NETWORK RAIL
London North Western South Route

LNW (S)

Week No.
37

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS

MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 69 TO THE LNW(S) ROUTE
SECTIONAL APPENDIX

SATURDAY 07 DECEMBER 2024
to
FRIDAY 28 FEBRUARY 2025
Inclusive

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

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

This notice comprises of 32 pages

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

Published on behalf of the Route Managing Director – LNW(S)
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ACKNOWLEDGEMENT SLIP

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

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 69 to the LNW (S) Route Sectional Appendix effective from Saturday 07 December 2024 to Friday 28 February 2025

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

Full Name (in capitals): _____

Signature (in full)**:** _____

Location: _____

Date: _____

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Introduction

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

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

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

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

Supplement to the Sectional Appendix

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

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

The Supplement is identified as Supplement No. 69 and is dated 07 December 2024 In line with current industry standards items published in the Supplement will not appear in future PONs.

Enquiries concerning amendments to the Sectional Appendix must be e-mailed to the Planning Publications mailbox
PlanningPublications@networkrail.co.uk

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

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

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

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

RSSB
The Helicon
1 South Place
London
EC2M 2RB

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

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

This publication is printed and distributed by APS Group

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LATE OR NON-DELIVERY

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

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

Part A - Foreword

A1 Introduction

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

A2 Scope

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

A3 Implementation

The publication date of this document is **07 December 2024**.

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

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

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

Amendment No	Publication and section
Part C - New amendments to National Operations Publications	
01/24	GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5.
02/24	GERT8000-TS1, issue 18.1, General signalling regulations, regulation 12.1.
03/24	Handbook RS524, List of Dangerous Goods and their United Nations numbers, issue 1, table 1.
Amendment No	**Publication and section**
Part D - Previous amendments to National Operations Publications	
04/23	GERT8000-T3 Possession of a running line for engineering work, issue 11, section 9.1. This amendment is not carried forward as it has been published in the Rule Book.
02/22	Various modules and handbooks. Amendments to Rule Book modules TS9 and TW8 have not been carried forward as they have been published in the Rule Book.

Part C - New amendments to National Operations Publications

GERT8000 Rule Book

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.

GERT8000 Rule Book

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	Trifluoromethylte-trazole-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 D - Previous amendments to National Operations Publications

GERT8000 Rule Book

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

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

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

Amend: the following as shown:

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

Add: the following new entry:

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

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

Explanation of change

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

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

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

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

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

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

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

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

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

Handbook RS523 GSM-R Handbook

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 Broadcast calls

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.

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

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

Explanation of change
The current instruction 44 temporary isolations has been withdrawn and replaced with a new instruction 44 temporary isolations. The new TI instruction provides a simplified and structured process for the authorisation and circumstances in which TI may be utilised. It details the process for taking and giving up of a temporary isolation and provides for a new role of Person In Charge of Temporary Isolation (PICTI) to clearly define the roles and responsibilities of the staff involved in the temporary isolation process. It also provides clarity that the signal protection provided for the temporary isolation by the PICTI is separate to the protection arrangements that are required to be provided by the COSS.
Signal Protection provided for a TI must never be relied upon to provide staff with a 'Safe system of work when walking or working on or near the line' as required by the Rule Book Module T7.

Pages 58 to 61 inclusive

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

44 Temporary isolations

44.1 General

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

44.2 Persons competent to take temporary isolations

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

44.3 Authorising a temporary isolation

44.3.1 Temporary Isolations shall only take place

(a) with the agreement of the Operations Control for the lines concerned

(b) at those locations where a traction return rail is adjacent to the conductor rail

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

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

44.3.3 The Person In Charge of the Temporary Isolation (PICTI) 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 PICTI, 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 PICTI the isolation arrangements to be applied.

44.4 Taking a Temporary Isolation

44.4.1 On request from the PICTI, 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 PICTI to operate any relevant switches to the required position.

44.4.3 The PICTI shall confirm details of the switches operated to the required position to the ECO, once this has been done.

44.4.4 The ECO shall take appropriate action to prevent reclosure of those circuit breakers and/or other controlled devices in accordance with the ECR instructions. The ECO shall record the details in the ECR log.

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

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

44.5 Testing the conductor rail

44.5.1 The PICTI shall make sure that the section or sub-section is switched off by testing between the conductor rail and the traction return rail adjacent to the conductor rail, using an approved testing device. The use of train line live indicator lamps is not permitted.

44.5.2 If the test proves the conductor rail is live then the ECO shall be informed immediately. The PICTI shall not attempt further switching without the authority of the ECO.

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

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

44.6 Preventing re-energisation of the isolated section

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

44.7 Briefing staff before commencing work

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

44.8 Cancelling the temporary isolation

44.8.1 When work has ceased the PICTI shall confirm that all persons, tools or equipment are clear of the CRE.

44.8.2 Where an electric train is involved the PICTI shall additionally confirm that all persons, tools or equipment are clear of collector shoes, and other exposed parts of electrical equipment on trains

44.8.3 The PICTI shall arrange for all members of any work group to be advised that the CRE is to be recharged.

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

44.8.4 The short circuiting bar(s) shall then be removed.

44.8.5 The PICTI shall then contact the ECO, confirming that they wish to give up the Temporary Isolation,

(a) stating their name,
(b) job title,
(c) employer,
(d) the activity undertaken,
(e) the exact location,
(f) the lines concerned
(g) confirming that short circuiting bar(s) have been removed
(h) and all personnel are clear of the CRE

44.9 Making the conductor rail live

44.9.1 The ECO shall upon receiving this request shall take the required actions to recharge the Temporary Isolation, ensuring any switches are operated with the current switched off and the section blocked to traffic (see instruction 15 of this WI). The PICTI shall confirm to the ECO when any relevant switches have been operated. The recharging of the Temporary Isolation shall be recorded in the ECR Log Book.

44.9.2 The ECO shall contact the signaller, advising that the CRE has been switched on and request for the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) be withdrawn.

44.9.3 The signaller shall withdraw the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) and advise the ECO when this has been done and record the details in the train register.

44.9.4 The ECO shall advise the PICTI that the isolation has now been restored and that the block to all trains for the TI has been withdrawn.

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

Explanation of change:

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

Reference Appendix B, pages 69 to 80

Delete the following forms:

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

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

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

Miscellaneous Instructions

NETWORK RAIL CONTROL – LNW CONTROL (SOUTH) CONTACT DETAILS

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

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

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

NETWORK RAIL CONTROL –RUGBY AND BIRMINGHAM	BRT	BT
Route Control Manager (located Rugby ROC) Emergency Mobile: Fax:	085 42545 - 085 42553	0330 854 2545 07767 672 492 0330 854 2553
Rugby ROC Emergency (Primary)	**085 42555**	**0330 854 2555**
Rugby ROC Emergency (Secondary)	**085 42557**	**0330 854 2557**
VSTP Controller (located Rugby ROC) (Post covered 0700 - 2100 hours Mon - Fri, 0700 - 1900 Sat, 1000 - 2000 Sun. Outside these times contact the Train Running Controller – West Coast) Fax:	085 42547 085 42554	0330 854 2547 0330 854 2554
Information Controller (located Rugby ROC) (post covered 0600 - 2200 hours Mon - Sat, 1000 - 2000 Sun. Outside these times contact the Route Control Manager) Fax:	085 42546 085 42553	0330 854 2546 0330 854 2553
Train Running Controller – Long Distance (located Rugby ROC) (Post covered 0630 - 2230 hours Mon - Sat, 0900 - 2100 Sun. Outside these times contact the Train Running Controller for area concerned) Emergency Mobile: Fax:	085 42579 - 085 42553	0330 854 2579 07860 500 514 0330 854 2553
Train Running Controller – West Coast (located Rugby ROC) Emergency Mobile: Fax:	085 42548 - 085 42553	0330 854 2548 07515 621 511 0330 854 2553
Incident Controller – West Coast South (located Rugby ROC) *(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
Incident Controller – West Coast North (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
Incident Support Controller – West Coast (located Rugby ROC) Emergency Mobile: Fax:	085 42574 - 085 42553	0330 854 2574 07919 470 280 0330 854 2553
Train Running Controller – Midland & Western Lines (located West Midlands SC, Saltley) Fax:	085 42573 085 55163	0330 854 2573 0121 576 2163

(Table continued on next page…)

Miscellaneous Instructions – Continued

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

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

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

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

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

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

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

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

SIGNAL BOX / PANEL / WORKSTATION	BRT	BT	SIGNAL PREFIX	GSM-R
Aston	085 49391	0330 854 9391	AN	74 6020 01
Droitwich Spa	085 49374	0330 8549374	DS	74 5200 01
Henwick	085 49378	0330 8549378	HK	74 5245 01
Ledbury	085 28488	0330 854 9381	L	74 5250 01
Lichfield Trent Valley Junction	085 55726	01543 410 191	TV	74 6026 01
LUL Metropolitan Line Control GSM-R coverage area: Neasden Jn to Amersham (Network Rail / LUL boundary)			JB	74 6109 01
Malvern Wells	085 49380	0330 8549380	MW	74 5269 01
Marston Vale SCC (East workstation) *(Marston LC to Bedford)*	085 42622	0330 8542622	MV	74 6163 01
Marston Vale SCC (West workstation) *(Bletchley to Lidlington)*	085 42621	0330 8542621	MV	74 6169 01
Marylebone South *(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
Marylebone North *(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
Newland East	085 49379	0330 8549379	NE	74 5263 01
Norton Jn	085 49382	0330 8549382	NJ	74 5265 01
Rugby SCC Shift Signalling Manager South SSM; North SSM	085 42633 085 42634	0330 8542633 0330 8542634		74 6167 01
Rugby SCC – Bletchley Workstation *(Soulbury Road HABDs to Wolverton (incl.))*	085 42628	0330 8542628	TK, KR	74 6162 01
Rugby SCC – Northampton Workstation *(Wolverton (excl.) to Hillmorton Jn (excl.) (via Weedon and via Northampton))*	085 42629	0330 8542629	KR, HN, RY	74 6159 01
Rugby SCC – Rugby Workstation *(Hillmorton Jn (incl.) to Shilton; Rugby to Brandon)*	085 42630	0330 8542630	KR, NR, RN, RC	74 6161 01
Rugby SCC – Nuneaton Workstation *(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
Rugby SCC – Tring Workstation *(Kings Langley to Soulbury Road HABDs)*	-	0330 854 2627	WT, TK	74 6157 01
Rugby ROC – Claydon Workstation (Gavray Jn to Flyover Summit Jn (incl.). Flyover Summit Jn to Fenny Stratford Jn).	085 89000	0330 858 9000	OB	74 6110 01
Rugby ROC – Colwich Workstation (Atherstone (excl.) to Shugborough)	085 42637	0330 854 2637	NL, LS	74 6170 01
Tyseley No.1	085 55828	0121 345 5828	TY1	-

Miscellaneous Instructions – Continued

NETWORK RAIL – London North Western (South) – Continued

SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS – Continued

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

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

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

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

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

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

Down direction • Down Main from Great Central Way Jn signal ME.35 to signal ME.45 (several signal sections). Chiltern Railways LMD signal ME.360 and ME.363. DAB, DAC, DAE and DD t/cs • Down Main from South Ruislip signal ME.73 to signal ME.77. DY t/c • Down Northolt Loop signal ME.71 to Down Main signal ME.77. FT t/c • Down Main from West Ruislip signals ME.85 and ME.87 to signal ME.97. FH1 t/c • Down Main from Gerrards Cross signal ME.117 to signal ME.139 (several signal sections). HE t/c • Down Main from 20 metres beyond High Wycombe signal ME.151 to signal ME.159 (several signal sections). KE t/c • Down Main from Princes Risborough signal ME.159 to signal ME.171 (several signal sections). KM and KN t/cs. • Down Main signal ME.171 to signal ME.173. QA t/c • Down Bicester from Bicester North signal ME.1201 to signal NA.4763 (several signal sections). BFK t/c • Up Bicester (down direction) from Bicester North signal ME.2033 to signal NA.9769 (exclusive). BAS t/c	Must not be used on Turnback Siding at Gerrards Cross and Down Siding at High Wycombe
MD705 Greenford West Jn to South Ruislip	
Up & Down Greenford South Ruislip signal ME.72 to D&U Wycombe signals GE.41 and GE.45 (exclusive). Whole of single line from Northolt Jn to Route boundary at 8m 60ch. DT t/c	
MD710 Neasden South Junction to Harrow on the Hill (Met Line)	
Up direction *Up Harrow from LUL / Network Rail Boundary 197m 45ch (protecting signal JB.40) to signal ME.32 (several signal sections) CH t/c*	
Down direction • *Down Harrow from signal ME.27 inclusive to LUL / Network Rail Boundary signal RJB.1* • *Down Main from signal ME.25 to Down Harrow ME.27. BL t/c*	
MD712 Amersham to Aylesbury	
Up Main from 37m 60ch (Aylesbury Jn exclusive) 200 metres (219 yards) beyond signals ME.390 and ME.388 through Great Missenden crossover to LUL / Network Rail Boundary 25m 21ch VA1 and VF t/cs.	
Down Main from LUL / Network Rail Boundary 25m 21ch (protecting signal JW.70) through Great Missenden crossover to 200 metres (219 yards) beyond signal ME.383 UN2 and UZ t/cs.	
MD715 Neasden South Junction to Neasden Junction	
Up & Down Branch Neasden South Jn signal ME.33 to Down Main signal ME.35. BX t/c	
MD720 Princes Risborough to Aylesbury	
Up direction Up & Down Aylesbury (Up direction) from Aylesbury signal ME.386 to Down direction signal ME.385 at Stoke Mandeville No.17 LC. (excl.) WP t/c Up & Down Aylesbury (Up direction) from Little Kimble signal ME.180 to signal ME.178. YW1 t/c Up & Down Aylesbury (Up direction) from signal ME.178 beyond Monks Risborough to Princes Risborough Platforms 1&2. LC t/c	Must not be used Must not be used between 45m 14ch and 48m 40ch on Up & Down Aylesbury line due to level crossings. between 45m 20ch and 49MP on Up & Down Aylesbury line due to Axle Counters and level crossings
Down direction · Up & Down Aylesbury (Down direction) from Princes Risborough signal ME 167 to signal ME.167 at Princes Risborough to signal ME.181 at Little Kimble LB t/c · Up & Down Aylesbury (Down direction) from Aylesbury signal ME.386 to up direction signal ME.385 at Stoke Mandeville No.17 LC. WP t/c	Must not be used between 45m 20ch and 49MP on Up & Down Aylesbury line due to Axle Counters and level crossings Must not be used between 45m 14ch and 48m 40ch on Up & Down Aylesbury line due to level crossings.

