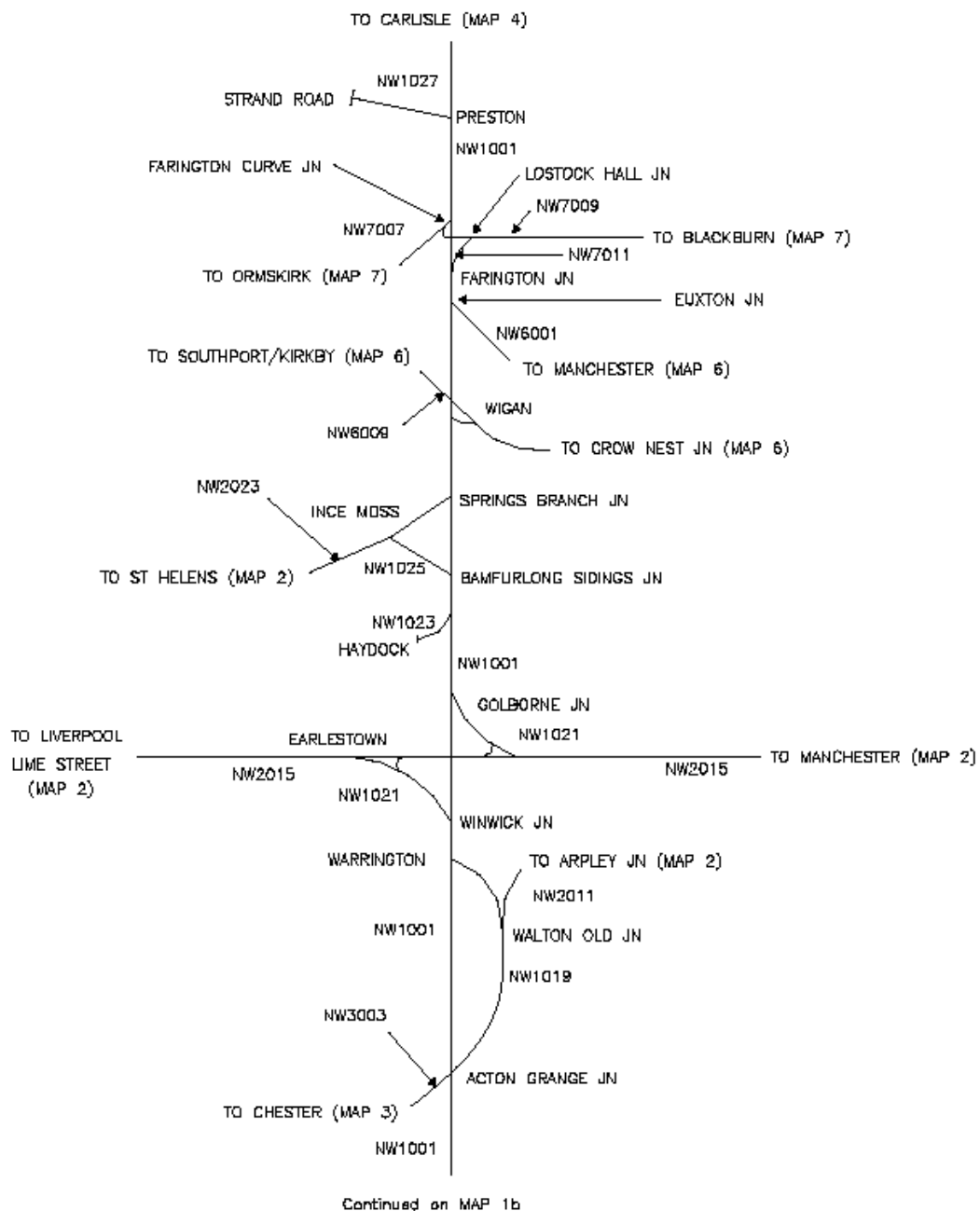
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MAPS

MAP 1a



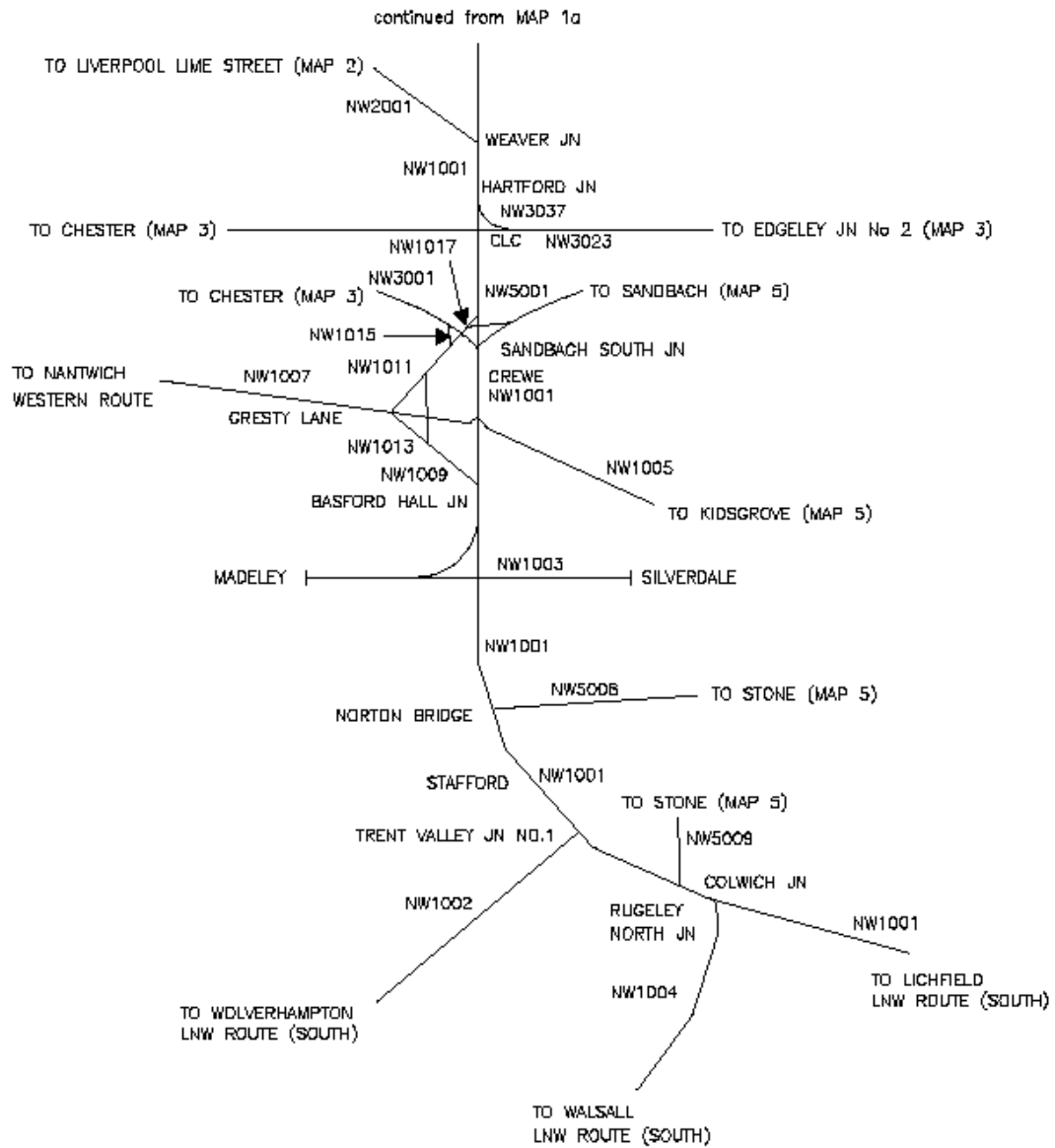
MAP 1b

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	23/08/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
Sectional Appendix Boundary		119 20	Continued on MD101 seq 039 LNW(S) LNW(N) UTVS UTVF DTVF DTVS 110 EPS 125 110 MU 115 EPS 125 110 MU 115 EPS 125 110 EPS 125 110 EPS 125 110 EPS 125			

LNW North Route Sectional Appendix Module NW1

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. UTVS: Up Trent Valley Slow. UTVF: Up Trent Valley Fast. DTVS: Down Trent Valley Slow. DTVF: Down Trent Valley Fast. 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.
(70mph crossover)		126 49			
Colwich South Jn		126 55 126 59 *			
		126 67 *			
Colwich North Jn		127 05 127 07 * 127 10 * 127 13 *			
Shugborough Viaduct (river Trent) (bridge 138, 60 metres / 66 yards)		from 127 68 to 127 71 128 02 *			
Shugborough Tunnel (710 metres / 777 yards)		from 128 46			
		to 129 01			
(End of diagram)		129 07			Rugby ROC (LS) Stafford Workstation Down : from 127m 39ch. Up : to 129m 21ch. USta: Up Stafford. DSta: Down Stafford.

LNW North Route Sectional Appendix Module NW1

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	USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 ASN ARRIVAL SIDING 1 ARRIVAL SIDING 2 AS2 AS1 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2 USF 110 DSF 60 USS 60 DSS 30 SGL 30 DS1 DS2	TCB Rugby ROC (LS) Stafford Workstation AC: Crewe ECR Axle Counter area. TASS fitted: Down Stafford / Down Stafford Fast lines throughout. Up Stafford Fast / Up Stafford lines throughout. DSta: Down Stafford. USta: Up Stafford. 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. 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. GSM-R		
Milford & Brocton HABD Milford Junction	129 29 129 31				
	129 52 *				
	130 36 *				
Whitehouse Junction	130 47				
	130 56 *				
	131 50 *				
	132 35 *				
	132 36 *				
	132 79 *				
Stafford Trent Valley Jn No. 1 (and change of ELR).	133 04 133 06 *	LEC2 LEC3			

LNW North Route Sectional Appendix Module NW1

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			TCB Rugby ROC (LS) Stafford Workstation AC: Crewe GSM-R 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 Goods platform: 214m (234yds) (PF in both directions) TASS fitted on Down Stafford Fast and Up Stafford Fast lines. USF: Up Stafford Fast. P1: Platform 1 line. DSF: Down Stafford Fast. P3: Platform 3 line. USS: Up Stafford Slow. P6: Platform 6 line. DSS: Down Stafford Slow. UBS: Up Bay Siding. RM: Royal Mail Terminal (Goods Platform). DS1: Down Siding 1. SGL: Stafford Goods Loop. DS2: Down Siding 2.
		133 51 *			
Stafford North Junction		133 57			
		133 60 *			
		133 63 *			

LNW North Route Sectional Appendix Module NW1

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	USF 110 DSF 110 USS 80 DSS 100 LEC3 LEC4			TCB Rugby ROC (SC) Stafford Workstation AC: Crewe GSM-R  Axle Counter area.
Doxey Junction		134 00	30 30 30 30 80 100 100 DOWN SLOW			TASS fitted: Down Stafford Fast / Down Fast line throughout. Up Fast / Up Stafford Fast line throughout.
		134 05 *				
		134 09 *				
		134 20 *				
Little Bridgeford Junction (Change of ELR - Down Slow only to LEC6)		137 42	110 110 100 100 EPS EPS 125 125 UP FAST DOWN FAST 100 100			USF: Up Stafford Fast. DSF: Down Stafford Fast. USS: Up Stafford Slow. DSS: Down Stafford Slow.
		137 78 *	* * UP SLOW 100 100			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	40 40 UP FAST DOWN FAST 100 100			
Norton Bridge Junction		138 41	40 40 UP FAST DOWN FAST 100 100			
Shallowford HABD (Up Slow)		138 62	105 105 100 100 EPS EPS 115 115 UP SLOW DOWN SLOW 100 100			UNB: Up Norton Bridge. NBEC: Norton Bridge East Chord.
			NBEC UF DF US UNB DS			

LNW North Route Sectional Appendix Module NW1

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				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 station out of use.
Searchlight Lane Jn		(138 55)				
Norton Bridge North Jn (former site of)		139 00				
		139 29 *				
Heamies Bridge		(139 64)	LEC6			TASS fitted: Down Fast line and Up Fast line throughout
(Change of ELR / mileage - Down Slow line only)		140 00	LEC4			
		140 41 *				
		141 02 *				
Whitmore OHNS		145 75 *				UNB: Up Norton Bridge. DNB: Down Norton Bridge. NBEC: Norton Bridge East Chord. ① Out of use (temporary).
		145 78				
Whitmore		147 00				
		148 00 *				
Madeley Jn		148 05 *				Axle counter area throughout.
		149 42				
Madeley HBD		149 74				
		151 55 *				
Betley Road (former site of SB)		153 13				
Route boundary		154 30	West Coast South Route			
(Start / end of diagram)		154 30	North West Route			

LNW North Route Sectional Appendix Module NW1

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

(Start / end of diagram)	157	10
(Change of ELR)	157	20
		LEC4 LEC5
	157	27 *
	157	32 *
	157	44 *
(Up & Down Potteries Loop connection) (Down Slow / Up Slow connection)	157	54 56
Crewe South Jn	157	61
(Start / end of diagram)	157	66

The diagram illustrates the track layout at Crewe Station. It features several main tracks labeled at both ends: UP FAST (top), DOWN FAST (middle-top), UP SLOW (middle-bottom), and DOWN SLOW (bottom). There are also side tracks for UP & DOWN POTTERIES, U&D'L, and DED A/D. Sidings include UP THROUGH SIDING, CSYTSdg, SIDING 1, and DSGL. Connections are shown between various points like Kidsgrove, Gresty Lane Jn, and the Diesel Depot. Signal locations are marked with numbers (e.g., 110, 75, 80, 60, 20, 15) and asterisks (*).

TCB

Crewe SCC (CE)
AC: Crewe

GSM-R

TASS fitted: Down Fast and Up Fast lines throughout.

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.

LNW North Route Sectional Appendix Module NW1

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
CREWE		(Start / end of diagram)			TCB Crewe SCC (CE) AC: Crewe GSM-R
		157 66			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).
		157 71 *			
		158 00			
Crewe North Jn		158 18			
Crewe SCC		158 21			
Gresty Lane SCC		158 21			
(Start / end of diagram)		158 41			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.

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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					

LNW North Route Sectional Appendix Module NW1

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 TASS fitted DM line and UM line throughout Platform lengths: Hartford (Cheshire) Platform 1: 243 metres (267 yards). Platform 2: 249 metres (272 yards).	
Winsford HABD		166 38				
Winsford SB		166 66				
		168 49 *				
Vale Royal Viaduct (142 metres / 155 yards)		from 168 66				
		to 168 73				
		168 75 *				
HARTFORD (CHESHIRE)		169 64				
(Start / end of diagram)		170 20				

LNW North Route Sectional Appendix Module NW1

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

LNW North Route Sectional Appendix Module NW1

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

LNW North Route Sectional Appendix Module NW1

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			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 74 181 76				CGJ2 CGJ3	TASS fitted Down Main / Down Fast line and Up Fast / Up Main line throughout.		
Warrington PSB		182 08				ADTS: Arpley Down Through Siding.			
WARRINGTON BANK QUAY		182 11				Platform lengths: Warrington Bank Quay.			
		182 19 *				Platform 1 (Up direction): 249 metres (272 yards).			
		182 25				Platform 1 (Down direction): 211 metres (231 yards).			
Warrington North Jn		182 25				Platform 2: 251 metres (274 yards).			
		182 40 *				Platform 3: 258 metres (282 yards).			
Dallam Jn		182 67				Platform 4: 247 metres (270 yards).			
		182 78 *				Platform 4 (between signals WN193 and WN197): 188 metres (206 yards).			
(Start / end of diagram)		183 00	Permissive working: PP-C authorised in Platform 1 (Up direction only), and Platform 4 (Down direction only).						
			Standages: Up Goods: 282 metres (927 feet). DPL: 192 metres (630 feet).						

LNW North Route Sectional Appendix Module NW1

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	
(Start / end of diagram)		185 60				DE: Down Earlestown. UE: Up Earlestown.	

LNW North Route Sectional Appendix Module NW1

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	017	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ4 CGJ5	North West	18/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start / end of diagram)		185 60			TCB Warrington PSB (WN) AC: Crewe GSM-R Chat Moss lines provided with 25kV overhead electrification, controlled from Crewe ECR. DCM: Down Chat Moss. UCM: Up Chat Moss. TASS fitted: Down Main / Down Fast line and Up Fast / Up Main line throughout.
		186 10 *			
Willow Park Main Lines OHNS		187 14			
(Intersection Bridge)		187 20			
		187 57 *			
Golborne Jn (Change of mileage & ELR)		187 76			
		0 52			
		0 78 *			
		1 16 *			
		1 63 *			
		1 65 *			
(Start / end of diagram)		2 20			

LNW North Route Sectional Appendix Module NW1

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 TASS fitted on the Down Fast and Up Fast lines throughout. Permissive working: PF authorised on the Down Goods line from Bamfurlong Sidings Jn (signal WN111) to Springs Branch Jn (signal WN65).
Haydock Branch Jn		2 42			
		3 47 *			
		4 17			
Bamfurlong Jn		4 26			
Bamfurlong Sidings Jn		4 43			
(Start / end of diagram)		5 00			

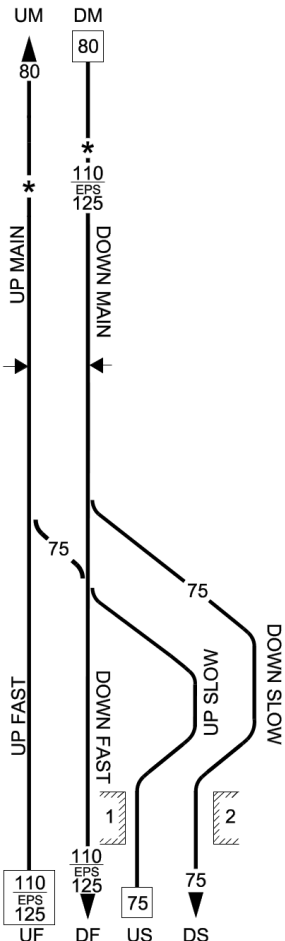
LNW North Route Sectional Appendix Module NW1

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		
	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.		
	5 28		WR: Wash Road.		
	5 35 *		BH1: Bickershaw Headshunt 1.		
			BH2: Bickershaw Headshunt 2.		
Springs Branch (slow lines) Jn	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).		
	5 57		☒ Patrolman's Lockout System: provided on the 'Down & Up' Passenger Loop between 5m 53ch and 6m 14ch.		
(Start / end of diagram)	6 04				
	6 04				

LNW North Route Sectional Appendix Module NW1

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		TCB Warrington PSB (WN) North Panel AC: Crewe 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).		
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				

LNW North Route Sectional Appendix Module NW1

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  TASS fitted: DM/DF line and UF/UM line throughout Preston PSB (PN) 'B' Panel 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. Platform lengths: Euxton Balshaw Lane Platform 1: 88 metres (96 yards) Platform 2: 88 metres (96 yards)		
Coppull Hall HABD		10 60					
Blainscough (former site of GF)		12 13					
Balshaw Lane Jn		14 02					
EUXTON BALSHAW LANE		14 77					
(Start / end of diagram)		15 40					

LNW North Route Sectional Appendix Module NW1

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 	
Euxton OHNS		16 12	To Chorley NW6001 seq 010		TASS fitted: DF line and UF line throughout	
Euxton Jn		16 21				
		16 32				
LEYLAND		17 54	To Lancashire Enterprise Sidings		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	To Lostock Hall Jn. NW7011 seq 001		① Applies to passenger trains only ② Applies to all other trains	
		19 24 *				
(Start / end of diagram)		19 40				

LNW North Route Sectional Appendix Module NW1

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 TASS fitted on the Down Fast and Up Fast lines throughout.	
Farington Curve Jn		20 08				
Skew Bridge Jn		20 41				
Preston Ribble Jn		21 13			Preston PSB (PN) 'C' Panel	
(Start / end of diagram)		21 25			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).	

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		The diagram illustrates the railway route between Armitage Jn and Preston Fylde Jn. Key features include: Lines and Speed Restrictions: - UP FAST: 110, 30, 30, * - DOWN FAST: 95, 75, 30, * - UP SLOW: 75, 30, * - DOWN SLOW: 75, 20, * - UP GOODS: 35, 20, * - DOWN GOODS: 35, 20, * Platforms: - Preston South Jn: 21 39 *, 21 40 * - Preston: 21 55 *, 21 57, 0 00 Goods Loop: UP & DOWN' GOODS LOOP, PARCEL PLATFORM Dock Street Sidings: 35, 35, 35, 35, 35, 35, 35 Other Labels: To Preston Docks NW1027 seq 001, GSM-R			TCB Preston PSB (PN) 'C' Panel AC: Crewe GSM-R TASS fitted on the Down Fast line to 21m 57ch, and on the Up Fast line throughout. 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. 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). Standages: 'Down & Up' Goods Loop (Parcel Platform line): 314 metres (1029 feet). 'Up & Down' Goods Loop: 384 metres (1260 feet). UT: Up Through line. DT: Down Through line. SL: Shunting Line. ①: No.1 Siding. ②: No.2 Siding.
Preston South Jn	21 39 *					
	21 40 *					
	21 55 *					
PRESTON	21 57	CGJ5				
	0 00	CGJ6				
(Start / end of diagram)	0 23					

LNW North Route Sectional Appendix Module NW1

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
Preston North Jn		0 21 *			
		0 30 *			
		0 31 *			
Preston Fylde Jn		0 33			
Preston PSB		0 41	To / from Deepdale NW4003 seq 001		① Deepdale Branch out of use and disconnected from the rest of the network. TASS fitted: DM line from 0m 49ch UM line throughout
		1 20 *			
		1 31 *			
(Start / end of diagram)		1 35	To / from Salwick NW4005 seq 001 To / from Lancaster NW4001 seq 004		

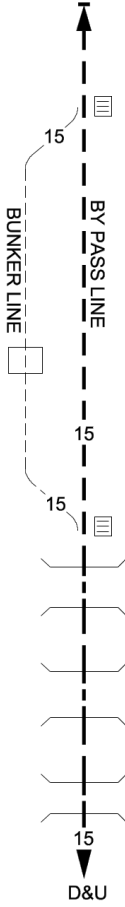
LNW North Route Sectional Appendix Module NW1

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.			To Bushbury Junction. MD301 seq 019 UP DP 90 90 MU 125 MU EPS 125 EPS LNW(S) LNW(N) 2 1 UP PENKRIDGE DOWN PENKRIDGE M6 Motorway overbridge 66 metres (71 yards) from to 26 37 26 40 90 90 MU 125 MU EPS 125 EPS UP DP		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).	

LNW North Route Sectional Appendix Module NW1

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
Rickerscote Junction		27 00 *			TCB Rugby ROC (WS) Stafford Workstation AC: Rugby GSM-R Axle Counter area. TASS fitted: Down Penkridge and Up Penkridge lines.
		27 55			
		28 16			
		28 30 *			
		28 39 *			
		28 42			
		28 49			
		(133 04)			
Stafford Trent Valley Jn No. 1			AC: Crewe (North of Rickerscote OHNS at 28m 16ch) SGL: Stafford Goods Loop. DSS: Down Stafford Slow. USS: Up Stafford Slow. DSF: Down Stafford Fast. USF: Up Stafford Fast.		

LNW North Route Sectional Appendix Module NW1

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW1003	001	Silverdale to Madeley		HCM2	West Coast South	23/08/2025
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 30 September 2027, from 4m 01ch to Madeley Chord Reversing Sidings under reference STNC/G1/2014/NWC444v4.	
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	

LNW North Route Sectional Appendix Module NW1

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW1003	002	Silverdale to Madeley		HCM2 HCM3	West Coast South	23/08/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Madeley Jn		149 42 (-0 01)			OT(S) Line out of use (temporary) until 30 September 2027 under reference STNC/G1/2014/NWC444v4. Axle Counter area on the 'Up & Down' Chord line only Mileages in brackets relate to 'Up & Down' Chord line. AWS and TPWS not provided. The Up & Down Chord has ELR HCM3. Down & Up, Sidings No.1 and No.2 all have ELR HCM2	
Madeley Chord Jn		7 32 (0 25) 7 36			TCB Rugby ROC (SC) Stafford Workstation	
Madeley Chord Reversing Sidings		7 60			The 'Up & Down' Chord line is down direction from Madeley Chord Junction to Madeley Junction.	
End of line		8 14				

LNW North Route Sectional Appendix Module NW1

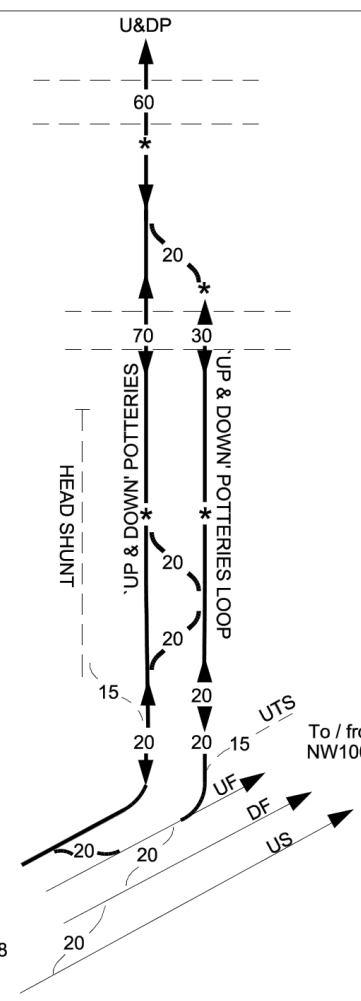
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1004	001	Rugeley Town (Excl.) to Rugeley North Jn	RRN2	West Coast South	23/01/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Continued in LNW(S) Sectional Appendix					TCB West Midlands S.C. (RR) Walsall Workstation AC: Crewe ECR GSM-R 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) GSM-R North Workstation AC: Crewe ECR
KIDSGROVE		0 02 * 0 05			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)
		0 11 *			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		
Church Lawton LC (FP)		1 21	North West Route		Crewe SCC (CE)
Coopers Bridge Farm LC (UWC & FP)		1 35			
(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

LNW North Route Sectional Appendix Module NW1

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			TCB Crewe SCC (CE) AC: Crewe GSM-R 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 U&D'GL : 'Up & Down' Goods Loop UMP : Up Main Potteries DMP : Down Main Potteries	
(Start / end of Goods Loop)		2 27				
ALSAGER		2 33				
Alsager Station LC (CCTV)		2 37				
(Crossover)		2 47				
Brookhouse Farm LC (FP)		2 56				
Home Farm LC (UWC)		3 01				
North of the Hall LC (FP)		3 16				
Radway Green LC (CCTV)		4 07				
Lower Radway Green LC (UWC)		4 26				
Oakhanger LC (FP)		4 37				
		4 65 *				
Barthomley Jn		4 67				
Barthomley LC (R/G) (FP)		4 77				
		5 00 *				
(Start / end of diagram)		6 00			U&DP : 'Up & Down' Potteries	

LNW North Route Sectional Appendix Module NW1

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			TCB Crewe SCC (CE) AC: Crewe GSM-R 	
Stowford No.1 LC (FP)		6 35				
Stowford No.2 LC (FP)		6 77				
		7 00 *				
North Stafford Jn		7 52				
Basford Wood LC (FP)		7 53 *				
		7 58 *				
Crewe Carriage Sidings LC (UWC)		7 70				
		8 08 *				
		8 27				
		157 55				
Crewe South Jn		157 60			Up & Down Potteries Loop 430 metres (1411 feet) in Down direction 360 metres (1181 feet) in Up direction UTS = Up Through Siding	

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	
Nantwich LC (MCB-OD)		4 19	To / from Shrewsbury GW735 seq 006		TCB Wales ROC Shrewsbury North Workstation (SC) GSM-R	
NANTWICH		4 14			Platform lengths: Nantwich. See diagram GW735 seq 006 for details. ☒ 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 *				
Newcastle LC (FP)		3 23				
Route boundary and Sectional Appendix boundary		2 60			Gresty Lane SCC (GL) (From approx. 3m 00ch).	
Willaston LC (CCTV)		2 41				
(Start / end of diagram)		1 60				

LNW North Route Sectional Appendix Module NW1

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			TCB Gresty Lane SCC (GL) GSM-R		
(Limit of electrification on Up Nantwich line)		1 44			AC: Crewe		
(Buffer stops)		1 22					
(Limit of electrification on Down Nantwich line)		1 20					
Gresty Green West Jn		1 17					
Gresty Lane Down Sidings GSP		0 60	S T		① Gresty Lane Down Sidings Neck. GGSN: Gresty Green Sidings Neck. 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 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.		

LNW North Route Sectional Appendix Module NW1

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		TCB Gresty Lane SCC (GL) AC: Crewe GSM-R		
(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		☒ 6001 6002		
	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).		

LNW North Route Sectional Appendix Module NW1

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			TCB Gresty Lane SCC (GL) AC: Crewe DFI: Down Fast Independent. DSI: Down Slow Independent. SSNSN: Sorting Sidings North Shunting Neck. USI: Up Slow Independent. UFI: Up Fast Independent. ☒ 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. Crewe SCC (CE) CSYTSdg: Crewe South Yard Through Siding. Standage: Down Salop Goods Loop: 258 metres (282 yards). Mileages in round () brackets are NW1001 mileages with ELR: LEC5.
from		0 21			
(Intersection bridges)					
to		0 18			
		0 12 *			
(Connection to Crewe South Yard Through Siding)		0 09			
Crewe South Jn		0 00 (157 61)			
(End of ELR: SYC)		-0 05 (157 66)			
CREWE		(158 00)			

LNW North Route Sectional Appendix Module NW1

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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	Running lines & speed restrictions			Signalling & Remarks
			The diagram illustrates the track layout from Basford Hall Jn to Sandbach South Jn. Key features include: Upward Direction: UP FAST (110m), UP SLOW (100m), and UP INDEPENDENT (75m) lines. A crossover occurs at 156m 05ch. Downward Direction: DOWN FAST (110m), DOWN SLOW (75m), and DOWN INDEPENDENT (15m) lines. Sidings: BHUTS (Basford Hall Up Through Siding), BHUDS (Basford Hall Up Departure Siding), BHDAS (Basford Hall Down Arrival Siding), and DSIs (Down Slow Independent). Speed Restrictions: Indicated by numbers along the lines (e.g., 25, 15, 75, 110). Connections: Links to Stafford (NW1001 seq 007) and Crewe Station (NW1001 seq 007).			TCB Manchester ROC Crewe South Workstation (CS) AC: Crewe 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.
(Crossover)	156	05				
Basford Hall Jn	156	12 *				
	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				

LNW North Route Sectional Appendix Module NW1

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	Running lines & speed restrictions	Signalling & Remarks		
(Start / end of diagram)	156 50		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.		
(Limit of Electrification - Basford Hall Down Arrival Siding)	156 63		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. HOB: High Output Ballast Cleaner. H-Sdgs: Holding Sidings.		
(Limit of Electrification - Basford Hall Up Sidings)	157 08				
(Start / end of diagram)	157 09				

LNW North Route Sectional Appendix Module NW1

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	
(Limit of Electrification - Basford Hall New Sidings)	157 14 15 *				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.	
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				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.	
(Start / end of diagram)	157 44					

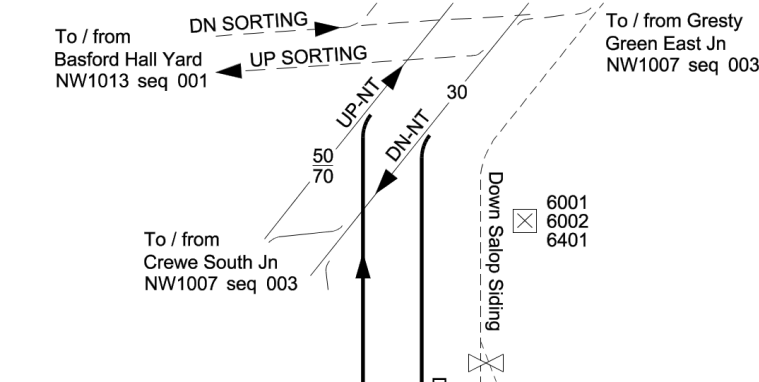
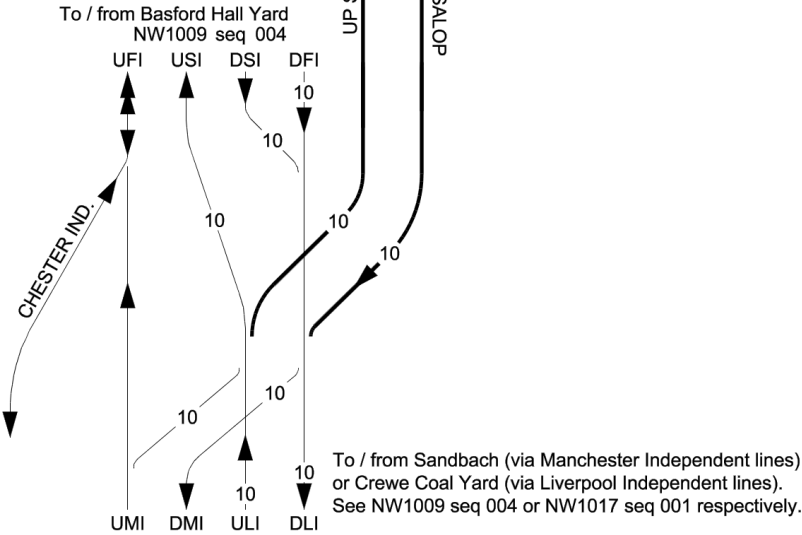
LNW North Route Sectional Appendix Module NW1

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	Running lines & speed restrictions		Signalling & Remarks
(Start / end of diagram)		157 44			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.
(Intersection bridges)		157 46			
(Connection with Up Nantwich line)		157 52			
(Chester Independent line connection)		157 63			
Salop Goods Jn (Connections to Liverpool Independent lines)		157 71 157 72			
(Start / end of diagram)		158 10			

LNW North Route Sectional Appendix Module NW1

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)		158 15			
to		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)		158 79 *	BHI		
Sydney Bridge OHNS		158 77	CMP1		
		158 79			
		159 24 *			
		162 16 *			
		162 17 *			
Sandbach South Jn		162 28			
SANDBACH		162 50			

LNW North Route Sectional Appendix Module NW1

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				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.
(Gates)		0 09				Manchester ROC Crewe Independent Lines Workstation (IL)
Salop Goods Jn		0 37 [157 71]				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.

LNW North Route Sectional Appendix Module NW1

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. 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. ☒ LOD(K) Lockouts: 6201: The Up Sorting and Down Sorting lines between Gresty Lane Jn (excl.) and Salop Goods Loop Jn (excl.).
Salop Goods Loop Jn		157 25			
(Start / end of diagram)		157 40			

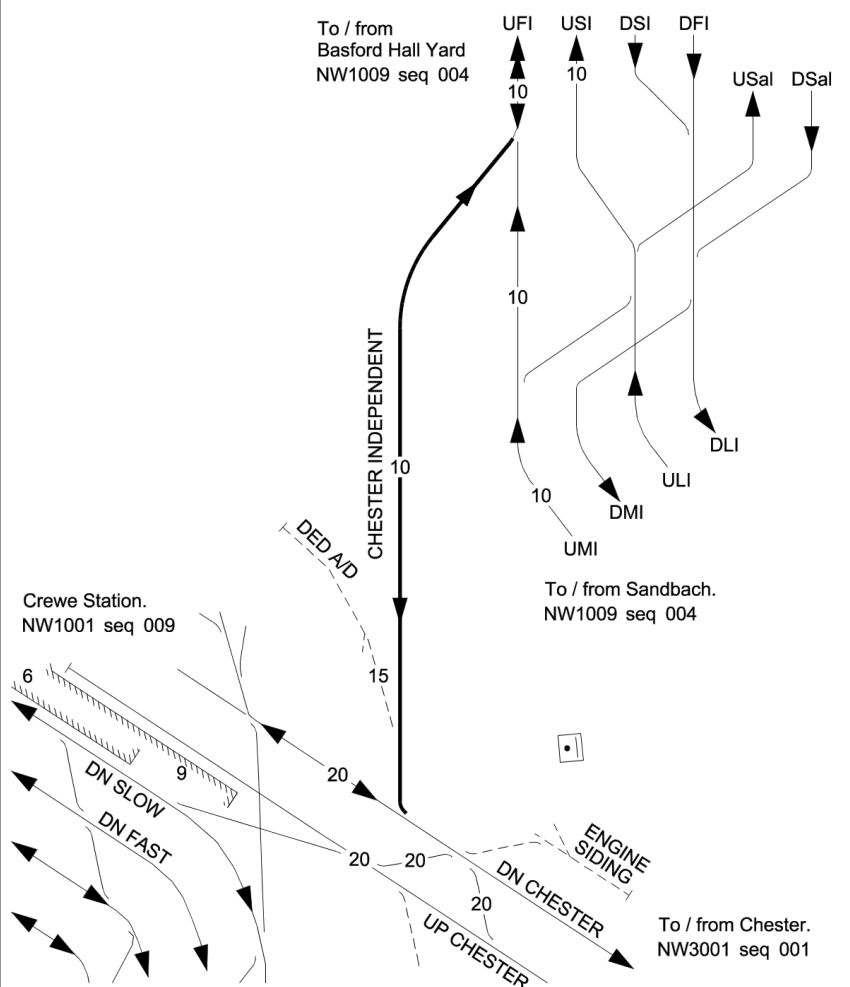
LNW North Route Sectional Appendix Module NW1

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			TCB Gresty Lane SCC AC: Crewe GSM-R 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.
Gresty Lane Jn (Down Nantwich connection)		157 52 (0 38) *			
(Up Nantwich connection)		157 55 (0 41)			

LNW North Route Sectional Appendix Module NW1

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LNW North Route Sectional Appendix Module NW1

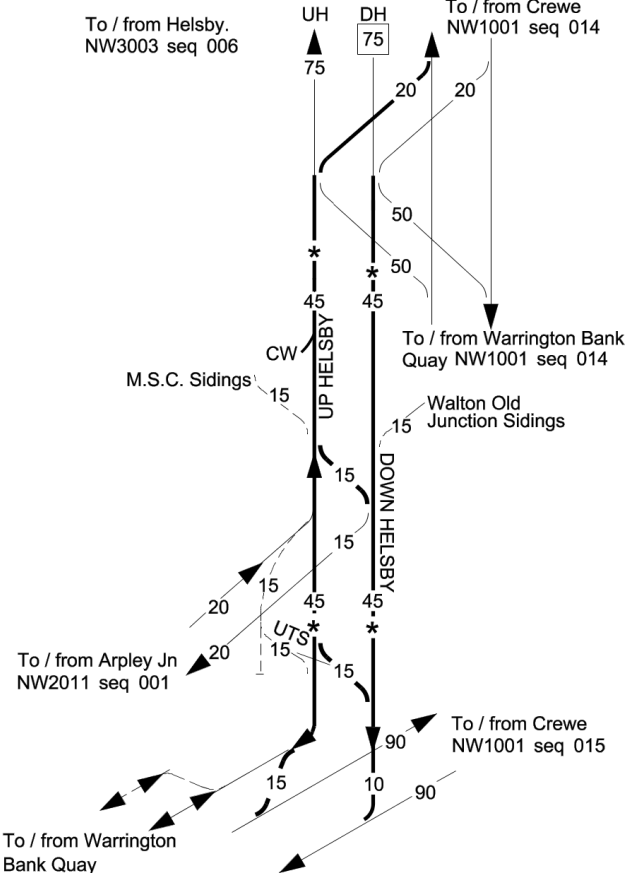
LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW1015	001	Salop Goods Jn to Crewe North Jn (Chester Independent Line)	CIL	LEC5	North West	01/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
(Connection with Up Fast Independent)		157 63				TCB Manchester 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)				

LNW North Route Sectional Appendix Module NW1

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 (Connections to Liverpool Independent lines)		157 71			TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R
		157 72			UFI: Up Fast Independent. USI: Up Slow Independent. DSI: Down Slow Independent. DFI: Down Fast Independent.
(Start / end of diagram)		158 10	To / from Crewe North Jn NW1015 seq 001 UMI 10 DMI 10 ULI 10 DLI		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 Crewe Coal Yard SB (CY) UMI: Up Manchester Independent. DMI: Down Manchester Independent. ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.
from Up Liverpool Independent Goods Tunnel (267 metres / 292 yards)		158 15			
Down Liverpool Independent Goods Tunnel (293 metres / 320 yards)					
to		158 28			
to		158 30			
(Start of Up Liverpool Independent)		158 55 158 56 *			
(Down Liverpool Independent becomes level with Down Slow)		158 59 *			
		158 62			
Crewe Coal Yard SB		158 68			
(End of Down Liverpool Independent)		158 73			

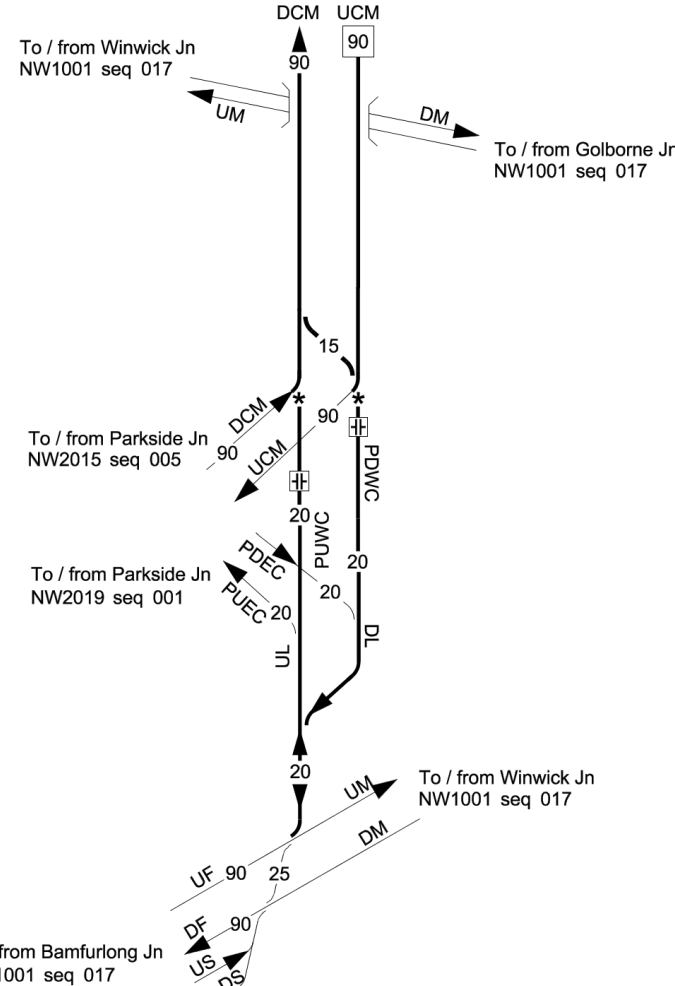
LNW North Route Sectional Appendix Module NW1

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 	
		16 26 *			C.W. Up at 17m 03ch	
		16 27 *				
		17 16				
Walton Old Jn (Change of ELR)		17 23	CHW1 CHW2			
		17 68 *	UTS: Arpley Up Through Siding.			
Warrington South Jn		17 76				

LNW North Route Sectional Appendix Module NW1

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		
Winwick Jn	185 41 * 185 43 * 185 49	To Warrington NW1001 seq 016 To Golborne Junction NW1001 seq 016 To Earlestown West Junction NW2021 seq 001 To Earlestown West Junction NW2015 seq 006	TCB Warrington PSB (WN) AC: Crewe GSM-R UE=Up Earlestown DE=Down Earlestown 'D&U'LC = 'Down & Up' Liverpool Curve Platform Lengths: Earlestown Platform 4 Down 145m (159yards) Platform 5 Up 112m (122yards) Between Earlestown East Jn and Newton-le-Willows Jn line direction is up towards Newton-le-Willows Jn (see NW1021 seq 002) Platform Lengths: Newton-le-Willows Platform 1: 132 metres (144 yards) Platform 2: 148 metres (162 yards) DCM: Down Chat Moss UCM: Up Chat Moss		
Winwick OHNS	185 55 * 185 59				
Earlestown South Jn	186 66 186 74 *				
EARLESTOWN	187 03				
Earlestown East Jn	187 10 * 14 75				
NEWTON-LE-WILLOWS	15 60				
(Start / end of diagram)	16 00				

LNW North Route Sectional Appendix Module NW1

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW1021	002	Winwick Jn to Golborne Jn (via Earlestown)	DSE	NGJ	North West	18/10/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
(Start / end of diagram)		16 00				TCB Warrington PSB (WN) AC: Crewe GSM-R  Between Earlestown East Jn and Newton-le-Willows Jn, the line direction is Up towards Newton-le-Willows Jn (see NW1021 seq 001). DCM: Down Chat Moss. UCM: Up Chat Moss. PDWC: Parkside Down West Curve. PUWC: Parkside Up West Curve. PDEC: Parkside Down East Curve. PUEC: Parkside Up East Curve. DL: Down Lowton. UL: Up Lowton.
(Intersection Bridge)		16 01				
Newton-le-Willows Jn	16 19	DSE				
	0 00	*	NGJ			
Willow Park Down West Curve OHNS	0 05					
Willow Park Up West Curve OHNS	0 20					
Lowton Jn	0 26					
(Start / end of single track)	0 48					
Golborne Jn	0 52					

LNW North Route Sectional Appendix Module NW1

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	
					TCB Warrington PSB (WN) North Panel GSM-R 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.	
(Crossover)		(2 44)				
Haydock Branch Jn		(2 42)				
(Trap points)		-0 01				
		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				

LNW North Route Sectional Appendix Module NW1

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. Mileage in square brackets [] is NW2023 mileage with ELR: SBH3.
Ince Moss Chord OHNS		0 54			
Ince Moss Jn		0 61 [12 10]			

LNW North Route Sectional Appendix Module NW1

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)			To / from Farington Curve Jn NW1001 seq 024 UP FAST DN FAST UP SLOW DOWN SLOW UP GOODS DOWN GOODS STRAND ROAD BRANCH To / from Preston Station NW1001 seq 024 PARCEL PLATFORM No.3 No.2 No.1 Parcel Sidings South To / from Preston Docks			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. AWS and TPWS not provided. The Down direction is towards Strand Road. Down: End of GSM-R area: 0m 40ch. Up: Start of GSM-R area: 0m 40ch. GSM-R	
Preston South Jn		21 39					
Limit of Electrification		21 41 *					
		21 42					
Change of ELR and mileage		21 47					
		0 00					
(Lines start to diverge)		0 04					
Fishergate Tunnel (130 metres / 142 yards)		from 0 21 to 0 28					
NR / Ribble Steam Railway boundary		0 38 *					
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 GRESTDY 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

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 Rickerscote 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)

LNW North Route Sectional Appendix Module NW1

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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LIST OF MODULE PAGES AND DATES

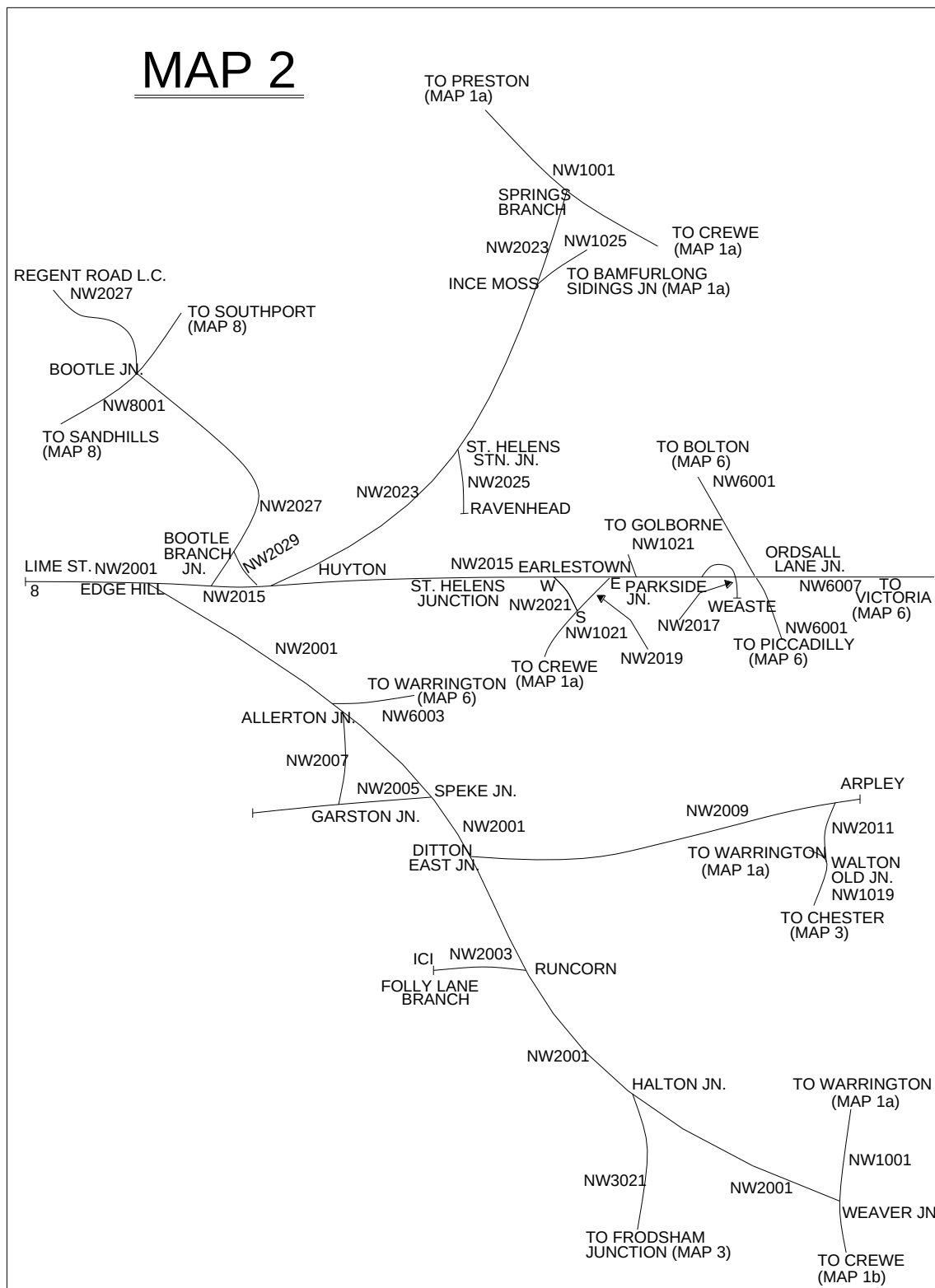
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25	01 June 2024
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MAPS



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EXCEPTIONALLY POOR RAIL ADHESION

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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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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 Ch	Running lines & speed restrictions		Signalling & Remarks	
(Down Ditton connection)		174 53			TCB Winsford SB (WD) AC: Crewe GSM-R 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				

LNW North Route Sectional Appendix Module NW2

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

LNW North Route Sectional Appendix Module NW2

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.
Ditton West Jn		183 22			
		182 72 *			
		182 75 *			
		182 77 *			

LNW North Route Sectional Appendix Module NW2

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
Halewood East Jn		183 46 *	UDF 95 UP DITTON FAST DDF 80 DOWN DITTON FAST UDS 75 UP DITTON SLOW DDS 50 DOWN DITTON SLOW 15 75 15 15 15 15 25 25 25 20 15 15 80 UDF 80 DDF 75 UDS 75 DDS 15 15 To / from Garston Jn NW2005 seq 001	TCB Manchester ROC Wavertree Workstation (DN) AC: Crewe GSM-R  to Halewood West Jn inclusive		
		184 06 *				
		184 57				
		184 64				
Halewood West Jn		185 15	HEN 15			

LNW North Route Sectional Appendix Module NW2

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	UDF 80 DDF 80 UDS 75 DDS 75 25 25 25 10 15 15 15 To / from Garston Jn NW2007 seq 001 To / from Hunts Cross NW6003 seq 008 UP DITTON FAST DOWN DITTON FAST UP DITTON SLOW DOWN DITTON SLOW 80 80 75 75 UDF DDF UDS DDS			TCB Manchester ROC Wavertree West Workstation (WE) AC: Crewe GSM-R Axle Counter area
		187 20 *				
Allerton East Jn		187 60 *				
Allerton Jn		187 74				
LIVERPOOL SOUTH PARKWAY		187 77				
Allerton West Jn		188 18				
TASS fitted: DDF line and UDF line throughout 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)						

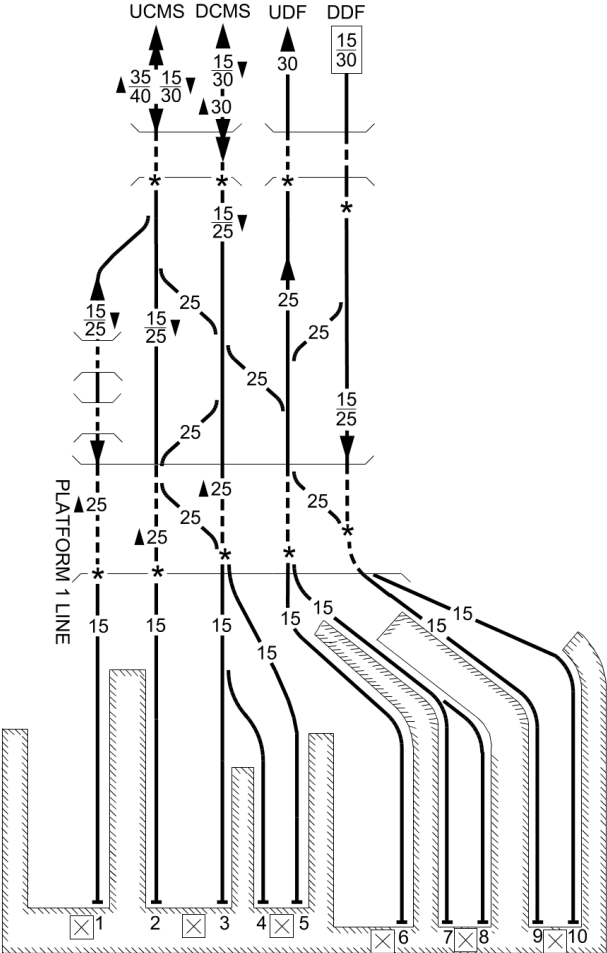
LNW North Route Sectional Appendix Module NW2

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 Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start / end of diagram)	188 60		TCB Manchester ROC Wavertree West Workstation (WE) AC: Crewe GSM-R 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				

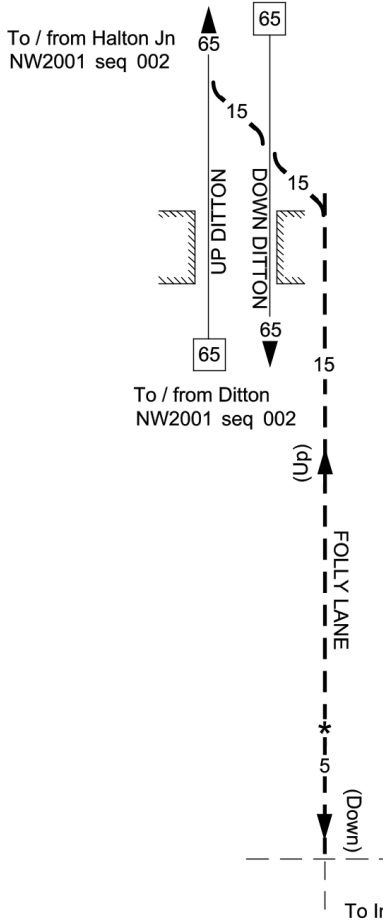
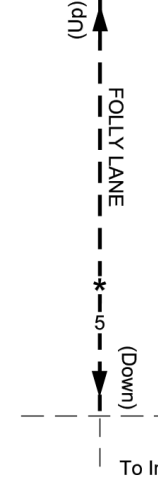
LNW North Route Sectional Appendix Module NW2

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
(Change of ELR)		(1 60) *	To Huyton NW2015 seq 009 75 25 30 UDF DDF 30 30 25 25 25 25 15 To Edge Hill C.S. To Bootle Branch Jn NW2015 seq 009 40 25 15 Waterloo SDG 5 15 Waterloo SDG 4 15 To Wapping Sidings 1 2 3 4 UCMS DCMS To Tuebrook Sidings 30 30 15 15 30 30 30 30 35 30 15 30 15 30 40 30 30 UCMS DCMS UDF DDF		TCB Manchester ROC Liverpool Workstation (LE) AC: Crewe GSM-R Mileage in brackets relates to Chat Moss lines only 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) Manchester ROC Lime Street Workstation (LL) Axle counter area: Down lines from 192m 48ch. Up lines to 192m 55ch. DDF: Down Ditton Fast. UDF: Up Ditton Fast. DCMS: Down Chat Moss Slow. UCMS: Up Chat Moss Slow.
Edge Hill East Jn		191 78	WJL3 WJL4		
EDGE HILL		192 06			
Tunnel Road Tunnel (68m/74yd Down Ditton Fast 53m/58yd Other lines)		192 21 192 27 *			
Edge Hill West Jn Overbury Street Tunnel (132m/144yd)		192 29 *			
Crown Street Jn		192 32 192 42 192 43 192 50			
Smithdown Lane Tunnel (86m/94yd)		192 63 192 69 192 73 192 74 192 76			
Crown Street Tunnel (52m/57yd)					

LNW North Route Sectional Appendix Module NW2

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 *			TCB Manchester ROC Lime Street Workstation (LL) AC: Crewe Axle counter area. DDF: Down Ditton Fast. UDF: Up Ditton Fast. DCMS: Down Chat Moss Slow. UCMS: Up Chat Moss Slow. ⊗ LOD(E) lockouts provided for Platform 1, Platforms 2 & 3, Platforms 4 & 5, Platform 6, Platforms 7 & 8 and Platforms 9 & 10. 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)
Lime Street Tunnel (Platform 1 line 157m/172yd)		193 21 to 193 29			
Russell Street Tunnel (120m/131yd)		193 30 193 34 * 193 35 * to 193 36 *			
LIVERPOOL LIME STREET		193 52			

LNW North Route Sectional Appendix Module NW2

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			TCB Manchester ROC Wavertree Workstation (WE) GSM-R  Down Ditton and Up Ditton lines are provided with 25kV overhead electrification, controlled from Crewe ECR. Train detection is via axle counters between Runcorn Jn and 0m 49ch. Down: End of GSM-R area: 0m 69ch Up: Start of GSM-R area: 0m 69ch 
Network Rail / Ineos Chlor boundary		0 49 * 0 69			

LNW North Route Sectional Appendix Module NW2

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			TCB Manchester ROC Wavertree West Workstation (WE) AC: Crewe GSM-R 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. U&DGG: Up & Down Garston Goods Speke Compound Siding only electrified at its connection to the Up & Down Garston Goods. 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. NOTE: Speke Sidings 1-6 are only electrified at the Speke-end of each siding. STS4 - Speke Through Siding No.4 GAL - Garston Arrival Line GDL - Garston Departure Line UDGS - Up & Down Garston Through Siding GC - Garston Chord
Speke West Jn		22 64 *			
		23 00			
		23 03 *			
Speke Sidings GF No.1		23 20			
		23 48 *			
Garston Jn		23 52			
NR Boundary		24 03			

LNW North Route Sectional Appendix Module NW2

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 Ch	Running lines & speed restrictions		Signalling & Remarks
Allerton East Jn		187 60 0 00			TCB Manchester ROC Wavertree West Workstation (WE) AC: Crewe GSM-R Axle Counter area from Allerton East Jn (0m 00ch) to 0m 24ch. GDL - Garston Departure Line GAL - Garston Arrival Line UGG - Up Garston Goods DGG - Down Garston Goods
(Trap points)		0 03			
Garston Jn		0 27 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 10 11	Diagram details: The diagram shows a vertical section of railway tracks. At the top, there are dashed lines for 'UP LATCHFORD SDG' and 'DOWN LATCHFORD SDG'. A 'FOOTBALL FIELD SIDINGS' area branches off to the right. The main tracks continue as 'UP LATCHFORD SDG' and 'DOWN LATCHFORD SDG'. Further down, they become 'UP GOODS' and 'DOWN GOODS'. A 'UP SIDING' branches off to the left. At the bottom, there are 'UP GOODS' and 'DOWN GOODS' lines. A crossing at 'Slutchers Lane LC (FP)' is marked with a 'T' in a box. Below the crossing, there are 'UP GOODS' and 'DOWN GOODS' lines. A 'To Walton Old Junction' line branches off to the right, labeled 'UAB' (Up Arpley Branch) and 'DAB' (Down Arpley Branch). A speed restriction box '20' is shown on the 'DOWN GOODS' line. The diagram is labeled 'NW2011 seq 001'.		TCB Arpley Junction SB (AJ)
Arpley Jn SB (AJ) Arpley Jn		11 02 11 03			UAB: Up Arpley Branch DAB: Down Arpley Branch
Slutchers Lane LC (FP)		11 16			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

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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 Ch	Running lines & speed restrictions		Signalling & Remarks
Litton's Mill Crossing LC (MCG) (not block post) Monk's Siding LC (MCB) Monk's Siding SB (MS) (Crossover) Sankey Bridges LC (FP) (R/G) Penketh Hall LC (UWC) Fiddlers Ferry LC (UWC) (R/G) Marsh House LC (CCTV) Fiddlers Ferry Power Station SB (FF)		11 45 11 70 11 70 11 71 12 31 12 40 * 13 37 13 63 14 09 14 46	T T	UG 20 20 UP GOODS 15 X20 X20 DN GOODS X20 30 30 40 40 15 15 UP LATCHFORD GOODS 30 40 ULG DLG To Fiddlers Ferry Power Station	TCB Monk's Siding SB (MS) GSM-R Axle Counter area: Down Goods: to 11m 46ch. Up Goods: from 11m 69ch. AB Fiddlers Ferry Power Station SB (FF) ① Applies to trains conveying passengers. ② Applies to trains not conveying passengers. TCB Axle Counter area: Down Latchford Goods: from 14m 46ch. Up Latchford Goods: to 15m 10ch.

