

# **NETWORK RAIL**

## **London North Western South Route**

### **LNW (S)**

Week No.

### **49**

## **PERIODICAL OPERATING NOTICE**

### **CONTAINING**

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

### **INCORPORATING**

SUPPLEMENT NO. 70 TO THE LNW(S) ROUTE  
SECTIONAL APPENDIX

**SATURDAY 01 MARCH 2025**  
**to**  
**FRIDAY 06 JUNE 2025**  
**Inclusive**

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

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

**This notice comprises of 32 pages**

<p><b>For queries regarding the content of this publication contact:</b> <b><a href="mailto:PlanningPublications@networkrail.co.uk">PlanningPublications@networkrail.co.uk</a></b></p>
--

THIS PAGE IS INTENTIONALLY BLANK

## ACKNOWLEDGEMENT SLIP

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

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 70 to the LNW (S) Route Sectional Appendix effective from Saturday 01 March 2025 to Friday 06 June 2025

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

**Full Name** (in capitals): \_\_\_\_\_

**Signature** (in full): \_\_\_\_\_

**Location:** \_\_\_\_\_

**Date:** \_\_\_\_\_

THIS PAGE IS INTENTIONALLY BLANK



## Introduction

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

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

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

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

### **Supplement to the Sectional Appendix**

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

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

The Supplement is identified as Supplement No. 70 and is dated 01 March 2025 In line with current industry standards items published in the Supplement will not appear in future PONs.

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

[PlanningPublications@networkrail.co.uk](mailto:PlanningPublications@networkrail.co.uk)

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

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

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

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

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

Email: [enquirydesk@rssb.co.uk](mailto:enquirydesk@rssb.co.uk)

### **RECORDING OF CONVERSATIONS**

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

**This publication is printed and distributed by APS Group**

***Telephone:***

0161 495 4515

***E-mail:***

[nrrons@theapsgroup.com](mailto:nrrons@theapsgroup.com)

**LATE OR NON-DELIVERY**

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

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

## Part A - Foreword

### A1 Introduction

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

### A2 Scope

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

### A3 Implementation

The publication date of this document is **01 March 2025**.

### A4 Technical content

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

### A5 Definitions

#### Material change

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

#### Minor change

A minor change comprises of one of the following:

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

### National Operations Publications

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

### Periodical Operating Notice

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

**Part B - Changes since previous issue**

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

## **Part C - New amendments to National Operations Publications**

**No new amendments**

**I**

## Part D - Previous amendments to National Operations Publications

### GERT8000 Rule Book

#### Handbook RS523 GSM-R Handbook

#### 8 Broadcast calls

##### Explanation of change

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

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

### 8.4 Acknowledged (safety) broadcast calls

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

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

#### Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

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

#### Scripts for safety broadcasts

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

**Poor rail conditions**

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

\*Delete as appropriate.

**Animals on or near the line**

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

\*Delete as appropriate.

**Defective Emergency Indicators**

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

**Missing or obscured TSR board**

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

\*Delete as appropriate

\*\* Insert name or location.

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

**Unusual events**

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

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

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



**Changes to various modules and handbooks as a result of the term ‘manned level crossing’ being replaced by ‘manually-controlled level crossing’****Explanation of change**

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

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

Electronic versions of the modules and handbooks including these changes can be found at [www.rssb.co.uk](http://www.rssb.co.uk) or in the Rule Book App.

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

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

### Explanation of change

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

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

Electronic versions of the modules and handbooks including these changes can be found at [www.rssb.co.uk](http://www.rssb.co.uk) or in the Rule Book App.

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

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

**Handbook RS524 List of Dangerous Goods and their United Nations numbers****Table 1****Explanation of change**

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

**Delete:** the following which ceased to be valid after 30<sup>th</sup> June 2023:

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

**Amend:** the following as shown:

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

**Add:** the following new entry:

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

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

### Explanation of change

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

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

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

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

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

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

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

You must also:

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

### 3.5 Safe system of work (separated)

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

You must also:

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

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

## Module TS1 General signalling regulations

### Explanation of change

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

### **12.1 When this general signalling regulation must be used**

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

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

**Handbook RS524 List of Dangerous Goods and their United Nations numbers****Table 1****Explanation of change**

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

**Amend:** the following as shown:

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



**Add:** the following new entries:

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

## Part E - Amendments summary

### GERT8000 Rule Book

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

## **DC electrified lines working instructions (NR/WI/ELP/3091)**

### **(dated December 2006, issue E2)**

#### **Explanation of change**

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

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

#### **Pages 58 to 61 inclusive**

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

#### **44 Temporary isolations**

##### **44.1 General**

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

##### **44.2 Persons competent to take temporary isolations**

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

##### **44.3 Authorising a temporary isolation**

44.3.1 Temporary Isolations shall only take place

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

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

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

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

### **44.4 Taking a Temporary Isolation**

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

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

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

### **44.5 Testing the conductor rail**

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

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

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

### **44.6 Preventing re-energisation of the isolated section**

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

### **44.7 Briefing staff before commencing work**

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

### **44.8 Cancelling the temporary isolation**

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

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

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

### **44.9 Making the conductor rail live**

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

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

### **Explanation of change:**

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

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

Reference Appendix B, pages 69 to 80

### **Delete** the following forms:

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

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

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

## Miscellaneous Instructions

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

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

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

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

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

(Table continued on next page...)



## Miscellaneous Instructions – Continued

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

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

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

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

## Miscellaneous Instructions – Continued

### NETWORK RAIL – London North Western (South)

### SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS

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

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

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

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

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

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

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

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

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

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

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

## List of Module Pages and Dates

Page	Date Last Changed
<b>1</b>	<b>01 March 2025</b>
<b>2</b>	<b>01 March 2025</b>
3	05 December 2015
4	05 December 2015
5	07 September 2024
6	07 September 2024
7	05 June 2021
8	05 June 2021
8A	05 June 2021
8B	05 June 2021
9	05 June 2021
9A	05 June 2021
9B	05 March 2022
10	05 March 2022
11	02 December 2023
12	02 December 2023
13	01 June 2024
13A	01 June 2024
13B	03 June 2023
13C	03 June 2023
13D	07 December 2024
13E	07 December 2024
13E1	01 June 2024
13E2	01 June 2024
3F	03 June 2023
14	03 June 2023
15	03 September 2022
16	03 September 2022
16A	03 September 2022
16B	03 September 2022
17	04 March 2023
18	04 March 2023
19	07 December 2024
19A	07 December 2024
19B	05 June 2021
20	05 June 2021
21	02 December 2017
22	02 December 2017
22A	02 December 2017
22B	02 December 2017
<b>23</b>	<b>01 March 2025</b>
<b>23A</b>	<b>01 March 2025</b>
23B	02 December 2017
23C	02 December 2017
23D	07 December 2024
24	07 December 2024
24A	07 December 2024
24B	07 December 2024
24C	07 December 2024
24D	07 December 2024

Page	Date Last Changed
25	07 December 2024
25A	07 December 2024
25B	05 June 2021
26	05 June 2021
26A	04 March 2023
26B	04 March 2023
27	07 December 2024
27A	07 December 2024
27B	05 June 2021
28	05 June 2021
29	02 September 2023
30	02 September 2023
31	07 December 2024
32	07 December 2024
33	02 March 2013
34	02 March 2013
35	07 December 2024
36	07 December 2024
37	03 December 2016
38	03 December 2016
<b>38A</b>	<b>01 March 2025</b>
<b>38B</b>	<b>01 March 2025</b>
39	07 December 2024
39A	07 December 2024
39B	<b>01 March 2025</b>
<b>40</b>	<b>01 March 2025</b>
41	01 December 2018
42	01 December 2018
43	07 December 2024
44	07 December 2024
45	07 December 2024
46	07 December 2024
47	07 December 2024
48	07 December 2024
49	07 December 2024
50	07 December 2024
51	07 December 2024
52	07 December 2024
53	07 December 2024
54	07 December 2024
55	06 September 2014
56	06 September 2014
57	01 March 2014
58	01 March 2014
59	01 March 2014
60	01 March 2014
61	31 August 2019
62	31 August 2019
63	02 December 2017
64	02 December 2017
65	02 December 2017
66	02 December 2017
67	02 December 2017
68	02 December 2017
69	02 December 2017

## Table of Contents

	<b><u>Page</u></b>
Map	3
General Instructions	4
Explanation of Table A terms and symbols	43
Index of Locations	56

## CLASS 390 PENDOLINO LED ROOF LIGHTS

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

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

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

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

## CLEANING OF LOCOMOTIVE WINDSCREENS IN PLATFORMS

### AC electrified lines

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

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

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

### All locations (including the above)

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

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

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

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

## Coasting boards

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

Watford Junction to St. Albans Abbey

Euston to Watford Junction (DC lines)

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

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



## Protecting a stabled train on a platform line

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

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

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

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

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

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

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

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

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

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

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

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

Arrangements to be published in the WON.

**LNW South Route GI - Dated: 01/02/2025**

**THIS PAGE IS INTENTIONALLY BLANK**

**This page is intentionally blank**

## Signal reminder board

The following sign consists of a black exclamation mark on a white background within a red triangle and may be provided on the approach to signals at certain locations on Central and West Coast South Routes. The supplementary information sign consists of black letters on a white background. The purpose of the sign is to remind Drivers of the presence of a signal ahead in an effort to reduce the incidence of signals being passed at Danger.



The following sign consists of a black exclamation mark on a white background within a red triangle, and it includes text beneath with an arrow, within a red rectangle, that tells the driver that signal SJ641 applies to both the line the sign is mounted on, and the adjacent line that the signal is mounted on. The purpose of this sign is to remind Drivers that the signal applies to more than one running line, to reduce the incidence of signals being passed at danger.

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

**LNW South Route GI - Dated: 01/02/2025**

## Special instructions for the working of steam locomotives

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

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

## LIST OF MODULE PAGES AND DATES

Page	Date Last Changed
1	01 March 2025
2	01 March 2025
3	01 March 2025
4	01 March 2025
5	01 March 2025
6	01 March 2025
7	05 December 2009
8	05 December 2009
9	05 December 2009
10	05 December 2009
11	05 December 2009
12	05 December 2009
13	02 December 2023
14	02 December 2023
15	07 December 2024
16	07 December 2024
17	07 September 2024
18	07 September 2024
19	07 September 2024
20	07 September 2024
21	07 September 2024
22	07 September 2024
23	02 December 2023
23A	02 December 2023
23B	03 September 2022
24	03 September 2022
25	02 September 2023
26	02 September 2023
27	01 June 2024
28	01 June 2024
29	01 June 2024
30	01 June 2024
31	03 June 2023
32	03 June 2023
33	01 June 2024
34	01 June 2024
35	01 June 2024
36	01 June 2024
37	01 June 2024
38	01 June 2024
39	03 December 2022
40	03 December 2022
41	03 June 2023
42	03 June 2023
43	01 March 2025
44	01 March 2025
45	04 March 2023
46	04 March 2023
47	07 December 2024
48	07 December 2024
49	01 March 2025
50	01 March 2025
51	07 December 2024
51A	07 December 2024
51B	01 March 2025

Page	Date Last Changed
51C	01 March 2025
51D	07 December 2024
51E	07 December 2024
51F	07 September 2024
51G	07 September 2024
51H	01 March 2025
51I	01 March 2025
51J	01 March 2025
51K	01 March 2025
52	07 September 2024
53	07 September 2024
54	01 March 2025
55	01 March 2025
56	07 December 2024
56A	07 December 2024
56B	07 December 2024
57	07 December 2024
58	04 December 2021
59	04 December 2021
60	04 December 2021
61	04 December 2021
62	04 December 2021
63	04 December 2021
64	31 August 2019
65	31 August 2019
66	02 March 2024
67	02 March 2024
67A	02 March 2024
68	02 March 2024
69	03 December 2016
69A	03 December 2016
69B	03 December 2016
69C	03 December 2016
69D	03 December 2016
69E	03 December 2016
69F	03 December 2016
69G	03 December 2016
69H	03 December 2016
69I	03 December 2016
69J	03 June 2023
70	03 June 2023
71	01 March 2025
72	01 March 2025
73	04 March 2023
74	04 March 2023
75	01 June 2024
76	01 June 2024
77	02 March 2024
78	02 March 2024
78A	30 November 2019
78B	30 November 2019
79	03 December 2016
80	03 December 2016
81	03 December 2016
82	03 December 2016

## LNU South Route Sectional Appendix Module LNU(S)2

Page	Date Last Changed
82A	01 June 2024
82B	01 June 2024
82C	01 June 2024
82D	01 June 2024
82E	05 June 2021
82F	05 June 2021
82G	01 June 2024
82H	01 June 2024
82I	01 June 2024
82J	01 June 2024
82K	<b>01 March 2025</b>
82L	<b>01 March 2025</b>
83	07 September 2024
84	07 September 2024
85	06 December 2014
86	06 December 2014
87	<b>01 March 2025</b>
88	<b>01 March 2025</b>
89	<b>01 March 2025</b>
89A	<b>01 March 2025</b>
90	07 December 2024
91	07 December 2024
92	07 December 2024
93	07 December 2024
94	07 December 2024
95	07 December 2024
96	07 December 2024
97	07 December 2024
98	07 December 2024
99	07 December 2024
100	<b>01 March 2025</b>
101	<b>01 March 2025</b>
102	<b>01 March 2025</b>
103	<b>01 March 2025</b>
104	<b>01 March 2025</b>
105	<b>01 March 2025</b>
106	<b>01 March 2025</b>
107	<b>01 March 2025</b>
108	<b>01 March 2025</b>
109	<b>01 March 2025</b>
110	02 December 2017
111	02 December 2017
112	02 December 2017
113	02 December 2017
114	02 December 2017
115	02 December 2017
115A	02 December 2017
115B	02 December 2017
115C	<b>01 March 2025</b>
115D	<b>01 March 2025</b>
115E	<b>01 March 2025</b>
115F	<b>01 March 2025</b>
115G	<b>01 March 2025</b>
115H	<b>01 March 2025</b>
115I	<b>01 March 2025</b>
115J	<b>01 March 2025</b>
115K	<b>01 March 2025</b>
115L	<b>01 March 2025</b>
115M	<b>01 March 2025</b>

Page	Date Last Changed
115N	<b>01 March 2025</b>
115O	<b>01 March 2025</b>
115P	<b>01 March 2025</b>
115Q	<b>01 March 2025</b>
115R	<b>01 March 2025</b>
115S	<b>01 March 2025</b>
115T	<b>01 March 2025</b>
115U	07 September 2024
115V	07 September 2024
116	07 December 2024
117	07 December 2024
118	<b>01 March 2025</b>
119	<b>01 March 2025</b>
120	<b>01 March 2025</b>
121	<b>01 March 2025</b>
122	<b>01 March 2025</b>
123	<b>01 March 2025</b>
124	<b>01 March 2025</b>
125	<b>01 March 2025</b>
126	<b>01 March 2025</b>
127	<b>01 March 2025</b>
127A	<b>01 March 2025</b>
127B	<b>01 March 2025</b>
128	01 June 2024
128A	01 June 2024
128B	07 December 2024
129	07 December 2024
130	07 December 2024
131	07 December 2024
132	01 June 2024
133	01 June 2024
134	01 June 2024
134A	01 June 2024
134B	<b>01 March 2025</b>
135	<b>01 March 2025</b>
136	07 September 2024
137	07 September 2024
138	02 September 2023
139	02 September 2023
140	02 September 2023
141	02 September 2023
142	07 December 2024
143	07 December 2024
144	<b>01 March 2025</b>
145	<b>01 March 2025</b>
145A	02 September 2023
145B	02 September 2023
146	01 June 2024
147	01 June 2024
148	04 March 2023
149	04 March 2023
150	<b>01 March 2025</b>
151	<b>01 March 2025</b>
152	<b>01 March 2025</b>
153	<b>01 March 2025</b>
154	<b>01 March 2025</b>
154A	<b>01 March 2025</b>
154B	<b>01 March 2025</b>
154C	<b>01 March 2025</b>

## LNW South Route Sectional Appendix Module LNW(S)2

Page	Date Last Changed
154D	01 March 2025
154E	01 March 2025
154F	01 March 2025
154G	01 March 2025
154H	01 March 2025
154I	01 March 2025
154J	01 March 2025
155	01 March 2025
156	30 November 2019
156A	30 November 2019
156B	07 December 2024
157	07 December 2024
158	01 June 2024
159	01 June 2024
159A	01 June 2024
159B	01 June 2024
160	01 March 2025
161	01 March 2025
162	01 March 2025
163	01 March 2025
164	04 June 2016
165	04 June 2016
166	05 June 2021
167	05 June 2021
168	04 March 2023
168A	04 March 2023
168B	01 March 2025
169	01 March 2025
170	03 December 2022
171	03 December 2022
172	04 September 2021
173	04 September 2021
174	02 September 2017
174A	02 September 2017
174B	02 December 2023
174C	02 September 2017
174D	02 September 2017
174E	05 June 2021
174F	07 December 2024
175	07 December 2024
176	01 June 2024
177	01 June 2024
177A	03 December 2022
177B	03 December 2022
178	01 March 2025
179	01 March 2025
180	07 December 2024
181	07 December 2024
182	07 December 2024
183	07 December 2024
184	07 December 2024
185	07 December 2024
186	07 December 2024
187	07 December 2024
188	07 December 2024
188A	07 December 2024
188B	03 December 2022
189	03 December 2022
190	01 June 2024

Page	Date Last Changed
191	01 June 2024
192	07 September 2024
192A	07 September 2024
192B	01 June 2024
192C	01 June 2024
192D	01 March 2025
193	01 March 2025
194	01 March 2025
195	01 March 2025
196	01 March 2025
197	01 March 2025
198	03 June 2023
198A	03 June 2023
198B	03 June 2023
199	03 June 2023
200	03 December 2022
201	03 December 2016
202	03 December 2016
203	03 December 2016
204	06 December 2014
205	06 December 2014
206	07 September 2024
207	07 September 2024
208	07 September 2024
209	07 September 2024
209A	04 June 2022
209B	04 June 2022
210	03 September 2016
211	03 September 2016
212	01 June 2024
213	01 June 2024
214	07 September 2024
215	07 September 2024
216	07 December 2024
216A	07 December 2024
216B	07 December 2024
217	07 December 2024
218	07 December 2024
218A	07 December 2024
218B	07 September 2024
218C	07 September 2024
218D	07 September 2024
219	07 September 2024
220	07 September 2024
220A	07 September 2024
220B	07 September 2024
220C	07 September 2024
220D	01 March 2025
220E	01 March 2025
220F	01 March 2025
220G	01 March 2025
220H	01 March 2025
220I	01 March 2025
220J	01 March 2025
220K	01 March 2025
220L	01 March 2025
221	01 March 2025
221A	01 March 2025
221B	01 March 2025

## LNU South Route Sectional Appendix Module LNU(S)2

Page	Date Last Changed
221C	07 September 2024
222	07 September 2024
223	03 December 2022
224	03 December 2022
225	04 March 2023
226	04 March 2023
227	<b>01 March 2025</b>
228	<b>01 March 2025</b>
229	07 September 2024
230	07 September 2024
230A	07 September 2024
230B	07 September 2024
230C	01 June 2024
230D	01 June 2024
230E	07 September 2024
230F	07 September 2024
230G	07 December 2024
230H	07 December 2024
230I	<b>01 March 2025</b>
230J	<b>01 March 2025</b>
230K	07 December 2024
230L	07 December 2024
231	05 June 2021
232	05 June 2021
233	07 December 2024
233A	07 December 2024
233B	29 August 2020
234	29 August 2020
235	05 June 2021
236	05 June 2021
237	04 June 2022
238	04 June 2022
239	03 December 2022
240	03 December 2022
241	04 December 2021
242	04 December 2021
243	29 February 2020
244	29 February 2020
245	04 December 2021
246	04 December 2021
247	<b>01 March 2025</b>
248	<b>01 March 2025</b>
248A	07 September 2024
248B	07 September 2024
249	07 September 2024
250	07 September 2024
250A	07 September 2024
250B	07 September 2024
251	03 September 2022
252	03 September 2022
253	03 September 2022
254	03 September 2022
255	04 September 2021
255A	04 September 2021
255B	07 December 2024
256	07 December 2024
256A	02 September 2023
256B	02 September 2023
257	07 December 2024

Page	Date Last Changed
257A	07 December 2024
257B	<b>01 March 2025</b>
258	<b>01 March 2025</b>
258A	<b>01 March 2025</b>
258B	<b>01 March 2025</b>
258C	<b>01 March 2025</b>
258D	<b>01 March 2025</b>
259	<b>01 March 2025</b>
260	<b>01 March 2025</b>
260A	<b>01 March 2025</b>
260B	<b>01 March 2025</b>
261	<b>01 March 2025</b>
262	<b>01 March 2025</b>
263	<b>01 March 2025</b>
264	<b>01 March 2025</b>
265	<b>01 March 2025</b>
265A	<b>01 March 2025</b>
265B	<b>01 March 2025</b>
266	<b>01 March 2025</b>
267	07 December 2024
267A	07 December 2024
267B	04 December 2021
268	04 December 2021
269	01 September 2012
270	01 September 2012
271	02 September 2017
272	02 September 2017
273	03 December 2022
273A	03 December 2022
273B	03 December 2022
274	03 December 2022
275	27 February 2021
275A	27 February 2021
275B	27 February 2021
276	07 December 2024
277	07 December 2024
278	07 December 2024
279	07 December 2024
279A	07 December 2024
279B	07 December 2024
280	07 December 2024
280A	07 December 2024
280B	05 June 2021
281	29 August 2020
282	29 August 2020
282A	28 November 2020
282B	28 November 2020
283	30 November 2019
284	30 November 2019
285	29 February 2020
286	29 February 2020
287	07 December 2024
287A	07 December 2024
287B	07 September 2024
288	07 September 2024
289	07 December 2024
290	07 December 2024
291	02 March 2024
292	02 March 2024



## LNW South Route Sectional Appendix Module LNW(S)2

<b>Page</b>	<b>Date Last Changed</b>
293	02 March 2024
294	02 March 2024
295	01 June 2024

<b>Page</b>	<b>Date Last Changed</b>
296	01 June 2024
297	01 June 2024
298	01 June 2024

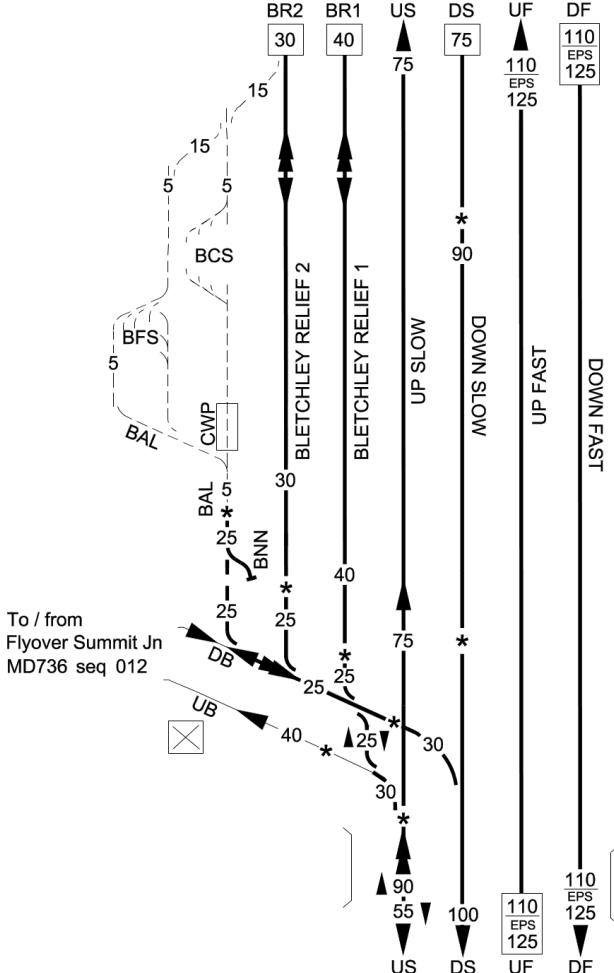


## TABLE OF CONTENTS

	<b><u>Page</u></b>
Maps	7
Exceptionally Poor Rail Adhesion	14
Table A Diagrams	23
Special Working Arrangement	231
Local Instructions	237

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	021	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	24/09/2022
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	46 31	<p>US 75 40 DS 75 UF 110 EPS 125 DF 110 EPS 125</p> <p>To / from Denbigh Hall South Jn MD736 seq 008 DB To / from Flyover Jn MD736 seq 008 UB</p> <p>HSN HSN+ HS UV DV 25 BR2N BR2 30 20 25 4 5 6 30 40 75 110 EPS 125 110 EPS 125</p> <p>UP SLOW DOWN SLOW UP FAST DOWN FAST</p> <p>BR2 BR1 30 40 75 110 EPS 125</p> <p>To / from Bedford MD140 seq 001</p> <p>Legend:  Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Vale lines only.</p> <p>Platform Lengths: Bletchley Platform 1: 253 metres. Platform 2: 253 metres. Platform 3: 253 metres. Platform 4: 262 metres. Platform 5: 262 metres. Platform 6: 129 metres.</p> <p>Platforms 4, 5 and 6: permissive (PP-A) in both directions.</p> <p>DV: Down Vale. UV: Up Vale. BR1: Bletchley Relief 1. BR2: Bletchley Relief 2. BR2N: Bletchley Relief 2 Neck. HS: Hopper Siding. HSN: Hopper Siding Neck.</p>	<p>TCB Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR</p> <p>GSM-R </p> <p>Axle Counter area, on Slow and Fast lines only.</p> <p>UB: Up Bletchley DB: Down Bletchley</p>		
Bletchley Covered Way	46 36				
	to				
(Buffer stop on Bletchley Relief 2 Neck) Bletchley South Jn	46 39 46 40 46 41				
Buckingham Road underbridge (bridge 153) 80 metres (87 yards)	46 42 to 46 43				
<b>BLETCHLEY</b>	46 54				
(Vale lines diverge from Bletchley Relief 2)	46 60				
Bletchley North Jn	46 62				
(End of diagram)	46 63				

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD101	022	Euston to Armitage Junction (Exclusive)			LEC1	West Coast South	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		46 63				<div>TCB<div>Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR</div></div> <div></div>	
(Start of Bletchley Carriage Sidings)		46 68 *					
(Start of Bletchley Freight Sidings)		46 72				BCS: Bletchley Carriage Sidings. BFS: Bletchley Freight Sidings. CWP: Carriage Washing Plant. BAL: Bletchley Arrival Line. BNN: Bletchley North Neck. DB: Down Bletchley. UB: Up Bletchley.	
(Carriage Washing Plant)		47 16				Bletchley Carriage Sidings and Carriage Washing Plant have ELR: BCS Bletchley Freight Sidings have ELR: BLT1	
		47 23 *					
(Bletchley lines diverge away from WCML)		47 30 *					
		47 31 *					
		47 34 *					
		47 35 *					
Bletchley Flyover North Jn (UB)		47 41 *					
(UB)		47 42 *					
(DB)		47 44 *					
Denbigh Hall South Jn		47 52 *					
Watling Street, A5 Underbridge from (br158) 89 metres (97 yards)		47 53					
		47 57					
(End of diagram)		47 58				<div> Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Bletchley lines only.</div>	

## LNW South Route Sectional Appendix Module LNWS(S)2

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

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD101	028	Euston to Armitage Junction (Exclusive)			LEC1	West Coast South	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		70 59				<div> <div>TCB</div> <div>Rugby SCC (KR) Northampton Workstation AC: Rugby ECR</div> </div> <div>GSM-R</div> <div>Axle Counter area</div> <div>TASS fitted: DM &amp; UM lines throughout</div>	
Long Buckby Wharf OHNS		73 40					
Kilsby Tunnel (1 mile 656 yards) (2 km 209 metres)		<div>from</div> <div>76 59 *</div> <div>76 63 *</div> <div>76 64 *</div> <div>to</div> <div>78 13</div> <div>78 14 *</div> <div>78 19 *</div>	<div>T</div> <div>T</div>				
Kilsby North HABD		79 01					
Hillmorton OHNS (LEC1 lines)		80 08					
(End of diagram)		80 60					