LNW South Route Sectional Appendix Module LNW(S)1

Route	Sections of line Equipped
MD315 Stechford South Junction to Aston South Junction	Down Grand Junction between Stechford North Junction 0m 00ch and Aston South Junction 2m 61ch Up Grand Junction between Aston South Jn 2m 61ch and Stechford South Jn 108m 66ch.
MD320 Proof House Jn to Bushbury Jn (via Bescot)	Down Vauxhall / Down Grand Junction between Duddeston (excl) 0m 74ch to Hamstead 4m 60ch Down Grand Junction: Willenhall 11m 38ch to Bushbury Jn 15m 32ch Up Grand Junction: Bushbury Jn 15m 32ch to 11m 39ch Up Grand Junction / Up Vauxhall between Hamstead 4m 60ch and Duddeston (excl) 0m 64ch
MD325 Soho South Junction to Perry Barr North Junction	Down Soho between Soho South Junction 2m 75ch and Perry Barr North Junction 0m 00ch. Up Soho between Perry Barr North Junction 0m 00ch and Soho South Junction 2m 75ch.
MD330 Soho East Junction to Soho North Junction	Down Soho Curve between Soho East Junction 0m 00ch and Soho North Junction 0m 22ch. Up Soho Curve between Soho North Junction 0m 22ch and Soho East Junction 0m 00ch.
MD335 Perry Barr West Jn to Perry Barr South Jn	Down Perry Barr between Perry West Jn 0m 39ch and Perry Barr South Jn 0m 00ch. Up Perry Barr between Perry Barr South Jn 0m 00ch and Perry Barr West Jn 0m 39ch.
MD345 Bescot Jn to Rugeley North Jn (Exclusive)	Down Cannock from 14m 09ch (beyond SA boundary with NW1004) Up Cannock to 13m 78ch (beyond SA boundary with NW1004)
MD355 Lichfield TV Junction to Lichfield Trent Valley (Chord Line)	Chord line (single line) between 0m 16ch and 0m 02ch.
MD365 Portobello Jn to Wolverhampton Crane Street Jn	Down Heath Town: Portobello Jn Om 04ch to Wolverhampton Crane Street Jn 10m 59ch to Portobello Jn 0m 04ch
MD401 Heyford to Bordesley Junction	All Down running lines between 75m 35ch and 87m 69ch. All Up Running lines between 88m 10ch and 74m 76ch All Down running lines between 107m 22ch and 127m 76ch. All Up running lines between 107m 10ch and 127m 68ch.
MD405 Leamington Spa Junction to Coventry South Junction	Up & Down Kenilworth line from 2m 58ch to Coventry South Junction.
MD410 Coventry North Junction to Nuneaton South Junction	Down and Up Bedworth lines throughout.
MD415 Hatton Station to Stratford-upon-Avon	Down Claverdon, Up Claverdon and Down & Up Claverdon lines throughout. Down North Warwick line to 9m 35ch. Up North Warwick line from 9m 45ch.
MD420 Hatton North Junction to Hatton West Junction	Down & Up Hatton North Curve throughout.
MD425 Tyseley South Junction to Bearley Junction	Down North Warwick and Up North Warwick lines throughout.
MD435 Small Heath South Junction to Stourbridge North Junction	All running lines between 126m 59ch and: Down Snow Hill at 128m 24ch. Up Snow Hill at 128m 13ch. Up & Down Small Heath Goods at 128m 24ch.
MD440 Galton Junction to Smethwick Junction	Down Stourbridge Line between Galton Junction 3m 64ch and Smethwick Junction 4m 08ch

MD555 Nuneaton North Junction to Water Orton East Junction	From Nuneaton North Junction to 8m 10ch on the Down Arley and Up Arley lines.
MD705 Greenford West Junction to South Ruislip	Northolt Junction (excl) to Route Boundary.
MD701 Marylebone to Aynho Junction	Down Bicester 18m 24ch to 18m 29ch Up Bicester 18m 26ch to 18m 21ch
MD736 Oxford North Jn (Excl.) to Denbigh Hall South Jn.	Down Bletchley all of OXD Oxford North Jn to Flyover Jn, former site of Up Bletchley all of OXD Flyover Jn, former site of to Oxford North Jn Down Bletchley all of BFO Flyover Jn, former site of to Flyover Summit Jn Up Bletchley all of BFO Flyover Summit Jn to Flyover Jn, former site of Down Bletchley DHF Flyover Summit Jn to 1m 13ch. Up Bletchley DHF 1m 20ch to Flyover Summit Jn
MD741 Flyover Summit Jn to Fenny Stratford Jn (Bletchley Flyover Lines)	Down Bletchley Chord BFO Flyover Summit Jn to Flyover Single Jn (1m 24ch) Up Bletchley Chord BFO 1m 07ch to Flyover Summit Jn
MD745 Bicester South Jn to Gavray Jn	Up Bicester South West Chord from Gavray Jn (incl.) to 0m 28ch. Down Bicester South West Chord 0m 28ch to Gavray Jn (incl.)
MD801 Wolverhampton North Junction to Abbey Foregate (exclusive)	Down Wellington between 144m 19ch and Donnington Jn 160m 73ch Down Wellington / Down Main between Wellington (exclusive) to Route Boundary (GW731) at 170m 52ch. Up Main / Up Wellington between Route Boundary (GW731) and Wellington (exclusive) Up Wellington between Donnington Jn and Oxley (exclusive) at 144m 39ch.
MD900 Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill	Down Abbotswood Curve between Abbotswood Jn and Cooksholme LC (excl.) Up Abbotswood Curve between Cooksholme LC (excl.) and Abbotswood Jn. Droitwich Single between Wychbold LC (excl.) and Stoke Works Jn.
MD910 Pershore (Incl.) to Norton Jn	Up & Down Cotswolds Single between Evesham West Jn 107m 52ch (GW310) and Worcestershire Parkway 116m 60ch. (Single line section).
MD555 Nuneaton North Junction to Water Orton East Junction	From Nuneaton North Junction to 8m 10ch on the Down Arley and Up Arley lines.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

996 London North Western Route

LNW South Route GI - Dated: 02/11/2024

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GSM-R GENERAL INSTRUCTION

TW5 SECTION 25 – KNOWN MISROUTED CALL LOCATIONS

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

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

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

GSM-R FAULTS AND FAILURES RESPONSE

VERSION 1.1

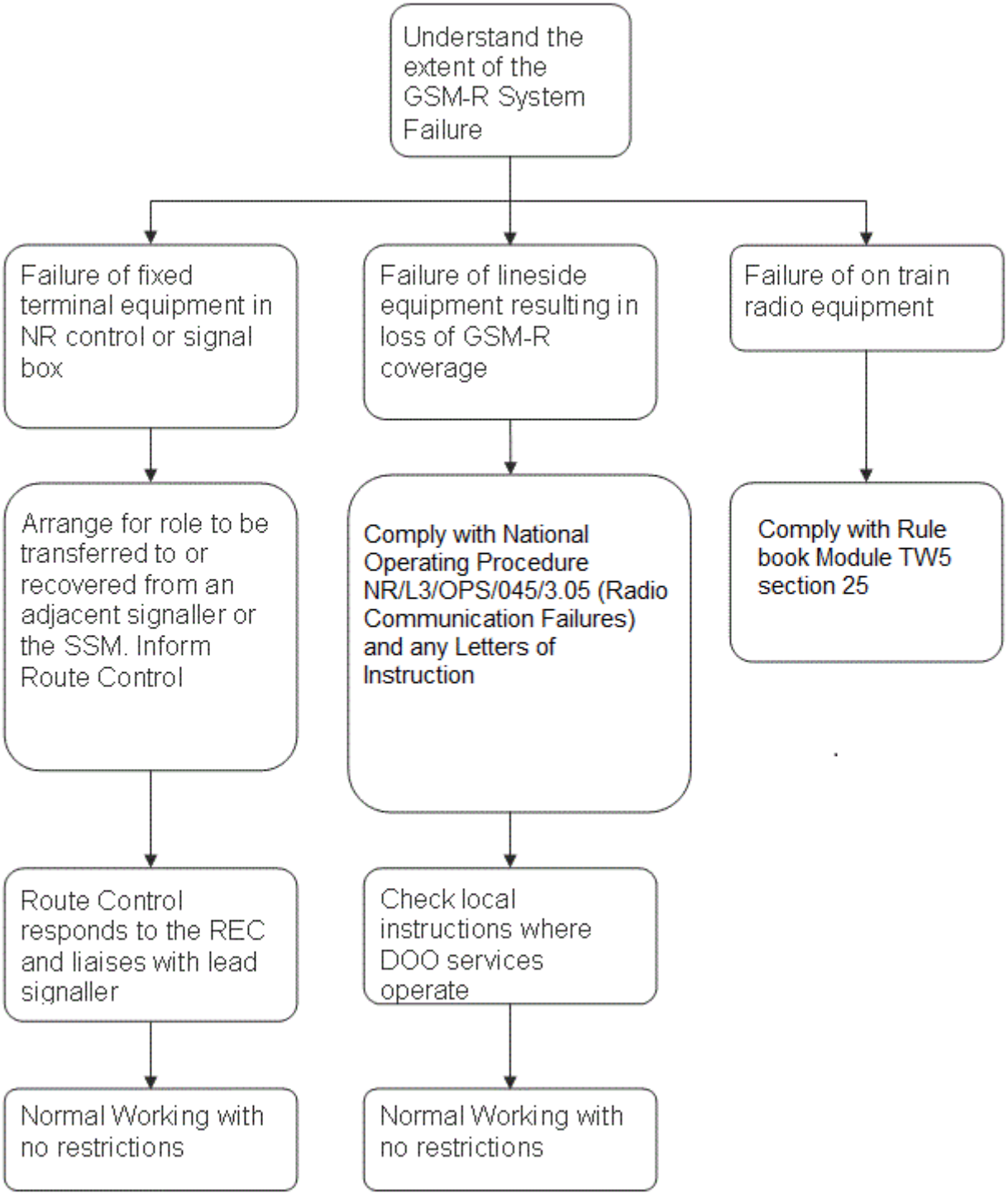
PURPOSE

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

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

APPENDIX

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



LNW South Route GI - Dated: 02/11/24

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

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

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

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

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

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

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

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

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

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

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

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

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

IDLING OF DIESEL ENGINES AND CONTROL OF NOISE

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

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

Route	Sections of line Equipped
MD310 Barnt Green Junction to Redditch	52m 62ch (between Barnt Green Single Line Jn and Alvechurch Station Jn) to End of Line
MD315 Stechford South Junction to Aston South Junction	Down Grand Junction between Stechford North Junction 0m 00ch and Aston South Junction 2m 61ch Up Grand Junction between Aston South Jn 2m 61ch and Stechford South Jn 108m 66ch.
MD320 Proof House Jn to Bushbury Jn (via Bescot)	Down Vauxhall / Down Grand Junction between Duddeston (excl) 0m 74ch to Hamstead 4m 60ch Down Grand Junction: Willenhall 11m 38ch to Bushbury Jn 15m 32ch Up Grand Junction: Bushbury Jn 15m 32ch to 11m 39ch Up Grand Junction / Up Vauxhall between Hamstead 4m 60ch and Duddeston (excl) 0m 64ch
MD325 Soho South Junction to Perry Barr North Junction	Down Grand Junction between Stechford North Junction 0m 00ch and Aston South Junction 2m 61ch Up Grand Junction between Aston South Jn 2m 61ch and Stechford South Jn 108m 66ch.
MD330 Soho East Junction to Soho North Junction	Down Soho Curve between Soho East Junction 0m 00ch and Soho North Junction 0m 22ch. Up Soho Curve between Soho North Junction 0m 22ch and Soho East Junction 0m 00ch.
MD335 Perry Barr West Jn to Perry Barr South Jn	Down Perry Barr between Perry West Jn 0m 39ch and Perry Barr South Jn 0m 00ch. Up Perry Barr between Perry Barr South Jn 0m 00ch and Perry Barr West Jn 0m 39ch.
MD345 Bescot Jn to Rugeley North Jn (Exclusive)	Down Cannock from 14m 09ch (beyond SA boundary with NW1004) Up Cannock to 13m 78ch (beyond SA boundary with NW1004)
MD355 Lichfield TV Junction to Lichfield Trent Valley (Chord Line)	Chord line (single line) between 0m 16ch and 0m 02ch.
MD365 Portobello Jn to Wolverhampton Crane Street Jn	Down Heath Town: Portobello Jn 0m 04ch to Wolverhampton Crane Street Jn 1m 59ch Up Heath Town: Wolverhampton Crane Street Jn 1m 59ch to Portobello Jn 0m 04ch
MD401 Heyford to Bordesley Junction	All Down running lines between 75m 35ch and 87m 69ch. All Up Running lines between 88m 10ch and 74m 76ch All Down running lines between 107m 22ch and 127m 76ch. All Up running lines between 107m 10ch and 127m 68ch.
MD405 Leamington Spa Junction to Coventry South Junction	Up & Down Kenilworth line from 2m 58ch to Coventry South Junction.
MD410 Coventry North Junction to Nuneaton South Junction	Down and Up Bedworth lines throughout.
MD415 Hatton Station to Stratford-upon-Avon	Down Claverdon, Up Claverdon and Down & Up Claverdon lines throughout. Down North Warwick line to 9m 35ch. Up North Warwick line from 9m 45ch.
MD420 Hatton North Junction to Hatton West Junction	Down & Up Hatton North Curve throughout