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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	ULG ▲ ① 30 ② 40 DLG 30 ① 40 ② ▼ X20 UP LATCHFORD GOODS X20 DOWN LATCHFORD GOODS			TCB Fiddlers Ferry Power Station SB (FF) GSM-R 	
							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 *						
				ULG ① 30 ② 40 ▼ DLG 30 ① 40 ② ▲				

LNW North Route Sectional Appendix Module NW2

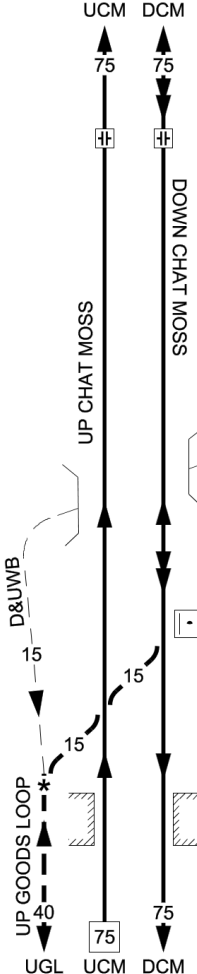
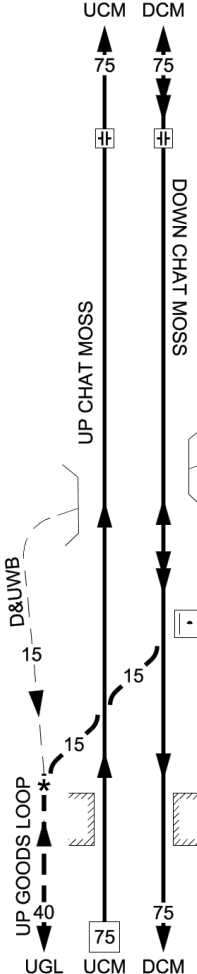
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	004	Arpley Jn. to Ditton East Jn.	SDJ2	LNW North	04/09/2021
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Ditton East Jn		18 47 * 18 55 182 67			TCB Manchester ROC Wavertree Workstation (DN) AC: Crewe GSM-R 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.

LNW North Route Sectional Appendix Module NW2

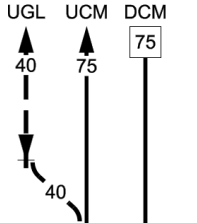
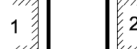
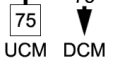
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2011	001	Walton Old Jn to Arpley Jn	WOA1	North West	23/03/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Walton Old Jn		17 23 0 68		TCB Warrington PSB (WN) South Panel AC: Crewe GSM-R	
Arpley Grid Iron Jn South (Limit of Electrification)		0 66		Arpley Junction SB (AJ)	
Arpley Yard		0 10 *			
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
Ordsall Lane Jn		30 38 (190 28)			TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe GSM-R
Up Bolton connection with Up Chat Moss		30 37 (190 29)			
		30 36 *			Axle Counter area.
Down Bolton connection with Up Chat Moss		30 30 (190 36)			DCM: Down Chat Moss. UCM: Up Chat Moss.
		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 *			
			75 UCM DCM		

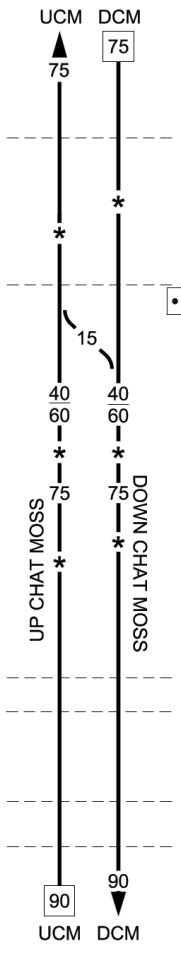
LNW North Route Sectional Appendix Module NW2

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 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 (Emergency telephone No.2)		29 63 29 49	T			Axle Counter area: Down Chat Moss: to 28m 53ch. Up Chat Moss: from 28m 53ch. Eccles SB (ES) D&UWB: Down & Up Weaste Branch. Semi-Automatic Track Warning System (SATWS) provided at Eccles, between 27m 60ch and 27m 00ch. See General Instructions. Platform Lengths: Eccles. Down platform: 124 metres (136 yards). Up platform: 124 metres (136 yards). AWS not provided on the Up Goods Loop. UGL: 794 metres (868 yards).	
(Emergency telephone No.1)		29 10	T				
(Weaste Branch underbridge)		28 20					
Eccles SB		27 59					
Eccles Station Jn ECCLES		27 51 * 27 46					
(Start / end of diagram)		27 20					

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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	UGL UCM DCM 		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			
(Start / end of diagram)		23 60			Astley SB (AY)

LNW North Route Sectional Appendix Module NW2

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			TCB Astley SB (AY) AC: Crewe GSM-R Semi-Automatic Track Warning System (SATWS) provided at Astley, between 22m 60ch and 22m 40ch. See General Instructions. Warrington PSB (WN)	
Chat Moss LC (FP)		23 06				
		22 64 *				
		22 60 *				
Astley Station LC (UWC & FP) Astley SB		22 54				
(Crossover)		22 52				
		22 40 *				
		21 60 *				
		21 58 *				
Hurst Hall LC (FP)		20 42				
Hurst Hall Farm LC (UWC)		20 38				
Culcheth Farm LC (UWC)		19 39				
Leigh Golf Course LC (FP)		19 26				
(Start / end of diagram)		19 00				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW2015	005	Ordsall Lane Jn to Edge Hill		DSE	North West	18/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		19 00			TCB Warrington PSB (WN) AC: Crewe GSM-R PUEC: Parkside Up East Curve. PDEC: Parkside Down East Curve. PUWC: Parkside Up West Curve. PDWC: Parkside Down West Curve.	
Kenyon Tunnel (31 metres / 34 yards)		from 18 11 to 18 09				
Lowton Moss LC (FP)		17 22				
Parkside No.1 LC (FP) Parkside Jn		16 60 16 60				
Willow Park Chat Moss Lines OHNS		16 46				
Newton-le-Willows Jn		16 19				
(Intersection Bridge)		16 01				
(Start / end of diagram)		16 00				

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			TCB Warrington PSB (WN) AC: Crewe GSM-R Platform Lengths: Newton-le-Willows Platform 1: 132 metres (144 yards) Platform 2: 148 metres (162 yards) Platform Lengths: Earlestown Platform 1: 160 metres (175 yards) Platform 2: 115 metres (126 yards) 'U&D'EW: Up & Down Earlestown West 'U&D'EW: 354 metres (387 yards)
NEWTON-LE-WILLOWS		15 60			
Earlestown East Jn		14 75			
EARLESTOWN		14 58			
Earlestown West Jn		14 51 14 50 *			
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 Ch	Running lines & speed restrictions		Signalling & Remarks
(Start / end of diagram)		12 20			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
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 *			
HUYTON		5 59 *			
		5 55			
(Start / end of diagram)		5 40			

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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. 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		5 14		Manchester ROC Liverpool Workstation (LE) 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).	
Roby Jn		4 60			
BROAD GREEN		3 72 *			
		3 47		DCMF: Down Chat Moss Fast. DCMS: Down Chat Moss Slow. UCMF: Up Chat Moss Fast. UCMS: Up Chat Moss Slow.	
		3 08 *			
		2 78 *			
Olive Mount Jn		2 55		Platform lengths: Wavertree Technology Park Platform 1: 96 metres (105 yards) Platform 2: 96 metres (105 yards)	
WAVERTREE TECHNOLOGY PARK		2 29			
(Start / end of diagram)		2 20			

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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	
OHNS		2 14			TCB Manchester ROC Liverpool Workstation (LE) AC: Crewe GSM-R	
		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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LNW North Route Sectional Appendix Module NW2

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					OTNS	Eccles SB (ES)	
Eccles Station Jn		(27 46) (27 51) * - 0 05			Chat Moss lines and Up Goods Loop are provided with 25kV AC overhead line equipment, controlled from Crewe ECR.		
Eccles SB		(27 59)			Mileages in () brackets are Chat Moss line mileages, ELR: DSE.		
(Start / end of One Train Working)		0 40			AWS and TPWS not provided.		
(Chat Moss lines overbridge)		0 42			D&UWB: Down & Up Weaste Branch. DCM: Down Chat Moss. UCM: Up Chat Moss.		
(Metrolink lines overbridge)		0 47			Siding		
Network Rail / MSC Boundary		0 70			Metrolink lines are provided with 750V DC overhead line equipment.		
			Down: End of GSM-R area: 0m 54ch Up: Start of GSM-R area: 0m 54ch				

LNW North Route Sectional Appendix Module NW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2019	001	Parkside Jn to Lowton Jn (East Curve lines)	PJL	North West	18/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Parkside Jn		(16 60) 0 02			TCB Warrington PSB (WN) AC: Crewe GSM-R Mileage in round brackets () is NW2015 mileage with ELR: DSE. Mileage in square brackets [] is NW1021 mileage with ELR: NGJ.
Willow Park Down East Curve OHNS		0 10			
Willow Park Up East Curve OHNS		0 29			
Lowton Jn		0 37 [0 26]			

LNW North Route Sectional Appendix Module NW2

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 *			TCB Warrington SB (WN) AC: Crewe GSM-R	
EARLESTOWN		187 05			Platform Lengths: Earlestown Platform 3 Up & Down 98m (107yards)	
Earlestown West Jn		187 15				
Sankey Junction		14 51 14 50 *				
Sankey Junction		14 20	To St Helens Jn NW2015 seq 006		'U&D'EW=Up & Down Earlestown West 'U&D'EW: 354m (387 yards)	

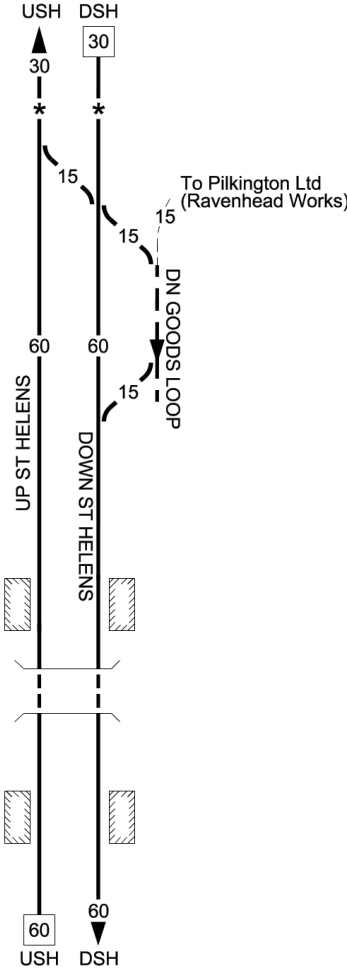
LNW North Route Sectional Appendix Module NW2

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 12 54			TCB Warrington SB (WN) AC : Crewe GSM-R
OHNS		12 50 * 12 49 *			
		12 31 12 22 *			
Ince Moss Jn		12 10 11 69 *			

LNW North Route Sectional Appendix Module NW2

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	USH DSH 60 60 40 40 60 60 15 15 30 30 15 15 10 10 30 30 USH DSH To Pilkington Ltd (Cowley Hill) Down Sidings DN GOODS UP GOODS To Ravenhead Jn NW2025 seq 001	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		GSM-R	
Carr Mill Viaduct		7 01 *			
		6 72 *			
		(8 11)			
Gerards Bridge Jn GF (Change of ELR)		6 05 *			
		(7 75)			
		5 66			
		(7 68)			
St Helens Station SB (SH)		5 24			
ST HELENS CENTRAL		5 16			
St Helens Station Jn (Change of ELR)		5 12			

LNW North Route Sectional Appendix Module NW2

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		TCB St Helens Station SB (SH) AC : Crewe GSM-R		
	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)		
THATTO HEATH	3 43		Axle counter area: Down St Helens: from 3m 67ch. Up St Helens: to 4m 20ch.		
Scholes Tunnel (46 metres / 50 yards)	3 34 to 3 32		Platform lengths: Thatto Heath Up: 86 metres (94 yards) Down: 86 metres (94 yards)		
ECCLESTON PARK	2 47		Exceptionally Poor Rail Adhesion: Up St Helens and Down St Helens lines from 3m 30ch to 3m 43ch.		
(Start / end of diagram)	2 20		Platform lengths: Eccleston Park Up: 91 metres (100 yards) Down: 93 metres (102 yards)		

LNW North Route Sectional Appendix Module NW2

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: Prescott Up: 109 metres (119 yards) Down: 109 metres (119 yards) Down direction trains can turn back in Platforms 2 and 4 at Huyton. 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.
OHNS		0 06			
Change of mileage and ELR		0 00			
Huyton Jn		5 73			
HUYTON		5 67 *			
		5 55			

LNW North Route Sectional Appendix Module NW2

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 7 15			OT(S) St. Helens Station SB (SH) 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			
Network Rail Boundary		6 29 6 04			

LNW North Route Sectional Appendix Module NW2

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) *	To / from Edge Hill NW2015 seq 009 DCM UCM DW Sdg UW Sdg To / from Huyton Jn NW2015 seq 009 To / from Huyton Jn NW2029 seq 001 OMC DOWN BOOTLE UP BOOTLE DB UB		TCB Manchester ROC Liverpool Workstation (LE) AC: Crewe GSM-R 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. 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. OMC: Olive Mount Chord. Axle Counter area: Down Bootle line: from 1m 27ch to 4m 61ch. Up Bootle line: from 4m 61ch to 1m 02ch.
OHNS		(2 05)			
Chat Moss / Bootle lines diverge and Limit of Electrification (Down Bootle line) (Wide-to-gauge trap points)		(2 11)			
Picko No.1 Tunnel (48 metres / 52 yards)		from 0 28 0 29 0 30			
Picko No.2 Tunnel (153 metres / 167 yards)		to 0 33 0 33			
Edge Lane Jn (Crossover)		to 0 41 0 52 0 58			

LNW North Route Sectional Appendix Module NW2

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	
							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.	
Spellow No.2 Tunnel (310 metres / 339 yards)		from 4 04						
		to 4 19						
Spellow No.1 Tunnel (57 metres / 62 yards)		from 4 30						
		to 4 33						
Westminster Tunnel (253 metres / 277 yards)		from 4 35						
		to 4 48						
Atlantic Docks Jn, former site of (Change of ELR)		4 49						
		from 4 55						
Oriel Road Tunnel (263 metres / 288 yards)		to 4 68						
(Crossover)		4 76						
Bootle Jn		5 00						
Underbridge No.2 (Bedford Place) (Lines diverge)		5 04 *						
		5 07						
Alexandra Dock Tunnel (262 metres / 287 yards)		from 5 25						
		to 5 38						

LNW North Route Sectional Appendix Module NW2

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. 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 *		GSM-R	
Strand Road LC (MCB)		5 73			
Liverpool Bulk Handling Terminal / Seaforth Container Terminal					

LNW North Route Sectional Appendix Module NW2

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)		TCB Manchester ROC Liverpool Workstation (LE) GSM-R 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				

SPECIAL WORKING ARRANGEMENT

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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 ATCC.

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 ATCC 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.

LNW North Route Sectional Appendix Module NW2

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 ATCC, 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.

LNW North Route Sectional Appendix Module NW2

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.

LNW North Route Sectional Appendix Module NW2

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 $\frac{1}{2}$ **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 $\frac{1}{2}$ **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 Handling 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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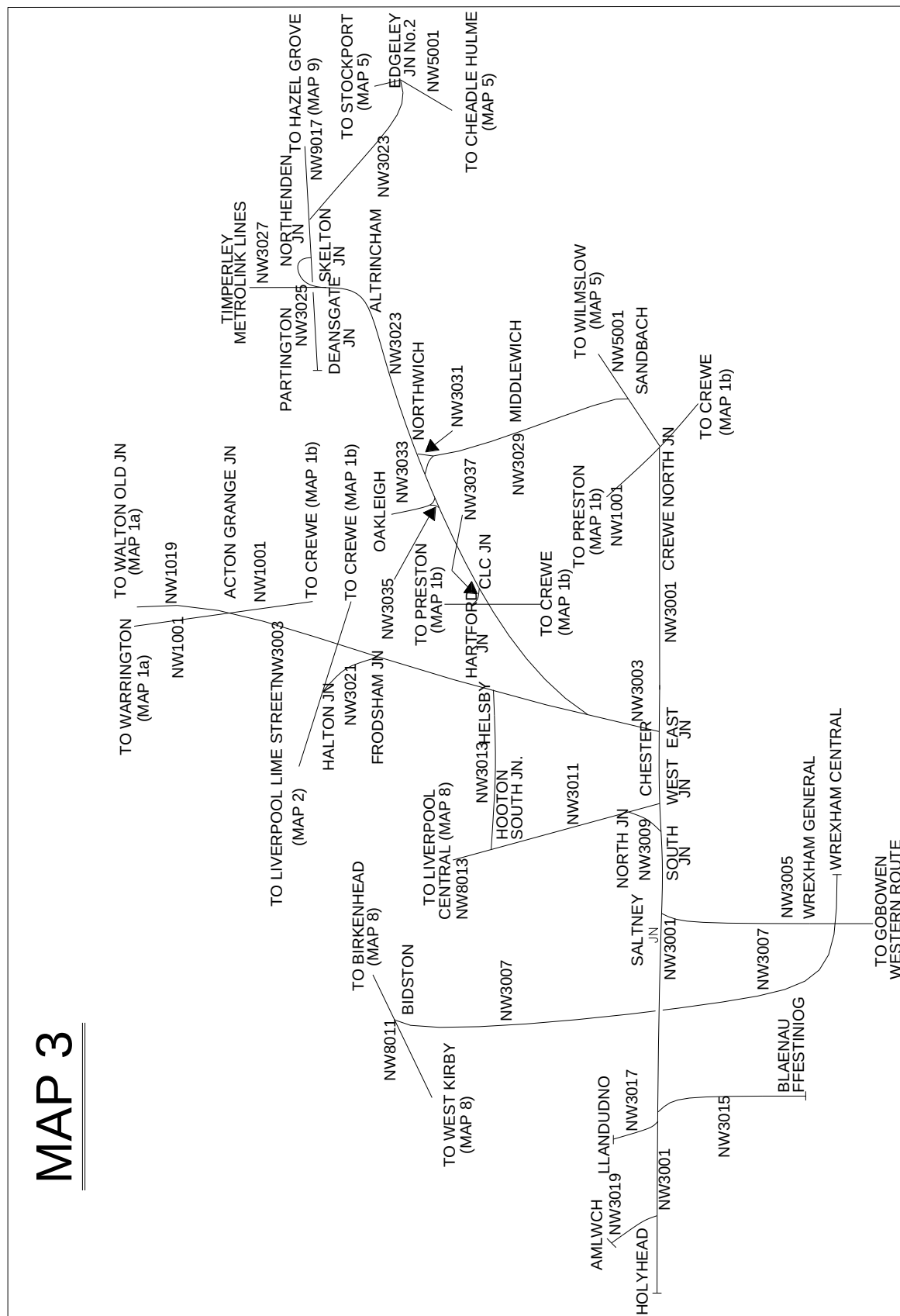
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EXCEPTIONALLY POOR RAIL ADHESION

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NW3001 (CREWE NORTH JN TO HOLYHEAD)

Location	Line(s) Affected	Mileage (Between)
Pentre LC (UWC) to Baillt (UWC)-Flint Station	Down Holyhead, Up Holyhead	190 m 67 ch to 192 m 20 ch
Llandudno Jn SB- Penmaenbach Tunnel – Conwy station	Down Main, Up Main	224 m 00 ch to 225 m 00 ch
Mona LC (UWC)-Glan y Mor Elias LC (UWC)-Llanfairfechan station	Down Main, Up Main	231 m 10 ch to 232 m 34 ch
Menai Bridge North Jn-Llanfairpwll station	Down Main, Up Main	241 m 57 ch to 242 m 60 ch

Dated: 27/09/2025**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)
Northenden Jn – Sharston Jn	Up Main	3 m 68 ch to 3 m 15 ch
Northenden Jn – Skelton Jn	Up Main, Down Main	33 m 53 ch to 32 m 40 ch
Hale – Mobberley	Up Main, Down Main	8 m 60 ch to 12 m 00 ch
Knutsford	Up Main, Down Main	14 m 10 ch to 14 m 70 ch
Greenbank – Mickle Trafford Jn	Up Main, Down Main	22 m 20 ch to 33 m 70 ch

Dated: 04/10/2025

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TABLE A DIAGRAM

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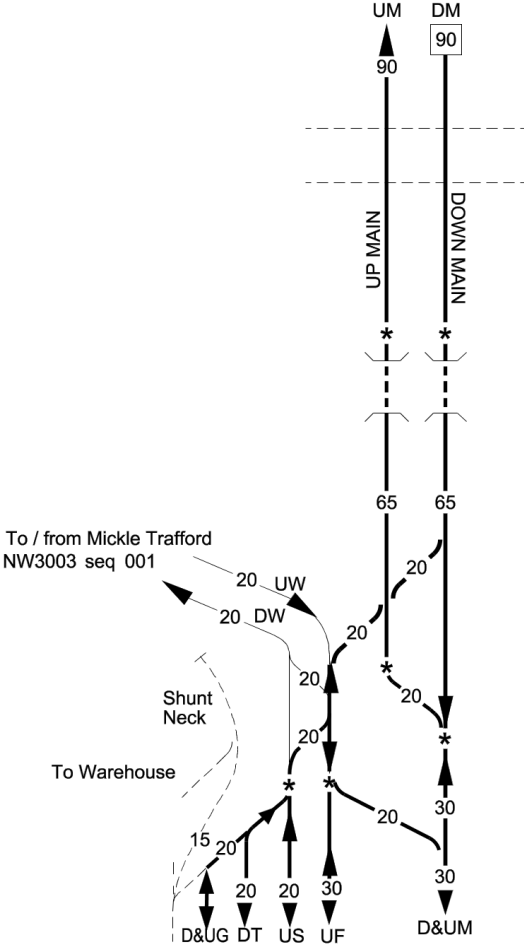
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	001	Crewe North Jn to Holyhead	LEC5 CNH1	North West	01/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
CREWE (See NW1001 seq 009 for details)		158 00			TCB Crewe SCC (CE) AC: Crewe GSM-R U&DL: Up & Down Loop. HS: Holding Siding. DED A/D: D.E.D. Access / Departure. Ch.Ind: Chester Independent line. Platform lengths: Crewe. Platform 9: 202 metres (221 yards). Platform 10: 80 metres (87 yards). For other platform lengths, see NW1001 seq 009. Standage between Platform 10 buffer stops and platform starting signal: 123 metres (135 yards). PP authorised in Platforms 9 and 10. Note: The connection between Platform 6 (Down Slow line) and the Up Chester line has ELR: CNH1. Note: Crewe SCC and Gresty Lane SCC are located within the same building. UCh: Up Chester. DCh: Down Chester. CWks Sdg: Crewe Works Siding. The siding adjacent to the Arrival Line is not electrified.
Crewe North Jn (ELR change: Plat.10 / Dn Chester line)		158 17 *			TCB Crewe SCC (CE) AC: Crewe GSM-R U&DL: Up & Down Loop. HS: Holding Siding. DED A/D: D.E.D. Access / Departure. Ch.Ind: Chester Independent line. Platform lengths: Crewe. Platform 9: 202 metres (221 yards). Platform 10: 80 metres (87 yards). For other platform lengths, see NW1001 seq 009. Standage between Platform 10 buffer stops and platform starting signal: 123 metres (135 yards). PP authorised in Platforms 9 and 10. Note: The connection between Platform 6 (Down Slow line) and the Up Chester line has ELR: CNH1. Note: Crewe SCC and Gresty Lane SCC are located within the same building. UCh: Up Chester. DCh: Down Chester. CWks Sdg: Crewe Works Siding. The siding adjacent to the Arrival Line is not electrified.
Crewe SCC Gresty Lane SCC		158 21			
(ELR change: Plat.9 / Up Chester line)		158 23 *			
(Connection to Up Chester Independent)		158 25			
Heritage GF		158 28			
		158 32 *			
		158 37 *			
(Crewe Works Siding connection) (Arrival Line connection)		158 75 *			
		158 76			
		158 77			
(Departure Line connection)		159 02			
(Gates)		159 04			
(Start / end of diagram)		159 20			

LNW North Route Sectional Appendix Module NW3

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	UCh DCh 70 90 UP CHESTER 15 15 To Crewe Electric Maintenance Depot (CE) 15 90 UP MAIN DN MAIN 90 65 75 75 15 90 UM DM		GSM-R TCB Crewe Steel Works SB (SW) AC: Crewe DCh: Down Chester. UCh: Up Chester. AB Down Chester line electrified as far as 159m 55ch. Up Chester line electrified from the trailing crossover at Crewe Steel Works SB. Beeston Castle & Tarporley SB (BC) TCB Beeston Castle & Tarporley SB (BC)
Crewe Steel Works SB		159 41			
(Limit of Electrification)		159 55			
		160 72 *			
Worleston Viaduct		from 161 05			
(148 metres / 162 yards)		to 161 12			
Dairy House Farm LC (UWC)		161 42			
Parkfield House LC (FP)		165 17			
Wardle Bridge LC (FP)		165 52			
		167 28 *			
		167 48 *			
		168 40 *			
		168 53			
Beeston Castle & Tarporley SB		168 60 *			
(Start / end of diagram)		169 00			

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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				TCB Beeston Castle & Tarporley SB (BC) GSM-R Chester PSB (CR)
Tollemache No.6 LC (FP) (Brassey Green)		170 37				
Nixons Bridge LC (FP)		172 72				
Christleton Tunnels (146 metres / 160 yards)		177 36 *				
		177 52				
		to				
		177 59				
Chester East Jn		178 65 *				
		178 66 *				
		178 69 *				
		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.

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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 Ch	Running lines & speed restrictions	Signalling & Remarks		
Chester PSB Chester Station LC (SBC) CHESTER Chester West Jn	178 75 *		TCB Chester PSB (CR) DC: Sandhills GSM-R DC: Sandhills (Platform 7 and Birkenhead lines only). AWS not provided between Chester East Jn and Chester West Jn. 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) (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. UP BH: Up Birkenhead. DOWN BH: Down Birkenhead.		
	178 76 *				
	179 00				
	179 02				
	179 11				
	179 29 *				
	179 30				

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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	'Up & Down' Fork. To Chester North Jn NW3009 seq 001 To former Sidings		TCB Chester SB (CR)
		179 48 *			
Windmill Lane Tunnel (Change of ELR) (95m/104yd)		179 56			
		to 179 61			

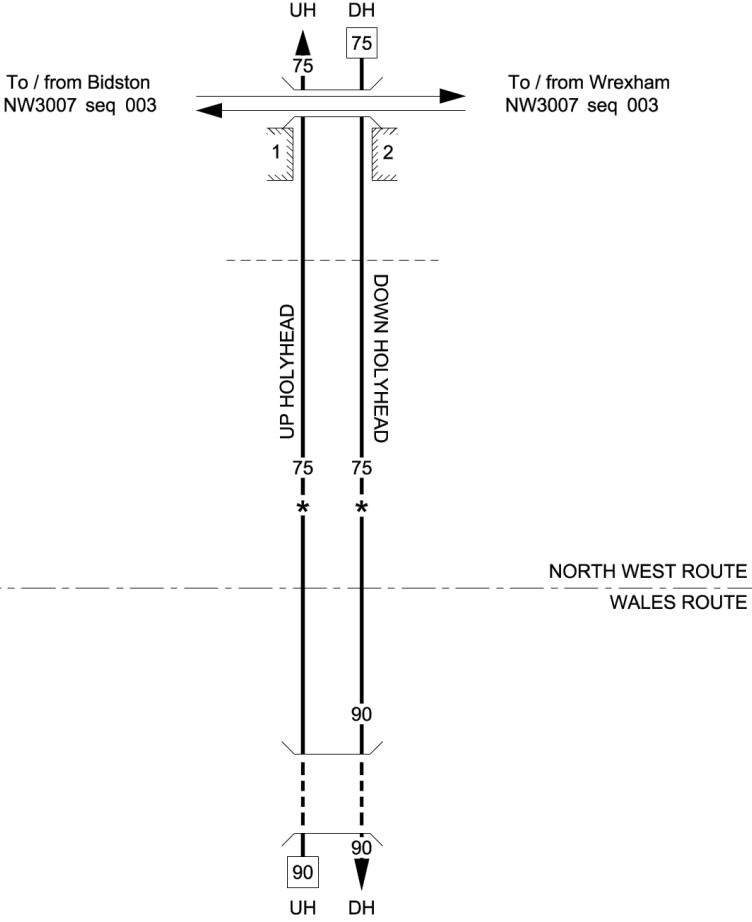
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	006	Crewe North Jn to Holyhead	CNH3	North West	06/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start / end of diagram)		179 64			TCB Chester PSB (CR) Chester Panel GSM-R 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. UH: Up Holyhead. DH: Down Holyhead.
from		179 67			
Northgate Tunnels (199 metres / 218 yards)					
to		179 77			
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			

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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 MCh	Running lines & speed restrictions		Signalling & Remarks
Beeches Farm LC (UWC)		18128	UH DH 75 75 15 UP HOLYHEAD DOWN HOLYHEAD 75 75 UH DH		TCB Chester SB (CR) GSM-R UH - Up Holyhead DH - Down Holyhead
		18403	T		

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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			TCB RA8 Chester PSB (CR) GSM-R 	
(Intersection bridge)		186 73			Platform lengths: Shotton (Low Level) Platform 1: 106 metres (116 yards) Platform 2: 106 metres (116 yards) UH: Up Holyhead DH: Down Holyhead	
SHOTTON (Low Level)		186 77				
Maude Street LC (FP)		187 42				
(Route Boundary)		188 02 *	NORTH WEST ROUTE WALES ROUTE		TCB RA8 Wales ROC Rhyl Workstation (FH)	
(Start / end of diagram)		188 40				
Kelsterton Tunnel (152 metres, 166 yards)		188 76	UP HOLYHEAD DOWN HOLYHEAD		Axle counter area throughout this diagram.	
(Start / end of diagram)		189 03				
		189 03				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3001	009	Crewe North Jn. to Holyhead		CNH3	Wales	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Rockcliffe Hall Tunnel (90m/99yds) Pentre LC (UWC) Flint Junction FLINT Bagillt LC (UWC) Dee Bank Viaduct (20m, 22yds) Fishpool Farm LC (UWC)		189 03			TCB RA8 Wales Rail Operating Centre (Rhyl) (FH) GSM-R Axle Counter Area UH - Up Holyhead DH - Down Holyhead Exceptionally Poor Rail Adhesion Down Holyhead Up Holyhead 190m 67ch to 192m 20ch End of Bi-directional signalling at Flint Junction Platform Lengths: Flint Platform Up 178m (195yds) Platform Down 209m (229yds) LOD (K) 5201 - Down Holyhead LOD (K) 5202 - Up Holyhead LOD (P) 5213 A - Reversible LOD (K) 5205 - Down Holyhead LOD (K) 5206 - Up Holyhead LOD (P) 5213 B - Reversible	
		189 47 to 189 51				
		190 62 *				
		190 67				
		191 00				
		191 05 *				
		191 40 *				
		191 41 *				
		191 47				
		192 20 *				
		193 52				
		194 24 to 194 25				
		194 61				
		195 00				

LNW North Route Sectional Appendix Module NW3

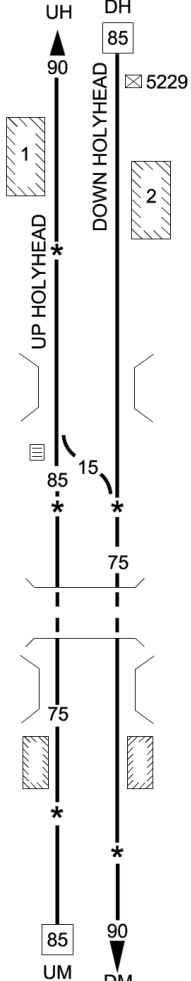
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NW3001	010	Crewe North Jn. to Holyhead		CNH3	LNW North	15/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
		195 00			TCB Wales Rail Operating Centre (Rhyl) (FH) RA8 GSM-R	
Bodlondeb LC (UWC) (R/G)		196 09	T		Axle Counter Area DH - Down Holyhead UH - Up Holyhead	
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)		199 23				
Mostyn West Jn		199 29 *				

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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			TCB RA8 Wales ROC Rhyl Workstation (FH) GSM-R Axle Counter Area DH - Down Holyhead UH - Up Holyhead LOD (K) - 5217 - Down Holyhead LOD (K) - 5218 - Up Holyhead LOD (P) - 5214B - Reversible LOD (K) - 5221 Down Holyhead LOD (K) - 5222 - Up Holyhead LOD (P) - 5214C - Reversible Platform lengths: Prestatyn Up Platform - 245m (268yds) Down Platform - 245m (268yds)	
Tyn-y-Morfa LC (CCTV)		202 65				
Nant Hall LC (FP)		204 59				
		204 70 *				
		205 35 *				
		205 36 *				
PRESTATYN		205 43				
Sandy Lane LC (UWC & FP)		205 61				
		205 79 *				
(Start / end of diagram)		206 02				

LNW North Route Sectional Appendix Module NW3

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	
RHYL		206 02		TCB Wales Rail Operating Centre (Rhyl) (FH) RA8 GSM-R	
		206 05 *		Axle Counter Area	
		207 71 *		DH - Down Holyhead UH - Up Holyhead	
		208 67 *		DPL 574m (1890ft)	
		208 69 *		LOD (K) - 5225 - Down Holyhead LOD (K) - 5226 - Up Holyhead LOD (P) - 5214D - Reversible	
		209 01 *		Platform Lengths: Rhyl	
		209 05		Platform Up 267m (292yds)	
		209 08		Platform Down 263m (287yds)	
		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	
Foryd Viaduct 181m, 198yds		209 79 210 08	X50 X50	Down Rhyl Passenger Loop bi-directional from FH6088 signal	
Millars Cottage LC (UWC)		211 79			
Ty Gwyn FP (MSL - X)		212 44			
Pen Uchaf FP (MSL - X)		212 59			
			UH DH		

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		
ABERGELE & PENSARN		212 59				TCB Wales Rail Operating Centre (Rhyl) (FH) Axle Counter Area LOD (K) 5229 - Down Holyhead Platform Lengths: Abergele & Pensarn Up Platform - 199m (218yds) Down Platform - 147m (160yds) DH - Down Holyhead UH - Up Holyhead	
		213 30					
		214 66 *					
		(change of line name (Down))					
		215 20					
		Llandulas Viaduct (80m, 88yds)					
		215 72 to 215 76					
		Signal LJ.49 (Down)					
		Llysfaen Emergency GF (change of line name (Up))					
		217 09					
Signal LJ.50 (Up)							
217 20 *							
PENMAENRHOS TUNNEL		217 32 to 217 54		TCB Llandudno Jn SB (LJ) Exceptionally Poor Rail Adhesion Down Main line between 218m 19ch and 220m 07ch.			
		217 54					
		218 19 to 218 22					
		218 22					
		219 37					
		220 03 *					
COLWYN BAY		220 27 *		Platform Lengths: Colwyn Bay Platform Up 242m (265 yds) Platform Down 243m (266 yds)			
		222 31					

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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					
Llandudno Jn (NW3001)		222 31 *			TCB	Llandudno Jn SB (LJ)				
		222 60 *								
		222 61								
		223 08 *								
		223 12								
Tamper Siding GF (NW3001)		223 21 *			UPL 639m (2097ft)					
		223 24 *								
		223 26								
LLANDUDNO JUNCTION		223 31					Tamper Siding 236m (777ft) Platform Lengths: Llandudno Jn Platform 1 Permissive PP-A (Up Only) Up and Down 298m (326 yds) Platform 2 Permissive PP 101m (110 yds) Platform 3 Up and Down 298m (326 yds) (PP-A Up only) Platform 4 Up and Down 219m (240 yds) (PP-A Up only)			
		223 36 *								
		223 39								
Llandudno Jn SB (LJ) (NW3001)		223 50 *							Up&Down Pass Loop 385m (1264ft)	
		223 55								

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3001	015	Crewe North Jn. to Holyhead		CNH3	LNW North	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Signal LJ 71 (Down) Conwy Tubular Bridge ① (136m / 149 yd) CONWY Conwy Tunnel (68m / 74 yd) Signal LJ 76 (Up)		223 55			TCB RA8 Llandudno Jn SB (LJ) GSM-R Exceptionally Poor Rail Adhesion Up and Down main lines between 224m. 0ch. and 225m. 0ch. AB applies between Llandudno Junction box area signals LJ.71 (down) and LJ.76 (up), at Conwy, and Penmaenmawr box. ① See Local Instruction Platform Lengths: Conwy Platform Up 51m (56 yds) Down: 51m (56 yds)	
		223 61				
		223 69 *				
		224 00 *				
		224 05				
		224 11 to				
		224 18				
		224 40				
		224 44 to				
		224 47				
		224 60 *				
		224 62 *				
		226 30				

LNW North Route Sectional Appendix Module NW3

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
Penmaenbach Tunnel (656m / 718yds) Little Chef LC (UWC) Moel Lllys Tunnel (140m / 154yd) Penmaenmawr SB (PR) PENMAENMAWR Goat Inn Viaduct (80m, 88yds)		226 30			GSM-R AB RA8 Penmaenmawr SB (PR)
		226 42 *			Platform Lengths: Penmaenmawr Platform Up 169m (185 yds) Platform Down 165m (180 yds)
		to			
		226 75 *			
		227 78			
		228 30			
		to			
		228 37			
		228 45			
		228 64			
		228 69			
		229 54			
		to			
		229 58			
		229 77			

LNW North Route Sectional Appendix Module NW3

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	
Pen-y-Clip Avalanche Tunnel (242m / 265 yds)		229 77 to 230 10			AB RA8 Penmaenmawr SB (PR) GSM-R Exceptionally Poor rail Adhesion Up Main line between 232m 34ch and 231m 10ch Platform Lengths: Llanfairfechan Up Platform 114m (125yds) Down Platform 141m (154yd)	
Penmaenmawr Viaduct 181m, 198yds		230 13 230 22 230 23 *			AB RA8 Bangor SB (BR)	
Mona LC (UWC)		230 63 231 43 *				
LLANFAIRFECHAN		231 48 231 52 *				
Glan-y-Mor Elias LC (UWC) (RG-X)		232 34				
Madryn Farm LC (UWC)		232 61				
Pentre Ddu LC (UWC)		233 19				
Henfaes Farm LC (UWC)		233 39 233 40 *				
Aber Emergency GF		233 53				
Aber Bull LC (UWC)		234 41				
Wig Farm LC (UWC) (R/G - X)		234 67				
Wig LC (UWC)		234 75				
Tai'r Meibion Farm LC (UWC)		235 12				
		237 03				

LNW North Route Sectional Appendix Module NW3

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 RA8 Bangor SB (BR) GSM-R 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.	
Llandegai Tunnel (462m / 505yd)		237 26 to 237 49				
Cegin Viaduct 101m, 110yds		237 79 to 238 04				
Bangor Tunnel (813m / 890yd)		238 19 to 238 60				
BANGOR		238 71				
Bangor SB (BR)		239 02				

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	019	Crewe North Jn. to Holyhead	CNH3	Wales	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Belmont Tunnel (592m / 648yd)		239 02			

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3001	020	Crewe North Jn. to Holyhead		CNH3	Wales	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Llanfair LC (MCG)		242 21			AB RA8 Bangor SB (BR) 	
LLANFAIRPWLL		242 29			Platform Lengths: Llanfairpwll Platform Up 37m (40 yds) Platform Down 37m (40 yds)	
Llanddaniel LC (R/G)		243 75			AB RA8 Gaerwen SB (GN)	
Gaerwen Uchaf No.1 LC (UWC)		244 48			Exceptionally Poor Rail Adhesion Down Main, Up Main 241m 57ch to 242m 60ch.	
Gaerwen Uchaf No.2 LC (UWC)		244 61				
Gaerwen Ganol (UWC)		244 71				
Gaerwen LC (MCB)		245 09				
Gaerwen SB (GN)		245 09				
Gaerwen Jn		245 15				
		247 55				

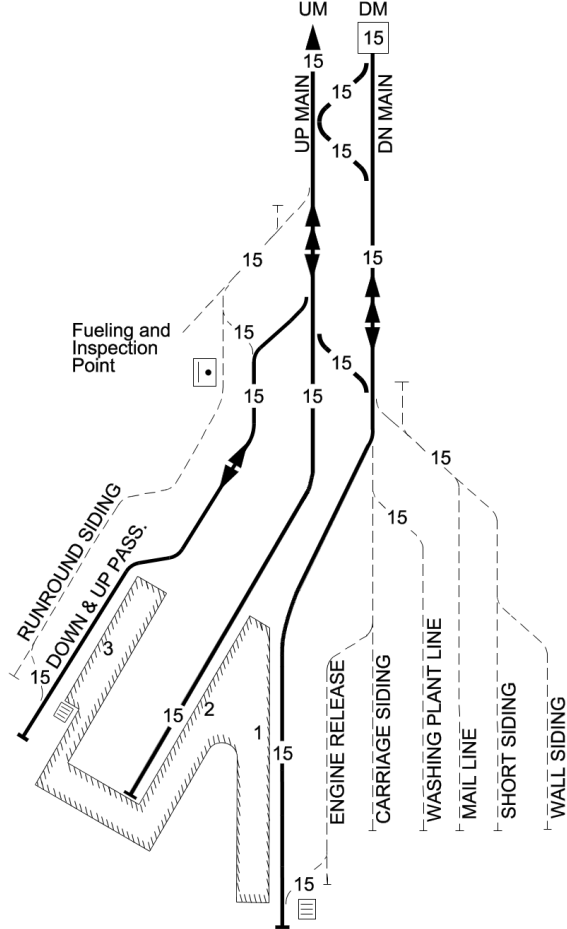
LNW North Route Sectional Appendix Module NW3

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 RA8 Gaerwen SB (GN)	
Tyddyn Morfa LC (UWC)		249 28				
Bodorgan Viaduct		249 64				
201m, 220yds		to				
		249 74				
Bodorgan No.1 Tunnel		250 59				
(378m / 413 yds)		to				
		250 78				
Bodorgan No.2 Tunnel		251 01				
(105m / 115 yds)		to				
		251 06				
BODORGAN		251 52			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				
TY CROES (Down Platform)		254 34			① Out of Use (01/03/24 - 21/04/24)	
		255 15				

LNW North Route Sectional Appendix Module NW3

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
RHOSNEIGR Trewyn Sands Viaduct 40m, 44yds Valley LC (MCB) Valley SB (VY) VALLEY Cleifiog Uchaf LC (UWC) Cleifiog Uchaf LC (FP) (R/G-X) 					

LNW North Route Sectional Appendix Module NW3

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	
Holyhead SB (HD)		263 06	 The diagram illustrates the railway layout at Holyhead SB (HD). It shows two main running lines: 'UP MAIN' and 'DN MAIN'. 'UP MAIN' has an arrow pointing upwards towards 'UM' (Up Main) with a speed restriction of 15. 'DN MAIN' has an arrow pointing downwards towards 'DM' (Down Main) with a speed restriction of 15. A 'Fueling and Inspection Point' is marked on the left side. Various sidings are shown, including 'RUNROUND SIDING', 'DOWN & UP PASS.', 'ENGINE RELEASE', 'CARRIAGE SIDING', 'WASHING PLANT LINE', 'MAIL LINE', 'SHORT SIDING', and 'WALL SIDING'. Platform lengths are listed on the right: Platform 1 - 333m (364yds) PP, Platform 2 - 304m (332yds) PP, and Platform 3 - 215m (235yds) PP. A 'GSM-R' symbol is also present.		AB RA8 Holyhead SB (HD) GSM-R  Platform Lengths: Holyhead Platform 1 - 333m (364yds) PP Platform 2 - 304m (332yds) PP Platform 3 - 215m (235yds) PP	
		263 10				
		263 26				
		263 49				
		263 52				
HOLYHEAD		263 56				
Platform 1 GF						

LNW North Route Sectional Appendix Module NW3

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)	To / from Chester West Jn. NW3001 seq 004 PARCELS 3A 30 20 30 4A 7A 20 20 20 15 15 20 15 P3 D&UM UF US DT D&UG RECEPTION LINE Siding 5 Siding 4 Siding 3 Siding 2 SHUNT NECK DOWN MAIN UP MAIN To / from Crewe. NW3001 seq 003 UP WARRINGTON DOWN WARRINGTON 75 UW DW	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) *			
Chester East Jn		(178 69) *			
		0 24 (178 66)			
		(178 65) *			
		0 32 * 0 33 *			
		0 52 *			
(Start / end of diagram)		1 00			

LNW North Route Sectional Appendix Module NW3

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			TCB Chester PSB (CR) Chester Panel GSM-R 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). U&DMan: Up & Down Manchester. AB (From 3m 45ch on the Down Main. To 3m 09ch on the Up Main).	
(Crossover)		2 50				
Mickle Trafford Jn		2 53				
Mickle Trafford SB		2 59				
(Crossover)		2 63				
(Start / end of diagram)		4 20				

LNW North Route Sectional Appendix Module NW3

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 *			AB Mickle Trafford SB (MT) GSM-R
		7 29 *			Helsby Junction SB (HY) (From approx. 6m 00ch). DRS: Down Refuge Siding. 320 metres (350 yards).
Helsby Junction SB HELSEBY		7 34			Platform lengths: Helsby. Platform 1: 139 metres (152 yards). Platform 2: 84 metres (92 yards). Platforms 3 & 4: see NW3013 seq 004.
		7 34			
		7 36 *			
Helsby Jn		7 39			
		7 50 *			

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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		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		TCB Down Main: TCB applies from 10m 43ch. Up Main: AB applies from 10m 36ch.		
Frodsham Viaduct (402 metres / 440 yards).	10 45 to 10 65		⊗ 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).		
(Crossover)	10 72 to 10 77		FS: Frodsham Single.		
Weston Viaduct (87 metres / 95 yards).	11 02 to 11 04		PF authorised on Up Goods Loop. Up Goods Loop: 401 metres (439 yards).		
Frodsham Jn	11 04				
Frodsham Junction SB	11 09				
(Up Goods Loop connection)	11 31				

LNW North Route Sectional Appendix Module NW3

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			TCB Frodsham Junction SB (FJ) ☒ 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). 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. 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).
		to 11 51			
		11 55			
		11 63			
		to 12 70			
		13 06			
		to 13 74			
		13 76			
		14 06			
		15 00			

LNW North Route Sectional Appendix Module NW3

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			TCB Warrington PSB (WN) South Panel 
Limit of Electrification		16 04			AC: Crewe Note: 50mph crossovers are NOT electrified.
(Crossovers)		16 13			
Acton Grange Jn		16 19			
		16 26 * 16 27 *			

LNW North Route Sectional Appendix Module NW3

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	
Gobowen North LC (MCB) (NW3005)		189 56	To Shrewsbury UM DM See Western Route Sectional Appendix GW731 seq 006 for details. 60 MU 70 15 UP MAIN DOWN MAIN Kronospan Siding 60 MU 70 UM DM		AB Gobowen North SB (GN)	GSM-R
Gobowen North SB (GN) (NW3005)		189 56			AB applies between Gobowen North (GN) and Croes Newydd North Fork (CN)	
Pitts LC (UWC) (NW3005)		190 41	T T			
Weston Rhyn LC (AHBC) (NW3005)		191 40				
Chirk Viaduct (NW3005) (245m / 269yds)		192 20 to 192 33	2 1		AB Croes Newydd North Fork SB (CN)	
Chirk Tunnel (NW3005) (47m / 51 yd)		192 35 to 192 37			RA8	
CHIRK		192 54	S		Down and Up platforms 157m, 172yds	
Kronospan GF (NW3005)		192 76			GF released from Croes Newydd North Fork (CN) SB	
		193 24				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3005	002	Gobowen (Excl.) to Saltney Jn.	WSJ2	LNW North	16/08/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Whitehurst LC (UWC) (NW3005) Whitehurst Tunnel (NW3005) (42m / 46 yd) Cefn Viaduct (NW3005) 482m, 528yds RUABON (NW3005) Network Rail Sectional Appendix Boundary (Western & Wales /London North Western (N)) Ruabon Road Tunnel (59m / 64 yd) Watery Road GF		T UM DM 60 MU 70 60 MU 70 Continued on GW731 seq 007 WESTERN & WALES LNW(N) UP MAIN DOWN MAIN UP GOODS LOOP 60 MU 70 60 MU 70 60 MU 70 60 MU 70 UM DM	AB RA8 Croes Newydd North Fork SB (CN) GSM-R		

LNW North Route Sectional Appendix Module NW3

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 Croes Newydd North Fork LC (MCB)		201 43			AB Croes Newydd North Fork SB (CN) Tail lamp telephones on Platforms 3 and 4. Platform Lengths: Wrexham General. Platform 1: 198 metres (217 yards). Platform 2: 197 metres (215 yards). Platform 3: 110 metres (120 yards) (both directions). Mileages in () brackets are ELR: WDB1 mileages. 'U&D'LP: 'Up & Down' Loop. 'D&U' CENTRAL: 'Down & Up' Central. D&UW: Down & Up Wrexham.
		201 43			
WREXHAM GENERAL (NW3005)		201 62 (0 43)			TCB Chester SB (CR)
		201 66 (0 49)			
Wrexham Exchange Jn (NW3005)		(0 68)			TCB Chester SB (CR)
		202 39 *			
Wrexham North Jn		202 40 *			TCB Chester SB (CR)
Route Boundary		202 60			

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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	
			D&UW		TCB Chester SB (CR) GSM-R D&UW: Down & Up Wrexham. Gresford Bank: The Down & Up Wrexham single line has a significant rising gradient in the Up direction, between Rossett LC and Wrexham North Junction. UW: Up Wrexham. DW: Down Wrexham.	
		203 00 *				
Gresford Bank telephone		203 60	T			
Gresford Bank telephone		204 74	T			
Gresford Bank telephone		205 40	T			
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				

LNW North Route Sectional Appendix Module NW3

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
Balderton LC (OD)		209 67	UW 90 DW 60 50 50 To Shotton NW3001 seq 006 DOWN MAIN 60 UP MAIN 75 To Chester NW3001 seq 006		TCB Chester SB (CR) GSM-R UW: Up Wrexham. DW: Down Wrexham.
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	
WREXHAM CENTRAL		0 16	To Croes Newydd North Fork NW3005 seq 3 'UP & DOWN' LOOP 'DOWN & UP' CENTRAL UP BIDSTON DOWN BIDSTON UB DB		OT RA5 Croes Newydd North Fork SB (CN) GSM-R Platform Lengths: Wrexham Central Platform Up & Down 63 m (69 yds) Platform Lengths: Wrexham General Platform 4 Up & Down 60m (66 yds) AB RA8 Platform Lengths: Gwersyllt Up Platform Up 83m (91 yds) Down Platform: 83m (91 yds)	
WREXHAM GENERAL (NW3007)		0 49				
Wrexham Exchange Jn (NW3007)		0 68				
GWERSYLLT		0 73 *				
Cefn-y-Bedd Viaduct 121m, 132yds		2 29 2 67 4 08 * 4 08 4 14				

LNW North Route Sectional Appendix Module NW3

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	
CEFN-Y-BEDD		4 14			AB RA8 Croes Newydd North Fork SB (CN) GSM-R	
		4 18 *			Platform Lengths: Cefn-y-Bedd Platform Up 61m (67 yds) Platform Down 60m (66 yds)	
		4 20				
		4 73	T		Platform Lengths: Caergwrle Platform Up 76m (83 yds) Platform Down 77m (84 yds)	
		5 44			Platform Lengths: Hope / Yr Hob Platform Up 80m (87 yds) Platform Down 73m (80 yds)	
		7 36	T		AB RA8	
		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			

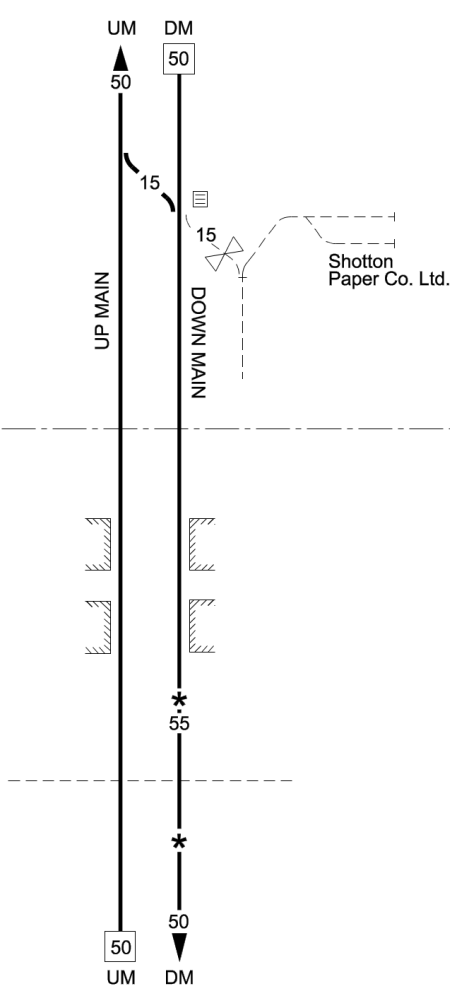
LNW North Route Sectional Appendix Module NW3

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		
			AB Penyffordd SB (PD) GSM-R		
Penyffordd GF	7 67 8 08	(S) T	GF released from Penyffordd box.		
BUCKLEY	8 68 9 07	T	Platform Lengths: Buckley Platform Up 53m (58 yds) Platform Down 52m (57 yds)		
HAWARDEN	10 60 10 64	T	Platform Lengths: Hawarden Platform Up 119m (130 yds) Platform Down 97m (106 yds)		
SHOTTON (High Level)	12 36 13 00	T	Platform Lengths: Shotton (High level) Platform Up 100m (109 yds) Platform Down 101m (110 yds)		
Change of ELR	13 18 *		WDB1 WDB2		
HAWARDEN BRIDGE	13 33 14 15 14 12		Platform Lengths: Hawarden Bridge Platform Up 91m (100 yds) Platform Down 91m (100 yds)		

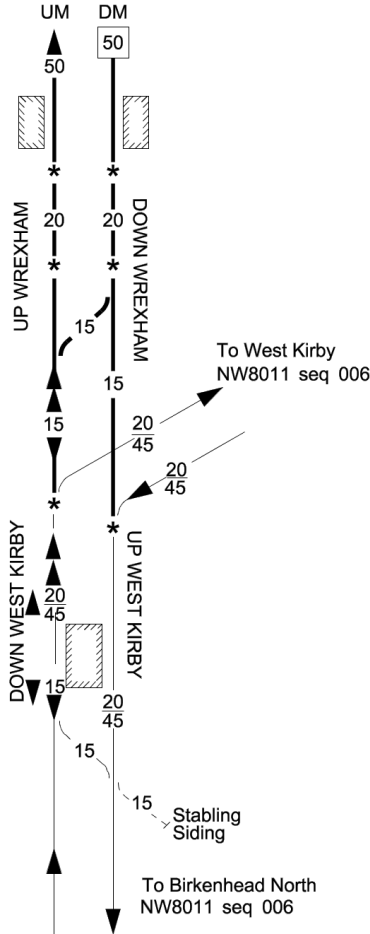
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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated		
NW3007	004	Wrexham Central to Bidston West Jn			WDB3	LNW North	22/04/2023		
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks			
Dee Marsh Jn SB (DM)						TCB RA7			
		14 12				Dee Marsh Jn SB (DM)			
		13 77							
		13 42 *							
		13 11							
	12 53 *								

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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	
Shotwick GF		12 53			TCB RA7 Dee Marsh Junction SB (DM) GSM-R 	
		11 74	(S) T		GF Released from Dee Marsh Jn. box	
		11 00	Wales Route North West Route		Platform Lengths: Neston Platform Up 84m (92 yds) Platform Down 81m (89 yds)	
		8 55	NESTON		Platform Lengths: Heswall Platform Up 56m (61 yds) Platform Down 56m (61 yds)	
		6 03	T			
Storeton LC (FP)		5 50 *				
		4 32				
		3 20 *				
(Start / end of diagram)		2 40				

LNW North Route Sectional Appendix Module NW3

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					TCB Merseyrail SCC (ML) GSM-R Platform lengths: Upton. Up platform: 78 metres (85 yards). Down platform: 78 metres (85 yards).	
UPTON		1	67						
		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						

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LNW North Route Sectional Appendix Module NW3

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 0 16			TCB Chester SB (CR) DC: Sandhills DC: Sandhills (Down & Up Birkenhead lines only) DGL 358m (1176ft) GSM-R
Chester North Jn		0 36			
		0 42 *			
		0 45 *			
Loop Connection		0 65			

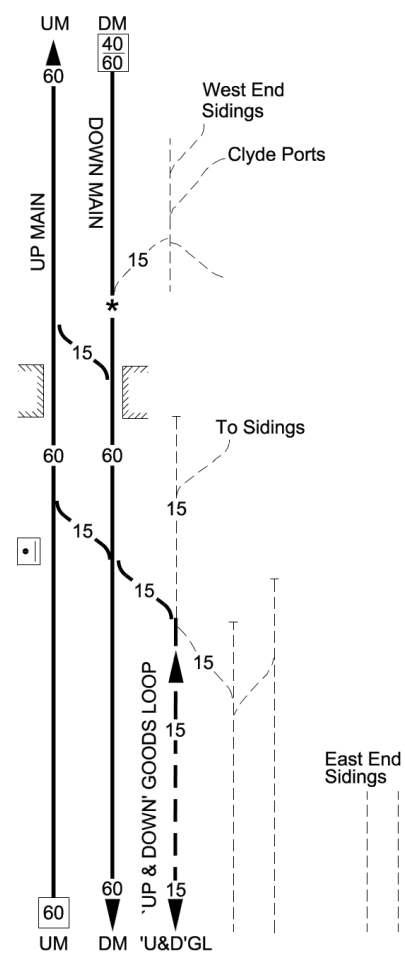
LNW North Route Sectional Appendix Module NW3

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			TCB Chester SB (CR) DC: Sandhills GSM-R Platform Lengths: Bache Platform Up 137m (150 yds) Platform Down 137m (150 yds) Exceptionally Poor Rail Adhesion: Up and Down Birkenhead lines between 0m 79ch and 7m 68ch. Platform Lengths: Capenhurst Platform Up 142m (155 yds) Platform Down 139m (152 yds) Chester SB (HN)	
		1 55 *				
CAPENHURST		5 11				
		7 39 *				
Hooton South Jn		7 68				
		7 71 *				

LNW North Route Sectional Appendix Module NW3

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
Hooton South Jn		7 71 *			TCB Chester PSB (HN) Hooton Panel DC: Sandhills
		7 68 0 02			Exceptionally Poor Rail Adhesion: Down Helsby / Down Main and Up Main / Up Helsby lines between 0m 20ch and 3m 44ch.
LITTLE SUTTON		0 10 *			Platform lengths: Little Sutton. Up platform: 136 metres (149 yards). Down platform: 136 metres (149 yards).
		0 60 *			Ellesmere Port SB (EP)
		1 47			
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			

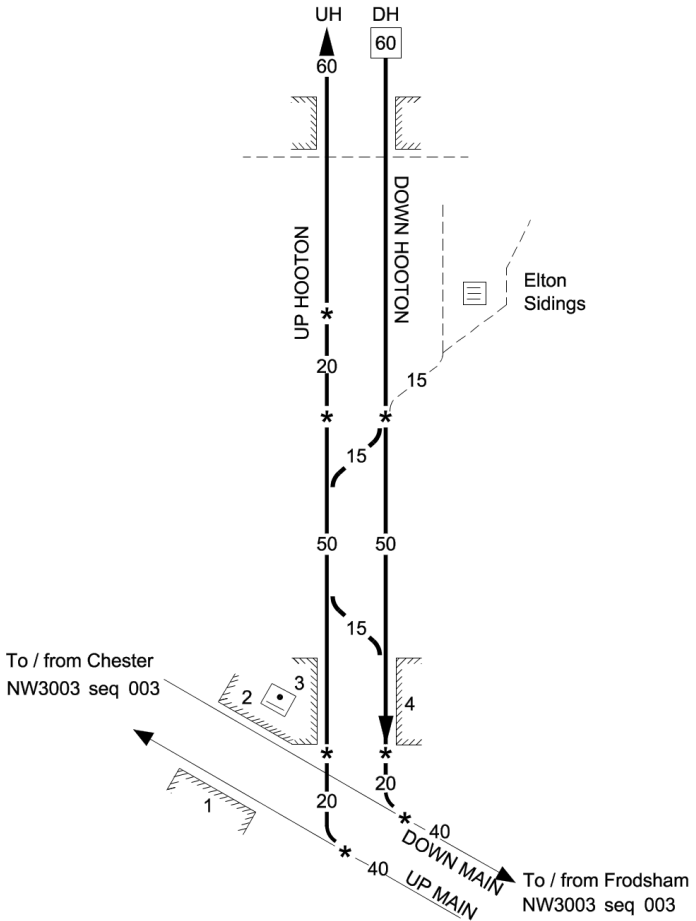
LNW North Route Sectional Appendix Module NW3