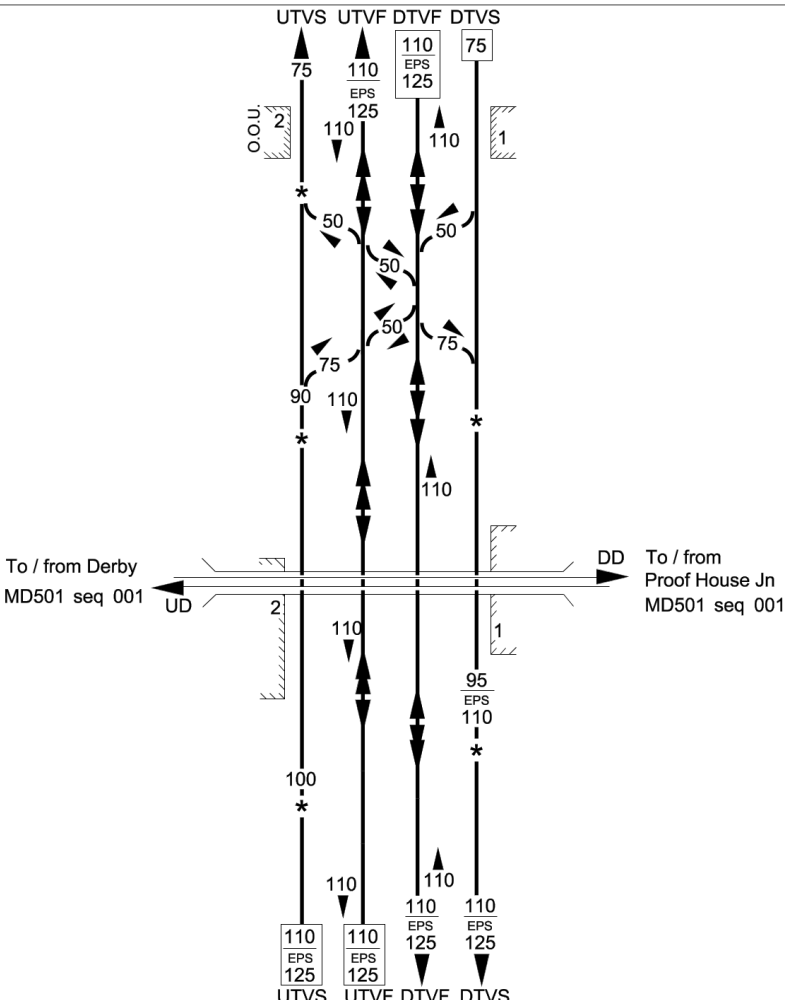


LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
MD101	031	Euston to Armitage Junction (Exclusive)			LEC2	West Coast South	12/10/2024
Location		Mileage M      Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		83   59	<div>UTVS    UTVF    DTVS    DTVF</div> <div></div>				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD101	032	Euston to Armitage Junction (Exclusive)			LEC2	West Coast South	28/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		87 00				<div> <div> <div>TCB</div> <div>Rugby SCC (RN) Rugby Workstation AC: Rugby ECR</div> </div> <div> <div>GSM-R</div> <div></div> </div> </div> <p>Axle Counter area</p> <p>TASS fitted</p> <div> <div></div> <div>Traffic Lockout Devices (LOD(T)) provided on all running lines</div> </div> <p>           UTVS - Up Trent Valley Slow            UTVF - Up Trent Valley Fast            DTVS - Down Trent Valley Slow            DTVF - Down Trent Valley Fast            DTV - Down Trent Valley         </p>	
Brinklow Jn		87 32 * 87 38 * 87 57 * 87 72 88 09 *					
(End of diagram)		88 60					



## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
MD101	037	Euston to Armitage Junction (Exclusive)			LEC2	West Coast South	21/12/2024
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks		
(Start of diagram)		106   35			<div>TCB</div> <div>Rugby ROC (NL) Colwich Workstation AC: Crewe ECR</div> <div>GSM-R</div> <div></div> <div>Axle Counter area Platform Lengths: Polesworth 1 - 138 metres (151 yards) 2 - Out of use</div> <div> Traffic Lockout Device (LOD(T)) provided on all running lines</div> <div>DTVF - Down Trent Valley Fast DTVS - Down Trent Valley Slow UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast</div> <div>TASS fitted</div> <div>Platform Lengths: Tamworth 1 - 295 metres (325 yards) 2 - 267 metres (292 yards)</div>		
<b>POLESWORTH</b>		106   39					
		108   74   *					
Amington Junction		109   10					
		109   49   *					
		109   54   *					
Derby lines overbridge <b>TAMWORTH (LOW LEVEL)</b>		109   78					
		110   01					
		110   24   *					
		111   10   *					
Coton LC (former site of)		111   45					
Hademore LC (former site of)		113   40					
(End of diagram)		114   60					

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD101	038	Euston to Armitage Junction (Exclusive)		LEC2	West Coast South	23/01/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		114 60			TCB Rugby ROC (NL) Colwich Workstation AC: Crewe ECR  GSM-R  Axle Counter area  TASS fitted  DTVF - Down Trent Valley Fast DTVS - Down Trent Valley Slow UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast  Traffic Lockout Device (LOD(T)) provided to 119m 18ch on the down lines and from 118m 46ch on the up lines  (LS) From 116m 14ch on the Down lines To 116m 09ch (Up lines) - change of prefix only. Platform Lengths: Lichfield Trent Valley 1 - 268 metres (293 yards) 2 - 255 metres (279 yards)	
Fulfen Wood HS2 Underbridge 19 metres (21 yards)		from 115 37 to 115 38				
A38 overbridge 38 metres (42 yards)		from 115 70 to 115 72				
Sutton lines (BJW3) overbridge <b>LICHFIELD TRENT VALLEY</b>		116 16 116 19				
(End of diagram)		116 50				

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD101	039	Euston to Armitage Junction (Exclusive)		LEC2	West Coast South	28/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		116 50			TCB Rugby ROC (LS) Colwich Workstation AC: Crewe ECR  Axle Counter area.  TASS fitted  Traffic Lockout Device (LOD(T)) provided to 119m 18ch on the down lines and from 118m 46ch on the up lines	
Lichfield North Jn		116 70				
Curborough Jn		117 55 *				
		117 63				
Sectional Appendix Boundary		(119 20 )	LNWS(S) LNWS(N)			
			Continued in LNWS(N) Sectional Appendix NW1001 seq 001			

LNW South Route Sectional Appendix Module LNW(S)2

**THIS PAGE IS INTENTIONALLY BLANK**

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	003	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	08/06/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	65 40		<div>TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR</div> <div>GSM-R</div>		
Earl Cowpers Viaduct from HNR branch, 156 metres (171 yards)	65 48		DN - Down Northampton UN - Up Northampton U&DTS - Up & Down Through Sidings		
Northampton South Jn to	65 55 65 55 *		Linenames change at Northampton South Jn, Up Northampton changes to Up Northampton Fast Down Northampton changes to Down Northampton Fast.		
Black Lion Hill Overbridge from A4500 former A45 Road, 25 metres (27 yards).	65 58 65 59 65 60 *		Northampton Platform Lengths: Platform 1 - 275 metres (301 yards) Platform 2 - 275 metres (301 yards) Platform 3 - 289 metres (316 yards) Platform 4 - 256 metres (280 yards) Platform 5 - 169 metres (185 yards)		
(Buffer Stops Riverside Siding A)	65 61		PP is authorised in Platforms 1 and 3 in both directions. PP is authorised in Platform 2 in the Down direction, and only for ECS moves in the Up direction. PP is authorised in bay Platforms 4 and 5.		
(Buffer Stops Horse Dock, P5 and P4)	65 65		DNF - Down Northampton Fast		
<b>NORTHAMPTON</b>	65 68		All lines on this page have ELR : HNR except Up & Down Through Sidings ELR : NMH Riverside Sidings, ELR : NTM1 Castle Yard & Cripple Sidings NTM2		
River Nene Viaducts from Spencer Bridge Road, 81 metres (89 yards).	65 79 * 66 00 *				
	66 04 * 66 09				
(End of diagram)	66 11				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	004	Hanslope Jn to Rugby (via Northampton)	HNR	West Coast South	19/01/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	66 11		<div>TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR</div> <div>GSM-R</div> <div>Axle Counter area: Down Northampton: from 67m 24ch Up Northampton: to 67m 26ch.</div> <div>DNF - Down Northampton Fast UNF - Up Northampton Fast REC. LINE - Reception line U&amp;DS - Up &amp; Down Slow DGL - Down Goods Loop</div> <div>All lines on this page have ELR : HNR except DB Cargo Up Sidings ELR : NTM3</div> <div>DGL - Down Goods Loop 823 metres (900 yards) (PF)</div> <div>Linenames change at Mill Lane Jn, 67m 21ch Up Northampton Fast changes to Up Northampton Down Northampton Fast changes to Down Northampton.</div>		
Northampton North Jn	66 12 *				
	66 16 *				
Northampton Kings Heath Traincare Depot	66 22 *				
(Connection to / from Reception line)	66 62				
(Connection from Down Goods Loop)	66 74				
(Points RY.1433, facing connection to Up & Down Slow)	67 17				
Mill Lane Jn (Northampton) (HNR)	67 17				
(Change of linenames UNF and DNF to Up Northampton / Down Northampton)	67 21 67 27 *				
(End of diagram)	67 34				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	002	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	23/11/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	0 23	<p>VRS 5</p> <p>UV 25</p> <p>DV 25</p> <p>TAD 15</p> <p>Vale Refuge Siding</p> <p>UP VALE</p> <p>DOWN VALE</p> <p>Vale Sidings (OOU)</p> <p>Civil Engineers Depot</p> <p>DMU FUEL</p> <p>Bletchley Traction Maintenance Depot</p> <p>Vale Sidings East Neck</p> <p>U&amp;DV</p> <p>To / from Bletchley West Jn MD741 seq 001</p> <p>Fenny Stratford Jn</p> <p>Fenny Stratford LC (CCTV)</p> <p>(End of diagram)</p>	<div>TCB Marston Vale SCC (MV) West Workstation</div> <div>GSM-R</div> <p>Siding lines to / from Bletchley T.M.D. are AC electrified with power supply controlled from Rugby ECR. Except: DMU Fuel Siding and DMU Sidings 2 &amp; 1.</p> <p>Vale Refuge Siding 384 metres/420 yards.</p> <p>TAD: T.M.D. Arrival &amp; Departure Line</p> <p>OR2: Outside Siding 2</p> <p>OR1: Outside Siding 1</p> <p>DMU FUEL: DMU Fuel Siding</p> <p>Civil Engineers Depot, Bletchley T.M.D. and Vale Sidings have ELR BLT2.</p> <p>EMU CET 5: EMU CET Siding 5</p> <p>EMU CET 4: EMU CET Siding 4</p> <p>EMU CET 3: EMU CET Siding 3</p> <p>S/S : Shunting/Stabling Siding</p> <p>EMU CET 2: EMU CET Siding 2</p> <p>EMU CET 1: EMU CET Siding 1</p> <p>DMU 2: DMU Siding 2</p> <p>DMU 1: DMU Siding 1</p> <p>① Lines inside the shed building are Sidings 4 to 1.</p> <p>② Connection OOU</p> <p>U&amp;DV: Up &amp; Down Vale.</p> <p>Platform Length: Fenny Stratford Fenny Stratford - 76 metres</p>		
(Connection to Bletchley T.M.D.)	0 24 *				
	0 25				
Bletchley Vale Sidings (OOU)	0 38				
	0 40 *				
Bletchley Traction Maintenance Depot	0 44				
	0 49				
(Highest mileage in Bletchley T.M.D) (Former connection to Vale Sidings)	0 53				
	0 54				
	0 74 *				
Fenny Stratford Jn	0 76 *				
<b>FENNY STRATFORD</b>	1 05				
Fenny Stratford LC (CCTV)	1 13				
(End of diagram)	1 17				

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD140	003	Bletchley to Bedford St. Johns (Inclusive)		BBM	West Coast South	09/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		1 17			<div>TCB Marston Vale SCC (MV) West Workstation</div> <div>GSM-R</div> <div>U&amp;DV: Up &amp; Down Vale.</div>	
Single & Double Jn		1 42				
		1 44 *				
<b>BOW BRICKHILL</b> Bow Brickhill LC (CCTV)		2 05			Platform Lengths: Bow Brickhill Down 37 metres Up 37 metres	
Pony Crossing LC (UWC)		3 20				
Woodleys Farm LC (UWC)		3 54				
<b>WOBBURN SANDS</b> Woburn Sands LC (CCTV)		4 08			Platform Lengths: Woburn Sands Down 68 metres Up 62 metres	
		4 11				
Aspley Guise LC (CCTV)		5 04			Platform Lengths: Aspley Guise Down 37 metres Up 50 metres	
<b>ASPLEY GUISE</b>		5 06				
Berry Lane LC (UWC)		5 33				
(End of diagram)		5 39				



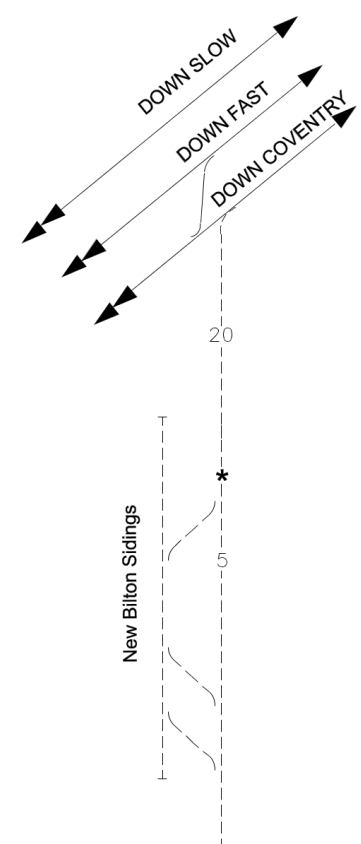

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD167	002	Mitre Bridge Jn to Acton Wells Jn (South West lines)	WLL	WAW	West Coast South	14/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
<div>Limit of Electrification (Up &amp; Down South West Goods only)</div> <div>West London Jn (Willesden) (Change of ELR)</div>			<div><div><div>UWL</div><div>DWL</div><div>SW</div></div><div><div>20</div><div>20</div><div>25</div></div><div><div>20</div><div>20</div><div>15</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div><div>25</div></div><div><div>15</div><div>15</div></div></div>			

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated		
MD167	003	Mitre Bridge Jn to Acton Wells Jn (South West lines)			WAW BOK4	West Coast South	14/12/2024	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
<div>Route Boundary</div> <div>Change of ELR and mileage</div>		6 50 *	<div><div><div>South West Sidings</div><div>USW</div><div>DSW</div><div>SWTS</div><div>Old Oak Sidings (OOU)</div></div><div><div>40</div><div>40</div><div>25</div><div>15</div><div>40</div><div>25</div><div>25</div><div>25</div><div>15</div><div>15</div><div>15</div></div><div><div>WM743</div><div>WM623</div><div>AW150</div><div>AW149</div></div><div><div>To Willesden Junction High Level. EA1310 seq 005</div><div>To Acton Canal Wharf Jn. EA1360 seq 002</div><div>To Acton Central / Ealing Broadway. EA1310 seq 005</div></div><div><div>NORTH WEST &amp; CENTRAL</div><div>ANGLIA</div><div>UP NORTH LONDON</div><div>DOWN NORTH LONDON</div></div><div><div>DG</div><div>UG</div></div></div>			<div>TCB Wembley Mainline SCC (WM) Willesden Panel</div> <div>GSM-R</div> <div>SWTS: South West Through Siding. DSW: Down South West. USW: Up South West.</div> <div>All South West lines on this diagram are permissive (PF) in both directions, with exception of the Down direction between signals WM623 / WM743 and signals AW149 / AW150.</div> <div>South West Sidings has ELR: SZS Old Oak Sidings has ELR: OOS</div> <div>NOTE: North London lines are provided with AC overhead electrification, controlled from Rugby ECR.</div> <div>Acton Wells Jn SB (AW)</div>		
		6 74 *						
		6 76						
		0 55						
		0 60 *						
0 63								
0 64								
Acton Wells Junction (Mileage for South West lines)								
Acton Wells Jn SB								

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD180	001	Rugby, Trent Valley Junction to New Bilton		RTS	LNW South	15/10/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Rugby Trent Valley Junction		83 18	<p>Continued on MD101 seq 030</p> 		<div>TCB Rugby SCC (RC) Rugby Workstation</div> <div>GSM-R </div> <p>AWS and TPWS not provided.</p>	
		83 19 0 00				
		0 27 *				
New Bilton (End of Line)		0 79				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated	
MD232	001	Hinckley (Exclusive) to Abbey Jn	WNS	PVS	West Coast South	14/12/2024	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Route / Sectional Appendix Boundary & change of Linenames Padge Hall Farm LC (UWC)		2 62	<div>UN 75 SP 90 UN DN 75 SP 90 DN</div> <div>To / from Leicester LN3232 seq 002</div> <div>EAST MIDLANDS ROUTE</div> <div>NW&amp;C REGION - WCS ROUTE</div> <div>UH DH</div>			<div>TCB</div> <div>Rugby SCC (WN) Nuneaton Workstation</div> <div>UN: Up Nuneaton DN: Down Nuneaton Axle Counter area.</div>	<div>GSM-R</div> <div></div>
		2 24	<div>T ①</div>			① Telephone linked to Rugby SCC	
		0 50 *	<div>UP HINCKLEY 75 SP 90 *</div> <div>DOWN HINCKLEY *</div>			<div>⊗ Traffic Lockout Devices (LOD(T)) provided: Down Hinckley / Arley lines from 0m 64ch. Up Arley / Hinckley lines to 0m 64ch.</div>	
		0 40	<div>CS 5 40</div>			<div>AC: Crewe ECR</div>	
		0 39	<div>CS 5 40</div>				
		0 21	<div>CS2 5 40</div>			<div>CS - Cemetery Sidings CS1 - Cemetery Siding 1 CS2 - Cemetery Siding 2 UA: Up Arley DA: Down Arley UTVS: Up Trent Valley Slow UTVF: Up Trent Valley Fast DTVF: Down Trent Valley Fast DTVS: Down Trent Valley Slow D&amp;UPL: Down &amp; Up Platform Line</div>	
		0 17	<div>CS1 5 40</div>				
		0 10	<div>40</div>				
		0 05 (96 68)	<div>40</div>			<div>West Coast Main Line mileage in ( ) brackets.</div>	
		0 03	WNS	<div>40</div>			
Change of Mileage / ELR (Change of line names)	10 63	PVS	<div>40 40 75 S/LN 40</div>				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD232	002	Hinckley (Exclusive) to Abbey Jn	PVS	NMA	West Coast South	14/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
<b>NUNEATON</b>						<div>TCB<div>Rugby SCC (WN) Nuneaton Workstation AC: Crewe ECR</div></div> <div>GSM-R</div> <div>Axle Counter area. UTVS: Up Trent Valley Slow UTFV: Up Trent Valley Fast DTVF: Down Trent Valley Fast DTVS: Down Trent Valley Slow D&amp;UPL: Down &amp; Up Platform Line</div>
						<div>Rugby SCC (NW) Nuneaton Workstation</div>
						Platform lengths: Nuneaton (Permissive Working) 6: 150 metres (PP authorised in the Down direction) 7: 150 metres (PP authorised in the Down direction)
Limit of Electrification (OLE in the Up direction)		10 33				
Nuneaton flyover underbridge from 102 metres (112 yards), (West Coast mainline under Arley lines) to		10 18 *				
		10 13				
Midland Yard Jn (& Change of ELR)		10 09	PVS NMA			
			To Lichfield. MD233 seq 001			
			To / from Nuneaton Platforms 1 to 5. MD555 seq 001			
Abbey Jn		9 65 *				
		9 60				
			To / from Birmingham. MD555 seq 001			

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD233	001	Midland Yard Jn to Canal Farm Jn		MYC	West Coast South	11/11/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Midland Yard Jn		10 13 0 00	<p>To / from Nuneaton MD232 seq 002</p> <p>40</p> <p>30</p> <p>DOWN ARLEY</p> <p>UP ARLEY</p> <p>To / from Birmingham MD232 seq 002</p> <p>50</p> <p>NORTH CHORD</p> <p>To / from Nuneaton MD101 seq 035</p> <p>DOWN TRENT VALLEY SLOW</p> <p>DOWN TRENT VALLEY FAST</p> <p>UP TRENT VALLEY FAST</p> <p>UP TRENT VALLEY SLOW</p> <p>75</p> <p>To / from Tamworth MD101 seq 035</p>		<div>TCB Rugby SCC (NL) Nuneaton workstation</div> <div>GSM-R</div> <div>Axle Counter area.</div> <div>Standage on North Chord 893 metres (977 yards).</div> <div><input checked="" type="checkbox"/> Traffic Lockout Devices (LOD(T)) provided.</div>	
Nuneaton flyover underbridge 102 metres (112 yards) (Nuneaton Chord lines under NC)		10 18 * to 10 13 0 15 *				
Canal Farm Jn		0 69 98 25				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD301	011	Rugby to Penkridge (Exclusive) (via Birmingham)			RBS2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
New Street North Tunnel continued (687 metres / 751 yards) Tunnel continued from Seq 010						<div>TCB</div> <div>Birmingham ROC (BW) New Street Workstation AC: Rugby ECR</div> <div>GSM-R</div>	
Arena Tunnel to (161 metres / 176 yards)		0 53 *				<div>Axle Counter area.</div> <div>Bi-directional on the Up Stour line between Birmingham New Street and Monument Lane South Jn.</div>	
		0 60 *				<div>TASS fitted</div> <div>Down Stour line - from 0m 65ch</div> <div>Up Stour line - to 0m 65ch.</div>	
Monument Lane South Jn		0 65				<div>UST - Up Stour</div> <div>DST - Down Stour</div> <div>U&amp;DMML - Up &amp; Down Monument Lane Loop</div>	
Monument Lane North Jn		1 26				<div>Permissive working:</div> <div>PF is authorised in both directions on U&amp;DMML.</div> <div>Down direction: 567 metres (620 yards).</div> <div>Up direction: 627 metres (686 yards).</div>	
Winson Green OHNS		1 45				<div>Birmingham ROC (BW) Stour Valley Workstation</div>	
		2 01 *				<div>From approx 1m 01ch on the Down Stour to approx 1m 79ch on the Up Stour.</div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	012	Rugby to Penkridge (Exclusive) (Via Birmingham)	RBS2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Soho South Jn		2 06 (2 71)			<div><div>TCB</div><div>Birmingham ROC (BW) Stour Valley Workstation AC: Rugby ECR</div></div> <div></div> <p>Axle Counter area on all Main lines, but not LMD Arrival Line or Soho Light Maintenance Depot.</p> <p>TASS fitted: Down Stour and Up Stour lines</p> <p>LMD-A - Light Maintenance Depot Arrival Line</p> <p>'X' - Non-electrified lines. All other depot lines are electrified.</p> <p>Mileages in brackets ( ) refer to MD325, SSP mileages.</p> <p>WPR - Wash Plant Road CWBP - Carriage Washer By Pass Line</p> <p>Mileage in brackets [ ] refer to MD330, SCL mileage.</p> <p>Up Soho Curve from Soho Curve North Jn to Soho North Jn has ELR RBS2.</p> <p>DSC - Down Soho Curve LMD-D - LMD Departure Line DSGL - Down Soho Goods Loop</p> <p>Down Soho Goods Loop - 270 metres (295 yards)</p> <p>Permissive working: PF is authorised in both directions on DSGL</p> <p>Down direction trains can turn back on the Down Stour line at exit from Down Soho Goods Loop.</p>
(Connection to LMD-A)		2 10			
(end of Soho lines parallel to Stour lines)		2 16 (2 61)			
Soho, Light Maintenance Depot		2 24			
Soho North Jn		2 38 [0 21]			



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	013	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div> <div>TCB</div> <div>Birmingham ROC (BW) Stour Valley Workstation AC: Rugby ECR</div> </div> <div>GSM-F</div> <p>Axle Counter area.</p> <p>Up Soho Curve from Soho Curve North Jn to Soho North Jn has ELR RBS2.</p> <p>Down Soho Goods Loop - 270 metres (295 yards)</p> <p>Permissive working: PF is authorised in both directions on DSGL</p> <p>Down direction trains can turn back on the Down Stour line at exit from Down Soho Goods Loop.</p> <p>TASS fitted: Down Stour and Up Stour lines</p> <p>Platform lengths: Smethwick Rolfe Street Platform 1: 152 metres (166 yards) Platform 2: 136 metres (149 yards)</p> <p>Up direction trains can turnback in Platform 1 at Smethwick Rolfe Street.</p> <p>Semi-Automatic Track Warning System (SATWS) provided at Galton Jn, between RBS2 3m 40ch and 3m 79ch. See General Instructions.</p> <p>USB - Up Stourbridge DSB - Down Stourbridge</p> <p>Platform lengths: Smethwick Galton Bridge Platform 3: 151 metres (165 yards) Platform 4: 149 metres (163 yards)</p> <p>Down direction trains can turnback in Platform 3 at Smethwick Galton Bridge.</p> <p>USH - Up Snow Hill DSH - Down Snow Hill</p>
Soho Curve North Jn		2 61			
Start / end of Down Soho Goods Loop		2 66			
SMETHWICK ROLFE STREET		3 30			
(Connection to Down Stourbridge)		3 57			
Galton Jn		3 64			
SMETHWICK GALTON BRIDGE		4 05			
		4 20 *			

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD301	014	Rugby to Penkridge (Exclusive) (via Birmingham)			RBS2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
<b>SANDWELL &amp; DUDLEY</b>		5 28				<div>TCB Birmingham ROC (BW) Stour Valley Workstation AC: Rugby ECR</div> <div>GSM-R </div>	
		5 70 *				Platform lengths: Sandwell & Dudley Platform 1: 270 metres (295 yards) Platform 2: 268 metres (293 yards)	
		5 73 *				Up direction trains can turnback in Platform 1 at Sandwell & Dudley.	
Albion Jn		5 76				Axle Counter area.	
Albion Sidings (former connection With Down Stour Line)		6 20 *				TASS fitted: Down Stour and Up Stour lines	
		6 30 *					
<b>DUDLEY PORT</b>		7 29				Platform lengths: Dudley Port Platform 1: 89 metres (97 yards) Platform 2: 89 metres (97 yards)	
(Connection to Down Stour Goods)		7 35				Semi-Automatic Track Warning System (SATWS) provided at Watery Lane, between 7m 32ch and 8m 02ch. See General Instructions.	
(Exit from Up Stour Goods)		7 43				Up Stour Goods : 512 metres (559 yards) Down Stour Goods : 694 metres (758 yards)	
						Permissive working - PF authorised on USG and DSG	