MD425 Tyseley South Junction to Bearley Junction	Down North Warwick and Up North Warwick lines throughout.
MD435 Small Heath South Junction to Stourbridge North Junction	All running lines between 126m 59ch and: Down Snow Hill at 128m 24ch. Up Snow Hill at 128m 13ch. Up & Down Small Heath Goods at 128m 24ch.
MD440 Galton Junction to Smethwick Junction	Down Stourbridge Line between Galton Junction 3m 64ch and Smethwick Junction 4m 08ch
MD555 Nuneaton North Junction to Water Orton East Junction	From Nuneaton North Junction to 8m 10ch on the Down Arley and Up Arley lines.
MD701 Marylebone to Aynho Junction	Down Bicester 18m 24ch to 18m 29ch Up Bicester 18m 26ch to 18m 21ch
MD736 Oxford North Jn (Excl.) to Denbigh Hall South Jn.	Down Bletchley all of OXD Oxford North Jn to Flyover Jn, former site of Up Bletchley all of OXD Flyover Jn, former site of to Oxford North Jn Down Bletchley all of BFO Flyover Jn, former site of to Flyover Summit Jn Up Bletchley all of BFO Flyover Summit Jn to Flyover Jn, former site of Down Bletchley DHF Flyover Summit Jn to 1m 13ch. Up Bletchley DHF 1m 20ch to Flyover Summit Jn
MD741 Flyover Summit Jn to Fenny Stratford Jn (Bletchley Flyover Lines)	Down Bletchley Chord BFO Flyover Summit Jn to Flyover Single Jn (1m 24ch) Up Bletchley Chord BFO 1m 07ch to Flyover Summit Jn
MD745 Bicester South Junction to Gavray Junction	Up Bicester South West Chord from Gavray Jn (incl.) to 0m 28ch. Down Bicester South West Chord 0m 28ch to Gavray Jn (incl.)
MD801 Wolverhampton North Junction to Abbey Foregate (exclusive)	Down Wellington between 144m 19ch and Donnington Jn 160m 73ch. Down Wellington / Down Main between Wellington (exclusive) to Route Boundary (GW731) at 170m 52ch. Up Main / Up Wellington between Route Boundary (GW731) and Wellington (exclusive). Up Wellington between Donnington Jn and Oxley (exclusive) at 144m 39ch.
MD900 Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill	Down Abbotswood Curve between Abbotswood Jn and Cooksholme LC (excl.) Up Abbotswood Curve between Cooksholme LC (excl.) and Abbotswood Jn. Droitwich Single between Wychbold LC (excl.) and Stoke Works Jn.
MD910 Pershore (Incl.) to Norton Jn	Up & Down Cotswolds Single between Evesham West Jn 107m 52ch (GW310) and Worcestershire Parkway 116m 60ch. (Single line section).

LNW South Route GI - Dated: 09/09/2024

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

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

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

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

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

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

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

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

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

LNW South Route GI - Dated: 02/11/24

Obstacle Detection (OD) Level Crossings on LNW Route

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

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

Duties of a level crossing attendant Handbook 18

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

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

Opening droplight or quarterlight windows

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

LNW South Route GI - Dated: 16/09/24

Operational Decision Making (Previously Dynamic Risk Assessment)

This notice is to advise that Operational Decision Making process is authorised for use under trial conditions.

The purpose of Operational Decision Making Tool is to provide a continuous assessment of risk in the rapidly changing circumstances of an operational incident, in order to implement control measures necessary to make certain of an acceptable level of safety.

Its application should be applied by operational management staff seeking to assess operational system risk, and identify control measures that deliver a safety benefit in rapidly changing operational incidents affecting the normal operation of the railway.

Operational Decision Making can only be facilitated and implemented by those trained to do so.

LNW South Route GI - Dated: 12/10/2024

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RAILWAY CRIME

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

Some examples of suspicious activity could be:

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

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

National GI - Dated: 30/08/2014

Sandite application and rail conditioning trains

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

National GI - Dated: 07/12/13

SEMI-AUTOMATIC TRAIN WARNING SYSTEM (SATWAS)

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

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

All staff must be aware that:

· To use the SATWS equipment, no single line working, or other degraded working may be in operation.

· A second train may strike-in whilst a warning is in progress for the first train.

· The strike-in train detectors are positioned to provide the minimum required warning time for the fastest trains permitted over the line. Trains travelling at slower speeds or stopping at stations or signals on approach to the worksite, will have extended warning times.

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

The SATWS system is provided at the following locations:

LOR	Line of Route description	Worksite Area	Section of Line Equipped	Signaller to be contacted
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	Stechford RBS1 SAS	RBS1 Coventry lines 108m 61ch to 109m 23ch. SAS Grand Junction lines -0m 29ch to 0m 04ch.	WMSC Proof House Workstation
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	Galton Jn RBS2 GSJ1	RBS2 Stour lines 3m 40ch to 3m 79ch. GSJ1 Stourbridge lines 3m 57ch to 3m 70ch.	WMSC Stour Valley Workstation
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	Watery Lane RBS2	Up Stour and Down Stour 7m 32ch to 8m 02ch RBS2	Birmingham ROC Stour Valley Workstation
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	Four Ashes & Four Ashes Up Goods Loop RBS3	Up Penkridge and Down Penkridge19m 64ch to 20m 20ch RBS3. The Up Four Ashes Goods Loop	Birmingham ROC Wolverhampton Workstation

LNW South Route GI - Dated: 02/11/2024

Explanation of Table A terms and symbols

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	001	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols

Contents

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

1. Overview

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

Each diagram has the following format:

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated

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

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

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

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

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

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

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

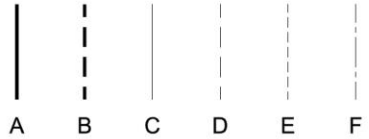
- the Line of Route (LOR) code
- the sequence (Seq.) number of the diagram within that LOR
- the LOR description
- the Engineers' Line Reference (ELR) applicable to that part of the railway (more than one ELR may be shown)
- the Network Rail Route that manages that part of the railway shown
- date when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

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	002	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

2. Running lines, loops, sidings and other tracks

Lines are displayed as follows:



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

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

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

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

E: Track classed as a siding.

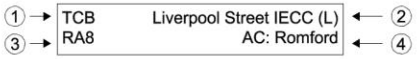
F: Other running lines controlled or managed independently of the national rail network, and full details of those lines are not included in the Sectional Appendix (e.g. an adjacent London Underground Line, or metro/tram line).

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

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

3. Signalling

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



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

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

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

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

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

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	003	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

3. Signalling - Continued

Mode of signalling

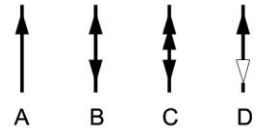
The following abbreviations will be used in the Signalling & Remarks column to indicate the type of signalling that applies to the running lines shown on that diagram:

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

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

Direction of signalling

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



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

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

Permissive Working

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

PP:	Permissive Working - full use for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-A:	Permissive Working - Attaching & Detaching use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-S:	Permissive Working - Platform Sharing use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-C:	Permissive Working - Contingency use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PF:	Permissive Working for Class 3 to 8 and 0 trains.

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	004	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

4. Speeds

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

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

Change of speed

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

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

Differential speeds

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

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

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

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

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

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

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

Speeds on bi-directional or single lines

On single and bi-directional lines where different speeds apply in each direction, the speeds are shown together with an arrow head indicating the direction in which they apply. Where possible, the arrow head for the Up direction will be to the left of the running line, and that for the Down direction to the right of the running line (this convention may not always be possible due to constraints on the diagram - e.g. the proximity of other details required to be shown).

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

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

Un-signed speeds

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

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

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	005	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

5. Stations

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

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

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

6. Level Crossings

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

Crossings operated by a signaller or crossing keeper:

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

Automatic crossings:

ABCL: Automatic barrier crossing - road warning lights and barriers monitored by train crew.
AHBC: Automatic half-barrier crossing - monitored by signaller.
AOCL: Automatic open crossing - road warning lights monitored by train crew.
AOCL+B: Automatic open crossing (half-barriers), monitored by train crew. The rules applicable to ABCL level crossings also apply to this type of crossing.
R/G: Miniature red/green warning lights (including miniature stop lights (MSL)).

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

Other crossings:

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

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	006	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

7. Communications

A:

B:

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

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

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

8. Electrification

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

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

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

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

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

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	007	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

9. Staff protection

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

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

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

10. Train protection

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

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

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	008	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

11. Other abbreviations

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

Line name abbreviations:

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

Signalling control abbreviations:

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

Infrastructure abbreviations:

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

Railway lines of route abbreviations:

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

Other abbreviations which may be used without explanation:

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

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	009	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

12. Key to symbols

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

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

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

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

Running lines, signalled in only one direction.

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

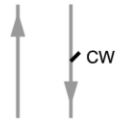
Siding or a line classed as a siding.

Running lines, signalled in both directions.

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

Sand drag.

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

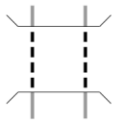


Catch points.
C: Un-worked. CW: Worked.
D: De-railer.
Example shows worked catch points in the Down line only.

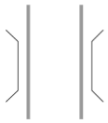
LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	010	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

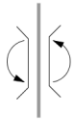
12. Key to symbols - Continued



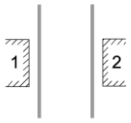
Tunnel or bridge over the railway. Lines within the tunnel will be dashed, regardless of whether it is a 'passenger', 'goods' or other line type.



Viaduct or bridge under the railway.



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

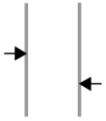


Station platforms, with platform numbers shown where applicable.

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

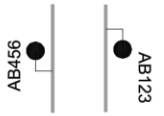
Gates, not associated with a level crossing.

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

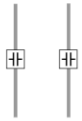


Hot Axle Box Detector (HABD), Wheel Impact Load Detector (WILD) or other wheel-check device.

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



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

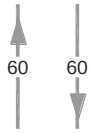


Overhead line neutral sections (OHNS).

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	011	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

12. Key to symbols - Continued

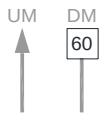


Maximum permissible speed of the line concerned (example shows 60mph for both Up and Down lines).

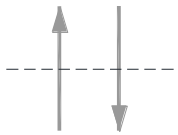
Maximum permissible speed of the line concerned, where the speed is the same in both directions (line is signalled bi-directionally).

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

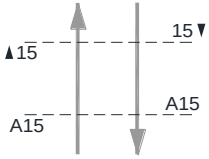
Change in maximum permissible speed, with mileage provided in the mileage column along with a further star.



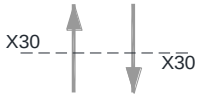
Maximum permissible speed of the line concerned, carried forward from previous page (example shows 60mph for the Down Main line).



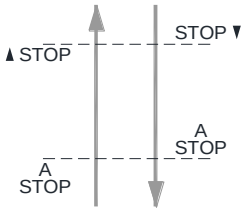
Level crossing, with name and type of crossing in the Location column.



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



Level crossing with wrong direction approach speed.



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

Lines shown provided with GSM-R equipment and coverage.

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

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

LOR	Seq.	Line of Route Description	Route	Last Updated
MD0001	012	Explanation of Table A terms and symbols	LNW South	26/10/2024

Explanation of Table A terms and symbols - Continued

12. Key to symbols - Continued

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

LIST OF MODULE PAGES AND DATES

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1	**07 December 2024**
2	**07 December 2024**
3	**07 December 2024**
4	**07 December 2024**
5	29 August 2020
6	29 August 2020
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
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30	01 June 2024
31	03 June 2023
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35	01 June 2024
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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	**07 December 2024**
44	**07 December 2024**
45	04 March 2023
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47	**07 December 2024**
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49	02 December 2023
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51	**07 December 2024**
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54	**07 December 2024**
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58	04 December 2021
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64	31 August 2019
65	31 August 2019
66	02 March 2024
67	02 March 2024
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82K	03 March 2018
82L	03 March 2018
83	07 September 2024
84	07 September 2024
85	06 December 2014
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89	02 March 2024
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90	**07 December 2024**
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100	02 December 2023
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102	**07 December 2024**
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106	01 June 2024
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109	01 June 2024
110	02 December 2017
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f141	02 September 2023
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148	04 March 2023
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159A	01 June 2024
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160	05 June 2021
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164	04 June 2016
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174F	**07 December 2024**
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230I	**07 December 2024**
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230L	**07 December 2024**
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249	07 September 2024
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256A	02 September 2023
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261	04 June 2022
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265A	03 September 2022
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275	27 February 2021
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282A	28 November 2020
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287	**07 December 2024**
287A	**07 December 2024**
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291	02 March 2024
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294	02 March 2024
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MD101 (EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE))

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

Archived 24/08/2024

MD105 (HANSLOPE SOUTH JUNCTION TO RUGBY (VIA NORTHAMPTON))

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

Archived 24/08/2024

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

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

Dated: 24/08/24

MD130 (WATFORD JUNCTION TO ST. ALBANS ABBEY)