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		TCB Ellesmere Port SB (EP) DC: Sandhills GSM-R 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. Platform lengths: Ellesmere Port. Up platform: 135 metres (148 yards). Down platform: 135 metres (148 yards). Standage: 'Up & Down' Goods Loop: 486 metres (1596 feet). Permissive working: PF authorised on the 'Up & Down' Goods Loop.	
ELLESMERE PORT		3 37 *			
		3 44			
Ellesmere Port SB		3 70			
(Start / end of diagram)		4 10			

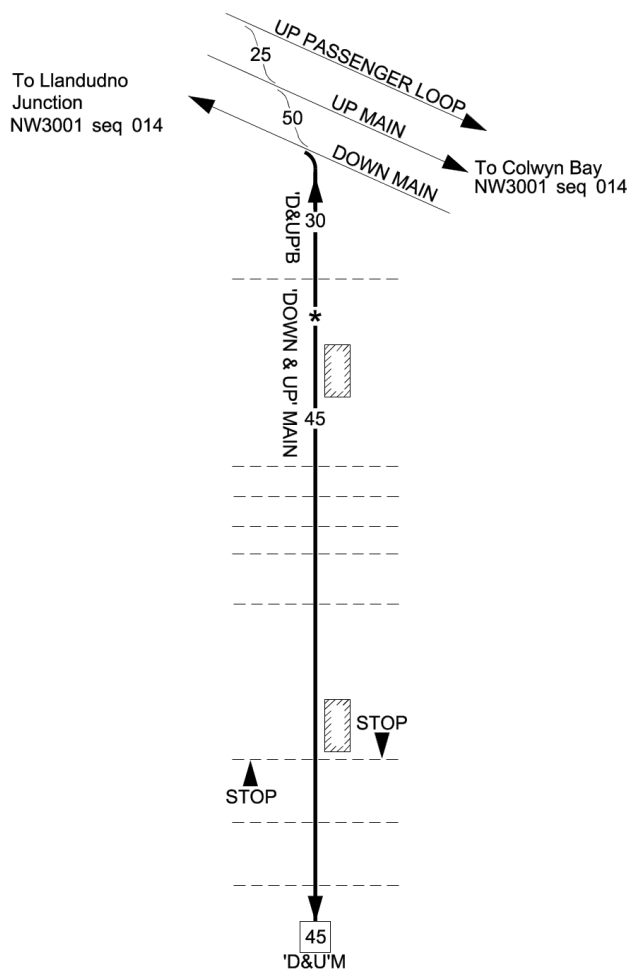
LNW North Route Sectional Appendix Module NW3

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
STANLOW & THORNTON		4 30			AB Ellesmere Port SB (EP) GSM-R 'U&D'GL (PF) 486m (1596 ft)
		5 67			Platform Lengths: Stanlow & Thornton Platform Up 142m (155 yds) Platform Down 160m (175 yds)

LNW North Route Sectional Appendix Module NW3

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			AB Helsby Junction SB (HY)  Platform lengths: Ince & Elton (Cheshire). Up platform: 94 metres (103 yards). Down platform: 94 metres (103 yards). Tail lamp telephone on platform 4. Platform lengths: Helsby. Platform 3: 95 metres (104 yards). Platform 4: 94 metres (103 yards).
INCE & ELTON (CHESHIRE)		6 66			
Ince & Elton Station LC (R/G)		6 70			
		7 65 *			
Elton Sidings GSP		8 04			
		8 10 *			
Helsby West Cheshire Jn		8 12			
		8 60			
HELSEBY		8 61			
Helsby Junction SB		8 64 *			
		8 67			
Helsby Jn		7 39			

LNW North Route Sectional Appendix Module NW3

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 0 30			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 Platform Lengths: Glan Conwy Platform Up 106m (116 yds) Platform Down 106m (116 yds) ET Llanrwst SB (LT) RA7 See Local Instruction for Tal-y-Cafn. Platform Lengths: Tal-y-Cafn Platform Up 107m (117 yds) Platform Down 107m (117 yds)	
Glan Conwy LC (AHBC)		0 55 1 00 *	T			
GLAN CONWY		1 39				
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				
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	45 'D&U'M'			

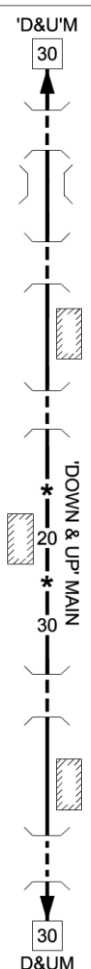
LNW North Route Sectional Appendix Module NW3

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			ET Llanrwst SB (LT) GSM-R 	
Tan-yr-Alft LC (UWC)		6 15	T	---			'D&U'M'='Down & Up' Main Down to Blaenau Ffestiniog Up to Llandudno Jn
Tan-y-Tallt LC (UWC)		6 32	T	---			
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		45			
Dolgarrog (UWC)		8 13	T	--- 45 DOWN & UP MAIN			
Abbey Farm (UWC) (NW3015)		8 76	T	---			Platform Lengths: Dolgarrog Platform Up 41m (45 yds) Platform Down 41m (45 yds)
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			

LNW North Route Sectional Appendix Module NW3

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	
(Start/end diagram)		11 03 *			ET RA7	Llanrwst SB (LT)
		11 05 *			CL 250m (819ft)	GSM-R
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 *			Down to Blaenau Ffestiniog Up to Llundudno Jn	
		11 22 *				
Llanrwst Tunnel (78m / 85 yds)		11 50 to 11 54			Platform Lengths: Llanrwst Platform Up 60m (66 yds) Platform Down 60m (66 yds)	
LLANRWST		11 57				
River Conwy Viaduct (101m, 110yds)		13 05 to 13 10				
Llugwy Viaduct (101m / 110yds)		14 48 *				
		14 48 to 14 53				
		14 54 *				
BETWS-Y-COED		15 02 *			Platform Lengths: Betws-y-Coed Platform Up 98m (107yds) Platform Down 98m (107yds)	
(Start/end diagram)		15 48				

LNW North Route Sectional Appendix Module NW3

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 RA7 Llanrwst SB (LT) GSM-R  Down to Blaenau Ffestiniog Up to Llandudno Jn Platform Lengths: Pont-y-Pant Platform Up 98m (107yds) Platform Down 98m (107yds) Platform Lengths: Dolwyddelan Platform Up 91m (100 yds) Platform Down 91m (100 yds) Platform Lengths: Roman Bridge Platform Up 82m (90 yds) Platform Down 82m (90 yds)	
Beaverpool Tunnel (101m / 110 yd)		16 14 to 16 19				
Pont Gethan Viaduct (342m / 374yds)		17 34 to 17 51				
Pont-y-Pant Lower Tunnel (132m / 144 yd)		19 00 to 19 17				
PONT-Y-PANT		19 29				
Pont-y-Pant Upper Tunnel (60m / 66yd)		19 56 to 19 59				
		20 50 *				
DOLWYDDELAN		20 62				
		20 70 *				
Bertheos Tunnel (42m / 46yd)		22 19 to 22 22				
ROMAN BRIDGE		22 48				
Roman Bridge Tunnel (39m / 43yd)		22 55 to 22 57				
(Start/end diagram)		22 57				

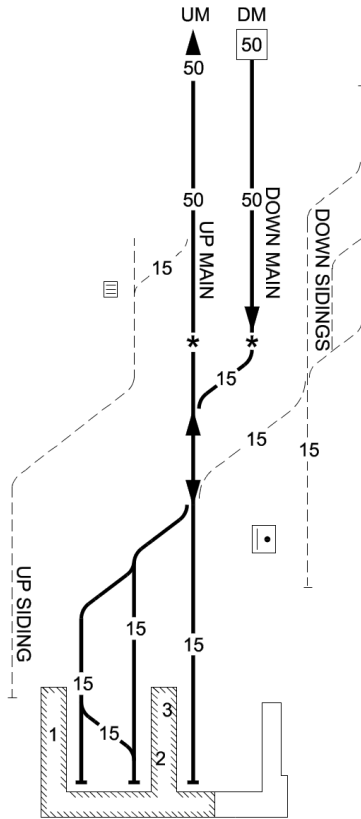
LNW North Route Sectional Appendix Module NW3

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			NST RA7 Llanrwst SB (LT) GSM-R	
Ffestiniog Tunnel (3522m / 3853 yd)		24 33			Down to Blaenau Ffestiniog Up to Llandudno Jn	
to		26 48 *				
Blaenau Ffestiniog GF No.2		27 33			Auxiliary token instrument located on the platform at Blaenau Ffestiniog station. Platform Lengths: Blaenau Ffestiniog Platform Up 199m (218 yds) Platform Down 199m (218 yds)	
BLAENAU FFESTINIOG		27 41				
Blaenau Ffestiniog GF No.3		27 51				
End of line		27 53			Siding 219m (720ft)	

LNW North Route Sectional Appendix Module NW3

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	
Llandudno Jn SB (LJ)				AB	Llandudno Jn SB (LJ)
		223 50 *			
		223 55			
		0 03			
		0 22 *			
Deganwy Quay LC (CCTV)		0 28 *			
		1 01	T	AB RA7	Deganwy SB (DY)
DEGANWY		1 11 *			Platform Lengths: Deganwy Platform Up 180m (197 yds) Platform Down 195m (213 yds)
		1 16			
		1 22			
		1 22			
		1 40 *			
	2 11				

LNW North Route Sectional Appendix Module NW3

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
Up Siding GF		2 11			AB Llandudno Station SB (LO) RA7 
		2 62			
		2 66 *			
		2 68			
Llandudno Station SB		3 00			Platform Lengths: Llandudno Platform 1 - 212m (232yds) PP Platform 2 - 215m (235yds) PP Platform 3 - 216m (236yds) PP
LLANDUDNO		3 14			

LNW North Route Sectional Appendix Module NW3

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			

LNW North Route Sectional Appendix Module NW3

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) (10 77) to (11 02)		TCB Frodsham Jn SB (FJ) 		
Weston Viaduct (87 metres / 95 yards).			Train detection is via axle counters between 1m 33ch and Halton Jn.		
Frodsham Jn	1 53 (11 04)				
Frodsham Junction SB	(11 09)		☒ LOD(T) lockout provided on Frodsham Single line between Frodsham Jn and Halton Jn.		
	1 30 *				
	1 23 *		Manchester ROC Wavertree Workstation (WE)		
M56 Viaduct (91 metres / 100 yards).	1 19 to 1 15				
Beechwood Tunnel (81 metres / 89 yards).	0 39 to 0 36		AC: Crewe		
Limit of Electrification	0 07				
Halton Jn	0 00 (179 24)		Down Ditton and Up Ditton lines are provided with 25kV overhead electrification, controlled from Crewe ECR.		

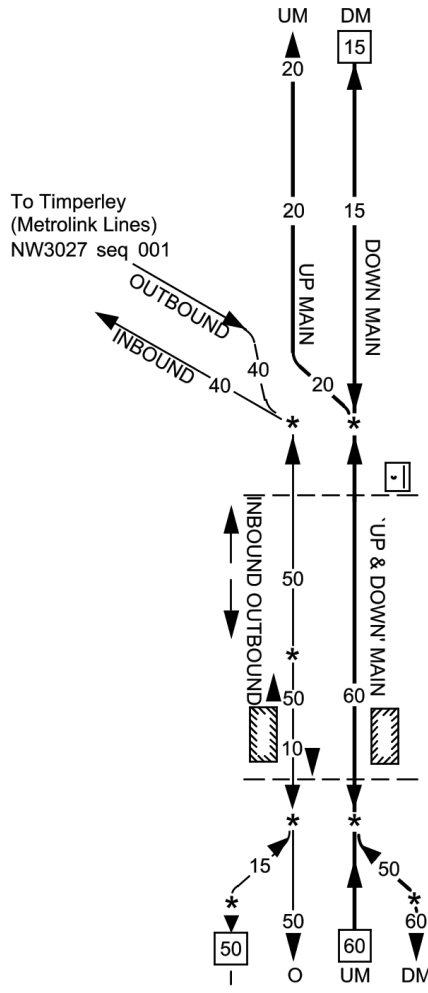
LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
NW3023	001	Edgeley Jn No.2 to Mickle Trafford			EJN	North West	04/10/2025
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks	
Edgeley Jn No.2		182	59 0 00			AB Edgeley Junction No.2 SB (EY2) AC: Crewe GSM-R AC: Crewe (on UF,US,DF,DS only) AB applies between Edgeley Jn No.2 and Edgeley Jn No.1	
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)	
Cheadle Village Jn		0	68 * 0 69 *			TCB Northenden Junction SB (NN)	
Sharston Jn		3	15 *			Exceptionally Poor Rail Adhesion: Up Main line only, between 3m 68ch and 3m 15ch.	
(Start / end of diagram)		3	40				

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
NW3023	002	Edgeley Jn No.2 to Mickle Trafford		EJN	WJP1 SJD	North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		3 40				TCB Northenden Junction SB (NN)	
		3 66 *				Exceptionally Poor Rail Adhesion: The Up Main line only, between 3m 68ch and 3m 15ch. Up Main and Down Main lines between 33m 53ch and 32m 40ch. GF released from Northenden Junction SB.	
Northenden Jn (Change of ELR)		3 68					
Northenden Junction SB		33 53 *					
		33 49					
		33 25 *					
Northenden GF		33 28					
		30 39					
		30 16 *					
Skelton Jn (MANCHESTER)		30 14 *					
		30 12					
		0 00					
(Start / end of diagram)		0 05					
			Deansgate Junction SB (DJ) DGL (PF) in both directions 371m (1218ft)				

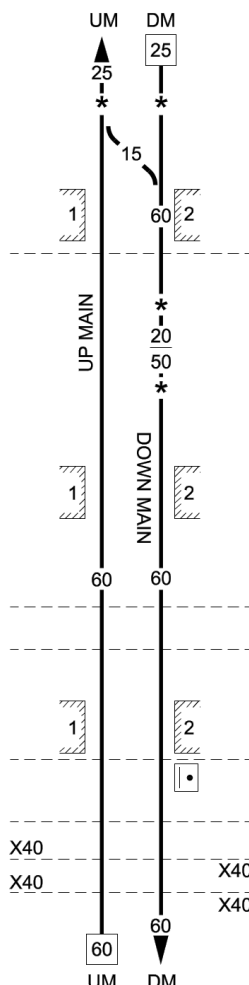
LNW North Route Sectional Appendix Module NW3

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		
Deansgate Jn		0 33 7 05 *	 To Timperley (Metrolink Lines) NW3027 seq 001 OUTBOUND 40 INBOUND 40 UP MAIN 20 DOWN MAIN 20 INBOUND 50 OUTBOUND 50 UP & DOWN MAIN 60 NAVIGATION ROAD NAVIGATION ROAD LC (CCTV) 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. Platform Lengths: Navigation Road Platform Up & Down Main 121m (132 yds) GSM-R			TCB Deansgate Jn SB (DJ)		
Deansgate Jn SB (DJ)		7 06						
Deansgate Jn LC (MCB)		7 22 *						
NAVIGATION ROAD		7 25						
Navigation Road LC (CCTV)		7 30 7 32 *						
		7 34 *						

LNW North Route Sectional Appendix Module NW3

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		
ALTRINCHAM Change of mileage & ELR		7 55					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.		GSM-R
		7 62 *							
		7 70 *							
		7 74							
		8 00							
		7 69	CDM2						
							Platform Lengths: Altrincham Platform 3 Up 167m (183 yds) Platform 4 Down 141m (1154 yds)		

LNW North Route Sectional Appendix Module NW3

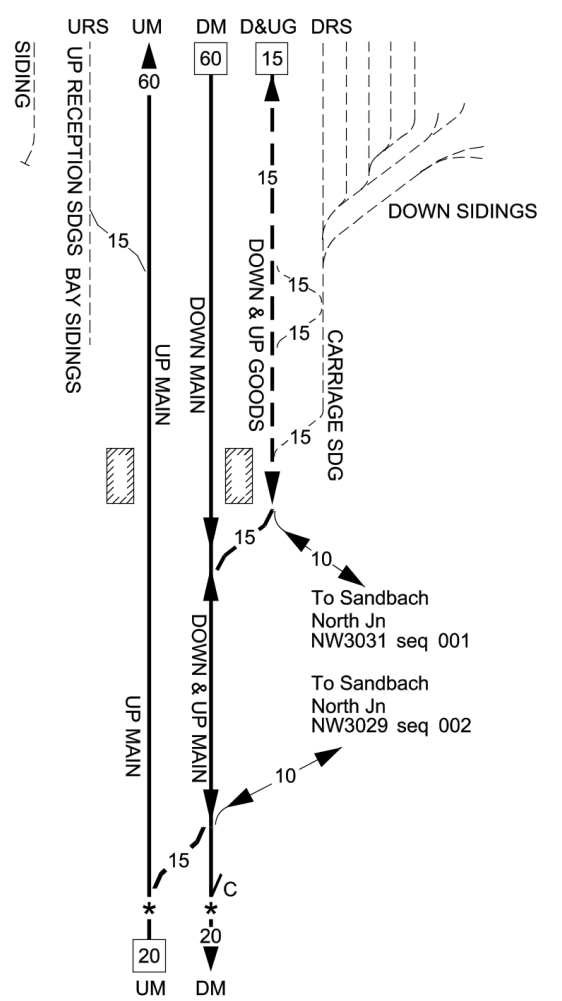
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3023	005	Edgeley Jn No.2 to Mickle Trafford		CDM2	North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		8 00			TCB Deansgate Junction SB (DJ) 	
		8 05 *				
HALE		8 31			Platform lengths: Hale.	
Hale LC (CCTV)		8 36			Platform 1: 130 metres (142 yards).	
		8 78 *			Platform 2: 126 metres (138 yards).	
		9 02 *			Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 8m 60ch and 12m 00ch.	
ASHLEY		10 05			Platform lengths: Ashley. Platform 1: 85 metres (93 yards).	
					Platform 2: 83 metres (91 yards).	
Sugar Brook LC (FP)		11 20			Mobberley SB (MY)	
Mercers LC (UWC & FP)		11 37				
MOBBERLEY		11 71			Platform lengths: Mobberley.	
Mobberley LC (MCB)		11 74			Platform 1: 109 metres (119 yards).	
Mobberley SB		11 75			Platform 2: 101 metres (110 yards).	
Broad Oak Farm North LC (FP)		12 22			AB Mobberley SB (MY)	
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				

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
NW3023	006	Edgeley Jn No.2 to Mickle Trafford			CDM2	North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
(Start / end of diagram)		13 00	UM DM 60 60 40 40 UP MAIN DOWN MAIN 60 60 15 60 60 UM DM		ABMobberley SB (MY) GSM-R AB applies between Mobberley box and Plumley West box Platform lengths: Knutsford. Up platform: 132 metres (144 yards). Down platform: 145 metres (159 yards). Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 14m 10ch and 14m 70ch. Platform lengths: Plumley. Up platform: 105 metres (115 yards). Down platform: 87 metres (95 yards). Plumley West SB		
KNUTSFORD		14 25 *					
		14 40 *					
Sudlow Lane LC (FP)		16 45					
Woods Tenement Farm LC (UWC)		16 55	T				
Plumley Moor LC (FP)		16 70					
PLUMLEY		17 17	T				
Plumley West SB		18 07					
Moss Lane LC (FP)		18 25					
Field House Farm LC (UWC)		18 43	T				
(Start / end of diagram)		18 60					

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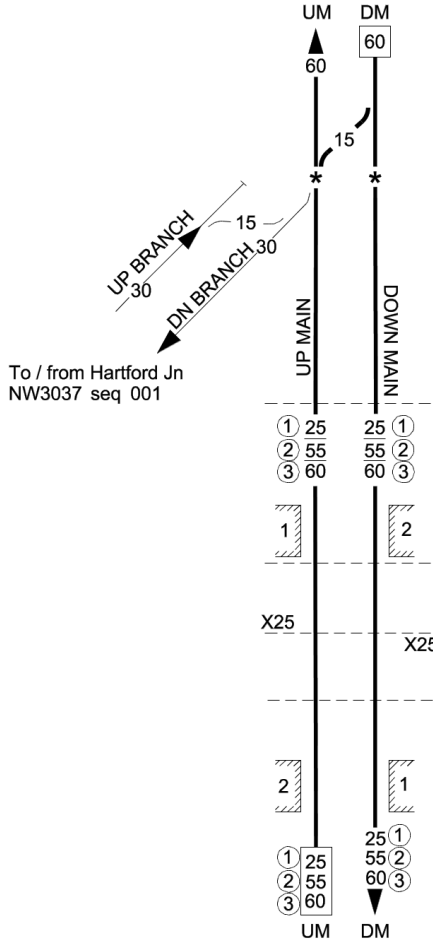
LNW North Route Sectional Appendix Module NW3

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		
NORTHWICH Northwich Station Jn	20 47 20 52		TCB Greenbank SB (GK) GSM-R (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 Platform Lengths: Northwich Platform Up 121m (132 yds) Platform Down 120m (131 yds)		
Northwich West Jn	20 56		To Sandbach North Jn NW3031 seq 001 To Sandbach North Jn NW3029 seq 002		
	20 76		C. Down at 21m 15ch (881m / 964yd before reaching signal GK.17).		
	21 14 *				

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3023	009	Edgeley Jn No.2 to Mickle Trafford		CDM2	North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		21 20			TCB Greenbank PSB (GK) GSM-R	
		21 58 *				
Hartford East Jn		21 67				
			NW3033 seq 001 To / from Hartford North Jn. NW3035 seq 001			
Hartford West Jn		22 12				
Greenbank PSB		22 21				
GREENBANK		22 28				
(Start / end of diagram)		22 60			Platform lengths: Greenbank. Up platform: 77 metres (84 yards). Down platform: 82 metres (90 yards). Exceptionally Poor Rail Adhesion: Up Main, Down Main and Down & Up Manchester lines between 22m 20ch and 33m 70ch.	

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3023	010	Edgeley Jn No.2 to Mickle Trafford		CDM2	North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		22 60			TCB Greenbank PSB (GK) GSM-R Exceptionally Poor Rail Adhesion: Up Main, Down Main and Down & Up Manchester lines between 22m 20ch and 33m 70ch. Platform lengths: Cuddington. Platform 1: 87 metres (95 yards). Platform 2: 79 metres (86 yards). ① Applies to Class 7 and 8 trains only ② Applies to light locomotives only ③ Applies to Class 1 to 6 trains only Platform lengths: Delamere. Platform 1: 78 metres (85 yards). Platform 2: 77 metres (84 yards).	
Hartford CLC Jn		23 09 *				
Moss Farm LC (FP)		24 19				
CUDDINGTON		25 15				
Cuddington Station LC (SPC)		25 17				
Waste Lane LC (FP) (R/G)		25 49	T			
Forest House Farm LC (UWC)		26 74	T			
DELAMERE		28 11				
(Start / end of diagram)		28 60				

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	011	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
(Start / end of diagram)		28 60	UP MAIN DOWN MAIN 15 25 45 25 25 30 25 45 25 60 D&UMan	TCB Mickle Trafford SB (MT) GSM-R 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, Down Main and Down & Up Manchester lines between 22m 20ch and 33m 70ch. Ground frame released from Mickle Trafford SB. Platform lengths: Mouldsworth. Up platform: 77 metres (84 yards). Down platform: 51 metres (56 yards). 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. D&UMan: Down & Up Manchester.	
Mouldsworth GF		30 60			
		30 62 *			
MOULDSWORTH		31 02			
		31 09 *			
		31 13 *			
		31 40 *			
(Start / end of diagram)		32 00			

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3023	012	Edgeley Jn No.2 to Mickle Trafford		CDM2	North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		32 00	D&UMan ① 25 ② 60 ↓ DOWN & UP MANCHESTER ↓ * 35 35 ↓ UP MAIN ↓ DOWN MAIN ↓ 75 35 75 To / from Helsby. NW3003 seq 002 To / from Chester. NW3003 seq 002		TCB Mickle Trafford SB (MT)  ① Applies to Class 7 and 8 trains only ② Applies to Class 1 to 6 trains only D&UMan: Down & Up Manchester. Exceptionally Poor Rail Adhesion: Up Main, Down Main and Down & Up Manchester lines between 22m 20ch and 33m 70ch. 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.	
Swinford Mill LC (FP)		32 64	-----			
Broomhill LC (FP)		33 26	-----			
Farmer Johnsons LC (UWC)		34 06	[T] -----			
Plemstall LC (UWC)		34 45	[T] -----			
		35 23 *				
Mickle Trafford SB		35 35				
Mickle Trafford Jn		35 40				

LNW North Route Sectional Appendix Module NW3

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					

LNW North Route Sectional Appendix Module NW3

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
TIMPERLEY		6 55	To Manchester (see Metrolink Publications)		TCB (Metrolink) DC: Trafford Depot AWS not provided TPWS not provided Metrolink control area. (see General Instructions) Deansgate Jn (DJ) box area from signal DJ.501 to Altrincham Deansgate Jn SB (DJ)
		6 63 *			
		6 66 *			
Signal DJ.501		6 73			
Network Rail NW / Metrolink Boundary		6 77			

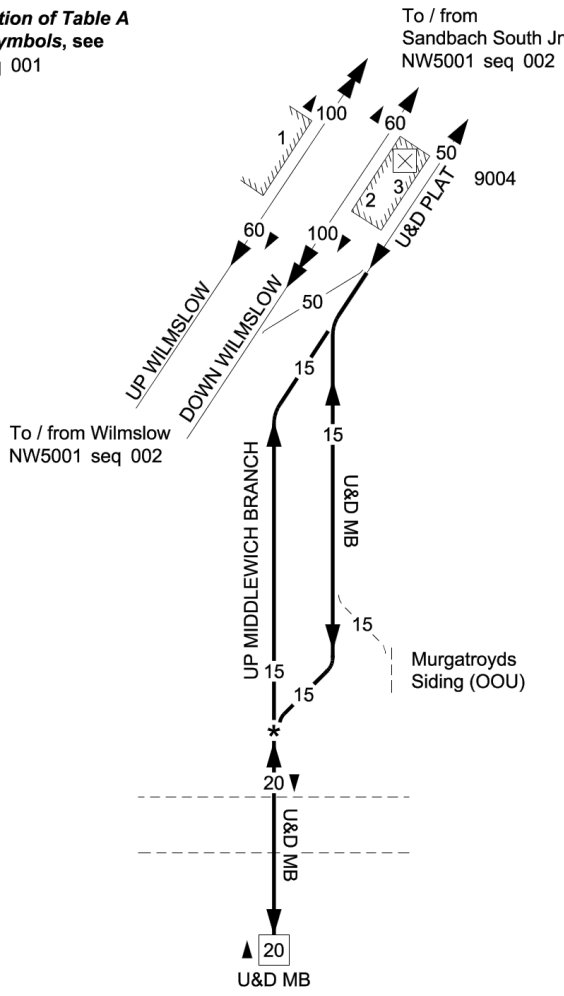
LNW North Route Sectional Appendix Module NW3

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
Deansgate Jn		0 33 7 05 *			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
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 *			

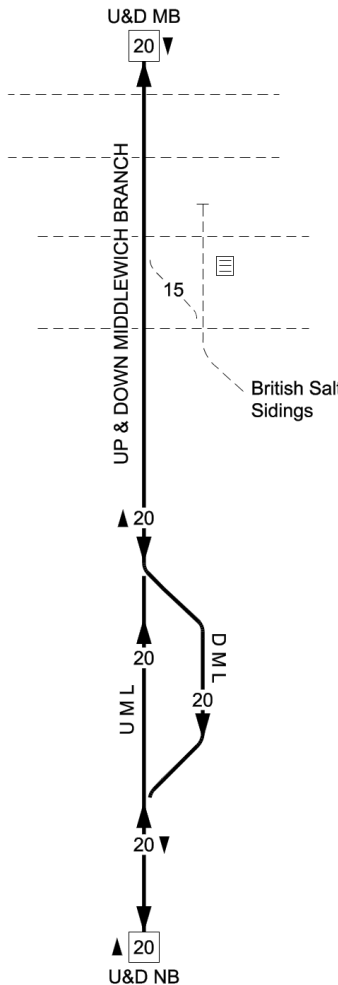
LNW North Route Sectional Appendix Module NW3

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			To Hale NW3023 seq 004		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 62 *			
		7 70 *			
		7 74			
		8 00			

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
NW3029	001	Sandbach North Jn to Northwich West Jn		CMP1	SNJ	North West	08/11/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
SANDBACH		162 50	<i>For Explanation of Table A terms and symbols, see NW0001 seq 001</i>  To / from Sandbach South Jn NW5001 seq 002 To / from Wilmslow NW5001 seq 002 Murgatroyds Siding (OOU)			TCB Manchester South SCC (MS) AC: Crewe GSM-R U&D PLAT: 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. U&D MB: Up & Down Middlewich Branch. 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).	
(Up & Down Platform line connection) (Change of mileage & ELR)		162 57 162 61 -0 01 0 00	CMP1 SNJ				
Sandbach North Jn							
(Middlewich Branch and Wilmslow lines start / end adjacent to each other)		0 04					
(Limit of Electrification)		0 22					
(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					

LNW North Route Sectional Appendix Module NW3

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			TCB Manchester South SCC (MS) GSM-R  U&D MB: Up & Down Middlewich Branch. GF released by Manchester South SCC. D M L: Down Middlewich Loop. U M L: Up Middlewich Loop. Greenbank PSB (GK) Standages: Down Middlewich Loop: 530 metres (580 yards). Up Middlewich Loop: 637 metres (697 yards). U&D NB: Up & Down Northwich Branch.	
Higher Daleacre LC (UWC)		1 27	T			
Cledford Bridge LC (UWC) (FP)		1 52	T			
(Buffer stops)		1 63	T			
New Farm LC (UWC)		1 68	T			
British Salt GF		1 73	S T			
British Salt LC (UWC)		1 76	T			
(Network Rail boundary on siding)		1 79	T			
Middlewich Loop East Jn		3 39				
Middlewich Loop West Jn		4 05				
(Start / end of diagram)		4 60	U&D NB			

LNW North Route Sectional Appendix Module NW3

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	U&D NB 20 UP & DOWN NORTHWICH BRANCH 20 * 10 10 10 D&U EC To / from Northwich Station Jn NW3031 seq 001 D&U B D&UM UP MAIN DOWN MAIN 15 60 To / from Northwich Station Jn NW3023 seq 008 To / from Greenbank NW3023 seq 008	TCB Greenbank PSB (GK) GSM-R		
Yewtree House LC (UWC)	5 34				
Brook House Farm LC (UWC)	5 66				
Broom Farm LC (UWC)	6 57				
Northwich South Jn	8 30 *				
(Branch and East Chord start / end adjacent to each other)	8 38				
	8 47				
(Trap points)	8 62				
Northwich West Jn	8 65 (20 74)		D&U EC: Down & Up East Chord. D&U B: Down & Up Branch. D&UM: Down & Up Main. Mileage in round brackets () is NW3023 mileage with ELR: CDM2.		

LNW North Route Sectional Appendix Module NW3

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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
Northwich South Jn		8 38	<i>For Explanation of Table A terms and symbols, see NW0001 seq 001</i> To / from Sandbach North Jn NW3029 seq 003 U&D NB 10 10 10 10 D&U B To / from Northwich West Jn NW3029 seq 003 DOWN & UP EAST CHORD 10 15 60 To / from Northwich West Jn NW3023 seq 008 15 60 UP MAIN DOWN MAIN 15 15 D&UG Carriage Sdg To / from Northwich East Jn NW3023 seq 008		TCB Greenbank PSB (GK) GSM-R U&D NB: Up & Down Northwich Branch. D&U B: Down & Up Branch. The Down direction is from Northwich South Jn to Northwich Station Jn. D&UM: Down & Up Main. D&UG: Down & Up Goods. Mileages in round brackets () are NW3023 mileages with ELR: CDM2.
(Branch and East Chord start / end adjacent to each other)		8 47			
Recreation Ground LC (UWC)		8 57			
Northwich Station Jn		8 66 (20 52)			
NORTHWICH		(20 47)			

LNW North Route Sectional Appendix Module NW3

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	
Hartford East Jn		21 67			TCB Greenbank SB (GK) GSM-R	
Hartford North Jn		22 10 0 29			'D&U'G = 'Down & up' goods line	

LNW North Route Sectional Appendix Module NW3

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	
(Crossover)		(22 16)				TCB Greenbank SB (GK) GSM-R Mileages in round brackets are Main line mileages with ELR: CDM2. D&UEG: Down & Up East Goods. D&UWG: Down & Up West Goods. D&UG: Down & Up Goods. Up direction: Start of GSM-R at 0m 29ch. Down direction: End of GSM-R at 0m 29ch. GSM-R TPWS not provided at Hartford North Jn. Standages: Down & Up West Goods: 168 metres (184 yards). Arrival Line (between Down & Up Goods and crossover): 270 metres (295 yards).	
Hartford West Jn		(22 12) 0 11					
(Trap points)		0 14					
Hartford North Jn (Change of ELR)		0 29					
(Points)		0 37					
(Crossover)		0 53					
(Handpoints) Network Rail boundary		0 72 0 74					

LNW North Route Sectional Appendix Module NW3

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	
(Change of ELR and mileage)		0 25 * 0 17				AC: 0m 44ch to Hartford Jn.	
Hartford Jn		170 46 170 56				Winsford SB (WD)	

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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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LOCAL INSTRUCTIONS

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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 arrangements, 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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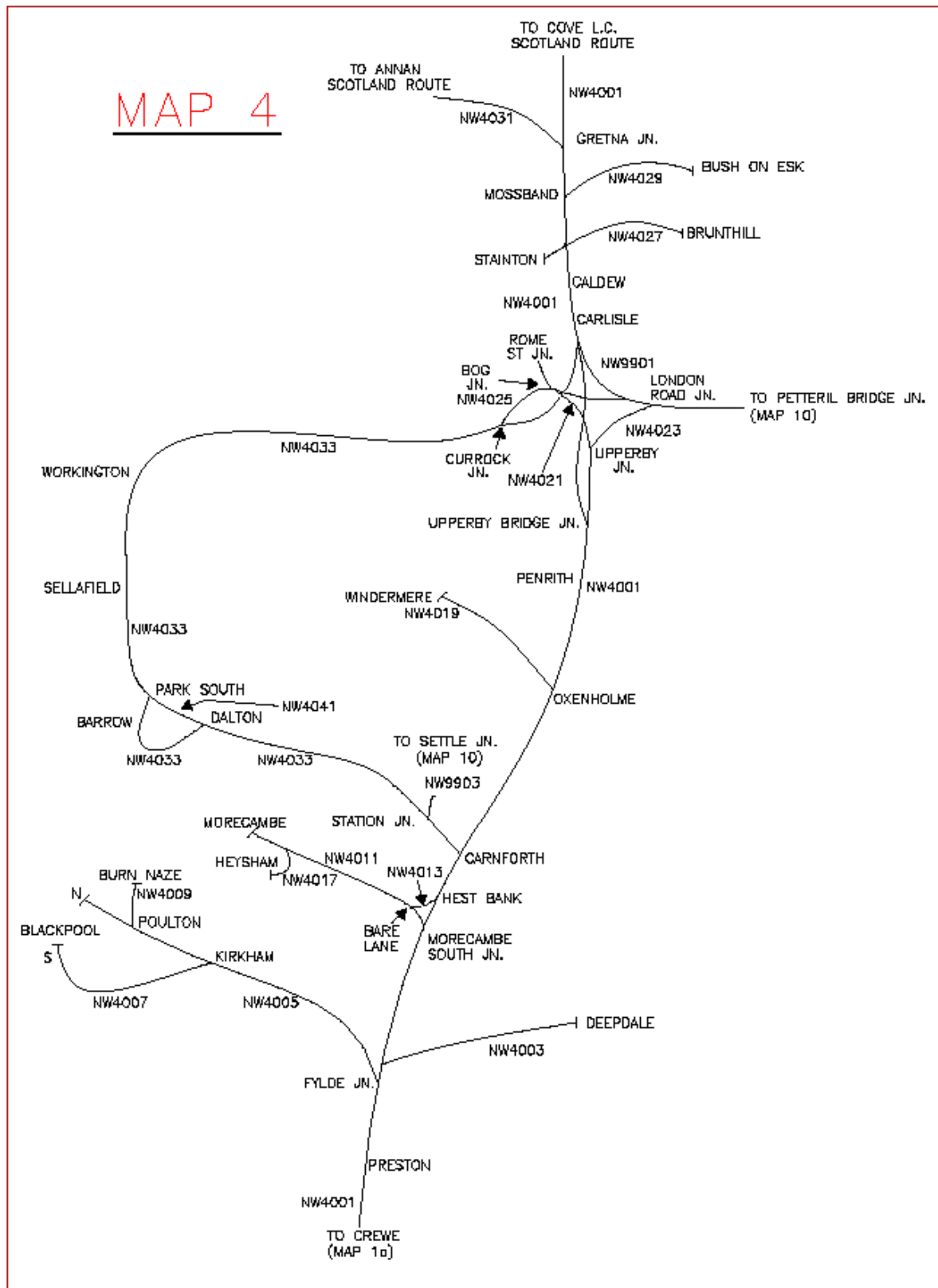
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EXCEPTIONALLY POOR RAIL ADHESION

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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 30 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 60 ch to 14 m 10 ch
Ulverston SB – Dalton station	Up Main, Down Main	20 m 70 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
River Ellen	Up Main, Down Main	2 m 60 ch to 2 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	15 m 20 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: 27/09/2025

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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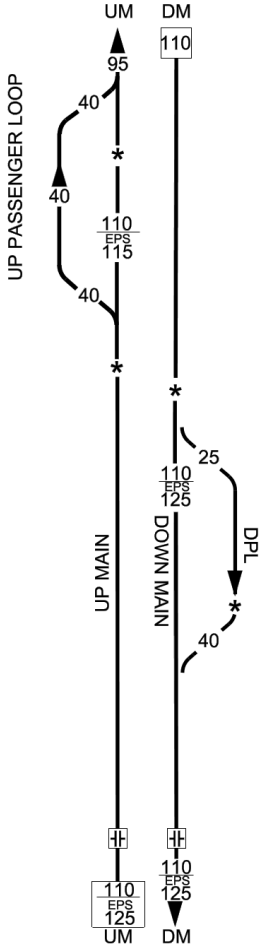
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	001	Preston Ribble Jn to Cove L.C.	CGJ5	North West	30/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Preston Ribble Jn		21 13	To / from Skew Bridge Jn NW1001 seq 023 UF DF US DS UG DG 110 95 75 75 35 35 UP FAST DOWN FAST UP SLOW DOWN SLOW UP GOODS DOWN GOODS 30 30 30 30 20 30 UF DF US DS UG DG 110 95 75 75 35 35		TCB Preston PSB (PN) 'C' Panel AC: Crewe GSM-R
(Start / end of diagram)		21 25			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).

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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 TASS fitted on the Down Fast line to 21m 57ch, and on the Up Fast line throughout. 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. 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). Standages: 'Down & Up' Goods Loop (Parcel Platform line): 314 metres (1029 feet). 'Up & Down' Goods Loop: 384 metres (1260 feet). UT: Up Through line. DT: Down Through line. SL: Shunting Line. ①: No.1 Siding. ②: No.2 Siding.	
Preston South Jn		21 39 * 21 40 *					
PRESTON		21 55 *					
(Start / end of diagram)		21 57 0 00	CGJ5 CGJ6				
		0 23					

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			
Preston PSB		0 41			
		1 20 *			
		1 31 *			
(Start / end of diagram)		1 35			

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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 	
		1 40			UPL: 934 metres (3064 feet) (PF) Semi-Automatic Track Warning System (SATWS) provided at Oxheys, between 1m 30ch and 2m 30ch. See General Instructions. TASS fitted: DM line and UM line throughout	
Oxheys Loop		1 64 *				
		2 25				
		3 20 *				
		3 39 *				
		3 72				
Barton & Broughton Loop		4 53 *			DPL: 1033 metres (3389 feet) (PF) Preston PSB (PN) 'D' Panel	
		4 58				
Catterall OHNS		9 07			Semi-Automatic Track Warning System (SATWS) provided at Barton & Broughton, between 3m 71ch and 4m 60ch. See General Instructions.	
(Start / end of diagram)		9 20				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	005	Preston Ribble Jn to Cove L.C.	CGJ6	North West	04/10/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start / end of diagram)	9 20		TCB Preston PSB (PN) 'D' Panel AC: Crewe Semi-Automatic Track Warning System (SATWS) provided at Garstang & Catterall, between 9m 23ch and 9m 34ch. See General Instructions. TASS fitted: DM line and UM line throughout DGL 447m (1467ft) UGL 466m (1529ft) Semi-Automatic Track Warning System (SATWS) provided at Oubeck, between 17m 56ch and 18m 20ch. See General Instructions. UPL2: Up Passenger Loop No.2		
Garstang & Catterall Emergency GF North and South	9 28				
Bay Horse (former site of GF)	15 13				
	17 62 *				
Oubeck	17 77				
	18 12				
	19 67 *				
	20 38				
(Start / end of diagram)	20 47				

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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	
Lancaster South Jn		20 59				TASS fitted on the Down Main and Up Main lines throughout.		
		20 66 *				Standages:		
		20 70 *				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)		
LANCASTER		21 00				Platform lengths: Lancaster.		
		0 00				Platform 1: 72 metres (79 yards).		
		0 03 *				Platform 2: 112 metres (122 yards).		
		0 07 *				Platform 3: 254 metres (278 yards).		
						Platform 4: 254 metres (278 yards).		
						Platform 5: 171 metres (187 yards).		
Lancaster North Jn		0 23 *				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.		
(Start / end of diagram)		0 40						

LNW North Route Sectional Appendix Module NW4

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW4001	007	Preston Ribble Jn to Cove L.C.		CGJ7	North West	25/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		0 40	UM DM 100 EPS 110 75 40 100 EPS 110 40 25 To / from Bare Lane Jn NW4011 seq 001 To / from Bare Lane Jn NW4013 seq 001 15 15 15 15 UP PASSENGER LOOP UP MAIN DOWN MAIN 110 EPS 125 110 EPS 125 15 15 15 15 UPL UM DM ① ②		TCB Preston PSB (PN) 'D' Panel AC: Crewe GSM-R Semi-Automatic Track Warning System (SATWS) provided at Hest Bank Jn, between 3m 00ch and 3m 20ch. See General Instructions. TASS fitted on the Down Main and Up Main lines throughout. 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).	
		0 74 *				
Morecambe South Jn		1 72				
		2 00 *				
		2 12 *				
Hest Bank OHNS		2 38				
Hest Bank HABD		2 51				
Hest Bank Jn Hest Bank LC (CCTV)		3 10				
		3 11				
Bolton-le-Sands LC (CCTV)		4 30				
Bolton-le-Sands HABD		5 08				
Carnforth South Jn		5 56				
(Start / end of diagram)		5 67				

LNW North Route Sectional Appendix Module NW4

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 		
WCR Depot GF	5 78 6 01 *		① No.1 'U&D'GL: No.1 'Up & Down' Goods Loop. ② No.2 'U&D'GL: No.2 'Up & Down' Goods Loop.		
Carnforth North Jn	6 08 (0 19)		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). WCR Depot sidings have ELR: CBC1.		
Milnthorpe GF	13 28 13 32 13 35 14 19 * 14 76 * 15 00 * 15 13 *		Carlisle PSB (CE) South Panel from Carnforth North Junction (excl)		
(Start / end of diagram)	16 60		Semi-Automatic Track Warning System (SATWS) provided at Milnthorpe, between 13m 20ch and 13m 40ch. See General Instructions. TASS fitted on the Down Main and Up Main lines throughout.		

LNW North Route Sectional Appendix Module NW4

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 Ch	Running lines & speed restrictions		Signalling & Remarks	
Oxenholme OHNS		18 42			TCB Carlisle PSB (CE) Panel C (South) AC: Crewe 	
Oxenholme South Jn		18 49 *			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). 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.	
		18 50 *				
		18 62 *				
Oxenholme North Jn		18 79 *				
OXENHOLME LAKE DISTRICT		19 05 *				
		19 11				
		19 28 *				
		19 54 *				
		21 41 *				
		21 57 *				
Lambrigg (former site of GF)		24 20				

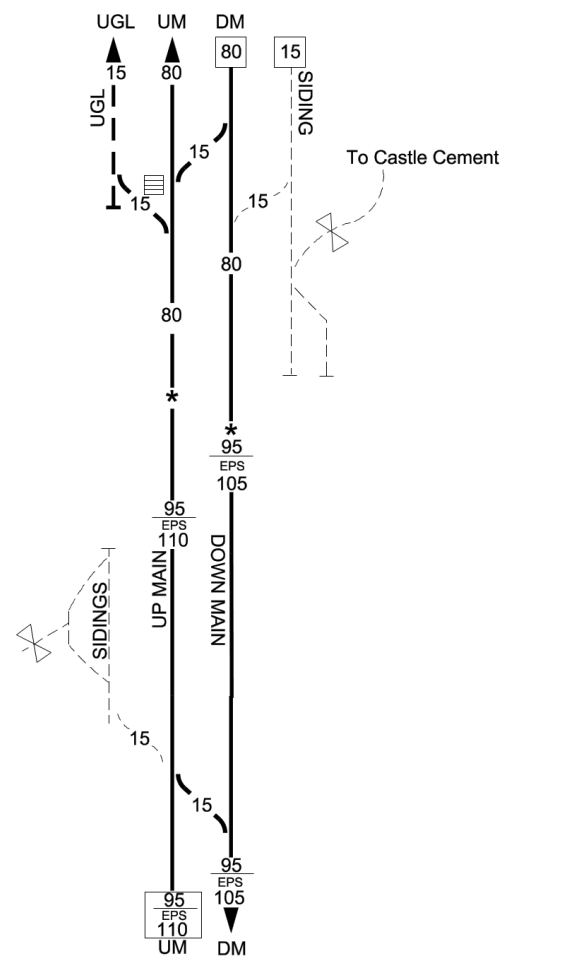
LNW North Route Sectional Appendix Module NW4

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 Ch	Running lines & speed restrictions	Signalling & Remarks	
(Start / end of diagram)		25 00		TCB Carlisle PSB (CE) South Panel AC: Crewe 	
Grayrigg Loops		25 75 *		TASS fitted: DM & UM lines	
		26 00		UGL: 440 metres (1443 feet)	
		26 07		DPL: 430 metres (1410 feet)	
		26 11 *		Semi-Automatic Track Warning System (SATWS) provided at Grayrigg, between 25m 43ch and 26m 43ch. See General Instructions.	
		26 30			
Low Gill HABD		26 36			
		27 06			
Low Gill (former site of No.1 GF)		28 01 *			
Low Gill (former site of No.2 GF)		28 02 *			
		28 05			
		28 06			
		29 03 *			
		29 14 *			
		31 14 *			
		31 17 *			
(Start / end of diagram)		31 40			

LNW North Route Sectional Appendix Module NW4

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 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 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. UGL: 450 metres (1476 feet) (PF) UGL: Up Goods Loop.	
Tebay South Jn		31 60					
Tebay North Jn		32 18					
		33 12 *					
		37 00 *					
		37 23 *					
		37 38					
Shap Summit Up GF		37 50					
(Start / end of diagram)		37 60					

LNW North Route Sectional Appendix Module NW4

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		37 60				TCB Carlisle PSB (CE) South Panel AC: Crewe 	
Shap Summit GSP		37 68				UGL: Up Goods Loop UGL: 450metres (1476 feet) (PF) 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					

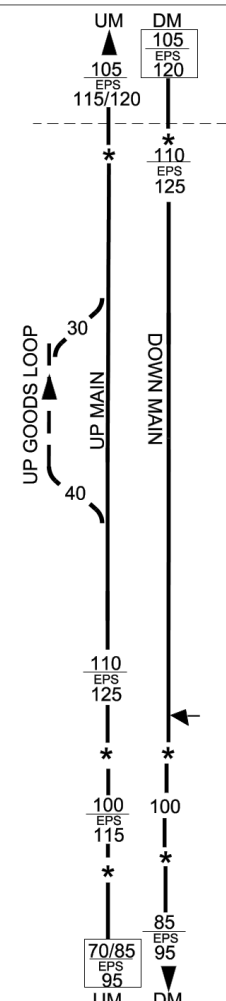
LNW North Route Sectional Appendix Module NW4

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 DGL: 405 metres (1328 feet) 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 Harrison's Lime Works. See General Instructions. AC: Cathcart (North of OHNS).	
Harrison's Sidings		41 23					
		41 35 *					
		41 46 *					
		41 52					
Harrison's Siding HABD		41 73					
		42 14 *					
		44 05 *					
		44 14 *					
Great Strickland OHNS		44 57 *					
		45 25					
Clifton & Lowther No.1 GF		46 72	T				
Clifton & Lowther No.2 GF		46 74	T				
(Start / end of diagram)		47 10					

LNW North Route Sectional Appendix Module NW4

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			TCB	Carlisle PSB (CE) AC: Cathcart
		47 70 *			TASS fitted: DM & UM lines.	
		47 75 *			UGL: Up Goods Loop	
		48 00			UGL: 900 metres (2952 feet) (PF)	
		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	
Penrith GF		51 27			Platform 1: 279 metres (305 yards)	
Penrith North Jn		51 30			Platform 2: 279 metres (305 yards)	
OHNS		51 56 *			Platform 3: 102 metres (112 yards)	
		51 62 *				
		51 68 *				

LNW North Route Sectional Appendix Module NW4

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		52 40				TCB Carlisle PSB (CE) Panel C (South) AC: Cathcart 	
Long Ashes LC (UWC)		53 16 54 22 * 54 31 *				TASS fitted: DM & UM lines	
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					

LNW North Route Sectional Appendix Module NW4

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
Upperby Bridge Jn		64 32 *			
		64 41 *			
		67 00 *			
		67 58			
		67 62			
		67 67 *			
Upperby Yard GF		67 70			
TCB Carlisle SB (CE) AC: Cathcart TASS fitted: DM & UM lines Note on ELRs: UCJ is applicable to goods lines only CGJ7 is applicable to main lines only DTG: 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					

LNW North Route Sectional Appendix Module NW4

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	UTG DTG UM DM 20 20 90 90 10 15 15 To London Road Jn NW4023 seq 001 To / from Bog Jn NW4021 seq 001 UP SIDINGS UP MAIN DOWN MAIN To / from London Road Jn NW9901 seq 019 To / from Currock Jn NW4033 seq 032 Shunting Neck U&D NEW 20 20 20 20 20 U&D NEW UM DM UP DN M&C M&C			TCB Carlisle PSB (CE) AC:Cathcart PF authorised on DTG and UTG, between Upperby Bridge Jn and Upperby Jn. DTG: Down Through Goods. UTG: Up Through Goods. TASS fitted on Down Main and Up Main lines. U&D NEW: Up & Down Newcastle. NB: "M&C" is NOT an abbreviation in the context of these line names.	
Upperby Jn		68 18 *					
		68 19 *					
		68 23					
OHNS		68 38					
		68 51 *					
		68 54 *					
		68 61 *					
(Start / end of diagram)		68 68					

LNW North Route Sectional Appendix Module NW4

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 Ch	Running lines & speed restrictions	Signalling & Remarks		
Carlisle PSB	68 73		TCB Carlisle PSB (CE) Panel B (Station) AC: Cathcart 		
Carlisle South Jn	68 76		TASS fitted: Down Main and Up Main lines. NESN: North Eastern Shunt Neck. 'U&D' NEW: 'Up & Down' Newcastle. NB: "M&C" is NOT an abbreviation in the context of these line names. AWS magnets are not provided at Carlisle Station signals.		
CARLISLE	69 09 0 00		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 14 *		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.		
Carlisle North Jn	0 19 0 22 *		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).		

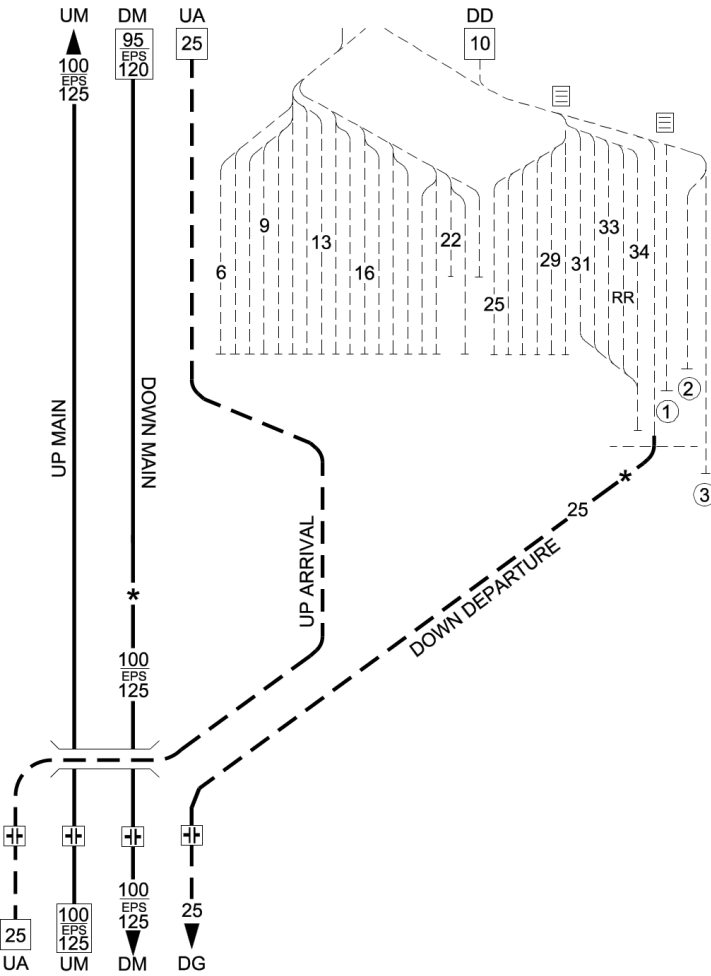
LNW North Route Sectional Appendix Module NW4

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 	
Caldew Jn		0 53 *		TASS fitted: Down Main and Up Main lines.	
		0 58 *		TPWS not provided on Up Goods and Down Goods lines.	
		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		(PF) Down Goods. (PF) Up Goods.	
(Signal CE453 on UPL)		1 34		UPL: 484 metres (529 yards) (to signal CE463). 860 metres (941 yards) to position light signal CE453). UTS: 680 metres (744 yards).	
		1 39 *			
		1 40			
(Signal CE463 on UPL)		1 53		BTS: Breakdown Train Siding. RR: Run Round Road.	
(Start / end of diagram)		1 65			

LNW North Route Sectional Appendix Module NW4

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	Running lines & speed restrictions	Signalling & Remarks		
(Start / end of diagram)	1 65		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.		
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				

LNW North Route Sectional Appendix Module NW4

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				TCB Carlisle PSB (CE) North Panel AC: Cathcart	
Virtual Quarry GF		(4 47)				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	
'B' Group GF		(4 48)					
Kingmoor Yard							
Kingmoor Virtual Quarry LC (Open)		(4 79) (5 00) *					
(ELR and mileage change - Up Arrival line only. See note for further details.)		3 74 * (5 58) (5 60)					
Harker OHNS		4 47, (6 07)					
(Start / end of diagram)		5 20					

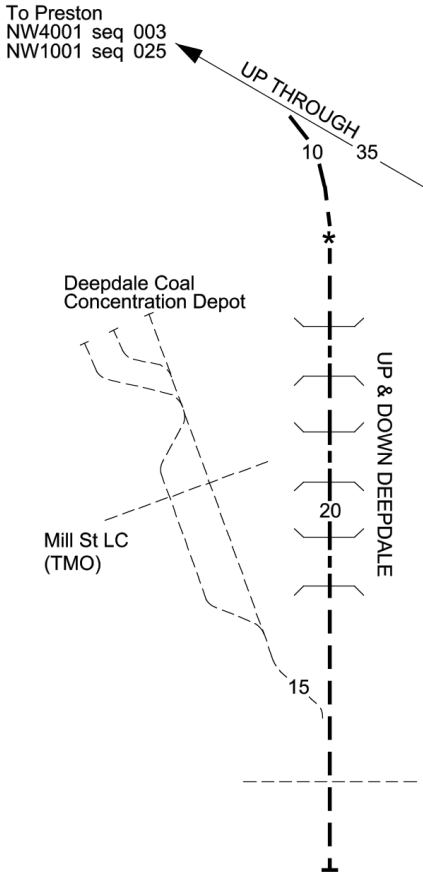
LNW North Route Sectional Appendix Module NW4

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		
			TCB Carlisle PSB (CE) AC: Cathcart GSM-R AWS and TPWS not provided on Up Arrival line. Goods lines mileages are given in () brackets. Goods lines have ELR: KMG2. GSM-R coverage extended on KMG1 and KMG2 from Kingsmoor Jn (3m 36ch) (sequence 020) to Floriston Jn (7m 46ch) (sequence 022) Admiralty Siding GF Out of Use. TASS fitted: DM line throughout. UM line throughout.		
Floriston HABD	6 05, (7 45)				
Floriston LC (CCTV)	6 08, (7 48)*				
Admiralty Siding GF	(8 69) 7 45	(S)			
Mossband Jn	7 57, (9 18)				

LNW North Route Sectional Appendix Module NW4

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 TASS fitted: DM line throughout. UM line throughout. 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. West of Scotland SC Carstairs Workstation (GMC)	
Gretna Jn		8 57				
		9 03 *				
		9 69 *				
		9 70 *				
Quintinshill South Jn		9 72				
Quintinshill		10 26 *				
Quintinshill North Jn		10 30				
Quintinshill EGF		10 33				
		10 37 *				
Route boundary and Sectional Appendix boundary		12 30	North West Route Scotland Route		LNW(N) Sectional Appendix Scotland Sectional Appendix	
		12 37 *				
Cove LC (CCTV)		13 20 *				
		13 43				

LNW North Route Sectional Appendix Module NW4

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 0 00				OT(S) Preston PSB (PN)	
Deepdale Tunnel No.1 (148 metres / 162 yards)		0 23 to 0 31				AWS and TPWS not provided.	
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					

LNW North Route Sectional Appendix Module NW4

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			TCB Preston PSB (PN) AC: Crewe GSM-R DFy: Down Fylde. UFy: Up Fylde. Manchester ROC Blackpool Workstation (BL) (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. Platform Lengths: Salwick. Up platform: 93 metres (102 yards). Down platform: 93 metres (102 yards).
Preston PSB		0 41			
(Shunting Line connection)		0 66			
Tulketh Viaduct (181 metres / 198 yards)	from	0 73 *			
		0 74 *			
		0 75 *			
to		1 03			
		1 35 *			
		1 36 *			
SALWICK		5 17			

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.	
(Limit of Electrification - Down Lytham)	7 56 *				
	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.	

LNW North Route Sectional Appendix Module NW4

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				TCB Manchester ROC Blackpool Workstation (BL) AC: Crewe Axle Counter area. ① Burn Naze branch out of use and disconnected from the rest of the network.	
POULTON-LE-FYLDE		13 73 *					
		14 25 *					
		14 31					
Poulton Jn		14 40 *					
		14 45 *					
		15 05 *					
Carleton Crossing LC (CCTV)		15 44					
		16 27 *					
LAYTON		16 32					
(Start / end of diagram)		16 60					

LNW North Route Sectional Appendix Module NW4

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		TCB Manchester ROC Blackpool Workstation (BL) AC: Crewe GSM-R		
(Eastern Headshunt buffer stops)	16 68		Axle Counter area.		
	16 78 *		UFy: Up Fylde.		
Devonshire Road Jn	17 00		DFy: Down Fylde.		
			B Arr SDG: Blackpool Arrival Siding.		
Blackpool Carriage Sidings Depot	17 11 *		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.		

LNW North Route Sectional Appendix Module NW4

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	
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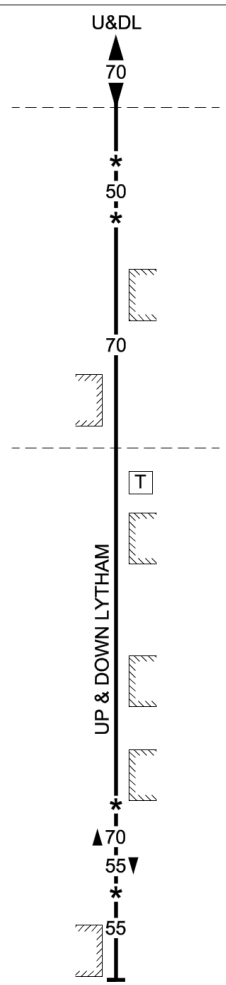
LNW North Route Sectional Appendix Module NW4

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	To / from Preston NW4005 seq 002 UFy 65/75 DFy 75 40 DOWN LYTHAM 3 60 MU 70 35/40 35/40 40 40 60 MU 70 40 1 60 MU 70 UFy DFy 60 MU 70 UP LYTHAM Kirkham OTM Siding 5 15 To / from Blackpool North NW4005 seq 002 UL 35/40 DL 35/40			
Limit of Electrification - Down Lytham line only		7 56 *				
		7 58				
KIRKHAM & WESHAM		7 67				
(Crossover)		8 14				
		8 21 *				
Kirkham North Jn (Change of ELR)		8 27				
Limit of Electrification - Up Lytham line		8 50				
TCB Manchester ROC Blackpool Workstation (BL) AC: Crewe Axle Counter area. Platform Lengths: Kirkham & Wesham. Platform 1: 179 metres (196 yards). 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. ① Maximum permissible speed over the crossover is 40mph in the Down direction, and 35/40mph in the Up direction. UFy: Up Fylde. DFy: Down Fylde. UL: Up Lytham. DL: Down Lytham.						