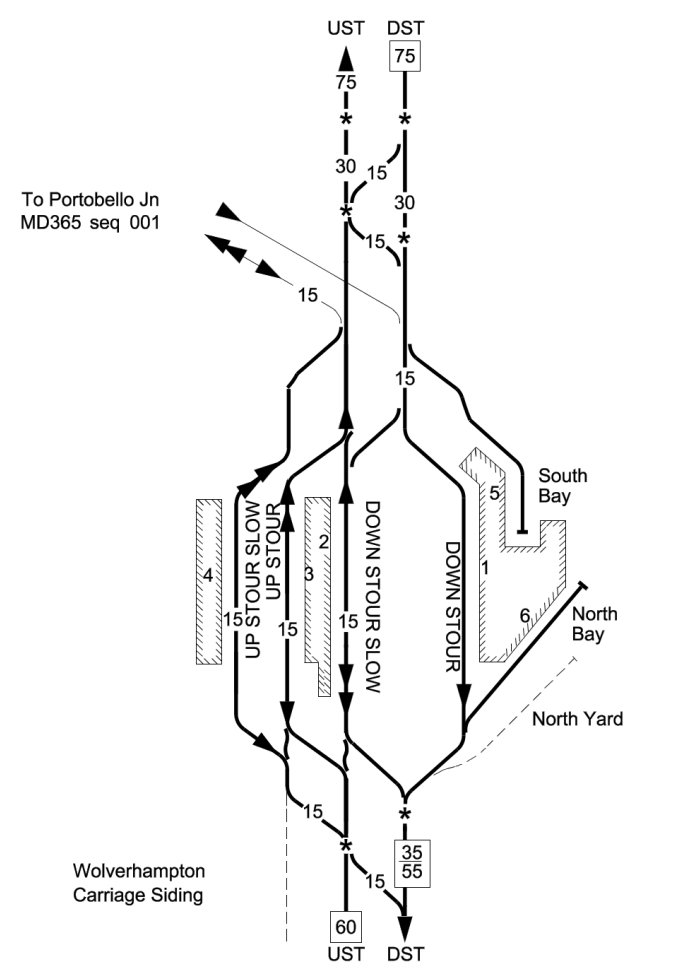
## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD301	015	Rugby to Penkridge (Exclusive) (via Birmingham)		RBS2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Watery Lane access point)		7 76			<div> <div>TCB</div> <div>Birmingham ROC (BW) Stour Valley Workstation AC: Rugby ECR</div> <div>GSM-R</div> </div> <p>Axle Counter area.</p> <p>USG - Up Stour Goods: 512 metres (559 yards) DSG - Down Stour Goods: 694 metres (758 yards)</p> <p>Permissive working - PF authorised on USG and DSG</p> <p>Watery Lane access point is aprox 7m 76ch.</p> <p>Semi-Automatic Track Warning System (SATWS) provided at Watery Lane, between 7m 32ch and 8m 02ch. See General Instructions.</p> <p>TASS fitted: Down Stour and Up Stour lines</p> <p>Platform lengths: Tipton Platform 1: 105 metres (115 yards) Platform 2: 101 metres (110 yards)</p> <p>Down direction trains can turnback in Platform 2 at Tipton.</p>	
		8 16				
		8 40 *				

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD301	016	Rugby to Penkridge (Exclusive) (via Birmingham)		RBS2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div>TCB Birmingham ROC (BW) Wolverhampton Workstation AC: Rugby ECR</div> <div>GSM-R</div> <div>Down Stour: from 8m 59ch Up Stour: to 9m 11ch. Axle Counter area.</div> <div>TASS fitted: Down Stour and Up Stour lines</div> <div>Platform lengths: Coseley Platform 1: 122 metres (133 yards) Platform 2: 122 metres (133 yards)</div> <div>Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.</div>	
		8 61 *				
		8 62 *				
Coseley OHNS		9 12				
<b>COSELEY</b>		9 46				
Monmore Green		11 62				
(Connection to Steel Terminal)		11 71				
Wolverhampton Steel Terminal (End of diagram)		12 19 12 20				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD301	017	Rugby to Penkridge (Exclusive) (via Birmingham)		RBS2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		12 20			<div>TCB Birmingham ROC (BW) Wolverhampton workstation AC: Rugby ECR</div> <div>GSM-R</div> <div>Axle counter area</div> <div>UST = Up Stour DST = Down Stour</div> <div>TASS fitted: DST/DM lines, UM/UST lines and platforms 1,2,3 &amp; 4</div> <div>PP is authorised over all platform lines, except for Platform 4 in the Down direction, which is PP-C</div> <div>Platform lengths: Platform 1-267 metres Platform 2-270 metres Platform 3-239 metres Platform 4-279 metres Platform 5-86 metres Platform 6-120 metres</div> <div>Birmingham ROC (WS) Wolverhampton Workstation</div> <div>Change of prefix only.</div>	
		12 40 *				
		12 54 *				
		12 55 *				
Wolverhampton Crane Street Jn		12 60				
<b>WOLVERHAMPTON</b>		12 75				
		13 10 *				
		13 14 *				
(End of diagram)		13 20				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated	
MD301	018	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	RBS3	Central	16/11/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
(Buffer stop on Wolverhampton Carriage Siding)		13 25			TCB Birmingham ROC (WS) Wolverhampton Workstation AC: Rugby ECR		
Wolverhampton North Jn		13 32 *			Axle Counter area.  UST - Up Stour DST - Down Stour		
Bushbury Jn Change of mileage and ELR		14 42			UM - Up Main DM - Down Main		
		15 32			TASS fitted: Down Stour and Up Stour lines and Down Penkrdgie and Up Penkridge lines.		
		15 33 *			① 20mph through connection		
		15 34 *					
(Connection to / from Down Bushbury Goods Loop)		15 40					
		15 56			DBGL: Down Bushbury Goods Loop: 981 metres / 1073 yards.		
(Connection from Down Bushbury Goods Loop)		16 18			UP - Up Penkridge DP - Down Penkridge		

## LNW South Route Sectional Appendix Module LNWS(S)2

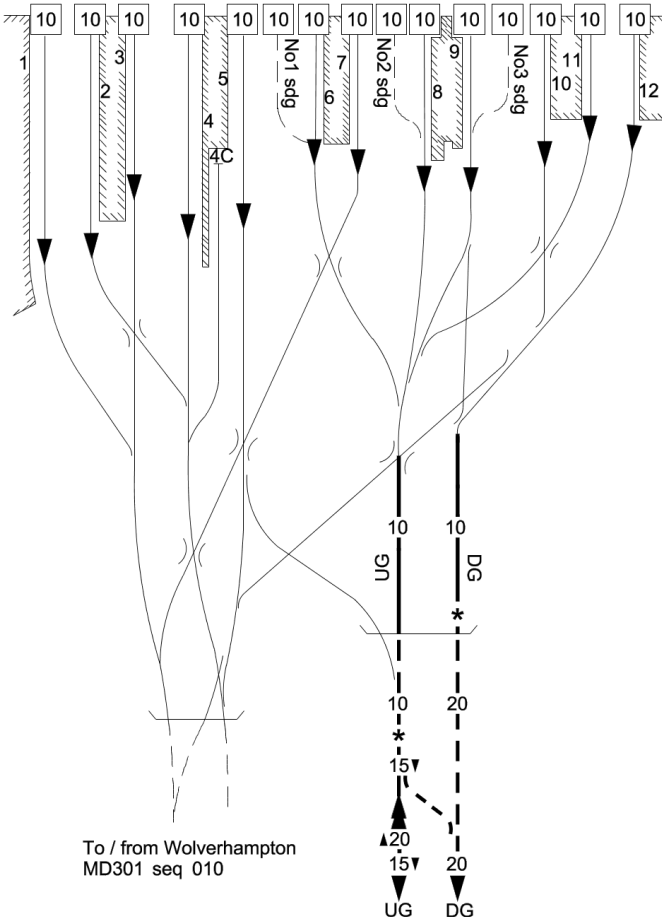
LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD301	019	Rugby to Penkridge (Exclusive) (via Birmingham)			RBS3	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
						<div>TCB Birmingham ROC (WS) Wolverhampton Workstation AC: Rugby ECR</div> <div>GSM-R</div> <div>Axle Counter area.</div> <div>UP: Up Penkridge. DP: Down Penkridge.</div> <div>TASS fitted: Down Penkridge and Up Penkridge lines.</div> <div>FAUGL: Four Ashes Up Goods Loop (440 metres / 481 yards).</div> <div>Semi-Automatic Track Warning System (SATWS) provided at Four Ashes, between 19m 64ch and 20m 20ch. See General Instructions.</div> <div>Rugby ROC (WS) Stafford Workstation</div> <div>DP : to 22m 51ch UP: from 23m 49ch.</div> <div>Platform Lengths: Penkridge Platform 1: 96 metres (105 yards). Platform 2: 101 metres (110 yards).</div>	
Four Ashes South Jn		19 71					
Four Ashes		20 20					
Route Boundary / Sectional Appendix Boundary <b>PENKRIDGE</b>		23 30					
		23 32					
Continued in the LNWS(N) Sectional Appendix.							

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD305	001	Birmingham New Street to Blackwell			BAG1	LNW South	21/10/2017
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			THIS TABLE A HAS BEEN REPLACED BY MD306-001				



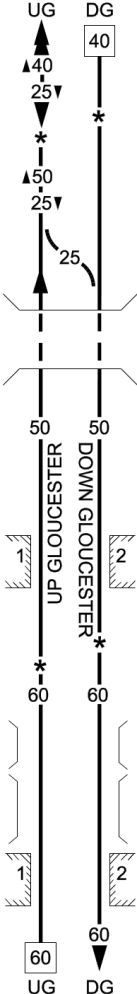

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated					
MD306	001	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)			RBS2 BAG1		Central	21/12/2024				
Location		Mileage M Ch		Running lines & speed restrictions			Signalling & Remarks					
<b>BIRMINGHAM NEW STREET</b>		0 05		<div>Continued on MD301 seq 010</div>  <div>To / from Wolverhampton MD301 seq 010</div>			<div><div>TCB</div><div>Birmingham ROC (BM) New Street Workstation AC: Rugby ECR</div></div> <div>GSM-R</div> <div>Axle Counter area.</div> <div>Maximum speed 10mph, all lines Birmingham New Street.</div> <div>AWS magnets are not provided for Birmingham New Street station platform and platform starting signals.</div> <div>Platform Lengths: Birmingham New Street See Local Instruction published under MD301</div> <div>Standages: Birmingham New Street No.1 Siding - 236 metres (258 yards) No.2 Siding - 171 metres (187 yards) No.3 Siding - 170 metres (186 yards)</div> <div>DG: Down Gloucester UG: Up Gloucester</div> <div>① Trolleys must only be placed on the line in this tunnel when the line is in the absolute possession of the Engineer.</div> <div>Bi-directional on the Up Gloucester line from Birmingham New Street to Church Road Jn.</div> <div><div>Birmingham ROC (BB) New Street Workstation</div></div>					
		Change of mileage & ELR							0 18		RBS2	
		Holiday Street Tunnel							42 39 *		BAG1	
(281 metres / 307 yards)		① from		42 40								
		42 42 *										

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD306	002	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)			BAG1	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
						<div> <div>TCB</div> <div>Birmingham ROC (BB) New Street Workstation AC: Rugby ECR</div> <div>GSM-R</div> </div> <p>Axle Counter area: Down Gloucester : to 43m 13ch Up Gloucester : from 43m 12ch.</p> <p>① Trolleys must only be placed on the line in this tunnel when the line is in the absolute possession of the Engineer.</p> <p>Bi-directional on the Up Gloucester line from Birmingham New Street to Church Road Jn.</p> <p>DG: Down Gloucester UG: Up Gloucester</p> <p>Platform Lengths: Five Ways Platform 1 - 197 metres (215 yards) Platform 2 - 192 metres (210 yards)</p> <div> <div>Birmingham ROC (BB) Kings Norton Workstation</div> <p>Down direction (both lines): from 43m 12ch Up Direction: to 43m 23ch. Up direction trains can turn back in Platform 1 at Five Ways.</p> </div>	
Holiday Street Tunnel continued ① to (281 metres / 307 yards)		42 54					
Canal Tunnel ① from (206 metres / 225 yards)		42 57					
		42 55 *					
		42 67					
Granville Street Tunnel ① from (74 metres / 81 yards)		42 68					
		42 72					
Bath Row Tunnel ① from (192 metres / 210 yards)		42 78					
		43 07					
<b>FIVE WAYS</b>		43 18					
		43 23 *					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description				ELR	Route	Last Updated	
MD306	003	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)				BAG1	Central	21/12/2024	
Location		Mileage M      Ch		Running lines & speed restrictions		Signalling & Remarks			
						<div><div>TCB</div><div>Birmingham ROC (BB) Kings Norton Workstation AC: Rugby ECR</div></div> <div><div>Birmingham ROC (SY) Kings Norton Workstation</div><div>Change of prefix only from DB 44m 05ch, and Up Gloucester to 45m 70ch. Platform Lengths: University Platform 1 - 173 metres (189 yards) Platform 2 - 185 metres (202 yards)</div></div> <div><div>Platform Lengths: Selly Oak Platform 1 - 190 metres (208 yards) Platform 2 - 190 metres (208 yards)</div></div>			
						<div>GSM-R</div> <div></div>			
Church Road Jn		43	48						
Church Road Tunnel (98 metres / 107 yards)		from	43	56					
		to	43	61					
UNIVERSITY		44	73						
		45	09	*					
		45	10	*					
Selly Oak vehicle		from	45	22					
Link Road Underbridge No.18A (80 metres / 89 yards)		to	45	26					
Selly Oak Viaduct (229 metres / 250 yards)		from	45	33					
Nos.20,20A/20B,21		to	45	45					
SELLY OAK		45	50						

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD306	004	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)			BAG1	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Birmingham and Worcester Canal from (82 metres / 91 yards) to		45 71 45 75				TCB Birmingham ROC (SY) Kings Norton Workstation AC: Rugby ECR	
<b>BOURNVILLE</b>		46 58				Platform Lengths: Bournville Platform 1 - 142 metres (155 yards) Platform 2 - 142 metres (155 yards)	
Lifford West Jn		47 20				ULC: Up Lifford Curve. DLC: Down Lifford Curve.	
		47 27 *				To / From Lifford East Jn MD580 seq 001	
		47 31 *					
Pershore Road Tunnel (57 metres / 62 yards) from		47 34					
to		47 37					

## LNW South Route Sectional Appendix Module LNW(S)2

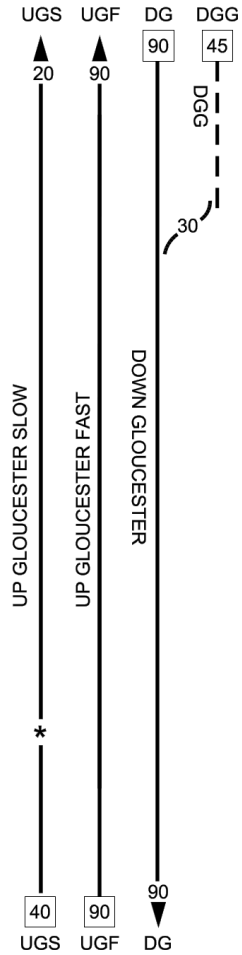

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD306	005	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)			BAG1 BAG2 SKN	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Kings Norton Station Jn Change of mileage and ELR		47 48 (46 45) *	<p>UG 45 DG 30 45 60 60 To / From Moseley MD570 seq 004</p> <p>46 50 * 46 51 * (46 54) * 46 65 (46 59) (46 68) *</p> <p>46 79 * 46 79 (46 77) 47 02 *</p> <p>UGS 70 UGF 90 DGF 90 DGS 70 KNAD 15 KNS KNWS 5 5 5</p> <p>Kings Norton On Track Plant Depot</p>			<div>TCB Birmingham ROC (SY) Kings Norton Workstation AC: Rugby ECR</div> <div>GSM-R</div> <p>Mileages in brackets refer to Camp Hill lines.</p> <p>ELR's: Camp Hill lines and Down Camp Hill to Down Gloucester Slow connecting line have ELR : SKN, see MD570 seq 004.</p> <p>Platform Lengths: Kings Norton Platform 1 - 150 metres (164 yards) Platform 4 - 150 metres (164 yards)</p> <p>O.O.U. - platforms Out Of Use.</p> <p>DG: Down Gloucester UG: Up Gloucester</p> <p>UCH - Up Camp Hill DCH - Down Camp Hill KNS - Kings Norton Sidings KNAD - Kings Norton Arrival and Departure KNWS - Kings Norton West Sidings</p> <p>NOTE: Only the following lines are electrified: Down Gloucester Slow and Up Gloucester Slow lines. Down Camp Hill line from Kings Norton Station Jn to Kings Norton Jn, including 30mph crossovers at Kings Norton Station Jn.</p>	
<b>KINGS NORTON</b>		46 50 * (46 54) *					
Kings Norton Jn		46 79 * (46 77)					
(End of diagram)		47 22					

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD306	006	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)		BAG2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Kings Norton West Jn		47 46			TCB Birmingham ROC (SY) Kings Norton Workstation AC: Rugby ECR 	
<b>NORTHFIELD</b>		48 12			Platform Lengths: Northfield Platform 1 - 190 metres (208 yards) Platform 4 - 190 metres (208 yards) O.O.U. - Out Of Use  NOTE: Only the following lines are electrified: Down Gloucester Slow and Up Gloucester Slow.	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	007	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	21/12/2024
Location		Mileage M    Ch	Running lines & speed restrictions		Signalling & Remarks
<div>LONGBRIDGE</div> <div>Longbridge Jn</div> <div>(Buffer stop on Longbridge Reversing Siding)</div>			<div><div>UGS</div><div>70</div><div>↑</div></div> <div><div>UGF</div><div>90</div><div>↑</div></div> <div><div>DGF</div><div>90</div><div>↓</div></div> <div><div>DGS</div><div>70</div><div>↓</div></div>		<div><div>TCB</div><div>Birmingham ROC (SY) Kings Norton Workstation AC: Rugby ECR</div></div> <div><div>UGS - Up Gloucester Slow</div><div>UGF - Up Gloucester Fast</div><div>DGF - Down Gloucester Fast</div><div>DGS - Down Gloucester Slow</div></div> <div><div>Platform Lengths: Longbridge</div><div>Platform 1 - 170 metres (186 yards)</div><div>Platform 2 - 150 metres (164 yards)</div></div> <div><div>UGS - Up Gloucester Slow</div><div>UGF - Up Gloucester Fast</div><div>DG - Down Gloucester</div><div>DGG - Down Gloucester Goods</div><div>LRS - Longbridge Reversing Siding</div></div> <div><div>NOTE: Only the following lines are electrified:</div><div>Down Gloucester Slow to Longbridge Jn. Down Gloucester from Longbridge Jn. Up Gloucester Fast to Longbridge Jn. Up Gloucester Slow from Longbridge Jn. Longbridge Reversing Siding.</div></div>
		49   03   *	<div><div>45</div><div>*</div><div>2</div></div>		
		49   12	<div><div>20</div><div>20</div></div>		
		49   21	<div><div>20</div><div>20</div><div>30</div><div>70</div></div>		
		49   38	<div><div>LRS</div><div>UP GLOUCESTER SLOW</div><div>UP GLOUCESTER FAST</div><div>DOWN GLOUCESTER</div><div>DOWN GLOUCESTER GOODS</div></div>		
49   42   *	<div><div>20</div><div>90</div><div>90</div><div>45</div><div>UGS</div><div>UGF</div><div>DG</div><div>DGG</div></div>				

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD306	008	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)		BAG2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Cofton Jn		50 34			<div>TCB Birmingham ROC (SY) Kings Norton Workstation AC: Rugby ECR</div> <div>GSM-R </div> <div>DGG - Down Gloucester Goods</div> <div>NOTE: Only the following lines are electrified: Down Gloucester and Up Gloucester Fast lines.</div>	
		50 60 *				



## LNW South Route Sectional Appendix Module LNW(S)2

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

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD306	010	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)			BAG2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		52 33				<div> <div>TCB</div> <div>Birmingham ROC (BA) Bromsgrove Workstation AC: Rugby ECR</div> <div>GSM-R</div> <div> </div> </div> <p>Axle Counter area.</p> <p>UG - Up Gloucester DG - Down Gloucester BDGL - Blackwell Down Goods Loop BEL - Blackwell Engine Lie-by</p> <p>NOTE: The following lines are not electrified: Blackwell Down Goods Loop Blackwell Engine Lie-by and associated Sand Drag</p> <p>BDGL - 557 metres (609 yards)</p> <p>SD - Sand Drag. DG - Down Gloucester</p>	
M42 Motorway Road bridge (43 metres / 47 yards)		52 34					
to		52 36					
Blackwell North Jn		52 57					
		53 00 *					
Blackwell South Jn		53 09					
Lickey Incline (Blackwell Summit)		53 24					
		53 40 *					
Burcott LC (FP)		53 60					
A448 Bromsgrove Bypass Road (Lord Henley's grade 2 listed bridge, to 39 metres, 43 yards)		54 42					
to		54 44					
(End of diagram)		55 12					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	011	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	21/12/2024
Location		Mileage M    Ch	Running lines & speed restrictions		Signalling & Remarks
<div>(Start of diagram)</div> <div>Lickey Incline (lowest point)</div> <div>Bromsgrove North Jn</div> <div><b>BROMSGROVE</b></div> <div>Limit of Electrification (All 4 Lines)</div> <div>Bromsgrove South Jn</div> <div>Buffer Stop on Up Broms. Neck</div> <div>(End of diagram)</div>		55   12			<div>TCB      Birmingham ROC (BA) Bromsgrove Workstation AC: Rugby ECR</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>Platform Lengths: Bromsgrove Platforms 1 -150 metres (164 yards) Platforms 2 -150 metres (164 yards) Platforms 3 -150 metres (164 yards) Platforms 4 -150 metres (164 yards) UBL - Up Bromsgrove Loop DBSL - Down Bromsgrove Station Loop UBN - Up Bromsgrove Neck DBL - Down Bromsgrove Loop  NOTE: The following lines are not electrified: Bromsgrove Tamper Siding Up Bromsgrove Neck Down Bromsgrove Loop</div>
		55   18   *			
		55   20			
		55   21   *			
		55   45			
		55   69			
		55   73   *			
		55   75			
		56   02   *			
		56   08			
56   10					

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route		Last Updated		
MD306	012	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)				BAG2	Central	21/12/2024		
Location		Mileage M      Ch		Running lines & speed restrictions			Signalling & Remarks			
(Start of diagram)		56	10				TCB      Birmingham ROC (BA) Bromsgrove Workstation			
Bromsgrove LC (FP)		56	33				Axle Counter area.			
		57	32				*			
End of Down Bromsgrove Loop		57	37							
Stoke Works Jn		57	43 (130 25)							
Boat LC (UWC)		57	71				T			
Dodderhill 22 LC (FP)		58	00				*			
		58	19							
Astwood Lane LC (FP)		58	64							
Webbs LC (FP)		58	78							
Worcester & Birmingham Canal		59	57							
(29 metres, 33 yards)		59	58							
(End of diagram)		60	40							
				UG      DG			Mileage in brackets refers to STO mileage (MD900)			


## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD306	013	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)			BAG2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		60 40	<div> <div>UG</div> <div>90</div> <div>HST</div> <div>100</div> </div> <div> <div>DG</div> <div>90</div> <div>HST</div> <div>100</div> </div>			<div> <div>TCB</div> <div>Birmingham ROC (BA)</div> <div>Bromsgrove Workstation</div> </div> <div>GSM-R</div>	
Himbleton 3 LC (FP)		61 47	<div> <div>UG</div> <div>DG</div> </div>			Axle Counter area.	
Dunhampstead LC (AHBC)		62 12	<div>T</div>				
Oddingley 7 LC (FP)		62 14					
Oddingley LC (MCB-OD)		62 60	<div>T</div>				
Evelench 1 LC (UWC)		63 54	<div>T</div>				
Tibberton 8 LC (FP)		63 54					
Evelench 2 LC (FP)		63 76					
Spetchley HABD		65 17	<div>UP GLOUCESTER</div> <div>DOWN GLOUCESTER</div>				
Bredicot 10 LC (FP)		65 56					
(End of diagram)		66 00	<div> <div>90</div> <div>HST</div> <div>100</div> <div>UG</div> </div> <div> <div>90</div> <div>HST</div> <div>100</div> <div>DG</div> </div>				

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD306	014	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)			BAG2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		66 00				TCB Birmingham ROC (BA) Bromsgrove Workstation	
Spetchley North Jn		66 12				GSM-R 	
Spetchley South Jn		66 45				Axle Counter area.  USGL - Up Spetchley Goods Loop USGL - 552 metres (604 yards)	
Ballast Hole (FP)		66 78					
<b>WORCESTERSHIRE PARKWAY</b>		68 13				Platform lengths: Worcestershire Parkway Platform 1: 265 metres (290 yards) Platform 2: 265 metres (290 yards)	
(Intersection Rail over Rail Bridge)		68 15					
Abbotwood North Jn		68 37					
		68 45 *				DAGL - Down Abbotwood Goods Loop  DAGL 512 metres (560 yards)	
Drake's Broughton 1 LC (FP)		68 50					
(End of diagram)		68 51					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD306	015	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)			BAG2	Central	21/12/2024
Location		Mileage M      Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		68   51	<div><div>To / from Norton Jn MD900 seq 001</div><div><div>UAC</div><div>DAC</div></div><div><div>UG</div><div>DG</div><div>DAGL</div></div><div><div>90</div><div>90</div><div>25</div></div><div><div>30</div><div>30</div><div>25</div></div><div><div>90</div><div>90</div><div>25</div></div><div><div>*</div><div>*</div></div><div><div>90</div><div>90</div></div><div><div>HST</div><div>HST</div></div><div><div>100</div><div>100</div></div><div><div>UP GLOUCESTER</div><div>DOWN GLOUCESTER</div></div><div><div>90</div><div>90</div></div><div><div>HST</div><div>HST</div></div><div><div>100</div><div>100</div></div><div><div>UG</div><div>DG</div></div></div>			<div><div>TCB</div><div>Birmingham ROC (BA) Bromsgrove Workstation</div></div> <div><div>GSM-R</div><div></div></div> <div>Axle Counter area.</div> <div>UAC - Up Abbotswood Curve DAC - Down Abbotswood Curve</div> <div>DAGL - Down Abbotswood Goods Loop</div> <div>DAGL 512 metres (560 yards)</div>	
Abbotswood Jn		68   61					
(Connection from Down Abbotswood Goods Loop)		68   73					
		69   10   *					
Wadborough LC (FP)		69   21					
Boyd's Crossing (UWC)		69   63	<div>T</div>				
Wadborough LC (AHBC)		70   03	<div>T</div>				
Pirton 18 LC (FP)		70   17					
Pirton 12 LC (FP)		70   39					
Pirton LC (AHBC)		70   51	<div>T</div>				
Pirton 21 LC (FP)		70   62					
River Avon Viaduct		73   57					
76 metres (83 yards)		73   61					
(End of diagram)		74   00					

## LNW South Route Sectional Appendix Module LNWS2

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



## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	017	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		75 26	<div> <div>UG</div> <div>90 HST 100</div> <div>▲</div> </div> <div> <div>DG</div> <div>90 HST 100</div> <div>▼</div> </div>		<div>TCB</div> <div>Birmingham ROC (BA) Bromsgrove Workstation</div> <div>GSM-R</div>
Nortonside LC (UWC) also known as Whites Farm		75 32	<div>T</div> <div> <div>UP GLOUCESTER</div> <div>DOWN GLOUCESTER</div> </div>		
Eckington WILD		75 46			<div>Axle Counter area</div> <div>Down : to 77m 34ch.</div> <div>Up : from 77m 32ch.</div>
Route Boundary / Sectional Appendix Boundary and Line name change		77 40	<div> <div>UP GLOUCESTER</div> <div>DOWN GLOUCESTER</div> </div> <div>CENTRAL ROUTE WESTERN ROUTE</div>		<div>Gloucester SB (G) Panel A</div>
Northway LC (AHBC)		78 76	<div>T</div> <div> <div>UP MAIN</div> <div>DOWN MAIN</div> </div> <div>25</div> <div>DL</div>		<div>Down Gloucester / Down Main from 77m 34ch</div> <div>Up Main / Up Gloucester to 77m 65ch.</div>
		79 20 *	<div> <div>90 HST 100</div> <div>▲</div> <div>100</div> <div>UM</div> </div> <div> <div>90 HST 100</div> <div>▼</div> <div>100</div> <div>DM</div> </div> <div> <div>25</div> <div>▼</div> <div>25</div> <div>DL</div> </div> <div>To / from Ashchurch GW401 seq 001</div>		<div>DL Down Loop 448m, 490 yards (PF)</div>

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD310	001	Barnt Green Jn to Redditch			BEA	Central	29/06/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Barnt Green Jn		51 58				TCB West Midlands S.C. (SY) Kings Norton Workstation AC: Rugby ECR	
<b>BARNT GREEN</b>		51 67				Platform lengths: Barnt Green Platform 3: 151 metres (165 yards) Platform 4: 187 metres (205 yards) DR: Down Redditch UR: Up Redditch RS: Redditch Single Entire Line of Route electrified from Barnt Green Jn to Redditch	
Barnt Green Single Line Jn		52 11 *					
M42 Motorway Overbridge 38 metres (42 yards)		from 52 60 to 52 62					
Birmingham & Worcester Canal (28 metres / 31 yards)		from 53 03 to 53 04					
(End of diagram)		53 20				Axle Counter area: from 52m 62ch to end of the line at Redditch. <div>(BB)</div> Change of prefix only from aprox 52m 64ch.	