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

Dated: 10/09/2022

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

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

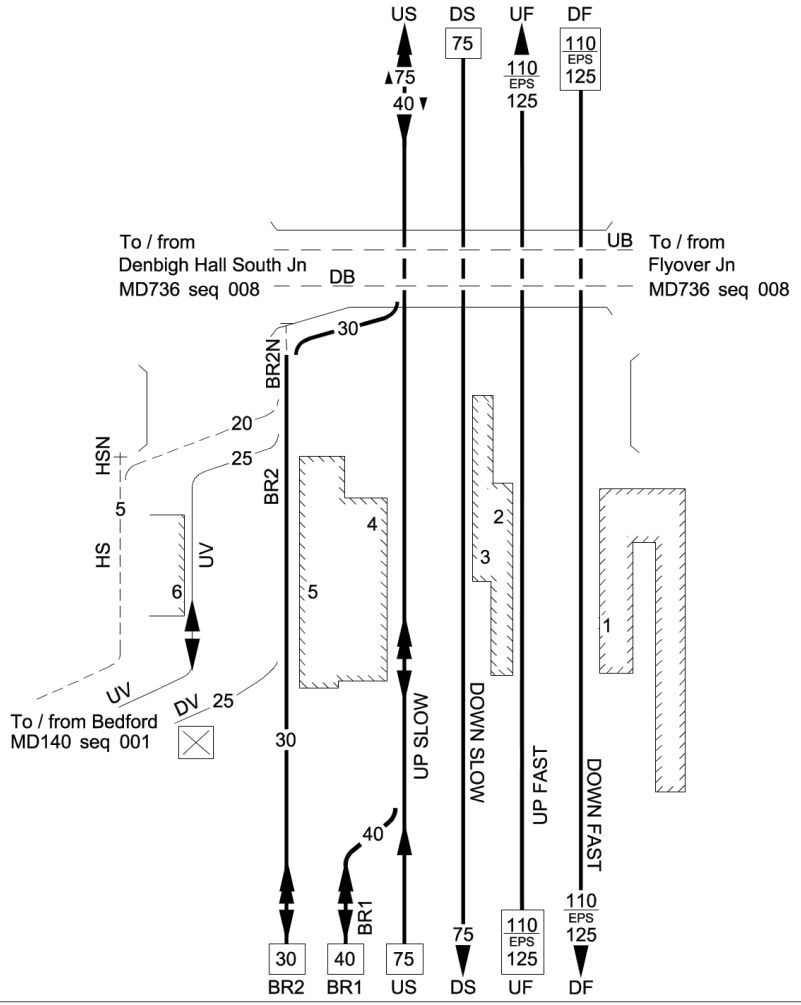
Dated: 10/09/2022

MD232 (HINCKLEY (EXCLUSIVE) ABBEY JN)

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

Dated: 26/06/2021

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

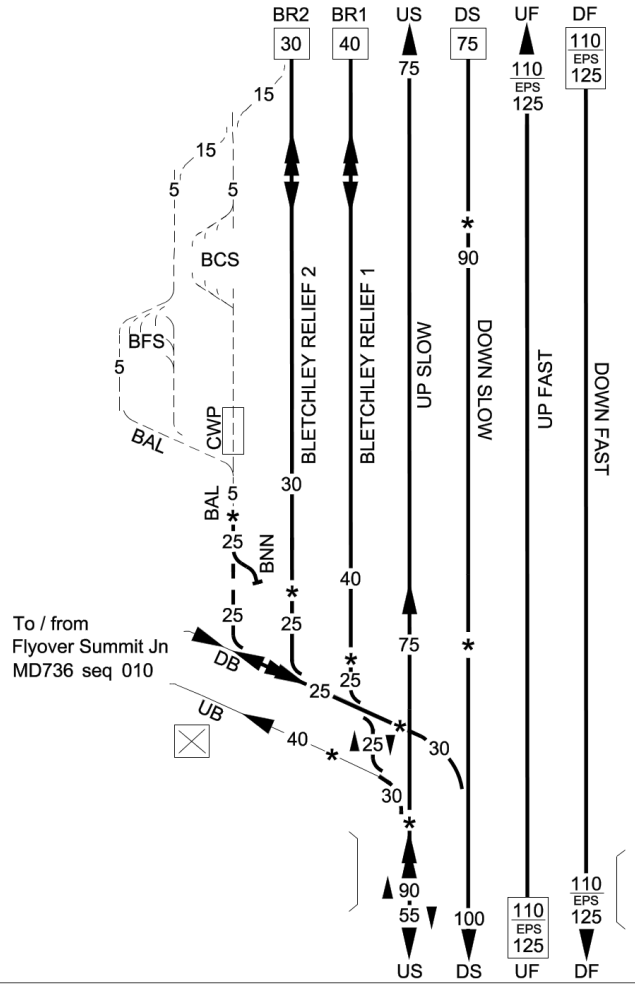
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	46 31		GSM-R TCB Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR Axle Counter area, on Slow and Fast lines only.
Bletchley Covered Way	46 36		
	to		
	46 39		
(Buffer stop on Bletchley Relief 2 Neck)	46 40		
Bletchley South Jn	46 41		
Buckingham Road underbridge (bridge 153)	46 42		
	to		
80 metres (87 yards)	46 43		
BLETCHLEY	46 54		Platform Lengths: Bletchley Platform 1: 253 metres. Platform 2: 253 metres. Platform 3: 253 metres. Platform 4: 262 metres. Platform 5: 262 metres. Platform 6: 129 metres. Platforms 4, 5 and 6: permissive (PP-A) in both directions.
(Vale lines diverge from Bletchley Relief 2)	46 60		
Bletchley North Jn	46 62		
(End of diagram)	46 63		

UB: Up Bletchley
DB: Down Bletchley

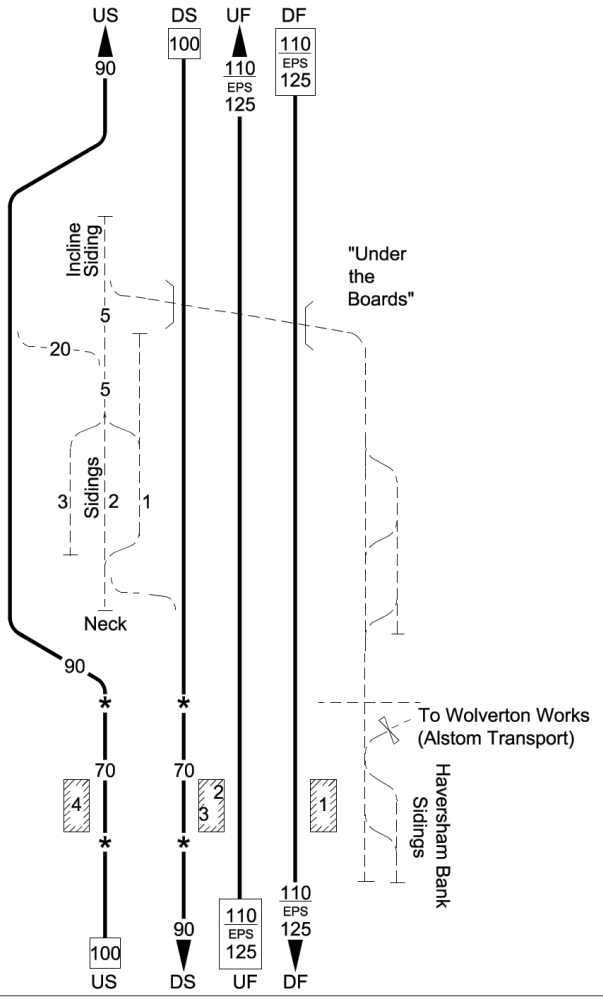
Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Vale lines only.

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

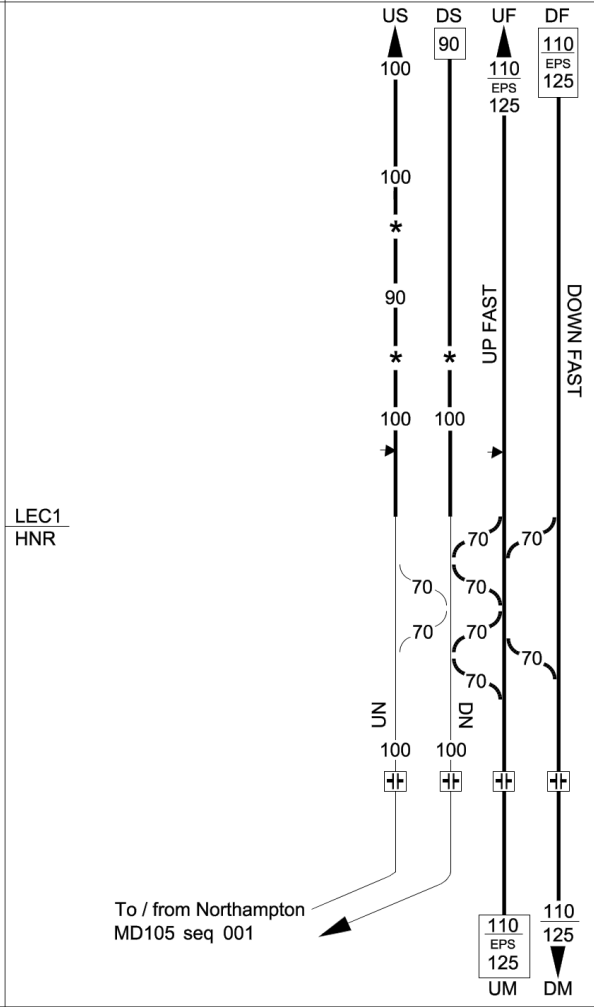
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	022	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	03/08/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	46	63			GSM-R TCB Rugby S.C.C. (TK) Bletchley Workstation AC: Rugby ECR Axle Counter area, on Slow and Fast lines only.
(Start of Bletchley Carriage Sidings)	46	68	*		BCS: Bletchley Carriage Sidings. BFS: Bletchley Freight Sidings. CWP: Carriage Washing Plant. BAL: Bletchley Arrival Line. BNN: Bletchley North Neck. DB: Down Bletchley. UB: Up Bletchley.
(Start of Bletchley Freight Sidings)	46	72			
(Carriage Washing Plant)	47	16			Bletchley Carriage Sidings and Carriage Washing Plant have ELR: BCS Bletchley Freight Sidings have ELR: BLT1
	47	23	*		
	47	30	*		
(Bletchley lines diverge away from WCML)	47	31			
	47	34	*		
	47	35	*		
Bletchley Flyover North Jn (UB)	47	41	*		Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Bletchley lines only.
(UB)	47	42			
(DB)	47	44	*		
Denbigh Hall South Jn	47	52	*		
Watling Street, A5 Underbridge from	47	53			
(br158) 89 metres (97 yards) to	47	57			
(End of diagram)	47	58			

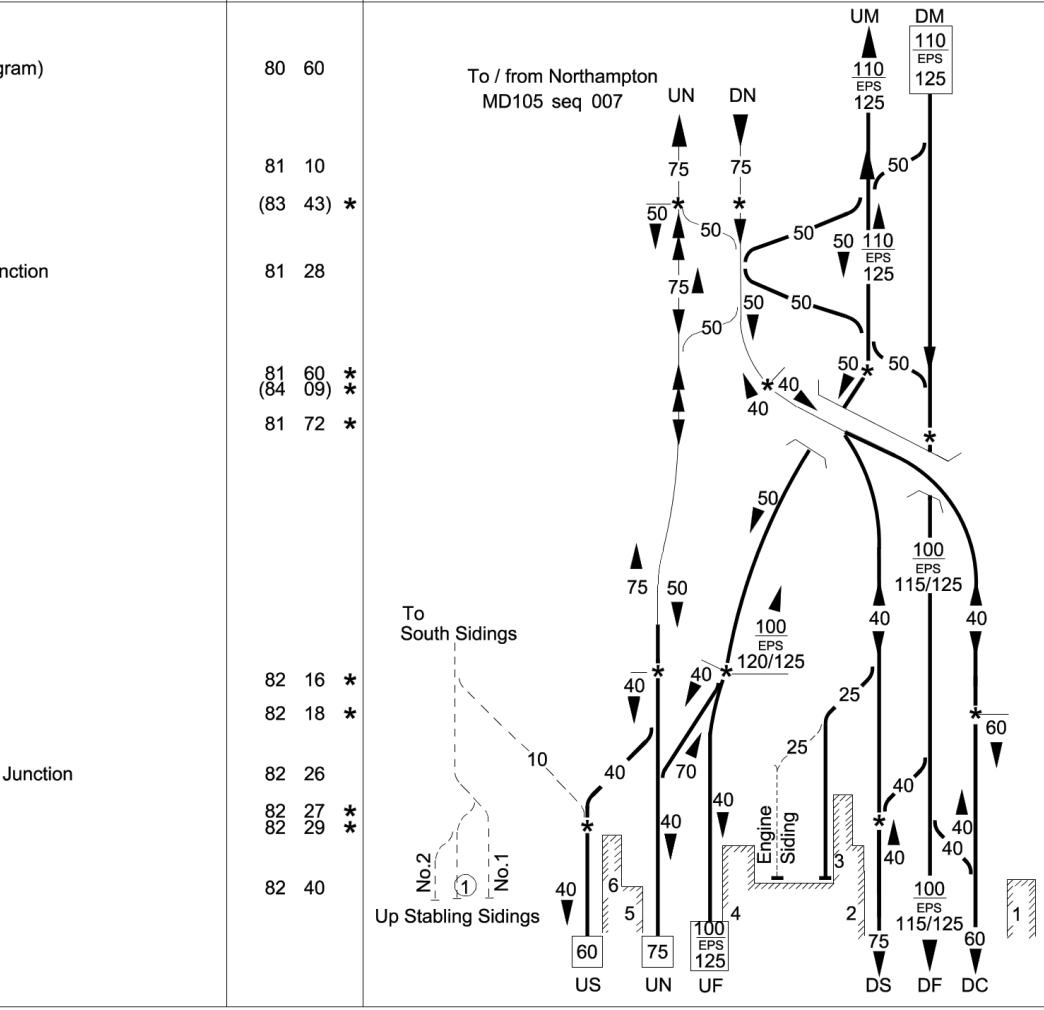
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	025	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	08/04/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	50	60			TCB Rugby SCC (TK/KR) Bletchley Workstation AC: Rugby ECR GSM-R Axle Counter area. TASS fitted: DF & UF lines.
(Trailing points on Up Slow)	51	65			Traffic Lockout Devices (LOD(T)) provided
Wolverton Sidings	52	05			GSM-R (IVRS) area
Church Street LC (TMO) (Wolverton Works Siding)	52	20	*		Platform Lengths: 1 - 251 metres 2 - 248 metres 3 - 253 metres 4 - 246 metres
WOLVERTON	52	33			
	52	42	*		
(Buffer stops on Haversham Bank Sdgs)	52	62			
(End of diagram)	53	19			