LNW North Route Sectional Appendix Module NW4

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				TCB Manchester ROC Blackpool Workstation (BL) GSM-R 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					
		10 63 *					
Moss Side LC (ABCL)		11 09					
MOSS SIDE		11 14					
(Start / end of diagram)		11 60				Platform Length: Moss Side 97 metres (106 yards)	

LNW North Route Sectional Appendix Module NW4

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				TCB Manchester ROC Blackpool Workstation (BL) GSM-R	
Easthams Caravan Park LC (FP) (R/G)		12 03				Axle counter area.	
		13 08 *				U&DL: Up & Down Lytham.	
		13 22 *					
LYTHAM		13 56				Platform length: Lytham. 103 metres (113 yards).	
ANSDELL & FAIRHAVEN		14 75				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					
ST. ANNES-ON-THE-SEA		16 51				Platform length: St. Annes-on-the-Sea. 129 metres (141 yards).	
SQUIRES GATE		18 34				Platform length: Squires Gate. 99 metres (108 yards).	
BLACKPOOL PLEASURE BEACH		19 18				Platform length: Blackpool Pleasure Beach. 98 metres (107 yards).	
		19 20 *					
		19 69 *					
BLACKPOOL SOUTH		20 00				Platform length: Blackpool South. 100 metres (109 yards).	

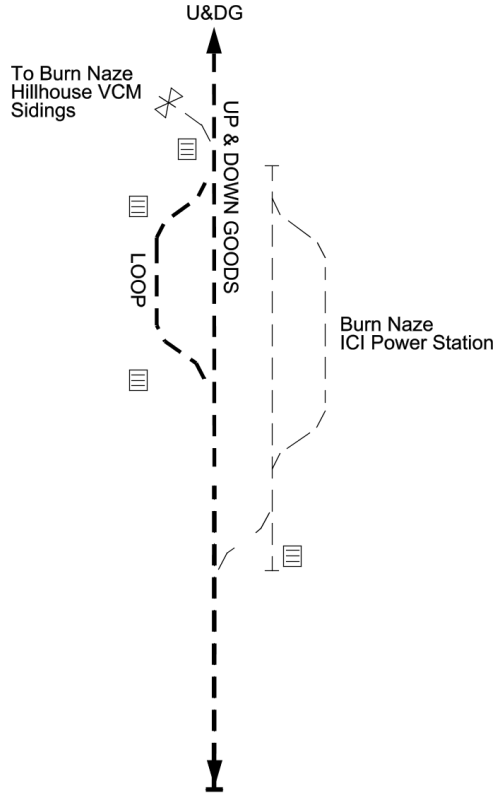
LNW North Route Sectional Appendix Module NW4

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LNW North Route Sectional Appendix Module NW4

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	To / from Preston NW4005 seq 003			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	---				

LNW North Route Sectional Appendix Module NW4

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	
Hillhouse No.3 GF		17 44			AWS and TPWS not provided. Lines out of use. Loop: 256 metres (835 feet).	
Hillhouse No.5 GF		17 45				
Hillhouse No.4 GF		17 61				
Oil Sidings GF		17 73				
End of line		18 08				

LNW North Route Sectional Appendix Module NW4

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)			TCB Preston SB (PN) GSM-R 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]			
		0 40 *			
		[1 26]			
Bare Lane Jn		0 44 [1 30]			
		0 46 *			
BARE LANE		0 53			
Bare Lane LC (CCTV)		0 59			
			OTNS OTNS Morecambe Line Heysham Line 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.		

LNW North Route Sectional Appendix Module NW4

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
Morecambe Jn GF		1 50 *			OTNS Preston OTNS Preston GSM-R Morecambe Line Heysham Line Both lines controlled from Preston SB (PN). D&UM: Down & Up Morecambe. D&UH: Down & Up Heysham. U&DH: Up & Down Heysham. Platform Lengths: Morecambe. Platform 1: 113 metres (124 yards). Platform 2: 143 metres (156 yards).
		1 70 *			
		1 71			
		2 02 *			
		2 10			
		2 11			
		2 14			
MORECAMBE					
Platform 1 buffer stops					
Connection with Run Round					
Buffer stops					

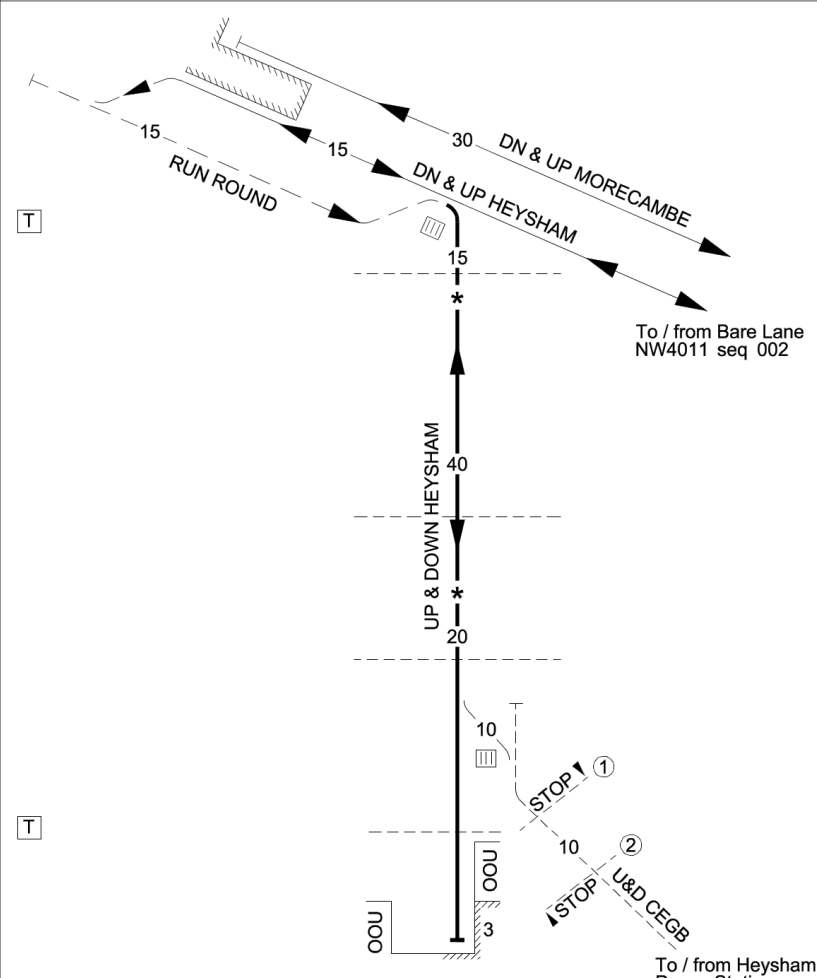
LNW North Route Sectional Appendix Module NW4

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LNW North Route Sectional Appendix Module NW4

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	
(Crossover)		(3 13)				TCB Preston PSB (PN) 'D' Panel AC: Crewe	
Hest Bank LC (CCTV)		(3 11)				GSM-R 	
Hest Bank Jn		(3 10)					
		0 00				Main lines are provided with 25kV AC overhead line equipment, controlled from Crewe ECR. Mileages in () brackets are main line mileages.	
		0 02 *					
Limit of electrification (North Curve only)		0 10					
Main lines start / end adjacent to Down & Up Morecambe (North Curve)		(2 44) 0 46					
Morecambe Golf Course LC (FP)		0 64					
North Curve starts / ends adjacent to South Curve		1 14 [0 28]					
		1 26 * [0 40]				Mileages in [] brackets are mileages from Morecambe South Jn (ELR: MSM). D&U'M'(SC): Down & Up Morecambe (South Curve). D&U'M: Down & Up Morecambe. D&U'U: Down & Up Heysham.	
Bare Lane Jn		1 30 [0 44]					
		[0 46] *				For Bare Lane platform lengths, see NW4011-001.	
BARE LANE		[0 53]					

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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)			OTNS Preston PSB (PN) 'D' Panel GSM-R Mileages in () brackets are ELR: MSM mileages, see NW4011-002. 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. ① Heysham No.1 AOCL, see Local Instructions. ② Heysham No.2 AOCL, see Local Instructions. Platform Lengths: Heysham Port. Platform 3: 86 metres (94 yards).
Morecambe Jn GF		(1 71) 0 00			
Schola Green Lane LC (FP)		0 12 0 42 *			
Hale Carr LC (FP)		2 05 2 49 *			
Heysham Moss LC (FP)		2 76			
Heysham Power Station Sidings GF		3 53			
Port of Heysham LC (UWC)		3 69			
HEYSHAM PORT		4 01			

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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	To / from Carnforth North Jn NW4001 seq 009 UGL 25 UM 90 DM 90 40 DW 40 UP GOODS LOOP SIDING UP MAIN DOWN MAIN Platform 1 Platform 2 Platform 3 To / from Penrith NW4001 seq 009 U&DW	TCB Carlisle PSB (CE) Panel C (South) AC: Crewe GSM-R 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. Auxiliary token instrument with telephone located on Platform 3. OTS (To / from 0m 00ch) 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). DW: Down Windermere. U&DW: Up & Down Windermere.		
Oxenholme North Jn	18 79 *				
	19 05 *				
	(-0 07)				
OXENHOLME LAKE DISTRICT	19 11 *				
	(-0 01)				
Limit of Electrification	0 00 *				
	0 01				
(Branch line starts / ends adjacent to Main lines)	0 07				
	(19 19)				
	0 20 *				
	0 42 *				

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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	U&DW 30 60 UP & DOWN WINDERMERE 30 50 UP & DOWN WINDERMERE 30 60 <				

LNW North Route Sectional Appendix Module NW4

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	U&DW		OTS Carlisle PSB (CE) Panel C (South) 	
Staveley LC (ABCL)		5	73 *	T	30 60 ▲		Telephones at Staveley LC connect to Burnside Higher LC gate box.
		5	78		20 45 ▼		
					30 60 ▼		
					30 50 ▲		
					30 50 ▲		
STAVELEY (CUMBRIA)		6	46 *		30 50 ▼		Platform length: Staveley (Cumbria). Both directions: 95 metres (104 yards).
		6	52		30 50 ▼		
		6	55 *		30 50 ▼		
Droomer No.1 LC (R/G) (FP)		9	54		30 60 ▼		The Down direction is from Oxenholme to Windermere.
	Droomer Lane LC (R/G) (FP)	9	62		30 60 ▼		
	Droomer No.3 LC (R/G) (FP)	9	66		30 60 ▼		
WINDERMERE		10	07 *		30 60 ▼		Platform length: Windermere. 144 metres (157 yards).
		10	15		30 60 ▼		

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LNW North Route Sectional Appendix Module NW4

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.

LNW North Route Sectional Appendix Module NW4

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			GSM-R TCB Carlisle PSB (CE) AC: Cathcart AWS and TPWS not provided.
Bog Jn		1 07			
Rome Street Jn		1 23			
Metal Box Siding		1 31			

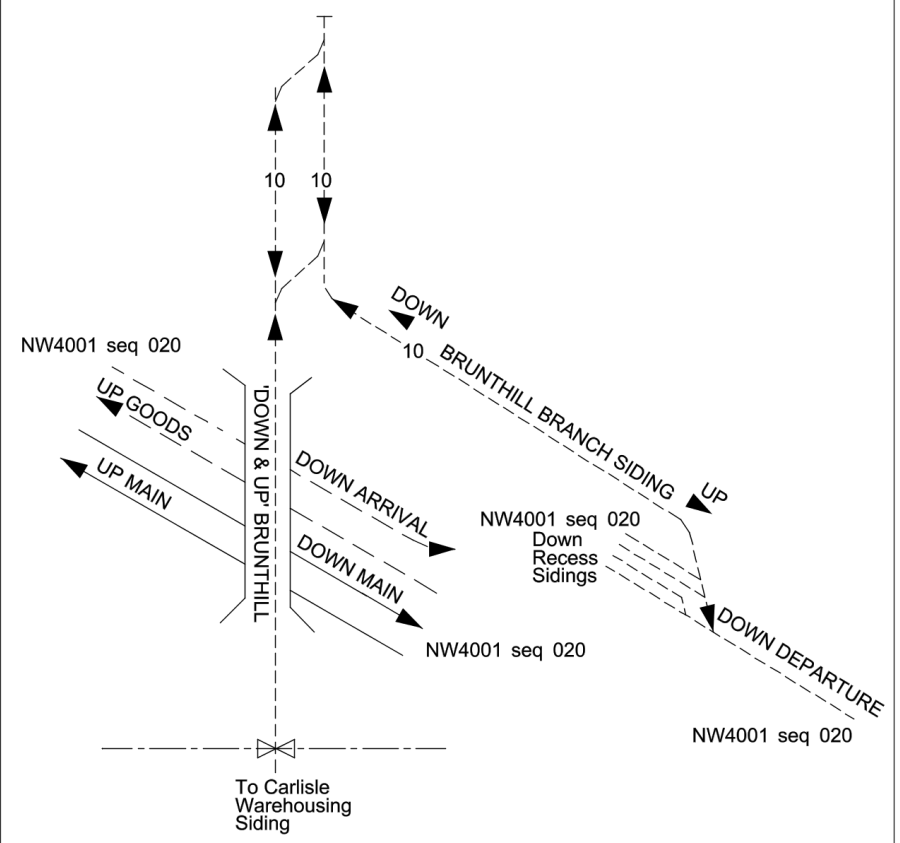
LNW North Route Sectional Appendix Module NW4

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	To / from Upperby Bridge Jn NW4001 seq 017 20 DOWN THROUGH GOODS 10 UP THROUGH GOODS To / from Bog Jn NW4001 seq 017 0 14 Cement Depot No.1 LC (OC) 0 16 Wagon Repairs GF ⑤ 10 THROUGH SIDING 10 WAGON REPAIRS LTD SIDING 0 34 * London Road Jn (CARLISLE) 59 44 50 DOWN NEWCASTLE 50 UP NEWCASTLE To / from Petteril Bridge Jn NW9901 seq 018 To / from Carlisle South Jn NW9901 seq 018		TCB Carlisle PSB (CE) Panel B GSM-R NOTE: Down Through Goods line and Up Through Goods line provided with overhead AC electrification, controlled from Cathcart ECR. AWS and TPWS not provided. Permissive working: PF is authorised in both directions between Upperby Jn and London Road Jn.	
Cement Depot No.1 LC (OC)		0 14				
Wagon Repairs GF		0 16				
London Road Jn (CARLISLE)		0 34 * 59 44				

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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 * 0 00			TCB Carlisle PSB (CE) AC: Cathcart GSM-R TPWS not provided. UM&C: Up M&C DM&C: Down M&C	
Bog Jn		0 44 1 07				

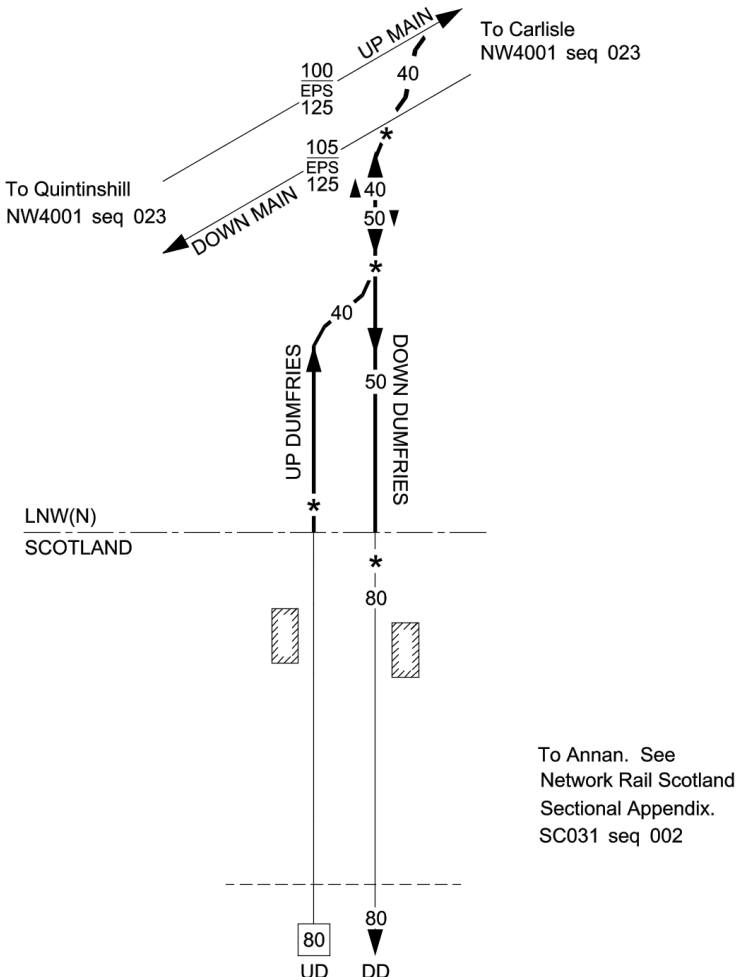
LNW North Route Sectional Appendix Module NW4

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
End of line		96 09			OTS Carlisle PSB (CE)  See Local Instructions for the Method of Working. AWS and TPWS not provided. 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
Stainton Jn		95 67 (0 02)			Down: End of GSM-R area 95m 06ch Up: Start of GSM-R area 95m 06ch  
Brunthill Branch Jn		(0 66) [4 04]			
Brunthill / Network Rail boundary		95 06			

LNW North Route Sectional Appendix Module NW4

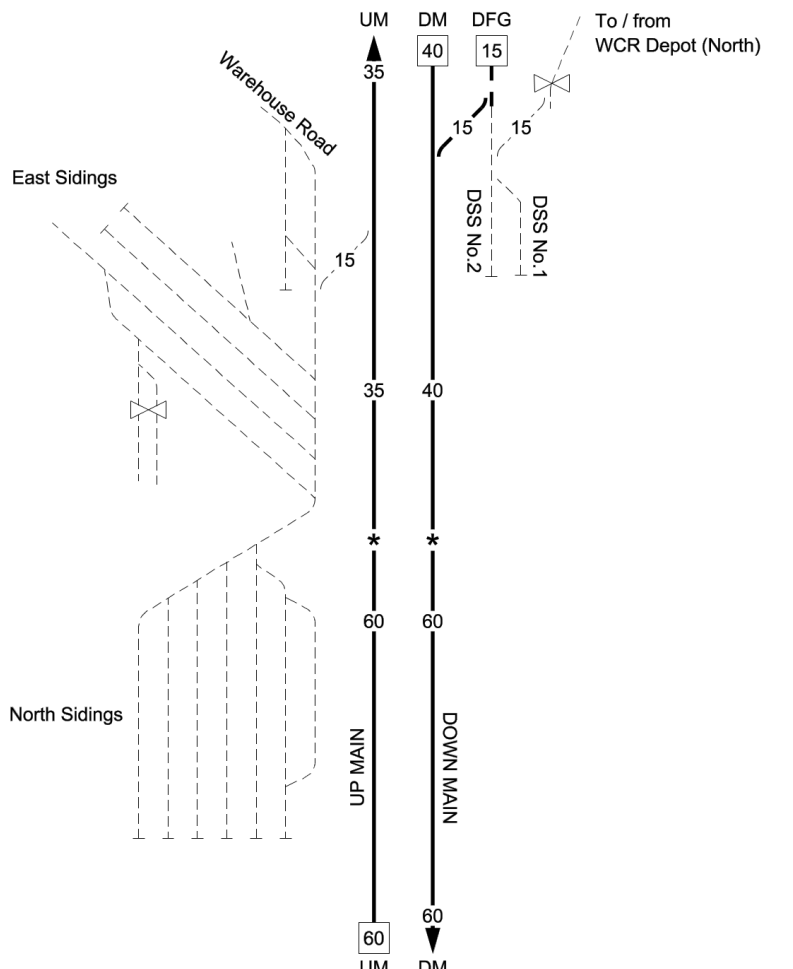
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4029	001	Mossband Jn to Bush-on-Esk	GJH	North West	15/03/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Mossband Jn	(9 19) 3 02	To / from Carlisle NW4001 seq 022 UP MAIN 20 105 EPS 125 DOWN MAIN UP GOODS 25 100 EPS 125 To / from Gretna Jn NW4001 seq 022 20 LONGTOWN SIDING STOP ▼ ▲ STOP 20 STOP ▼ 5 5 Gaitle LC To / from M.O.D. Longtown 0 69 0 63 0 49 (Network Rail boundary)	OTNS Carlisle PSB (CE) North Panel GSM-R 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. TPWS not provided. Line is out of use between Bush-on-Esk West Jn and Network Rail boundary.		
(Signal CE511)	2 67				
Bush-on-Esk No.4 LC (OPEN)	1 74				
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				
Bush-on-Esk East Jn	0 69				
Bush-on-Esk No.1 LC (TMO)	0 63				
(Network Rail boundary)	0 49				

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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 57 116 13 *			TCB Carlisle PSB (CE) Down: End of GSM-R area at 10m 31ch Up: Start of GSM-R area at 10m 31ch GSM-R GSM-R Dumfries Station SB (DE)
		116 09 *			
Network Rail, London North Western Route Boundary.		115 43 * 115 40 115 37 *			
GRETNA GREEN		115 12			
Rigg LC (UWC)		113 10			

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	
WCR Depot GF (South end of 20mph crossover) (South end of 15mph Down Main crossover) Carnforth North Jn (Change of mileage & ELR) Limit of Electrification (Up Furness line only) CARNFORTH Carnforth Station Jn Carnforth Station Junction SB (Crossovers) (Start / end of diagram)			5 78 5 79 6 01 * 6 03 6 08 0 19 0 25 * 0 30 0 31 0 38 (0 04) 0 43 * 0 44 * 0 47 0 50		T S CGJ7 CBC1 0 25 * 0 30 0 31 0 38 (0 04) 0 43 * 0 44 * 0 47 0 50	
			To / from Lancaster / Morecambe. NW4001 seq 008 UP PASSENGER LOOP 15 UP MAIN 110 EPS 125 20 15 DOWN MAIN 15			

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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	 UM 35 DM 40 DFG 15 To / from WCR Depot (North) Warehouse Road East Sidings 15 15 DSS No.2 DSS No.1 35 40 60 60 UP MAIN DOWN MAIN 60 60 UM DM			TCB Carnforth Station Junction SB (CS) AC: Crewe GSM-R On this diagram, only the Down Furness Goods line and both Downside Sidings are provided with 25kV OLE. DSS No.1: 64 metres (70 yards). DSS No.2: 64 metres (70 yards). AB / TCB (AB from 0m 59ch on the Down Main line. TCB from 1m 25ch on the Up Main line). DFG: Down Furness Goods. DSS: Downside Siding. East Sidings have ELR: SJC AB	
(Down Furness Goods connection)		0 52					
(Connection to North Sidings)		0 59					
Limit of Electrification (i.e. Downside Sidings buffer stops)		0 60					
		0 69 *					
Carnforth Furness & Midland Jn, former site of		0 71					
		0 69 *					
		0 71					
(End of North Sidings)		1 14					
(End of AB / start of TCB on Up Main)		1 25					
(Start / end of diagram)		1 40					

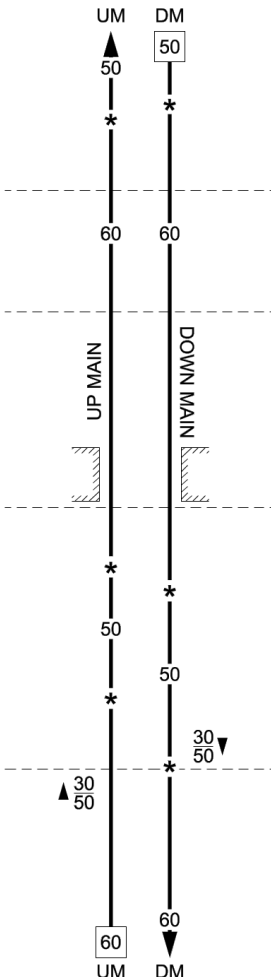
LNW North Route Sectional Appendix Module NW4

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				AB Carnforth Station Junction SB (CS) GSM-R ① Out of use platform area. Platform lengths: Silverdale. Up platform: 103 metres (113 yards). Down platform: 101 metres (110 yards). Telephone on Silverdale Down platform connects to Arnside SB. Arnside SB (AE) Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 4m 00ch and 4m 70ch.	
Silverdale LC (AHBC-X)		3 11	T				
		3 37 *					
SILVERDALE		3 55					
Silverdale Station LC (SBC)		3 60					
		4 20 *	T				
Leaming LC (UWC)		4 22					
Challan Hall LC (R/G-X) (FP)		4 28					
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					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	004	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC1	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		6 00				AB Arnside SB (AE) GSM-R	
ARNSIDE		6 10 *				Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 6m 10ch and 6m 30ch. Platform lengths: Arnside. Up platform: 120 metres (131 yards). Down platform: 118 metres (129 yards).	
		6 21					
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					
Holme Island LC (UWC & FP)		8 67				Grange-over-Sands SB (GS)	
(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					

LNW North Route Sectional Appendix Module NW4

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				AB Grange-over-Sands SB (GS) GSM-R  Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 10m 20ch and 10m 30ch. Platform lengths: Kents Bank. Up platform: 110 metres (120 yards). Down platform: 119 metres (130 yards).	
Bathing Pool LC (UWC)		10 00 * 10 01 *	T				
Cart Lane LC (UWC & FP)		10 20	T				
KENTS BANK Kents Bank LC (UWC & FP)		11 27 11 31	T				
		11 40 * 11 44 *					
		12 15 *					
Wraysholme LC (AOCL+B)		12 42 *	T				
(Start / end of diagram)		13 40					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	006	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC1	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		13 40				AB Grange-over-Sands SB (GS) GSM-R ① Out of use platform area. Platform lengths: Cark & Cartmel. Up platform: 94 metres (103 yards). Down platform: 98 metres (107 yards). Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 13m 60ch and 14m 10ch.	
CARK & CARTMEL		13 59					
Crook Wheel LC (UWC & FP)		14 25					
from		16 56					
to		17 00					
Leven Viaduct (488 metres / 534 yards)							
from		18 39					
to		18 43					
Ulverston Canal Viaduct (77 metres / 84 yards)							
(Start / end of diagram)		19 00				Ulverston SB (UN)	

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	007	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC1	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		19 00				GSM-R AB Ulverston SB (UN)	
ULVERSTON		19 20 *				Platform lengths: Ulverston. Platform 1: 103 metres (113 yards). Platform 3: 101 metres (110 yards). Platform 2 not used. ① Out of use platform area.	
Ulverston Station LC (SBC)		19 25 *					
		19 28					
		19 33					
Ulverston SB		19 47					
(Sidings connection)		19 50					
(End of Neck)		19 56					
		19 77 *					
		20 00 *					
Lindal Tunnel (401 metres / 439 yards)		from 22 53					
		to 22 73					
		23 33 *					
(Start / end of diagram)		23 60				Dalton Junction SB (DJ) Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 20m 70ch and 23m 10ch.	

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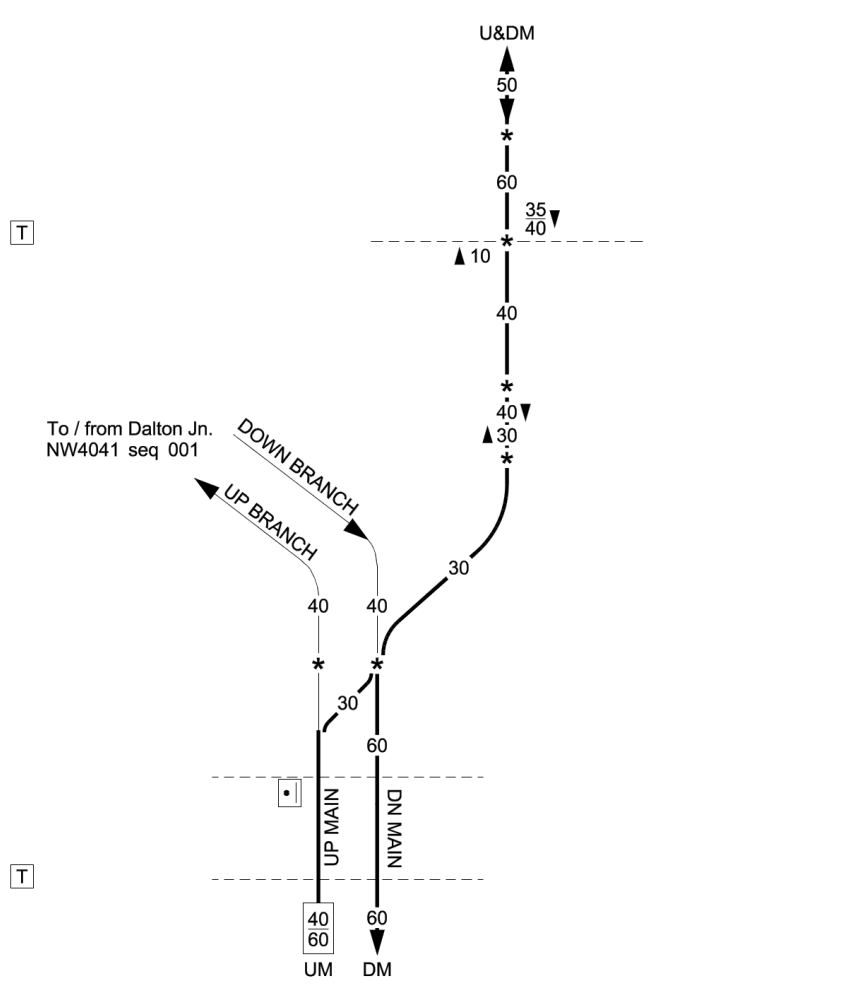
LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	008	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC1	North West	11/05/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		23 60				AB Dalton Junction SB (DJ) GSM-R Platform lengths: Dalton. Platform 1: 88 metres (96 yards). Platform 2: 104 metres (114 yards).	
DALTON (CUMBRIA)		23 67					
from		24 01					
Dalton Tunnel (206 metres / 225 yards)		24 11					
(Crossover)		24 34					
Dalton Junction SB Dalton Jn		24 37 24 38					
		25 12 *					
Furness Abbey LC (UWC)		25 31					
from		25 41					
Furness Abbey Tunnel (69 metres / 75 yards)		25 44					
to		25 47					
Eniswood LC (R/G-X) (FP)		25 47					
Park House Farm LC (R/G)		26 08					
		26 20 *					
(Start / end of diagram)		27 00				Barrow-in-Furness SB (BF) Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 25m 30ch and 25m 70ch.	

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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												AB		Barrow-in-Furness SB (BF)			
		(Crossover)								27 53									
		Salthouse Junction GF								27 57 *									
		Salthouse Jn								27 59									
										27 62 *									
Buccleuch Jn Network Rail Boundary		[28 16] [28 20]		Port of Barrow sidings have ELR: RDK1 from Salthouse Jn at 27m 59ch. GSM-R coverage extends to [28m 10ch] on the Port of Barrow sidings. Mileages given in square brackets [] apply to the Port of Barrow sidings.															
Salthouse Viaduct (133 metres / 145 yards)		from 28 03 to 28 10 * 28 13 *																	
(Crossover)		28 59 * 28 60 *																	
		28 65 *																	

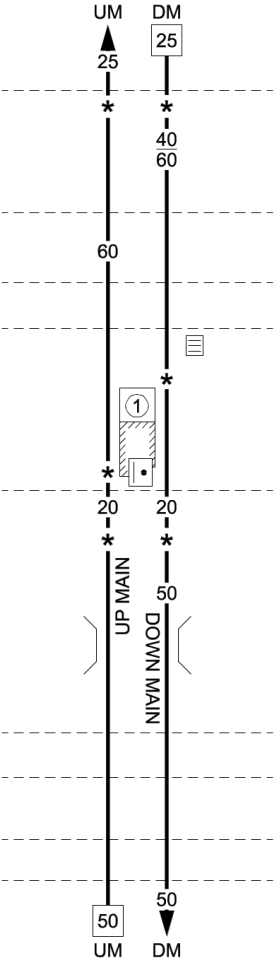
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
NW4033	010	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	LNW North	03/10/2020	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
BARROW-IN-FURNESS Barrow-in-Furness Station LC (SBC) Barrow-in-Furness SB (Tail lamp telephone) (Start / end of single line) (End of Headshunt)			The diagram shows the station layout with running lines and speed restrictions. Key features include: Running Lines: - UP MAIN (Up Main line) - DOWN MAIN (Down Main line) - UP & DOWN MAIN (Up and Down Main line) - U&DM (Up and Down Main line) Platforms: - Platform 1: 183 metres (200 yards) - Platform 2: 166 metres (182 yards) - Platform 3: 153 metres (167 yards) Sidings: - Duke Sidings - Carriage Sidings - Headshunt - OOU (Overhead Overhead Under) Speed Restrictions: 15 mph (indicated by a downward arrow) 60 mph (indicated by an upward arrow) 30 mph (indicated by a downward arrow) 50 mph (indicated by an upward arrow) Other Features: - Barrow-in-Furness Station LC (SBC) - Barrow-in-Furness SB (Tail lamp telephone) (Start / end of single line) (End of Headshunt)		AB Barrow-in-Furness SB (BF) GSM-R 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. TB	
		28 76				
		29 03				
		29 05				
		29 13 *				
		29 20				
		29 24 *				
29 28						
29 45						
29 60 *						

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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	 U&DM 50 60 35 40 10 40 40 30 30 40 60 UP MAIN DN MAIN 40 60 UM DM DOWN BRANCH UP BRANCH To / from Dalton Jn. NW4041 seq 001			TB Barrow-in-Furness SB (BF) GSM-R U&DM: Up & Down Main. Park South SB (PS) Mileages in brackets () are NW4041 mileages with ELR: DAP. AB	
Sandscale LC (ABCL) (a.k.a. British Cellophane)		31 44 *					
		32 50 *					
		32 52 *					
Park South Jn		(0 79) *					
(North end of crossover)		(1 03)					
Park South LC (MCB) Park South SB		33 06 33 06					
Park North LC (UWC & FP)		33 46					
(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	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start / end of diagram)		33 60			AB Askam SB (AM) Platform lengths: Askam. Up platform: 50 metres (55 yards). Down platform: 54 metres (59 yards). ① Out of use platform area. Foxfield SB (FD) Platform lengths: Kirkby-in-Furness. Platform 1: 76 metres (83 yards). Platform 2: 69 metres (75 yards). ① Out of use platform area.
		34 12 *			
Askam LC (MCB)		35 03			
Askam SB		35 03			
ASKAM		35 06			
(Crossover)		35 11			
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			
Kirkby-in-Furness Station LC (SBC)		38 14			
KIRKBY-IN-FURNESS		38 19			
		38 20 *			
		38 26 *			
Kirkby Pool Viaduct from		38 44			
(32 metres / 35 yards) to		38 46			
Kirkby Pool LC (FP)		38 46			
(Start / end of diagram)		38 52			

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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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		38 52				AB Foxfield SB (FD) 	
Angerton Hall LC (UWC)		38 59 38 60 *				Platform lengths: Foxfield. Up platform: 79 metres (86 yards). Down platform: 77 metres (84 yards). ① Out of use platform area.	
Angerton Hall No.2 LC (UWC)		39 75					
Angerton Hall No.3 LC (UWC)		40 14					
Skelly Crag LC (MCG)		40 24					
		40 32 *					
FOXFIELD		40 37					
Foxfield SB		40 40 *					
Foxfield Farm LC (UWC & SBC)		40 41					
		40 60 *					
Foxfield Viaduct		from 41 06					
(102 metres / 111 yards)		to 41 11					
Ladyhall LC (UWC & FP)		41 28					
High Shaw LC (UWC & FP)		41 42					
Holly Tree LC (UWC & FP)		42 10					
Dodd's LC (UWC)		42 19					
(Start / end of diagram)		42 24					

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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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		42 24				AB Millom SB (MM) GSM-R	
Green Road Viaduct (57 metres / 62 yards)		42 29				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.	
Green Road LC (ABCL-X)		42 32					
		42 33 *					
		42 34					
GREEN ROAD		42 37					
Waltham Nurseries LC (UWC & FP)		42 60 *					
		42 62					
Stone Cabin LC (UWC)		42 75					
King LC (UWC)		43 06					
Underhill LC (UWC & FP) (R/G-X)		43 12					
Long Marsh LC (UWC)		43 56					
Castle LC (FP)		43 65					
Castle Farm No.2 LC (UWC)		43 77					
Castle Farm No.1 LC (UWC)		44 05					
Salthouse No.3 LC (UWC)		44 22					
Salthouse No.1 LC (UWC)		44 46					
(Start / end of diagram)		44 60					

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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			AB Millom SB (MM) GSM-R	
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				
		45 53 *				
		45 60 *				
Haverigg Cattle Crossing LC (UWC)		46 05				
Haverigg LC (AHBC)		46 05				
Langthwaite LC (UWC)		46 16				
		46 27 *				
Hestham Hall LC (UWC)		46 32				
(Start / end of diagram)		46 60			Silecroft SB (ST)	

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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 Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		46 60			AB Silecroft SB (ST) GSM-R Platform lengths: Silecroft. Platform 1: 46 metres (50 yards). Platform 2: 46 metres (50 yards).	

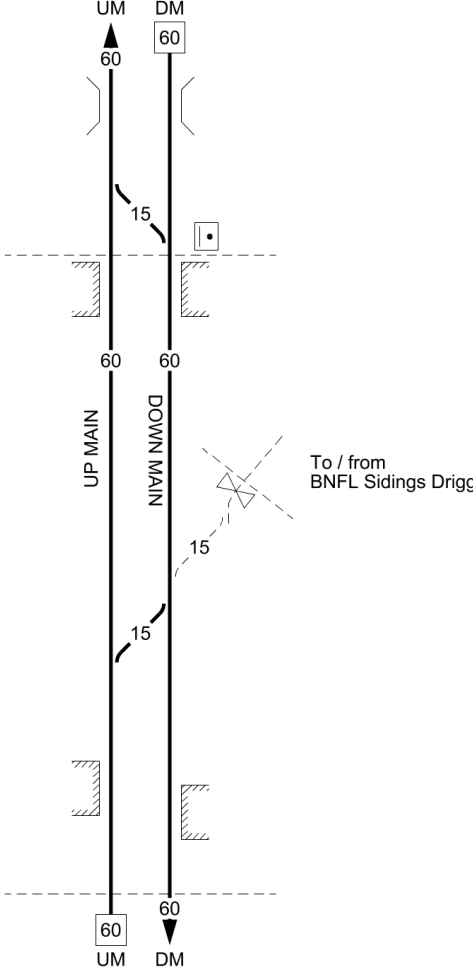
LNW North Route Sectional Appendix Module NW4

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 Beck Viaduct (54 metres / 59 yards)		from 51 68 to 51 71					
Bootle Footpath LC (FP)		53 22					
BOOTLE (CUMBRIA)		53 34					
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				Platform lengths: Bootle (Cumbria). Platform 1: 99 metres (108 yards). Platform 2: 102 metres (112 yards).	

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	018	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC1	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		56 00				AB Drigg SB (DG) GSM-R	
from		56 43				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.	
Eskmeals Viaduct (287 metres / 314 yards)		to					
to		56 58					
(Ravenglass & Eskdale Railway start / end adjacent to main line)		57 69					
RAVENGLASS FOR ESKDALE		57 79					
from		58 10					
Ravenglass Viaduct (66 metres / 72 yards)		to					
to		58 14					
Saltcoats Field LC (UWC)		58 31					
Saltcoats LC (MCB-CCTV)		58 49					
Hall Carleton LC (UWC)		59 25					
(Start / end of diagram)		59 40					

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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	
Drigg Viaduct (56 metres / 61 yards)		from 59 50 to 59 53				AB Drigg SB (DG) GSM-R 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. Platform lengths: Drigg. Up platform: 85 metres (93 yards). Down platform: 84 metres (92 yards). Sellafield SB (SD) BNFL: British Nuclear Fuels Ltd. Platform lengths: Seascale. Up platform: 73 metres (80 yards). Down platform: 67 metres (73 yards).	
(Crossover) Drigg SB Drigg LC (MCG)		59 78 59 79 59 79					
DRIGG		60 02					
(Siding connection)		60 40					
(Crossover)		60 45					
SEASCALE		62 13					
Seascale Golf Course LC (FP)		63 05					

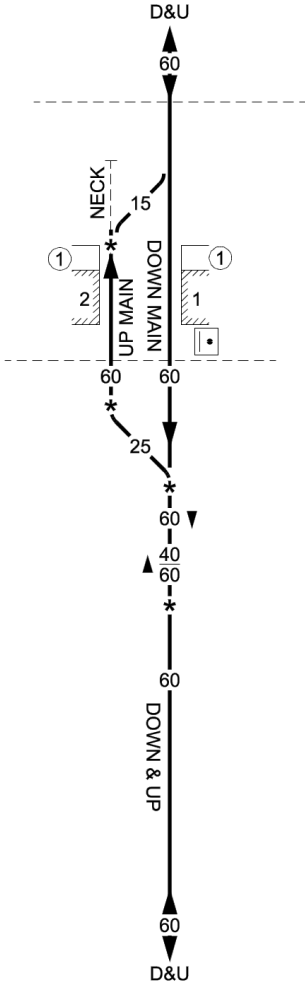
LNW North Route Sectional Appendix Module NW4

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	
						AB Sellafield SB (SD) GSM-R	
Calder Viaduct (56 metres / 61 yards) (Siding connection)		from 63 31 to 63 33 63 34					
(NR boundary on siding) (Up Sidings connection) (Level crossing on siding)		63 38 63 38 63 39					
		63 59 *				BNFL: British Nuclear Fuels Ltd. Up Sidings standage: 352 metres (385 yards). D&UL: Down & Up Loop. Platform lengths: Sellafield. Platform 1: 71 metres (78 yards). Platform 2: 50 metres (55 yards). ① Out of use platform area.	
SELLAFIELD		63 72					
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).	

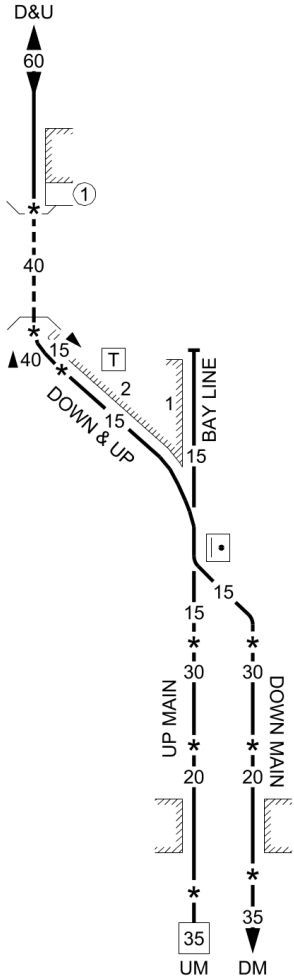
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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	021	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC1	North West	15/02/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		64 20				ET	Sellafield SB (SD) 
(End of North Siding)		64 27				D&U: Down & Up. NS: North Siding.	
Ehen Viaduct (37 metres / 40 yards)		64 35				North Siding standage: 353 metres (386 yards).	
		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				Platform length: Braystones. 68 metres (74 yards).	
BRAYSTONES		65 76				Telephone at Braystones connects to Sellafield SB.	
		65 77 *				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					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	022	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC1	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		69 53				ET St Bees SB (SB) GSM-R 	
Sea Mill LC (FP)		69 59				D&U: Down & Up.	
(End of Neck)		70 09				Platform lengths: St Bees. Platform 1: 107 metres (117 yards). Platform 2: 102 metres (112 yards).	
(Crossover)		70 11				① Out of use platform area.	
		70 14 *				Up Main crossing loop standage: 218 metres (238 yards).	
ST BEES		70 18					
St Bees SB		70 22					
St Bees LC (MCB)		70 22					
		70 28 *					
		70 34 *					
		71 09 *					
(Start / end of diagram)		73 00				Bransty SB (BY) (From approx. 71m 20ch).	

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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		
CORKICKLE Whitehaven Tunnel (1173 metres / 1283 yards) (Buffer stops) (CBC2 mileage) WHITEHAVEN (Bay Line connection) Change of mileage & ELR Bransty SB (and single / double line connection) PARTON						GSM-R ET Bransty SB (BY) 		
						D&U: Down & Up. Platform length: Corkickle. 56 metres (61 yards). ① Out of use platform area. Token instrument located on Platform 2 at Whitehaven station. Platform lengths: Whitehaven. Platform 1: 101 metres (110 yards). Platform 2: 84 metres (92 yards). PP authorised in Platform 1. PP-C authorised in Platform 2 in the Up direction only.		
						AB (Absolute Block working applies to / from Whitehaven). Bay Line has ELR: CBC2.		
						Platform lengths: Parton. Up platform: 103 metres (113 yards). Down platform: 100 metres (109 yards).		

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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	
Parton South Jn		1 64 * 1 68 * 1 72				AB Bransty SB (BY)	
Parton North Jn		2 55 * 2 57 *					
Harrington Viaduct (92 metres / 101 yards)		4 00 * 4 39 * 4 40 * 4 42					
HARRINGTON		4 47 4 48 * 4 50 * 4 70 * 4 76 *				Platform lengths: Harrington. Up platform: 118 metres (129 yards). Down platform: 119 metres (130 yards).	

Platform lengths: Harrington.
Up platform: 118 metres (129 yards).
Down platform: 119 metres (130 yards).

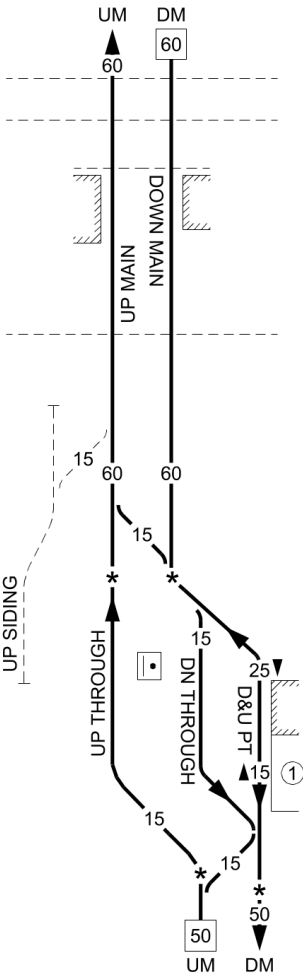
LNW North Route Sectional Appendix Module NW4

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		
(Colliery Siding buffer stops)	5 30 *		AB Workington Main No.2 SB (WN2)		
(Connection to Up Main)	6 06		ENG R-R: Engine Run Round. BSC ARR: B.S.C. Arrivals. UTS: Up Through Siding. RS: Reception Siding. DS: Down Siding. AB (PF) - Permissive Block - applies on the Reception Siding in both directions.		
(Crossover between main lines)	6 51				
Workington Main No.2 SB	6 53				

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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	
(Carriage Shed Sidings connection)		6 58				AB Workington Main No.2 SB (WN2) AB (PF) - Permissive Block - applies on the Reception Siding in both directions. ① Out of use platform area. Workington Main No.3 SB (WN3) Platform lengths: Workington. Platform 1: 101 metres (110 yards). Platform 2: 108 metres (118 yards). UTS: Up Through Siding. CS Sdgs: Carriage Shed Sidings. D&U DS: Down & Up Dock Siding. Down & Up Dock Siding has ELR: CBC2. GF released from Workington Main No.3 SB.	
WORKINGTON		6 64 *					
		6 69					
Workington Station LC (SBC)		6 74					
Workington Main No.3 SB		6 74					
(Reception Siding connection)		6 78					
Merchants Quay LC (UWC)		7 00 *					
(Crossover)		7 01					
		7 03					
Derwent Viaduct (124 metres / 136 yards)		from 7 12 to 7 18					
(Gates)		7 26					
Dock Branch G.F. Derwent Jn		7 30 7 31					
Thames Board LC (FP)		8 37					

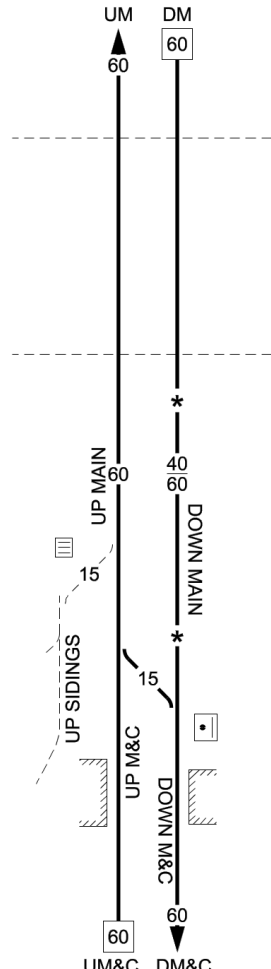
LNW North Route Sectional Appendix Module NW4

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 Ch		Running lines & speed restrictions			Signalling & Remarks	
Lowca Lane LC (FP)		8	52				AB Maryport Station SB (MS) GSM-R Platform lengths: Flimby. Up platform: 74 metres (81 yards). Down platform: 45 metres (49 yards). D&U PT: Down & Up Platform. Platform length: Maryport. Up direction: 102 metres (112 yards). Down direction: 102 metres (112 yards). 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.	
St Helens Halt LC (FP)		9	42					
Flimby Station LC (SBC)		10	39					
FLIMBY		10	42					
Maryport LC (CCTV)		12	04					
Change of ELR and mileage		12	05	T		CBC2		
(Buffer stops)		0	00	CBC3				
(Siding connection)		0	04					
		0	07					
		0	15	*				
Maryport Station SB (Buffer stops)		0	21					
		0	22					
MARYPORT		0	27					
		0	36	*				
		0	37	*				

LNW North Route Sectional Appendix Module NW4

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	028	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC3	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		0 40				AB Maryport Station SB (MS) GSM-R 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. Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 2m 60ch and 2m 70ch. 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.	
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 *					
ASPATRIA		7 64					
		7 68 *					
Aspatria Tunnel from		8 37					
(51 metres / 56 yards) to		8 40 *					
(Start / end of diagram)		9 00					

LNW North Route Sectional Appendix Module NW4

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW4033	029	Carnforth North Jn to Carlisle South Jn (via Barrow)			CBC3	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		9 00				AB Maryport Station SB (MS) GSM-R  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) Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 15m 20ch and 15m 60ch. GF released from Wigton SB. TCB 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.	
Heathfield LC (UWC)		9 76	T				
Brick Kiln Lane LC (UWC)		14 60	T				
		14 77 *					
Wigton G.F.		15 67	S T				
		15 79 *					
(Crossover)		16 02					
Wigton SB		16 05					
WIGTON		16 20					
(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 Ch	Running lines & speed restrictions		Signalling & Remarks
(Start / end of diagram)		18 00			TCB Carlisle PSB (CE) Panel B (Station) GSM-R Carlisle PSB signalling area starts / ends at approx. 18m 00ch. 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. NB: "M&C" is NOT an abbreviation in the context of these line names. 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. Platform lengths: Dalston. Up platform: 102 metres (112 yards). Down platform: 102 metres (112 yards). Exceptionally Poor Rail Adhesion: Up M&C and Down M&C lines between 23m 40ch and 24m 10ch.
Grahams Halt LC (FP)	18 31				
Woodside LC (UWC)	18 79	T			
Parkhouse LC (UWC)	19 22	T			
Carrs LC (UWC)	19 69	T			
Dalrymple LC (UWC)	20 08	T			
Rothery LC (UWC)	20 21	T			
West Curthwaite LC (FP)	21 11				
	22 40 *				
	23 22 *				
Dalston Oil Depot GF	23 28	S T			
Dalston Station No.1 GF	23 35	T			
DALSTON (CUMBRIA)	23 43				
Dalston Station No.2 GF	23 48	T			
(Start / end of diagram)	23 60				

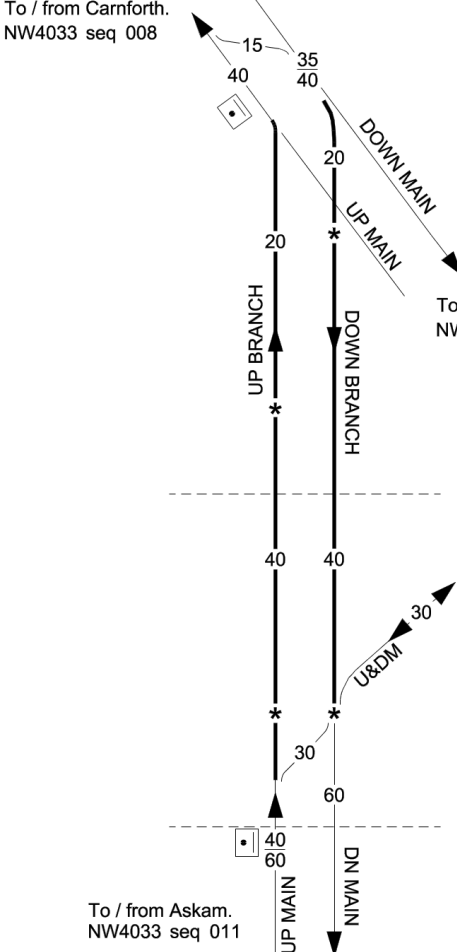
LNW North Route Sectional Appendix Module NW4

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		23 60				TCB Carlisle PSB (CE) Panel B (Station) GSM-R Exceptionally Poor Rail Adhesion: Up M&C and Down M&C lines between 23m 40ch and 24m 10ch. Low Mill LC: overlay miniature stop lights provided for vehicular traffic. NB: "M&C" is NOT an abbreviation in the context of these line names. Exceptionally Poor Rail Adhesion: Up M&C and Down M&C lines between 26m 00ch and 26m 10ch. Exceptionally Poor Rail Adhesion: Up M&C and Down M&C lines between 27m 10ch and 27m 20ch.	
Low Mill LC (R/G-X & FP)		24 25					
Low Mill HABD		24 33					
Cummersdale Viaduct (77 metres / 84 yards)		from 25 58 to 25 62					
(Buffer stops)		26 56					
Currock GF		26 66					
(Crossover) (Buffer stop)		26 72 26 73 26 74 *					
Currock Jn							
(Start / end of diagram)		27 30					

LNW North Route Sectional Appendix Module NW4

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 Ch	Running lines & speed restrictions		Signalling & Remarks
(Intersection bridge)		27 40			TCB Carlisle PSB (CE) Panel B (Station) GSM-R 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.
(Wapping Siding buffer stop - see Note)		27 43 *			
		27 45			
Carlisle South Jn (Change of mileage & ELR)		27 49	CBC3		
		68 67	CGJ7		
Carlisle PSB		68 69			
CARLISLE		69 09			

LNW North Route Sectional Appendix Module NW4

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)				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.	
Dalton Junction SB Dalton Jn		(24 37) (24 38) 0 00					
		0 06 *					
		0 31 *					
Goldmire Quarry LC (UWC)		0 58					
Park South Jn		0 79 (32 77) *					
(North end of crossover)		1 03 (33 00)					
Park South LC (MCB) Park South SB		(33 06) (33 06)					

SPECIAL WORKING ARRANGEMENT

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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 Flyde 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

LNW North Route Sectional Appendix Module NW4

From	To	Type of Train	Line(s)	Remarks
Carlisle Yard	Currock Jn	Crippled vehicles	Up	Working in accordance with the <i>'Working of trains not fitted throughout with the continuous brake'</i> 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

LOCAL INSTRUCTIONS

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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 DEEPPDALE 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

LIST OF MODULE PAGES AND DATES

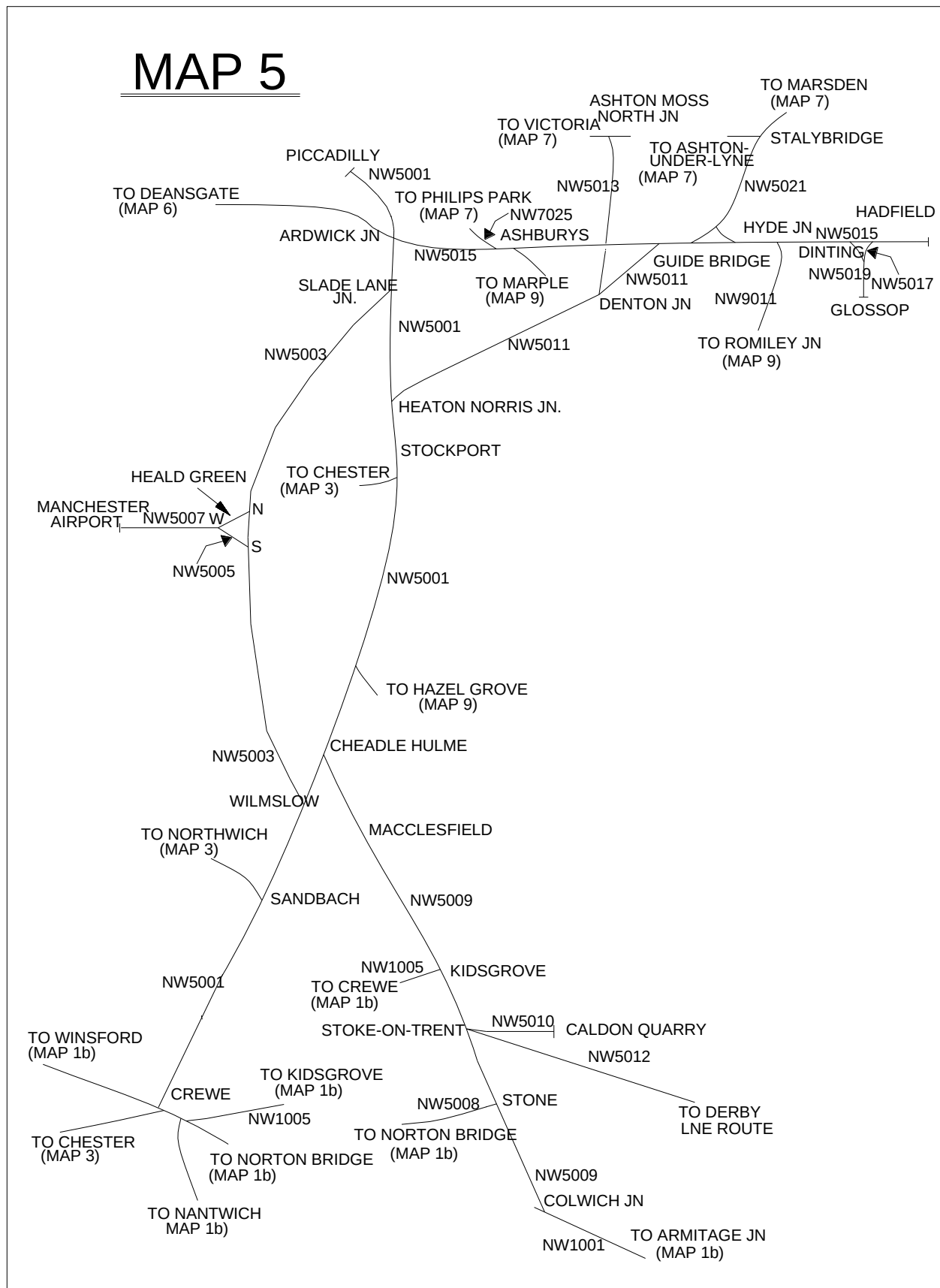
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23	07 September 2024
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NW5001 (CREWE NORTH JN TO MANCHESTER PICCADILLY)

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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LNW North Route Sectional Appendix Module NW5

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		TCB Crewe SCC (CE) AC: Crewe 	
Crewe North Jn		158 18		For Explanation of Table A terms and symbols, see NW0001 seq 001	
(EMU Stabling Siding buffer stops)		158 22		DN MAN: Down Manchester. UP MAN: Up Manchester.	
(Crossover)		158 31		Up Manchester Loop standage: 448 metres (490 yards).	
(Crossover)		158 35			
		158 37 *		Manchester South SCC (MS) (From approx. 158m 54ch)	
		158 47 *			
(Up Manchester Loop connection)		158 51			
(Wilmslow and Independent lines start / end adjacent to each other (approx.))		158 54		NOTE: Speed change mileages for the Manchester Independent lines are CMP1 -equivalent mileages. For full details of the Manchester Independent lines, see NW1009 seq 005.	
Sydney Bridge Jn, former site of		158 76			
Sydney Bridge OHNS		158 77 *			
		158 79			
		159 24 *			
(Start / end of diagram)		160 00			

October 2009

LNW North Route Sectional Appendix Module NW5

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 Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		164 00			TCB Manchester South SCC (MS) AC: Crewe GSM-R Platform lengths: Holmes Chapel. Platform 1 (both directions): 167 metres (183 yards). Platform 2 (both directions): 167 metres (183 yards). ⊗ 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. Platform lengths: Goostrey. Platform 1 (both directions): 160 metres (175 yards). Platform 2 (both directions): 162 metres (177 yards). Exceptionally Poor Rail Adhesion: Up Wilmslow and Down Wilmslow lines between 168m 30ch and 170m 00ch.	
M6 Motorway (47 metres / 52 yards)		from 165 00 to 165 03				
HOLMES CHAPEL		166 37				
Holmes Chapel HABD		166 51				
Holmes Chapel Viaduct (520 metres / 569 yards)		from 166 78 to 167 24				
Goostrey Jn		167 78				
GOOSTREY		168 35				
(Start / end of diagram)		169 20				

LNW North Route Sectional Appendix Module NW5

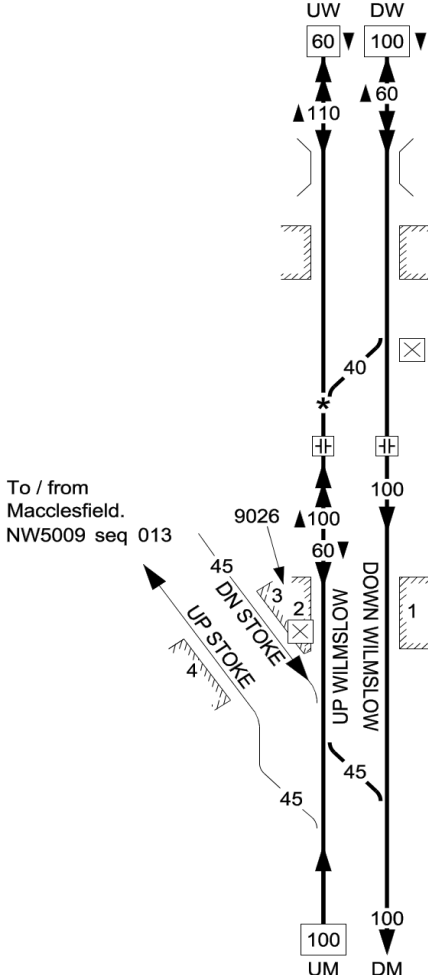
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW5001	004	Crewe North Jn to Manchester Piccadilly		CMP1	North West	11/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		169 20			TCB Manchester South SCC (MS) AC: Crewe GSM-R Exceptionally Poor Rail Adhesion: Up Wilmslow and Down Wilmslow lines between 168m 30ch and 170m 00ch. DCL: Down Chelford Loop. UCL: Up Chelford Loop. Standages: Down Chelford Loop: 849 metres (928 yards). Up Chelford Loop: 905 metres (990 yards). ⊗ 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. Platform lengths: Chelford. Platform 1 (both directions): 118 metres (129 yards). Platform 2 (both directions): 160 metres (175 yards).	
Peover Viaduct (135 metres / 148 yards)		from 170 20 to 170 26				
Chelford South Jn		(Crossover) 171 17 171 18				
Chelford North Jn		(Crossover) 172 07 172 09				
CHELFORD		172 17				
Chelford OHNS		172 46				
(Start / end of diagram)		173 20				

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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		TCB Manchester South SCC (MS) AC: Crewe GSM-R		
Alderley Edge South Jn	175 12		For Explanation of Table A terms and symbols, see NW0001 seq 001		
ALDERLEY EDGE	175 21		Standages: Down Siding: 152 metres (166 yards). Up Siding: 113 metres (124 yards). ☒ Patrolman's Directional Lockout: 9010: Up Wilmslow and Down Wilmslow lines between Chelford North Jn and Alderley Edge South Jn.		
Alderley Edge North Jn	175 43		Platform lengths: Alderley Edge. Platform 1 (both directions): 161 metres (176 yards). Platform 2 (both directions): 118 metres (129 yards).		
	176 16 *		☒ 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.		