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD320	001	Proof House Jn to Bushbury Jn (via Bescot)		PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Proof House Jn		- 0 11			<div>TCB</div> <div>Birmingham ROC (PA) Proof House Workstation AC: Rugby ECR</div> <div>GSM-R</div> <div>Mileage in brackets is RBS1 mileage.</div>	
Start / end of Lawley Street Viaduct 595 metres (653 yards)		- 0 03				
(Facing crossover)		0 00				
Curzon Street Jn		112 07				
		0 02				
		0 05 *				
		0 06 *				
		0 09 *				
(End of diagram)		0 15				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD320	002	Proof House Jn to Bushbury Jn (via Bescot)			PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		0 15				TCB Birmingham ROC (PA) Proof House Workstation AC: Rugby ECR	
Start / end of Lawley Street Viaduct 595 metres (651 yards)		0 27					
Vauxhall Jn		0 29 *					
		0 30					
(End of diagram)		0 35					



## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD320	003	Proof House Jn to Bushbury Jn (via Bescot)		PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		0 35			<div> <div>TCB</div> <div>Birmingham ROC (PA) Proof House Workstation AC: Rugby ECR</div> <div>GSM-R</div> </div> <p>Platform lengths: Duddeston Platform 1: 147 metres (161 yards) Platform 2: 152 metres (166 yards)</p> <p>Axle Counter area Down direction : from 0m 75ch Up direction : to 0m 66ch</p> <p>Vauxhall Goods lines out of use and disconnected from the Main lines, but <b>LIVE OLE</b> remains in situ above each line.</p>	
Aston SB		0 37 *				
<b>DUDESTON</b>		0 53				
		0 65 *				
		0 71 *				
Aston OHNS		1 37				
		1 46 *				
(End of diagram)		1 56				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD320	004	Proof House Jn to Bushbury Jn (via Bescot)			PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		1 56	<p>To / from Stechford MD315 seq 002</p> <p>To / from Lichfield MD340 seq 001</p> <p>UP GRAND JUNCTION</p>			<div> <div>TCB</div> <div>Birmingham ROC (SB) Proof House Workstation AC: Rugby ECR</div> <div>GSM-R</div> </div> <p>Axle Counter area.</p> <p>DV - Down Vauxhall UV - Up Vauxhall DGJ - Down Grand Junction UGJ - Up Grand Junction</p> <p>Mileage in brackets ( ) is MD315 mileage.</p> <p>Platform Lengths: Aston Platform 1 - 147 metres (160 yards) Platform 2 - 145 metres (158 yards)</p> <p>Down direction trains can turnback in Platform 1 at Aston.</p> <p>US - Up Sutton DS - Down Sutton</p> <div> <div>Birmingham ROC (SB) Stour Valley Workstation</div> <p>Down Grand Junction from 2m 23ch Up Grand Junction to 2m 42ch.</p> <p>Platform Lengths: Witton Platform 1 - 135 metres (147 yards) Platform 2 - 138 metres (150 yards)</p> </div>	
Aston South Jn		(2 61)					
Aston Viaduct		1 60					
70 metres (77 yards)		1 64					
		1 67 *					
<b>ASTON</b>		1 68					
Aston North Jn		1 73					
		1 78 *					
A38(M) Aston Expressway (PBJ)		2 06					
28 metres (31 yards)		2 07					
<b>WITTON</b>		2 45					
(End of diagram)		3 26					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD320	005	Proof House Jn to Bushbury Jn (via Bescot)			PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		3 26 3 27 *				<div>TCB</div> <div>Birmingham ROC (SB) Stour Valley Workstation AC: Rugby ECR</div> <div>GSM-R</div>	
A34 Vehicular Road & station building 60 metres (66 yards)		3 27				Axle Counter area.	
to		3 30 3 33				Platform Lengths: Perry Barr Platform 1 - 130 metres (142 yards) Platform 2 - 91 metres (100 yards) Up direction trains can turn back in Platform 1 at Perry Barr.	
<b>PERRY BARR</b>		3 39 *				Mileage in brackets is MD335 mileage.	
Perry Barr South Jn		3 44 (0 00)				UPB - Up Perry Barr DPB - Down Perry Barr D.S. - Down Soho	
(end of Perry Barr lines parallel to Grand Jn lines)		3 60 (0 16)				UPB - Up Perry Barr DPB - Down Perry Barr D.S. - Down Soho	
Perry Barr North Jn		4 10				DPBGL - Down Perry Barr Goods Loop 448 metres (489 yards)	
(End of diagram)		4 15					

## LNW South Route Sectional Appendix Module LNW(S)2


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	006	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	16/11/2024
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		4    15			<div><div>TCB</div><div>Birmingham ROC (SB) Stour Valley Workstation AC: Rugby ECR</div></div> <div>DPBGL - Down Perry Barr Goods Loop 448 metres (489 yards)</div> <div>Axle Counter area Down direction : to 4m 68ch Up direction : from 4m 60ch</div> <div><div>Birmingham ROC (SB) Bescot Workstation</div><div>From aprox. 4m 76ch. Platform Lengths: Hamstead Platform 1 - 128 metres (140 yards) Platform 2 - 105 metres (115 yards)</div></div> <div>Note M5 overbridges 20A and 20B, Hamstead side, are smaller and are not shown.</div> <div>For Explanation of Table A terms and symbols, see MD0001 seq 001</div>
Perry Barr OHNS (DGJ and DPBGL)		4    17			
Perry Barr OHNS (UGJ)		4    22			
(Exit from DPBGL)		4    38			
River Tame underbridge (bridge15) from		4    38			
(32 metres / 35 yards) to		4    40			
<b>HAMSTEAD</b>		4    76			
River Tame (bridge18) from		6    17			
(34 metres / 37 yards) to		6    19			
River Tame (bridge 20) from		6    57			
(30 metres / 33 yards) to		6    59			
M5 Motorway overbridge(s) from		6    70			
(bridge 20C) 62 metres (68 yards) to		6    73			
Charlemont Road LC (R/G-X)		6    74			
(End of diagram)		6    78			



## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD320	007	Proof House Jn to Bushbury Jn (via Bescot)		PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		6 78			GSM-R TCB Birmingham ROC (SB) Bescot Workstation AC: Rugby ECR	
River Tame (bridge 21) (37 metres / 40 yards)		from 7 01 to 7 03			For Explanation of Table A terms and symbols, see MD0001 seq 001	
Tame Valley Canal (Aqueduct) Bridge 22A - 19 metres (21 yards)		from 7 42 to 7 43				
<b>TAME BRIDGE PARKWAY</b>		7 48				
Newton Jn		7 59	Platform Lengths: Tame Bridge Parkway Platform 1 - 101 metres (110 yards) Platform 2 - 101 metres (110 yards)		UBGL - Up Bescot Goods Loop DBGL - Down Bescot Goods Loop	
(End of diagram)		7 63			Permissive working - PF authorised on UBGL and DBGL	

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD320	008	Proof House Jn to Bushbury Jn (via Bescot)			PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		7 63				TCB Birmingham ROC (SB) Bescot Workstation AC: Rugby ECR 	
		7 67 *				UBGL - Up Bescot Goods Loop DBGL - Down Bescot Goods Loop  Permissive working - PF authorised on UBGL and DBGL  <b>For Explanation of Table A terms and symbols,</b> see MD0001 seq 001	
Bescot Middle Jn		8 25				DLSN - Down Local Shunting Neck	
(End of diagram)		8 27					

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD320	009	Proof House Jn to Bushbury Jn (via Bescot)			PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		8 27				TCB Birmingham ROC (SB) Bescot Workstation AC: Rugby ECR	
(Buffer stop on New Ballast Siding)		8 31				GSM-R 	
		8 40 *				UBGL - Up Bescot Goods Loop UGJ - Up Grand Junction DBGL - Down Bescot Goods Loop DLSN - Down Local Shunting Neck  Permissive working - PF authorised on UBGL and DBGL	
<b>BESCOT STADIUM</b>		8 47				Platform Lengths: Bescot Stadium Platform 1 - 86 metres (94 yards) Platform 2 - 86 metres (94 yards)	
Bescot Jn		8 50				UW - Up Walsall DW - Down Walsall	
		8 52 *					
		8 56 *				<b>For Explanation of Table A terms and symbols,</b> see MD0001 seq 001	
River Tame (bridge 25) (44 metres / 48 yards)		from 8 64					
		to 8 66					
		8 66 *					
(End of diagram)		8 75					

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD320	010	Proof House Jn to Bushbury Jn (via Bescot)			PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		8 75				TCB Birmingham ROC (SB) Bescot Workstation AC: Rugby ECR	
Former South Staffordshire line from Bridge 26 - 10 metres (11 yards) to		9 00				<p>DD - Down Darlaston UD - Up Darlaston DGJ - Down Grand Junction UGJ - Up Grand Junction</p> <p>Platform lengths: Darlaston Platform 1: UNDER CONSTRUCTION Platform 2: UNDER CONSTRUCTION</p> <p><b>For Explanation of Table A terms and symbols,</b> see MD0001 seq 001</p> <p>Birmingham ROC (SB) Wolverhampton Workstation</p> <p>Down Grand Junction from 11m 26ch Up Grand Junction to 11m 44ch.</p> <p>Axle Counter area: Down: from 11m 50ch Up: to 11m 32ch.</p>	
River Tame (Bridge 27B) from 45 metres (49 yards) to		9 46					
Darlaston Jn		9 65					
DARLASTON (UNDER CONSTRUCTION)		10 10					
Walsall Canal (Aqueduct) from Bridge 31 - 15 metres (16 yards) to		10 23					
Black country route road (A454) from Bridge 34B - 40 metres (45 yards) to		10 65					
(End of diagram)		11 50					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	011	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		11 50			<div> <div> TCB Birmingham ROC (SB) Wolverhampton Workstation AC: Rugby ECR </div> <div> GSM-R  </div> </div> <p>Axle Counter area.</p> <p>Platform lengths: Willenhall Platform 1: UNDER CONSTRUCTION Platform 2: UNDER CONSTRUCTION</p> <p><b>For Explanation of Table A terms and symbols,</b> see MD0001 seq 001</p> <p>DHT - Down Heath Town UHT - Up Heath Town</p>
WILLENHALL (UNDER CONSTRUCTION)		11 55			
Willenhall OHNS		12 22			
Portobello Jn LC (CCTV) (Noose Lane)		12 47			
Portobello Jn		12 62 *			
(End of diagram)		13 00			

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD320	012	Proof House Jn to Bushbury Jn (via Bescot)			PBJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		13 00				<div>TCB Birmingham ROC (SB) Wolverhampton Workstation AC: Rugby ECR</div> <div>GSM-R</div> <div>Axle Counter area.</div> <div>For Explanation of Table A terms and symbols, see MD0001 seq 001</div> <div>UOC - Up Oxley Chord DOC - Down Oxley Chord</div> <div>UST - Up Stour DST - Down Stour DP - Down Penkridge</div> <div>Mileage in brackets ( ) is MD301, RBS2 mileage.</div>	
Wednesfield Heath Tunnel (164 metres/ 179 yards)		from 13 65 to 13 73					
Fowlers Park LC (FP)		14 63					
(Start of Oxley Chord lines parallel to Grand Junction lines)		15 12					
Bushbury (Oxley) Jn		15 20 * 15 23 *					
Bushbury Jn		15 32 (14 42)					

LNW South Route Sectional Appendix Module LNW(S)2

This page is intentionally blank

## LNW South Route Sectional Appendix Module LNW(S)2

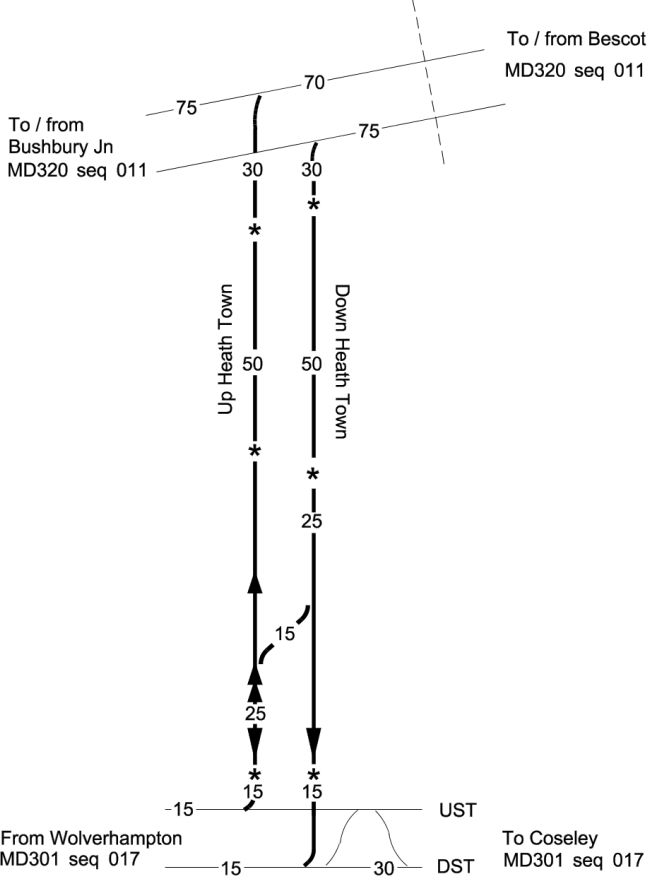
LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD345	001	Bescot Jn to Rugeley North Jn (Excl.)			BJW1	Central	16/11/2024
Location		Mileage M      Ch		Running lines & speed restrictions		Signalling & Remarks	
Bescot Jn Change of mileage		8   50		<div><div>To / from Bescot Stadium MD320 seq 009</div><div>To Bescot MD320 seq 009</div><div>To / from Penkridge MD320 seq 009</div><div>UP WALSALL</div><div>DOWN WALSALL</div><div>45 UW</div><div>45 DW</div></div>			
		0   00					
		0   06   *					
		0   11   *					
		(Crossover)					
Bescot OHNS		0   20		<div><div>TCB</div><div>Birmingham ROC (BP) Bescot Workstation AC: Rugby ECR</div><div>GSM-R</div><div><div></div></div></div> <div><div>AC: Crewe ECR</div><div>From 0m 20ch</div></div>			



## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD360	001	Walsall, Pleck Jn to Darlaston Jn		WDJ	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Walsall Pleck Jn		5 42			<div>TCB Birmingham ROC (PD) Walsall Workstation AC: Crewe ECR</div> <div>GSM-R</div>	
Change of mileage		5 45			<div>Birmingham ROC (PD) Bescot Workstation AC: Rugby ECR</div>	
		1 16				
		1 13 *				
		1 10 *				
Darlaston Jn OHNS		1 02				
		0 21 *				
Darlaston Jn		0 15				
Change of mileage		9 65				


## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD365	001	Portobello Jn to Wolverhampton Crane Street Jn		PJW	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Portobello Jn LC (CCTV) (Noose Lane)		(12 47)			<div>TCB Birmingham ROC (PC) Wolverhampton Workstation AC: Rugby ECR</div> <div>GSM-R</div>	
Portobello Jn		0 00 (12 64) 0 02 * 0 04 *			<p>Note Noose Lane LC is approximately 0m 17ch from Portobello Jn.</p> <p>Axle Counter area</p>	
		1 01 * 1 05 *				
		1 52 *				
Wolverhampton Crane Street Jn		1 59 (12 60)			<p>UST = Up Stour DST = Down Stour</p>	

## LNW South Route Sectional Appendix Module LNW(S)2

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


## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD401	006	Heyford to Bordesley Jn			DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		87 40	<div> <div>UCV</div> <div>90</div> <div>DCV</div> <div>90</div> <div>RN</div> <div>5</div> <div>RN</div> </div>			<div> <div>TCB</div> <div>Birmingham ROC (OL)</div> <div>Cherwell Valley Workstation</div> </div> <div> <div>GSM-R</div> <div></div> </div>	
(Buffer stop on Reservoir Neck)		87 45					
M40 Motorway overbridge 49 metres (54 yards)	from	87 68					
	to	87 70					
Little Bourton LC (UWC)		88 40	T				
Jefferies LC (UWC)		88 58	T				
Whites LC (UWC)		88 73	T				
Little Mill No.1 LC (FP)		89 11					
Cannon LC (FP)		89 29					
Cropredy HABD		89 79					
			<div> <div>UP CHERWELL VALLEY</div> <div>DOWN CHERWELL VALLEY</div> </div>				
Clattercote Farm LC (FP)		91 61					
Claydon LC (FP)		92 24					
(End of diagram)		93 00	<div> <div>90</div> <div>UCV</div> <div>90</div> <div>DCV</div> </div>				

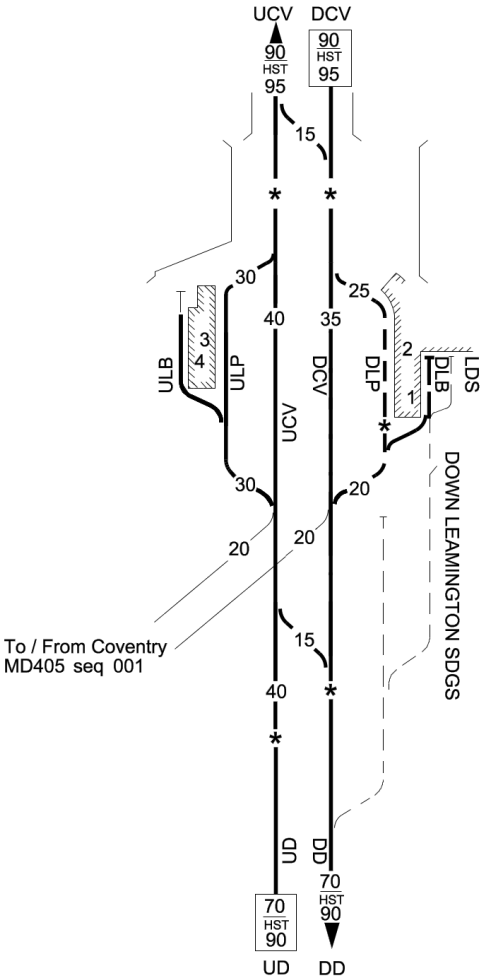
## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD401	007	Heyford to Bordesley Jn			DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		93 00				<div>TCB Birmingham ROC (OL) Cherwell Valley Workstation</div> <div>GSM-R</div> <div>UCV: Up Cherwell Valley DCV: Down Cherwell Valley</div> <div>DFCGL : Down Fenny Compton Goods Loop Up and Down directions: 814 metres / 890 yards (between signals OL7153 and OL7150) Up and Down directions: 615 metres / 673 yards (between signals OL1191 and OL7150)</div> <div>KS1: Kineton Siding 1 KS2: Kineton Siding 2 KS3: Kineton Siding 3</div> <div>Kineton Sidings have ELR SJT1.</div> <div>UFCGL : Up Fenny Compton Goods Loop 461 metres (504 yards)</div>	
Wormleighton LC ( UWC)		93 37					
(Trailing crossover)		94 19					
Fenny Compton South Jn		94 20					
(Facing connection)		94 23					
		94 29 *					
Kineton Jn		94 60					
(Buffer stop on DFCGL)		94 75					
Fenny Compton Middle Jn		94 77					
(Facing crossover)		95 02					
Fenny Compton North Jn		95 27					
(End of diagram)		95 40					


## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	008	Heyford to Bordesley Jn	DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		95 40	<div> <div>UCV</div> <div>90</div> <div>75</div> <div>75</div> <div>90</div> <div>HST</div> <div>95</div> </div> <div> <div>DCV</div> <div>90</div> <div>75</div> <div>75</div> <div>90</div> <div>HST</div> <div>95</div> </div>		<div> <div>TCB</div> <div>Birmingham ROC (OL)</div> <div>Cherwell Valley Workstation</div> </div> <div> <div>UCV: Up Cherwell Valley</div> <div>DCV: Down Cherwell Valley</div> </div> <div> <div>GSM-R</div> <div></div> </div>
		96 00 *			
		97 17 *			
		97 20 *			
Bishop's Itchington LC (FP)		98 38	<div> <div>UP CHERWELL VALLEY</div> <div>15</div> <div>DOWN CHERWELL VALLEY</div> </div>		
Harbury Tunnel from		100 49			
64 metres (70 yards) to		100 52			
Emergency crossover		105 30			
Neilson Street Viaduct from		105 53			
15 spans 174 metres (190 yards)					
		105 62			
Cummings Street Viaduct to		105 62			
6 spans 87 metres (95 yards)					
(End of diagram)		105 63	<div> <div>90</div> <div>HST</div> <div>95</div> <div>UCV</div> </div> <div> <div>90</div> <div>HST</div> <div>95</div> <div>DCV</div> </div>		<div>(LN)</div> <div>Change of prefix only :</div> <div>DCV : from 105m 50ch</div> <div>UCV : to 105m 61ch</div>
Viaducts #129 130 continues on Seq 009					

## LNW South Route Sectional Appendix Module LNW(S)2

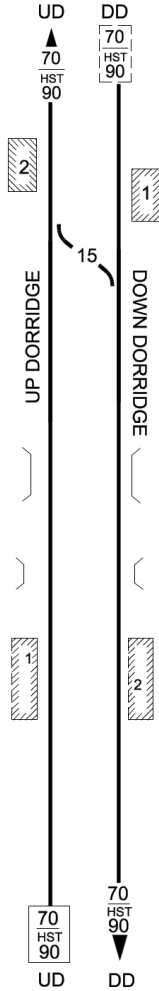

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD401	009	Heyford to Bordesley Jn			DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram) Cummings St viaduct		105 63				<div>TCB Birmingham ROC (LN) Cherwell Valley Workstation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

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD401	010	Heyford to Bordesley Jn			DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		106 43	<div> <div>UD</div> <div>70 HST 90</div> <div>UP DORRIDGE</div> </div> <div>DD</div> <div>70 HST 90</div> <div>DOWN DORRIDGE</div>			<div>TCB</div> <div>Birmingham ROC (LN)</div> <div>Cherwell Valley Workstation</div> <div>GSM-R</div> <div></div>	
Sewerage Lane and Princes Drive underbridges 140 & 140A (24 metres / 26 yards)		from 106 43 to 106 44					
Warwick and Napton Canal Grand Union canal underbridge 142 (16 metres / 17 yards)		from 106 73 to 106 74					
River Avon Viaduct 5 span viaduct number 144 (66 metres / 72 yards)		from 107 15 to 107 18				<div>(LJ)</div> <div>North Warwick Workstation</div> <div>Down Dorridge: from 106m 65ch</div> <div>Up Dorridge: to 107m 28ch</div>	
Warwick Flood arches (3 span) viaduct number 145 (22 metres / 24 yards)		from 107 24 to 107 25					
Emscote Road (Warwick) underbridge number 146 (43 metres / 47 yards) (End of diagram)		from 107 43 to 107 45 107 46	<div>70 HST 90</div> <div>UD</div> <div>70 HST 90</div> <div>DD</div>			<div>Axle Counter area -</div> <div>Down line: from 107m 20ch</div> <div>Up line: to 107m 10ch.</div>	




## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD401	011	Heyford to Bordesley Jn			DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		107 46				<div> <div>TCB</div> <div>Birmingham ROC (LJ)</div> <div>North Warwick Workstation</div> </div> <div>GSM-R</div> <div>  </div> <p>Axle Counter area.</p> <p>Platform lengths: Warwick Platform 1 - 189 metres (207 yards) Platform 2 - 186 metres (203 yards)</p> <p>Exceptional Rail Head conditions: Down and Up Dorridge lines between 107m 60ch and 109m 70ch</p> <p>Platform lengths: Warwick Parkway Platform 1 - 216 metres (236 yards) Platform 2 - 216 metres (236 yards)</p> <p>Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.</p>	
<b>WARWICK</b>		108 02					
(Trailing Crossover)		108 15					
Saltisford Road A425 (Warwick) from		108 53					
& canal underbridge numbers 155-157							
(53 metres / 58 yards) to		108 56					
A46 Road bridge from		109 19					
underbridge number 159A to		109 20					
(34 metres / 37 yards)							
<b>WARWICK PARKWAY</b>		109 26					
(End of diagram)		110 40					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	012	Heyford to Bordesley Jn	DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		110 40			<div> <div>TCB</div> <div>Birmingham ROC (LJ)</div> <div>North Warwick Workstation</div> </div> <div> <div>UD: Up Dorridge</div> <div>DD: Down Dorridge</div> </div> <div> <div>Axle Counter area</div> </div> <div> <div>DHGL - Down Hatton Goods Loop</div> <div>1217 metres (1331 yards)</div> </div> <div> <div>D&amp;UHPL - Down &amp; Up Hatton Platform Line</div> <div>Down direction - 207 metres (226 yards)</div> <div>Up direction - 159 metres (174 yards)</div> </div> <div> <div>Platform lengths: Hatton</div> <div>Platform 1 - 130 metres (142 yards)</div> <div>Platform 2 - 132 metres (144 yards)</div> <div>Platform 3 - 134 metres (147 yards)</div> </div> <div> <div>Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.</div> </div> <div> <div>Exceptional Rail Head conditions:</div> <div>Down Dorridge between 116m 00ch and 116m 40ch</div> <div>Up Dorridge between 116m 60ch and 116m 00ch</div> </div>
Budbrooke Jn		111 02 111 51 * 111 56 *			
<b>HATTON</b>					
Hatton Station Jn		112 14 112 18			
Hatton North Jn		112 57 112 61 * 112 62 *			
(End of diagram)		113 00			

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD401	013	Heyford to Bordesley Jn			DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		113 00	<div> <div>UD</div> <div>75 HST 100</div> <div>UP DORRIDGE</div> <div>1</div> <div>75 HST 100</div> <div>UD</div> </div> <div> <div>DD</div> <div>75 HST 100</div> <div>DOWN DORRIDGE</div> <div>2</div> <div>75 HST 100</div> <div>DD</div> </div>			<div> <div>TCB</div> <div>Birmingham ROC (LJ)</div> <div>North Warwick Workstation</div> </div> <div> <div>GSM-R</div> <div></div> </div> <p>Axle Counter area.</p> <p>Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.</p> <p>Exceptional Rail Head conditions: Down Dorridge between 116m 00ch and 116m 40ch Up Dorridge between 116m 60ch and 116m 00ch</p> <p>Platform lengths: Lapworth Platform 1 - 120 metres (131 yards) Platform 2 - 184 metres (201 yards)</p>	
Stratford-upon-Avon canal arm. Numbers 177B & 178 (23 metres / 25 yards)		from 115 72 to 115 73	<div> <div>UD</div> <div>75 HST 100</div> <div>UP DORRIDGE</div> <div>1</div> <div>75 HST 100</div> <div>UD</div> </div> <div> <div>DD</div> <div>75 HST 100</div> <div>DOWN DORRIDGE</div> <div>2</div> <div>75 HST 100</div> <div>DD</div> </div>				
<b>LAPWORTH</b>		116 31	<div> <div>UD</div> <div>75 HST 100</div> <div>UP DORRIDGE</div> <div>1</div> <div>75 HST 100</div> <div>UD</div> </div> <div> <div>DD</div> <div>75 HST 100</div> <div>DOWN DORRIDGE</div> <div>2</div> <div>75 HST 100</div> <div>DD</div> </div>				
(End of diagram)		118 00	<div> <div>UD</div> <div>75 HST 100</div> <div>UP DORRIDGE</div> <div>1</div> <div>75 HST 100</div> <div>UD</div> </div> <div> <div>DD</div> <div>75 HST 100</div> <div>DOWN DORRIDGE</div> <div>2</div> <div>75 HST 100</div> <div>DD</div> </div>				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	014	Heyford to Bordesley Jn	DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		118 00			<div style="border: 1px solid black; padding: 5px;">TCB      Birmingham ROC (LJ) North Warwick Workstation</div> <div style="text-align: right;"></div> <p>UD: Up Dorridge DD: Down Dorridge</p> <p>Axle Counter area</p> <p>Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.</p> <p>Platform lengths: Dorridge Platform 1 - 188 metres (206 yards) Platform 2 - 188 metres (206 yards) Platform 3 - 183 metres (200 yards)</p> <p>U&amp;DDGL: Up &amp; Down Dorridge Goods Loop Up direction: 810 metres (886 yards) Down direction: 852 metres (932 yards)</p> <p>U&amp;DDPL: Up &amp; Down Dorridge Passenger Loop Up direction: 810 metres (886 yards) Down direction: 852 metres (932 yards)</p> <p>UDPL: Up Dorridge Passenger Loop 525 metres (574 yards)</p> <p>Exceptional Rail Head conditions: Down Dorridge between 117m 00ch and 120m 00ch Up Dorridge between 120m 00ch and 118m 00ch</p> <p>Platform lengths: Widney Manor Platform 1 - 143 metres (156 yards) Platform 2 - 142 metres (155 yards)</p>
Dorridge South Jn		118 53			
<b>DORRIDGE</b>		118 75			
Dorridge North Jn		119 38			
Bentley Heath LC (CCTV)		119 43			
M42 Motorway underbridge number 193A (47 metres / 51 yards)	from to	120 44 120 45			
<b>WIDNEY MANOR</b>		120 66			
(End of diagram)		121 00			