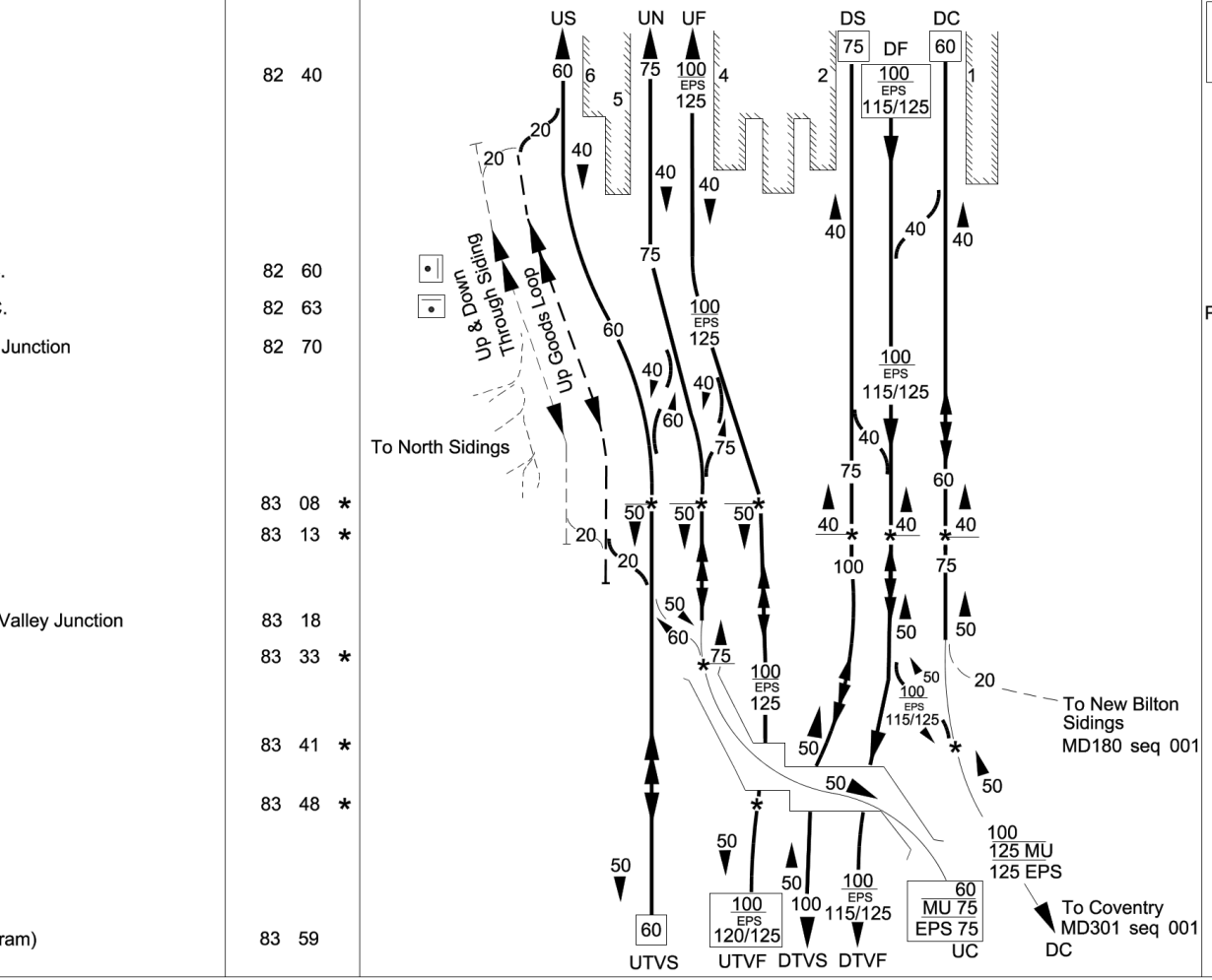
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	026	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	28/09/2024

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

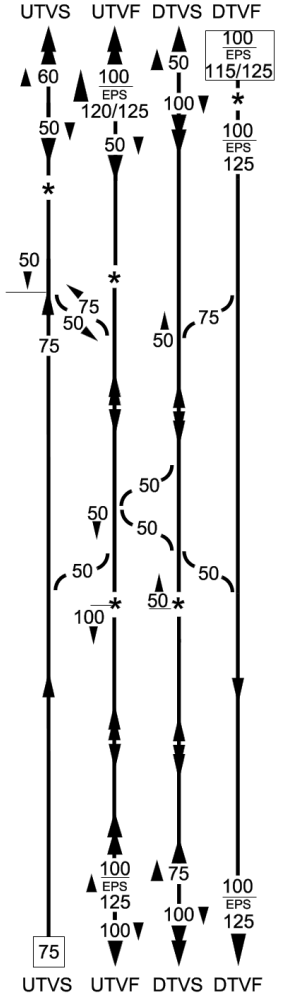
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	029	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	08/06/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	030	Euston to Armitage Junction (Exclusive)	LEC1 LEC2	West Coast South	12/10/2024

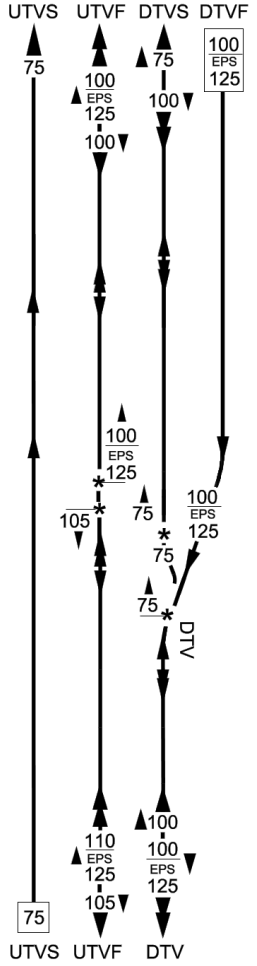
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
RUGBY	82 40		GSM-R TCB Rugby SCC (RC, RN) Rugby Workstation AC: Rugby ECR Axle Counter area TASS fitted : DF & UF lines UN line
Rugby S.C.C.	82 60		Permissive working (PP-A) is authorised in both directions for platforms 1,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

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	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	83	59		GSM-R TCB: Rugby SCC (RN), Rugby Workstation, AC: Rugby ECR Axle Counter area TASS fitted Traffic Lockout Devices (LOD(T)) provided on all running lines UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTVS - Down Trent Valley Slow DTVF - Down Trent Valley Fast
	83	68 *		
	84	01 *		
Newbold Junction	84	14 *		
	84	26		
High Oaks Junction	85	18		
	85	27 *		
(End of diagram)	87	00		

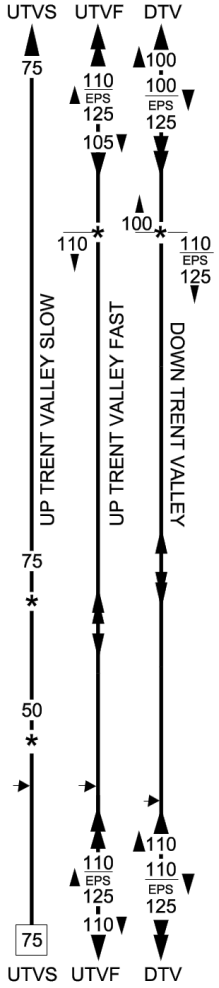
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	032	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	12/10/2024

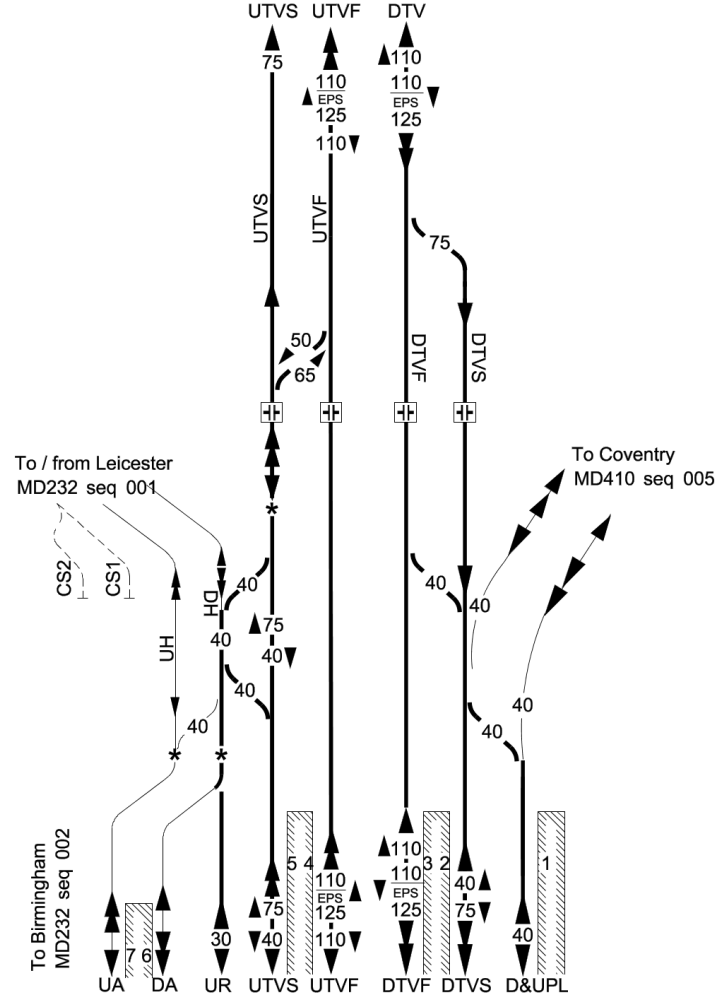
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	87	00		GSM-R TCB: Rugby SCC (RN), Rugby Workstation, AC: Rugby ECR Axle Counter area TASS fitted Traffic Lockout Devices (LOD(T)) provided on all running lines UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTVS - Down Trent Valley Slow DTVF - Down Trent Valley Fast DTV - Down Trent Valley
	87	32 *		
	87	38 *		
	87	57 *		
Brinklow Junction	87	72		
	88	09 *		
	88	60		
(End of diagram)				

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	033	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)	88 60		GSM-R TCB: Rugby SCC (RN), Rugby Workstation, AC: Rugby ECR Axle Counter area TASS fitted Traffic Lockout Devices (LOD(T)) provided on all running lines UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTV - Down Trent Valley
	88 78 *		
	90 09 *		
	90 56 *		
Shilton HABD (US & UF)	91 26		
Shilton HABD (DM)	91 30		
(End of diagram)	92 00		

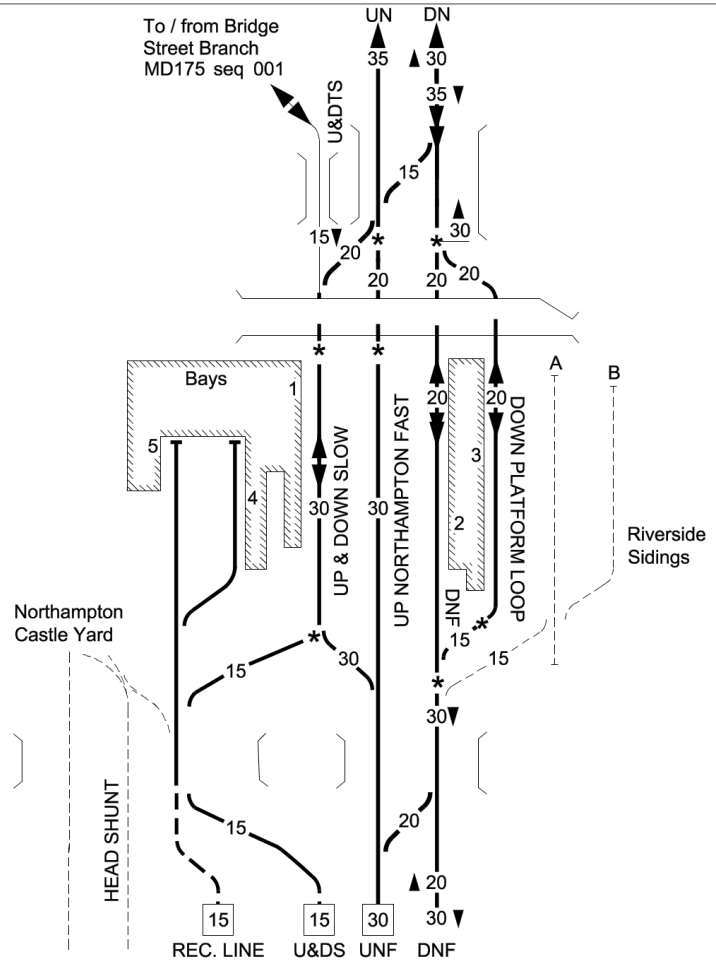
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	034	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	10/02/2024