LNW North Route Sectional Appendix Module NW5

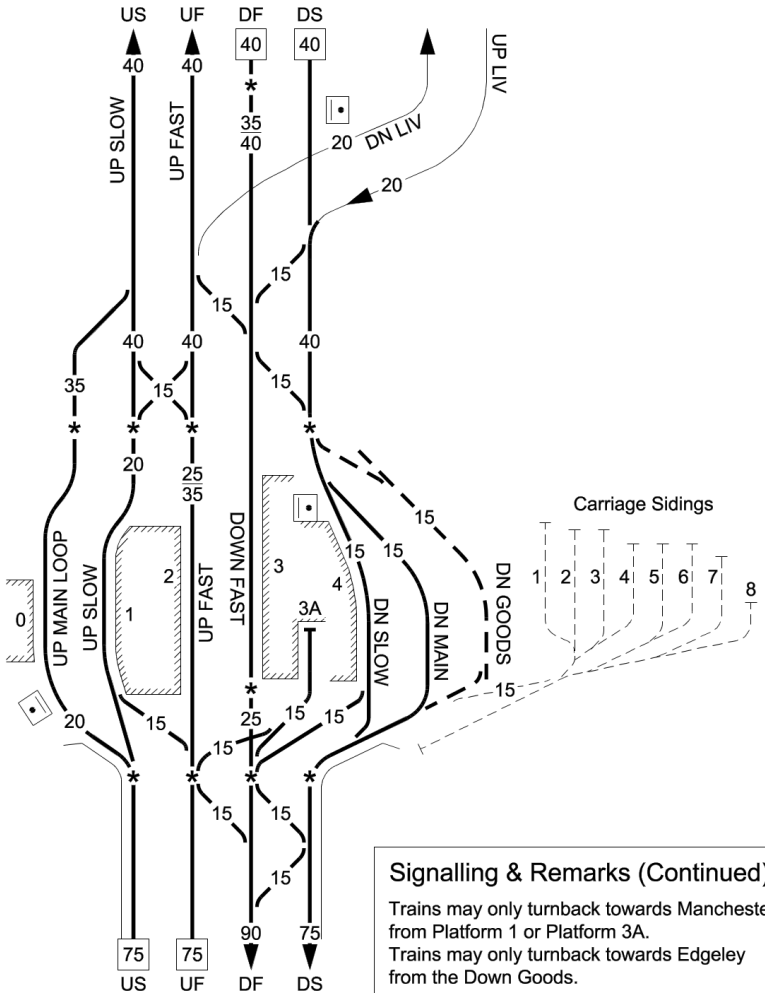
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW5001	006	Crewe North Jn to Manchester Piccadilly		CMP1	North West	02/07/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Reversing Siding buffer stop)		176 23			TCB Manchester South SCC (MS) AC: Crewe GSM-R 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.	
(Crossover) Wilmslow HABD		176 30 176 33				
(Crossover)		176 40 *				
		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				

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 Ch		Running lines & speed restrictions		Signalling & Remarks	
Handforth Viaduct (134 metres / 147 yards)		from	178 05			TCB Manchester South SCC (MS) AC: Crewe GSM-R 	
HANDFORTH		to	178 11				
			178 24				
Cheadle Hulme South Jn			179 78				
			180 00 *				
Cheadle Hulme OHNS			180 14	☒ 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). 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. UM: Up Main. DM: Down Main.			
CHEADLE HULME			180 57				
Cheadle Hulme North Jn			180 60				
(Crossover)			180 68				
(Up Stoke connection)			180 73				

LNW North Route Sectional Appendix Module NW5

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		
Ladybridge Viaduct (82 metres / 90 yards)		from 181 04 to 181 08				TCB Manchester South SCC (MS) AC: Crewe GSM-R 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. Edgeley Junction No.1 SB (EY1) 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). Note: The Down Liverpool and Up Liverpool lines are NOT electrified. For details of the Liverpool lines, see NW3023 seq 001. AB		
Adswold Road Jn		181 46						
(Intersection bridge)		181 59 *						
(End of TCB / start of AB, on the Down lines)		182 15						
		182 27 *						
		182 28 *						
		182 30 *						
Edgeley Jn No.1 Edgeley Junction No.1 SB (Change of ELR)		182 36						
		182 36						
		182 38 *						
		182 40 *						
(End of AB / start of TCB, on the Up lines)		182 43						

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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 Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		182 46			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 Liverpool. 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.	
Edgeley Junction No.2 SB		182 50 *			GSM-R	
		182 54				
Edgeley Jn No.2		182 59				
		182 70 *				
Stockport No.1 SB		182 73				
STOCKPORT		183 01				
Stockport No.2 SB		183 07 *				
Stockport Viaduct (542 metres / 593 yards)		183 08 *				
		183 10				
		183 12 *				
(Start / end of diagram)		183 30	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.			

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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 Ch	Running lines & speed restrictions	Signalling & Remarks	
(Start / end of diagram)		183 30		AB Heaton Norris Junction SB (HN) AC: Crewe GSM-R (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)		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			

LNW North Route Sectional Appendix Module NW5

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	
(Up Fast to Up Slow crossover)		186 22 *			TCB Manchester Piccadilly SCC (MP) Longsight Panel AC: Crewe GSM-R For Explanation of Table A terms and symbols, see NW0001 seq 001 TS: Through Siding.	
		186 25 *				
		186 28				
		186 40 *				
Slade Lane Jn		186 46 *				
		186 55 *				
(Down Slow / Up Slow crossover)		186 59				
Longsight South Jn		186 77				

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LOR	Seq.	Line of Route Description	ELR					Route	Last Updated
NW5001	012	Crewe North Jn to Manchester Piccadilly	CMP2	LMD1 LMD5	LMD2 LMD6	LMD3 LMD7	LMD4 LMD8	North West	02/07/2022
Location		Mileage M Ch	Running lines & speed restrictions					Signalling & Remarks	
(Start of Down Goods)		187 20 *						TCB Manchester Piccadilly SCC (MP) Longsight Panel AC: Crewe 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.	
Longsight Traction Maintenance Depot		187 21 *							
		187 22 *							
Depot Jn		187 44							
		187 50 *							
Longsight North Jn		187 54							
Viaduct from		187 58							
(Down Goods crossover connection)		187 61							

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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 (Change of ELR on Up East line only)		187 77 *				TCB Manchester Piccadilly SCC (MP) Station Panel AC: Crewe GSM-R Permissive Working: PF authorised on the Down Goods throughout, in both directions. PF authorised on the Up & Down Goods throughout, in both directions. Standages: Down Goods (full length): 1121m (1226yds). Down Goods (between signals MP94 and MP301): 274 metres (300 yards). All lines are on a viaduct from 187m 58ch to Manchester Piccadilly station. AR Sdg: Ardwick Reception Siding. DG: Down Goods. For Explanation of Table A terms and symbols, see NW0001 seq 001 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.	
		188 02 *					
		188 08 *					
		0 53 HAJ					
		188 12 CMP2					
		188 17 *					
		188 30 *					

LNW North Route Sectional Appendix Module NW5

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 *	UE 35 DE 35 UF 40 DF 40 ES 15 US 40 DS 40 M'GL 20 UP EAST 35 DOWN EAST 25 UP FAST 45 DOWN FAST 45 Engine Siding 15 To / from Manchester Oxford Road. NW6001 seq 001 Holding Siding DOWN OXFORD ROAD 13 UP OXFORD ROAD 14	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	188 70				
Manchester Piccadilly GF	188 70				
Manchester Piccadilly SCC (located in station building)	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 0 00	To / from Alderley Edge NW5001 seq 006 To / from Handforth NW5001 seq 006 To / from Heald Green West Jn. NW5005 seq 001 To / from Manchester Airport. NW5007 seq 001 UP WILMSLOW DOWN WILMSLOW UP STYAL DOWN STYAL USt DSt		TCB Manchester South SCC (MS) AC: Crewe GSM-R ☒ 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).	
WILMSLOW		0 10 *				
		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				

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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 Platform lengths: Gatley. Platform 1: 147 metres (161 yards). Platform 2: 147 metres (161 yards). Exceptionally Poor Rail Adhesion: Up Styal and Down Styal lines between 4m 07ch and 8m 30ch. Platform lengths: East Didsbury. Platform 1: 147 metres (161 yards). Platform 2: 147 metres (161 yards). Platform lengths: Burnage. Platform 1: 150 metres (164 yards). Platform 2: 149 metres (163 yards). Platform lengths: Mauldeth Road. Platform 1: 140 metres (153 yards). Platform 2: 147 metres (161 yards). Manchester Piccadilly SCC (MP) Longsight Panel	
GATLEY		5 11				
EAST DIDSBURY		6 25				
BURNAGE		7 18				
MAULDETH ROAD		8 07				
		9 17 *				
		9 20 *				
Slade Lane OHNS		9 33				
Slade Lane Jn		9 44				
		186 46				

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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 1 48		From Heald Green North Jn. NW5003 seq 001 To Styal NW5003 seq 001 75 75 40 40 UP CHORD DOWN CHORD 40 40 40/60 40/60 To Manchester Airport NW5007 seq 001 From Heald Green North Jn. NW5007 seq 001			TCB Manchester Piccadilly SCC (MP) Heald Green Panel AC: Crewe				
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 Platforms 5 and 6, Outbound and Inbound lines are controlled by Manchester Metrolink. These lines are electrified with 750v DC OLE, controlled by Metrolink. UA = Up Airport DA = Down Airport 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
		0 12 *			
		0 16 *			
		0 19 *			
		0 31 *			
0 32 *					
Heald Green West Jn		1 10 *	To / from Heald Green South Jn. NW5005 seq 001		
OHNS		1 39	To / from Heald Green South Jn. NW5003 seq 001		
Heald Green North Jn		1 46 (3 13)	To / from Heald Green Station NW5003 seq 001		Mileage in round brackets () is NW5003 mileage with ELR: STY.

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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 	
Norton Bridge Junction		(138 41) (4 15)			Axle Counter area. 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	
NORTON BRIDGE		(138 68) (3 69)			Mileages in () brackets refers to the Norton Bridge East Chord. Low mileages have ELR: NBS1; high mileages have ELR: LEC4.	
Searchlight Lane Junction (Change of ELR and mileage)		138 55 4 06			Norton Bridge station out of use. Platform length: 87 metres (95 yards).	
Norton Bridge North Jn (former site of)		(139 00) (3 57)			NBEC: Norton Bridge East Chord.	
Searchlight Lane HABD		3 72				
Hammerhouse Farm LC (UWC)		(3 39)				

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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. Stoke-on-Trent SCC (SOT) South Workstation from aprox. 2m 20ch UNB - Up Norton Bridge Exceptional Rail Head Conditions: Up Norton Bridge between 0m 00ch and 0m 10ch. Down Norton Bridge between 0m 40ch and 0m 05ch. Platform Lengths: Stone Platform 1: 104 metres (114 yards). Platform 2: 131 metres (143 yards).		
Cold Norton LC (FP)		2 15						
Stone OHNS		0 18 *						
Lime Kiln LC (FP)		0 15 *						
STONE		0 07						
Stone Jn		0 00						
		27 00						

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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 Ch	Running lines & speed restrictions	Signalling & Remarks		
Colwich Jn (known as Colwich North Jn)	(127 05) (127 07) 38 63 * (127 10) 38 59 *	To / from Rugeley Trent Valley. NW1001 seq 002 UTVS UTVF DTVF DTVS UP STROKE DOWN STROKE UP STAFFORD DOWN STAFFORD To / from Stafford NW1001 seq 002 90 MU 95 EPS 100 60 60 85 85 95 EPS 120 95 EPS 125 95 EPS 110 95 EPS 95 UP MAIN DOWN MAIN UM DM	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.		
Colwich OHNS	38 49 * (128 02) * 38 45 38 36 *		Stoke-On-Trent SCC (SOT) South Workstation From Down : 33m 64ch Up : 33m 22ch		
Great Haywood (former site of)	37 30 37 27 *				
Hixon LC (former site of)	36 33 * 36 16 * 35 20				
(Linenames change from 'Stoke' to 'Main')	33 61 * 33 40 29 11 *				
Aston-by-Stone LC (CCTV)	28 63 * 27 66 *				
(End of diagram)	27 64				

LNW North Route Sectional Appendix Module NW5

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 Ch	Running lines & speed restrictions	Signalling & Remarks	
(Start of diagram)		27 64	UM DM 95 EPS 125 85 EPS 95	TCB Stoke-on-Trent SCC (SOT) South Workstation AC: Crewe ECR GSM-R	
Church Lane LC (CCTV) (BARLASTON)		27 63 27 55 *	* 90 * 85 EPS 95	TASS fitted	
		27 27 *		Axle Counter area.	
Meaford Crossing LC (CCTV)		27 18			
Stone OHNS (Main lines CMD2)		27 12 27 10 * 27 09 *	80 * * CE Siding To / from Norton Bridge NW5008 seq 002		
Stone Jn		27 00 (0 00)	75 * 25 25 75 *	Mileage in () brackets refers to NW5008 ELR: NBS.	
(Trailing crossover)		26 78 * 26 75 *	* 15 * 90 EPS 110 90 EPS 110	Exceptional Rail Head Conditions Up Main Line between 26m 40ch and 27m 00ch.	
Barlaston LC (CCTV)		24 56 * 24 55 * 24 50	* * 85 EPS 110 85 EPS 110	Exceptional Rail Head Conditions Down Main between 25m. 0ch. and 24m. 0ch.	
(End of diagram)		24 49	* * 85 EPS 110 85 EPS 110 UM DM	Up Main between 23m 40ch and 24m 50ch	

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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 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
BARLASTON		24 44			TASS fitted
Barlaston HABD		24 39			Platform Lengths: Barlaston Up 98m (107yards) Down 98m (107yards)
WEDGWOOD		23 79			Platform Lengths: Wedgwood Up 111m (121yards) Down 111m (121yards)
Wedgwood LC (CCTV)		23 76			Exceptional Rail Head Conditions
Trentham South Jn (former site of)		22 63			Up main 23m 40ch and 24m 50ch Down main 25m 00ch and 24m 00ch.
(Buffer stop)		21 53 *			TCB Stoke-on-Trent SCC (SOT) North Workstation
		21 43 *			from 22m 49ch
		21 38 *			
Sideway Jn		21 04			
		20 79 *			
		20 78 *			DPL 465m (1526ft)
(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

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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	To Caldon Quarry NW5010 seq 001 U&DB 10 UM 60 DM 60 No 1 Viaduct Siding UP & DN BRANCH UP MAIN 30 DOWN & UP MAIN 40 BAY UP MAIN 30 DOWN & UP MAIN 40 UP MAIN 45 DOWN & UP MAIN 20 UP MAIN 30 DOWN & UP MAIN 45	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 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)	
Glebe Street Jn		20 12 *			
		20 11 *			
		20 10			
		20 07 *			
STOKE-ON-TRENT		19 78			
(End of diagram)		19 65			

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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		
Stoke North Jn	19 64 *		TASS fitted		
Stoke-on-Trent SCC (SOT)	19 63 *		Axle Counter area		
	19 60				
	19 45 *				
	19 38 *				
Newcastle Jn (Stoke-on-Trent)	19 35				
	19 31 *				
	19 18				
(End of diagram)	19 18				

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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		
Cliffe Vale Jn	19 12		TASS fitted		
	18 58 *		Axle Counter area		
	18 52 *				
	18 42 *				
	18 30 *				
Grange Jn	18 20				
	18 17				
(End of diagram)	18 13				

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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 Ch	Running lines & speed restrictions	Signalling & Remarks	
(Start of diagram)		18 13	UP MAIN 85 DOWN MAIN 90 EPS 105 UP GOODS LOOP Up Sidings EWS International Pinnox Sidings (out of use) Esso Sidings Down Sidings 3-8 Chatterley Valley	TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe ECR GSM-R	
LONGPORT		18 06 *		TASS fitted	
		17 03		Platform Lengths: Longport Up 121 metres (132 yards) Down 115 metres (126 yards)	
		16 62 *		Axle Counter area TPWS not provided on Up Goods Loop.	
		16 56 *			
Longport Jn		16 48 *			
		16 27 *			
(Down Siding connection)		16 25			
Bradwell Jn		16 16			
(End of diagram)		16 14		UGL = 279 metres (915 feet)	

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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) from Harecastle New Tunnel (283 metres / 309 yards) to Harecastle HABD (Crossover) Kidsgrove Jn KIDSGROVE Kidsgrove F.S. OHNS		15 65 16 00		UM DM 90 EPS 110 90 EPS 105 DOWN MAIN 85 EPS 105 75 15 15 15 4 DOWN BRANCH 2 3 UP BRANCH To / from Alsager NW1005 seq 001 1 75 85 85 110 EPS 125 UM DM			TCB		Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe		GSM-R
		15 55 *					Axle counter area.		TASS provided.		
		14 29 * 14 28 * 14 27					For Explanation of Table A terms and symbols, see NW0001 seq 001				
		14 13					Mileage in round brackets () is NW1005 mileage with ELR: KCS1.				
		14 09					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 70									
		13 68 (0 00)									
		13 60									
		13 55 * 13 53 *									
		13 45									
		13 15 * 13 02 *									

LNW North Route Sectional Appendix Module NW5

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	
Mow Cop LC (CCTV)			UM DM ▲ 110 100 EPS 125 125			TCB Stoke-on-Trent SCC (SOT) North Workstation AC: Crewe  Axle counter area. TASS provided.	
		11 52 *	-----				
(Change of line names)		11 30	UP MAIN 105 DN MAIN EPS 125			Manchester ROC (MD) Macclesfield Workstation (From approx. 8m 40ch)	
CONGLETON		8 40	UP STOKE 90 DN STOKE EPS 105				
		8 32 *	1 2				
Congleton Viaduct (212 metres / 232 yards)		8 25 *	80 80 EPS EPS 105 105			Platform lengths: Congleton. Platform 1: 154 metres (168 yards). Platform 2: 118 metres (129 yards).	
		8 12	110 MU EPS 115 105 125				
		8 08 *	95 EPS 115 115				
		7 70 *	USt DSt				
from		7 68				USt: Up Stoke. DSt: Down Stoke.	
to		7 58					
		7 49 *					

LNW North Route Sectional Appendix Module NW5

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	
North Rode Viaduct (380 metres / 416 yards)						TCB Manchester ROC (MD) Macclesfield Workstation AC: Crewe 	
						Axle counter area. TASS provided. USt: Up Stoke. DSt: Down Stoke.	
		6 44 *					
from		5 55					
to		5 36					
		2 69 *					
		2 54 *					
		2 31 *					
		2 06 *					
		1 51 *					
		1 07 *					
		1 03 *					

LNW North Route Sectional Appendix Module NW5

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 	
Macclesfield South Jn		0 35 *				Axle counter area. TASS provided.	
MACCLESFIELD		0 25				Permissive Working: PP-C authorised in all three platforms in both directions.	
Macclesfield North Jn		0 12				Platform lengths: Macclesfield. Platform 1: 305 metres (334 yards). Platform 2 (both directions): 268m (293yds). Platform 3 (both directions): 268m (293yds).	
Macclesfield Hibel Road (Change of mileage & ELR)		0 07 * 0 06 *				☒ 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).	
Macclesfield Tunnel (313 metres / 342 yards)		0 00 9 37				For Explanation of Table A terms and symbols, see NW0001 seq 001	
from		9 28				USt: Up Stoke. DSt: Down Stoke.	
to		9 12 9 10 * 9 08 *					

LNW North Route Sectional Appendix Module NW5

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	
Prestbury OHNS							
		8 27 *					
		8 00 *					
		7 24					
		7 10					
Prestbury Tunnel (251 metres / 275 yards)		from	7 01				
to	6 69						
	6 68 *						
	6 64 *						
ADLINGTON (CHESHIRE)		5 15					
		3 40 *					
POYNTON		2 79					

LNW North Route Sectional Appendix Module NW5

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	
BRAMHALL		1 67 *		TCB Manchester South SCC (MS) AC: Crewe GSM-R USt: Up Stoke. DSt: Down Stoke. Platform lengths: Bramhall. Platform 1: 174 metres (190 yards). Platform 2: 179 metres (196 yards). TASS provided. Exceptionally Poor Rail Adhesion: Up Stoke and Down Stoke lines between 7m 40ch and 0m 00ch. UW: Up Wilmslow. 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). Mileages in round brackets () are NW5001 mileages with ELR: CMP1.	
		1 49			
Bramhall Jn		0 37			
		0 31 *			
		0 28 *			
CHEADLE HULME		0 08			
Cheadle Hulme North Jn		0 00 (180 60)			
(Up Stoke connection)		-0 13 (180 73)			

LNW North Route Sectional Appendix Module NW5

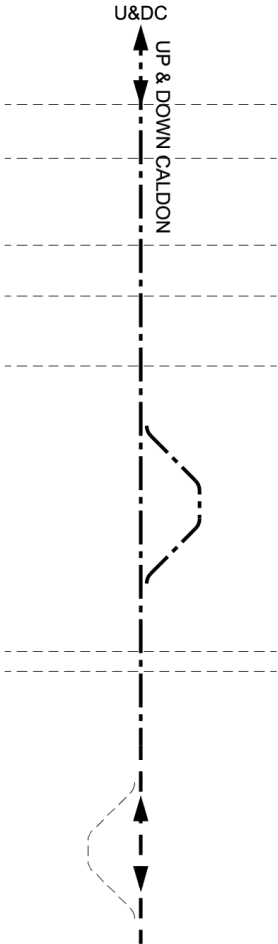
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LNW North Route Sectional Appendix Module NW5

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)		OTNS Stoke-on-Trent SCC (SOT) North Workstation GSM-R Mileages in round brackets () are NW5009 mileages with ELR: CMD2. Note: ELR: SCQ1 has negative mileages between Glebe Street Jn and 0m 00ch. The Main lines and No.1 Viaduct Siding are provided with 25kV AC overhead electrification, controlled from Crewe ECR. For Explanation of Table A terms and symbols, see NW0001 seq 001 Down: End of GSM-R area: 0m 00ch. Up: Start of GSM-R area: 0m 00ch. DD: Down Derby. UD: Up Derby. 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.	
Glebe Street Jn		(20 08) -0 27			
		(20 11) * (20 12) *			
		-0 18 *			
Oldmill Street - Seven Arches Viaduct (83 metres / 91 yards)		from -0 13 to -0 09			
(Lines diverge) (Stoke Jn)		0 00 (20 35) (20 36)			
Fenton Manor Tunnel (97 metres / 106 yards)		from 0 63 to 0 68			
(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				OTNS Stoke-on-Trent SCC (SOT) North Workstation	
Milton Jn, former site of (Change of mileage & ELR)		3 51 0 00	SCQ1 SCQ2			LINE OUT OF USE between Glebe Street Jn and 6m 37ch (SCQ2). Maximum permissible speeds NOT SHOWN.	
Stockton Brook Tunnel from		2 09					
to		2 12					
Moss Cottages LC (Open)		2 51					
LC (FP)		2 65				The Up direction is towards Glebe Street Jn. The Down direction is towards Caldon.	
ENDON		3 09					
Endon LC (TMO)		3 11					
LC (Open)		4 55				U&DC: Up & Down Caldon.	
St Edwards LC (FP)		6 23				Mileages in round brackets () have ELR: CVL.	
(Points) (NR / CVR lease boundary)		6 37				① Points out of use.	
Leek Brook Junction SB		6 59 (17 50)				OTS Leek Brook Junction SB (LBJ)	
(Gates)		(17 51)				Line between 6m 37ch (SCQ2) and 7m 53ch (SCQ3) leased to and operated by the Churnet Valley Railway. Maximum permissible speeds NOT SHOWN.	
Leek Brook Jn (Change of mileage & ELR)		6 65 0 00	SCQ2 SCQ3				
Leek Brook East Jn		0 20					
(Start / end of diagram)		1 00					

LNW North Route Sectional Appendix Module NW5

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				The Up direction is towards Glebe Street Jn. The Down direction is towards Caldon.	
Four Fields LC (UWC)		1 54					
Longshaw's LC (UWC)		2 63					
Apesford LC (MCG)		3 19					
Threshing Barn LC (Open)		3 69					
from		4 28				Line between 6m 37ch (SCQ2) and 7m 53ch (SCQ3) leased to and operated by the Churnet Valley Railway. Maximum permissible speeds NOT SHOWN.	
Ipstones Loop							
to		4 39					
Finneys LC (Open)		5 71				LINE OUT OF USE from 7m 53ch to the end of the line. Maximum permissible speeds NOT SHOWN.	
Masseys LC (Open)		5 73					
(NR / CVR lease boundary)		7 53					
		7 62					
Caldon Quarry							
		7 75					
End of the Line		7 79					

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LNW North Route Sectional Appendix Module NW5

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
Heaton Norris Jn		183 56 0 00	To Stockport NW5001 seq 010 To Manchester Piccadilly NW5001 seq 010 Engine Holding Siding Engine Release Siding UP GOODS LOOP UP BRANCH DOWN BRANCH D&UB		TCB Heaton Norris Junction SB (HN) GSM-R AC overhead electrification controlled from Crewe ECR, provided on the Fast and Slow lines at Heaton Norris Jn. UGL 730m. (2395ft) Exceptionally Poor Rail Adhesion: All lines between 0m 10ch and 0m 50ch.
Ash Bridge Jn		0 03 * 0 13 *			
(Start / end of diagram)		0 57 * 0 60 0 62 1 43 * 1 45			

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			TCB Denton Junction SB (DJ) GSM-R Platform Lengths: Reddish South 72m (79yards) UGB: Up Guide Bridge DGB: Down Guide Bridge U&DGB: Up & Down Guide Bridge Platform Lengths: Denton Up 59m (65yards) Down 59m (65yards) Manchester East SCC (GB) Mileages in round brackets () are NW5015 mileages with ELR: HAJ. NOTE: NW5015 lines are provided with overhead AC electrification, controlled from Crewe ECR. Platform Lengths: Guide Bridge Down Bi-Di 146m (160yards)
REDDISH SOUTH		1 50			
		1 58 *			
Denton Station Jn		3 10			
		3 12 *			
		3 27 *			
		3 38 *			
DENTON		3 39			
		3 50 *			
Denton Jn		4 10			
Denton Junction SB		4 13			
		4 45 *			
		4 49			
Guide Bridge Station Jn		4 70 (4 73)			
GUIDE BRIDGE		(4 76)			

LNW North Route Sectional Appendix Module NW5

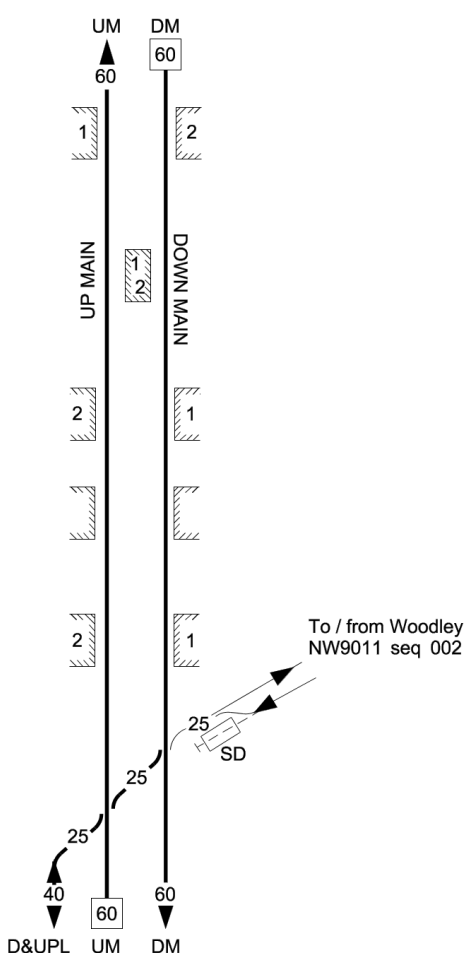
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5012	001	Foley Crossing (excl.) to Stoke Jn.	NSS	LNW North	28/05/2016
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Foley Crossing SB		1 56			TCB Foley Crossing SB
Network Rail London North Western Route Boundary		1 40			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
		0 07 *			TCB Stoke-on-Trent SCC (SOT) North Workstation
Stoke Jn		0 00 20 36			Exceptional Rail Head Conditions Down Derby line between 0m. 40ch. and 0m. 0ch.

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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					TCB Denton Junction SB (DJ) GSM-R 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 (ELR & mileage change)		5 28	DJO1						
M60 Motorway / A635 Manchester from		0 53	DJO2						
Road Overbridge (143m / 156yds) to		0 55							
(ELR & mileage change)		1 19	DJO2						
Ashton Moss South Jn, former site of		0 02	AMJ						
(Limit of electrification)		0 20							
(Start of Up Crowthorne line)		0 26							
Ashton Moss North Jn		0 31							
(End of Down Crowthorne line)		0 35							
		0 40							
		(5 42)							
		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
HADFIELD Dinting East Jn Dinting SB DINTING Dinting West Jn (Start / end of diagram)		12 61			OT Dinting SB (DG) AC: Crewe GSM-R Platform lengths: Hadfield. 108 metres (118 yards). D&UH: 'Down & Up' Hadfield. Platform lengths: Dinting. Platform 1: 108 metres (118 yards). AB Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 10m 20ch and 9m 20ch.
		12 42 *			
		12 00			
		11 72			
		11 72			
		11 66			
		11 59 *			
		11 40 *			
		10 20 *			
		10 00 *			
9 70					

LNW North Route Sectional Appendix Module NW5

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				AB Dinting SB (DG) AC: Crewe GSM-R	
BROADBOTTOM		9 60				Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 10m 20ch and 9m 20ch. 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).	
GODLEY		7 72				TCB Manchester East SCC (GB) 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: Down & Up Passenger Loop.	
(D&UPL connection)		6 08					
(Start / end of diagram)		6 00					

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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	
Guide Bridge East Jn		5 32						TCB Manchester East SCC (GB) AC: Crewe GSM-R D&UPL: 'Down & Up' Passenger Loop D&UPL - Up direction: 720m (2362ft) D&UPL - Down direction: 875m (2871ft) D.C.E. Siding has ELR: GBN. Sidings at Guide Bridge West Jn have ELR: GBS1. Platform Lengths: Guide Bridge Up 151m (165yards) Down bi directional 146m (160yards) Platform Lengths: Fairfield Up 135m (148yards) Down 135m (148yards) Manchester East SCC (AS)	
Guide Bridge West Jn		5 13 *							
Guide Bridge West Jn		5 10							
GUIDE BRIDGE		4 76							
Guide Bridge Station Jn		4 73 4 72 *							
FAIRFIELD		3 52							

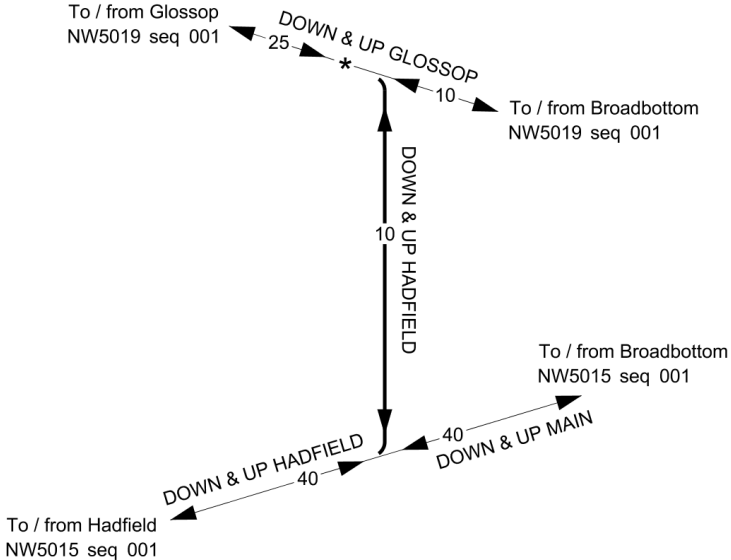
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LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
NW5015	004	Hadfield to Ardwick Jn.			HAJ	AYS	LNW North	24/07/2021
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
GORTON		2 54					TCB Manchester East SCC (AS) AC: Crewe GSM-R	
Gorton Jn		2 50					Platform Lengths : Gorton Up 151m (165yards) Down 151m (165yards)	
Ashburys East Jn		1 56					All sidings shown on this diagram have ELR: AYS.	
ASHBURYS		1 42					(PF) Authorised on Down Goods Line	
Manchester ROC (Rail Operating Centre)		1 42						
		1 38 *						

LNW North Route Sectional Appendix Module NW5

LOR	Seq.	Line of Route Description			ELR			Route	Last Updated
NW5015	005	Hadfield to Ardwick Jn.			HAI	AYS	PPA3	North West	02/07/2022
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks		
Ashburys West Jn		1 36					TCB Manchester East SCC (AS) AC: Crewe GSM-R		
OHNS		1 30 1 12							
Ardwick TPE Train Care Depot		0 76 0 75 *							
ARDWICK		0 64							
Ardwick Jn		0 59 * 0 53 188 12							
			Platform Lengths : Ardwick Up: 56 metres (61 yards). Down: 63 metres (69 yards).				Manchester Piccadilly SCC (MP) Station Panel		

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 * 0 72				OTNS Dinting SB (DG) AC: Crewe		
Dinting East Jn		1 05 (12 00)				The Down direction is from Dinting South Jn to Dinting East Jn.		

LNW North Route Sectional Appendix Module NW5

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				OTNS Dinting SB (DG) AC: Crewe 	
		0 13 *				Platform length: Glossop. 127 metres (139 yards).	
		0 55 *				① The faster speed applies to Class 1, 2 and 5 trains. The slower speed applies to all other classes of train.	
Dinting Lane LC (UWC)		0 61 				The Down direction is from Glossop to Dinting.	
Dinting South Jn		0 71 * 0 72				D&UH: Down & Up Hadfield. D&UM: Down & Up Main.	
DINTING		0 79				AB	
Dinting West Jn		1 05 (11 66)				Dinting SB absolute block station limits apply between Dinting South Jn and Dinting West Jn.	
						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	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	
						TCB Manchester East SCC (GB) AC: Crewe GSM-R NOTE: Only the Down Huddersfield and Up Huddersfield lines are electrified. Brookside Sidings have ELR: GBS1. Down (Avenue) Sidings have ELR: GBS2. Manchester ROC (MN) Manchester North Workstation Axle counter area: Up Huddersfield: to 0m 72ch. Down Huddersfield: from 1m 30ch.	
(Start / end of diagram)	0 40						
(Start of APCO zone - pantograph lower)	0 42						
(Buffer stops)	0 48						
(Buffer stops)	0 50						
Tame Viaduct (40 metres / 44 yards)	0 51						
	0 53						
	0 60						
Dukinfield West Viaduct (103 metres / 113 yards)	0 65						
(Start of APCO zone - pantograph raise)	0 65						
Dukinfield East Viaduct (100 metres / 109 yards)	0 68						
	0 73						
	0 78						
Ashton Viaduct No.1 (254 metres / 278 yards)	1 11						
	1 12						
Ashton Viaduct No.2 (178 metres / 195 yards)	1 21	*					
(Start / end of diagram)	1 40						

LNW North Route Sectional Appendix Module NW5

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	
		1 60 *			Axle counter area throughout.	
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 1 connection)		2 20			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.	
STALYBRIDGE		(7 68)	To / from Stalybridge Tunnel NW7021 seq 004		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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LOCAL INSTRUCTIONS

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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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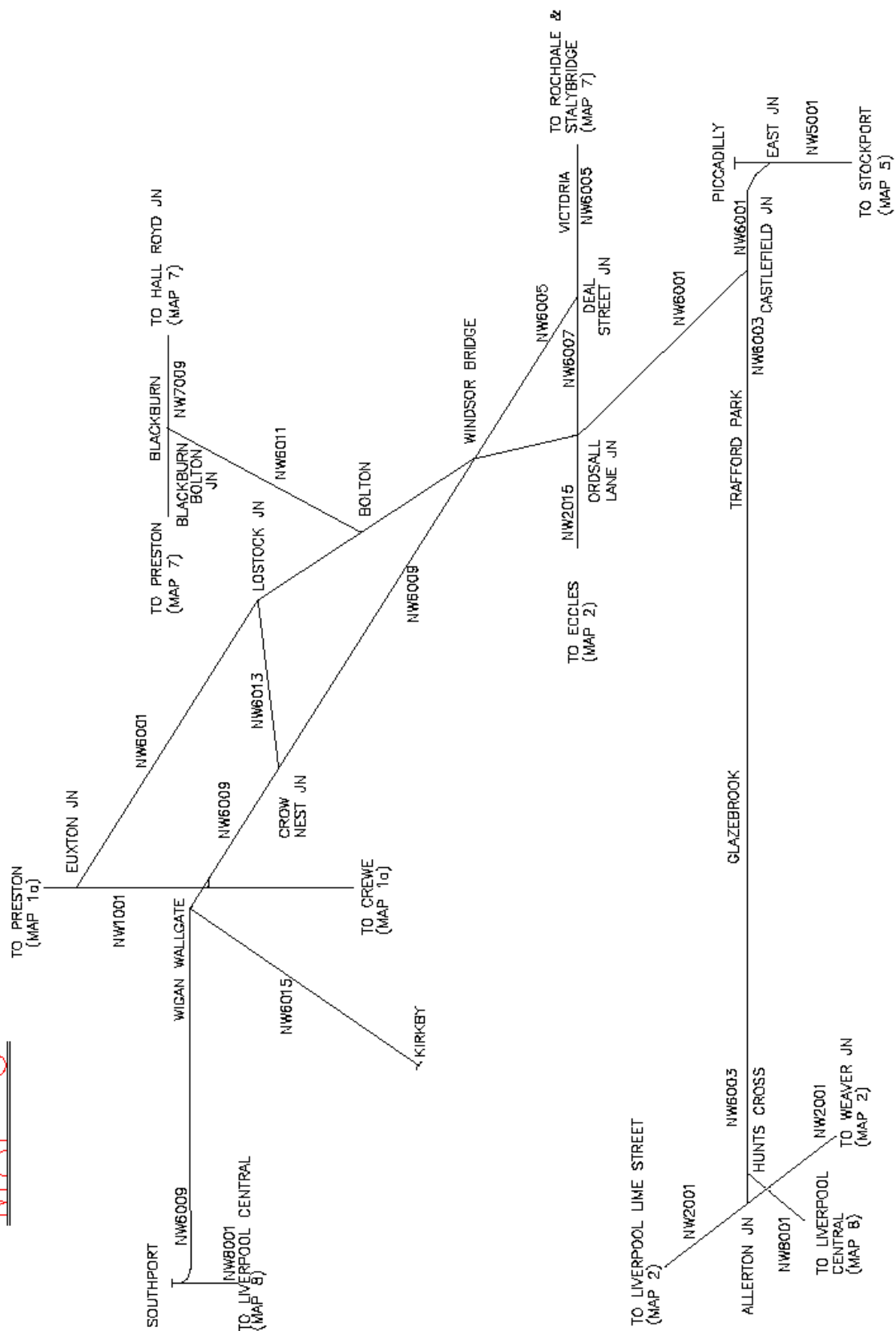
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40A	02 December 2023
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EXCEPTIONALLY POOR RAIL ADHESION

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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	6 m 40 ch to 15 m 40 ch
Daisy Hill – Hag Fold	Up Atherton	12 m 57 ch to 11 m 59 ch
Crow Nest Jn – Daisy Hill	Up Atherton	13 m 60 ch to 13 m 40 ch

Dated: 04/10/2025

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TABLE A DIAGRAM

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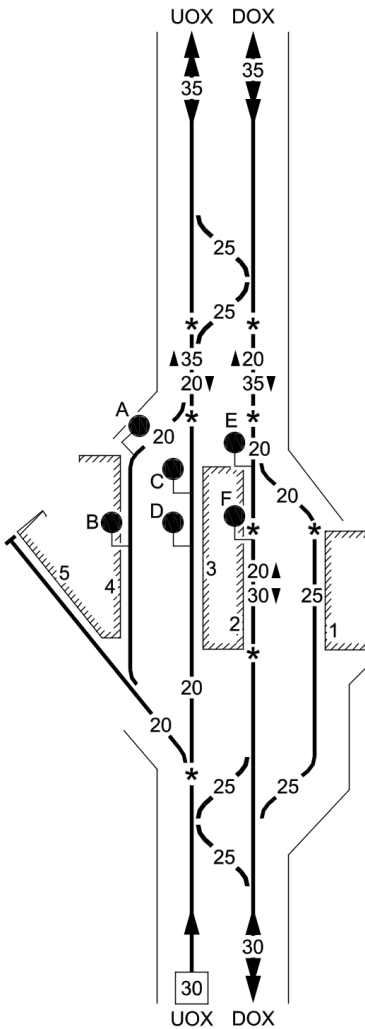
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LNW North Route Sectional Appendix Module NW6

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	To / from Ardwick Jn. NW5001 seq 014 For details of Manchester Piccadilly terminal platforms, see NW5001 seq 014			TCB Manchester Piccadilly SCC (MP) Station Panel AC: Crewe	
Manchester Piccadilly East Jn		188 48 *				US: Up Slow. DS: Down Slow. MG: Mayfield Goods Loop.	
(Change of ELR - Up line only)		188 58					
MANCHESTER PICCADILLY (Platforms 13 and 14)		188 65					
		188 67 *				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 West Jn		188 71				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 72 *					
(Start / end of diagram)		189 00				Start of APCO zone - pantograph raise - on both lines in the Up direction only, from 188m 66ch.	
						All lines on viaducts between 188m 56ch and 190m 15ch.	
						DOX: Down Oxford Road. UOX: Up Oxford Road.	

LNW North Route Sectional Appendix Module NW6

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			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 *			
		189 29			
		189 33 *			
Oxford Road West Jn		189 37 *			
		189 40			

LNW North Route Sectional Appendix Module NW6

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
(Crossover)		189 50	UOX DOX 30 30 30 1 2 30 UOX DOX 30 30 DOWN CLC UP CLC METROLINK LINES To / from Trafford Park NW6003 seq 001 UP BOLTON DOWN BOLTON UOC DOC To / from Manchester Victoria NW6004 seq 001 UB DB 30 30 30 30		TCB Manchester ROC Oxford Road Workstation (MC) AC: Crewe GSM-R All lines on viaducts between 188m 56ch and 190m 15ch. Axle Counter area: Down Oxford Road line: from 189m 47ch. Up Oxford Road line: to 189m 47ch. Platform Lengths: Deansgate. Plat. 1 (both directions): 150 metres (164 yards). Plat. 2 (both directions): 155 metres (170 yards). DOX: Down Oxford Road. UOX: Up Oxford Road. Metrolink 750V overhead DC lines pass over Up Bolton and Down Bolton lines at 189m 72ch. Manchester ROC Manchester Central Workstation (MC) DOC: Down Ordsall Chord. UOC: Up Ordsall Chord.
DEANSGATE		189 57			
Castlefield Jn		189 67 (33 57)			
(Metrolink lines)		189 72			
Water Street Jn		190 05			

LNW North Route Sectional Appendix Module NW6

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	To / from Manchester Victoria NW6007 seq 002 To / from Eccles NW2015 seq 001					GSM-R TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe All lines on viaducts between 188m 56ch and 190m 15ch. Axle Counter area: Down Bolton line: to 190m 45ch. Up Bolton line: from 190m 45ch. 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. Mileages in () brackets are Chat Moss line mileages, ELR: DSE. DCM: Down Chat Moss. UCM: Up Chat Moss.	
Ordsall Lane Jn (Change of ELR)		190 28 (30 38)							
Up Bolton connection with Up Chat Moss (Change of ELR)		190 29 (30 37) (30 36) *							
Down Bolton connection with Up Chat Moss (Change of ELR)		190 36 * (30 30)							
		190 41 *							

LNW North Route Sectional Appendix Module NW6

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 		
(Crossover)		190 68				D-Sal: Down Salford. U-Sal: Up Salford Platform Lengths: Salford Crescent. Plat. 1 (both directions): 158 metres (173 yards). Plat. 2 (both directions): 153 metres (167 yards). U&DB: Up & Down Bolton. ① Platform 3 under construction and out of use pending future entry into service. D-Ath: Down Atherton. U-Ath: Up Atherton.		
		190 70 *						
Ordsall Lane (Bolton lines) OHNS		190 76						
Windsor Bridge South Jn (Change of ELR / mileage on Up line)		191 01 *						
		1 46						
		191 07 *						
		1 53 *						
(Change of ELR / mileage on Down line)		191 10						
		1 55						
SALFORD CRESCENT		1 58 *						
		1 59						
Windsor Bridge North Jn		1 66 *						
		1 70 *						
(Start / end of diagram)		1 74						

LNW North Route Sectional Appendix Module NW6

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
Agecroft South Jn		1 77 *			Semi-Automatic Track Warning System (SATWS) provided at Agecroft, between 2m 60ch and 3m 40ch. See General Instructions. Platform Lengths: Clifton Platform 1: 95 metres (104 yards) Platform 2: 95 metres (104 yards) Platform Lengths: Kearsley Platform 1: 109 metres (119 yards) Platform 2: 126 metres (138 yards)	
		2 11 *				
		2 70				
Brindle Heath Sidings						
		3 08				
		3 28				
Agecroft North Jn		3 33				
		3 40 *				
		3 65 *				
CLIFTON		4 57				
		5 05 *				
KEARSLEY		7 57				
		7 61 *				
Farnworth Tunnel (270 metres / 295 yards)		8 10				
(Start / end of diagram)		8 15				

LNW North Route Sectional Appendix Module NW6

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	
Farnworth Tunnel (270m/295yd)		8 25				TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe	
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	

LNW North Route Sectional Appendix Module NW6

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							
Bolton East Jn		10 31							
Change of ELR (MVE1/MVE2)		10 37 *							
		10 40 *							
		10 41 *							
BOLTON		10 50							
		10 52 *							
Bolton West Jn		10 55 *							
		10 71 *							
Moor Lane Tunnels		11 01							
DB - 70 metres (77 yards)		11 05							
UB - 86 metres (94 yards)		11 45 *							
		12 02 *							
Lostock Jn		13 39 *							
LOSTOCK		13 52							
		13 61 *							
(Start / end of diagram)		14 60							

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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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		14 60				TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe 	
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					

LNW North Route Sectional Appendix Module NW6

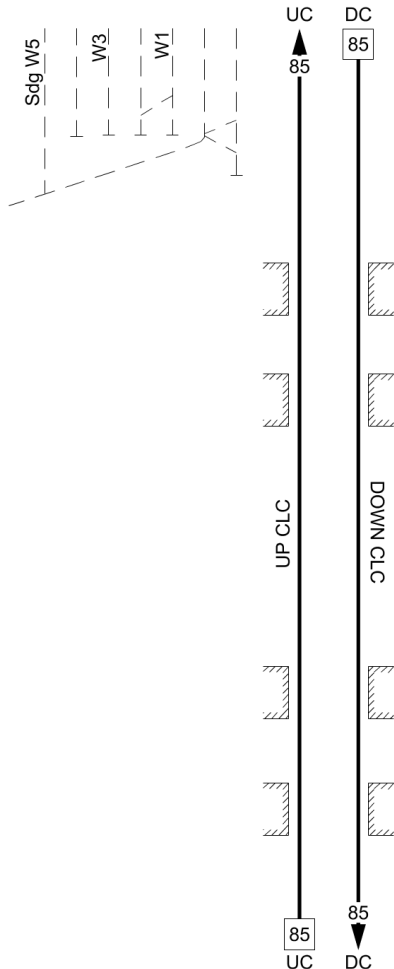
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW6001	010	Manchester Piccadilly East Jn to Euxton Jn		MVE2	North West	25/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		22 60			TCB Preston PSB (PN) 'B' Panel AC: Crewe 	
Chorley 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 25 08 *			Note: Trains may turnback in Platform 2 towards Manchester.	
(Crossover)		25 12				
Euxton Jn		25 30 25 40				
(Start of Up Bolton line)						

LNW North Route Sectional Appendix Module NW6

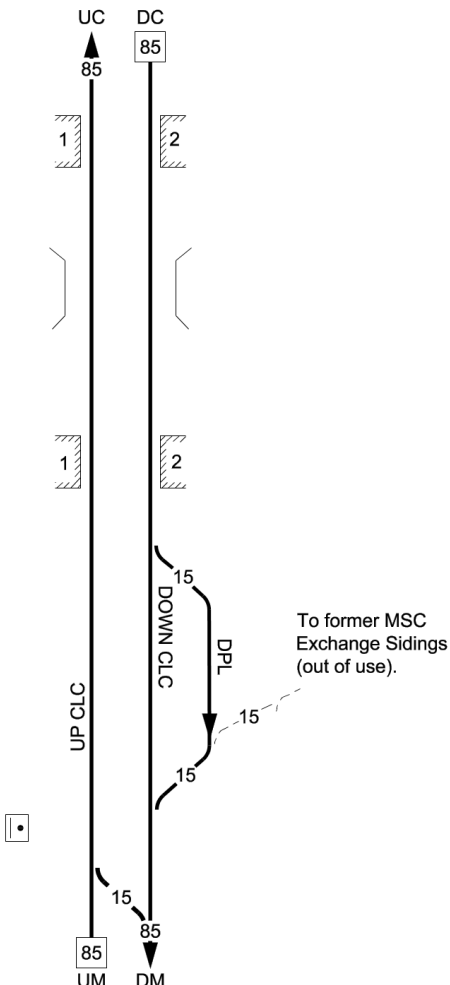
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW6003	001	Castlefield Jn. to Allerton Jn.		MAJ	North West	01/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Castlefield Jn		(189 67) 33 57			TCB Manchester ROC Oxford Road Workstation (MC) AC: Crewe 	
					DOX: Down Oxford Road. UOX: Up Oxford Road. DB: Down Bolton. UB: Up Bolton.	
(Start / end of viaduct)		33 10			Axle Counter area: Down CLC line: to 32m 38ch. Up CLC line: from 32m 34ch.	
(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 Ch	Running lines & speed restrictions				Signalling & Remarks	
(Start / end of diagram)		32 20					TCB Manchester ROC Oxford Road Workstation (MC) AC: Crewe GSM-R	
(Reversing Line connection)		32 09					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.	
Trafford Park East Jn		31 76					DC: Down CLC. PL: Platform Line. UC: Up CLC.	
UNITED FC HALT		31 70					NB: "CLC" is NOT an abbreviation in the context of these line names.	
Trafford Park West Jn (Limit of electrification - CLC lines only)		31 66 66 *					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.	
Trafford Park Sidings							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.	
(Start / end of diagram)		31 20						

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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					TCB Manchester ROC Oxford Road Workstation (MC) 	
TRAFFORD PARK		30 68					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. 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).	

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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	 UC 85 DC 85 1 2 1 2 UP CLC DOWN CLC DPL 15 15 15 To former MSC Exchange Sidings (out of use). 85 UM DM	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).	
Glazebrook East Junction SB		24 62 24 60			
(Crossover)		24 53			
(Start / end of diagram)		24 40			

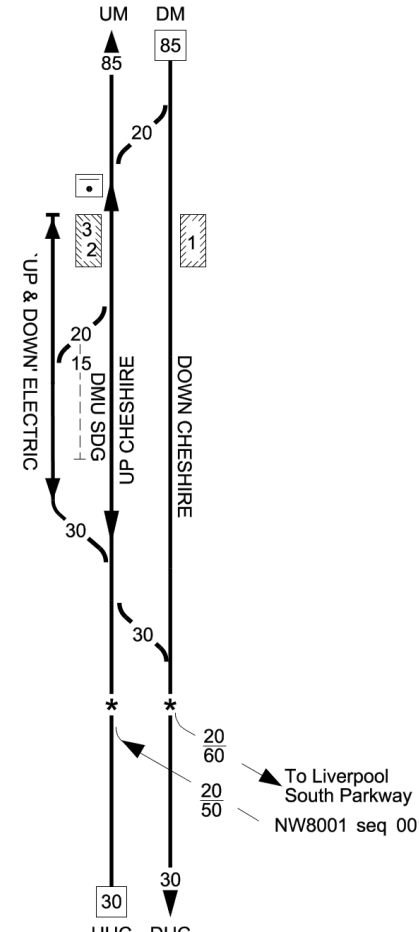
LNW North Route Sectional Appendix Module NW6

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	
GLAZEBROOK		24 37		AB Glazebrook East Jn SB (GE) 	
BIRCHWOOD		21 50 * 21 44		Platform Lengths: Glazebrook Up 90m (98yards) Down 88m (96yards)	
PADGATE		20 13 19 70 * 19 45 *		Platform Lengths: Birchwood Up 171m (187yards) Down 170m (186yards)	
				TCB Warrington Central SB (WC)	
				Platform lengths: Padgate Up 90m (98yards) Down 91m (100yards)	
Warrington Central SB (WC)		18 40 18 34			
WARRINGTON CENTRAL		18 30 18 25 *		Platform Lengths: Warrington Central Platform 1 Up 126m (138yards) Platform 2 Down 123m (135yards)	

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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 Ch	Running lines & speed restrictions		Signalling & Remarks	
					TCB Warrington Central SB (WC) to Widnes (exclusive) GSM-R Platform lengths: Warrington West. Up platform: 150 metres (164 yards). Down platform: 150 metres (164 yards). Platform lengths: Sankey. Up platform: 98 metres (107 yards). Down platform: 92 metres (101 yards). Hunts Cross SB (HC) Platform lengths: Widnes. Up platform: 103 metres (113 yards). Down platform: 103 metres (113 yards). Platform lengths: Hough Green. Up platform: 128 metres (140 yards). Down platform: 128 metres (140 yards). Platform lengths: Halewood. Up platform: 107 metres (117 yards). Down platform: 107 metres (117 yards).	
		17 68 *				
		17 12 *				
Burtonwood GF		17 11				
WARRINGTON WEST		16 31				
SANKEY		15 67				
		13 79				
WIDNES		12 20				
HOUGH GREEN		10 42				
HALEWOOD		8 15				

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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				TCB Hunts Cross SB (HC) DC: Sandhills GSM-R DC: from Hunts Cross to Hunts Cross West Jn. 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. 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. UHC: Up Hunts Cross Chord. DHC: Down Hunts Cross Chord.
Hunts Cross SB		7 12				
HUNTS CROSS		7 07				
		6 71				
Hunts Cross West Jn (Change of mileage and ELR)		6 11 * 0 37	MAJ AHX			
(Start / end of diagram)		0 20				

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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	UHC DHC 30 30 UP HUNTS CROSS CHORD DOWN HUNTS CROSS CHORD To Allerton Traction Maintenance depot 15 15 20 20 UP DITTON FAST 80 DOWN DITTON FAST 80 To / from Edge Hill NW2001 seq 005 To / from Speke West Jn NW2001 seq 005			TCB Manchester ROC Wavertree West Workstation (WE) GSM-R UHC: Up Hunts Cross Chord DHC: Down Hunts Cross Chord AC: Crewe	
		0 11 *					
		0 09 *					
Allerton Jn		0 00 187 74					

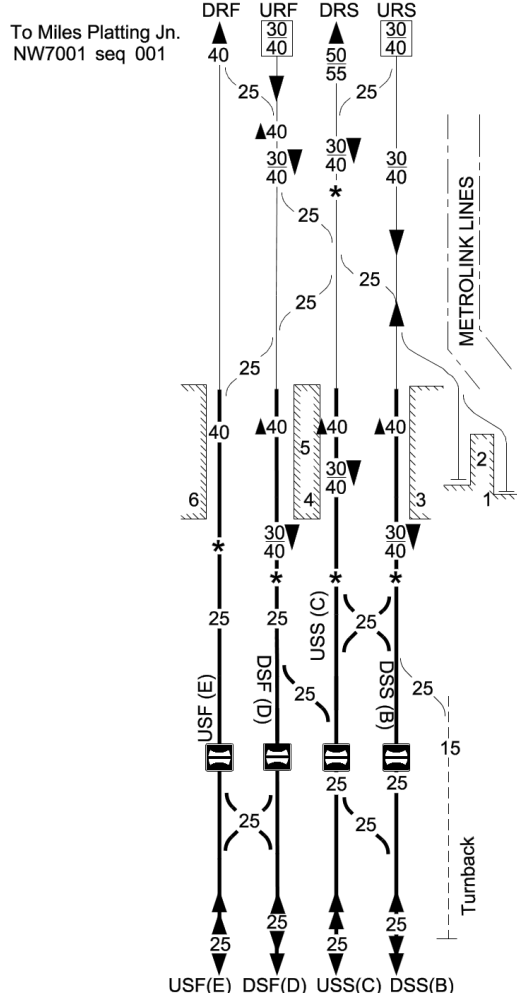
LNW North Route Sectional Appendix Module NW6

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW6004	001	Water Street Jn to Deal Street Jn (Ordsall Chord lines)			OCD	North West	01/11/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Water Street Jn		190 05	To / from Manchester Oxford Road NW6001 seq 003 To / from Ordsall Lane Jn NW6001 seq 003 To / from Ordsall Lane Jn NW6007 seq 001 To / from Salford Crescent NW6005 seq 002 To / from Manchester Victoria NW6005 seq 002			TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe GSM-R Axle counter area throughout. UB: Up Bolton. DOC: Down Ordsall Chord. All lines shown are bi-directionally signalled and on viaducts. DCM: Down Chat Moss. UCM: Up Chat Moss. D-Sal: Down Salford. U-Sal: Up Salford. Mileage in square brackets [] is NW6005 mileage with ELR: MVE1. Manchester ROC Manchester Central Workstation (MN) Mileages in round brackets () are NW6007 mileages with ELR: DSE. UOC(A): Up Ordsall Chord (Line A). D-SS: Down Salford Slow (Line B). U-SS: Up Salford Slow (Line C). D-SF: Down Salford Fast (Line D). U-SF: Up Salford Fast (Line E).	
River Irwell (Network Arch) (95 metres / 104 yards)		from 190 14 to 190 19					
(Chat Moss lines start/end adjacent to Ordsall Chord lines)		190 26					
Irwell Street Jn (Crossover)		190 34 (30 64) (30 67)					
SALFORD CENTRAL		[0 59]					
		(31 07) *					
Deal Street Jn (Ordsall Chord connection)		190 61 (31 12) (31 14) *					

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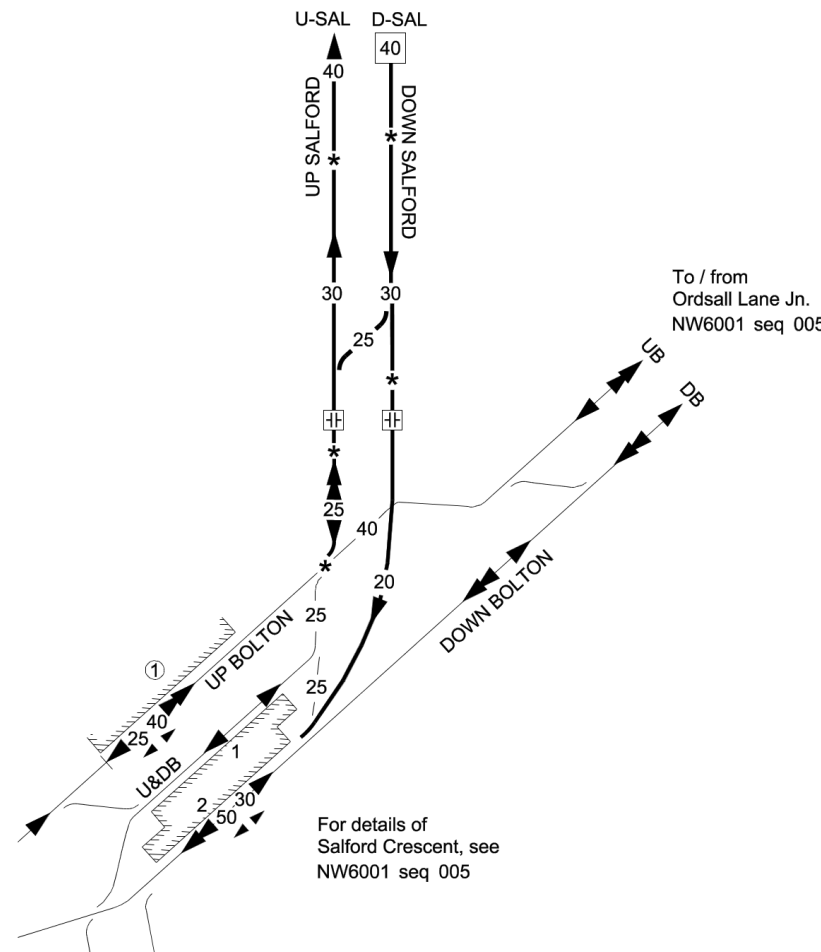
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LOR	Seq.	Line of Route Description		ELR		Route	Last Updated	
NW6005	001	Manchester Victoria East Jn. to Windsor Bridge South Jn.			MVM MVE1	North West	01/12/2024	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
Bromley Street Jn		0 31				TCB Manchester ROC Manchester Central Workstation (MN) AC: Crewe		
		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 (Change of ELR)		0 00				MVM		
		0 00				MVE1		
		0 08 *						
		0 10 *						
Manchester Victoria West Jn		0 16						
(Start of APCO zone - pantograph lower (Up direction only))		0 19						
(Crossovers)		0 23						
(Start / end of diagram)		0 30						

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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)	USF(E) DSF(D) USS(C) DSS(B) 25 25 25 25 25 25 25 25 U-SAL (E) D-SAL (D) UCM (C) DCM (B) UOC (A) 25 25 25 25 40 40 40 40 25 25 25 25 UP Salford DOWN Salford 40 40 40 40 U-SAL D-SAL Hope Street Siding RR Sdg Arr/Dep Line Neck O.O.U. O.O.U. To / from Water Street Jn. NW6004 seq 001 To / from Ordsall Lane Jn. NW6007 seq 001	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 Salford 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 *		Platform lengths: Salford Central Platform 1: 136 metres (149 yards) Platform 2: 140 metres (153 yards)		
SALFORD CENTRAL	0 59		O.O.U. - platforms Out Of Use.		
Salford West Jn (Irwell Street Jn)	0 66 (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.		