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD401	015	Heyford to Bordesley Jn			DCL	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		121 00				<div>TCB Birmingham ROC (LJ) Snow Hill Workstation</div> <div>Axle Counter area</div> <div>UD: Up Dorridge DD: Down Dorridge</div> <div>Platform lengths: Solihull Platform 1 - 186 metres (203 yards) Platform 2 - 186 metres (203 yards)</div> <div>Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.</div> <div>Platform lengths: Olton Platform 1 - 203 metres (222 yards) Platform 2 - 205 metres (224 yards)</div> <div>Platform lengths: Acocks Green Platform 1 - 152 metres (166 yards) Platform 2 - 153 metres (167 yards)</div>	<div>GSM-R</div>
<b>SOLIHULL</b>		122 00 *					
		122 25					
<b>OLTON</b>		124 11					
		125 00 *					
<b>ACOCKS GREEN</b>		125 08					
(End of diagram)		125 45					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
MD401	016	Heyford to Bordesley Jn			DCL	BCV	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
(Start of diagram)		125 45				<div> <div>TCB</div> <div>Birmingham ROC (LJ) Snow Hill Workstation</div> </div> <div>GSM-R</div> <p>Dorridge, Bordesley and Snow Hill lines controlled by Birmingham ROC</p> <p>UTS, DTS, Carriage Sidings and Wash Road controlled by Tyseley No.1 SB (TY1). 'No Block' signalling applies on UTS and DTS.</p> <p>Axle counter area on Dorridge, Bordesley and Snow Hill lines only.</p> <p>Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.</p> <p>UD: Up Dorridge. DD: Down Dorridge. U&amp;DTC: Up &amp; Down Tyseley Chord. DNW: Down North Warwick. UNW: Up North Warwick. WR: Wash Road. UTS: Tyseley Up Through Siding. DTS: Tyseley Down Through Siding. TCN: Tyseley Carriage Neck. CS: Carriage Sidings 1 - 12. FR: Fuel Roads 13 - 15. OD Sdg: Oil Discharge Siding.</p> <p>Platform lengths: Tyseley Platform 1 - 152 metres (166 yards) Platform 2 - 152 metres (166 yards) Platform 3 - 152 metres (166 yards) Platform 4 - 152 metres (166 yards)</p> <p>ELRs: DCL applies to all lines and sidings on this diagram except for Up Bordesley to 125m 73ch and Down Bordesley from 125m 73ch - ELR: BCV.</p> <p>AWS and TPWS not provided on Tyseley Up Through Siding and Tyseley Down Through Siding.</p>		
(Trailing Crossover)		125 50						
		125 53 *						
		125 60 *						
Tyseley South Jn (Change of ELR - see Remarks)		125 73						
		125 74 *						
		126 00 *						
<b>TYSELEY</b>		126 05						
(End of diagram)		126 20						

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
MD401	017	Heyford to Bordesley Jn			DCL	BCV	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
(Start of diagram)		126 20				<div>TCB</div> <div>Birmingham ROC (LJ) Snow Hill Workstation</div> <div>GSM-R</div> <div>Bordesley and Snow Hill lines controlled by Birmingham ROC</div> <div>UTS, DTS, Carriage Sidings, Wash Road, No.1 Engine Line and No.2 Engine Line controlled by Tyseley No.1 SB (TY1). 'No Block' signalling applies on UTS and DTS.</div> <div>Axle counter area on Bordesley and Snow Hill lines only.</div> <div>GSM-R not provided at Tyseley No.1 SB.</div> <div>① Birmingham Railway Museum sidings.</div> <div>② Tyseley Diesel Depot sidings.</div> <div>TUSAD: Tyseley Up Sidings Arrival / Departure.</div> <div>UTS: Tyseley Up Through Siding.</div> <div>DTS: Tyseley Down Through Siding.</div> <div>CS: Carriage Sidings 1 - 12.</div> <div>FR: Fuel Roads 13 - 15.</div> <div>No.1 EL: No.1 Engine Line.</div> <div>No.2 EL: No.2 Engine Line.</div> <div>AWS and TPWS not provided for signals controlled from Tyseley No.1 SB.</div> <div>ELRs: BCV applies to the Down Bordesley and Up Bordesley lines and TUSAD. DCL applies to the Up Snow Hill and Down Snow Hill lines and all other sidings on this diagram.</div>		
Tyseley North Jn		126 23						
Tyseley No.1 SB		126 40						
		126 47 *						
		126 52 *						
(End of diagram)		126 54						

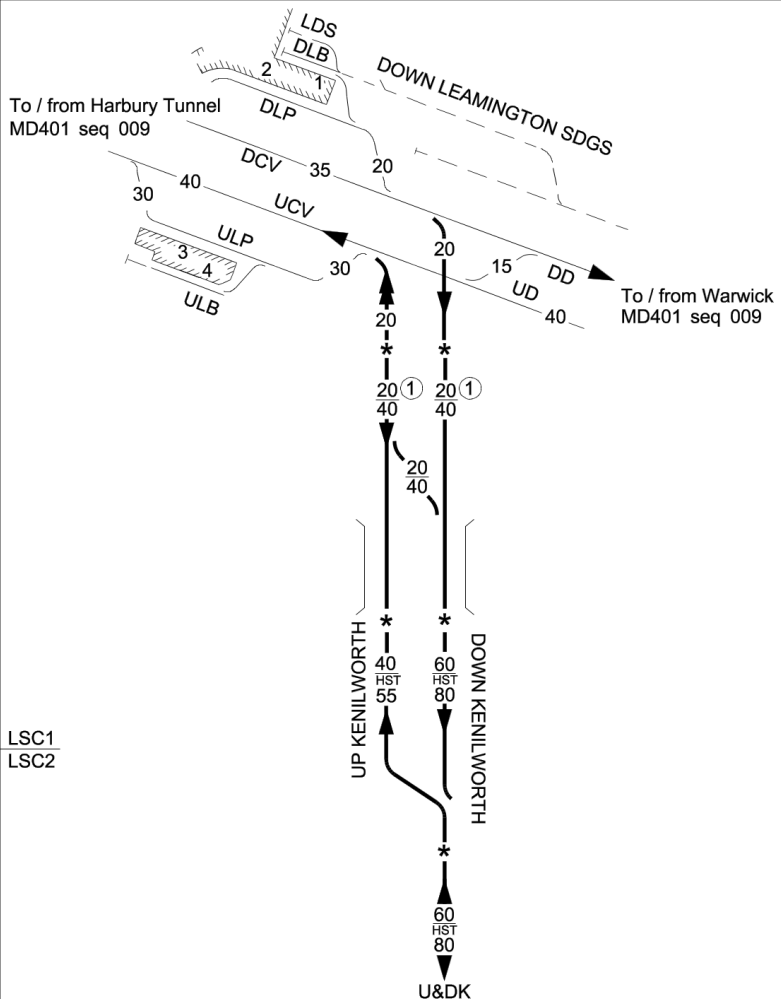
LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD401	018	Heyford to Bordesley Jn	DCL	BCV	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
(Start of diagram)	126	54				<div style="border: 1px solid black; padding: 5px;">TCB      Birmingham ROC (LJ) Snow Hill Workstation</div> <div style="text-align: right;"></div> <p>ELRs: DCL applies to the Up Snow Hill and Down Snow Hill lines on this diagram. BCV applies to the Down Bordesley and Up Bordesley lines.</p> <p>Axle counter area Bordesley lines, Snow Hill lines and all goods lines.</p> <p>UTS: Tyseley Up Through Siding. DTS: Tyseley Down Through Siding.</p> <p>DBGL: Down Bordesley Goods Loop. UBGL: Up Bordesley Goods Loop. SHG: Up &amp; Down Small Heath Goods.</p> <p>Small Heath station platforms 1 and 2: Out Of Use.</p> <p><b>For details of the Snow Hill lines and Up &amp; Down Small Heath Goods line and sidings, see:</b> MD435 seq 001</p> <p>SHTS: Small Heath Terminal Siding</p> <p>UBGL: 1102 metres (1205 yards). DBGL: 558 metres (610 yards).</p> <p>PF authorised on UBGL and DBGL.</p> <p>TPWS not provided on Up Bordesley Goods Loop and Down Bordesley Goods Loop.</p>
Small Heath South Jn	126	59				
<b>SMALL HEATH</b>	127	04				
Small Heath North Jn	127	14				
Connection to DBGL	127	21				
(End of diagram)	127	35				



## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD401	019	Heyford to Bordesley Jn			BCV	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		127 35				TCB Birmingham ROC (LJ) Snow Hill Workstation	
Bordesley Aggregates Terminal		127 46				<b>For details of the Snow Hill lines and Up &amp; Down Small Heath Goods line and sidings, see:</b> MD435 seq 001	
Bordesley South Jn		127 54 *				GSM-R	
		127 57				UBGL: 1102 metres (1205 yards). DBGL: 558 metres (610 yards). PF authorised on UBGL and DBGL. TPWS not provided on Up Bordesley Goods Loop and Down Bordesley Goods Loop.	
		127 60 *				Birmingham ROC (LJ) Washwood Heath Workstation	
Bordesley Jn		128 11 (41 44)	To / from Kings Norton. MD570 seq 002  To / from St Andrews Jn. MD570 seq 002			Axle Counter area: Down Bordesley: to 127m 75ch. Up Bordesley: from 127m 68ch.  DBGL: Down Bordesley Goods Loop. UBGL: Up Bordesley Goods Loop. SHG: Up & Down Small Heath Goods.	

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated			
MD405	001	Leamington Spa North Jn to Coventry South Jn			LSC1	LSC2	Central	11/01/2025			
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks					
<b>LEAMINGTON SPA</b>		106 07				<div><div>TCB Birmingham ROC (LN) Cherwell Valley Workstation</div><div>GSM-R</div><div>           UCV: Up Cherwell Valley            DCV: Down Cherwell Valley            ULB: Up Leamington Bay            ULP: Up Leamington Platform            DLB: Down Leamington Bay            DLP: Down Leamington Platform            LDS: Leamington Depot Siding            DD: Down Dorridge            UD: Up Dorridge         </div><div>           ① 20mph max, all trains except passenger (loaded or empty), postal, newspaper and parcel trains composed entirely of bogie vehicles.         </div><div>U&amp;DK: Up &amp; Down Kenilworth</div></div>					
Leamington Spa North Jn		106 25									
		106 30 *									
Foundry Wood Jn		106 39									
Milverton Viaduct 220 metres (241 yards)		from 106 44									
		to 106 55									
		106 56 *									
Change of mileage & ELR		107 06	LSC1								
		0 00	LSC2								
Milverton Jn		0 10									
(Speed change in Up direction only)		0 19 *									

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD415	001	Hatton Station to Stratford-upon-Avon		HSA	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>HATTON</b>		112 14			<div>TCB Birmingham ROC (HS) North Warwick Workstation</div> <div>GSM-R</div>	
Hatton Station Jn Change of mileage		112 18 18 12			D & UHPL: Down & Up Hatton Platform Line UC: Up Claverdon DC: Down Claverdon	
		18 07 *			UD: Up Dorridge DD: Down Dorridge DHGL: Down Hatton Goods Loop	
		18 02 *			Platform lengths: Hatton Platform 3 - 134 metres	
Hatton West Jn		17 62 *				
<b>CLAVERDON</b>		16 38			Platform lengths: Claverdon - 138 metres	
Burnham Bros LC (UWC)		16 20				
Park Farm No.1 LC (UWC)		16 00				
Park Farm No.2 LC (UWC)		15 48				
Songar Grange Farm LC (UWC)		14 38				
Edstone Hall No.1 LC (UWC)		14 06				
<b>BEARLEY</b>		13 19			Axle Counter area Platform lengths: Bearley - 61 metres	

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD415	002	Hatton Station to Stratford-upon-Avon	HSA	LNW South	03/04/2021
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB      West Midlands S.C. (HS) North Warwick workstation</div> <div>D&amp;UC: Down &amp; Up Claverdon</div> <div>UNW: Up North Warwick DNW: Down North Warwick</div> <div>Axle Counter area: Down direction to 9m 35ch Up direction from 9m 45ch</div> <div>Platform lengths: Wilmcote Down - 123 metres Up - 123 metres</div> <div>Platform lengths: Stratford-upon-Avon Parkway Down - 152 metres Up - 152 metres</div> <div>West Midlands S.C. (WM) North Warwick workstation</div> <div>Platform lengths: Stratford-upon-Avon Platform 1 - 170 metres Platform 2 - 184 metres Platform 3 - 176 metres</div> <div>See Local Instructions</div>
		12 55 *			
Bearley Jn Change of mileage		17 71 12 48 *			
Yew Tree Farm LC (UWC)		12 23	T		
<b>WILMCOTE</b>		11 49			
Burton Farm No.2 LC (UWC)		10 59	T		
Burton Farm No.1 LC (UWC)		10 20	T		
<b>STRATFORD-UPON-AVON PARKWAY</b>		9 78			
		9 25 *			
		9 10 *			
<b>STRATFORD-UPON-AVON</b>		8 77			
		8 63			

## LNW South Route Sectional Appendix Module LNW(S)2

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

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD425	001	Tyseley South Jn to Bearley Jn		TSB	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Tyseley South Jn Change of mileage		125 73 0 00 0 08 *			<div>TCB Birmingham ROC (TB) Snow Hill Workstation</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>USH: Up Snow Hill DSH: Down Snow Hill U&amp;DTC: Up &amp; Down Tyseley Chord</div> <div>Platform lengths: Spring Road Down North Warwick -123 metres (135 yards) Up North Warwick -116 metres (127 yards)</div> <div>Platform lengths: Hall Green Down North Warwick -154 metres (168 yards) Up North Warwick -154 metres (168 yards)</div> <div>Platform lengths: Yardley Wood Down North Warwick -143 metres (156 yards) Up North Warwick -143 metres (156 yards)</div> <div>Birmingham ROC (TB) North Warwick Workstation</div> <div>Platform lengths: Shirley Down Main - 153 metres (167 yards) Up Main - 153 metres (167 yards)</div>	
<b>SPRING ROAD</b>		0 56				
<b>HALL GREEN</b>		1 22				
<b>YARDLEY WOOD</b>		2 48				
<b>SHIRLEY</b>		3 66				

LNW South Route Sectional Appendix Module LNW(S)2

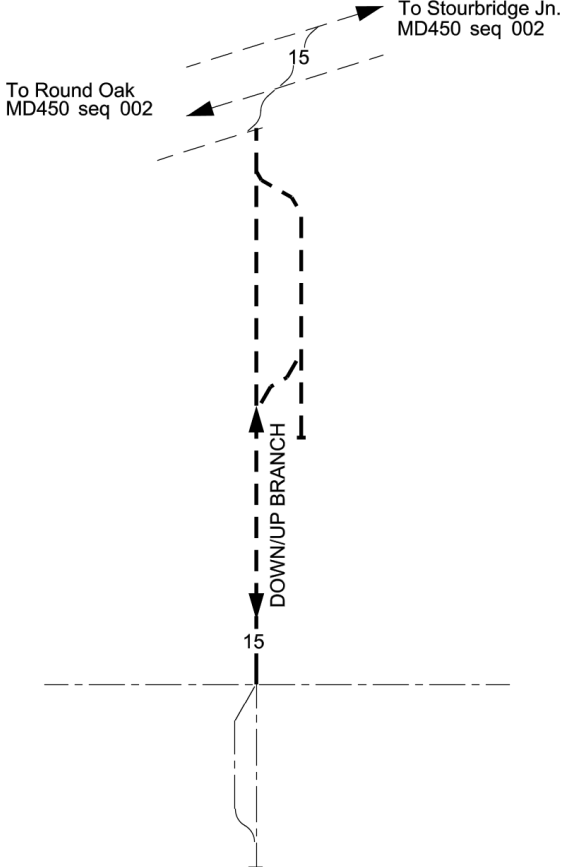
**This page is intentionally blank**

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	001	Small Heath South Jn to Stourbridge North Jn	DCL	Central	11/01/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Small Heath South Jn	126 47 *	<p>To / from Tyseley MD401 seq 018</p> <p>UP BORDESLEY 70</p> <p>DOWN BORDESLEY 70</p> <p>USH 60</p> <p>DSH 60</p> <p>UTS 5</p> <p>DTS 5</p> <p>20</p> <p>20</p> <p>20</p> <p>20</p> <p>15</p> <p>15</p> <p>15</p> <p>15</p> <p>15</p> <p>3</p> <p>4</p> <p>DOWN SNOW HILL</p> <p>UP &amp; DOWN SMALL HEATH GOODS</p> <p>5</p> <p>15</p> <p>70</p> <p>15</p> <p>60</p> <p>60</p> <p>15</p> <p>SHG</p> <p>UP BORDESLEY GOODS LOOP</p> <p>OOU 1 2</p> <p>UP BORDESLEY 70</p> <p>DOWN BORDESLEY 70</p> <p>15</p> <p>60</p> <p>15</p> <p>5</p> <p>Siding 1</p> <p>Siding 2</p> <p>Siding 4</p> <p>Siding 5</p> <p>Siding 6</p> <p>Siding 7</p> <p>SHTS</p> <p>UBGL 15</p> <p>UB 70</p> <p>DB 70</p> <p>DBGL 15</p> <p>USH 60</p> <p>DSH 60</p> <p>SHG 15</p> <p>Caledonia Yard</p>	<p>TCB Birmingham ROC (LJ) Snow Hill Workstation</p> <p>Axle Counter area.</p> <p>UTS: Tyseley Up Through Siding. DTS: Tyseley Down Through Siding.</p> <p>DBGL: Down Bordesley Goods Loop.</p> <p><b>For details of the Bordesley lines and Up and Down Bordesley Goods Loops, see: MD401 seq 018</b></p> <p>Platform lengths: Small Heath. Platform 3: 159 metres (174 yards). Platform 4: 144 metres (157 yards).</p> <p>SHTS: Small Heath Terminal Siding</p>		
Small Heath North Jn	127 04				
Small Heath North Jn	127 14				
Connection to Down Bordesley Goods Loop	127 21				



## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD455	001	Kingswinford Junction South to Pensnett		KWD	LNW South	17/03/2018
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Kingswinford Junction		144 31			<div>OTS      West Midlands SC (DR)                  Stourbridge Workstation</div> <p>OUT OF USE</p> <p>AWS and TPWS not provided.</p>	
Network Rail Boundary Pensnett		145 60 145 73				
End of line		146 30				

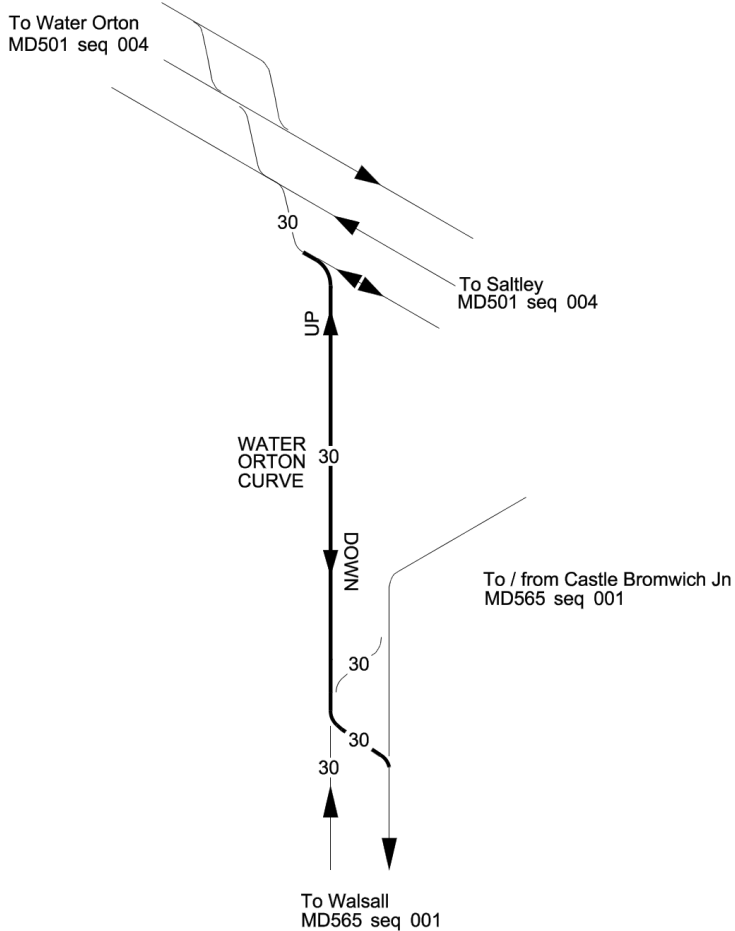

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated		
MD460	001	Fenny Compton to Burton Dassett	DCL	SJT1	Central	11/01/2025		
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks			
Fenny Compton South Jn		94   20			<div><div>Siding</div><div>Birmingham ROC (OL) Cherwell Valley Workstation</div></div> <div>GSM-R</div> <div>TPWS not provided.</div>			
Kineton Jn (Fenny Compton) (SJT1) Change of ELR and change of mileage		94   60 22   25			DCL SJT1	DFCGL : Down Fenny Compton Goods Loop UFCGL : Up Fenny Compton Goods Loop		
Kineton MOD Branch		22   63 23   03   *					<div>OT(S)</div>	
		25   00   *					Line controlled by train staff located at Fenny Compton sidings	
(Network Rail Boundary - Kineton MOD) Burton Dassett Kineton MOD boundary gate		25   55 25   60					Down: End of GSM-R area at 25m 55ch Up: Start of GSM-R area at 25m 55ch <div>GSM-R</div>	


LNW South Route Sectional Appendix Module LNW(S)2

**THIS PAGE IS INTENTIONALLY BLANK**

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated			
MD560	001	Water Orton West Jn to Park Lane Jn			WOP CBR2		Central	14/12/2024			
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks					
Water Orton West Jn		35 15				<div>TCB</div> <div>Birmingham ROC (WR) Water Orton Workstation</div> <div>GSM-R</div> 					
Change of ELR WAW to BOK4		36 04							WAW BOK4		
Park Lane Jn		36 15									

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
MD565	001	Castle Bromwich Junction to Ryecroft Jn		CBR1	CBR2	Central	14/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Castle Bromwich Jn Change of mileage		36 08 0 54				<div>TCB</div> <div>Birmingham ROC (WR) Water Orton Workstation</div> <div>GSM-R</div> <div>  </div> <div>For Explanation of Table A terms and symbols, see MD0001 seq 001</div>	
Change of mileage and ELR		0 00 36 04					
Park Lane Jn		36 15 36 20 *					
Ryknield Street LC (FP)		42 19					
(End of diagram)		42 40					

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD565	002	Castle Bromwich Junction to Ryecroft Jn			CBR2	Central	14/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		42 40				<div>TCB Birmingham ROC (WR) Walsall Workstation</div> <div>GSM-R </div> <div>Down Sutton Park from 42m 59ch Up Sutton Park to 44m 35ch.</div> <div>(DB from 3m 69ch UB to 3m 53ch).</div>	
Streetly LC (FP) also known as Hardwicks		42 74					
Aldridge Jn		44 73					
		46 60 *					
		47 00 *					
Ryecroft Jn Change of mileage & ELR		47 55 6 75					
(End of diagram)		1 17					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
MD570	001	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)			DBP3 LSS		Central	24/08/2024
Location		Mileage M	Ch	Running lines & speed restrictions			Signalling & Remarks	
Lawley Street Freightliner Terminal		40	51	*				
		40	52	*				
		40	54					
Landor Street Jn		40	60					
(Change of ELR & linenames)		40	63	DBP3 LSS				
RBS1 Coventry lines overbridge 19 metres (21 yards)		from	40	74				
		to	40	75				
Birmingham & Warwick Canal (55 metres / 60 yards)		from	41	00				
		to	41	03				
(Camp Hill lines diverge from St. Andrews lines)		41	08					
(Up & Down Camp Hill linename change to Up Camp Hill)		41	11					
		41	11	*				
		41	12	*				
		41	13	*				
(End of diagram)		41	14	*				
		41	15					

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
MD570	002	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)			LSS	SKN	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
(Start of diagram)		41 15					TCB Birmingham ROC (LL) Washwood Heath Workstation  GSM-R	
St. Andrews Jn (Change of ELR & linenames)		41 18 41 19 * 41 20 *	LSS SKN				DSA: Down St. Andrews USA: Up St. Andrews	
B4128 Coventry Road overbridge from (49 metres / 54 yards)		41 42						
to		41 44						
Bordesley Jn		41 44 (128 11)						
Bridges over A45 Road from 20 metres (22 yards)		41 59						
to		41 60						
(End of Bordesley lines parallel with Camp Hill lines)		41 61						
Viaduct over Snow Hill lines & A45 Road 74 metres (81 yards)		41 68						
to		41 72						
Viaduct over Grand Union Canal from 40 metres (44 yards)		41 72						
to		41 74						
(End of diagram)		41 75						




## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	004	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	27/07/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start of diagram)	21 00		<div>TCB Marylebone IECC (OB) North Workstation</div> <div>GSM-R</div> <p>Axle Counter area.</p> <p>NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to lowest OXD mileage at approximately 0m 66ch.</p> <p>⊗ Patrolmans directional line lockout (applies to both lines) between Water Eaton Jn and Bicester Depot West Jn.</p> <p>⊗ Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn.</p> <p>BD-GL: Bicester Depot Goods Loop. BD-RR: Bicester Depot Run Round.</p> <p>BD-GL is permissive (PF).</p> <p>① Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.</p> <p>Platform lengths: Bicester Village Platform 1: 240 metres (262 yards) Platform 2: 230 metres (252 yards)</p> <p>⊗ Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn.</p>		
Bicester MoD Rail Depot	20 40				
Bicester Depot West Jn	20 38				
Bicester Depot East Jn	19 60				
<b>BICESTER VILLAGE</b>	19 40				
Bicester London Road LC (CCTV)	19 31				
(crossover)	19 25				
(End of diagram)	19 20				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD736	005	Oxford North Jn (Excl.) to Denbigh Hall South Jn.			OXD	Central / West Coast South	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		19 20				<div>TCB Marylebone IECC (OB) North Workstation</div> <div>GSM-R</div> <p>Axle Counter area.</p> <p>① Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.</p> <p>NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to lowest OXD mileage at aprox. 0m 66ch.</p> <p>☒ Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn.</p> <p>Mileage in brackets ( ) is the Chord line mileage, ELR BSG.</p> <p>UBSWC: Up Bicester South West Chord. DBSWC: Down Bicester South West Chord.</p> <div>Rugby ROC (OB) Claydon Workstation</div> <p>DB: from 18m 39ch UB: to 18m 40ch.</p>	
Gavray Jn		19 00 (0 56)					
NAJ3 Main lines overbridge 11 metres (12 yards)		from 18 62 to 18 61					
Jarvis Lane Footbridge (Bridge 36A) & Route Boundary		18 40					
Bicester Road RRAP Access to both Up & Down lines from South side of OXD/36		18 16					
(End of diagram)		17 40					




## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD736	006	Oxford North Jn (Excl.) to Denbigh Hall South Jn.			OXD	West Coast South	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		17 40	<div> <div>UB</div> <div>75 HST 100</div> <div>DB</div> <div>75 HST 100</div> </div>			<div> <div>TCB</div> <div>Rugby ROC (OB) Claydon Workstation</div> <div>GSM-R</div> <div></div> </div>	
Bicester Road Marsh Gibbon Underbridge No.34 (27 metres / 30 yards)		from 16 48 to 16 47	<div> <div>UP BLETCHLEY</div> <div>DOWN BLETCHLEY</div> </div>			<div> <div>Axle Counter area.</div> <div>NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to lowest OXD mileage at approximately 0m 66ch.</div> </div>	
Poundon Down Access point (pedestrian)		15 12					
Station Road Marsh Gibbon Underbridge No.32 (2 spans) (28 metres / 31 yards)		from 15 11 to 15 10					
Poundon Up Access point (pedestrian)		15 07					
Poundon Coal Yard Up Access point (vehicle)		14 76					
Green Lane U/B No.30 Aprox 10 metres / 11 yards		14 28					
(End of diagram)		13 40	<div> <div>75 HST 100</div> <div>UB</div> <div>75 HST 100</div> <div>DB</div> </div>				


## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	007	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	West Coast South	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start of diagram)		13 40			<div> <div> <div>TCB</div> <div>Rugby ROC (OB) Claydon Workstation</div> </div> <div>GSM-R</div> </div> <p>Axle Counter area.</p> <p>NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to lowest OXD mileage at aproximately 0m 66ch.</p> <p>DC - Down Claydon UC - Up Claydon</p> <p>Mileage in brackets refers to MD726 MCJ4.</p> <p>① Connection to HS2 Maintenance Depot.</p> <p>☒ Patrolmans directional line lockout between Claydon West Jn and Claydon East Jn. Lockout master instrument at Claydon West Jn.</p> <p>☒ Patrolmans directional line lockout between Claydon West Jn and Claydon East Jn. Lockout master instrument at Claydon West Jn.</p>
HS2 Underbridge no 27C		13 03			
Claydon West Jn (HS2) Up Access point Bridge.27 (vehicle )		12 40			
Claydon West Jn (OXD)		12 36 (0 53)			
Claydon East Jn		11 27			
Queen Catherine Road RRAP Access to both Up & Down lines from South Side of OXD/26B (End of diagram)		11 17 11 00			

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD736	008	Oxford North Jn (Excl.) to Denbigh Hall South Jn.			OXD	West Coast South	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		11 00	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">           UB            ▲            75            HST            100            UP BLETCHLEY         </div> <div style="text-align: center;">           DB            75            HST            100            DOWN BLETCHLEY         </div> </div>			<div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 2px;">           TCB Rugby ROC (OB) Claydon Workstation         </div> <div style="text-align: right;">           GSM-R   </div> </div> <p>Axle Counter area.</p>	
Sandhill Road (Middle Claydon) Access Up line, West of Bridge OXD/25 (vehicle)		9 79					
Verney Junction, former site of Access Up line, Access/Egress off Verney Rd. (pedestrian)		9 30					
Addington Underbridge no 24 50 metres (55 yards)		from 8 67 to 8 64	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">}</div> <div style="text-align: center;">{</div> </div>				
Verney Road Underbridge no 22 45 metres (49 yards) Access Down line, Both West & East of OXD/22 (pedestrian)		from 8 24 to 8 22	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">}</div> <div style="text-align: center;">{</div> </div>				
<b>WINSLOW</b> (UNDER CONSTRUCTION)		7 36	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">            1         </div> <div style="text-align: center;">            2         </div> </div>				
Horwood Brook Underbridge no 17 43 metres (47 yards) 3 spans		from 6 65 to 6 63	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">}</div> <div style="text-align: center;">{</div> </div>				
(End of diagram)		6 40	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">           75            HST            100            UB         </div> <div style="text-align: center;">           75            HST            100            DB            ▼         </div> </div>			<p>Platform lengths: Wilnslow Platforms 1 &amp; 2: UNDER CONSTRUCTION</p>	

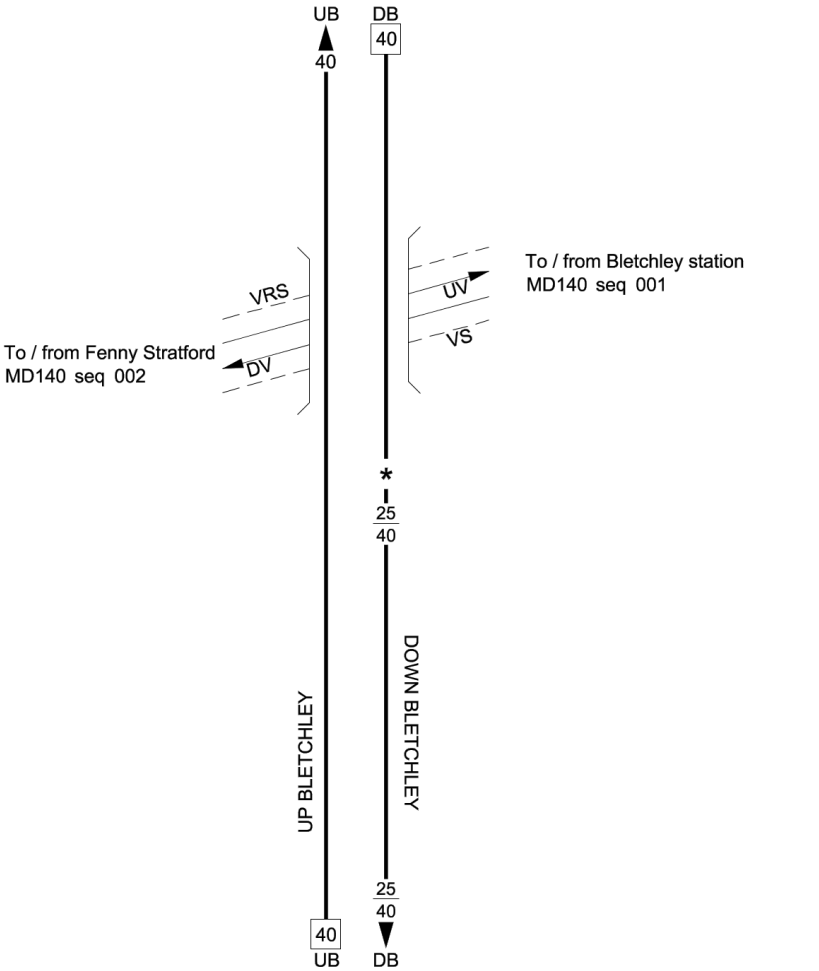

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description				ELR		Route	Last Updated
MD736	009	Oxford North Jn (Excl.) to Denbigh Hall South Jn.				OXD	BFO	West Coast South	21/12/2024
Location		Mileage M      Ch		Running lines & speed restrictions				Signalling & Remarks	
(Start of diagram)		6	40	<div><div><div>UB</div><div>75 HST 100</div><div>▲</div></div><div>75 HST 100</div><div>DB</div></div> <div>UP BLETCHLEY</div> <div>DOWN BLETCHLEY</div> <div><div><div></div><div></div></div></div> <div><div>75 HST 100</div><div>*</div><div>70</div><div>40 HST 70</div><div>*</div><div>45</div></div> <div>UB</div> <div>DB</div>				<div><div>TCB</div><div>Rugby ROC (OB) Claydon Workstation</div></div> <div><div>GSM-R</div><div></div></div> <div>Axle Counter area.</div> <div>NOTE OXD mileages decrease down the page until lowest OXD mileage at Flyover Junction, approximately 0m 66ch.</div> <div>OXD mileages change at Flyover Jn at lowest OXD mileage (aprox. 0m 66ch) to 0MP on the BFO. Change of ELR from BFO to DHF at Flyover Summit Jn at 0m 75ch.</div>	
Horwood Brook Underbridge, from No 15, 51 metres (56 yards) to 4 spans		6	29						
Little Horwood Access to Down Main via steps to the North of OXD/13		6	26						
Newton RRAP Access to both Up & Down lines Access off Whaddon Road North Side of OXD/09 Bridge 9 - Pedestrian access Up line OXD/09 Whaddon Rd		5	00						
		2	50						
		2	46						
Newton Road Overbridge No 6 (40 metres / 44 yards) from to		1	39						
Newton Road, Access Up line (pedestrian and vehicle, via steps)		1	37						
		1	35						
		1	24					*	
		1	10	*					
Flyover Junction, former site of (Change of ELR and mileage).		0	66	OXD					
		0	00	*	BFO				
		0	04	*					
(End of diagram)		0	10						

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD736	010	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	BFO	DHF	West Coast South	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start of diagram)		0 10			<div> <div>TCB</div> <div>Rugby ROC (OB) Claydon Workstation</div> </div> <div> </div> <p>Axle Counter area.</p> <p><input checked="" type="checkbox"/> Patrolmans directional line lockout between Bletchley West Jn and Flyover Summit Jn.</p>	
Bletchley West Jn		0 19				
Start/end of BFO Flyover bridge from (BFO over electrified LEC1)		0 40 *				
<b>BLETCHLEY</b> (HIGH LEVEL - UNDER CONSTRUCTION)		0 68			<p>The following lines are all electrified:            DF: Down Fast.            UF: Up Fast.            DS: Down Slow.            US: Up Slow.</p> <p>OXD mileages change at OXD lowest mileage at Flyover Junction, approximately 0m 66ch to 0MP on the BFO. Another change of ELR from BFO to DHF at Flyover Summit Jn at 0m 75ch.</p> <p>Platform lengths: Bletchley High Level            Platforms 7 &amp; 8: UNDER CONSTRUCTION</p>	
Flyover Summit Jn (Change of ELR: BFO - DHF). Start/end of BFO Flyover bridge to		0 75 0 76			<p><input checked="" type="checkbox"/> Patrolmans directional line lockout between Bletchley West Jn and Flyover Summit Jn.</p>	
(Start of Down Bletchley Chord)		0 78			<p><input checked="" type="checkbox"/> Patrolmans directional line lockout between Flyover Summit Jn and 1m 02ch.</p> <p>UBC: Up Bletchley Chord.            DBC: Down Bletchley Chord.</p>	
(End of diagram)		1 02				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD736	011	Oxford North Jn (Excl.) to Denbigh Hall South Jn.			DHF	West Coast South	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start of diagram)		1 02				<div>TCB Rugby ROC (OB) Claydon Workstation</div> <div>GSM-R </div> <div>Axle Counter area : DB: to 1m 13ch UB: from 1m 12ch.</div> <div>The following lines are electrified: UV: Up Vale. DV: Down Vale. VS: Vale Sidings.  VRS: Vale Refuge Siding.</div> <div>TCB Rugby SCC (TK) Bletchley Workstation</div> <div>DB: from 1m 12ch UB: to 1m 20ch.</div>	
Bridge over Vale lines (DHF over electrified BBM) 45 metres (48 yards)		from 1 07					
		to 1 10					
		1 13 *					
(End of diagram)		1 25					



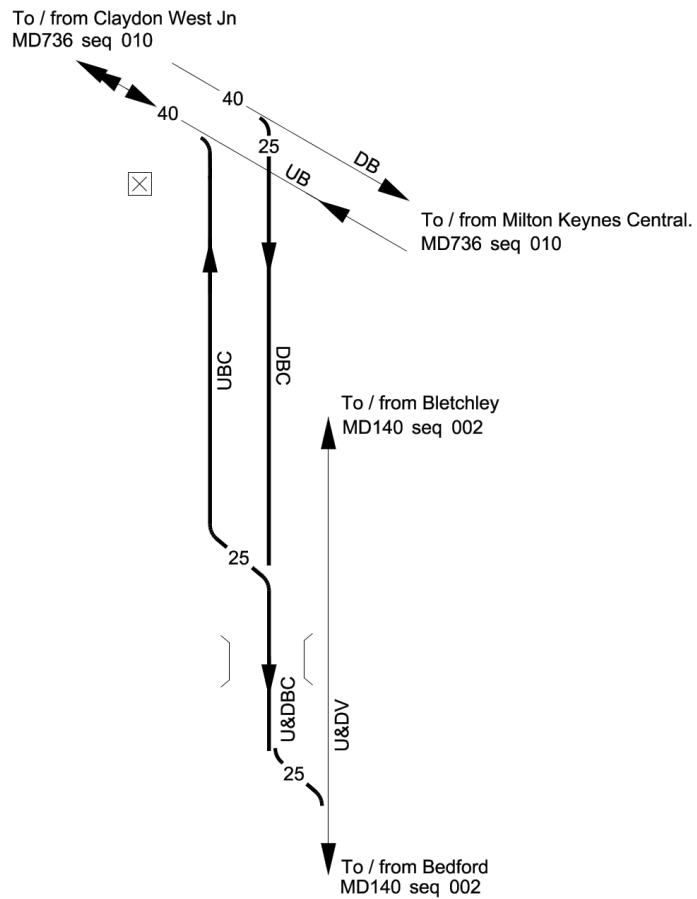

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated	
MD736	012	Oxford North Jn (Excl.) to Denbigh Hall South Jn.			DHF	West Coast South	21/12/2024	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
(Start of diagram)		1 25				TCB Rugby SCC (TK) Bletchley Workstation		GSM-R
Limit of Electrification on Up Bletchley and Down Bletchley.		1 37				AC: Rugby ECR		
Bletchley Flyover North Jn (DB)		1 48 *				From 1m 37ch.		
		1 50				UB: Up Bletchley. DB: Down Bletchley. BAL: Bletchley Arrival Line. BNN: Bletchley North Neck. BR2: Bletchley Relief 2. BR1: Bletchley Relief 1.		
		1 56				<input type="checkbox"/> Traffic Lockout Devices (LOD(T)) provided, between Denbigh Hall South Jn and Bletchley Flyover North Jn (Up line) and connection to Bletchley North Neck (Down line).		
Bletchley Flyover North Jn (UB)		1 62 *						
		1 63						
		(47 42)						
		1 65 *						
Denbigh Hall South Jn		1 73 (47 52)				Mileages in brackets ( ) are main line (MD101) mileages (ELR: LEC1).		

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD740	001	Bletchley, Summit of Flyover to Fenny Stratford (Flyover Lines)			BFO	LNW South	10/02/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			THIS TABLE A HAS BEEN REPLACED BY MD741-001.				

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD741	001	Flyover Summit Jn to Fenny Stratford Jn (Bletchley Flyover Lines)		BFO	West Coast South	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Flyover Summit Jn		0 78	 <p>To / from Claydon West Jn MD736 seq 010</p> <p>To / from Milton Keynes Central. MD736 seq 010</p> <p>To / from Bletchley MD140 seq 002</p> <p>To / from Bedford MD140 seq 002</p>		<div> <div>TCB Rugby ROC (OB) Claydon Workstation</div> <div> <div>GSM-R</div> <div></div> </div> </div> <p>Axle Counter area: DBC: to 1m 24ch UBC: from 1m 07ch.</p> <p><input checked="" type="checkbox"/> Patrolmans directional line lockout between Flyover Summit Jn and BFO 1m 16ch.</p> <p>DBC: Down Bletchley Chord. UBC: Up Bletchley Chord. U&amp;DBC: Up &amp; Down Bletchley Chord. U&amp;DV: Up &amp; Down Vale. DB: Down Bletchley. UB: Up Bletchley.</p> <div> <div>Marston Vale SCC (MV) West Workstation</div> <p>DBC: from 1m 12ch UBC: to 1m 16ch.</p> </div>	
Flyover Single Jn (start of Up & Down Bletchley Chord)		1 24				
Saxon St road underbridge 1B from V7 Saxon Street, Fenny Stratford		1 31				
to (98 metres - 107 yards)		1 36				
Fenny Stratford Jn & Change of mileage		1 60 (0 76)				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD745	001	Bicester South Jn to Gavray Jn		BSG	Central	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Bicester South Jn		8 23 0 00			<div>TCB Marylebone IECC (ME) North Workstation</div> <div>GSM-R</div> <p>① Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.</p> <p>⊗ Patrolmans directional line lockout (applies to both lines) between Bicester South Jn and Gavray Jn.</p> <p>Mileage at Bicester South Jn is NAJ3 8m 23ch, and BSG 0m 00ch. Mileage used to be measured from Ashendon Jn but milepost on site shows OMP at Bicester South Jn to 0m 56ch at Gavray Jn.</p> <p>Axle Counter area: Down direction (both lines): from 0m 28ch. Up direction (both lines): to 0m 28ch.</p> <p>DBSWC: Down Bicester South West Chord. UBSWC: Up Bicester South West Chord.</p> <div>(OB)</div> <p>Change of prefix from / to 0m 36ch.</p> <p>⊗ Patrolmans directional line lockout (applies to both lines) between Bicester South Jn and Gavray Jn.</p> <p>Mileages in brackets are Bletchley lines (MD736) mileages (ELR: OXD).</p> <p>① Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.</p>	
Gavray Jn		0 56 (19 00)				

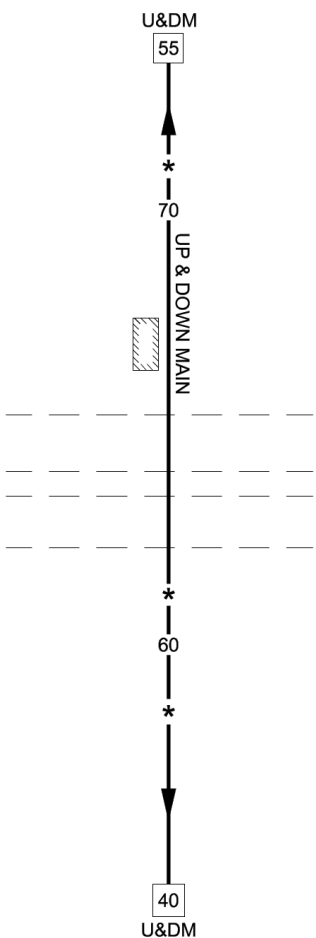

## LNW South Route Sectional Appendix Module LNWS2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD801	006	Wolverhampton North Jn to Abbey Foregate (Exclusive)		WSJ2	LNW South	11/06/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Allscott GF		162 00 *			<div> <div>TCB</div> <div>West Midlands S.C. (MJ) Telford workstation</div> </div> <div> <div>GSM-R</div> <div></div> </div> <div>Axle Counter area from Wellington (exclusive) to Route Boundary (GW731).</div> <div>HSS - Hereford Storage Siding, 288 metres (315 yards)</div> <div>Abbey Foregate SB (AF)</div> <div>AB</div>	
		163 70				
		170 46				
		171 01				
		171 13 171 15				
Continued in Western & Wales Route Sectional Appendix						

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD805	001	Oxley, Stafford Road Jn to Bushbury Oxley Jn (Oxley Chord Lines)		OXC	Central	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Oxley, Stafford Road Jn		(142 79) 1 02	<p>To / from Oxley Depot MD801 seq 001</p> <p>To / from Wolverhampton MD801 seq 001</p> <p>To / from Wolverhampton MD301 seq 018</p> <p>To / from Bescot MD320 seq 012</p> <p>To / from Bushbury Jn MD301 seq 018</p> <p>To / from Bushbury Jn MD320 seq 012</p> <p>UP OXLEY CHORD</p> <p>DOWN OXLEY CHORD</p> <p>UGJ</p> <p>DGJ</p>		<div> <div>TCB</div> <div>Birmingham ROC (OS) Telford Workstation</div> </div> <div> <div>Birmingham ROC (OS) Wolverhampton Workstation</div> </div> <p>UW: Up Wellington DW: Down Wellington</p> <p>Wellington lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.</p> <p>DST: Down Stour UST: Up Stour</p> <p>Stour lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.</p> <p>UGJ: Up Grand Junction DGJ: Down Grand Junction</p> <p>Grand Junction lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.</p> <p>Axle Counter area at Bushbury (Oxley) Jn. Down Oxley Chord: from 0m 11ch Up Oxley Chord: to 0m 06ch.</p>	
Limit of electrification (Down Oxley Chord only)		0 72				
(Stour lines)		0 57				
Grand Junction lines start / end adjacent to Oxley Chord lines.		0 11				
Bushbury (Oxley) Jn		0 00 (15 23)				

## LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD940	004	Worcester Shrub Hill to Shelwick Jn			WAH	Central	12/10/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
<b>COLWALL</b>  Colwall Green LC (FP) Cummings No.2 LC (FP) Cradley Brook LC (FP) Cummings No.1 LC (FP)						<div> <div>TBR</div> <div>RA7</div> </div> <div> <div>Malvern Wells/Ledbury SB</div> <div>(MW) (L)</div> </div> <div> <div>GSM-R</div> <div></div> </div> <div>Platform - 109m, 119yds</div>	
		131 60 *					
		131 72					
		132 50					
		132 58					
		132 70					
		133 01					
		133 76					
		134 01					
		134 30 *					
		135 12 *					

## LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
MD940	005	Worcester Shrub Hill to Shelwick Jn			WAH	Central	11/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Ledbury Tunnel		from 135 15				<div> <div>TB</div> <div>Ledbury SB (L)</div> <div>GSM-R</div> <div></div> </div>	
(1203 metres, 1316 yards)						U&DM - Up & Down Main	
Single line		to 135 75 135 76				DS - Down Siding	
Ledbury SB		136 06				CL - 384m, 1260ft	
<b>LEDBURY</b>		136 09				Down platform - 100m, 109yds	
Single line		136 30 *				Up platform - 98m, 107yds	
Ledbury Viaduct		from 136 39				U&DW - Up & Down Worcester	
343 metres (375 yards)		to 136 56					
Beynon LC (FP)		137 61					
		139 18					
Ashperton LC (FP)		140 09					
Rimmell's LC (UWC)		140 34					
Stoke Edith LC (AHBC)		142 22					



## MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

### BLETCHLEY

**Provided that signal TK3223** is showing a proceed aspect, the Driver of a Down train conveying more than 12 vehicles must overrun the Down Fast platform a sufficient distance to enable the rear vehicle on the train to be platformed.

**Up Arrival Line.** When the yard staff are not on duty, Trainmen must contact the Signaller at Rugby SCC Bletchley workstation for permission to pass the 'Stop & Await Instructions' board.

**Dated: 25/01/2014**

## MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

### Bletchley Freight Sidings (ELR BLT1)

**General:** The Bletchley Freight Sidings are located between Bletchley Carriage Sidings and the Bletchley Arrival Line north of Bletchley Station.

The sidings comprise of three sidings. No 9, No 10 and No 11.

No 9 = 1155' / 352 metres / 55 SLU's.

No 10 = 987' / 301 metres / 47 SLU's.

No 11 = 945' / 288 metres / 45 SLU's.

Trains can enter the sidings from the South via Bletchley Station Platform 5 and Up Arrival Line, and from the North via Bletchley Flyover North Junction and the Up Arrival Line.

All signalling to and from the Bletchley Freight Sidings is under the direct control of the Rugby SCC Bletchley Workstation Signaller (herein referred to as the Signaller).

The Bletchley Freight Sidings are under the direct control of the Bletchley Depot Operations Controller (herein referred to as the DOC).

#### **Arrivals of Trains from Bletchley Station**

The Signaller will contact the DOC and inform him/her that they have a train (headcode) in Bletchley Platform 5 ready to enter the Bletchley Carriage Sidings complex. If the DOC requires this train to be stabled in the Bletchley Freight Sidings, then he/she must set the 'detected' hand points (240,241 or 242) into the required siding and advise the Signaller when this has been done. The Signaller will then route the train from TK9839 towards the Bletchley Freight Sidings.

#### **Arrivals of Trains from Bletchley Flyover North Junction**

The Signaller will contact the DOC and inform him/her that they have a train (headcode) at Bletchley Flyover North Junction ready to enter the Bletchley Carriage Sidings complex. If the DOC requires this train to be stabled in the Bletchley Freight Sidings then he/she will request the Signaller sets the route towards the Bletchley Freight Sidings.

#### **Departure of Trains towards Bletchley Station Platform 5**

The DOC will contact the Signaller and inform him/her that a train (headcode) is ready to depart from Bletchley Freight Sidings to Bletchley Station Platform 5. The DOC will ask the signaller for permission to allow the train to move towards the Stop Board. The DOC must then set the 'detected' hand points (240,241 or 242) and when this has been done, advise the driver of the train to move from the Bletchley Freight Sidings and towards the Stop Board. The driver should be instructed to contact the Signaller when at a stand at the Stop Board.

#### **Departures of Trains towards Bletchley Flyover North Junction**

The DOC will contact the Signaller and inform him/her that a train (headcode) is ready to depart from Bletchley Freight Sidings towards Bletchley Flyover North Junction. When in a position to do so, the Signaller will set the route from TK1471 signal to enable the train to depart.

#### **Important Instruction**

The 'detected' hand points (TK240, TK241 or TK242) must be returned to the normal position after being operated to the reverse position.



**Dated: 16/11/24**

## **MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)**

### **MILTON KEYNES CENTRAL**

**Trains Starting from Platforms 2 and 2A.** The Conductor must press the 'Train Ready to Start' plunger 2 minutes before the train is ready to start.

**Dated: 29/12/08**

## **MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)**

### **Wolverton Works Siding**

#### **Working of movements to/from Wolverton Centre Sidings and Wolverton Works Sidings**

**Before a movement enters the Centre Sidings** the Signaller will contact the Railcare Person in Charge to obtain permission. Separate releases are provided for both the north and south connections to the sidings. The person operating the release may do so provided that the hand points are set for the move and the destination siding has sufficient space to accommodate the train. The person operating the release should be aware that the release is only maintained for 10 seconds and should not be given until the movement is ready to proceed.

**Before a movement proceeds from the Centre Sidings to the Main line** the person responsible for the movement will contact the Signaller and advise the reporting number, speed and destination of the train.

**Movements to/from Wolverton Works Sidings and the Centre Sidings** are under the responsibility of the Railcare Person in Charge who must ensure the line is clear throughout before authorising a movement. The person responsible for the movement should contact the Signaller to obtain clearance of signal KR.1496 for movements to the Incline Siding and signal KR.1497 for movements from the Incline Siding. When the movement is complete, the person responsible for the movement must inform the Signaller.

**During times of disruption or other special circumstances** a Network Rail nominee may be appointed as the Person in Charge.

**Dated: 23/07/10**

## **MD301 Rugby to Penkridge (Exclusive) (via Birmingham)**

### **Access / Egress For Trains Stabled In No.1 Siding**

#### **Access**

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

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

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

#### **Egress**

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

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

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

**Dated 01/02/2025**

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

### **Platform lengths – Birmingham New Street**

#### **Notes**

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

Platform Lengths:

- 1 - 350 metres (383 yards)
- 2 - 322 metres (352 yards)
- 3 - 322 metres (352 yards)
- 4 - 359 metres (393 yards)
- 4C - 98 metres (107 yards)
- 5 - 265 metres (289 yards)
- 6 - 315 metres (344 yards)
- 7 - 318 metres (348 yards)
- 8 - 339 metres (371 yards)
- 9 - 321 metres (351 yards)
- 10 - 321 metres (351 yards)
- 11 - 333 metres (364 yards)
- 12 - 236 metres (258 yards)

**Dated: 27/12/2022**

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

### **New Street North Tunnel**

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

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

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

**.Dated: 27/12/2022**

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

### BIRMINGHAM NEW STREET

**Working in the station.** Drivers having brought their trains to a stand on Sidings No.1, No.2 or No.3 must obtain the permission of the Signaller at Birmingham ROC Birmingham New Street Workstation before any movement is made towards the outlet signal.

The Driver or Train Manager of a north bound Driving Van Trailer (D.V.T.) operated train standing in Platform 5, 6 or 7 and marshalled with the locomotive at the rear, awaiting departure to the Down Stour line, must contact the Signaller at Birmingham ROC Birmingham New Street Workstation prior to departure and advise him/her of the train formation.