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

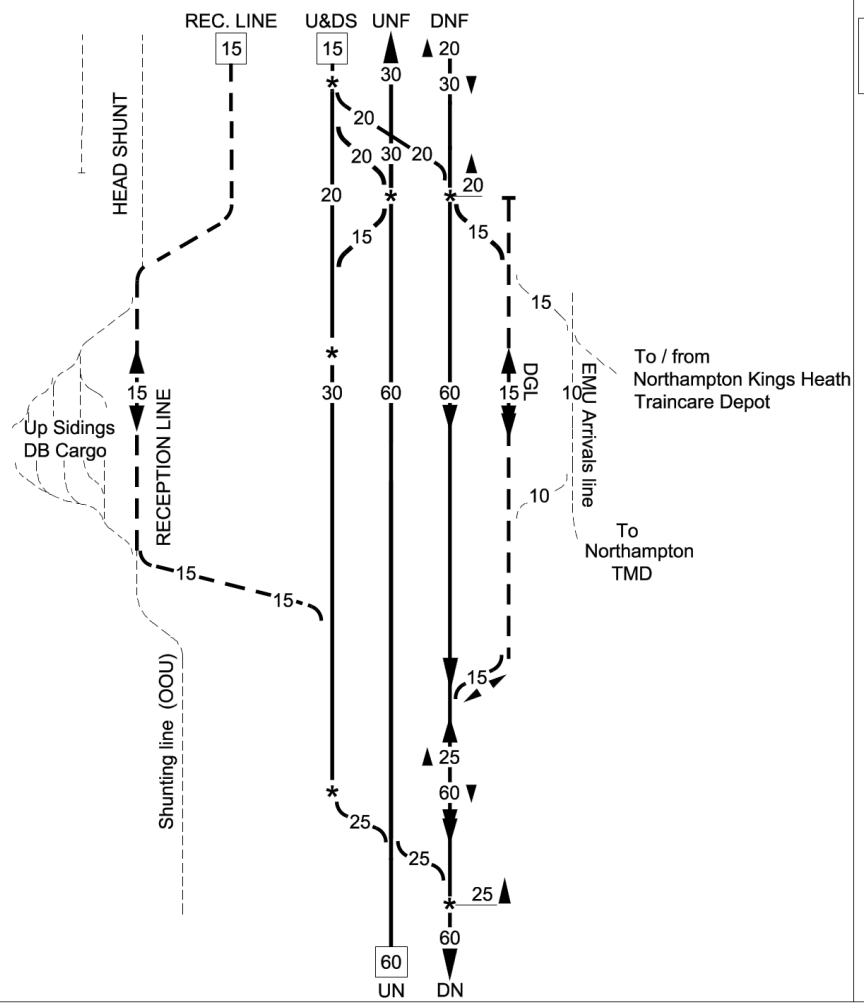
DTV: Down Trent Valley
DTVS: Down Trent Valley Slow
DTVF: Down Trent Valley Fast
UTVS: Up Trent Valley Slow
UTVF: Up Trent Valley Fast
D&UPL: Down & Up Platform Line
CS1: Cemetery Siding 1
CS2: Cemetery Siding 2
DH: Down Hinckley
UH: Up Hinckley
UR: Up Relief
UA: Up Arley
DA: Down Arley
Mileage in brackets ( ) refers to Hinckley lines - see MD232-001.

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

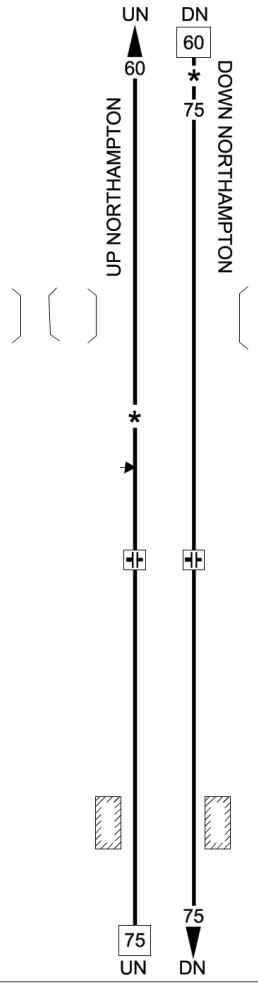
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	003	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	08/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	65 40		GSM-R
Earl Cowpers Viaduct from HNR branch, 156 metres (171 yards)	65 48		TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR
to	65 55		DN - Down Northampton
Northampton South Jn	65 55 *		UN - Up Northampton
Black Lion Hill Overbridge from	65 58		U&DTS - Up & Down Through Sidings
A4500 former A45 Road, 25 metres (27 yards). to	65 59		Linenames change at Northampton South Jn, Up Northampton changes to Up Northampton Fast Down Northampton changes to Down Northampton Fast.
	65 60 *		
(Buffer Stops Riverside Siding A)	65 61		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 Horse Dock, P5 and P4)	65 65		
NORTHAMPTON	65 68		
	65 79 *		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.
	66 00 *		
River Nene Viaducts from Spencer Bridge Road, 81 metres (89 yards).	66 04 *		DNF - Down Northampton Fast
to	66 09		All lines on this page have ELR : HNR except Up & Down Through Sidings ELR : NMH Riverside Sidings, ELR : NTM1 Castle Yard & Cripple Sidings NTM2
(End of diagram)	66 11		

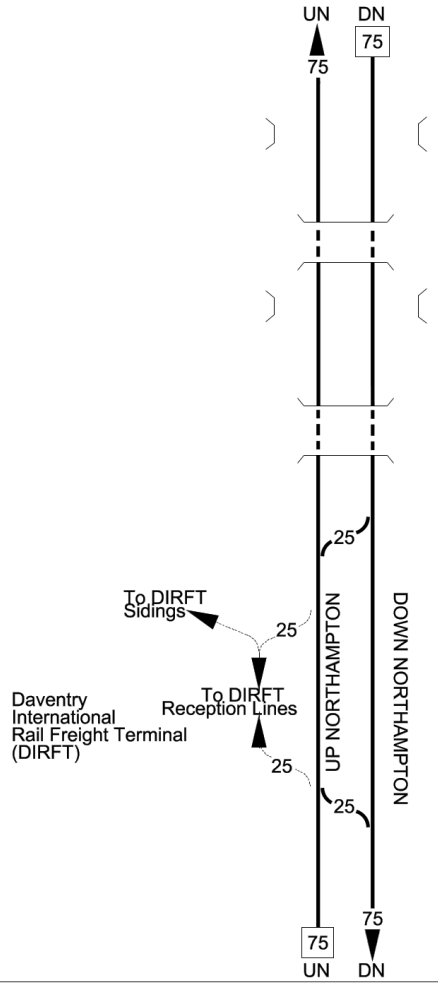
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	004	Hanslope Jn to Rugby (via Northampton)	HNR	West Coast South	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	66 11		GSM-R
Northampton North Jn	66 12 *		TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR
	66 16 *		Axle Counter area: Down Northampton: from 67m 24ch Up Northampton: to 67m 26ch.
Northampton Kings Heath Traincare Depot	66 22 *		DNF - Down Northampton Fast UNF - Up Northampton Fast REC. LINE - Reception line U&DS - Up & Down Slow DGL - Down Goods Loop
(Connection to / from Reception line)	66 62		All lines on this page have ELR : HNR except DB Cargo Up Sidings ELR : NTM3
(Connection from Down Goods Loop)	66 74		DGL - Down Goods Loop 823 metres (900 yards) (PF)
	67 09 *		
Mill Lane Jn (Northampton) (HNR)	67 16		Linenames change at Mill Lane Jn, 67m 21ch Up Northampton Fast changes to Up Northampton Down Northampton Fast changes to Down Northampton.
(Change of linenames UNF and DNF to Up Northampton / Down Northampton)	67 21 67 27 *		
(End of diagram)	67 34		

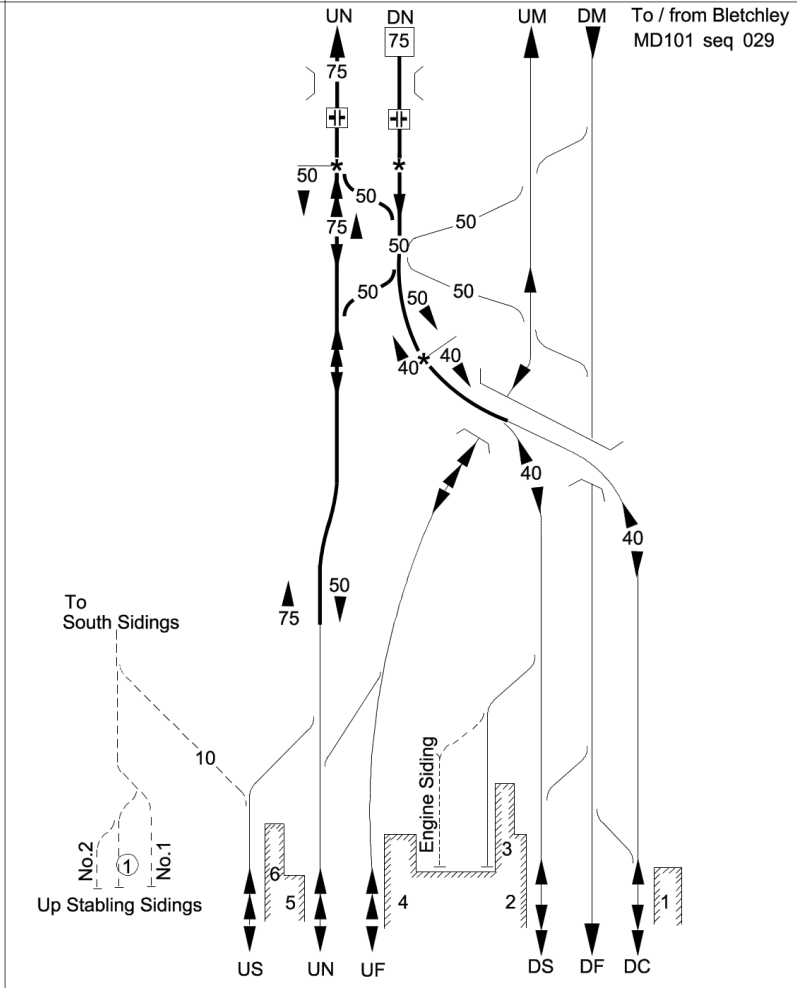
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	005	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	08/06/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	67	34		GSM-R TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR Axle Counter area.
	67	43 *		
River Nene & Brampton Viaducts from (2x2 viaducts, with footbridge on Up Side 25 metres & 62 metres (28 & 69 yards). to	67	72		
	67	77		
	68	19 *		
Althorp Park HABD	72	04		
Patford Bridge OHNS	74	34		
LONG BUCKBY	75	37		Platform Lengths: Down Northampton - 179 metres Up Northampton - 181 metres
(End of diagram & A428 access point)	77	00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	006	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	10/08/2024

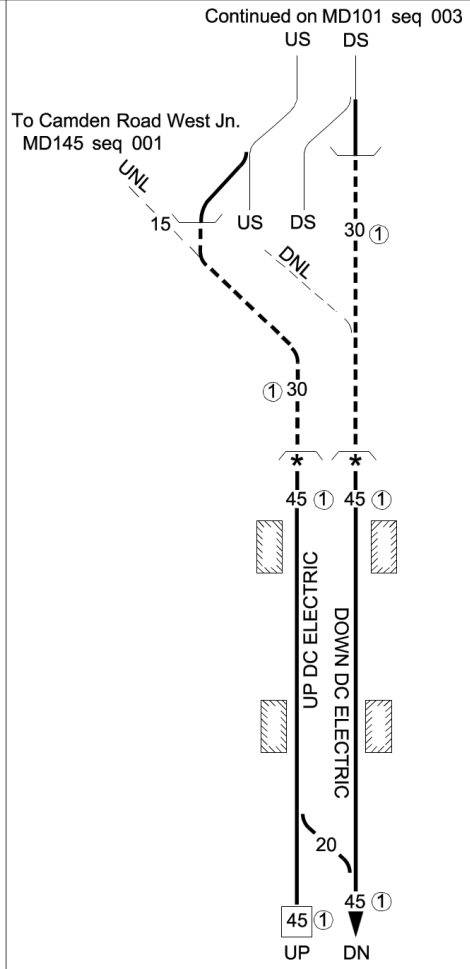
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	77	00		GSM-R TCB: Rugby SCC (RY), Northampton Workstation, AC: Rugby ECR Axle Counter area: Down Northampton: to 78m 17ch Up Northampton: from 77m 60ch.
Armchair bridge (Lord Henley's grade 2 listed bridge, 25 metres, 27 yards) from	77	75		
to	77	76		
Watford Lodge Tunnel (105 metres/115 yards) from	78	47		
to	78	52		
Grand Union Canal (Leiceister Branch, 19 metres 20 yards) from	78	60		
to	78	61		
Crick Tunnel (544 metres/595 yards) from	79	20		FWS in Watford Lodge and Crick Tunnels
to	79	47		
(Northampton lines crossover)	79	62		
(Buffer stop on DIRFT Sidings Headshunt, lowest mileage)	79	62		
Daventry South Jn	80	05		
Daventry International Rail Freight Terminal (DIRFT)	80	41		Lines within the DIRFT are signalled from the DIRFT control centre. NOTE Reception Sidings 4, 5 and some lines near Headshunt are not electrified.
Daventry North Jn	80	76		
(End of diagram & A428 access point)	82	14		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	007	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	10/08/2024