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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 
(Crossover)		1 38						
		1 28 *						
		1 29 *						
		1 40 *						
Ordsall Lane (Salford lines) OHNS		1 42						
		1 43 *						
Windsor Bridge South Jn		1 46 *						
SALFORD CRESCENT		1 59						

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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 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 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. UCM: Up Chat Moss. DCM: Down Chat Moss.
		31 07 *			
SALFORD CENTRAL		(0 59)			
Irwell Street Jn		30 64			

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)			TCB Manchester ROC Manchester Central Workstation (MC) AC: Crewe GSM-R 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)			

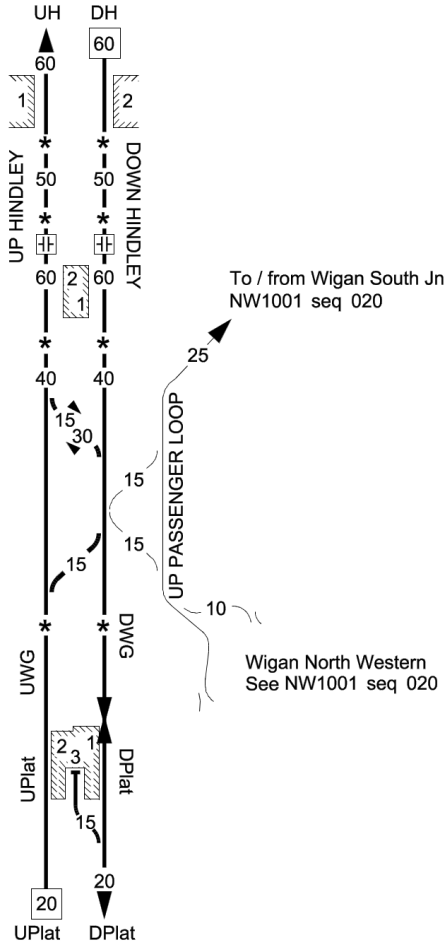
LNW North Route Sectional Appendix Module NW6

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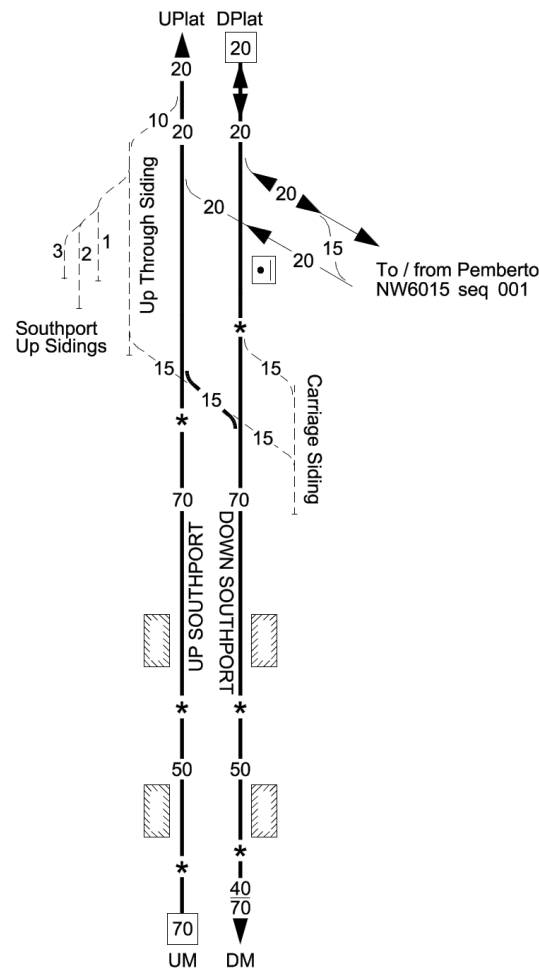
LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW6009	001	Windsor Bridge North Jn to Southport	WBS1		North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
SALFORD CRESCENT Windsor Bridge North Jn 						

LNW North Route Sectional Appendix Module NW6

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated		
NW6009	002	Windsor Bridge North Jn to Southport			WBS1 WBS2		North West	04/10/2025		
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks			
(Start / end of diagram)		6 40	To / from Westthroughton NW6013 seq 001				TCB Manchester Piccadilly SCC (MP) Crow Nest Workstation GSM-R Exceptionally Poor Rail Adhesion: Down Atherton / Down Hindley line between 6m 40ch and 15m 40ch. Up Atherton line between 13m 60ch and 13m 40ch, and 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: 112 metres (122 yards). AC: Crewe ☒ 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.			
(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								
Crow Nest Jn (Change of ELR)		14 64							*	WBS1 WBS2
(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	04/10/2025
Location		Mileage M 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 Platform lengths: Hindley. Platform 1: 143 metres (156 yards). Platform 2: 160 metres (175 yards). Warrington PSB (WN) 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 6m 40ch to 15m 40ch. DWG: Down Wallgate. DPlat: Down Platform. UWG: Up Wallgate. UPlat: Up Platform. 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: 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.	
HINDLEY		15 17			
		16 00 *			
		16 20 *			
Ince OHNS		16 32			
INCE (MANCHESTER)		16 70			
		17 21 *			
(Limit of electrification - Up Hindley)		17 32			
Wigan Station Jn		17 44			
(Limit of electrification - Down Wallgate)		17 58 *			
WIGAN WALLGATE		17 72			
(Start / end of diagram)		18 02			

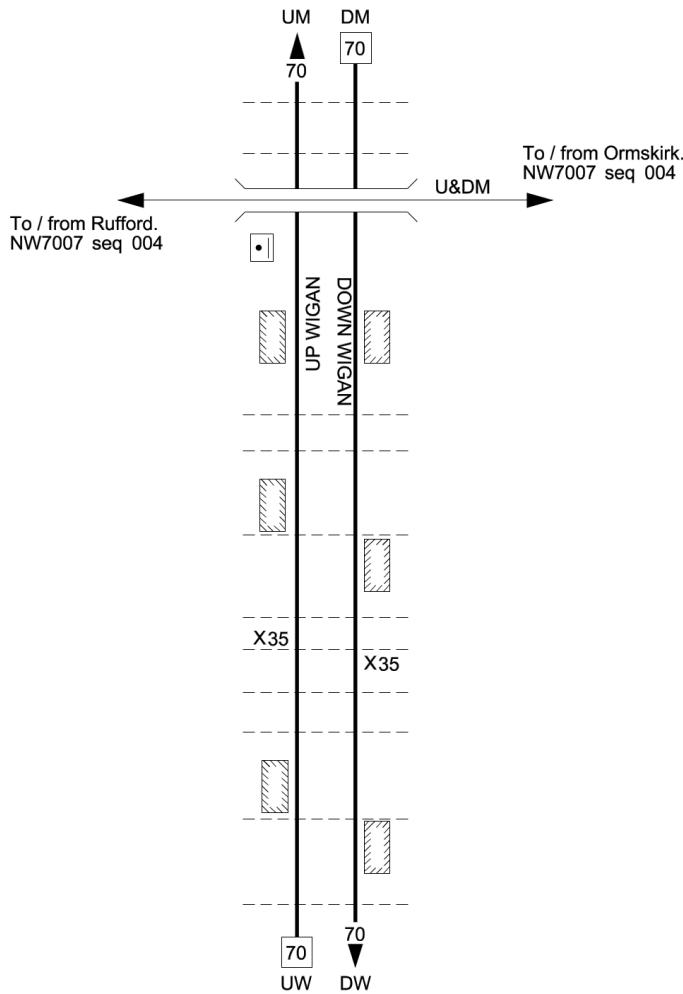
LNW North Route Sectional Appendix Module NW6

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				TCB Wigan Wallgate SB (WW)		GSM-R UPlat: Up Platform. DPlat: Down Platform. 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). AB Platform lengths: Gathurst. Up platform: 118 metres (129 yards). Down platform: 117 metres (128 yards). Platform lengths: Appley Bridge. Up platform: 94 metres (103 yards). Down platform: 94 metres (103 yards). Parbold SB (PD)
Wigan Wallgate Jn (Change of ELR)		18	04				WBS2 WBS3		
Wigan Wallgate SB		18	09						
		18	15 *						
		18	21 *						
GATHURST		20	46						
		21	40 *						
APPLEY BRIDGE		22	30						
(Change of line names)		22	35 *						
		22	37 *						
(Start / end of diagram)		22	60						

LNW North Route Sectional Appendix Module NW6

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 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					
Ferret Lane LC (UWC & FP)		25 12					
Dean Lane LC (AHBC-X)		25 57					
Frog Lane LC (FP)		25 77					
HOSCAR (Up Platform)		26 07					
Hoscar LC (AHBC-X)		26 08					
HOSCAR (Down Platform)		26 13					
Arnolds LC (FP)		26 23					
(Start / end of diagram)		26 30				Burscough Bridge Junction SB (BB)	
						Platform lengths: Parbold. Up platform: 104 metres (114 yards). Down platform: 118 metres (129 yards).	
						Platform lengths: Hoscar. Up platform: 116 metres (127 yards). Down platform: 159 metres (174 yards).	

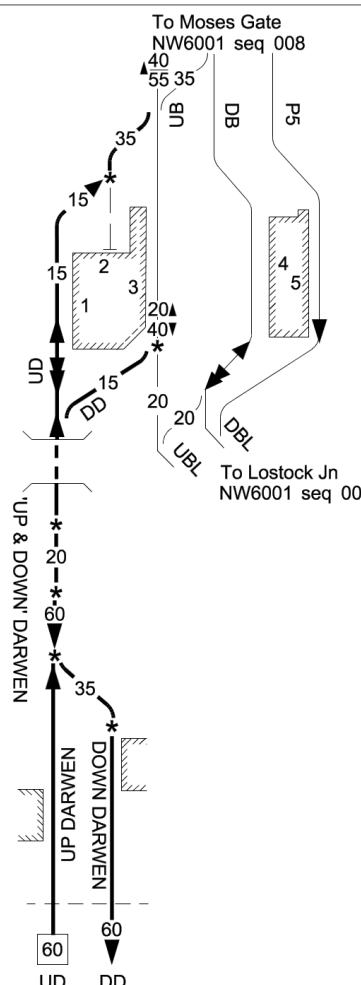
LNW North Route Sectional Appendix Module NW6

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		26 30				AB Burscough Bridge Junction SB (BB)	GSM-R
Four Lane Ends LC (MCB-OD)		26 41				Platform lengths: Burscough Bridge. Up platform: 121 metres (132 yards). Down platform: 126 metres (138 yards).	
Shaws LC (UWC) (R/G)		26 71					
(Intersection bridge)		27 31				TCB	
Burscough Bridge Junction SB (Change of line names)		27 50 27 50					
BURSCOUGH BRIDGE		27 58				Platform lengths: New Lane. Up platform: 94 metres (103 yards). Down platform: 94 metres (103 yards).	
Crabtree LC (UWC) (R/G)		28 19					
Watkinsons LC (FP)		28 36				Platform lengths: Bescar Lane. Up platform: 66 metres (72 yards). Down platform: 75 metres (82 yards).	
NEW LANE (Up Platform)		28 67					
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					
Small Lane LC (FP)		30 01					
Drummersdale LC (FP)		30 53					
BESCAR LANE (Up Platform)		30 74					
Bescar Lane LC (AHBC)		30 78					
BESCAR LANE (Down Platform)		30 79					
Wyke Cop LC (MCB-OD)		32 20					
(Start / end of diagram)		32 30					

LNW North Route Sectional Appendix Module NW6

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				TCB Burscough Bridge Junction SB (BB)	
Pool Hey LC (MCB-OD)		32 44				Merseyrail SCC (ML)	
		32 48 *					
		32 78 *					
MEOLS COP		34 02					
		34 05 *					
Goods Yard GF		34 58					
Southport North Jn		34 77					
		35 05 *					
SOUTHPORT		35 27				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. 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.	

LNW North Route Sectional Appendix Module NW6

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	 To Moses Gate NW6001 seq 008 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) UD : Up Darwen DD : Down Darwen Platform Lengths: Hall I' Th' Wood Up: 94 metres (103 yards) Down: 92 metres (101 yards)		TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R	
		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				
		10 76 *				
		11 12 *				
Astley Bridge Jn		11 66 *				
		11 70 *				
HALL I' TH' WOOD		12 35				
The Oaks LC (UWC & FP)		12 72				
(Start / end of diagram)		13 00				

LNW North Route Sectional Appendix Module NW6

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	
BROMLEY CROSS		13 45				TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel 	
Bromley Cross LC (FP) (Not block post)		13 47				Platform Lengths: Bromley Cross Up 95m (104yards) Down 95m (104yards)	
		13 71 *					
		13 75 *					
		15 14 *					
Turton LC (AOCL+B)		15 19 *					
		15 29 *				Preston PSB (PN) 'B' Panel	
ENTWISTLE		16 47				Platform Lengths: Entwistle Up & Down: 99m (108 yards)	
		17 60 T					
Sough Tunnel (1841m/1 mile 255yd)		17 61					
		18 73					
		18 74 T					

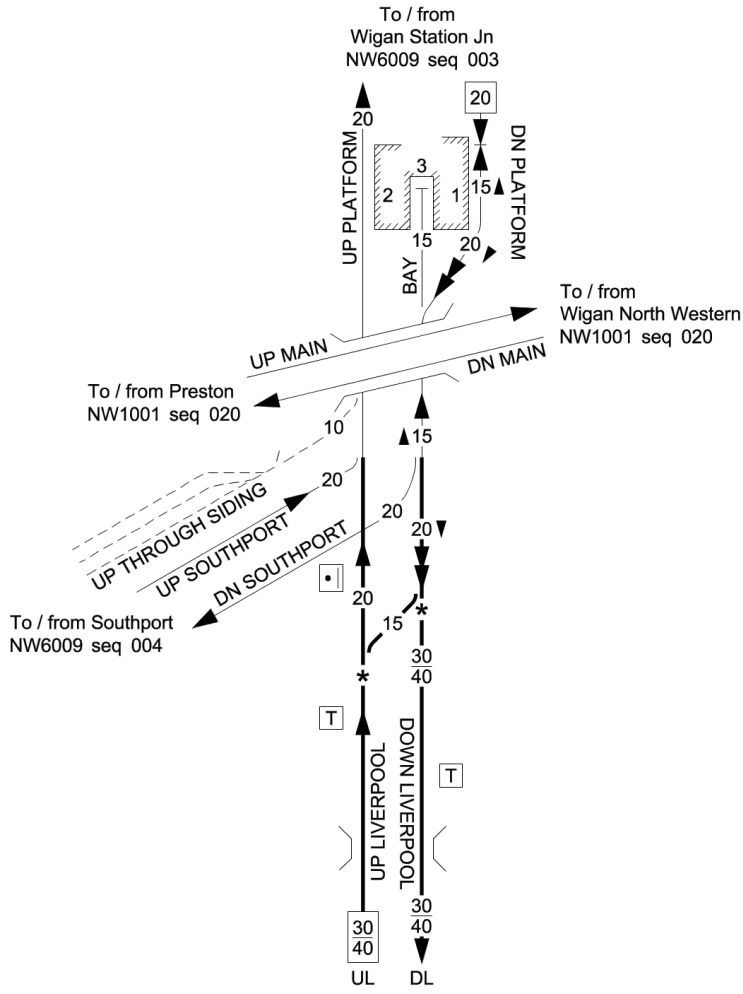
LNW North Route Sectional Appendix Module NW6

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
Darwen South Jn		19 19 *				TCB Preston SB (PN) GSM-R	
DARWEN		20 07 *				U&DD: Up & Down Darwen DD: Down Darwen UD: Up 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					

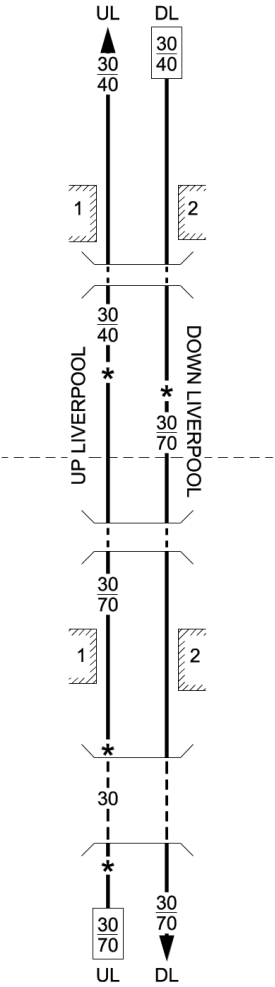
LNW North Route Sectional Appendix Module NW6

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 	
		13 45 *				Semi-Automatic Track Warning System (SATWS) provided at Lostock Junction, between 13m 39ch and 13m 51ch. See General Instructions.	
		13 60 *					
WESTHOUGHTON		15 25				Platform lengths: Westthoughton Platform 1: 143 metres (156 yards). Platform 2: 143 metres (156 yards). Manchester Piccadilly SCC (MP) Crow Nest Workstation	
Westthoughton Golf Course LC (FP)		15 64					
Crow Nest LC (FP)		16 30					
		17 08 *				☒ Staff Lockouts provided on all lines at Crow Nest Junction.	
Crow Nest Jn		17 18 *				Semi-Automatic Track Warning System (SATWS) provided at Crow Nest Junction, between 17m 11ch and 14m 68ch. See General Instructions.	

LNW North Route Sectional Appendix Module NW6

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)	 To / from Wigan Station Jn NW6009 seq 003 UP PLATFORM 20 DN PLATFORM 20 UP MAIN DN MAIN To / from Preston NW1001 seq 020 UP THROUGH SIDING UP SOUTHPORT DN SOUTHPORT To / from Southport NW6009 seq 004 UP LIVERPOOL DN LIVERPOOL UL DL		TCB Wigan Wallgate SB (WW) GSM-R 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. AB AB from 18m 61ch on the Down Liverpool. AB to 19m 07ch on the Up Liverpool.	
(Intersection Bridge)		(18 02)				
Wigan Wallgate Jn		18 04				
Wigan Wallgate SB		18 09				
(Crossover)		18 10 *				
		18 11				
(Telephone)		18 16 *				
(Telephone)		18 20				
		18 33				
Adam Viaduct (59 metres / 64 yards)		from 18 47 to 18 50				
(Start / end of diagram)		19 20				

LNW North Route Sectional Appendix Module NW6

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					AB Wigan Wallgate SB (WW)  Platform lengths: Pemberton. Platform 1: 106 metres (116 yards). Platform 2: 101 metres (110 yards). Platform lengths: Orrell. Platform 1: 54 metres (59 yards). Platform 2: 67 metres (73 yards).	
Pemberton Jn, former site of (Change of mileage & ELR)		19	48						
		19	08						
PEMBERTON		19	23						
Pemberton Tunnel		19	27						
(37 metres / 40 yards)		19	29						
		19	53 *						
		19	54 *						
Winstanley LC (FP)		19	70						
M6 Motorway Bridge		20	39						
(53 metres / 58 yards)		20	42						
ORRELL		20	77						
		21	37 *						
Upholland Tunnel		22	01						
(883 metres / 966 yards)		22	03 *						
(Start / end of diagram)		22	10						

Platform lengths: Pemberton.
Platform 1: 106 metres (116 yards).
Platform 2: 101 metres (110 yards).

Platform lengths: Orrell.
Platform 1: 54 metres (59 yards).
Platform 2: 67 metres (73 yards).

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				
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). NST
Rainford Junction SB	24 34 * 24 35				
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	D&U 70 DOWN & UP LINE To / from Knowsley Freight Terminal ARR & DEP 15 70 50 3 15 1 2 DOWN HEADBOLT UP HEADBOLT To / from Kirkby NW8009 seq 002			NST Rainford Junction SB (RJ) GSM-R NOTE: On the Down & Up Line, the Down direction is towards Headbolt Lane. ARR & DEP: Arrival & Departure line. Standage: Arrival & Departure line: 504 metres (551 yards). Platform lengths: Headbolt Lane. Platform 1: See NW8009 seq 002. Platform 2: See NW8009 seq 002. Platform 3: 150 metres (164 yards).
Rainford Colliery LC (FP) (R/G)		25 52				
Dale Lane GSP		28 09 *				
Dale Lane Jn		28 20				
Dale Lane GSP		28 20				
(Buffer stops)		28 46 *				
HEADBOLT LANE		28 54 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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LOCAL INSTRUCTIONS

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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 be 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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LIST OF MODULE PAGES AND DATES

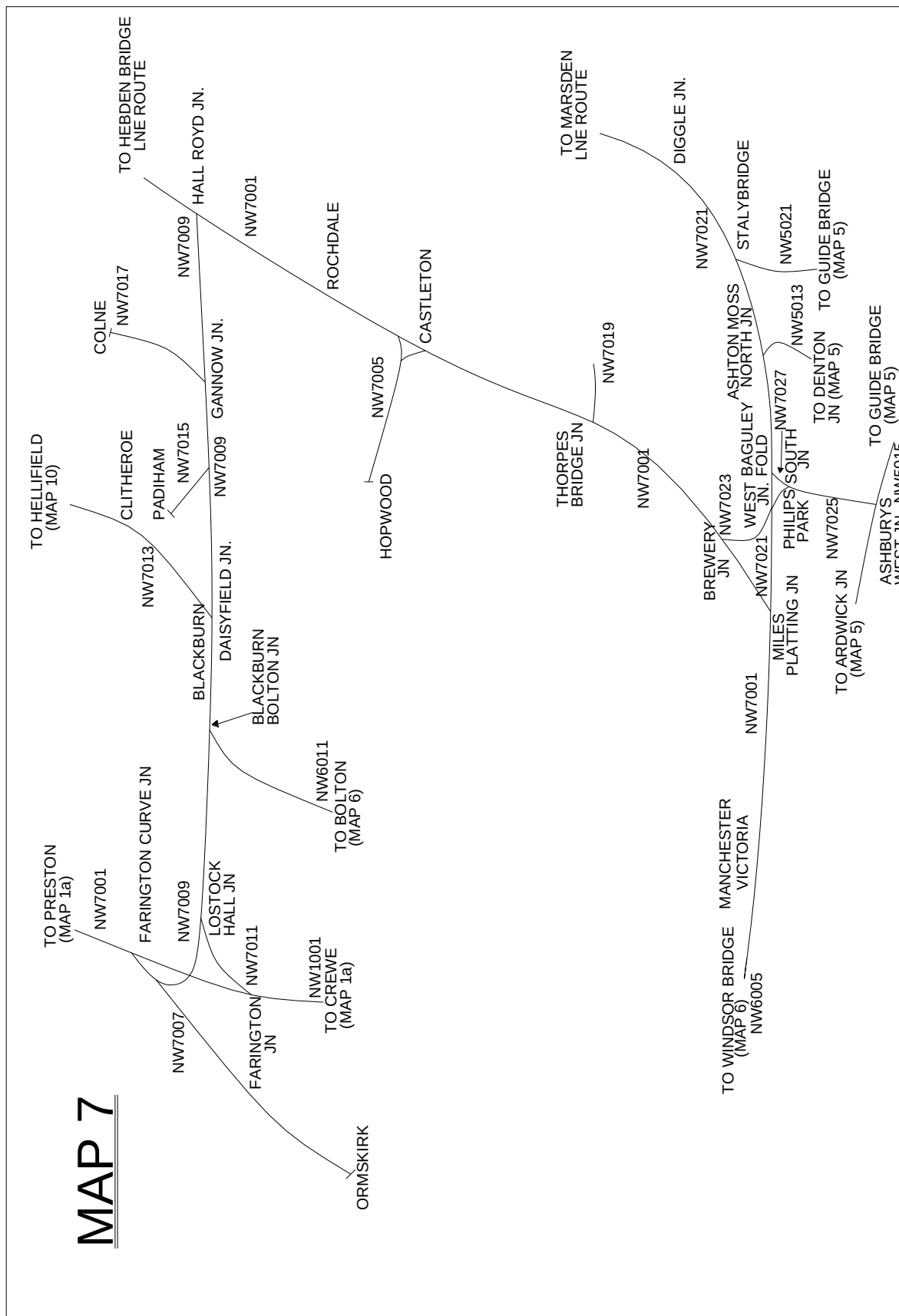
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MAPS



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TABLE A DIAGRAM

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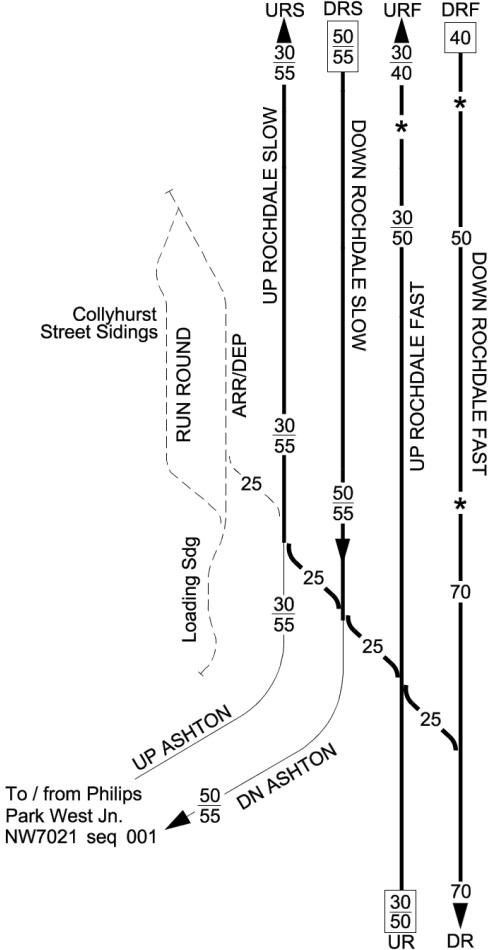
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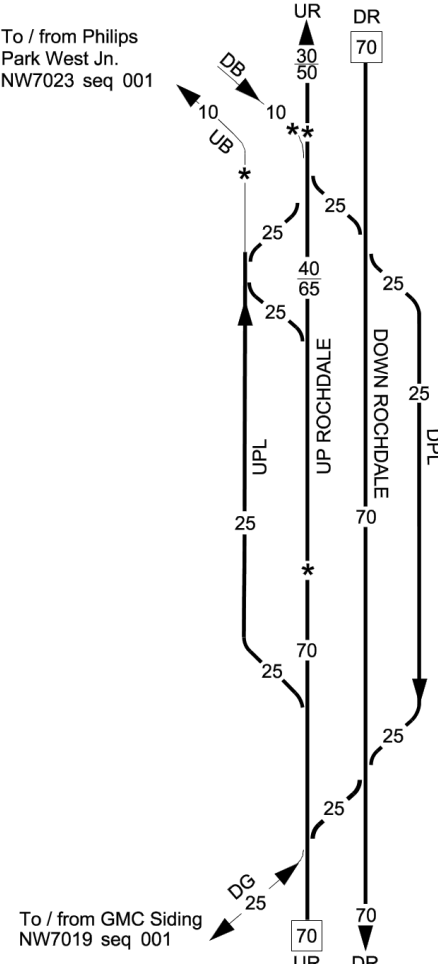
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LNW North Route Sectional Appendix Module NW7

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	To / from Deal Street Jn. NW6005 seq 001			TCB Manchester ROC Manchester Central Workstation (MN) AC: Crewe	GSM-R
MANCHESTER VICTORIA (Change of ELR)		0 10 * 0 08 *				Note: From Deal Street Jn to Manchester Victoria the line direction is Up.	
		0 00 MVE1				Axle counter area throughout.	
		0 00 MVM				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).	
Manchester Victoria East Jn		0 09				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).	
		0 21 *				Metrolink 750V overhead DC adjacent to the Up Rochdale Slow line.	
(Start of APCO zone - pantograph raise) Bromley Street Jn		0 29 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					

LNW North Route Sectional Appendix Module NW7

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 					
			0 56 *										URS: Up Rochdale Slow. DRS: Down Rochdale Slow. DRF: Down Rochdale Fast. URF: Up Rochdale Fast.		
			0 60 *												
			Miles Platting Jn										1 17 *		Axle counter area throughout.
			1 22		Manchester ROC (MN) Manchester North Workstation										
(Change of ELR)			1 30		MVM MPR1 To / from Philips Park West Jn. NW7021 seq 001			Standage: Arrival / Departure Line: 280 metres (306 yards).							
(Start / end of diagram)			1 40					NOTE: Rochdale Slow lines and Ashton lines electrified. All other lines and sidings shown are not electrified. UR: Up Rochdale. DR: Down Rochdale.							

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			TCBManchester ROCManchester North Workstation (MN) GSM-R 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. 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. For Explanation of Table A terms and symbols, see NW0001 seq 001 DG: Dean Goods.	
Brewery Jn		1 48 *				
	1 52 * (0 18)					
	1 67					
	2 05 *					
(Change of ELR on Up lines)		2 15MPR1 MVN2				
(Change of ELR on Down lines)		2 17MPR1 MVN2				
Thorpes Bridge Jn		2 21				
(Start / end of diagram)		2 22				

LNW North Route Sectional Appendix Module NW7

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 2 23			TCB Manchester ROC (MN) Manchester North Workstation GSM-R	
Newton Heath TMD		2 36			Newton Heath TMD: See Local Instructions for the Method of Working	
		2 48			ES: Engine Shed	
		2 53 *				
		2 61 *				
		2 73 *				
(Start / end of diagram)		3 40				

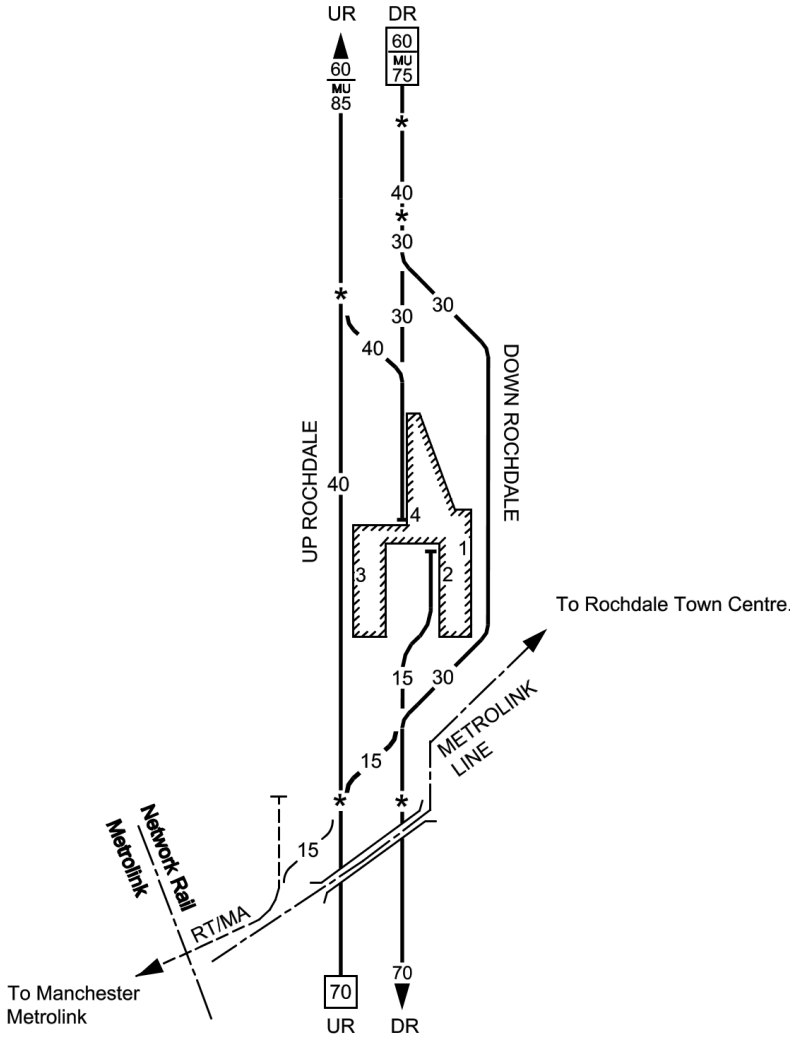
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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW7001	005	Manchester Victoria West Jn. to Hebden Bridge		MVN2	North West	19/11/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		3 40			TCB Manchester ROC Manchester North Workstation (MN) UR: Up Rochdale DR: Down Rochdale UGL: Up Goods Loop Platform Lengths: Moston Platform 1 - 120 metres (131 yards) Platform 2 - 121 metres (132 yards) TCB Vitriol Works SB (VW) ① Out of use. Up Goods Loop 320 metres (1050ft) Platform Lengths: Mills Hill Platform 1 - 117 metres (128 yards) Platform 2 - 117 metres (128 yards)	
MOSTON		3 74 *				
		3 75 *				
		4 00				
		4 12 *				
Vitriol Works SB		4 64				
		5 09				
MILLS HILL		5 74				
(Start / end of diagram)		7 00				

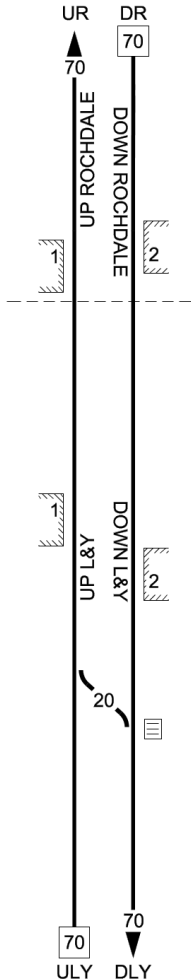
LNW North Route Sectional Appendix Module NW7

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) UTS: Up Through Siding UR: Up Rochdale DR: Down Rochdale DGL: Down Goods Loop S2: Siding 2 S3: Siding 3 S4: Siding 4 DGL (PF) 382 metres (1253 feet) U&DTS: 'Up & Down' Through Siding Platform Lengths: Castleton Platform 1 - 143 metres (156 yards) Platform 2 - 137 metres (150 yards) TCB Rochdale West SB (TH)	
Castleton South Jn		8 15 *				
		8 21				
		8 24				
Castleton East Jn SB		8 52				
Castleton East Jn Rochdale West SB		8 57				
CASTLETON		8 64				
		8 69				
		8 74 *				
		8 75 *				
(Start / end of diagram)		9 40				

LNW North Route Sectional Appendix Module NW7

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
Rochdale West Jn		10 07 * 10 15 * 10 19 * 10 20			TCB Rochdale West SB (TH)  <

LNW North Route Sectional Appendix Module NW7

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			TCB Rochdale West SB (TH) GSM-R UR: Up Rochdale DR: Down Rochdale Platform Lengths: Smithy Bridge Platform 1: 121 metres (132 yards). Platform 2: 121 metres (132 yards). Preston PSB (PN) 'A' Panel Platform Lengths: Littleborough Platform 1: 121 metres (132 yards). Platform 2: 117 metres (128 yards). Semi-Automatic Track Warning System (SATWS) provided at Littleborough GF, between 14m 35ch and 14m 41ch. See General Instructions.	
SMITHY BRIDGE Smithy Bridge LC (OD)		12 60 12 65				
LITTLEBOROUGH		13 65				
Littleborough GF		14 40	T			
(Start / end of diagram)		14 60				

LNW North Route Sectional Appendix Module NW7

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			TCB Preston PSB (PN) 'A' Panel GSM-R Semi-Automatic Track Warning System (SATWS) provided at 'Winterbutlee' (Calder Brook Underbridge 96), between 17m 39ch and 17m 42ch. See General Instructions. Platform lengths: Walsden. Platform 1: 121 metres (132 yards). Platform 2: 121 metres (132 yards).	
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 *				
Summit East Tunnel (37 metres / 41 yards)		to 16 64 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				
Winterbutlee Tunnel (280 metres / 306 yards)		from 17 46 to 17 60				
WALSDEN		17 70				
(Start / end of diagram)		18 20				

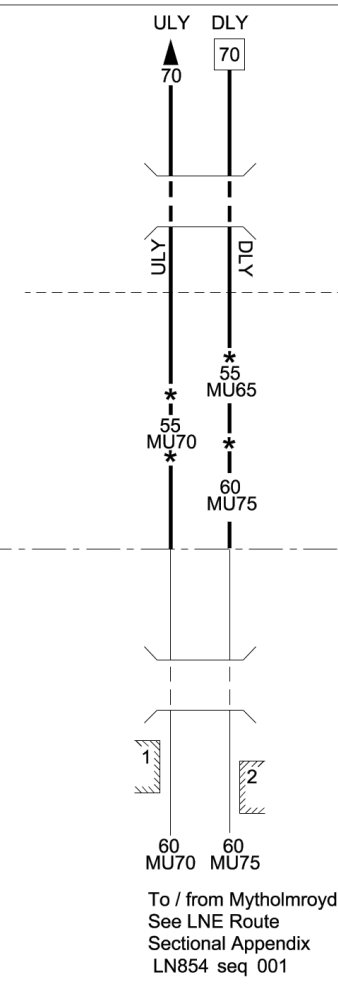
LNW North Route Sectional Appendix Module NW7

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			TCB Preston SB (PN) GSM-R Platform Lengths: Todmorden Platform 1 Up: 121 metres (132 yards). Platform 2 Down: 121 metres (132 yards). ☒ 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 ULY = Up L&Y DLY = Down L&Y	
TODMORDEN		19 13				
		19 18				
Todmorden Viaduct (165 metres / 180 yards)		19 20 to 19 28				
Todmorden Viaduct Junction		19 30				

LNW North Route Sectional Appendix Module NW7

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	
Hall Royd Jn Millwood Tunnel (206 m / 225 yds)		19 40 *	ULY 65 DLY 65 19 40 * 19 55 * To Burnley (Manchester Road) NW7009 seq 010 30 50 UEL DEL 30 70 70 70 70 ULY DLY 70 70	TCB Preston SB (PN)  ULY = Up L&Y DLY = Down L&Y UEL = Up East Lancs DEL = Down East Lancs	
		19 55 *			
		19 61			
		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				TCB Preston PSB (PN) 'A' Panel GSM-R ULY = Up L&Y DLY = Down L&Y TCB York ROC (HG) Halifax Workstation	
Horsfall Tunnel (250 metres / 274 yards)		20 44 to 20 56					
Eastwood LC (FP)		21 31					
		22 14 *					
		22 20 *					
		22 40 *					
		22 43 *					
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					
HEBDEN BRIDGE		23 50	60 MU70 60 MU75 To / from Mytholmroyd See LNE Route Sectional Appendix LN854 seq 001				

LNW North Route Sectional Appendix Module NW7

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LNW North Route Sectional Appendix Module NW7

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) 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. 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. OTS Castleton East Junction SB (CE) Staff is kept at Castleton East Junction SB. Up: Start of GSM-R area at 9m 04ch Down: End of GSM-R area at 9m 04ch U&D TS: Up & Down Through Siding. U&DG: Up & Down Goods.	
Castleton South Jn		8 21						
Trap points		8 26						
Castleton North Jn	0 38 8 50	8 50						
Sidings connection Start/end of One Train with Staff section	8 53							
Buffer stops (CPI2 mileage shown)	9 00							
Network Rail / East Lancashire Railway Boundary	9 04							
Trap points	9 05							
Hopwood G.F. (and trap points)	9 06							

LNW North Route Sectional Appendix Module NW7

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			TCB Preston SB (PN) GSM-R 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			

LNW North Route Sectional Appendix Module NW7

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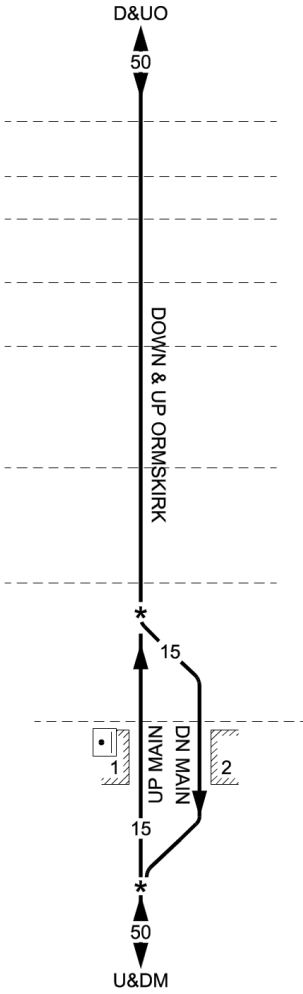
LNW North Route Sectional Appendix Module NW7

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)	To / from Preston. NW1001 seq 023 To / from Euxton Jn. NW1001 seq 023 To / from Blackburn. NW7009 seq 001 UP FAST DOWN FAST UP SLOW DOWN SLOW DEL UEL DOWN & UP ORMSKIRK D&UO			TCB Preston PSB (PN) 'B' Panel GSM-R 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. DEL: Down East Lancs. UEL: Up East Lancs. The Down direction is from Farington Curve Jn to Ormskirk. Telephones at Lodge Lane LC connect to Midge Hall SB. Midge Hall SB (MH)	
Farington Curve Jn (Connection with Up East Lancs line)		(0 08) 25 62					
		25 54 *					
		25 28 *					
Lodge Lane LC (UWC & FP) (R/G)		24 62					
Four Lane Ends LC (FP)		24 49					
Naptha Lane LC (UWC & FP)		24 29					
Parkers Lane LC (R/G) (UWC & FP) (a.k.a. Balls LC)		24 08					
(Start / end of diagram)		24 00					

LNW North Route Sectional Appendix Module NW7

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW7007	002	Farington Curve Jn to Ormskirk	FCO		North West	01/11/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
(Start / end of diagram)		24 00	D&UO 50 ↑			TCB Midge Hall SB (MH) 
Wards LC (UWC) (Midge Hall)		23 43	-----			ETB ETB applies between Midge Hall signal box and Rufford.
Sod Hall LC (UWC & FP)		23 28	T	-----		
Atkinsons LC (FP)		23 06	-----			
Midge Hall LC (MCB)		22 78	-----			
Midge Hall SB		22 78	•	-----		
(Start / end of ETB)		22 78				The Down direction is from Farington Curve Jn to Ormskirk.
Narrow Lane LC (UWC)		22 58	-----			
Pages LC (UWC & FP)		22 38	T	-----		
Mees LC (FP)		21 51	-----			
Littlewoods LC (UWC & FP)		21 24	-----			
Waltons LC (UWC)		20 79	-----			Platform length: Croston. 76 metres (83 yards).
Wymott Brook LC (FP)		20 71	-----			
Barlows LC (UWC)		20 45	-----			
CROSTON		20 18				
(Start / end of diagram)		20 00	50 ↓ D&UO			

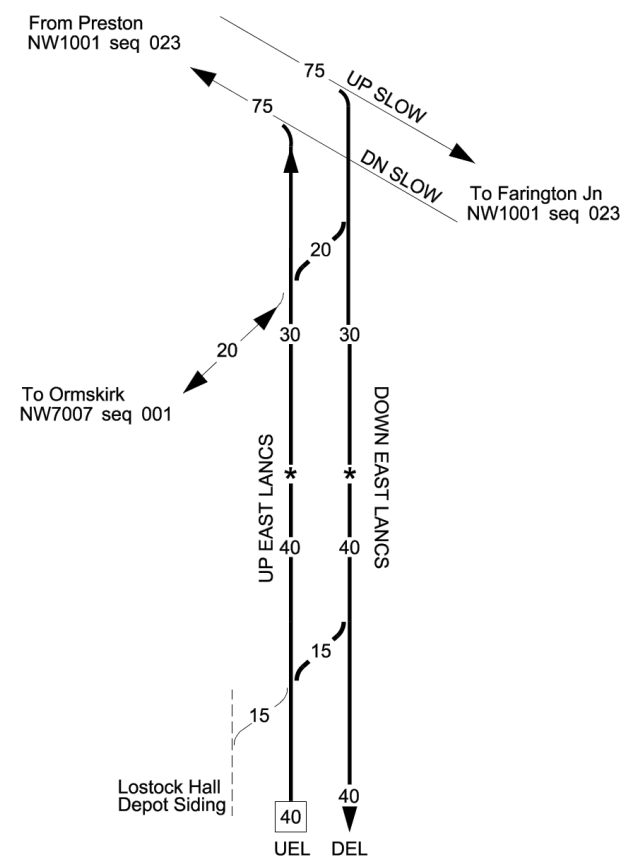
LNW North Route Sectional Appendix Module NW7

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 Rufford SB (RD) The Down direction is from Farington Curve Jn to Ormskirk. Platform lengths: Rufford. Platform 1: 60 metres (66 yards). Platform 2: 75 metres (82 yards). OTNS Crossing Loop standage: 98 metres (107 yards). U&DM: Up & Down Main.	
Club Lane LC (UWC & FP)		19 68	T				
Rigbys LC (UWC)		19 45					
Cottage Lane LC (UWC & FP)		19 32					
Finney Lane LC (UWC & FP)		19 13	T				
High Lane LC (UWC & FP) (R/G)		18 67	T				
Croston Moss LC (FP)		18 25					
Little Meadow Lane LC (FP)		17 62					
(North end of Crossing Loop)		17 58 *					
Rufford LC (MCB)		17 51					
Rufford SB		17 51					
RUFFORD		17 49					
(South end of Crossing Loop)		17 40 *					
(Start / end of diagram)		17 20					

LNW North Route Sectional Appendix Module NW7

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			OTNS Rufford SB (RD) GSM-R The Down direction is from Farington Curve Jn to Ormskirk. Platform length: Burscough Junction. 77 metres (84 yards). Platform length: Ormskirk. Platform 2: 74 metres (81 yards). Platform 1 provided with DC third rail electrification, controlled from Sandhills ECR.	
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				
Prescotts No.3 LC (R/G) (UWC)		15 63				
(Intersection bridge)		15 21				
BURSCOUGH JUNCTION		14 61				
Abbey Lane LC (FP)		13 43				
ORMSKIRK (Buffer stops)		12 16				

LNW North Route Sectional Appendix Module NW7

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					TCB Preston PSB (PN)		
		-0 01							
		0 08							
(Change of ELR)		0 61 *							
		0 64							
		0 70							
Lostock Hall Depot		0 75							
(Start / end of diagram)		1 00					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
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					TCB Preston PSB (PN)	
LOSTOCK HALL		1 20					Platform Lengths: Lostock Hall Up: 83m (91 yards) Down: 83m (91 yards) ① Applies to passenger trains only ② Applies to all other trains	
Lostock Hall Jn (Change of mileage & ELR)		1 43						
		1 43						
		1 46 *						
Whittle International GF		1 70						
		1 73						
(Change of ELR)		2 10						
		2 15 *						
Bamber Bridge Stn GF		2 24						
		2 25						
(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			TCB Preston PSB (PN) 'B' Panel Platform Lengths: Bamber Bridge Platform Up 75m (82 yds) Platform Down 79m (86 yds) GSM-R
BAMBER BRIDGE		2 29			
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			

LNW North Route Sectional Appendix Module NW7

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		5 00				TCB Preston PSB (PN) 'B' Panel GSM-R Exceptionally Poor Rail Adhesion: Up East Lancs and Down East Lancs lines between 6m 30ch and 6m 50ch. Platform lengths: Pleasington. Up platform: 72 metres (79 yards). Down platform: 77 metres (84 yards). Platform lengths: Cherry Tree. Up platform: 47 metres (51 yards). Down platform: 72 metres (79 yards). Platform lengths: Mill Hill. Up platform: 91 metres (100 yards). Down platform: 91 metres (100 yards). UEL: Up East Lancs. DEL: Down East Lancs. KSS: King Street Siding.	
Hoghton LC (AHBC-X)		5 27					
Hoghton Tower LC (FP)		6 21					
PLEASINGTON		7 43					
Cherry Tree GF		8 40					
CHERRY TREE		8 50					
		9 05 *					
MILL HILL		9 24					
		9 31 *					
Taylor Street		9 60					
(Start / end of diagram)		10 00					

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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	UEL DEL KSS To Darwen NW6011 seq 003 To Blackburn Goods Yard. East Lancs Siding Holding Sidings 'UP & DOWN' THROUGH 'UP & DOWN' PASSENGER LOOP AS DS To King Street Depot 70 15 30 15 20 15 20 15 15 20 25 15 50 50 15 15 25 UEL DEL					TCB Preston PSB (PN) GSM-R KSS: King Street Siding. AS: Arrival Siding. DS: Departure Siding. UEL: Up East Lancs. DEL: Down East Lancs. 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. 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). 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. Standages: Holding Siding 1: 115 metres (126 yards). Holding Siding 2: 115 metres (126 yards).		
Connection to King Street Depot		10 08								
Blackburn Bolton Jn		10 11								
		10 17								
		10 23								
		10 25 *								
		10 28 *								
Blackburn GF		10 30								
BLACKBURN		10 42								
(Change of ELR)		10 50								
Blackburn Tunnel (398 metres / 435 yards)		10 55								
		to								
		10 75								
(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
Daisyfield Jn		10 78			
		10 79 *			
		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)

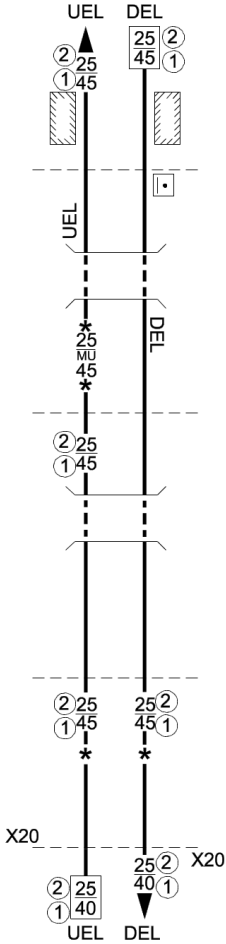
LNW North Route Sectional Appendix Module NW7

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	
Accrington EGF		15 49			TCB Preston SB (PN) GSM-R  Platform Lengths: Accrington Platform Up 99m (108 yds) Platform Down 99m (108 yds) Platform Lengths: Huncoat Platform Up 48m (52 yds) Platform Down 51m (56 yds)	
		15 56				
		15 58 *				
		15 64				
		15 76 *				
Huncoat LC (MCB-OD)		17 36			Platform Lengths: Huncoat Platform Up 48m (52 yds) Platform Down 51m (56 yds)	
HUNCOAT		17 41				

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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			TCB Preston PSB (PN) 'A' Panel GSM-R Exceptionally Poor Rail Adhesion: Down East Lancs and Up East Lancs lines, between 18m 50ch and 18m 60ch. Platform lengths: Hapton. Up platform: 90 metres (98 yards). Down platform: 90 metres (98 yards). Platform lengths: Rose Grove. Up platform: 93 metres (102 yards). Down platform: 86 metres (94 yards). PF authorised on the Down Goods line throughout, between Rose Grove West Jn and Gannow Jn. ① Applies to Class 1 to 6 trains and light locomotives only ② Applies to class 7 & 8 trains only	
Hapton LC (FP)		18 50				
HAPTON		18 73				
		19 77 *				
Rose Grove West Jn		20 05				
ROSE GROVE		20 32				
		20 43 *				
		20 48 *				
		20 50				
		21 00 *				
Gannow Jn (Change of ELR)		21 03 *	FHR5 FHR6			
(Start / end of diagram)		21 40				

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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 Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		21 40			TCB Preston PSB (PN) 'A' Panel GSM-R Platform lengths: Burnley Manchester Road. Up platform: 99 metres (108 yards). Down platform: 95 metres (104 yards). Exceptionally Poor Rail Adhesion: Up East Lancs and Down East Lancs lines between 21m 70ch and 22m 00ch. DEL: Down East Lancs. UEL: Up East Lancs. ① Applies to Class 1 to 6 trains and light locomotives only ② Applies to class 7 & 8 trains only	
BURNLEY MANCHESTER ROAD		21 67				
Towneley LC (MCB) (Not block post)		22 46				
Towneley Tunnel (364 metres / 398 yards)		23 06 to 23 25 23 64 *				
Buck Clough Lane LC (FP)		23 68 * 23 79				
Holme Tunnel (242 metres / 265 yards)		25 52 to 25 65				
Ratten Clough LC (FP)		26 58 27 05 *				
Portsmouth LC (R/G-X) (UWC & FP)		27 30	T			
(Start / end of diagram)		27 40				

LNW North Route Sectional Appendix Module NW7

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
Kitson Wood Tunnel (265m / 290 yds)		28 40 *	UEL DEL ② 25 ② ① 40 ① 20 25 ② 40 ① UEL DEL ② 25 * ① 40 20 20 To Todmorden NW7006 seq 001 ② 25 25 ② ① 30 ① 30 15 To Todmorden NW7001 seq 011 DL&Y UL&Y 30 30 50 To Hebden Bridge NW7001 seq 011		
Stansfield Hall Jn		28 72 *			
		28 76 to 29 10			
Hall Royd Jn		30 17 *			
		30 20 *			
		30 24			
		30 54 *			
		19 61			

TCB

Preston SB (PN)

① Applies to Class 1 to 6 trains and light locomotives only

② Applies to Class 7 & 8 trains only

UEL=Up East Lancs

DEL=Down East Lancs

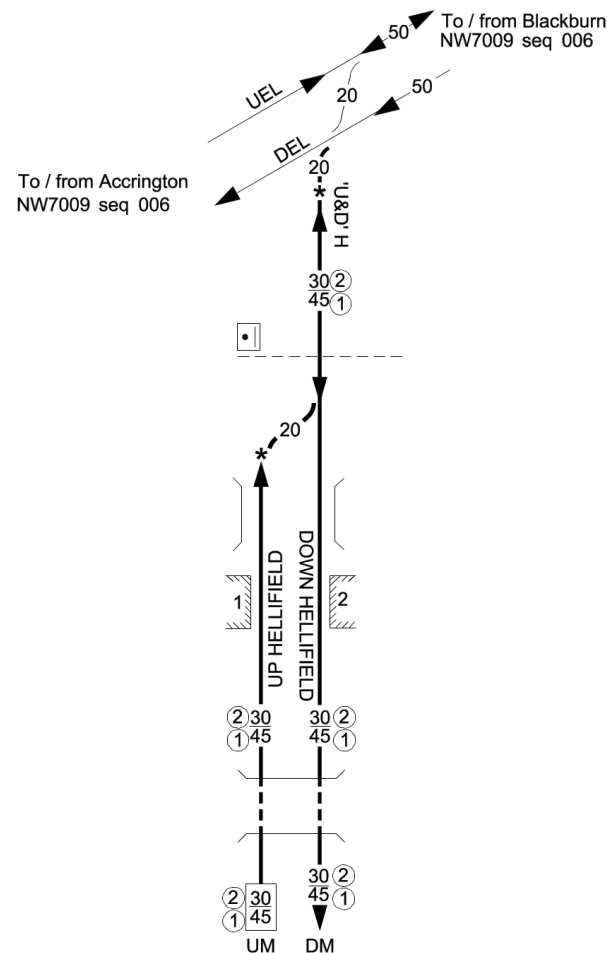
DL&Y=Down L&Y

UL&Y=Up L&Y

LNW North Route Sectional Appendix Module NW7

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 0 00	To / from Leyland NW1001 seq 022 To / from Preston NW1001 seq 022 To / from Lostock Hall NW7009 seq 002 To / from Bamber Bridge NW7009 seq 002 UP LH: Up Lostock Hall DN LH: Down Lostock Hall Note: Electrification extends into the sidings. UEL: Up East Lancs DEL: Down East Lancs	TCB Preston PSB (PN) 'B' Panel AC: Crewe ① Applies to passenger trains only ② Applies to all other trains		
Limit of electrification on Lostock Hall lines	0 05 0 10 0 53 0 56				
	0 67 *				
Lostock Hall Jn	0 77 1 42				

LNW North Route Sectional Appendix Module NW7

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW7013	001	Daisyfield Jn to Hellfield			DJH	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Daisyfield Jn		11 09	 To / from Blackburn NW7009 seq 006 To / from Accrington NW7009 seq 006 UEL DEL U&D'H 20 50 30 ② 45 ① 20 1 2 UP HELLFIELD DOWN HELLFIELD ② 30 ① 45 ② 30 ① 45 ② 30 ① 45 UM DM			TCB Preston PSB (PN) 'A' Panel GSM-R UEL: Up East Lancs. DEL: Down East Lancs. 'U&D'H': Up & Down Hellfield Single. AB Daisyfield SB (DS) AB applies between Daisyfield box and Horrocksford Junction box. Axle counter area: Down line: from 11m 61ch. Platform lengths: Ramsgreave & Wilpshire. Platform 1: 97 metres (106 yards). Platform 2: 97 metres (106 yards). 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. Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 14m 00ch and 17m 20ch.	
		11 14 *					
Daisyfield SB Daisyfield LC (MCG)		11 25					
		11 25					
Cobwall Viaduct (99 metres / 108 yards)		11 34 *					
		11 36					
		to					
		11 41					
RAMSGREAVE & WILPSHIRE		13 20					
Wilpshire Tunnel (296 metres / 324 yards)		13 71					
		to					
		14 06					
(Start / end of diagram)		14 60					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW7013	002	Daisyfield Jn to Hellifield			DJH	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		14 60				AB Daisyfield SB (DS) GSM-R Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 14m 00ch and 17m 20ch. Platform lengths: Langho. Platform 1: 74 metres (81 yards). Platform 2: 74 metres (81 yards). Platform lengths: Whalley. Platform 1: 74 metres (81 yards). Platform 2: 74 metres (81 yards). Axle counter area: Down line: to 16m 17ch. Up line: from 20m 72ch to 17m 25ch. Horrocksford Junction SB (HJ) 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.	
Langho LC (FP)		15 05					
LANGHO		15 51					
Proctors LC (FP)		17 05					
Whalley Viaduct (588 metres / 643 yards)		17 27 to 17 58					
WHALLEY		17 60					
Lamb Roe LC (FP)		18 38					
Brook House LC (FP)		18 52					
Primrose Viaduct (117 metres / 128 yards)		20 21 to 20 28					
Low Moor LC (CCTV)		20 77					
(Start / end of diagram)		21 10					

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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 Platform Lengths: Clitheroe Platform 1 : 74 metres (81 yards) Platform 2 : 74 metres (81 yards) Mileages in brackets applies to the Castle Cement Siding from Horrocksford Jn (ELR: HOK) ③ Applies to Class 1, 2, 3 and 5 trains composed entirely of bogie coaching stock vehicles. ② Applies to all other trains		
CLITHEROE		21 26						
Horrocksford Junction SB		21 60 *						
Horrocksford Jn		(0 00)						
Johnson Matthey LC (TMO)		(0 36)						
(Network Rail boundary)		(0 40)						
Level Crossing (TMO)		(0 41)						
Swanside Viaduct		24 70						
(101 metres / 110 yards)								
to		24 75						
Cowgill LC (FP)		26 37						
(Start / end of diagram)		27 00						