**Fire Alarm/Station Evacuation:** In the event of the fire alarms sounding and the requirement to evacuate the station, Train Crew on trains which are unable to depart immediately, must leave their trains with power doors open, or central locking released and all train lighting left switched on. This is to facilitate passenger egress and assist the Fire Evacuation Wardens in carrying out their duties.

**To prevent unnecessary Fire Alarm activation,** the Driver of any diesel unit, locomotive or High Speed Train Power Cars (which is not providing Electric Train Supply), which is booked to stand in the station for **more than 15 minutes**, must shut the engine(s) down until such time so as to enable a punctual departure.

#### Shunting Requirements

Shunting Movements can be made to behind the following signal

WP9931 Signal Up Derby Line (down direction), Movement to Platform 7 to 12 available from this signal

WP9145 Signal Up Coventry Line (down direction) Movements To Platform 1 to 7 available from this signal)

BW4182 Up Stour New Street North Tunnel, Movements to Platform 1 to 12 available from this signal

BB3506 Up Gloucester Line (emergency use only), Movements to Platform 5 to 12 available from this signal.

Drivers of trains shunting to the Up & Down Monument Lane Loop must reach a clear understanding with the Birmingham ROC Birmingham New Street Signaller as to whether the movement is to proceed to BW9189 Fix Red Signal north end of the Up & Down Monument Lane Loop, or the rear Clear Marker Board located 280 metres (306 yards) from BW7186 Signal.

Drivers of trains that have made a shunting movement to BW9189 Fix Red Signal north end of the Up & Down Monument Lane Loop MUST obtain the authority of the Birmingham New Street Signaller before making any movement towards BW7186 Exit Signal located at the south end of the Up & Down Monument Lane Loop.

When undertaking shunting movements Units must always be driven from the leading cab

Due to the unavailability of walking routes, shunting movements with two or more units with no through access MUST always be carried out with a Driver in each driving cab that becomes leading

#### Method Of Train Dispatch

Trains can be dispatched from any platform signal within Birmingham New Street Station.

The Right Away indicator (RA) will only illuminate on the signal the train is being dispatched from, any other signal(s) within the platform beyond the signal the train is dispatched from is classed as running signal and will not display RA Indication.

The Right Away Indicator will only illuminate on middle or inner platform signals when those signals are displaying a green aspect, the exception to this rule is when a route is set from BM6410 Inner Signal Platform 10A to the Up Coventry Line.

If a train is being dispatched from a middle or inner platform signal the OFF indicator associated with the Train Dispatch Equipment Unit will only illuminate when the signal displays a green aspect the exception to this rule is when a route is set from BM6410 Inner Signal Platform 10A to the Up Coventry Line.

If a train is dispatched from a platform starting signal the Right Away indicator will illuminate when the signal is displaying a proceed aspect.

**Changing of tail lamps on reversing trains.** Shunters detaching the inwards locomotive of trains which reverse must, after the locomotive has been detached and before it departs, place a tail lamp on

## LNW South Route Sectional Appendix Module LNW(S)2

the vehicle behind the detaching locomotive. The tail lamp on the rear of the train must not then be detached until the locomotive has been re-attached at that end.

**Moving a train before station work is complete – Rule Book, Module SS1, Section 2.5.** Section 2.5 does not apply at Birmingham New Street station. Permission for movements within the platforms at Birmingham New Street station will be under the control of train dispatch staff, who will obtain the relevant authority from the signaller.

**Starting of Trains - Rule Book, Module SS1, Section 3.4.** The Ready to Start signal must not be given by means of the bell/buzzer communication, it must be given for all trains by means of the Ready to Start indicator.

During any working which causes a train to be stopped short and/or on a curve whereby the driver is unable to observe or has a limited view of the relevant starting signal, the following instruction will apply.

The normal dispatch process for Birmingham New Street will apply with the exception of the following:

The Person In Charge Of train Dispatch, must reach a clear understanding with the driver of the train as to what hand signal will be given for the RA

The Person In Charge Of train Dispatch, once all station duties are complete, will initiate the dispatch process and check the signal and the route indicator to establish if the correct route is set.

The Person In Charge Of train Dispatch will then put the RA up and double-check that all is clear and the signal is still clear for departure. Once this is done the Person In Charge Of train Dispatch will then have the authority to exhibit a green hand signal held steady above shoulder height to indicate to the driver of the Person In Charge Of train Dispatch authority to proceed.

### **Trains Standing Beyond or too close to sight a Middle or Inner Platform Signal**

If the Person In Charge Of Train Dispatch becomes aware that a train due to be dispatched from a middle or inner platform signal is stood with the leading cab beyond the signal, the Person In Charge Of Train Dispatch must contact the Birmingham ROC Birmingham New Street Signaller and ascertain if the train is indicated on the Workstation Screen as being on the approach or beyond the signal.

If the signaller confirms the train is indicated on the approach to the signal, but on the ground the leading cab is beyond the signal, the Person In Charge Of Train Dispatch must explain the circumstances to the signaller and obtain permission to move the train towards the signal beyond to enable the normal dispatch process for Birmingham New street Station to take place.

If the Driver is too close to a middle or inner platform signal to sight the signal, the Driver must advise the Person In Charge Of Train Dispatch who must then contact the Birmingham New Street Signaller to obtain permission to move the train towards the signal beyond.

Before the Signaller gives permission to the Person In Charge Of Train Dispatch to move the train towards the signal beyond, the signaller MUST set the route from the middle or inner platform signal to the signal beyond to afford the protection of the interlocking and avoid the activation of a SPAD Alarm

Once the Signaller has given permission to move the train towards the signal beyond the Person In Charge of train Dispatch must:

Check the middle or inner platform the train is stood beyond or under has been cleared

Tell the Driver and guard of the train that the Signaller has given permission for the movement and the middle or inner platform signal has been cleared for the movement to proceed towards the signal beyond.

The Person In Charge Of Train Dispatch must make sure all doors on the train are closed before the Driver makes the movement.

The Person In Charge Of Train Dispatch must tell the Signaller when the movement has been completed.

### **11 Car Class 390 Sets or Class 220/221 exceeding 10 vehicles Routed into Platform 3,7, and 12 at Birmingham New Street**

Due to restrictive platform lengths: -

11 car Class 390 Pendolino sets or class 220/221 units exceeding 10 vehicles must arrive on Platform 3 from CB4141 Signal Down Coventry Line via BM230 Crossover and the Up Coventry Line, CB4141 will display 3 and an X in the Route Indicator for this route.

11 Car Class 390 Pendolino sets, or Class 220/221 units exceeding 10 vehicles are prohibited from arriving onto Platform 7 from WP4929 Signal Down Derby line or WP9931 Signal Up Derby line, trains must arrive via the Down Coventry Line

## LNW South Route Sectional Appendix Module LNW(S)2

11 Car Class 390 Pendolino sets or class 220/221 units exceeding 10 vehicles are prohibited from arriving on Platform 12

**Stopping Positions**

Drivers of arriving trains approaching a yellow aspect displayed in the mid platform signal should bring their train to a stand at the inner platform signal (where provided) in line with their companies professional driving policy, if this signal also shows a proceed aspect then the train should continue to the platform end starting signal, stopping in accordance with their companies professional driving policy. This does not apply if the Person In Charge Of Train Dispatch displays a hand signal to stop the train short along the platform or a train operator specific stop car marker / stopping point is provided

**Permissive Working**

The Station Operations Coordinator MUST advise the Birmingham ROC Birmingham New Street Signaller when there is poor visibility that requires permissive working to be suspended and when it can resume.

**Dated: 01/02/2025**

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

**Platforming of Trains.** Drivers of locomotive hauled passenger trains conveying 12 coaches must bring their trains to a stand in platform 1 (Up Slow line) or, 3 (Down Fast line) with the front of the locomotive adjacent to the '12 car Stop' board.

**Dated: 07/10/06**

**MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)  
BIRMINGHAM NEW ST To Bushbury Jn**

**Down and Up Virgin or CrossCountry services not booked to stop at Wolverhampton** may be diverted without warning from Soho South Junction via Soho East Junction, Perry Barr North Junction, Portobello Junction to Bushbury Junction and vice versa. Drivers so routed need not observe the second sentence of Rule Book, Module S7, Section 1.2.

**Dated: 07/12/13**



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

### Soho, Light Maintenance Depot

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

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

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

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

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

**Dated: 01/02/2025**

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

### WOLVERHAMPTON CARRIAGE SIDING

#### Trains Arriving

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

#### Trains Departing

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

**Dated: 01/02/2025**

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

### Wolverhampton Steel Terminal

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

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

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

#### Arrivals:

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

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

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

#### Departures:

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

**Dated: 28/11/2020**

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

### WOLVERHAMPTON

#### Shunting Movements

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

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

**Dated: 30/05/15**

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

### Tipton - Penkridge

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

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

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

**Dated: 01/02/2025**

## **MD306 - BIRMINGHAM NEW STREET TO ASHCHURCH (EXCL.) (VIA DUNHAMPSTEAD) BROMSGROVE**

### **Assisting locomotive in rear between Bromsgrove and Blackwell**

The head code of the assisting locomotive will be 0B00 for all movements including the period of time it is assisting a train in the rear on the Lickey Incline.

Up trains requiring assistance must normally be brought to a stand at signal BA7612 on the Up Bromsgrove Loop (Platform 1) or (by exception) signal BA3614 on the Up Gloucester line (Platform 2) to enable the assisting locomotive to proceed onto the rear of the train. Signals BA7612 or BA3614 will be maintained at danger and reminder appliances applied to the appropriate signal.

The Driver of the assisting locomotive and the Signaller at Birmingham ROC Bromsgrove Workstation must reach a clear understanding as to whether the assisting locomotive will return to Bromsgrove or continue to Saltley after a train has been assisted up the Lickey Incline.

Once the assisting locomotive has dropped onto the rear of the train, the Signaller at Birmingham ROC Bromsgrove Workstation must not authorise any movement in or out of the Bromsgrove Tamber Siding until the Driver of the assisting locomotive has confirmed the locomotive is on rear of the train and ready to assist the train.

When the assisting locomotive is on the rear of the train the Driver must contact the Signaller at Birmingham ROC Bromsgrove Workstation via the GSM-R Radio and confirm the assisting locomotive is on rear of the train and is ready to commence assisting the train.

The Signaller at Birmingham ROC Bromsgrove Workstation will repeat the message back to the Driver of the assisting locomotive and give an indication of the time before the movement of the train can commence if this is likely to be a prolonged period of time.

The Signaller at Birmingham ROC Bromsgrove Workstation must contact the Driver of the train requiring assistance and confirm the assisting locomotive is on the rear of the train and ready to provide assistance and to wait for the signal, giving an indication of the time before the movement can commence if this is likely to be a prolonged period of time.

Before clearing signal BA7612 or BA3614 for the train being assisted to commence the movement up the Lickey Incline the Signaller at Birmingham ROC Bromsgrove Workstation must ensure there is no risk of bringing the train to a stand on the Lickey Incline and the route must be cleared for the movement to proceed as far as signal BA3598 at Blackwell.

When the Signaller at Birmingham ROC Bromsgrove Workstation has cleared signal BA7612 or BA3614 for the movement to commence the associated OFF Indicators will illuminate to inform the Driver of the assisting locomotive that the signal is displaying a proceed aspect.

### **Blocking Of Adjacent Lines**

If the Driver of the assisting locomotive has to work or walk on the outside of the train and requires the adjacent running line to be blocked, the Driver of the assisting locomotive must contact the Signaller at Birmingham ROC Bromsgrove Workstation and request the adjacent running line to be blocked to traffic in accordance with Rule Book Module TW1 Section 49, Working on the outside of a train.

### **Assisting Locomotive Leaving The Train At Blackwell**

If the assisting locomotive is to return to Bromsgrove it must be brought to a stand at Blackwell on the Barnt Green side of ground position light signal BA1613.

If the assisting locomotive is returning to Saltley the Driver must follow the train at a safe distance and bring the locomotive to a stand at signal BA3598 at Blackwell and in accordance with Rule Book Module TW1 Section 15.2 not pass signal BA3598 until it has returned to danger and cleared again.

Certain Locomotives (66055 – 66059) are fitted with special cab equipment which automatically disengages the central auto-couplers. Should this equipment fail to operate correctly, the assisting locomotive must continue attached to the rear of the train concerned. The Driver of the assisting locomotive must immediately contact the Signaller at Birmingham ROC Kings Norton Workstation via GSM-R, explain the circumstances and act on the instructions received. No further attempt must be made to operate the automatic uncoupling equipment.

In addition to the Driver of the assisting locomotive contacting the Signaller at Birmingham ROC Kings Norton Workstation to advise the assisting locomotive has failed to detach, the Signaller will receive an automatic alarm which states: BANKING LOCOMOTIVE FAILED TO DETACH. The Signaller at Birmingham ROC Kings Norton Workstation must route the train to the Kings Norton Arrival & Departure line where the assisting locomotive can be detached.

The Drivers of the assisting locomotive and the train locomotive must then come to a clear understanding regarding the detaching of the assisting locomotive. When the assisting locomotive has been detached the Driver of the assisting locomotive must advise the Signaller at Birmingham ROC Kings Norton Workstation accordingly. If the Kings Norton Arrival & Departure line is not available for the purpose of detaching the assisting locomotive, then the train must be routed to Washwood Heath Up Yard where the assisting locomotive will be detached.

**Dated: 01/02/2025**

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

### **Eckington**

Up Eckington Goods Loop. Trains exceeding 39 SLUs which are liable to foul Andrew's accommodation crossing must not be permitted to occupy the loop for long periods unless alternative arrangements have been made with crossing users.

Vehicles which are detached in this loop in an emergency must not be left fouling either Andrew's or Cook's 1 accommodation crossings.

**Dated: 21/10/2017**

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

### **Eckington South Jn To Ashchurch**

**Wheel Impact Load Detector (Wheelchex).** This equipment analyses the dynamic wheel loads produced by each passing train. The data obtained may result in an alarm being received in Network Rail, Route Control. A Wheelchex system is installed on the Down Gloucester and Up Gloucester lines at 75m 46ch. If an alarm is received from the detector, the train will be stopped by signals and the Driver may be instructed by the Signaller to proceed at a reduced speed to a location where the train can be taken out of service.

**Dated: 21/10/2017**

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

### **KINGS NORTON To BIRMINGHAM NEW STREET**

**Up direction CrossCountry** services booked to run between Kings Norton and Birmingham New Street, either via Selly Oak or via Lifford East Junction and Bordesley Junction, may be diverted accordingly without warning. Drivers so routed need not observe the second sentence of Rule Book, Module S7, Section 1.2.

**Dated: 21/10/2017**

## MD310 - BARNT GREEN JUNCTION TO REDDITCH

### Barnt Green Single Line Junction To REDDITCH

#### Method Of Working The Redditch Branch During Failure Situations

##### Description

The Redditch Branch consists of the following:

- Single Line between Barnt Green Single Line Junction and Alvechurch Station Junction operated under track circuit block regulations
- A dynamic passing loop between Alvechurch Station Junction and Weights Lane Junction operated under Track Circuit Block Regulations
- Single Line between Weights Lane Junction and the Buffer Stop at Redditch operated as One Train Working Without A Train Staff under Track Circuit Block Regulations

##### Train Detection

Train detection between Barnt Green Junction and the 52 ¾ mp Bridge 5 (Graves Bridge) is by means of track circuits.

Train detection between the 52 ¾ mp Bridge 5 (Graves Bridge) and the buffer stop at Redditch is by means of Axle Counters.

##### Reset / Restoration of a failed Axle Counter section

In the event of an in service failure of an axle counter section the Signaller shall attempt a reset of the failed axle counter section in accordance with the Signallers Axle Counter Reset/Restoration process.

Following the successful resetting of a failed axle counter section the Signaller will advise the Driver of the first train of the circumstances and request the Driver to examine the affected portion of line. The Signaller will instruct the Driver to pass the protecting signal at danger as listed in the table below, provided all track/axle counter sections are indicating clear over the single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. Under these circumstances there is no requirement to introduce Working By Pilotman.

Location	Signal to be passed at Danger	Instructions from Signaller to Driver
Barnt Green Single Line Jn to Weights Lane Jn	SY8	<ol style="list-style-type: none"> <li>1. Inform the Driver why the line is to be examined</li> <li>2. Reach a clear understanding as to which portion of line is to be examined.</li> <li>3. Inform the Driver that following a successful axle counter reset all axle counter / track circuit sections are indicating clear between the protecting and exit signals on the portion of line being examined</li> <li>4. That a route is set between the protecting signal and the exit signal on the portion of line being examined and the single line directional arrow is displaying the correct direction of travel for the train.</li> <li>5. Instruct the Driver to pass the protecting signal at danger.</li> </ol>
Weights Lane Jn to Redditch	BB7589	
Redditch to Alvechurch Station	BB7588	
Alvechurch Station to Barnt Green Single Line Jn	BB7584	

**Failure of an Axle Counter to reset between Alvechurch Station Junction and Weights Lane Junction (Down Redditch line) or between Weights Lane Junction and Alvechurch Station (Up Redditch line)**

If following an unsuccessful axle counter reset on the double track section of line resulting in the axle counter remaining occupied, the Signaller will advise the Driver of the first train of the circumstances and request the Driver to examine the affected portion of line. The Signaller will instruct the Driver to pass the protecting signal at Danger as listed in the table below provided all track/axle counter sections are indicating clear over single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. Under these circumstances Working By Pilotman is not required.

Following the examination of the affected portion of line and if the failed axle counter section remains occupied subsequent trains will be authorised to pass the protecting signal at Danger provided all track/axle counter sections are indicating clear over the portion of the single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. This method of working shall continue until the failed axle counter has been restored to normal working.

Location	Signal to be passed at Danger	Instructions from Signaller to Driver of train to examine the line
Alvechurch Station to Weights Lane Junction	SY8	1. Inform the Driver why the line is to be examined 2. Reach a clear understanding as to which portion of line is to be examined. 3. Inform the Driver all axle counter / track circuit sections are indicating clear on the single line section between the protecting signal and the end of the single line section
Weights Lane Junction to Alvechurch Station	BB7588	4. That a route is set between the protecting signal and the exit signal on the portion of line being examined and the single line directional arrow is displaying the correct direction of travel for the train, 5. Instruct the Driver to pass the protecting signal at danger 6. Following the examination of the line and if the axle counter remains in a failed state, all following trains shall comply with Section 3, 4 and 5 of these instructions.

**Complete failure of signalling between Barnt Green Single Line Junction and Redditch**

In the event of the total loss of signalling between Barnt Green Single Line Junction and Redditch the following applies:

- Working By Pilotman shall be introduced between Barnt Green Station and Redditch.
- The Signaller and Pilotman shall nominate which line trains will travel over between Alvechurch Station Junction and Weights Lane Junction.
- Once agreed the route must be secured by point clips / padlocks and points scotched.
- The key to the padlocks must be retained by the Pilotman until Working by Pilotman is withdrawn.
- No deviation from this method of working is allowed during the period of the failure.
- The pilotman must accompany every train.
- The times of trains entering and departing the single line section must be recorded by the Signaller in the Occurrence Book

**Dated: 13/09/14**

**MD320 - PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)**

**Perry Barr North Jn - Bushbury Jn**

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

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

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

**Dated: 01/02/2025**

## **MD320 - PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)**

### **Curzon Street Jn**

An additional A.W.S. magnet is located immediately in advance of Signal PA.141. It will normally be suppressed when the signal is cleared. If a Driver is authorised to pass the signal at Danger, the A.W.S. horn (warning indicator) will sound when the train passes the signal.

If the A.W.S. horn (warning indicator) sounds on any other occasion as a train passes the signal, the train must be stopped immediately and the Driver must contact the Signaller.

**Dated: 27/05/2018**

## **MD320 - PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)**

### **Duddeston To Aston South Jn**

The Down and Up Vauxhall Goods lines between Duddeston station and Aston South Junction are non-operational and are out of use until further notice. Live OLE is still present above the out of use Vauxhall Goods lines.

**Dated: 27/12/17**

## **MD345 – BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (Excl)**

### **Walsall Midland Yard/Tasker Street Sidings**

#### **General:**

Walsall Midland Yard/Tasker Street Sidings are located adjacent to the Up Walsall Fast line between Walsall Station and Walsall Pleck Junction. Access is via Brook Siding which has a facing connection from the Up Walsall Fast at Walsall South Junction.

Walsall Midland Yard: consists of 2 Through Sidings, numbered Siding No. 1 and Siding No. 2 which are both used to discharge cement wagons, and end on Siding No.3, used for emptying Aggregate box wagons.

Walsall Tasker Street Sidings: are currently clipped Out of Use.

All points within the Walsall Midland Yard/Tasker Street Sidings complex are hand operated and the PIC of any movement must ensure hand points are set in the correct position prior to the movement.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Walsall Workstation Signaller at Birmingham ROC on telephone 0121 576 2074 and report to the Signaller when their turn of duty is complete. The PIC may contact the Signaller for signalled shunt moves.

#### **Arrivals:**

Trains destined for Walsall Midland Yard/Tasker Street Sidings complex will arrive at the 'Stop and Obtain Permission to Proceed' board on Brook Siding, where the PIC shall hand a Radio to the train driver. The PIC must reach a clear understanding with the Driver concerning movements to access Walsall Midland Yard/Tasker Street Sidings. Once a train has arrived at Walsall Midland Yard a locomotive run round will take place using Siding No.1 or Siding No.2. The PIC shall split the train as necessary and secure each train portion within the Sidings.

If there is no PIC on site the driver must contact the Signaller to obtain permission to pass the 'Stop and Obtain Permission to Proceed' board into the terminal once they have established it is safe to do so.

#### **Departures:**

Trains departing from Walsall Midland Yard: The PIC shall marshal the train within Walsall Midland Yard Sidings and complete a brake test. Once train preparation duties have been completed the PIC shall contact the Signaller to obtain permission for a movement to pass the 'Stop and Telephone Signaller' board onto Brook Siding and proceed the train towards Ground Position Signal DR1359 ready for departure. The Signaller shall clear Ground Position Signal DR1359 upon scheduled departure.

#### **Shunt moves.**

Shunt movements from the terminal onto Brook Siding require the permission of the Walsall Workstation Signaller as the train is required to pass the stop board.

**DATED: 01/02/2025**

## **MD355 - LICHFIELD TV JN TO LICHFIELD TRENT VALLEY (CHORD LINE) BETWEEN LICHFIELD TRENT VALLEY JUNCTION AND LICHFIELD TRENT VALLEY**

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

**Working by pilotman** need only be introduced in accordance with Section 7 of this Module following a failure of the signalling equipment on the Up & Down Lichfield TV Chord line.

**Dated: 09/06/12**

## **MD370 - BESCOT CURVE JN TO WALSALL, PLECK JN**

**Bescot Curve Jn To Walsall, Pleck Jn**

**The Up Dudley Siding and Down Dudley Run Round Line** are provided for the purpose of running round trains, under no circumstances are trains or vehicles to be stabled on either of these sidings.

**Dated: 20/07/14**

## **MD365 - PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN**

**Portobello Jn To Wolverhampton Crane Street Jn**

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

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

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

**Dated: 01/02/2025**

## **MD401 - HEYFORD TO BORDESLEY JUNCTION**

**BANBURY**

**Up direction**

A train turning back in the Up direction (south-bound), from the north-end of either Platform 2, 3 or 4 at Banbury Station, may receive the AWS horn when passing over the AWS magnet applicable to the Down direction platform starting signal.

**Down direction**

A train turning back in the Down direction (north-bound), from the south-end of either Platform 1, 2 or 3 at Banbury Station, may receive the AWS horn when passing over the AWS magnet applicable to the Up direction platform starting signal.

**Dated: 25/03/17**



## MD401 - HEYFORD TO BORDESLEY JUNCTION

### BANBURY

#### Working Of Banbury Depot Reception Line / Banbury Depot Departure Line

##### Arrivals

When there is a train movement destined for the Banbury Depot Reception Line or Banbury Depot Departure Line the Birmingham ROC Cherwell Valley Signaller must contact the Chiltern Railways Depot Operation Supervisor and advise the head code of the train.

When in a position to accept the train the Chiltern Depot Supervisor must give slot BD100 for movements from Signal OL9128 to the Banbury Reception Line or slot BD101 for movements from Signals OL3109 or OL9111 for movements to the Banbury Departure Line.

The slot release is applicable for one train movement only, once the train has arrived on the Banbury Depot Reception Line or Banbury Depot Departure Line the Chiltern Railways Depot Operation Supervisor must return the slot release to the normal position.

It is not possible for the Chiltern Railways Depot Operation Supervisor to give slot BD100 and BD101 at the same time.

##### Departures

When on duty the Chiltern Railway Depot Supervisor will contact the Birmingham ROC Cherwell Valley Signaller when a train movement is ready to depart from signal OL7113 Banbury Depot Reception Line or OL7112 Banbury Depot Departure Line, providing the head code of the train.

##### Shunting Movements Behind Signal OL9111 Up Cherwell Valley

Drivers of trains requiring to shunt behind signal OL9111 on the Up Cherwell Valley Banbury Depot Junction must reach a clear understanding with the signaller at Birmingham ROC Cherwell Valley Workstation concerning the movement advising the signaller if the train is formed of more than three vehicles.

If the train is formed of more than three vehicles, the signaller must ensure that signal OL3110 on the Up Cherwell Valley is displaying a proceed aspect before setting a route for the shunt movement to proceed behind signal OL9111.

**Dated: 01/02/2025**

## MD401 - HEYFORD TO BORDESLEY JUNCTION

### Reservoir Sidings

#### General:

The site consists of four sidings accessed from the north end of the Down Banbury Goods Loop and Reservoir Neck.

Reservoir Sidings 1 is a private siding for Storage/Cripple Wagons.

Reservoir Sidings 2 is a private siding for the unloading of Aggregate Trains operated on behalf of Tarmac.

Reservoir Sidings 3 & 4 are provided for the stabling of On Track Machines.

Maintenance of On Track Machines is authorised on Reservoir Siding 4

**Person in Charge (PIC):** When taking up duty the PIC must provide their name and mobile telephone number to the Signaller at Birmingham ROC Cherwell Valley Workstation on Telephone 0121 576 2083 and report to the signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

All points within the Reservoir Sidings complex are hand operated and the PIC of any movement within Reservoir Sidings complex must ensure hand points are set in the correct position for the movement

#### Aggregate Trains: - Reservoir Siding No 2 Arrivals

Aggregate Trains destined for Reservoir Siding 2 will normally arrive from the north and will be routed onto the Down Banbury Goods Loop at Reservoir Junction. Trains that arrive from the North are required to conduct a locomotive run round upon arrival on the Down Banbury Goods Loop.

Upon arrival the PIC will hand a Radio to the train Driver and must reach a clear understanding with the Driver and Signaller at the Birmingham ROC Cherwell Valley Workstation concerning the following movements:-

1. Upon arrival on the Down Banbury Goods Loop the Locomotive shall run round the train.
2. Due to the length of Reservoir Neck, if the train is longer than 320metres (350 yards), the PIC shall split the train into two portions on the Down Banbury Goods Loop and ensure the second portion is secured.
3. The PIC shall contact the Signaller at Birmingham ROC Cherwell Valley Workstation when the first portion of the train is ready to shunt from the Down Banbury Goods Loop to Reservoir Siding 2.

## LNW South Route Sectional Appendix Module LNW(S)2

4. Proving no conflicting movements have been authorised within the Reservoir Sidings complex the Signaller at Birmingham ROC Cherwell Valley Workstation shall clear the position light signal associated with Signal OL7143 towards the Reservoir Neck.
5. The PIC shall confirm to the Signaller at Birmingham ROC Cherwell Valley Workstation when the first portion of the train is inside clear of Reservoir Siding 2. The PIC shall secure the train and detach the Locomotive.
6. The PIC shall contact the Signaller at Birmingham ROC Cherwell Valley Workstation and obtain the Signaller's authority to shunt the Locomotive from Reservoir Siding 2 to the Down Banbury Goods Loop to attach to the second portion of the train.
7. The PIC shall contact the Signaller at Birmingham ROC Cherwell Valley Workstation when the second portion of the train is ready to shunt from the Down Banbury Goods Loop to Reservoir Siding 2.
8. Proving no conflicting movements have been authorised within the Reservoir Sidings complex the Signaller at Birmingham ROC Cherwell Valley Workstation shall clear the position light signal associated with Signal OL7143 towards the Reservoir Neck.
9. The PIC shall confirm to the Signaller at Birmingham ROC Cherwell Valley Workstation when the second portion of the train is inside clear of Reservoir Siding 2.
10. The PIC shall control movement of the train during unloading. If turnover shunts are required, the PIC shall contact the Signaller at Birmingham ROC Cherwell Valley Workstation to obtain the Signaller's authority to draw forward into the Reservoir Neck. The PIC shall confirm to the Signaller at WMSC Cherwell Valley Workstation each time a shunt has been completed.