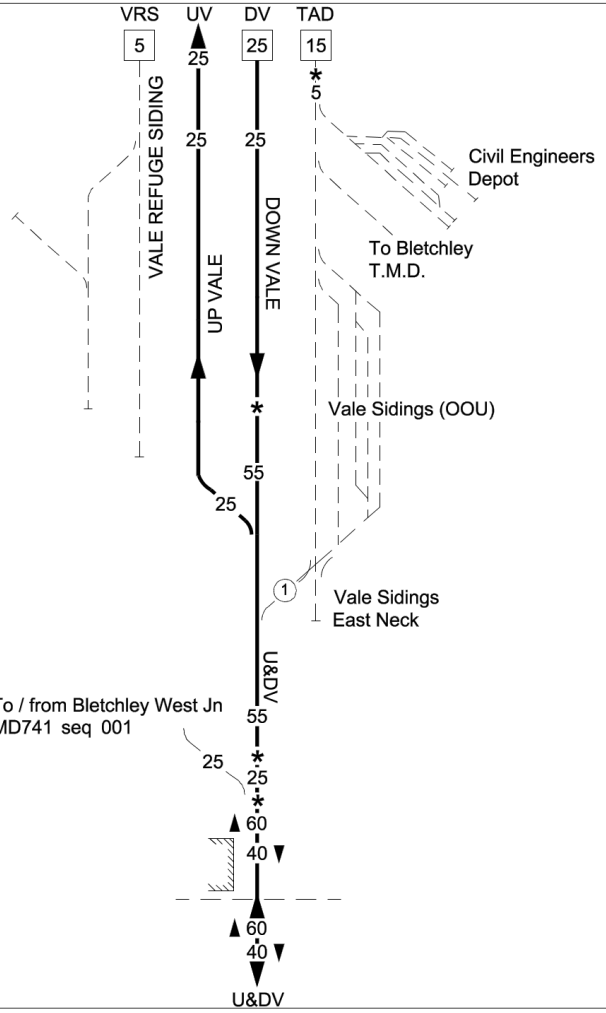
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram & A428 access point)	82 14		TCB Rugby SCC (RY) Northampton Workstation AC:Rugby ECR
Oxford Canal underbridge (HNR) from 19 metres (21 yards) to Hillmorton OHNS (HNR lines)	82 16 82 17 82 21		TCB Rugby SCC (NR) Rugby Workstation From 82m 55ch.
	83 43 *		TASS fitted: Up Northampton : from Rugby to 83m 43ch. Down Northampton : from 83m 50ch
Hillmorton Jn	83 54		Axle Counter area: UN: to 82m 59ch DN: from 83m 20ch.
	84 09 *		UN - Up Northampton DN - Down Northampton
			Traffic Lockout Devices (LOD(T)) provided between 83m 44ch on the DN and the UN lines to/from Rugby
			Line name changes at 84m 22ch (81m 75ch LEC1): Down Northampton to Down Coventry Down Northampton to Down Slow
Rugby South Jn	(82 26)		ELR change: HNR - LEC1 at 84m 40ch (82m 13ch) on the Up Northampton line and 84m 22ch (81m 75ch) on the Down Northampton line.
			ELR LEC1 mileages are in brackets ()
RUGBY	(82 40)		① Middle Stabling siding Out Of Use
			DC - Down Coventry

GSM-R

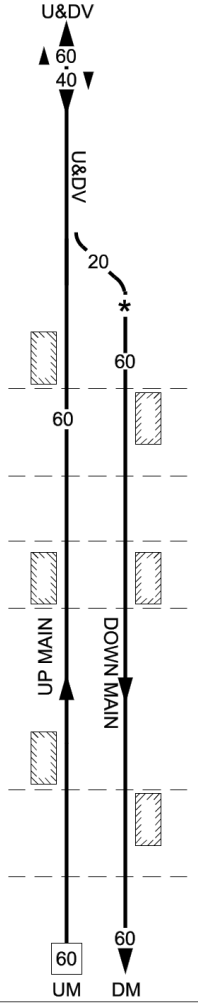
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	001	Camden Junction to Watford Junction (DC Lines)	CWJ	West Coast South	20/04/2024

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

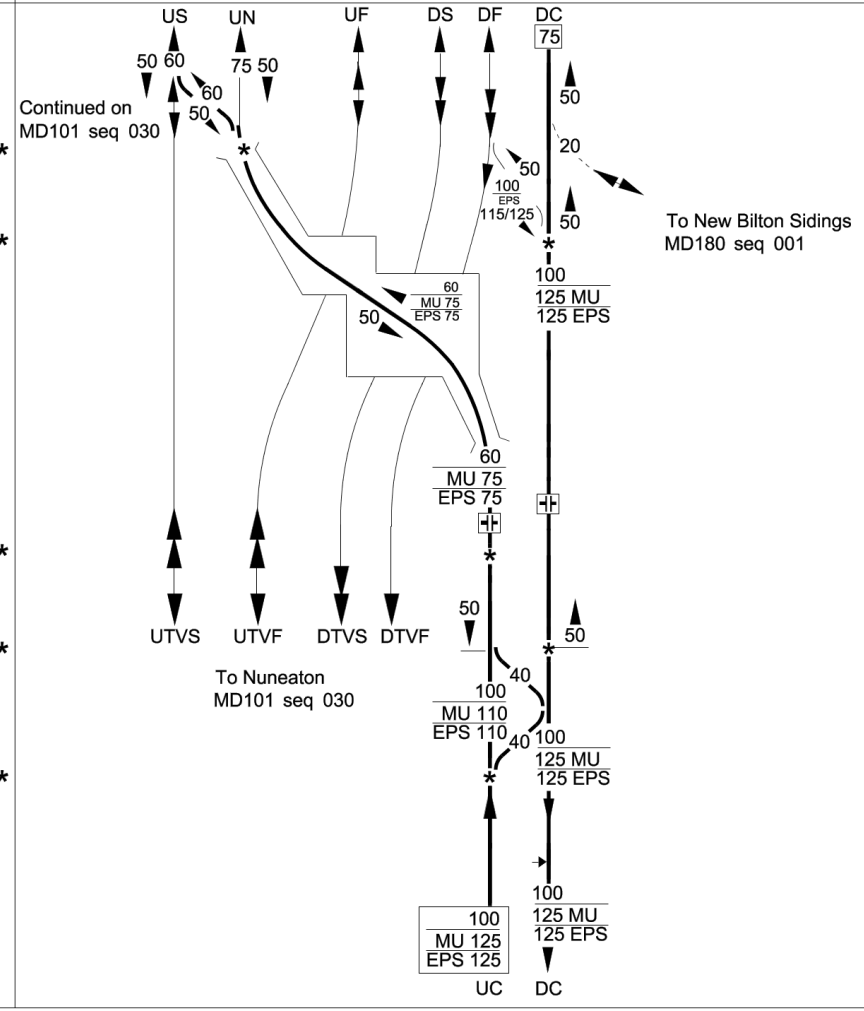
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	002	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	19/10/2024

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

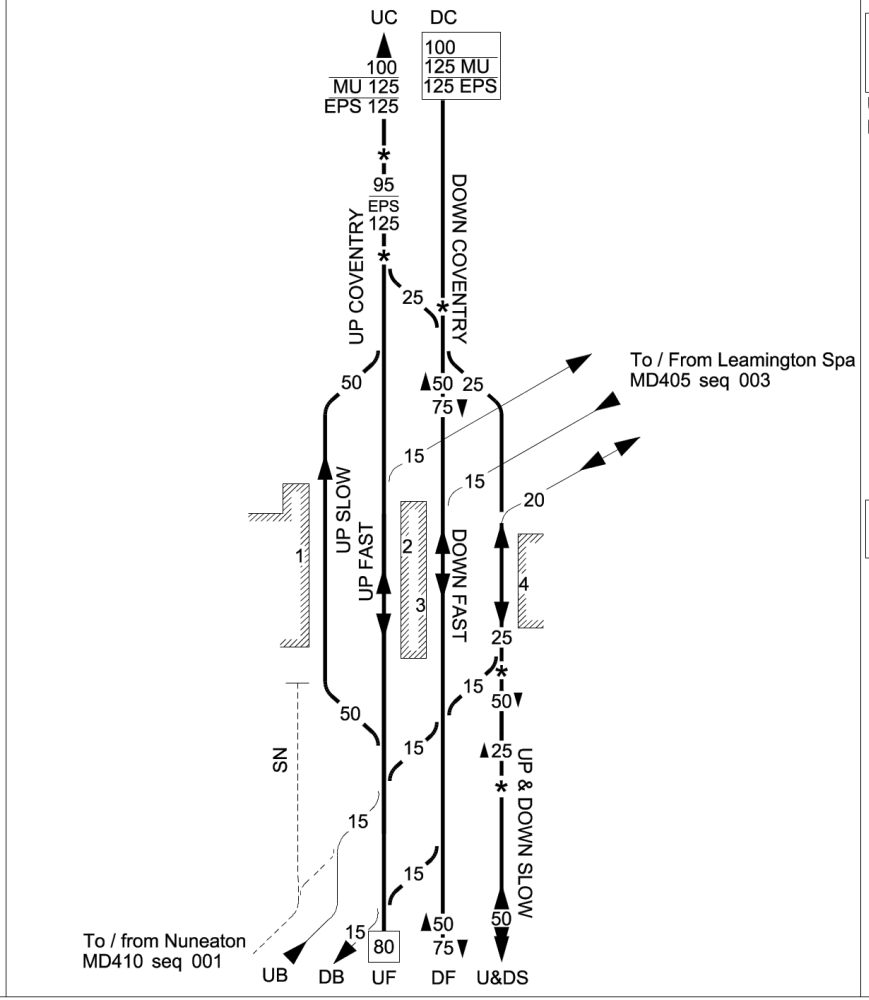
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	003	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	09/06/2024

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

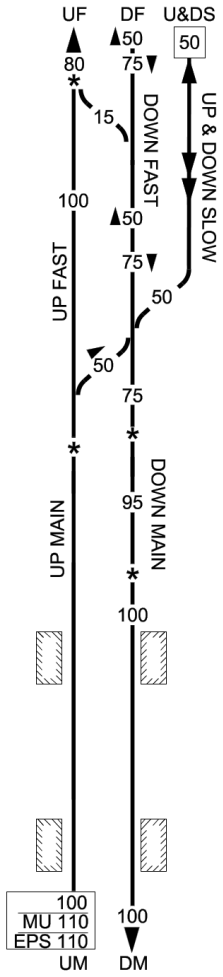
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	001	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	WCS / Central	27/01/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Rugby Trent Valley Junction	83	18			GSM-R TCB — Rugby SCC (RN/RC), Rugby Workstation, AC: Rugby ECR To / from majority of this page, see mileages at the bottom of this page. Line name changes at 83m 19ch: UC to UN. TASS fitted Axle Counter area UN - Up Northampton DC - Down Coventry UC - Up Coventry Traffic Lockout Devices (LOD(T)) provided on the DC and UC to/from 90m 24ch UTVS - Up Trent Valley Slow UTVF - Up Trent Valley Fast DTVS - Down Trent Valley Slow DTVF - Down Trent Valley Fast West Midlands S.C. (RC), Coventry Workstation UC: From approx 90m 28ch on the Up Coventry to approx 91m 19ch on the Down Coventry.
	83	33	*		
	83	41	*		
Parkfield Road OHNS (Down Coventry)	83	62			
Parkfield Road OHNS (Up Coventry)	83	65			
	83	69	*		
	84	23	*		
Long Lawford Jn	84	30			
	84	38	*		
Brandon HABD (Indicated to West Midlands S.C.)	89	05			
(End of control from Rugby SCC - Up Coventry)	90	28			

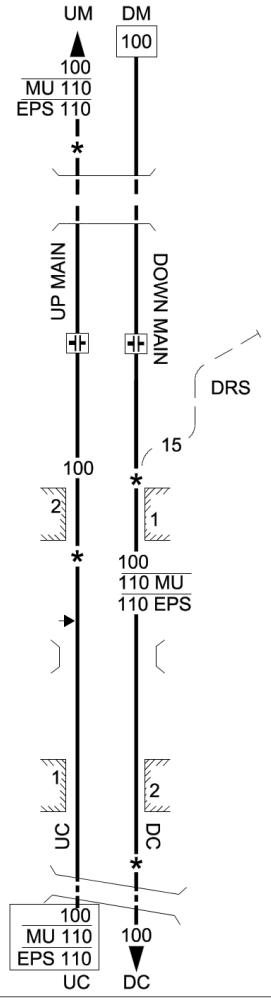
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	002	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(End of control from Birmigham ROC - Up Coventry)	90 28		GSM-R TCB Birmingham ROC (RC) Coventry Workstation AC: Rugby ECR UC: From approx 90m 28ch on the Up Coventry DC : To approx 91m 19ch on the Down Coventry.
	93 14 *		Axle Counter area.
			TASS fitted area.
	93 56 *		
	93 59 *		
Coventry South Jn	93 71		
COVENTRY	93 79		Birmigham ROC (CB) Change of prefix only.
	94 08 *		Platform lengths: Coventry Platform 1: 321 metres (PP-C in Up Direction only) Platform 2: 352 metres Platform 3: 352 metres Platform 4: 242 metres (PP-C in Down Direction only)
	94 13 *		SN: South Neck
Coventry North Jn	94 19 (0 00)		Mileage in brackets () refers to CNN mileage.
			UB: Up Bedworth DB: Down Bedworth