LNW North Route Sectional Appendix Module NW7

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) 	
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.	
Hellifield SB Hellifield South Jn		34 60 *					

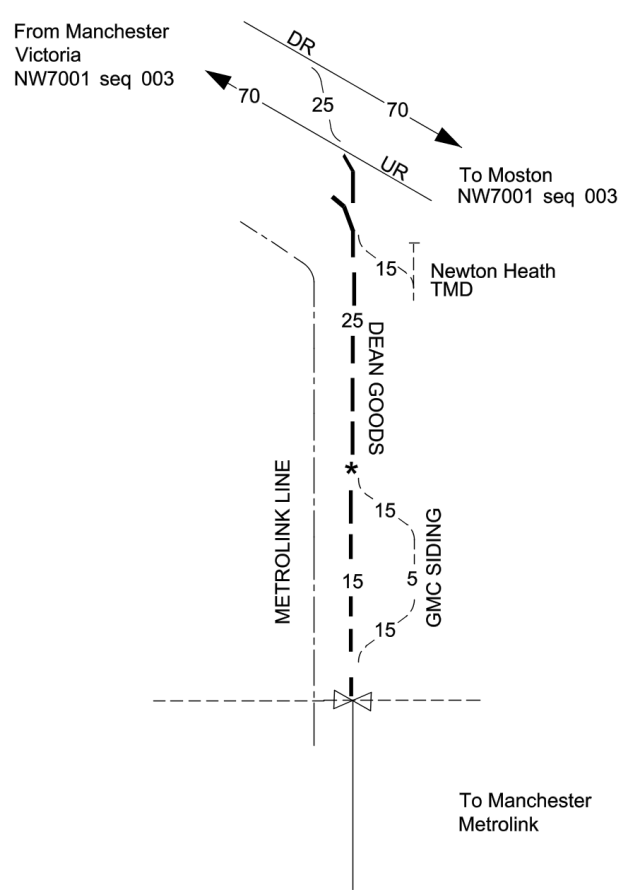
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LNW North Route Sectional Appendix Module NW7

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 Ch	Running lines & speed restrictions		Signalling & Remarks	
			NW7015-001 Following closure of this line this diagram is now archived			

LNW North Route Sectional Appendix Module NW7

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			TCBManchester ROC Manchester North Workstation (MN) DR = Down Rochdale UR = Up Rochdale Metrolink 750v DC adjacent to Dean Goods line GSM-R	
Newton Heath TMD		2 26				
		2 62 *				
Network Rail / Metrolink Boundary		2 78 3 05				
			Up: Start of GSM-R area at 3m 05ch Down: End of GSM-R area at 3m 05ch GSM-R			

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LNW North Route Sectional Appendix Module NW7

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		
Miles Platting Jn	1 17 *	For Explanation of Table A terms and symbols, see NW0001 seq 001 To / from Manchester Victoria NW7001 seq 002 Collyhurst Street Sidings Run Round ARR/DEP Loading Siding UP ASHTON DN ASHTON To / from Brewery Jn NW7001 seq 002 To / from Brewery Jn NW7023 seq 001 DB UB UAb DAb UA DA	TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R 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. URS: Up Rochdale Slow. DRS: Down Rochdale Slow. URF: Up Rochdale Fast. DRF: Down Rochdale Fast. ARR/DEP: Arrival / Departure Line. UR: Up Rochdale. DR: Down Rochdale. Axle counter area throughout. DB: Down Brewery. UB: Up Brewery. UAb: Up Ashburys. DAb: Down Ashburys.		
(Change of ELR; buffer stops)	1 22				
	1 30				
	1 45 *				
(Start of Down Brewery line)	1 50				
Philips Park West Jn	1 57				
(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)		3 33			Start of APCO zone - pantograph lower - from 3m 36ch.
(Start / end of diagram)		3 40			

LNW North Route Sectional Appendix Module NW7

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			
M60 Motorway (101 metres / 110 yards)		from 5 29 to 5 34			
Ashton Moss North Jn		5 42 (0 40)			
ASHTON-UNDER-LYNE		6 24 *			
		6 33			
Katherine Street Tunnel (84 metres / 92 yards)		from 6 55 to 6 59			
		6 66 * 6 67 *			
(Start / end of diagram)		7 00			

October 2009

LNW North Route Sectional Appendix Module NW7

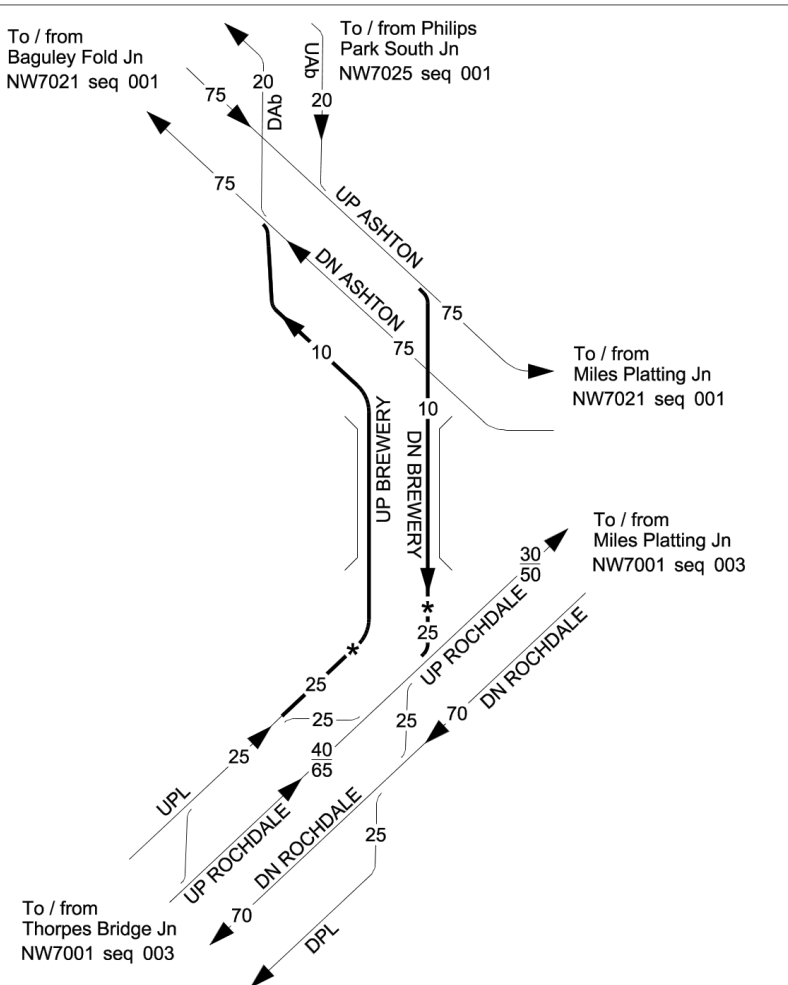
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW7021	005	Miles Platting Jn to Marsden		MVL3	North West / North & East	29/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		9 00			TCB Manchester ROC (SE) Manchester North Workstation GSM-R Axle counter area: Down Huddersfield: to 9m 40ch. Up Huddersfield: from 9m 40ch. Platform lengths: Mossley (Manchester). Platform 1: 117 metres (128 yards). Platform 2: 69 metres (75 yards). NOTE: Mossley HABD supervised by York ROC, Huddersfield Workstation. Platform lengths: Greenfield. Platform 1: 117 metres (128 yards). Platform 2: 117 metres (128 yards).	
Scout Tunnel (185 metres / 202 yards)		from 9 79 to 10 08				
MOSSLEY (MANCHESTER)		10 39				
Mossley HABD		10 53				
Stockport Road LC (FP)		11 35				
GREENFIELD		12 54				
(Route boundary)		13 08				
Uppermill Jn		13 42				
Saddleworth Viaduct (290 metres / 317 yards)		from 13 50 to 13 64				
(Start / end of diagram)		14 20				
			York ROC (SL) Huddersfield Workstation Axle counter area: Down Huddersfield: from 13m 27ch. Up Huddersfield: to 12m 76ch.			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	006	Miles Platting Jn to Marsden	MVL3	North & East	29/09/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start / end of diagram)	14 20		TCB York ROC (SL) Huddersfield Workstation GSM-R Axle counter area throughout this diagram. Standage: Down Diggle Loop: 352 metres (385 yards). Trains may turn back towards Stalybridge from the Down Diggle Loop.		
(Entrance to loop)	14 61				
	14 78 *				
	15 00 *				
(Exit from loop)	15 05				
(Sectional Appendix boundary) from	15 10 *				
	15 11 *				
	15 16 *				
Standedge Tunnel (4896 metres / 3 miles 74 yards)					
	18 06 *				
to	18 14				
(Up Marsden Loop connection)	18 17				
	18 21 *				
	18 36 *				
	18 38 *				
MARS DEN (YORKS)	18 59				

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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	 To / from Baguley Fold Jn NW7021 seq 001 To / from Philips Park South Jn NW7025 seq 001 To / from Miles Platting Jn NW7021 seq 001 To / from Miles Platting Jn NW7001 seq 003 To / from Thorpes Bridge Jn NW7001 seq 003 UP ASHTON DN ASHTON UP BREWERY DN BREWERY UP ROCHDALE DN ROCHDALE UPL DPL UAb DAb 75 20 10 75 10 25 25 40 65 25 70 25 30 50 25 70 25			TCB Manchester ROC Manchester North Workstation (MN) GSM-R 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					
Brewery Jn		0 15 * 0 18 * [1 52] (End of Down Brewery line) (Start of Up Brewery line)					

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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	
Philips Park West Jn		1 57				TCB Manchester ROC Manchester North Workstation (MN) AC: Crewe 	
(Limit of Electrification - Down line only) (Ashburys and Ashton lines start / end adjacent to each other)		1 71 1 72				DBr: Down Brewery. UBr: Up Brewery. 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.	
Philips Park South Jn (Crossover)		2 05 2 08				For Explanation of Table A terms and symbols, see NW0001 seq 001	
(Bridge 4)		2 35				DBg: Down Baguley. UBg: Up Baguley.	
(Start / end of diagram)		2 40				Bridge 4: See Route Clearance tables.	

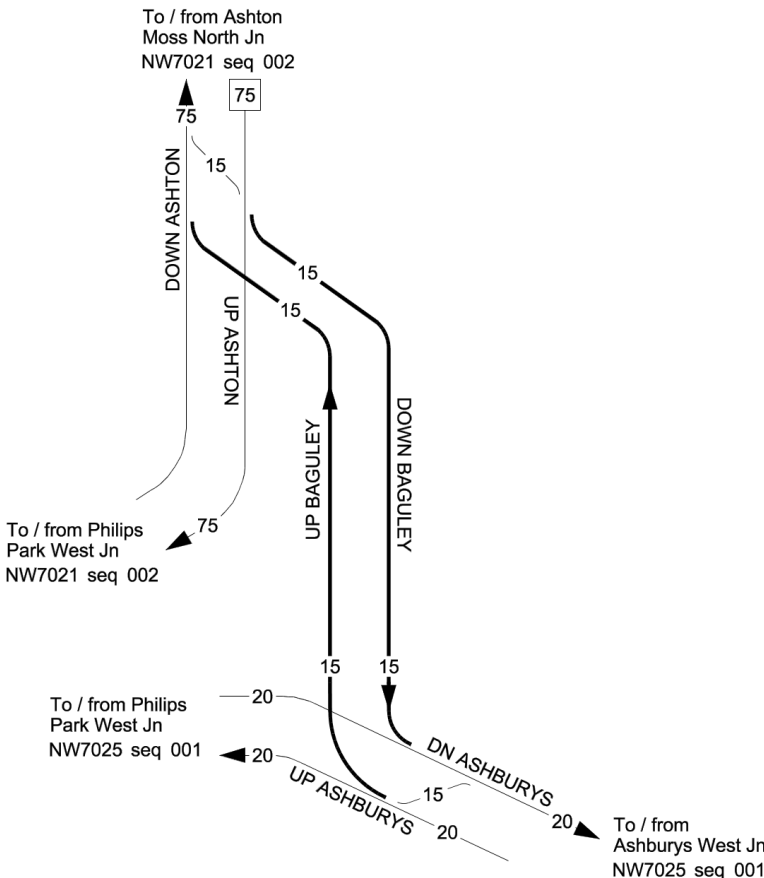
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LOR	Seq.	Line of Route Description				ELR			Route	Last Updated
NW7025	002	Philips Park West Jn to Ashburys West Jn				PPA1 PPA2 PPA3			North West	02/12/2023
Location		Mileage M Ch		Running lines & speed restrictions					Signalling & Remarks	
(Start / end of diagram)		2	40						TCB Manchester ROC Manchester North Workstation (MN)	
Medlock Viaduct (89 metres / 97 yards)		from	2 44						Axle counter area: Down Ashburys: Philips Park West Jn to 2m 52ch. Up Ashburys: 2m 52ch to Philips Park West Jn.	
to		2 49								
(Manchester Metrolink lines)		2 51								
Midland Jn, former site of (Change of mileage & ELR)		3 12	PPA1							
from		0 59	PPA2							
Ancoats Viaduct (598 metres / 654 yards)		0 48								
to		0 18								
(Crossover)		0 15								
(Crossover)		0 09								
Ashburys West Jn (Change of mileage & ELR)		0 08 *								
		0 04 *								
		0 00	PPA2							
		1 30	PPA3							
		1 32 *								
(Connection with Main lines)		1 37								
		1 38 *								
ASHBURYS		1 42								
					Manchester East SCC (AS) (To / from approx. 3m 00ch). 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: See Route Clearance tables. Ash RS: Ashburys Reception Siding. Arr / Dep: Arrival / Departure. Crossovers between the Ashburys lines and the Main lines have ELR: PPA3. East / Main lines provided with 25kV AC overhead electrification, controlled from Crewe ECR.					

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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	
(Crossover)		2 51				TCB Manchester ROC Manchester North Workstation (MN) GSM-R 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.	
Baguley Fold Jn		2 39					
(Baguley lines start/end adjacent to Ashton lines) (Change of mileage & ELR)		2 13 0 00					PPP1 PPP2
Philips Park South Jn		0 18 (2 05)					

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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)
Wilpshire Tunnel – Whalley Viaduct	Up Main, Down Main	14 m 00 ch to 17 m 20 ch
Stockbeck Viaduct – Hellifield	Up Branch / Up Main, Down Main / Down Branch	32 m 70 ch to 33 m 00 ch

Dated: 27/09/2025

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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

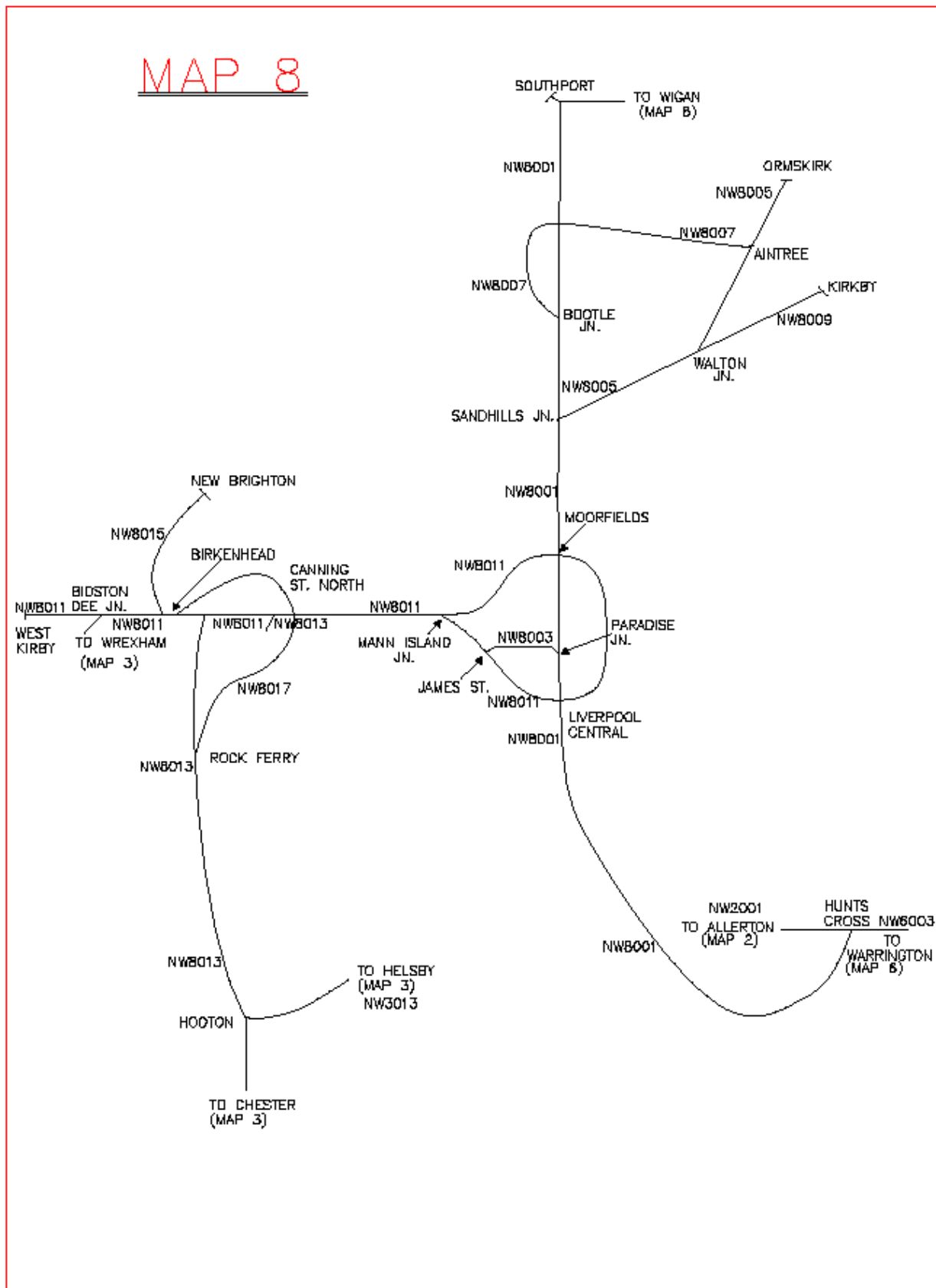
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10	01 March 2025
11	06 December 2025
12	06 December 2025
13	03 September 2016
14	03 September 2016
15	03 September 2016
16	03 September 2016
17	06 December 2025
18	06 December 2025
19	06 December 2025
20	06 December 2025
21	06 December 2025
22	06 December 2025
23	01 June 2024
24	01 June 2024
25	06 December 2025
26	06 December 2025
27	07 June 2025
28	07 June 2025
29	02 March 2024
30	02 March 2024
30A	06 December 2025

Page	Date Last Changed
30B	06 December 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
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MAPS



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EXCEPTIONALLY POOR RAIL ADHESION

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NW8001 (HUNTS CROSS WEST JN. TO SOUTHPORT)

Location	Line(s) Affected	Mileage (Between)
Liverpool South Parkway – Brunswick	Down Southport, Up Southport	5 m 47 ch to 1 m 43 ch
Seaforth & Litherland approach	Up Southport	4 m 60 ch to 4 m 14 ch
Blundellsands & Crosby – Ainsdale	Down Southport, Up Southport	6 m 28 ch to 14 m 62 ch

Dated: **27/09/2025****NW8005 (SANDHILLS JN TO ORMSKIRK)**

Location	Line(s) Affected	Mileage (Between)
Walton Jn – Maghull	Up Ormskirk, Down Ormskirk	3 m 20 ch to 7 m 29 ch

Dated: **27/09/2025****NW8009 (WALTON JN TO HEADBOLT LANE)**

Location	Line(s) Affected	Mileage (Between)
Rice Lane – Fazakerley	Up Headbolt, Down Headbolt	32 m 60 ch to 31 m 31 ch

Dated: **27/09/2025****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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TABLE A DIAGRAM

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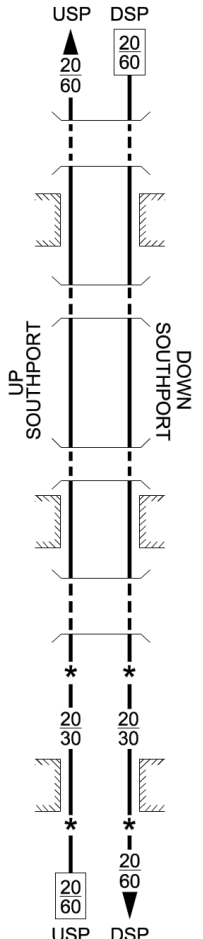
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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW8001	001	Hunts Cross West Jn to Southport			HXS1	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Hunts Cross West Jn		6 11	To / from Hunts Cross. NW6003 seq 007 To / from Allerton Jn. NW6003 seq 007 UCh 30 DCh 20 UP SOUTHPORT 20 DOWN SOUTHPORT 20 15 USP 20 DSP 20			TCB Hunts Cross SB (HC) DC: Sandhills GSM-R UCh: Up Cheshire. DCh: Down Cheshire. UHC: Up Hunts Cross Chord. DHC: Down Hunts Cross Chord. Platform lengths: Liverpool South Parkway. Platform 5: 130 metres (142 yards). Platform 6: 130 metres (142 yards). Exceptionally Poor Rail Adhesion: Down Southport and Up Southport lines between 5m 47ch and 1m 43ch. Platform lengths: Cressington. Up platform: 128 metres (140 yards). Down platform: 128 metres (140 yards). USP: Up Southport. DSP: Down Southport.	
LIVERPOOL SOUTH PARKWAY (Southport Lines)		5 47					
Woolton Road Tunnel (57 metres / 62 yards)		5 42 to 5 39					
		4 77 *					
CRESSINGTON		4 60 *					
		4 56					
(Start / end of diagram)		4 50					

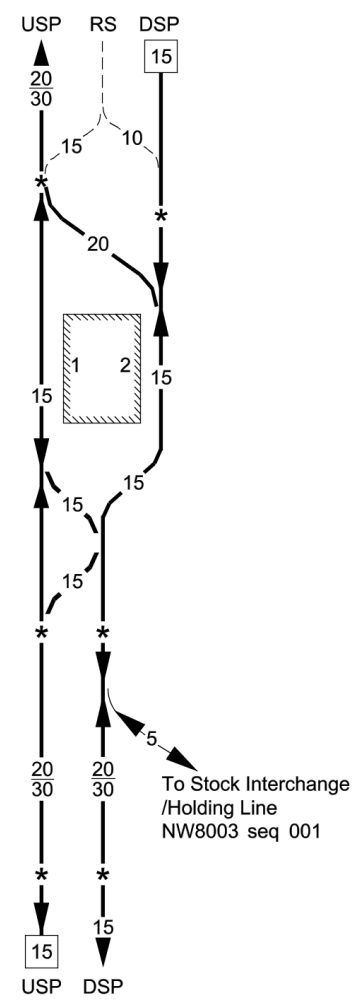
LNW North Route Sectional Appendix Module NW8

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW8001	002	Hunts Cross West Jn to Southport		HXS1	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		4 50			TCB Hunts Cross SB (HC) DC: Sandhills 	
Grassendale Tunnel (69 metres / 76 yards)		4 43 to 4 40			Platform lengths: Aigburth. Up platform: 128 metres (140 yards). Down platform: 128 metres (140 yards).	
AIGBURTH		3 78				
Fulwood Tunnel (183 metres / 200 yards)		3 23 to 3 14			Exceptionally Poor Rail Adhesion: Down Southport and Up Southport lines between 5m 47ch and 1m 43ch.	
St. Michael's Tunnel (94 metres / 103 yards)		2 55 to 2 51				
ST MICHAELS		2 48			Platform lengths: St Michaels. Up platform: 130 metres (142 yards). Down platform: 130 metres (142 yards).	
Dingle Tunnel (989 metres / 1082 yards)		2 32 to 1 63			USP: Up Southport. DSP: Down Southport.	
		1 62 *				
BRUNSWICK		1 43 to 1 31 *			Platform lengths: Brunswick. Up platform: 132 metres (144 yards). Down platform: 132 metres (144 yards).	
(Start / end of diagram)		1 26				

LNW North Route Sectional Appendix Module NW8

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
St. James No.4 Tunnel (193m/211yd) St. James No.3 Tunnel (140m/153yd) St. James No.2 Tunnel (157m/172yd) St. James No.1 Tunnel (169m/185yd) Start/End of underground section			USP DSP 20 60 20 60 ┆ <		

LNW North Route Sectional Appendix Module NW8

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 * 0 05 *			TCB Merseyrail SB (ML) DC: Sandhills GSM-R 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
LIVERPOOL CENTRAL		0 02 37 13			
Liverpool Central North Jn		37 05			
Paradise Jn		37 00 * 36 71			
		36 49 *			

LNW North Route Sectional Appendix Module NW8

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		TCB Merseyrail SB (ML) DC: Sandhills GSM-R 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) AWS not provided on the Down Southport line to ML.35 inclusive. USP = Up Southport DSP = Down Southport	
		36 40 *			
Leeds Street Portal Central Tunnel Start/End of Underground Section		36 17			
Leeds Street Jn		35 72 *			

LNW North Route Sectional Appendix Module NW8

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			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			

LNW North Route Sectional Appendix Module NW8

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) BANK HALL (Connection to Bootle lines) Bootle Jn BOOTLE ORIEL ROAD (Start / end of diagram)		156 158 206 217 234 239 261 300 USP DSP UP SOUTHPORT DOWN SOUTHPORT UP BOOTLE DOWN BOOTLE UP LNW GOODS DOWN LNW GOODS DOWN & UP GOODS USP DSP D&UG To / from Edge Hill NW2027 seq 002 To / from Liverpool Docks NW2027 seq 002 To / from Aintree. NW8007 seq 001	TCB Merseyrail SCC (ML) DC: Sandhills (Down and Up Southport lines only) GSM-R USP: Up Southport. DSP: Down Southport. Platform lengths: Bank Hall. Up platform (bi-di): 150 metres (164 yards). Down platform: 150 metres (164 yards). OT applies on the 'Down & Up' Goods line. Platform lengths: Bootle Oriel Road. Up platform: 129 metres (141 yards). Down platform: 129 metres (141 yards).			

LNW North Route Sectional Appendix Module NW8

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW8001	008	Hunts Cross West Jn to Southport		HXS3	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		3 00			TCB Merseyrail SCC (ML) DC: Sandhills (Down & Up Southport lines only) OT applies on the 'Down & Up' Goods line. Platform lengths: Bootle New Strand. Up platform: 139 metres (152 yards). Down platform: 151 metres (165 yards). USP: Up Southport. DSP: Down Southport. Platform lengths: Seaforth & Litherland. Up platform: 127 metres (139 yards). Down platform: 126 metres (138 yards). Exceptionally Poor Rail Adhesion: Up Southport line from 4m 60ch to 4m 14ch.	
BOOTLE NEW STRAND		3 15				
		3 28 *				
Marsh Lane Crossover		3 52				
SEAFORTH & LITHERLAND		4 14				
		5 04 *				
(Start / end of diagram)		5 10				

LNW North Route Sectional Appendix Module NW8

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW8001	009	Hunts Cross West Jn to Southport		HXS3	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		5 10			TCB Merseyrail SCC (ML) DC: Sandhills Platform lengths: Waterloo (Merseyside). Up platform: 120 metres (131 yards). Down platform: 120 metres (131 yards). Platform lengths: Blundellsands & Crosby. Up platform: 126 metres (138 yards). Down platform: 134 metres (147 yards). Exceptionally Poor Rail Adhesion: Down Southport and Up Southport lines between 6m 28ch and 14m 62ch. Platform lengths: Hall Road. Up platform: 132 metres (144 yards). Down platform: 139 metres (152 yards).	
WATERLOO (MERSEYSIDE)		5 20				
Waterloo LC (CCTV)		5 39				
		5 41 *				
Brook Hall Rd LC (CCTV)		5 69				
BLUNDELLSANDS & CROSBY		6 28				
Hall Road LC (CCTV)		7 10				
HALL ROAD		7 14				
(Start / end of diagram)		8 20				

LNW North Route Sectional Appendix Module NW8

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW8001	010	Hunts Cross West Jn to Southport			HXS3	North West	27/09/2025
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	X20				
Eccles LC (CCTV)		10 79					
FORMBY		11 14				Platform lengths: Formby. Up: 120 metres (131 yards). Down: 120 metres (131 yards).	
		11 25	UP SOUTHPORT DN SOUTHPORT 15			Exceptionally Poor Rail Adhesion: Down Southport and Up Southport lines between 6m 28ch and 14m 62ch.	
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					
Ainsdale LC (CCTV)		14 67				Platform lengths: Ainsdale. Up: 143 metres (156 yards). Down: 138 metres (151 yards).	
(Start / end of diagram)		15 40	USP DSP				

LNW North Route Sectional Appendix Module NW8

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW8001	011	Hunts Cross West Jn to Southport		HXS3	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		15 40			TCB Merseyrail SCC (ML) DC: Sandhills GSM-R Platform lengths: Hillside. Up platform: 137 metres (150 yards). Down platform: 137 metres (150 yards). Platform lengths: Birkdale. Up platform: 141 metres (154 yards). Down platform: 130 metres (142 yards). USP: Up Southport. DSP: Down Southport.	
HILLSIDE		16 26				
		16 30 *				
Crescent Road LC (AHBC)		16 76 *				
BIRKDALE		17 22				
Birkdale LC (CCTV)		17 26				
Aughton Road LC (CCTV)		17 49				
Duke Street LC (CCTV)		17 65				
Portland Street LC (CCTV)		18 00				
		18 05 *				
(Start / end of diagram)		18 16	Birkdale Sidings			

LNW North Route Sectional Appendix Module NW8

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		TCB Merseyrail SCC (ML) DC: Sandhills GSM-R USP: Up Southport. DSP: Down Southport. UW: Up Wigan. DW: Down Wigan.		
SOUTHPORT	18 19 *		Platform lengths: Southport. Platform 1: 141 metres (154 yards). Platform 2: 142 metres (155 yards). Platform 3: 131 metres (143 yards).		
	18 35		Permissive working: PP authorised in Platforms 1, 2 and 3.		

LNW North Route Sectional Appendix Module NW8

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	UP SOUTHPORT 20 30 To / from Liverpool Central (Low Level) NW8001 seq 004 DOWN SOUTHPORT 20 30 STOCK INTERCHANGE / HOLDING LINE Stabling Siding From Liverpool Central (Deep Level) NW8011 seq 002 LOOP To / from Liverpool James Street platform 1. NW8011 seq 001 UWK DWK 20 45 To / from Canning Street Jn NW8011 seq 002			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 2 00 *						
LIVERPOOL JAMES STREET		2 05 2 08 *						
(Crossover)		2 11						
Mann Island Jn (Change of mileage & ELR) (Crossover)		2 21 0 69 * 0 72						

LNW North Route Sectional Appendix Module NW8

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 *				TCB Merseyrail SCC (ML) DC: Sandhills GSM-R USP: Up Southport. DSP: Down Southport. Platform lengths: Kirkdale. Up: 130 metres (142 yards). Down: 124 metres (135 yards). UO: Up Ormskirk. DO: Down Ormskirk.	
Kirkdale South Jn		34 58 *					
		34 52 *					
		34 48					
		34 19 *					
KIRKDALE		34 14					
Kirkdale North Jn		34 03					
(Start / end of diagram)		33 75					

LNW North Route Sectional Appendix Module NW8

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
NW8005	002	Sandhills Jn to Ormskirk			SJO1	SJO2	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
(Start / end of diagram)		33 75	UO DO 20 60 20 60 15 UH 20 50 DH 20 50 To / from Headbolt Lane NW8009 seq 001 20 30 20 30 UP ORMSKIRK DOWN ORMSKIRK 20 60 20 60 UO DO			TCB Merseyrail SCC (ML) DC: Sandhills GSM-R UO: Up Ormskirk. DO: Down Ormskirk. UH: Up Headbolt. DH: Down Headbolt. Platform lengths: Walton. Up platform: 169 metres (185 yards). Down platform: 140 metres (153 yards). Exceptionally Poor Rail Adhesion: Up Ormskirk and Down Ormskirk lines between 3m 20ch and 7m 29ch. Platform lengths: Orrell Park. Up platform: 147 metres (161 yards). Down platform: 147 metres (161 yards).		
Kirkdale No.2 Tunnel (192 metres / 210 yards)		33 71 to 33 60						
Kirkdale No.1 Tunnel (454 metres / 497 yards)		33 56 to 33 33						
Walton Jn		33 16 3 20						
		3 31 *						
WALTON		3 45						
		3 58 *						
ORRELL PARK		3 75						
(Start / end of diagram)		4 40						

LNW North Route Sectional Appendix Module NW8

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW8005	003	Sandhills Jn to Ormskirk			SJO2	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		4 40				TCB Merseyrail SCC (ML) DC: Sandhills GSM-R	
Aintree Emergency GF		4 62				UO: Up Ormskirk. DO: Down Ormskirk.	
AINTREE		4 68				Platform lengths: Aintree. Up platform: 161 metres (176 yards). Down platform: 117 metres (128 yards).	
		5 10				Exceptionally Poor Rail Adhesion: Up Ormskirk and Down Ormskirk lines between 3m 20ch and 7m 29ch.	
OLD ROAN		5 62				Platform lengths: Old Roan. Up platform: 128 metres (140 yards). Down platform: 129 metres (141 yards).	
		7 13					
Maghull LC (CCTV)		7 25					
MAGHULL		7 29				Platform lengths: Maghull. Up platform: 153 metres (167 yards). Down platform: 142 metres (155 yards).	
		7 35 *					
(Start / end of diagram)		7 40					

LNW North Route Sectional Appendix Module NW8

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	UO DO 20 20 30 60 8 16 8 19 * 9 19 9 79 20 15 60 DOWN ORMSKIRK UP ORMSKIRK 10 08 10 78 12 00 * 20 1 2 To / from Rufford NW7007 seq 004			TCB Merseyrail SCC (ML) DC: Sandhills GSM-R UO: Up Ormskirk. DO: Down Ormskirk. Platform lengths: Maghull North. Up platform: 135 metres (148 yards). Down platform: 135 metres (148 yards). Platform lengths: Town Green. Up platform: 127 metres (139 yards). Down platform: 134 metres (147 yards). Platform lengths: Aughton Park. Up platform: 130 metres (142 yards). Down platform: 129 metres (141 yards). Platform length: Ormskirk. Platform 1: 140 metres (153 yards). Permissive working: PP authorised in Platform 1 at Ormskirk.	
MAGHULL NORTH		8 16					
		8 19 *					
Bowkers Green LC (FP)		9 19					
(Crossover)		9 79					
TOWN GREEN		10 08					
AUGHTON PARK		10 78					
		12 00 *					
ORMSKIRK		12 13					
(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	The diagram shows the running lines and speed restrictions for the route from Bootle Jn to Aintree Emergency G.F. It includes lines for Down Bootle (DB), Up Bootle (UB), Down Southport (DSP), and Up Southport (USP). Speed restrictions are indicated by numbers (20, 15, 40) and symbols (triangles, stars). Key locations marked include To Edge Hill (NW2027 seq 002), To Regent Road L.C. (NW2027 seq 002), and To Southport (NW8001 seq 007). A 'D&U'G line is also shown at the bottom.		OT Merseyrail SB (ML) DC: Sandhills on Down Southport & Up Southport lines only. UB=Up Bootle DB=Down Bootle 'Down & Up' Goods line for use by Engineers' trains only (see Local Instructions)
(BOOTLE ORIEL ROAD)		2 39 2 45 * (2 61)			
(BOOTLE NEW STRAND)		(3 14) 3 52 34 40			

LNW North Route Sectional Appendix Module NW8

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	
Aintree West LC (UWC)		34 20 *			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. Down: Start of GSM-R at 0m 14ch Up: End of GSM-R at 0m 14ch GSM-R	
		34 00 *				
		32 65 *				
		32 42 *				
		0 00				
Aintree Emergency GF		0 33				
		4 62 *				
AINTREE		4 69				

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LNW North Route Sectional Appendix Module NW8

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW8009	001	Walton Jn to Headbolt Lane		WJK	North West	27/09/2025
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. Trains may turn back towards Walton Jn from Rice Lane Down platform. Platform lengths: Rice Lane. Up platform: 140 metres (153 yards). Down platform (through trains and turnback trains): 141 metres (154 yards). Exceptionally Poor Rail Adhesion: Up Headbolt and Down Headbolt lines between 32m 60ch and 31m 31ch.	
RICE LANE		32 60				
(Start / end of diagram)		32 00				

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LNW North Route Sectional Appendix Module NW8

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 *	To / from Canning Street Jn. NW8011 seq 002 To / from Liverpool James Street platforms 2 & 3. NW8011 seq 002 LOOP 1 3 A LOOP		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. Platform length: Liverpool James Street. Platform 1 (for through trains and trains turning back): 129 metres (141 yards). Platform length: Moorfields. Platform 3: 129 metres (141 yards). For Explanation of Table A terms and symbols, see NW0001 seq 001 Platform length: Liverpool Lime Street. Platform A: 130 metres (142 yards).	
LIVERPOOL JAMES STREET		0 16				
MOORFIELDS		0 39				
LIVERPOOL LIME STREET		1 06				

LNW North Route Sectional Appendix Module NW8

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. Line names change at Derby Square Jn. Platform lengths: Liverpool James Street. Platform 2 (both directions): 130 metres (142 yards). Platform 3: 130 metres (142 yards). DWK: Down West Kirby. UWK: Up West Kirby.	
Derby Square Jn		1 77 * 1 78 *						
LIVERPOOL JAMES STREET		2 00 *						
(Crossover)		2 05 2 08 * 2 11						
Mann Island Jn (Change of mileage & ELR) (Crossover)		2 21 * 0 69 * 0 72						

LNW North Route Sectional Appendix Module NW8

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 *			TCB Merseyrail SB (ML) DC: Sandhills GSM-R AWS not provided on this page. All lines on this page are under-ground with the exception of Conway Park station. See local instructions. Platform Lengths: Hamilton Square Platform 1 123m (135 yards) Platform 3 128m (140 yards) Platform Lengths: Conway Park Up: 127m (139 yards) Down: 127m (139 yards)
HAMILTON SQUARE		1 67			
Hamilton Square Jn		1 72 *			
		2 09 *			
CONWAY PARK		2 24			

LNW North Route Sectional Appendix Module NW8

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
					TCB Merseyrail SB (ML) DC: Sandhills GSM-R AWS not provided between Mann Island Junction and Birkenhead Park Platform Lengths: Birkenhead Park Up 129m (141 yards) Down 121m (132 yards) 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) Passenger Loop 6 coaches Back Road 237m (777ft) A&D = Arrival & Departure line
Mersey Tunnel		2 64 *			
BIRKENHEAD PARK		2 69			
Cavendish Street Tunnel (69m/75yd)		3 05			
Corporation Road Tunnel (56m/64yd)		3 15 to 3 19			
		3 25 *			
		3 45 to 3 48			
BIRKENHEAD NORTH		3 75			
		4 00 *			

LNW North Route Sectional Appendix Module NW8

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	To Birkenhead North TMD SIDING WASHER ROAD U&D TS UP WEST KIRBY DOWN WEST KIRBY UNB DNB To / from New Brighton NW8015 seq 001		TCB Merseyrail SCC (ML) DC: Sandhills GSM-R	
		4 22 *			A&D: Arrival & Departure line.	
		4 40			U&D TS: Up & Down Through Siding.	
(Start / end of diagram)		4 43			DNB: Down New Brighton. UNB: Up New Brighton.	

LNW North Route Sectional Appendix Module NW8

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				TCB Merseyrail SCC (ML) DC: Sandhills	
		4 45 *				GSM-R 	
						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					
LEASOWE		5 65				Platform lengths: Leasowe. Up: 127 metres (139 yards). Down: 128 metres (140 yards).	
(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 Ch	Running lines & speed restrictions		Signalling & Remarks
(Start / end of diagram)		6 00			TCB Merseyrail SCC (ML) DC: Sandhills GSM-R Platform Lengths: Moreton (Merseyside) Up 127m (139 yards) Down 126m (138 yards) Platform Lengths: Meols Up 127m (139 yards) Down 126m (138 yards) Exceptionally Poor Rail Adhesion: Up West Kirby line and Down West Kirby line between 4m 75ch and 8m 71ch. Platform Lengths: Manor Road Up: 128m (140 yards) Down: 128m (140 yards)
MORETON (MERSEYSIDE)		6 29			
Prospect Farm LC (FP)		7 35			
Carr Lane LC (UWC & FP)		7 53	T		
MEOLS		8 11			
Frankby Road LC (FP)		8 28			
Tolans LC (UWC)		8 43	T		
Carlton Lane LC (UWC)		8 59	T		
Sandringham Avenue LC (UWC)		8 66 *	T		
		8 67 *			
MANOR ROAD		8 71			
		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			

LNW North Route Sectional Appendix Module NW8

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		9 15				TCB Merseyrail SCC (ML) DC: Sandhills GSM-R	
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 *				Platform Lengths: West Kirby Platform 1 Permissive PP 128 metres (140 yards) Platform 2 Permissive PP 125 metres (137 yards)	
WEST KIRBY		10 46					

LNW North Route Sectional Appendix Module NW8

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 *	Continued on NW8011 seq 3 To West Kirby NW8011 seq 3	TCB Merseyrail SB (ML) DC: Sandhills GSM-R AWS not provided on this page Line is underground to Birkenhead Central Platform Lengths: Hamilton Square Platform 1 123m (135 yards) Platform 2 118m (129 yards) Platform Lengths: Birkenhead Central Platform 1 144m (157 yards) Platform 2 118m (129 yards) UC=Up Chester DC=Down Chester		
HAMILTON SQUARE	1 67				
Hamilton Square Jn	1 72 *				
Mersey Tunnel	2 24 *				
BIRKENHEAD CENTRAL	2 30				
	2 34 *				

LNW North Route Sectional Appendix Module NW8

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
Hinderton Field Tunnel (454m/497yd)		2 39 2 48 * 2 49 *			TCB Merseyrail SB (ML) DC: Sandhills GSM-R
GREEN LANE		2 61 2 64			AWS not provided between top of page and Rock Ferry Platform lengths: Green Lane Up 127m (139 yards) Down 126m (138 yards)
Green Lane Tunnel (54m/59yd)		2 66 2 68 *			
Rock Ferry North Jn		3 09 * 3 12 * 3 27			Exceptional rail head conditions: Down and Up Chester lines between 3m 00ch (MIR2 mileage) and 8m 40ch (CRR2 mileage).
ROCK FERRY		3 42 * 13 43			DUCS= Down & Up Canning Street (line out of use) 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)
(Change of ELR)		3 46 13 39			

LNW North Route Sectional Appendix Module NW8

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		
			TCB Merseyrail SB (ML) DC: Sandhills GSM-R DUCS: Down & Up Canning Street (line out of use) Platform Lengths: Bebington Up 128m (140 yards) Down 128m (140 yards) Platform Lengths: Port Sunlight Up 131m (143 yards) Down 129m (141 yards) Exceptional rail head conditions: Down and Up Chester lines between 3m 00ch (MIR2 mileage) and 8m 40ch (CRR2 mileage). Platform Lengths: Spital Up 151m (165 yards) Down 153m (167 yards) Platform Lengths: Bromborough Rake Up 128m (140 yards) Down 127m (139 yards) Area channel change at Bromborough Rake Station. Chester SB (HN)		
Rock Ferry South Jn	13 30				
BEBINGTON	12 36				
PORT SUNLIGHT	11 61				
	11 42				
SPITAL	11 16				
BROMBOROUGH RAKE	10 38				

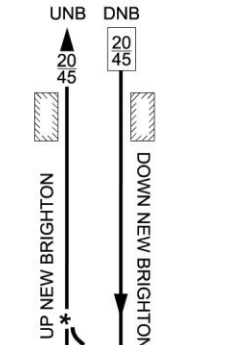
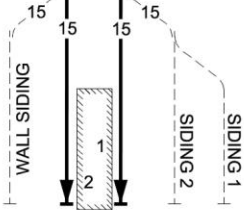
LNW North Route Sectional Appendix Module NW8

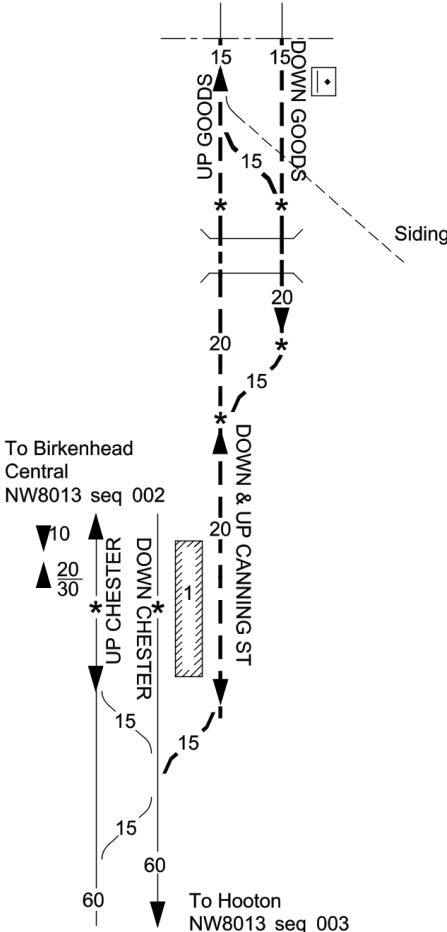
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW8013	004	Canning Street Jn to Hooton South Jn		CRR2	North West	05/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		10 20	Diagram details: UC 60, DC 60, 20, 20, 20, 15, 15, 25, 25, 15, 25, 60 DB, 60 UB. To / from Chester NW3011 seq 002, To / from Ellesmere Port NW3013 seq 001.		TCB Chester PSB (HN) Hooton Panel DC: Sandhills 	
BROMBOROUGH		9 71			Platform lengths: Bromborough. Up: 130 metres (142 yards). Down: 130 metres (142 yards).	
EASTHAM RAKE		8 68			Platform lengths: Eastham Rake. Up: 131 metres (143 yards). Down: 131 metres (143 yards).	
Hooton North Jn		8 17			Exceptionally Poor Rail Adhesion: Down Chester and Up Chester lines between 3m 00ch (MIR2 mileage) and 8m 40ch (CRR2 mileage).	
HOOTON		8 08			Platform lengths: Hooton. Platform 1: 141 metres (154 yards). Platform 2: 151 metres (165 yards). Platform 3: 151 metres (165 yards).	
		8 00 *			Permissive working: PP authorised in Platform 1.	
		7 71 *				
Hooton South Jn		7 68			UB: Up Birkenhead. DB: Down Birkenhead.	
		0 02				

LNW North Route Sectional Appendix Module NW8

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	To Birkenhead North NW8011 seq 5 To Bidston NW8011 seq 5 DWK UWK UP NEW BRIGHTON DOWN NEW BRIGHTON UNB DNB	TCB Merseyrail SB (ML) DC: Sandhills GSM-R		
	4 44 *		UWK=Up West Kirby DWK=Down West Kirby		
	4 70 *				
	5 04 *				
	5 16 *				
WALLASEY VILLAGE	5 48		Platform Lengths: Wallasey Village Up 129m (141 yards) Down 128m (140 yards)		

LNW North Route Sectional Appendix Module NW8

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	
WALLASEY GROVE ROAD		5 73			TCB Merseyrail SCC (ML) Wirral Line Workstation DC: Sandhills	GSM-R 
		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
						
Network Rail Boundary		15 40				OT Canning Street North SB
Canning Street North SB		15 29				
		15 26				
Haymarket Tunnel (127 metres / 139 yards)		15 00 * 14 64 to 14 58				OT(S) applies on Down Goods and Up Goods between Canning Street North box and Rock Ferry (Merseyrail IECC).
						AWS not provided.
						Down and Up Goods lines out of use.
Rock Ferry North Jn		13 59				DC: Sandhills (Down & Up Chester lines only).
						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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LOCAL INSTRUCTIONS

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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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LIST OF MODULE PAGES AND DATES

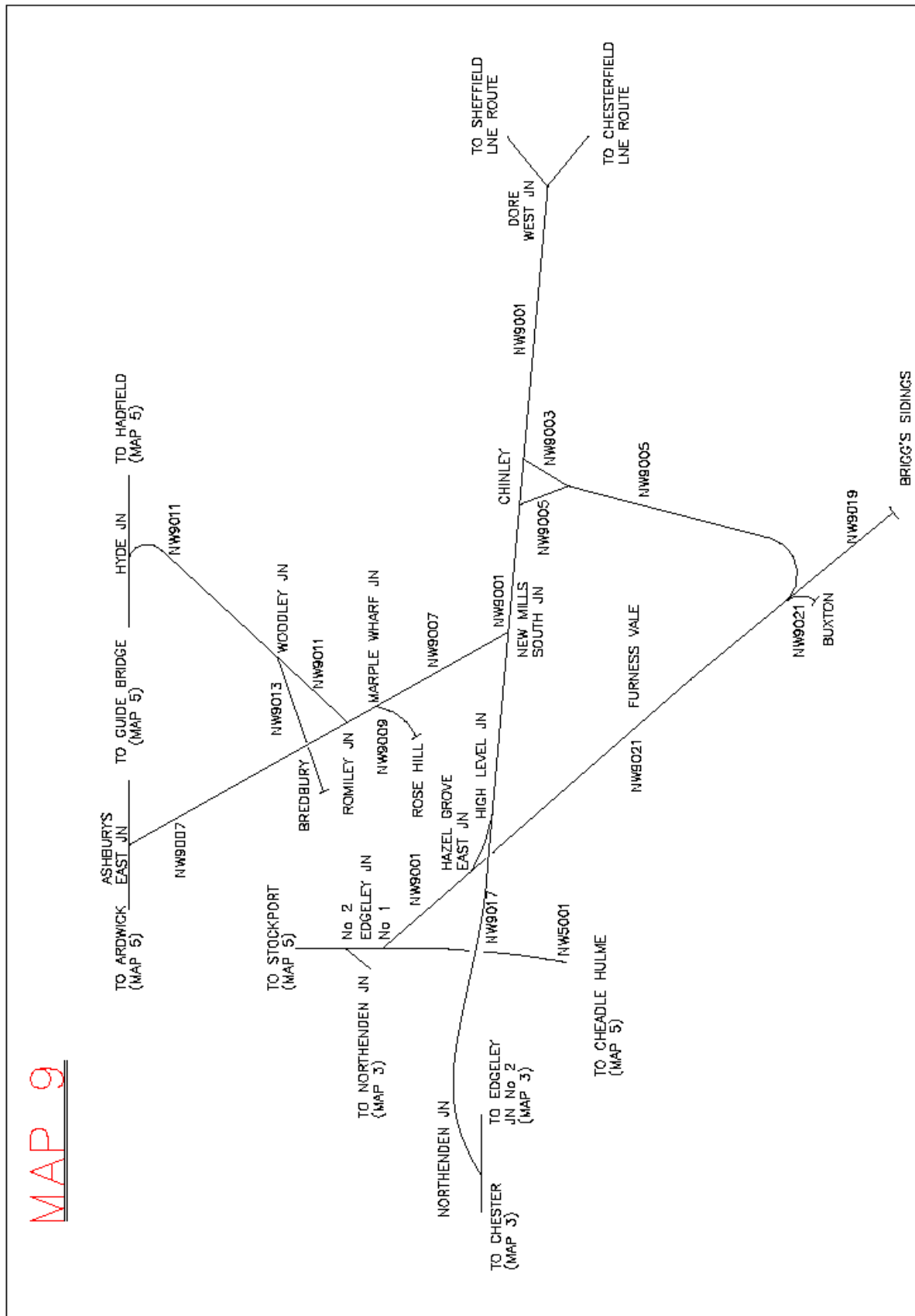
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EXCEPTIONALLY POOR RAIL ADHESION

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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 – Brinnington	Up Reddish Branch / Up Romiley, Down Romiley / Down Reddish Branch	173 m 10 ch to 181 m 00 ch

Dated: 27/09/2025**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**NW9017 (HAZEL GROVE HIGH LEVEL JN TO NORTHENDEN JN)**

Location	Line(s) Affected	Mileage (Between)
Northenden Jn	Up & Down Cheadle	34 m 20 ch to 33 m 53 ch

Dated: 04/10/2025

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TABLE A DIAGRAM

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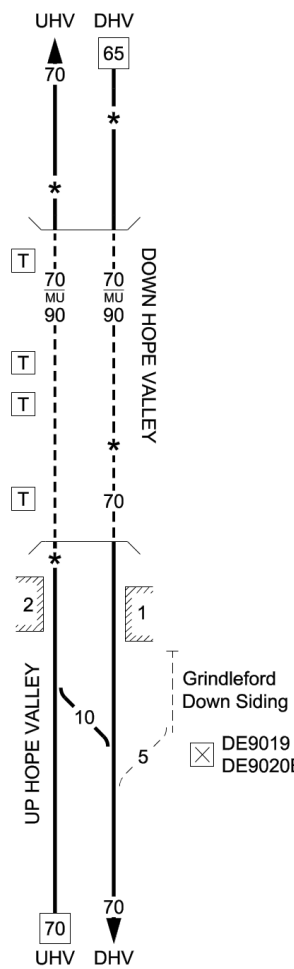
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LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
NW9001	001	Dore West Jn to Edgeley Jn No.1 (Hope Valley lines)			DWS	MAS	North & East	26/10/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
(Up Hope Valley connection)		(154 64)				TCB York ROC Sheffield Outer Workstation (DE) GSM-R 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. Platform lengths: Dore & Totley. See London North Eastern Sectional Appendix. Axle counter area: - from 0m 09ch on the Down Hope Valley line. - to 0m 32ch on the Up Hope Valley line. For Explanation of Table A terms and symbols, see NW0001 seq 001 ☒ 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. DS: Dore Single. UHV: Up Hope Valley. DHV: Down Hope Valley.		
Dore Station Jn		(154 54) 0 62 (154 53) * (154 52) *						
DORE & TOTLEY		0 27						
(Main lines start / end adjacent to Manchester line)		0 22 (154 15)						
		0 05 *						
		0 02 *						
(Change of mileage & ELR)		0 00						
		154 16						
(Sectional Appendix boundary)		154 20						
Dore West Jn		154 34 154 41 * 154 42 *						
(Start / end of diagram)		154 60						

LNW North Route Sectional Appendix Module NW9

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		154 60				TCB York ROC Sheffield Outer Workstation (DE) GSM-R	
		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				Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.	
(Telephone)		155 74					
(Telephone)		156 73					
(Telephone)		157 38				Platform lengths: Grindleford. Platform 1: 95 metres (104 yards). Platform 2: 92 metres (101 yards). Up direction trains may turnback towards Chinley from Platform 2.	
		157 76 *					
(Telephone)		158 39					
to		158 63				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).	
GRINDLEFORD		158 65 *					
		158 70					
(Crossover)		159 04					
(Start / end of diagram)		159 20					

LNW North Route Sectional Appendix Module NW9

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		159 20				TCB York ROC Sheffield Outer Workstation (DE) GSM-R	
Grindleford WILD		159 33 *				Axle counter area throughout this diagram.	
		159 34 *					
		159 45					
Hathersage East LC (FP) (R/G-X)		160 30				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		161 00					
(116 metres / 127 yards)		161 06					
(Up Bamford Loop exit)		161 66				⊠ 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. Standage: Up Bamford Loop: 640 metres (700 yards).	
(Up Bamford Loop entrance)		162 35					
BAMFORD		162 42					
(Start / end of diagram)		163 20				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.	