**Aggregate Trains: - Reservoir Siding No 2 Departures**

1. Upon departure the PIC shall contact the Signaller at Birmingham ROC Cherwell Valley Workstation and obtain the Signaller's authority to shunt the first portion of the train from Reservoir Siding 2 to the Down Banbury Goods Loop.
2. The PIC shall ensure Signal OL1142 Ground Position Light Signal Reservoir Neck is displaying a proceed aspect before authorising the propelling movement from the Reservoir Neck to the Down Banbury Goods Loop.
3. Due to the length of Reservoir Neck, if the train is longer than 320m, the PIC shall secure the first portion of train on the Down Banbury Goods Loop and detach the locomotive.
4. The PIC shall contact the Signaller at Birmingham ROC Cherwell Valley Workstation when the Locomotive is ready to shunt from the Down Banbury Goods Loop to Reservoir Siding 2.
5. Proving no conflicting movements have been authorised within the Reservoir Sidings complex the Signaller at Birmingham ROC Cherwell Valley Workstation shall clear the position light signal associated with Signal OL7143 towards the Reservoir Neck.
6. The PIC shall confirm to the Signaller at Birmingham ROC Cherwell Valley Workstation when the locomotive is inside clear of Reservoir Siding 2.
7. The PIC shall attach the locomotive to the second portion of the train on Reservoir Siding 2.
8. The PIC shall contact the Signaller at Birmingham ROC Cherwell Valley Workstation and obtain the Signaller's authority to shunt the second portion of train from Reservoir Siding 2 to the Down Banbury Goods Loop to attach to the first portion of the train previously secured on the Down Banbury Goods Loop.
9. If necessary, upon arrival on the Down Banbury Goods Loop the Locomotive shall run round the train.
10. When the two portions of the train have been coupled and a brake test has been completed the PIC shall collect the radio from the driver and must contact the Signaller at Birmingham ROC Cherwell Valley Workstation to advise the Signaller that the train is ready to depart.

No other movements must be authorised within the Reservoir Sidings Complex when a movement of the Aggregate Train has been authorised.

**On Track Machines**

On Track Machines (Tampers / Stone Blowers) are authorised to stable on Reservoir Sidings 3 or 4.

No movement must be made to or from Reservoir Siding 3 & 4 without the authority of the Birmingham ROC Cherwell Valley Signaller.

**Reservoir Sidings No 3 & 4:- Arrivals**

1. Before clearing the position light signal associated with Signal OL7143 Down Banbury Goods Loop towards the Reservoir Neck for an On Track Machine to stable in Reservoir Siding 3 or 4 the Signaller at Birmingham ROC Cherwell Valley Workstation must ensure no conflicting movement has been authorised within the Reservoir Siding Complex.
2. The Person In Charge Of The On Track Machine must contact the Signaller at Birmingham ROC Cherwell Valley Workstation and confirm the On Track Machine is inside clear on Reservoir Siding 3 or 4 and no further movement will take place towards the Reservoir Neck.

**Reservoir Sidings No 3 & 4:- Departures**

1. The Person In Charge Of The On Track Machine must contact the Signaller at Birmingham ROC Cherwell Valley Workstation when the On Track Machine is ready to depart Reservoir Siding 3 or 4 and advise the Signaller of the reporting number and destination of the On Track Machine
2. Provided no conflicting movement have been authorised within the Reservoir Sidings Complex the Signaller at Birmingham ROC Cherwell Valley Workstation shall give authority to the Person In charge of the On Track Machine to depart from Reservoir Siding 3 or 4 and proceed towards the exit Ground Position Light Signal OL1142.

**Reservoir Siding 4:- Maintenance Of On Track Machines**

1. Maintenance of On Track machines is authorised on Reservoir Siding 4, prior to maintenance being carried out the Person In Charge Of The On Track Machine must ensure that the provisions of Rule Book Module T10 – Duties of a designated person (DP) and people working on rail vehicles- for providing protection are adhered to.

**Dated: 01/02/2025****MD401 - HEYFORD TO BORDESLEY JUNCTION****LEAMINGTON SPA**

**Carriage Sidings.** The Down Leamington Bay and Leamington Depot Siding are designated as Carriage Cleaning/Service Sidings. No movement must take place in these sidings without the Driver obtaining the authority of the Signaller. Whilst carriage cleaning is taking place the Birmingham ROC Cherwell Valley Cherwell Valley Signaller will instruct the Driver to obtain permission from the Person Responsible for Protection.

Before shunting commences from these sidings, the Driver of the shunting movement must have a clear understanding with the Birmingham ROC Cherwell Valley Signaller or, during carriage cleaning, the Person Responsible for Protection.

**Dated: 01/02/2025****MD401 - HEYFORD TO BORDESLEY JUNCTION****DORRIDGE**

**If it is necessary** to route a train formed of a Chiltern Railways 8 car sliding door train to the Up & Down Dorridge Passenger Loop (Platform 3), then the Driver must instruct the Person in Charge of the train to 'lock out' the doors on the rear vehicle and to advise any customers that wish to detrain at Dorridge to do so from an appropriate vehicle.

**Dated: 18/02/08****MD401 - HEYFORD TO BORDESLEY JUNCTION****FENNY COMPTON**

During times and certain circumstances when running water is on or immediate to the lines between 94m 60ch and 95m 00ch at Fenny Compton, trains will be cautioned through the area and Drivers will be requested to report back to the Signaller at Birmingham ROC Cherwell Valley Workstation the following information:

- Which lines are affected.
- The depth of the water.
- Whether the water is running/flowing alongside the track (in the cess etc) **and/or** through, under or across the ballast.

**Dated: 01/02/2025**

## MD401 - HEYFORD TO BORDESLEY JUNCTION

### TYSELEY

#### Tyseley Down Sidings complex

**Tyseley Down Sidings complex comprises the following:**

**Carriage Sidings.** Wash Road, Stabling Sidings 1 to 12, Fuel Roads 13 to 15, and Tyseley Carriage Neck.

**Tyseley Through Sidings.** Situated between the Carriage Sidings and the Factory Sidings.

**Oil Sidings and Cripple Sidings.** Connection from the Down Tyseley Through Siding.

**Diesel Depot area.** Connection from No.2 Engine Line.

**Birmingham Railway Museum area.** Connection from No.1 Engine Line.

**Tyseley Down Sidings Complex.** Diesel Multiple Units (DMUs) must be driven from the leading cab except where the DMU cannot be driven from the leading cab due to a defect. Where the leading cab cannot be used, the provisions of Rule Book, Module TW1, Section 26 must be observed. Movements must only be made from other than the leading end with the Shunter controlling the movement from the ground and another Driver in the leading cab, if a functional brake is operative. All locomotives and DMUs must be shut down when being left unattended. Every effort must be made to keep noise to a minimum during all train movements.

**Carriage Sidings.** Before a movement is allowed to enter the sidings from the south end, the signaller at Birmingham ROC Snow Hill workstation must obtain permission from the Operations Supervisor at the Carriage Sidings, who must give an assurance that the line for which the points are set is clear sufficiently to accommodate the movement.

The signaller at Tyseley No.1 SB will, before authorising a movement beyond signal (TY1)3, obtain the Shunter's permission. All empty DMUs arriving at Tyseley Carriage Sidings from the north direction must stop at the 'Stop & Await Instructions' boards and not proceed without the Shunter's permission.

Telephones for the use of train crew to contact the Operations Supervisor on extension 05 44258 when assistance is required, have been located as follows:

- At the Birmingham-end of No.1 road.
- On the 5th overhead lighting stanchion (as counted from the south end) between No.4 and No.5 roads.
- On the 5th overhead lighting stanchion (as counted from the south end) between No.8 and No.9 roads.

**Fuel Roads.** 'Stop & Await Instructions' boards are located at the ends of each of the Fuel Roads 13, 14 and 15 and are under the control of the Designated Person, who will be identified by a yellow arm band endorsed D.P. in black letters. Drivers arriving at the north Shunters 'Stop & Await Instruction' boards will receive instructions from the north end Shunter to proceed towards the Fuel Roads "Stop & Await Instruction" boards. Drivers arriving at the Fuel Roads 'Stop & Await Instruction' board will receive authorisation from the Designated Person. However if the Designated Person is not immediately available he may delegate the north end Shunter to authorise the driver to pass the "Stop & Await Instruction" boards to the appropriate Fuel Road. Drivers who have not received specific authority from the north end Shunter to proceed onto the Fuel Roads shall stop on arrival at the 'Stop & Await Instructions' boards on Fuel Roads 13, 14 or 15 and must not proceed until authorised to do so by the Designated Person.

**Diesel Depot area.** Drivers must not proceed from shunting signals (TY1)7/8 or (TY1)21/22, located on the Diesel Depot side of Tyseley No.1 SB towards the Diesel Depot sidings unless authorised by the Person in Charge (PIC) at the Diesel Depot, even though the appropriate signal may have been cleared. Points are clipped for movement only onto No.1 Road. Entry to the Brook Road is by authorisation of the Senior Traction Maintenance Supervisor (Designated Person) and the PIC, who will precede the movement on the ground.

Movements must not be made beyond the protecting signals until the PIC has obtained the permission of the Designated Person and ensured that the appropriate derailer has been lowered and the associated signal is displaying a proceed aspect. The movement may be controlled by the PIC or Designated Person. Before authorising any movement out of the Diesel Depot, the PIC must obtain the permission of the Designated Person and ensure that the appropriate derailer has been lowered.

#### Tyseley Down Through Siding

**Oil Discharge Siding and Scrap Yard sidings.** The points in the Tyseley Down Through Siding forming the connection to the Oil Discharge Siding and Scrap Yard Sidings must be kept clipped and padlocked in the normal position for movements along the Tyseley Down Through Siding. When it is necessary for a movement to be made to or from the Oil Discharge Siding or Scrap Yard Sidings, the Guard or Shunter must obtain the key to the padlock from the signaller at Tyseley No.1 SB. Upon completion of work the points forming the connection from the Tyseley Down Through Siding to the Oil Discharge Siding and Scrap Yard Sidings must be clipped and padlocked in the normal position and the key returned to the signaller at Tyseley No.1 SB.

#### Tyseley Up Through Siding

**Detention of trains at signal LJ7304.** Drivers of through trains which are detained at this signal must advise the signaller at Birmingham ROC Snow Hill workstation if they require assistance to overcome the sharp rising gradient when starting away. The assisting locomotive must only assist the train as far as signal LJ7304 and must not be coupled to the train.

**Dated: 01/02/2025**

## LIST OF MODULE PAGES AND DATES

Page	Date Last Changed
1	01 March 2025
2	01 March 2025
3	06 September 2014
4	06 September 2014
5	07 June 2014
6	07 June 2014
7	07 December 2024
8	07 December 2024
9	07 December 2024
10	07 December 2024
11	07 December 2024
12	07 December 2024
13	07 December 2024
13A	07 December 2024
13B	07 December 2024
13C	07 December 2024
14	01 March 2025
14A	01 March 2025
14B	01 March 2025
14C	01 March 2025
14D	01 March 2025
14E	01 March 2025
14F	01 March 2025
14G	01 March 2025
14H	01 March 2025
14I	01 March 2025
14J	01 March 2025
14K	01 March 2025
14L	31 August 2019
15	03 June 2023
15A	03 June 2023
15B	03 June 2023
16	03 June 2023
17	04 December 2021
18	04 December 2021
18A	29 February 2020
18B	07 September 2024
19	07 September 2024
20	04 June 2022
20A	04 June 2022
20B	04 June 2022
20BA	04 June 2022
20BB	04 June 2022
20C	02 December 2023
20D	02 December 2023
20E	02 December 2023
20F	02 December 2023
20G	02 December 2023
20H	02 December 2023
20I	02 December 2023
20J	02 December 2023
20K	02 December 2023
20L	02 December 2023

Page	Date Last Changed
20M	01 June 2024
20N	01 June 2024
20O	01 June 2024
20P	01 June 2024
20Q	01 June 2024
20R	01 June 2024
20S	01 June 2024
20T	01 June 2024
20U	01 June 2024
20V	01 June 2024
20W	01 June 2024
20X	01 June 2024
21	03 June 2023
22	03 June 2023
23	03 September 2022
24	03 September 2022
24A	04 June 2022
24B	04 June 2022
24C	30 May 2020
24D	30 May 2020
24E	02 September 2023
24F	02 September 2023
25	04 June 2022
26	04 June 2022
27	04 December 2021
28	04 December 2021
29	04 June 2022
30	04 June 2022
30A	05 June 2021
30B	05 June 2021
30C	04 June 2022
30D	04 June 2022
31	04 December 2021
32	04 December 2021
33	04 June 2022
34	04 June 2022
35	01 September 2018
36	01 September 2018
37	04 June 2022
37A	04 June 2022
37B	04 June 2022
38	04 June 2022
39	04 December 2021
40	04 December 2021
41	04 June 2022
42	04 June 2022
42A	02 September 2017
42B	02 September 2017
42C	04 June 2022
42CA	04 June 2022
42CB	04 June 2022
42D	04 June 2022
42E	04 December 2021

## LNW South Route Sectional Appendix Module LNW(S) RC

Page	Date Last Changed
42F	04 December 2021
42G	04 June 2022
42H	04 June 2022
42I	02 December 2017
42J	02 December 2017
42K	04 June 2022
42L	04 June 2022
43	07 December 2024
44	07 December 2024
45	07 December 2024
46	07 December 2024
47	07 December 2024
48	07 December 2024
48A	07 December 2024
48B	07 December 2024
49	07 December 2024
50	07 December 2024
51	07 December 2024
52	07 December 2024
53	07 December 2024
54	07 December 2024
55	07 December 2024
56	07 December 2024
57	07 December 2024
57A	07 December 2024
58	07 December 2024

Page	Date Last Changed
59	07 December 2024
60	07 December 2024
61	07 December 2024
62	07 December 2024
63	07 December 2024
64	07 December 2024
65	07 December 2024
66	07 December 2024
67	07 December 2024
68	07 December 2024
<b>69</b>	07 December 2024
<b>70</b>	07 December 2024
71	07 December 2024
72	07 December 2024
73	07 December 2024
74	07 December 2024
75	07 December 2024
76	07 December 2024
77	07 December 2024
78	07 December 2024
79	07 December 2024
80	07 December 2024
81	07 December 2024
82	07 December 2024
82A	07 December 2024

LNW South Route Sectional Appendix Module LNW(S) RC

**THIS PAGE IS INTENTIONALLY BLANK**

## LNW South Route Sectional Appendix Module LNW(S) RC

**Table D1B – Route clearance of diesel multiple units****Last Updated: 30/11/2024**

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	N	N	N	N	R1 R2	Y	N	N	N	N	Y	T	R1 Prohibited Euston platform 17 R2 Prohibited Euston platform 3 when laden
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	N	N	N	N	N	Y	Y	N	N	N	N	Y	T	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	E R1	N	N	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	E R1	N	E	N	N	Y	Y	R2	N	N	N	Y	Y	R1 Route prohibited to Class 165/1 R2 For access to Wembley Yard
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	E R1	N	E	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	E R1	N	E	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	E R1	N	E	N	N	R2	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1 R2 ECS only between Watford Junction and Bletchley Jn
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1-5) – Denbigh Hall South Jn	46	41	47	52	E R1	N	E	N	N	E	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	E R1	N	E	E R2	N	E	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited between Denbigh Hall South Jn and Wolverton Works
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	E R1 R2	N	E	Y	N	E R3	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited between Rugby and Rugby Trent Valley Jn R3 Route prohibited to Class 172/2 and 172/3
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	N	N	Y	N	R1 R2	Y	N	N	Y	R3	Y	T	R1 Prohibited Rugby Trent Valley Jn to Nuneaton South Jn R2 Prohibited Nuneaton to Armitage Jn (NW1001 Sectional Appendix Boundary) R3 R3 Rugby Trent Valley Jn to Lichfield Chord Jn
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3



## LNW South Route Sectional Appendix Module LNWS(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	N	N	N	N	N	E R1	N	N	N	N	N	N	N	R1 Prohibited to Class 172/2 and 172/3
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	N	N	N	N	N	E R1	N	N	N	N	N	N	N	R1 Prohibited to Class 172/2 and 172/3
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	E R1 R2	N	E R2	N	N	R2 R3 R4	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Permitted Willesden Junction Low Level for access to Willesden TMD R3 Prohibited between Willesden Junction Low Level and Harrow and Wealdstone R4 Prohibited to Class 172/2 and 172/3 when laden
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	N	N	N	N	N	E R1	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	N	N	N	N	N	E R1	N	N	N	Y	N	N	N	R1 Prohibited with footsteps fitted
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	N	N	N	N	N	E R1	N	N	N	Y	N	N	N	R1 Prohibited with footsteps fitted
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	Y	N	N	Y	N	E	N	N	N	N	N	N	E	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	E R1	N	E	N	N	R2	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited to Class 172/2 and 172/3 when laden

## LNW South Route Sectional Appendix Module LNW(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	N	N	N	N	E R1	N	E	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	N	N	E	E	Y	N	N	N	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	N	N	N	N	Y	Y	N	Y	N	N	N	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	N	N	Y	Y	N	Y	N	N	N	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	E R1	N	E	N	N	Y	Y	R2	N	N	N	Y	Y	R1 Route prohibited to Class 165/1 R2 For access to Wembley Yard
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	N	N	Y	Y	N	Y	N	N	N	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	N	N	Y	N	N	Y	N	N	N	Y	Y	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	E R1 R2	N	E	Y	N	E R3	Y	Y	N	N	N	Y	Y	R3 Route prohibited to Class 165/1 R4 Prohibited with footsteps fitted. R5 Route prohibited to Class 172/2 and 172/3
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	BDN	Site of Former Bridge Street Jn – Site of Former Duston North Jn	0	00	0	18	N	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	NMH	Site of Former Duston North Jn – Northampton South Jn	0	29	0	65	N	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	N	N	Y	N	N	N	N	N	N	N	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	N	N	Y	N	N	N	N	N	N	N	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	N	N	Y	N	N	N	N	N	N	N	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	N	N	Y	N	N	N	N	N	N	N	Y	Y	
MD233	MYC	Midland Yard Jn - Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	E R1	N	Y	Y	N	E R2	Y	N	N	Y	R3	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3 R3 R3 Prohibited Rugby Trent Valley Jn to Sherbourne Viaduct

## LNW South Route Sectional Appendix Module LNW(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	R1	N	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	R1 Route prohibited to Class 165/1
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	R1	N	Y	Y	N	R2	Y	N	N	Y	Y	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	R1	N	Y	Y	N	R2	Y	N	N	Y	Y	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	R1	N	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	R1 Route prohibited to Class 165/1
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	R1	N	Y	Y	N	R2	Y	N	N	Y	Y	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited Birmingham New Street East Dock Bay when laden
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	E	N	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	E	N	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	E	N	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	E	N	Y	Y	N	N	Y	N	N	Y	Y	Y	T	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	E	N	Y	Y	N	N	Y	N	EH	Y	Y	Y	T	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	E	N	Y	Y	N	N	Y	N	EH	Y	Y	Y	T	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	Y	N	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	Y	N	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	Y	N	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	Y	N	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	Y	R1	N	Y	N	Y	N	N	N	Y	N	Y	Y	R1 Prohibited Barnt Green Jn – Route Boundary (52m 40ch)
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	Y	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	E R1	Y	N	Y	N	Y	Y	Y	N	E	N	Y	Y	R1 Route prohibited to Class 165/0.
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	N	N	N	N	N	N	N	Y	N	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	N	Y	Y	N	N	N	N	N	N	Y	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	N	Y	Y	N	N	N	N	N	Y	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	Y	N	Y	Y	N	N	Y	N	N	Y	N	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	

## LNW South Route Sectional Appendix Module LNWS(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	R1	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	R1 Prohibited between Perry Barr South Jn and Bescot Jn
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	E R1	N	Y	Y	N	N	Y	N	EH R2	Y	Y	Y	Y	R1 Prohibited between Bescot Jn and Darlaston Jn R2 Prohibited between Bescot Jn and Bushbury (Oxley) Jn
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	Y	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	N	N	Y	N	N	N	N	N	N	E	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	N	E	Y	N	N	N	N	N	Y	N	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	E	N	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	E	N	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2005/LN296
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	N	N	N	Y	N	N	N	N	N	N	E	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	E	N	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	Y	Y	Y	N	N	R1	Y	Y	N	Y	N	Y	T	R1 Route prohibited to Class 172/2 and 172/3

## LNW South Route Sectional Appendix Module LNWS(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	R1	Y	R1	R2	N	R3	R4	R4	N	Y	N	Y	Y	R1 Prohibited Banbury North Down Bay platform when laden R2 Prohibited between Aynho Jn and Leamington Spa R3 Class 172/2 and 172/3 prohibited Aynho Jn to Leamington Spa R4 Prohibited between Banbury and Leamington Spa Jn
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	Y	N	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	Y	N	Y	Y	N	Y	N	N	N	Y	E	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	Y	N	Y	Y	N	Y	N	N	N	Y	E	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	Y	N	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	Y	N	Y	Y	N	Y	N	N	N	Y	EH R1	Y	Y	R1 Prohibited Milverton Change of ELR to Gibbet Hill Jn
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	N	N	Y	N	Y	N	N	N	Y	EH R1	Y	Y	R1 Prohibited Limit of Electrification to Nuneaton South Jn
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	R1	N	Y	Y	N	Y	N	N	N	Y	N	N	N	R1 Route prohibited to Class 165/1
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	Y	Y	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	Y	N	E R1	Y	N	Y	N	N	N	Y	N	Y	Y	R1 Prohibited between Hartlebury and Route Boundary (GW370) (Cutnall Green)
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	Y	N	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	Y	N	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	Y	N	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	N	N	N	N	N	N	N	N	Y	N	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NME/2005/LNW284
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	Y	N	Y	N	N	Y	N	N	N	N	N	N	N	

## LNW South Route Sectional Appendix Module LNWS(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	N	N	E	Y	N	E	N	N	N	N	N	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	N	E	Y	N	E	N	N	N	N	N	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	N	E	Y	N	E	R1	N	N	Y	N	Y	Y	R1 Prohibited between Water Orton East Jn and Castle Bromwich Jn
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	N	Y	Y	N	N	Y	N	N	Y	EH R1	Y	Y	R1 Prohibited Landor Street Jn to Grand Jn
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	N	E	Y	N	E R1	N	N	N	N	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	N	N	N	Y	N	E	N	N	N	Y	N	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	N	N	N	Y	N	E	N	N	N	Y	N	Y	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	N	E	Y	N	E	N	N	N	N	N	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	N	E	Y	N	N	N	N	N	Y	N	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	N	E	Y	N	N	N	N	N	Y	N	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	E	N	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	E	N	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	N	Y	Y	N	E	N	N	N	Y	N	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	Y	N	Y	Y	N	Y	N	N	N	Y	E	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	N	N	N	Y	N		N	N	N	Y	N	Y	Y	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	R1	N	Y	Y	N	Y	N	N	N	Y	E	Y	Y	R1 Route prohibited to Class 165/1
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	N	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	R1	N	Y	N	N	R2	N	N	N	Y	N	N	N	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	R1	N	Y	N	N	Y	N	N	N	Y	N	N	N	R1 Route prohibited to Class 165/1
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	Y	N	Y	N	N	Y	Y	Y	N	Y	N	Y	Y	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	Y	N	Y	N	N	R1	Y	R2	N	Y	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3 R2 30 mph Haddenham and Thame Parkway Up platform
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	Y	N	Y	N	N	R1	Y	Y	N	Y	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	Y	N	Y	N	N	Y	Y	Y	N	N	N	Y	Y	

## LNW South Route Sectional Appendix Module LNW(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	R1 R2	N	Y	N	N	R3 R4	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited unless fitted with tripcocks R3 Prohibited from being the leading unit between on the LUL section Harrow on the Hill and Amersham (9m 13ch to 25m 21ch) due to the non-fitment of tripcocks R4 Route prohibited to Class 172/2 and 172/3
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	R1 R2	N	Y	N	N	R3 R4	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited on LUL section unless fitted with tripcocks R3 Prohibited from being the leading unit on the LUL section between Harrow on the Hill and Amersham (9m 13ch to 25m 21ch) due to the non-fitment of tripcocks R4 Route prohibited to Class 172/2 and 172/3
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	R1	N	Y	N	N	R2	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	E R1	N	E	N	N	E	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	R1	N	Y	N	N	Y	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	R1	N	Y	N	N	Y	N	N	N	E	N	N	N	R1 Route prohibited to Class 165/1
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	R1	N	Y	N	N	R2	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	Y	N	E	N	N	E R1	N	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	Y	N	E	N	N	E R1	N	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	Y	N	E	N	N	E R1	N	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	Y	N	Y	N	N	Y	N	N	N	Y	N	N	N	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	R1	N	R1	N	N	R2	N	N	N	R3	N	N	N	R1 Prohibited Temporary Buffer Stop to Gates (Claydon) R2 Route prohibited to Class 172/2 and 172/3 R3 Prohibited EastWest Rail Boundary (18m 40ch) to Gates (Claydon)
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	N	N	N	N	N	N	N	N	N	N	N	Line non-operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	E R1	N	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	E R1	N	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted

## LNW South Route Sectional Appendix Module LNWS(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	E R1	N	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	E R1	N	N	N	N	N	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	E R1	N	N	N	N	N	N	N	N	Y	N	N	N	R1 Prohibited with footsteps fitted
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	N	N	N	N	N	N	N	N	Y	N	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	Y	N	Y	N	N	Y	N	N	N	Y	N	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	N	Y	Y	N	N	Y	N	EH	Y	Y	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	Y	Y	N	N	Y	N	EH R1	Y	Y	Y	Y	R1 Prohibited between Oxley TRSMD and Limit of Electrification
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	Y	Y	N	N	Y	N	N	Y	Y	N	R1	R1 3mph Shifnal Down platform with deflated suspension
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	Y	Y	N	N	Y	N	N	Y	Y	N	R1 R2	R1 3mph Oakengates Up platform with deflated suspension R2 3mph Wellington Down Loop platform with deflated suspension
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	N	N	Y	N	N	Y	N	EH	Y	Y	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	N	N	N	N	N	N	N	N	N	N	N	N	N	



## LNW South Route Sectional Appendix Module LNW(S) RC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	220	221	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	Y	Y	Y	Y	N	R1	Y	Y	N	Y	Y	Y	R1 Route prohibited to Class 172/0 and 172/1
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	Y	Y	Y	Y	N	R1	Y	Y	N	Y	Y	Y	R1 Route prohibited to Class 172/1
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	Y	Y	Y	Y	N	R1	N	N	N	Y	Y	Y	R1 Route prohibited to Class 172/1
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	Y	Y	Y	Y	N	R1	N	N	N	Y	Y	Y	R1 Route prohibited to Class 172/1
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	Y	Y	N	N	N	N	Y	Y	N	N	Y	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	Y	Y	N	Y	N	R1	Y	Y	N	Y	Y	Y	R1 Route prohibited to Class 172/1
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	Y	Y	N	Y	N	R1	Y	Y	N	Y	Y	Y	R1 Route prohibited to Class 172/1
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	Y	Y	N	Y	N	R1	N	N	N	Y	Y	Y	R1 Route prohibited to Class 172/1
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	Y	Y	N	Y	N	R1	N	Y	N	N	Y	Y	R1 Route prohibited to Class 172/1

**This page intentionally left blank**