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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				TCB York ROC Sheffield Outer Workstation (DE) GSM-R UHV: Up Hope Valley. DHV: Down Hope Valley. Platform lengths: Hope (Derbyshire). Platform 1: 95 metres (104 yards). Platform 2: 95 metres (104 yards).	
HOPE (DERBYSHIRE)		164 26					
(Route boundary)		164 66				AB Earles Sidings SB (ES)	
(Shunting Neck buffer stops)		164 76				AB from 165m 50ch on the Down Main. AB to 165m 20ch on the Up Main.	
(Crossover)		165 05				Axle counter area: - to 164m 66ch on the Down line. - from 164m 66ch on the Up line.	
Earles Sidings SB		165 20				Exceptionally Poor Rail Adhesion: Up Main / Up Hope Valley line between 167m 00ch and 162m 00ch.	
(Connection to Down Main line)		165 35				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).	
(Shunting Neck buffer stops)		165 40				Permissive working: PF authorised on the Down Goods Loop.	
(Start / end of diagram)		165 60				For Explanation of Table A terms and symbols, see NW0001 seq 001	

LNW North Route Sectional Appendix Module NW9

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				AB Earles Sidings SB (ES) GSM-R	
		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					
Cowburn Viaduct (49 metres / 54 yards)		from 170 02 to 170 04				Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.	
		170 24 *					
(Telephone)		170 35 from 170 36				Chinley SB (CY)	
Cowburn Tunnel (3385 metres / 2 miles 182 yards)		170 50 *					
		to 172 45 (Telephone) 172 47				TCB	
Forty Steps LC (FP)		173 01 *					
		173 11				TCB from 173m 27ch on the Down Main. TCB to 172m 61ch on the Up Main.	
(Start / end of diagram)		173 28 *					
		173 30					

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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					TCB Chinley SB (CY) GSM-R For Explanation of Table A terms and symbols, see NW0001 seq 001 D&UC: Down & Up Chord. D&UG: Down & Up Goods. SD: Sand drag. Platform lengths: Chinley. Platform 1: 116 metres (127 yards). Platform 2: 116 metres (127 yards).	
Chinley East Jn		173 41 *						
		173 47 *						
		173 52						
Chinley North Jn		174 00 *	MAS	TTA1				
(Change of ELR & mileage)		174 01 *						
Chinley SB		168 39 *						
		168 40 *						
		169 09 *						
CHINLEY		169 40						
		169 47 *						
(Start / end of diagram)		169 60						

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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	To / from New Mills Central NW9007 seq 001			TCBChinley SB (CY)		
		171 09 *				New Mills South Junction SB (NMS)		
		171 20 *						
(Up Goods Loop connection)		171 68						
New Mills South Jn (Change of ELR)		172 11 *				TTA1 NMC1		
New Mills South Junction SB		172 17						
(Down Romiley connection)		172 25						
Newtown Viaduct (227 metres / 248 yards)		from 172 49						UGL: Up Goods Loop. DRm: Down Romiley. URm: Up Romiley.
		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				
Newtown Tunnel (Albion Road Tunnel) (82 metres / 90 yards)	from	172 74				
	to	172 78				
		173 66 *				
		173 74 *				
	from	174 17				
Disley (Midland) Tunnel (3535 metres / 2 miles 346 yards)						
	to	176 33				
(Start of Down Cheadle Loop)		177 09				
		177 26 *				
Norbury Viaduct (211 metres / 230 yards) Hazel Grove High Level Jn (Change of ELR & mileage)	from	177 35	NMC1 HGC			
		177 40 *				
		2 63				
	to	2 57 *				
(U&DHV start / end adjacent to U&DC)		2 51				
(Start / end of diagram)		2 40				
TCB New Mills South Junction SB (NMS)  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. Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3. Hazel Grove PSB (HG) Standage: Down Cheadle Loop: 410 metres (448 yards). Exceptionally Poor Rail Adhesion: All lines between 176m 33ch (Disley Tunnel) and 2m 35ch (Hazel Grove East Jn). UHV: Up Hope Valley. DHV: Down Hope Valley. U&DHV: Up & Down Hope Valley. U&DC: Up & Down Cheadle. DCL: Down Cheadle Loop. To / from Northenden Jn NW9017 seq 001						

LNW North Route Sectional Appendix Module NW9

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				TCB Hazel Grove PSB (HG)  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. AC: Crewe Platform lengths: Hazel Grove. Platform 1 (both directions): 169 metres (185 yards). Platform 2 (both directions): 169 metres (185 yards). U&DHV: Up & Down Hope Valley. UB: Up Buxton. DB: Down Buxton. 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 Exceptionally Poor Rail Adhesion: Both lines between 1m 45ch and 0m 60ch.	
Hazel Grove East Jn (Change of ELR)		2 35 *					
(Limit of Electrification)		2 28					
HAZEL GROVE Hazel Grove PSB		2 21					
		2 21					
		2 17 *					
Hazel Grove West Jn		2 10					
(End of sidings)		1 74					
(Start / end of diagram)		1 40					

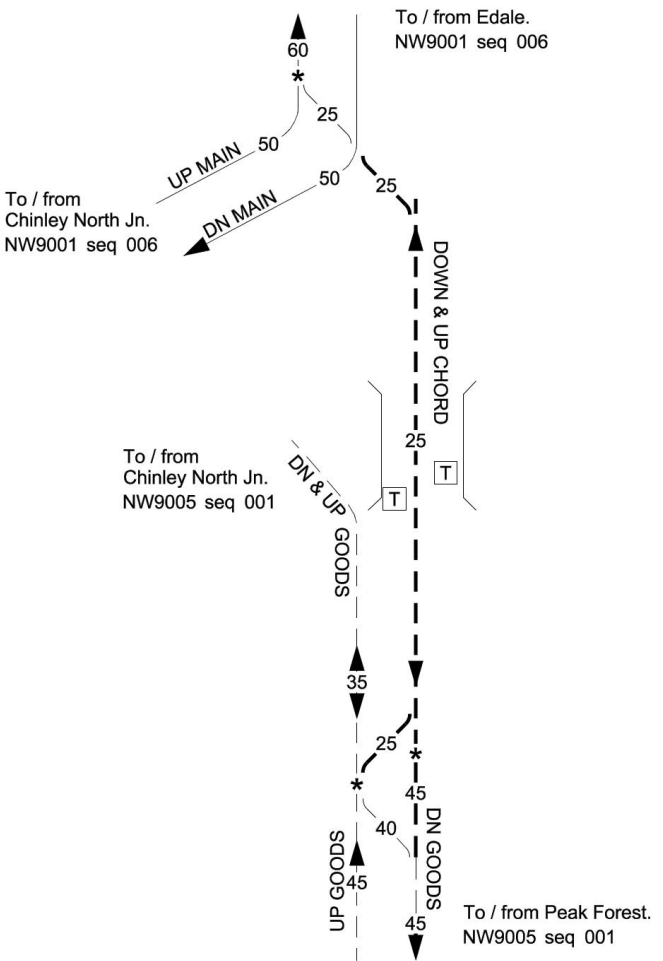
LNW North Route Sectional Appendix Module NW9

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		TCB Edgeley Junction No.1 SB (EY1) AC: Crewe GSM-R Platform lengths: Woodsmoor. Platform 1: 90 metres (98 yards). Platform 2: 90 metres (98 yards). Exceptionally Poor Rail Adhesion: Both lines between 1m 45ch and 0m 60ch. Platform lengths: Davenport. Platform 1: 138 metres (151 yards). Platform 2: 138 metres (151 yards). 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). DN LIV: Down Liverpool. UP LIV: Up Liverpool.		
WOODSMOOR	1 25				
Woodsmoor LC (CCTV)	1 11				
DAVENPORT	0 62				
	0 30 *				
	0 25 *				
Edgeley Jn No.1 Edgeley Junction No.1 SB	0 00 0 00 -0 02 *				

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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	
Chinley East Jn		(173 47) *	 To / from Edale. NW9001 seq 006 To / from Chinley North Jn. NW9001 seq 006 To / from Chinley North Jn. NW9005 seq 001 To / from Peak Forest. NW9005 seq 001			TCB Chinley SB (CY) GSM-R 	
(Catch / trap points (CW))		168 31				Mileages in round brackets () are NW9001 mileages with ELR: MAS.	
Milton Viaduct (Black Brook) (229 metres / 250 yards)		from 168 17				Down & Up Chord standage: Down direction: 817 metres (893 yards). Up direction: 906 metres (991 yards).	
(Telephone)		168 07				N.B. The Down direction is from Chinley East Jn to Chinley South Jn.	
(Telephone) (Down & Up Goods line start / end adjacent to Down & Up Chord line)		to 168 05					
(Crossover)		167 55 *					
Chinley South Jn		167 54 *					
(Crossover)		167 49					

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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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Crossover)		(168 42)				TCB Chinley SB (CY) GSM-R	
Chinley North Jn		168 39 *				Mileages in round brackets () are NW9001 mileages with ELR: TTA1.	
Chinley SB		168 39 [174 00] *					
(Catch / trap points (CW))		168 29				Mileages in square brackets [] are NW9001 mileages with ELR: MAS.	
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				AB	
(Crossover)		167 55 *					
Chinley South Jn		167 54 *					
(Crossover)		167 49					
End of AB / start of TCB on Up Goods		167 25					
End of TCB / start of AB on Down Goods		166 59					
(Start / end of diagram)		166 54					

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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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		166 54				AB Chinley SB (CY) GSM-R 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. 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.	
Chapel LNW Tunnel (95 metres / 104 yards)		from 166 49					
		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					
(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					

LNW North Route Sectional Appendix Module NW9

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		
(End of Fuel Road)	163 66			AB Peak Forest South SB (PF)			
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). Down & Up Through Siding: 870 metres (951 yards).			
(South end of Long Sidings)	163 30						
Down Sidings G.F.	163 27			T			
(Connection)	163 24						

LNW North Route Sectional Appendix Module NW9

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	
						AB Great Rocks Junction SB (GR) GSM-R D&UTS: Down & Up Through Siding. 870 metres (951 yards). TPWS not provided in the Great Rocks Junction area. ET	
		163 10 *					
(Crossover)		163 07					
(Connection)		163 04					
Great Rocks Junction SB		163 02					
(Trap points)		162 76					
		162 74 *					
Great Rocks Tunnel		from 162 32					
(147 metres / 161 yards)		to 162 25					
(Goods line / Tunstead Siding diverge)		162 13					

LNW North Route Sectional Appendix Module NW9

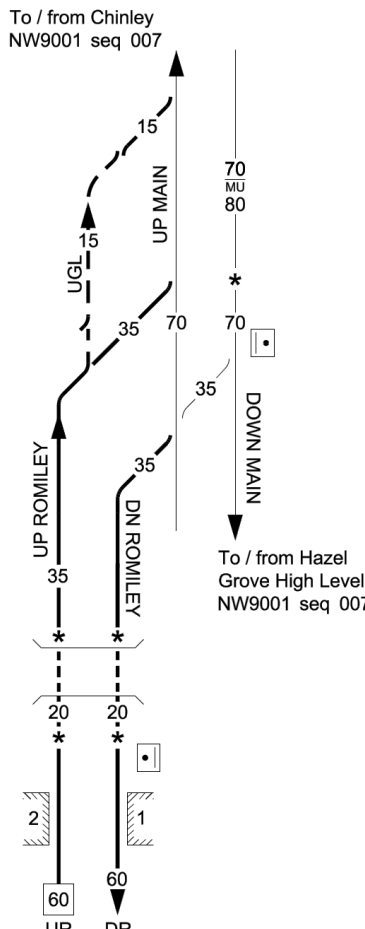
LOR	Seq.	Line of Route Description				ELR			Route	Last Updated		
NW9005	005	Chinley North Jn to Buxton					CNB1	CNB2	CNB3	LNW North	14/11/2020	
Location		Mileage M Ch		Running lines & speed restrictions					Signalling & Remarks			
Armco Tunnel (56 metres / 61 yards)	from	161	74	To / from Quarry Loading Lines. Tarmac Tunstead Quarry To / from Bottom Sidings. D&UG 45 45 45 * DN & UP GOODS 20 * 30 20 * 30 D&UG					ET Great Rocks Junction SB (GR) GSM-R			
	to	161	71									
Peak Forest Tunnel (27 metres / 29 yards)	from	161	14	*								
	to	161	09									
Peak Forest Jn, former site of (Change of mileage & ELR)		161	05		CNB1							
		0	00		CNB2							
Buxton Jn, former site of (Change of mileage & ELR)		0	26	*								
		0	28									CNB2
		161	15									CNB3
Buxton Junction Bridge (45 metres / 49 yards)	from	161	20									
	to	161	23									
Topley Stone Bridge (32 metres / 35 yards)	from	161	32									
	to	161	34									
Topley Pike, former site of King Sterndale LC (FP)		161	39	*								
		161	54									
		161	72									

LNW North Route Sectional Appendix Module NW9

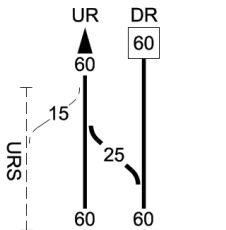
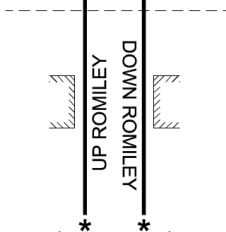
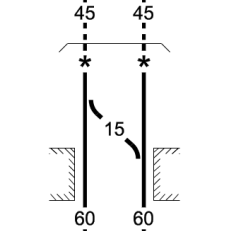
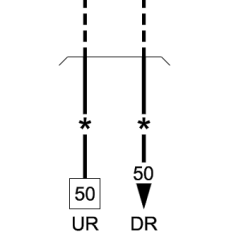
LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW9005	006	Chinley North Jn to Buxton			CNB3 CNB4	North West	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		162 00				ET Buxton SB (BN) 	
Pic Tor Tunnel (175 metres / 191 yards)	from	162 32				Exceptionally Poor Rail Adhesion: Up & Down Great Rocks line between 162m 00ch and 164m 32ch. TPWS not provided. D&UH: Down & Up Hindlow. HS: Head Shunt. 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 fouling point to head shunt fouling point: 332 metres (363 yards). Head Shunt: 73 metres (80 yards).	
	to	162 41					
Ashwood Dale Tunnel (91 metres / 100 yards)	from	163 69					
	to	163 73					
Buxton Curve Jn, former site of (Change of ELR)		164 32					
		164 40 *					
Buxton SB		164 49					
		164 51 *					
(Connection to Main lines)		164 54					
(Crossover)		164 68					
(Head Shunt buffer stops)		165 12					

LNW North Route Sectional Appendix Module NW9

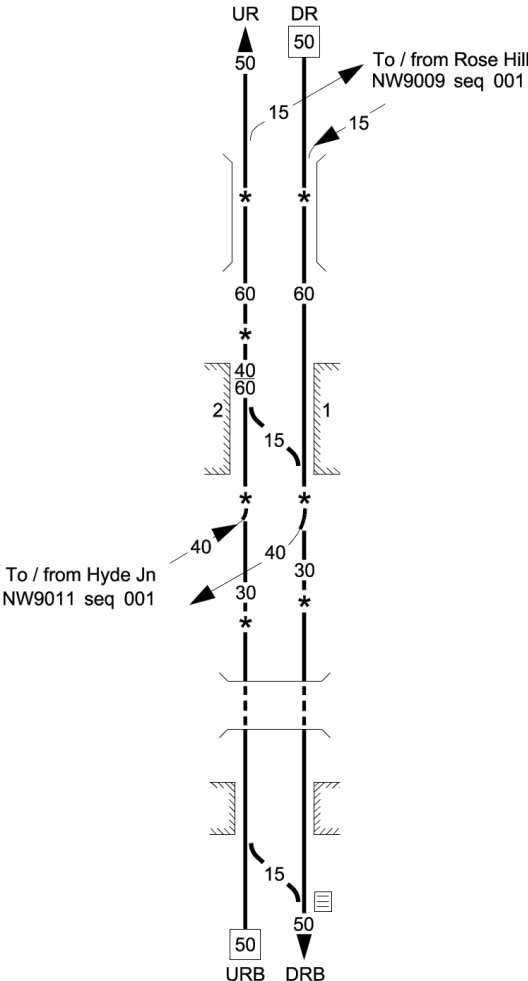
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9007	001	New Mills South Jn to Ashburys East Jn	TTA1	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Up Goods Loop connection)		171 68			ABNew Mills South Junction SB (NMS)  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			
NEW MILLS CENTRAL		173 15			
(Start / end of diagram)		173 20			

LNW North Route Sectional Appendix Module NW9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
NW9007	002	New Mills South Jn to Ashburys East Jn	TTA1	North West	27/09/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		173 20			TCBNew Mills Central SB	GSM-R
		173 23				
		173 24				
Strines Road LC (FP)		173 43			Platform lengths: Strines. Up platform: 113 metres (124 yards). Down platform: 126 metres (138 yards).	
STRINES		174 47			Manchester East SCC (RJ)	
Marple South Tunnel (205m / 224 yds)		176 20 * 176 22 to 176 32 176 35 *			Exceptionally Poor Rail Adhesion: Down Romiley / Down Reddish Branch and Up Reddish Branch / Up Romiley lines between 173m 10ch and 181m 00ch.	
MARPLE		176 57			Platform lengths: Marple. Up platform: 135 metres (148 yards). Down platform: 151 metres (165 yards).	
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	UR 50 DR			

LNW North Route Sectional Appendix Module NW9

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated		
NW9007	003	New Mills South Jn to Ashburys East Jn			TTA1	North West	27/09/2025	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
(Start / end of diagram)		177 18				TCB Manchester East SCC (RJ)		
Marple Wharf Jn		177 23				DR: Down Romiley.		
Marple Viaduct		177 23				UR: Up Romiley.		
(282m / 308 yds)		177 27 *				Axle Counter area:		
		to 177 37				Down Romiley: to 178m 21ch.		
		178 21 *				Up Romiley: from 178m 13ch.		
ROMILEY		178 27				Platform lengths: Romiley.		
Romiley Jn		178 33 *				Down platform: 100 metres (109 yards).		
		178 36 *				Up platform: 110 metres (120 yards).		
		178 38 *				Exceptionally Poor Rail Adhesion:		
Bredbury High Level Tunnel		178 70				Down Romiley / Down Reddish Branch and Up		
(146 metres / 160 yards)		to 178 78				Reddish Branch / Up Romiley lines between		
BREDBURY		179 34				173m 10ch and 181m 00ch.		
		179 38				Platform lengths: Bredbury.		
Bredbury GF		179 41				Down platform: 99 metres (108 yards).		
(Start / end of diagram)		179 60				Up platform: 89 metres (97 yards).		
						DRB: Down Reddish Branch.		
						URB: Up Reddish Branch.		

LNW North Route Sectional Appendix Module NW9

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
NW9007	004	New Mills South Jn to Ashburys East Jn		TTA1	TTA2	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		179 60				TCB Manchester East SCC (RJ) Exceptionally Poor Rail Adhesion: Down Romiley / Down Reddish Branch and Up Reddish Branch / Up Romiley lines between 173m 10ch and 181m 00ch. Platform lengths: Brinnington Up: 99 metres (108 yards). Down: 99 metres (108 yards). Manchester East SCC (AS)	
BRINNINGTON		180 45				GSM-R	
Reddish Jn, former site of (Change of ELR and mileage)		181 00					
		42 77					
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 (1 56)				Mileage in brackets () is the main line mileage for the junction.	

LNW North Route Sectional Appendix Module NW9

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 11 00 *	From Romiley Jn NW9007 seq 003 UP ROMILEY DOWN ROMILEY 50 15 15 25 40 15 25 40 40 UP & DOWN ROSE HILL To New Mills Central NW9007 seq 003		TCB Manchester East SCC (RJ) GSM-R Mileage in brackets () refers to Romiley lines mileage. Axle Counter area: Down Rose Hill: to 11m 01ch. Up Rose Hill: from 10m 73ch (signal RJ27). Platform Lengths: Rose Hill Platform 87m (95 yds)
Green Meadows Junction		10 57 * 10 56			
ROSE HILL		10 04 T 9 78			

LNW North Route Sectional Appendix Module NW9

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			To / from Marple Wharf Jn NW9007 seq 003 URm 40 60 DRm 60 15 2 1 30 30 40 40 UP WOODLEY BRANCH DN WOODLEY BRANCH URB DRB To / from Ashburys NW9007 seq 003 To / from Bredbury Sidings NW9013 seq 001 10 15 2 1 15 60 60 UWB DWB <i>For Explanation of Table A terms and symbols, see NW0001 seq 001</i>				TCB Manchester East SCC (RJ) GSM-R Platform lengths: Romiley. See NW9007 seq 003 for details. Mileages in round brackets () are NW9007 mileages with ELR: TTA1. URm: Up Romiley. DRm: Down Romiley. URB: Up Reddish Branch. DRB: Down Reddish Branch. Exceptionally Poor Rail Adhesion: Up Woodley Branch and Down Woodley Branch lines between 178m 33ch and 179m 44ch. 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). UWB: Up Woodley Branch. DWB: Down Woodley Branch.	
(Crossover)		(178 27) (178 28)						
Romiley Jn		178 33 *						
		179 02 *						
		179 20 *						
		179 28 *						
Woodley Jn (Change of mileage & ELR)		179 44						
WOODLEY		8 74						
		8 72						
Apethorne Jn		8 45						
(Start / end of diagram)		8 40						

LNW North Route Sectional Appendix Module NW9

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				TCB Manchester East SCC (RJ) GSM-R	
		8 20 *				UWB: Up Woodley Branch. DWB: Down Woodley Branch.	
		8 10 *					
		7 32 *					
HYDE CENTRAL		7 27				Platform lengths: Hyde Central. Platform 1: 105 metres (115 yards). Platform 2: 85 metres (93 yards).	
Station Viaduct (96 metres / 105 yards)		from 7 27					
		to 7 22					
Hyde Viaduct (131 metres / 143 yards)		from 7 22					
		to 7 16					
M67 Motorway Bridge (100 metres / 109 yards)		from 7 15					
		to 7 10					
HYDE NORTH (Branch lines start / end adjacent to Main lines)		6 33				Manchester East SCC (GB)	
		6 30					
		6 25 *					
Hyde Jn		6 17				NOTE: The Down Main and Up Main lines are provided with AC overhead electrification, controlled from Crewe ECR. SD: Sand drag. D&UPL: Down & Up Passenger Loop.	

LNW North Route Sectional Appendix Module NW9

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		
WOODLEY	(8 72)	To / from Hyde Jn. NW9011 seq 001 15 60 UP WOODLEY BRANCH 10 60 DN WOODLEY BRANCH BREDBURY SDGS 15 * STOP ▼ 5 5 5 GMC Sidings UP RB DN RB To / from Romiley Jn. NW9007 seq 003 To / from Ashburys East Jn. NW9007 seq 003 Tarmac Bredbury Sidings	Siding Manchester East SCC (RJ) GSM-R 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 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				

LNW North Route Sectional Appendix Module NW9

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of Down Cheadle Loop)		177 09	To / from New Mills South Jn. NW9001 seq 007 UHV 70 MU 90 DHV 70 MU 80 DCL 45 40 45 45 To / from Hazel Grove NW9001 seq 007 U&DHV UP BUXTON To / from Buxton NW9021 seq 003 UP & DOWN CHEADLE DN BUXTON To / from Hazel Grove NW9021 seq 003 30 U&DC			TCB Hazel Grove PSB (HG) GSM-R UHV: Up Hope Valley. DHV: Down Hope Valley. DCL: Down Cheadle Loop. Standage: Down Cheadle Loop: 410 metres (448 yards). U&D HV: Up & Down Hope Valley.	
		177 26 *					
Norbury Viaduct (211 metres / 230 yards)		177 35					
Hazel Grove High Level Jn		177 40 *					
		177 46 *					
(U&DHV start / end adjacent to U&DC)		177 51					
(Buxton lines intersection bridge)		177 59					
		178 40 *					
(Start / end of diagram)		179 00					

LNW North Route Sectional Appendix Module NW9

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					TCB Hazel Grove SB (HG) GSM-R Up Slow, Up Fast, Down Fast and Down Slow lines are provided with 25kV AC electrification, controlled from Crewe ECR.		
(Fast & Slow line intersection bridge)		180 22							
(Up & Down Liverpool line intersection bridge)		180 77							
Cheadle Heath South Jn, former site of (Change of ELR)		181 14							
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 * 35 65 * 35 60 *							
(Start / end of diagram)		35 40							

LNW North Route Sectional Appendix Module NW9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9017	003	Hazel Grove High Level Jn to Northenden Jn	WJP1	North West	04/10/2025
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
(Start / end of diagram)		35 40		TCB Hazel Grove SB (HG) GSM-R	
Cheadle Wood Farm LC (UWC)		35 18 34 70 *			
(Styal lines intersection bridge)		34 46			
(Connection with Up Main)		33 56 * (3 66) * 33 53 *			
Northenden Junction SB		33 49 33 48 *			
				Styal lines provided with 25kV AC electrification, controlled from Crewe ECR. Exceptionally Poor Rail Adhesion: Up & Down Cheadle line between 34m 20ch and 33m 53ch. Northenden Junction SB (NN) (To / from approx. 34m 00ch) Mileage in round brackets () is NW3023 mileage with ELR: EJN.	

LNW North Route Sectional Appendix Module NW9

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				NST Buxton SB (BN) GSM-R	
Buxton SB		(18 70) 0 02				Mileages in brackets () are NW9021 mileages; ELR: BEJ. U&DGR: Up & Down Great Rocks.	
(Trap points)		0 05					
from		0 09					
Spring Gardens Viaduct (367 metres / 401 yards)		to 0 27					
from		1 04					
Dukes Drive Viaduct (149 metres / 163 yards)		to 1 11					

LNW North Route Sectional Appendix Module NW9

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
NW9019	002	Buxton to Briggs Sidings			BUX	North West	04/09/2022
Location		Mileage MCh		Running lines & speed restrictions		Signalling & Remarks	
Hillhead GF		3	14	<			

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	To / from Hindlow NW9019 seq 001 To / from Great Rocks NW9005 seq 006 Sidings NW9005 seq 006 Diesel Depot (out of use)		ABBuxton SB Buxton Platform 1 Permissive PP 165 metres (180 yards) Platform 2 Permissive PP 143 metres (156 yards) Middle Road: 222 metres (243 yards) 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
Buxton SB		18 70			
		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			
Eaves Tunnel (394 metres / 431 yards)		14 76 * to 14 55 14 53 *			
(Start / end of diagram)		14 45	UM DM		

LNW North Route Sectional Appendix Module NW9

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 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				
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				
		12 00				
		10 07			Platform lengths: Whaley Bridge Platform 1: 123 metres (135 yards) Platform 2: 119 metres (130 yards)	
WHALEY BRIDGE		10 04				
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				

LNW North Route Sectional Appendix Module NW9

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			AB Furness Vale SB Platform Lengths: New Mills Newtown Platform Up 102m (112 yds) Platform Down 101m (110 yds) 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 Platform Lengths: Disley Platform Up 137m (150 yds) Platform Down 136m (149 yds) Hazel Grove PSB (HG) Platform Lengths: Middlewood Platform Up: 91m (100 yds) Platform Down: 91m (100 yds) TCB U&DHV: Up & Down Hope Valley UHV: Up Hope Valley DHV: Down Hope Valley	
NEW MILLS NEWTOWN		7 50				
Red Lane LC (FP) (R/G)		6 70				
Disley LNW Tunnel (159m / 174 yds)		6 26 to 6 18				
DISLEY		6 09				
Disley Cottage LC (FP)		5 69				
Lyme Park LC (FP) (R/G)		5 47				
Bullocks No.1 LC (UWC)		5 23				
Downs Farm LC (FP) (R/G)		5 07				
Middlewood Tunnel (48m / 53 yds)		4 60 to 4 57				
MIDDLEWOOD		4 25				
Middlewood Caravan Park LC (FP)		4 20 *				
Norbury Hollow LC (MCG)		4 19				
Robin Hood LC (FP)		3 60				
Towers Farm LC (UWC)		3 46				
		3 40				
		2 52 *				
Hazel Grove East Jn		2 35 *				

LNW North Route Sectional Appendix Module NW9

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SPECIAL WORKING ARRANGEMENT

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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 RJ34 at 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

LIST OF MODULE PAGES AND DATES

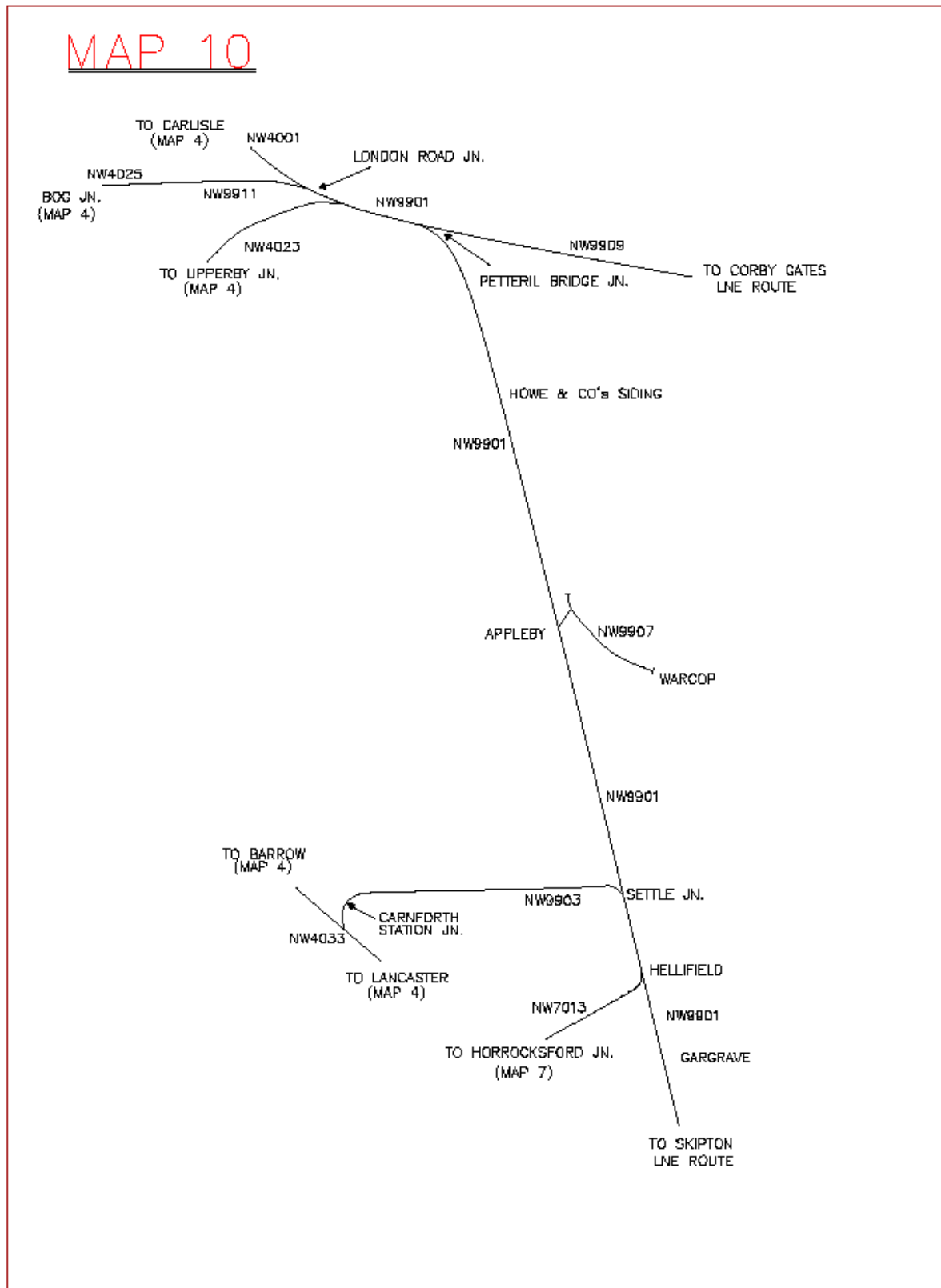
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31	05 September 2015
32	05 September 2015
33	05 September 2015

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MAPS



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TABLE A DIAGRAM

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NW9909- CORBY GATES TO PETTERIL BRIDGE JN.	23
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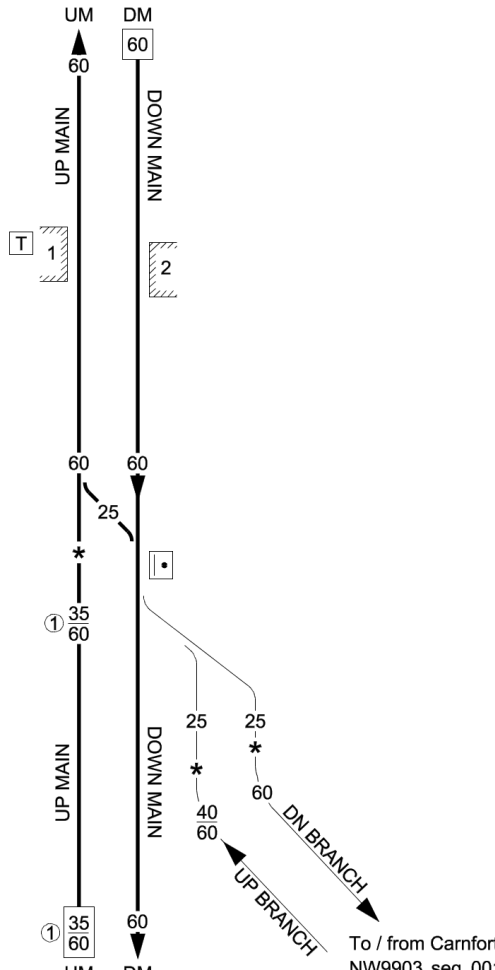
LNW North Route Sectional Appendix Module NW10

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	
GARGRAVE		224 79			TCB Leeds North West Workstation (L) York ROC GSM-R For Explanation of Table A terms and symbols, see NW0001 seq 001 Platform lengths: Gargrave. See London North Eastern Sectional Appendix, General Instructions. Gargrave HABD linked to York ROC. Hellifield SB (HD)	
Gargrave HABD		226 59				
Bell Busk Viaduct (89 metres / 97 yards)		from 227 41				
		to 227 46				
Route boundary and Sectional Appendix boundary		230 00				
Switches Farm LC (UWC) (R/G-X)		230 06				
Haw Lane LC (UWC) (FP)		230 68				
(Start / end of diagram)		231 00				

LNW North Route Sectional Appendix Module NW10

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			TCB Hellifield SB (HD)	
(Crossover)		231 06			Mileage shown in round brackets () is NW7013 mileage with ELR: DJH. 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).	
Hellifield SB Hellifield South Jn		231 14 231 14 (34 68)				
HELLIFIELD		231 20				
(Tail lamp telephone)		231 35				
(Tail lamp telephone)		231 45				
(Start / end of diagram)		231 50				

LNW North Route Sectional Appendix Module NW10

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					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					Telephone on the Up platform (Platform 1) connects to Settle Junction SB.			
LONG PRESTON		232 41					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					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.			
Settle Junction SB		234 42 *					Mileages in round brackets () are NW9903 mileages with ELR: SKW1.			
Settle Jn (Change of ELR)		234 44					Axle counter area: Down Main line from 234m 79ch to 243m 05ch.			
(234 55) *		(234 55) *								
(234 56) *		(234 56) *								
Main lines start / end adjacent to Branch lines.		234 67								
(Start / end of diagram)		235 00								

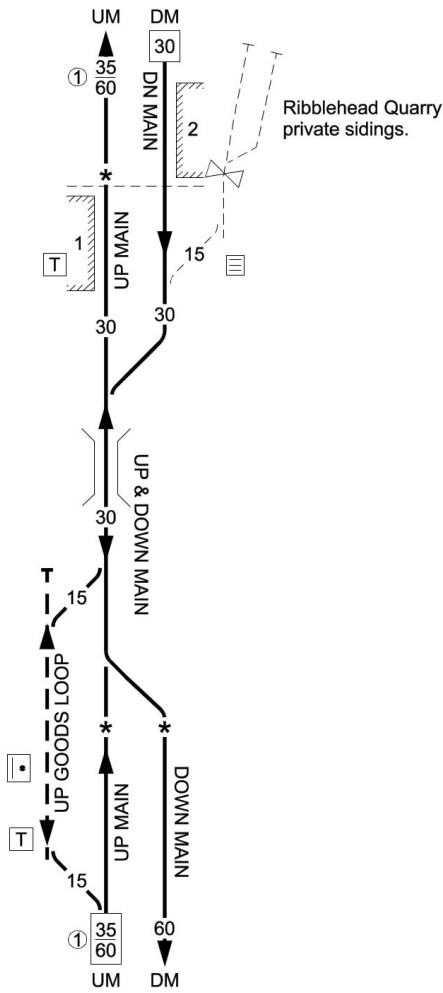
LNW North Route Sectional Appendix Module NW10

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 Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		235 00			AB Settle Junction SB (SJ) GSM-R Platform lengths: Settle. Platform 1: 98 metres (107 yards). Platform 2: 101 metres (110 yards). Axle counter area: Down Main line from 234m 79ch to 243m 05ch. Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 237m 30ch and 237m 40ch. 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. Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 239m 60ch and 239m 70ch. For Explanation of Table A terms and symbols, see NW0001 seq 001	
SETTLE		236 40				
Settle Station LC (SBC)		236 42				
Marshfield Viaduct		from 236 50				
(47 metres / 51 yards)		to 236 53				
Church (Settle) Viaduct		from 236 58				
(75 metres / 82 yards)		to 236 62				
(Telephone)		237 63				
(Telephone)		238 23				
Stainforth Tunnel		from 238 54				
(110 metres / 120 yards)		to 238 59				
Sheriff Brow Viaduct		from 239 50				
(60 metres / 66 yards)		to 239 53				
Little Viaduct		from 239 67				
(59 metres / 65 yards)		to 239 70				
Ribble Viaduct		from 240 51				
(48 metres / 52 yards)		to 240 53				
(Start / end of diagram)		240 60				

LNW North Route Sectional Appendix Module NW10

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 Ch	Running lines & speed restrictions				Signalling & Remarks	
(Start / end of diagram)		240 60					AB Settle Junction SB (SJ) GSM-R 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. Arcow Quarry Sidings and connection have ELR: AQL. Arcow Quarry GSP released from Settle Junction SB. Horton Quarry Sidings and connection have ELR: HRQ. Horton Quarry GSP released from Settle Junction SB. 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. Platform lengths: Horton-in-Ribblesdale. Platform 1: 91 metres (100 yards). Platform 2: 91 metres (100 yards). Blea Moor SB (BM) Axle counter area: Down Main line from 234m 79ch to 243m 05ch. Up Main line from 247m 35ch to 241m 37ch.	
Helwith Bridge LC (FP)		240 71						
(Network Rail boundary - on siding only)		241 14						
Arcow Quarry GSP		241 15	S T					
(Connection in Down Main line)		241 20						
Cragghill Farm LC (UWC) (FP)		241 31	T					
(Network Rail boundary - on siding only)		242 33						
Horton Quarry GSP		242 34	S T					
(Connection in Down Main line)		242 37						
HORTON-IN-RIBBLESDALE		242 43						
Horton-in-Ribblesdale Station LC (FP)		242 45						
Aylmers LC (FP)		246 02						
		246 70 *						
(Start / end of diagram)		247 00						

LNW North Route Sectional Appendix Module NW10

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 Ch	Running lines & speed restrictions		Signalling & Remarks		
(Start / end of diagram)		247 00			AB Blea Moor SB (BM) GSM-R Axle counter area: Up Main line from 247m 35ch to 241m 37ch. Platform lengths: Ribblehead. Platform 1: 94 metres (103 yards). Platform 2: 101 metres (110 yards). Ribblehead GF released from Blea Moor SB. Ribblehead Viaduct (Br.66): heavy axle weight vehicles restricted to 20mph in both directions. See Route Clearance table D5A. 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. Standage: Up Goods Loop: 494 metres (540 yards).		
RIBBLEHEAD (Down platform)		247 13					
Ribblehead Station LC (SPC)		247 16 *					
RIBBLEHEAD (Up platform)		247 20					
Ribblehead GF		247 22 (S) (T)					
(Start / end of single line)		247 40					
from		247 50					
Ribblehead Viaduct (406 metres / 444 yards)		to 247 70					
(Connection to Up Goods Loop)		248 22					
(Start / end of single line)		248 28					
		248 34 *					
Blea Moor SB		248 39					
(Telephone)		248 52					
(Connection to Up Goods Loop)		248 55					
(Start / end of diagram)		249 00					

LNW North Route Sectional Appendix Module NW10

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		AB Blea Moor SB (BM) GSM-R	
(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		For <i>Explanation of Table A terms and symbols</i>, see NW0001 seq 001	
(Telephone)		250 70			
from		251 13			
Dent Head Viaduct (177 metres / 194 yards)		251 22		Platform lengths: Dent. Platform 1: 90 metres (98 yards). Platform 2: 87 metres (95 yards).	
to		252 07			
from		252 07			
Arten Gill Viaduct (201 metres / 220 yards)		252 17			
to		253 19 *			
Dent Station LC (SPC)		253 29 *			
DENT		253 32			
		253 35 *			
		253 45 *			
(Start / end of diagram)		253 60			

LNW North Route Sectional Appendix Module NW10

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 Ch	Running lines & speed restrictions	Signalling & Remarks	
(Start / end of diagram)		253 60		GSM-R AB Blea Moor SB (BM)	
(Telephone)		254 06		Garsdale SB (G)	
from		254 11			
Risehill Tunnel (1109 metres / 1213 yards)					
to		254 66			
(Telephone)		254 72			
GARSDALE Garsdale SB		256 55		Platform lengths: Garsdale. Platform 1: 116 metres (127 yards). Platform 2: 116 metres (127 yards).	
		256 55			
(Crossover)		256 60			
(Sidings connection)		256 62			
from		257 01		Standages: Up Refuge Sidings 1, 2 and 3: 218 metres (238 yards).	
Moorcock Viaduct (211 metres / 231 yards)					
to		257 12			
(Start / end of diagram)		257 20			

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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	UM 60 ▲ DM 60 □ 60 60 UP MAIN DOWN MAIN T T 'Mallerstang' 60 60 ▼ UM DM AB Garsdale SB (G) GSM-R ◼ Kirkby Stephen SB (KS) Axle counter area: Up Main line from 266m 21ch to 259m 04ch.									
Moorcock Tunnel (90 metres / 98 yards)			from	257						39				
			to	257						44				
Lunds Viaduct (101 metres / 110 yards)			from	257						54				
			to	257						59				
Grisedale LC (UWC)				257						68				
Shotlock Hill Tunnel (97 metres / 106 yards)			from	258						38				
			to	258						43				
Howbeck Bridge LC (FP)				259						30				
Ais Gill Summit				259						60				
Ais Gill Viaduct (81 metres / 89 yards)			from	260	52									
			to	260	56									
(Telephone)				261	03									
(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	01/11/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		263 60			AB Kirkby Stephen SB (KS) GSM-R	
Birkett Tunnel (388 metres / 424 yards)		264 23				
		264 42				
(Down Siding buffer stops)		266 23				
(Up Siding connection)		266 28				
Kirkby Stephen SB		266 40				
Kirkby Stephen TORCM (Crossover)		266 43 266 44				
KIRKBY STEPHEN		266 47				
Smardale Viaduct (220 metres / 243 yards)		268 49				
		268 60				
Crosby Garrett Tunnel (165 metres / 181 yards)		269 00				
		269 08				
(Start / end of diagram)		269 20				

Axle counter area:
Up Main line from 266m 21ch to 259m 04ch.

Standages:
Up Siding: 290 metres (317 yards).
Down Siding: 363 metres (397 yards).

TORCM: Thermo-Optical Remote Condition Monitoring system. Short Term Network Change until 22/09/2027.

Platform lengths: Kirkby Stephen.
Platform 1: 91 metres (100 yards).
Platform 2: 91 metres (100 yards).

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

Exceptionally Poor Rail Adhesion:
Up Main and Down Main lines between 269m 00ch and 269m 10ch.

LNW North Route Sectional Appendix Module NW10

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			AB	Kirkby Stephen SB (KS)
Crosby Garrett Viaduct (108 metres / 118 yards)	from	269 34				
	to	269 40				
Griseburn Viaduct (129 metres / 141 yards)	from	271 53			Appleby North SB (AN)	
	to	271 59				
Griseburn LC (UWC)		271 73			Axle counter area: Up Main line from 277m 09ch to 270m 20ch.	
Helm Tunnel (522 metres / 571 yards)	from	273 13				
	to	273 39				
Ormside Viaduct (184 metres / 201 yards)	from	275 20				
	to	275 29				
(Start / end of diagram)		277 00				

LNW North Route Sectional Appendix Module NW10

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				AB Appleby North SB (AN) GSM-R 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. Kirkby Thore SB (KT) Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 278m 20ch and 278m 60ch.	
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					
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 For Explanation of Table A terms and symbols, see NW0001 seq 001 Standage: British Gypsum Siding: 540 metres (591 yards) - between signals KT22 and KT57. Culgaith SB (C) Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 283m 10ch and 284m 00ch.
(Crossover)		281 47			
Low Abbey LC (FP)		281 66			
Kirkby Thore SB		282 02			
(Crossover)		282 04			
(Headshunt buffer stops)		282 10			
Crowndundle Viaduct (82 metres / 90 yards)		from 283 64 to 283 68			
(Start / end of diagram)		284 40			

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW9901	014	Gargrave to Carlisle South Jn		SAC	North West	27/09/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		284 40			AB Culgaith SB (C) GSM-R	
(Crossover)		284 50				
Culgaith SB Culgaith LC (MCB)		284 55 284 55				
from		284 78				
Culgaith Tunnel (604 metres / 661 yards)		to 285 28				
from		285 48				
Waste Bank Tunnel (150 metres / 164 yards)		to 285 55				
LANGWATHBY		288 23				
from		289 35				
Little Salkeld Viaduct (121 metres / 132 yards)		to 289 41				
LITTLE SALKELD, former site of		289 55				
(Telephone)		290 63				
(Start / end of diagram)		291 00			Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 290m 30ch and 291m 50ch.	

LNW North Route Sectional Appendix Module NW10

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	UM 60 DM 60	AB Culgaith SB (C) GSM-R	
Long Meg (Eden Lacy) Viaduct (126 metres / 138 yards)	from	291 06		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 290m 30ch and 291m 50ch.	
	to	291 12			
Lazonby Tunnel (90 metres / 99 yards)	from	292 25		Axle counter area: Down Main line from 284m 69ch to 292m 70ch. Up Main line from 299m 55ch to 292m 22ch.	
	to	292 30			
LAZONBY & KIRKOSWALD		292 50	1 T 60 UP MAIN 2 T 60 DOWN MAIN	Low House Crossing SB (LH)	
(Telephone)		295 24	T	Platform lengths: Lazonby & Kirkoswald. Platform 1: 93 metres (102 yards). Platform 2: 93 metres (102 yards).	
Baron Wood No.1 Tunnel (189 metres / 207 yards)	from	295 42		Telephones at Lazonby & Kirkoswald station connect to Low House Crossing SB.	
	to	295 51			
Baron Wood No.2 Tunnel (230 metres / 252 yards)	from	295 55		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 293m 70ch and 296m 60ch.	
	to	295 67			
Armathwaite Tunnel (297 metres / 325 yards)	from	296 51			
	to	296 66			
(Start / end of diagram)		297 00	60 UM 60 DM		

LNW North Route Sectional Appendix Module NW10

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 Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		297 00			AB Low House Crossing SB (LH) GSM-R Axle counter area: Up Main line from 299m 55ch to 292m 22ch. Platform lengths: Armathwaite. Platform 1: 93 metres (102 yards). Platform 2: 91 metres (100 yards). For Explanation of Table A terms and symbols, see NW0001 seq 001	
Armathwaite Viaduct (165 metres / 181 yards)		from 297 23 to 297 31				
Armathwaite LC (FP)		298 01				
ARMATHWAITE		298 09				
(Telephone)		298 16				
(Telephone)		298 79				
Drybeck Viaduct (129 metres / 141 yards)		from 299 06 to 299 12				
(Telephone)		299 25				
(Telephone)		299 42				
Low House LC (MCB) Low House Crossing SB		299 55 299 55				
Eden Brows LC (FP)		300 32				
Horrocks LC (UWC)		300 73				
High Stand or Cotehill Viaduct (86 metres / 94 yards)		from 301 01 to 301 05				
Syke Foot LC (UWC)		301 18				
(Start / end of diagram)		301 20				

LNW North Route Sectional Appendix Module NW10

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 Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start / end of diagram)		301 20			AB Howe & Co's Sidings SB (HS)  TCB Standage: Reception Line: 288 metres (315 yards). ① North-end connections to the Reception Line are out of use and plain-lined.	
Brindle Road LC (FP)		302 36				
(Up Main: end of TCB / start of AB)		302 57				
(Down Main: end of AB / start of TCB)		302 64				
(Crossover)		302 66				
Howe & Co's Sidings SB		302 77				
(North-end connections)		303 13				
(Buffer stops)		303 20				
Pickies Quarry LC (FP)		303 70				
CUMWHINTON, former site of (Telephone)		304 12 304 17				
Cumwhinton LC (FP)		304 29				
(Start / end of diagram)		305 20				

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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 Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start / end of diagram)	305 20		TCB Carlisle PSB (CE) Panel B GSM-R		
(End of Down Sidings)	306 53		Exceptionally Poor Rail Adhesion: Up Midland and Down Midland lines between 305m 20ch and 305m 60ch.		
	307 05 *				
(Connection)	307 11				
Petteril Bridge Jn (Change of mileage & ELR)	307 13				
	59 28 *				
(End of Stabling Siding) from	59 41				
London Road Tunnel (39 metres / 43 yards) to (Connection to Through Siding)	59 42				
	59 44				
(Catch points)	59 47				
	59 49 *				
London Road Jn (CARLISLE)	59 50				
(Start / end of diagram)	59 55				

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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 (Change of mileage & ELR - see remarks column)		59 76				
Carlisle PSB		68 67	NEC2			
		68 69	CGJ7			
		68 75 *				
CARLISLE		69 09				

LNW North Route Sectional Appendix Module NW10

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	
(Crossover)		234 40	To / from Hellfield. NW9901 seq 003 To / from Settle. NW9901 seq 003 UP MAIN 60 DOWN MAIN 60 UP BRANCH 25 60 DOWN BRANCH 25 60 Giggleswick Station LC (SBC) UB DB			GSM-R AB Settle Junction SB (SJ)	
Settle Junction SB		234 42 *				① Applies to freight trains conveying 2-axle vehicles with a wheelbase of 10 feet or less. ② Applies to all other trains. Platform lengths: Giggleswick. Up platform: 84 metres (92 yards). Down platform: 84 metres (92 yards). Telephone provided on Up platform.	
Settle Jn		234 44					
		234 55 *					
		234 56 *					
(Main lines start / end adjacent to Branch lines)		234 67					
		236 16 *					
		236 23 *					
		236 24 *					
Giggleswick Station LC (SBC)		236 27					
		236 32 *					
		236 33 *					
(Start / end of diagram)		236 60					

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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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		236 60				AB Settle Junction SB (SJ) GSM-R Wenning Viaduct (Br.77): maximum speed of 20mph applies to RA9/10 vehicles over this bridge on both lines - see Route Clearance table D5A. Platform lengths: Clapham. Up platform: 84 metres (92 yards). Down platform: 84 metres (92 yards). Telephone provided on Up platform. 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.	
Tipperthwaite LC (FP)		237 24					
from		241 70					
Wenning Viaduct (117 metres / 128 yards)		241 75 *					
to		241 76 *					
		241 79 *					
CLAPHAM (NORTH YORKSHIRE)		242 02					
		242 20 *					
Hazle Hall LC (UWC)		242 43					
Clapham Woods LC (FP)		242 78					
Skew LC (FP)		243 27					
from		243 79 *					
Farrer's Viaduct (80 metres / 88 yards)		244 03 *					
to		244 40					
(Start / end of diagram)		244 40					

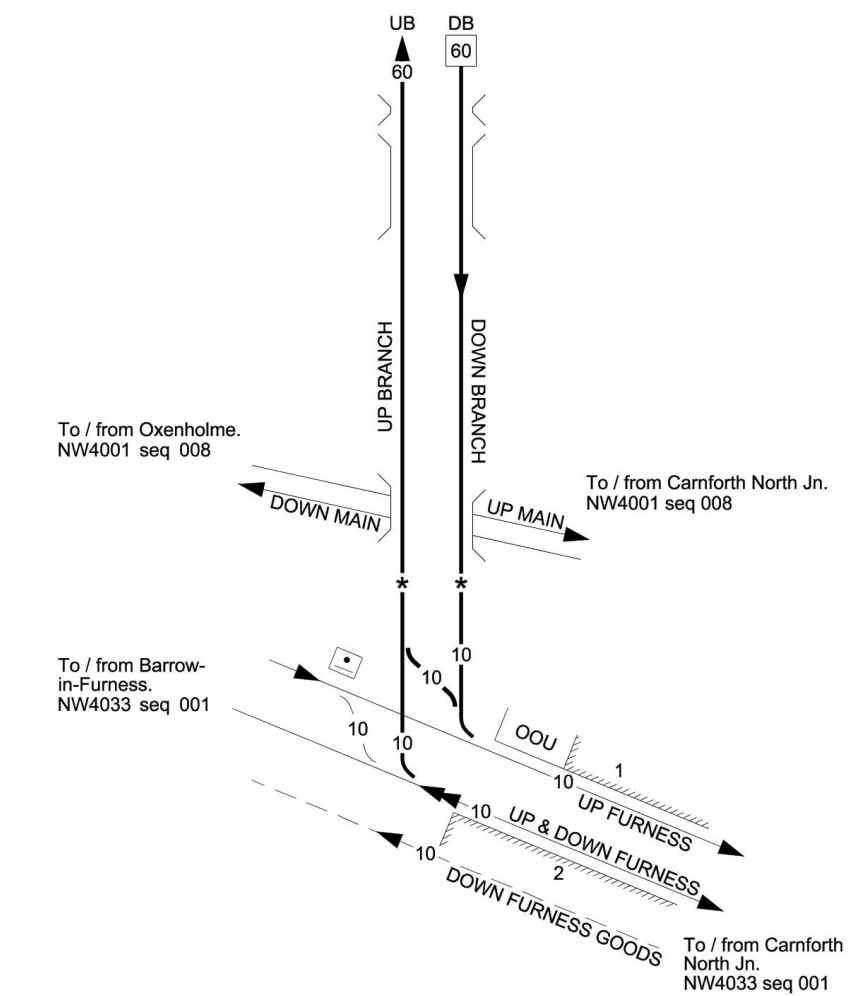
LNW North Route Sectional Appendix Module NW10

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start / end of diagram)		244 40				AB Settle Junction SB (SJ) GSM-R	
Spencers LC (R/G-X) (UWC)		244 61				Exceptionally Poor Rail Adhesion: Up Branch and Down Branch lines between 245m 70ch and 246m 10ch. Platform lengths: Bentham. Up platform: 101 metres (110 yards). Down platform: 139 metres (152 yards). Telephone to Settle Junction SB provided on Up platform. 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. Carnforth Station Junction SB (CS) Exceptionally Poor Rail Adhesion: Up Branch and Down Branch lines between 247m 50ch and 247m 60ch.	
Greens Viaduct (55 metres / 60 yards)		from 245 15 to 245 18					
Public Footpath No.38 LC (FP)		245 71					
BENTHAM		246 23					
Duke Street LC (FP)		246 43					
Public Footpath No.22 LC (FP)		246 65					
Lower Bentham Viaduct (61 metres / 67 yards)		from 247 35 to 247 38					
Punch Bowl Viaduct (52 metres / 57 yards)		from 247 48 to 247 51					
Clintsfield Viaduct (44 metres / 48 yards)		from 248 31 to 248 33					
Clints Field LC (UWC)		248 52					
(Start / end of diagram)		249 20					

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LOR	Seq.	Line of Route Description				ELR		Route	Last Updated	
NW9903	004	Settle Jn to Carnforth Station Jn				SKW1	SJC	North West	01/11/2025	
Location		Mileage M 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							
Wennington Jn (former site of) (Change of mileage and ELR) Hornby Castle Estate LC (FP)		249	44							SKW1
		9	45							SJC
		9	33							
		9	06							*
		9	02							*
from		9	01							
Melling Tunnel (1126 metres / 1232 yards)										
		40	40							
to		8	25							*
		8	24							*
		8	21							*
from		7	60							
East Lune Viaduct (224 metres / 245 yards)										
		60	60							
to		7	49							
from		7	35							
West Lune Viaduct (96 metres / 105 yards)										
		60	60							
to		7	30							
Wards LC (UWC) (Arkholme)		6	56	T						
Dockers Footpath No.13 LC (FP)		5	62							
Hill Top LC (FP)		4	61							
Keerholme LC (UWC)		4	55	T						
(Start / end of diagram)		3	40	60	60	UB	DB			

LNW North Route Sectional Appendix Module NW10

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				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)		2 25					
(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) (Change of mileage and ELR)		0 31 0 25 *					
Carnforth Station Junction SB (Crossover)		0 09				Up & Down Furness and Down Furness Goods lines provided with 25kV AC electrification, controlled from Crewe ECR.	
Carnforth Station Jn		0 04 (0 38)					
CARNFORTH		(0 31)				Platform lengths: Carnforth. See NW4033 seq 001 for details.	

LNW North Route Sectional Appendix Module NW10

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  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				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) D&UTS: Down & Up Through Siding.	
'Commencement / End of single line' board		11 31 *					
		11 36 277 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 Corby Gates SB (CG) WETHERAL Wetheral HABD (to Carlisle box) Scotby LC (UWC) (Route boundary and Sectional Appendix boundary) Petteril Bridge Jn			UN DN To / from Newcastle LN682 seq 008 50 50 50 * 40 40 * * T North & East Route North West Route 60 60 UP NEWCASTLE DOWN NEWCASTLE London Road Yard 15 20 20 20 UP MIDLAND DOWN MIDLAND 50 15 To / from London Road Jn NW9901 seq 018		TCB Corby Gates SB (CG) Carlisle PSB (CE) Panel B GSM-R	
		55 54				
		55 54				
		55 69 *				
		55 76				
		56 03 *				
		56 73				
		56 76				
		58 00				
		59 28 *				

LNW North Route Sectional Appendix Module NW10

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
London Road Jn (CARLISLE)		59 49 * 0 00				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.	
Bog Jn		0 25 * 1 07					

SPECIAL WORKING ARRANGEMENT

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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 70 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: 27/09/2025

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

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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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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 familiarize 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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LNW North Route Sectional Appendix Module NWRC

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	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

LNW North Route Sectional Appendix Module NWRC

Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

LNW North Route Sectional Appendix Module NWRC

Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

LNW North Route Sectional Appendix Module NWRC

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

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

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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	

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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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

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Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	150	153	155	156	158	159	Notes
			M	Ch	M	Ch							
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	

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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	0000	0000	0000	0000	165	168	170	175	180	185	195	196	197	220	221	222	Notes
			M	Ch	M	Ch													
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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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		

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	HLB	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	

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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	

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			M	Ch	M	Ch													
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	

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			M	Ch	M	Ch													
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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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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	

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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	

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Line of route	ELR	Line of Route / Sector Description	00 00	00 00	00 00	00 00	165	168	170	175	180	185	195	196	197	220	221	222	Notes
			M	Ch	M	Ch													
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	

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Line of route	ELR	Line of Route / Sector Description	00 00	00 00	00 00	00 00	165	168	170	175	180	185	195	196	197	220	221	222	Notes
			M	Ch	M	Ch													
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	

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Line of route	ELR	Line of Route / Sector Description	00 00	00 00	00 00	00 00	165	168	170	175	180	185	195	196	197	220	221	222	Notes
			M	Ch	M	Ch													
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	

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Table D2A – Route clearance of electric multiple units**Last Updated: 11/10/2025**

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	319	321	323	325	350	Notes
			M	Ch	M	Ch						
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	

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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

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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 Earlestown 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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	319	321	323	325	350	Notes
			M	Ch	M	Ch						
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	

LNW North Route Sectional Appendix Module NWRC

Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	319	321	323	325	350	Notes
			M	Ch	M	Ch						
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	N	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	E	Y	N	Y	Y	
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

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	319	321	323	325	350	Notes
			M	Ch	M	Ch						
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	N	Y	Y	R1 ECS only Penrith Down Fast platform R2 ECS only Lancaster Down Bay platform 2
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	N	R1	N	Y	R2	R1 Prohibited Carlisle Bay platform 2 R2 Prohibited Carlisle Bay platform 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	

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Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	319	321	323	325	350	Notes
			M	Ch	M	Ch						
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	

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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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	319	321	323	325	350	Notes
			M	Ch	M	Ch						
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	

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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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	319	321	323	325	350	Notes
			M	Ch	M	Ch						
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	

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Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 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	

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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

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	000 0	00 00	00 00	00 00	380	385	390	397	507	508	730	Notes
			M	Ch	M	Ch								
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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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

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Line of route	ELR	Line of Route / Sector Description	000 0	00 00	00 00	00 00	380	385	390	397	507	508	730	Notes
			M	Ch	M	Ch								
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	

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Line of route	ELR	Line of Route / Sector Description	000 0	00 00	00 00	00 00	380	385	390	397	507	508	730	Notes
			M	Ch	M	Ch								
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		
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 Hibell Road (Change of ELR)	13	68	0	00	N	N	T	N	N	N		
NW5009	MCH	Macclesfield Hibell Road (Change of ELR) – Cheadle Hulme North Jn	9	37	0	00	N	N	T	N	N	N		
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) – Caldron 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	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		
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	N	N	H	N	N	N		

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Line of route	ELR	Line of Route / Sector Description	000 0	00 00	00 00	00 00	380	385	390	397	507	508	730	Notes
			M	Ch	M	Ch								
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	000 0 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	

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Line of route	ELR	Line of Route / Sector Description	000 0	00 00	00 00	00 00	380	385	390	397	507	508	730	Notes
			M	Ch	M	Ch								
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	00 00 M	00 00 Ch	00 00 M	00 00 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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	000 0	00 00	00 00	00 00	380	385	390	397	507	508	730	Notes
			M	Ch	M	Ch								
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	

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Line of route	ELR	Line of Route / Sector Description	000 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	

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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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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

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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	HLB	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

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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

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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

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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	

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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	

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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	

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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	

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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	

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Line of route	ELR	Line of Route / Sector Description	00 00	00 00	00 00	00 00	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
			M	Ch	M	Ch										
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	

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Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	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 Hellfield
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	0000 M	0000 Ch	0000 M	0000 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	

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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	

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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	

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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	

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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	

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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	

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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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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
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	

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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	

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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	

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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	

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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	

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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	

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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	

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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

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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	

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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	

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NW5009	CMD1	Kids Grove 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	

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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	

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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	

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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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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
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	

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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	

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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: 31/08/2025**

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	0000	0000	0000	0000	RA	59	60	66	67	68	70	73	97/3	Notes
			M	Ch	M	Ch										
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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	RA	59	60	66	67	68	70	73	97/3	Notes
			M	Ch	M	Ch										
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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	RA	59	60	66	67	68	70	73	97/3	Notes
			M	Ch	M	Ch										
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	

LNW North Route Sectional Appendix Module NWRC

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	

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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 Prohibited Carlisle Bay platform 7
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	8	Y	Y	Y	Y	Y	Y	Y	Y	

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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 R2 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	

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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

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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	

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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	

LNW North Route Sectional Appendix Module NWRC

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	

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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)

LNW North Route Sectional Appendix Module NWRC

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	

LNW North Route Sectional Appendix Module NWRC

Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	RA	59	60	66	67	68	70	73	97/3	Notes
			M	Ch	M	Ch										
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	R1	R2	Y	Y	R1.Prohibited between Chapel-en-le-Frith and Dove Holes R2 20mph Eaves Tunnel between Chapel-en-Le-Frith and Dove Holes Up Main Line
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	

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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	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	8	Y	Y	Y	Y	R1	R2	Y	Y	R1 Prohibited between Chapel-en-le-Frith and Dove Holes R2 20mph Eaves Tunnel between Chapel-en-le-Frith and Dove Holes Up Main line

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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	

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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	

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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	

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Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	RA	86	87	88	90	91	92	Notes
			M	Ch	M	Ch								
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	

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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

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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	

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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	

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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

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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	

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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	

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Line of route	ELR	Line of Route / Sector Description	0000 0 M	0000 Ch	0000 M	0000 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	

LNW North Route Sectional Appendix Module NWRC

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	

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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	

LNW North Route Sectional Appendix Module NWRC

Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	RA	86	87	88	90	91	92	Notes
			M	Ch	M	Ch								
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: 23/08/25

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 Meaning

Code

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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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 *	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	1. 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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	R1	R1	R1	R1	R1	R1 Due to the train detection configuration, non-bogied vehicles with 7.0 – 7.5 metres axle spacing are prohibited on the Up Slow line through the fixed diamond, at Heaton Norris Jn

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							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 Hibell Road (Change of ELR)	13	68	0	00	Y	Y	Y	Y	Y	
NW5009	MCH	Macclesfield Hibell 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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	00 00 M	00 00 Ch	00 00 M	00 00 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	00 00 M	00 00 Ch	00 00 M	00 00 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	00 00 M	00 00 Ch	00 00 M	00 00 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	00 00 M	00 00 Ch	00 00 M	00 00 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 Skelton 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	00 00 M	00 00 Ch	00 00 M	00 00 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	00 00 M	00 00 Ch	00 00 M	00 00 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/S CG	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	00 00	00 00	00 00	00 00	RA	Loco Gauge	LG2	Notes
			M	Ch	M	Ch				
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	00 00 M	00 00 Ch	00 00 M	00 00 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	00 00 M	00 00 Ch	00 00 M	00 00 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	00 00 M	00 00 Ch	00 00 M	00 00 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 Manchester Road and Copy Pit on the Down East Lancs line R2 Prohibited between Burnley Manchester 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	00 00 M	00 00 Ch	00 00 M	00 00 Ch	RA	Loco Gauge	LG2	Notes
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	Y	N	
NW7019	MPR2	Thorpess 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	00 00 M	00 00 Ch	00 00 M	00 00 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/N MM	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	00 00 M	00 00 Ch	00 00 M	00 00 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	00 00 M	00 00 Ch	00 00 M	00 00 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: 23/08/25

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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	R3	R1 R3	R1 R3	R1 R2 R3	N	R1 Prohibited between Heaton Chapel and Stockport Up Slow line. R2 Prohibited between Stockport and Heaton Chapel Down Slow line R3 Due to the train detection configuration, non-bogied vehicles with 7.0 – 7.5 metres axle spacing are prohibited on the Up Slow line through the fixed diamond, at Heaton Norris Jn
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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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	M	Ch	M	Ch	Gauge					Notes
							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.

- Passenger 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)	Lowwr 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	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
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	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
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	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
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	000 o M	000 o Ch	000 o M	000 o Ch	Passenger Gauge 1 (PG1) 000	Passenger Gauge 2 (PG2) 0000000000 00	Lowewr Sector Vehicle Gauge (LSVG)	Notes 00 00000
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/S CG	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	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
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	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 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	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
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	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
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	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
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/N MM	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	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
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	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 R1
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: 01/11/2025

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.)

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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