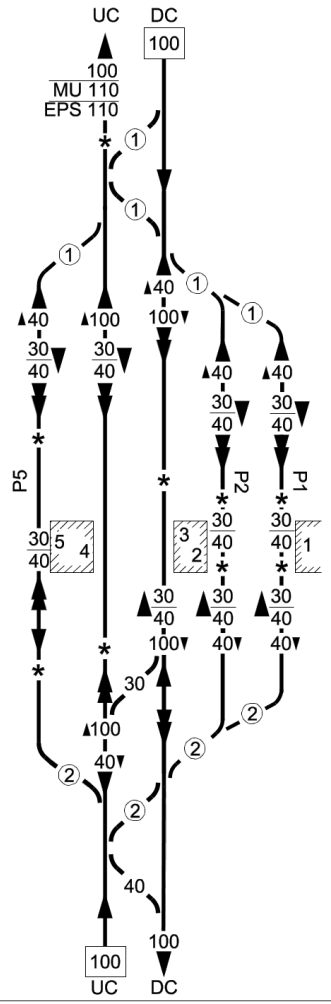
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	003	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	94 21		GSM-R
	94 22 *		TCB Birmigham ROC (CB) Coventry Workstation AC: Rugby ECR
			TASS fitted
			Axle Counter area
	94 58 *		
	94 60 *		
	95 21 *		
CANLEY	95 37		Platform lengths: Canley Down Main: 168 metres Up Main: 168 metres
TILE HILL	97 45		Platform lengths: Tile Hill Down Main: 162 metres Up Main: 162 metres
(End of diagram)	97 65		

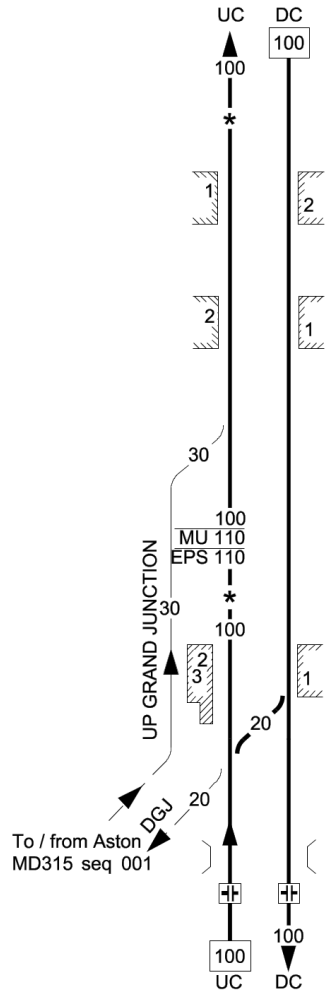
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	004	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024

Location		Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)		97	65			GSM-R TCB Birmingham ROC (CB) Coventry Workstation AC: Rugby ECR
		98	23	*		Axle Counter area. TASS fitted area.
Beechwood Tunnel (274 metres / 300 yards)	from	98	28			
	to	98	42			
Berkswell OHNS		99	22			
(Connection to DRS)		99	33			DRS - Down Refuge Siding. 60 metres (66 yards). This Siding is NOT electrified.
		99	34	*		
BERKSWELL		99	38			Platform lengths: Berkswell Platform 1: 173 metres (189 yards) Platform 2: 173 metres (189 yards)
		99	46	*		
Bradnocks Marsh HABD		101	14			
Blythe Viaduct 65 metres (71 yards)	from to	101 101	75 78			Birmingham ROC (CB) Proof House Workstation UC / Up Main - to 102m 38ch Down Main / DC - from 102m 20ch.
HAMPTON-IN-ARDEN		102	61			Platform lengths: Hampton-in-Arden Platform 1: 185 metres (202 yards) Platform 2: 181 metres (197 yards)
		103	20	*		UC - Up Coventry DC - Down Coventry (change of linename to Coventry lines at 102m 60ch)
M42 Motorway overbridge Bridge no 347A 60 metres, 66 yards	from to	103 103	61 64			
(End of diagram)		104	00			

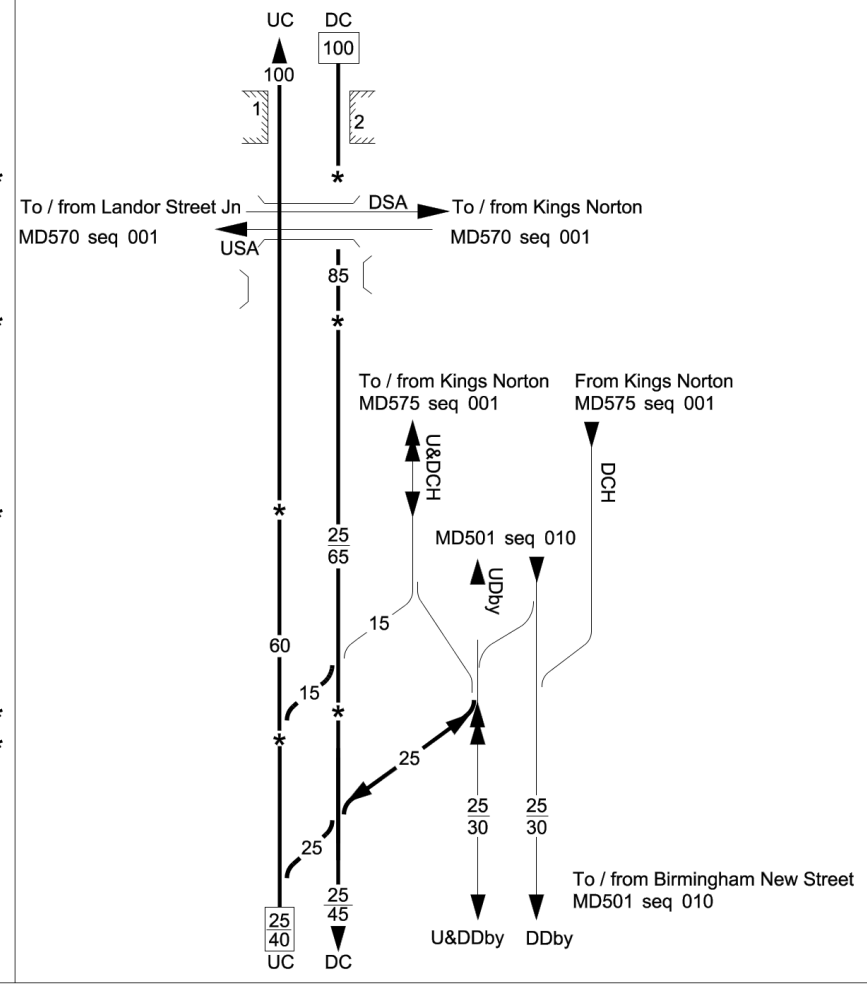
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	005	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB — Birmigham ROC (CB) Proof House Workstation AC: Rugby ECR Axle Counter area TASS fitted area ① Maximum permissible speed over the crossover is 40mph in the Up direction, and 30/40mph in the Down direction. UC - Up Coventry DC - Down Coventry P1 - Platform 1 line P2 - Platform 2 line P5 - Platform 5 line Platform lengths: Birmingham International Platform 1: 281 metres (307 yards) Platform 2: 283 metres (309 yards) Platform 3: 304 metres (332 yards) Platform 4: 303 metres (331 yards) Platform 5: 303 metres (331 yards) Permissive Working - Platforms 1, 2 and 5: PP-A & PP-C in both the Up and Down directions. ② Maximum permissible speed over the crossover is 40mph in the Down direction, and 30/40mph in the Up direction.
Birmingham International South Jn	104 25		
	104 42 *		
	104 45 *		
	104 46 *		
BIRMINGHAM INTERNATIONAL	104 55		
	104 62 *		
	104 65 *		
	104 66 *		
Birmingham International North Jn	105 02		

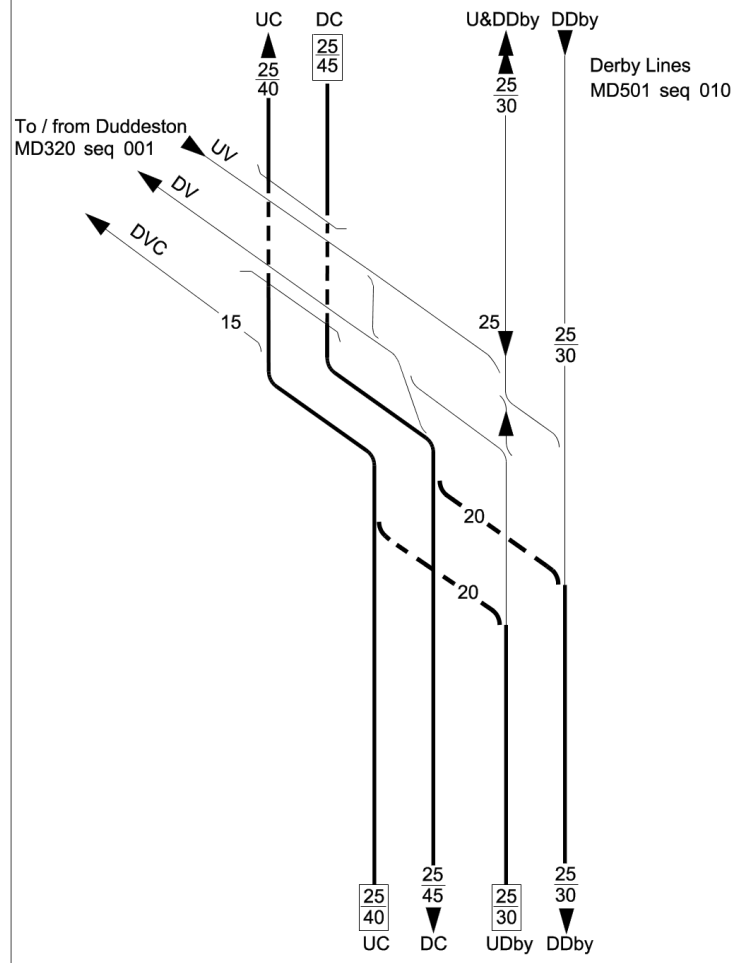
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	006	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	106 23 *		GSM-R TCB Birmigham ROC (CB) Proof House Workstation AC: Rugby ECR Axle Counter area. TASS fitted area.
MARSTON GREEN	106 33		Platform lengths: Marston Green Platform 1: 168 metres (183 yards) Platform 2: 167 metres (182 yards)
LEA HALL	108 00		Platform lengths: Lea Hall Platform 1: 183 metres (200 yards) Platform 2: 181 metres (198 yards)
Stechford South Jn	108 66 -(0 29)		UC - Up Coventry DC - Down Coventry Mileages in brackets () are MD315 mileages (ELR: SAS).
	109 00 *		Semi-Automatic Track Warning System (SATWS) provided at Stechford, between RBS1 108m 61ch and 109m 23ch. SAS Grand Jn line(s) MUST be protected via a line blockage. See General Instructions.
STECHFORD	109 08 -(0 12)		Platform lengths: Stechford Platform 1: 128 metres (140 yards) Platform 2: 170 metres (186 yards)
Stechford North Jn	109 12 (0 00)		
Stechford Viaduct from 50 metres (55 yards) to Stechford OHNS	109 28 109 30 109 33		DGJ - Down Grand Junction

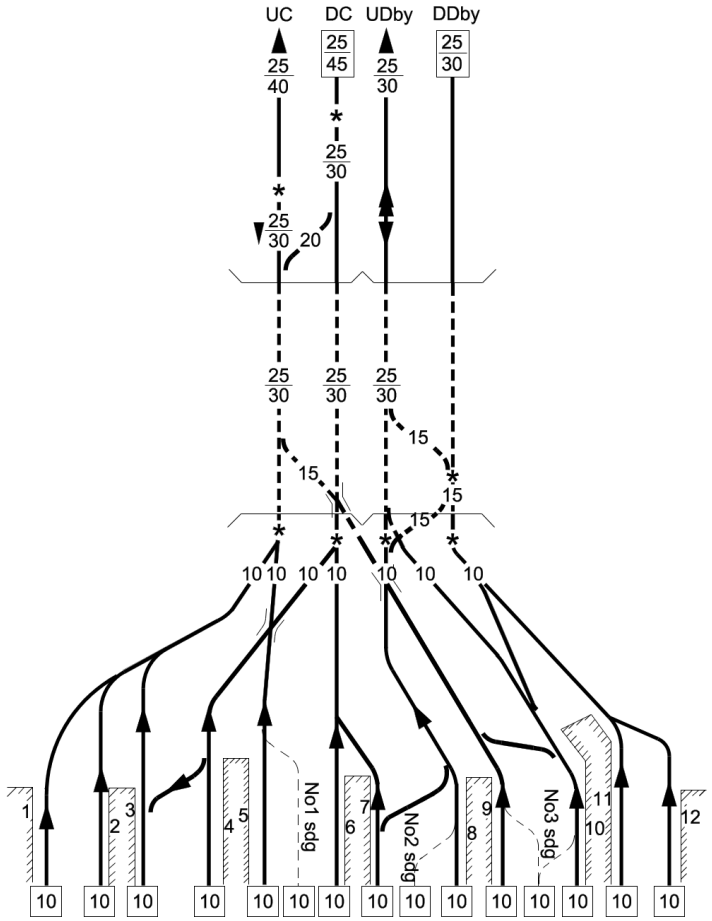
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	007	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ADDERLEY PARK	110 79		GSM-R TCB: Birmingham ROC (CB), Proof House Workstation, AC: Rugby ECR UC - Up Coventry DC - Down Coventry Platform lengths: Adderley Park Platform 1: 95 metres (103 yards) Platform 2: 95 metres (103 yards) Axle Counter area: Down Coventry : to 111m 21ch Up Coventry : from 111m 41ch. TASS fitted: Down Coventry : to 111m 33ch Up Coventry : from 111m 76ch. U&DCH - Up & Down Camp Hill UDby - Up Derby DDby - Down Derby DCH - Down Camp Hill U&DDby - Up & Down Derby
	111 12 *		
LSS St. Andrews lines overbridge from	111 36		
19 metres (21 yards) to	40 75		
Birmingham & Warwick Canal from	111 15		
(55 metres / 60 yards) to	41 03		
	111 48 *		
	111 60 *		
Grand Jn	111 72		
	111 74 *		
	111 76 *		

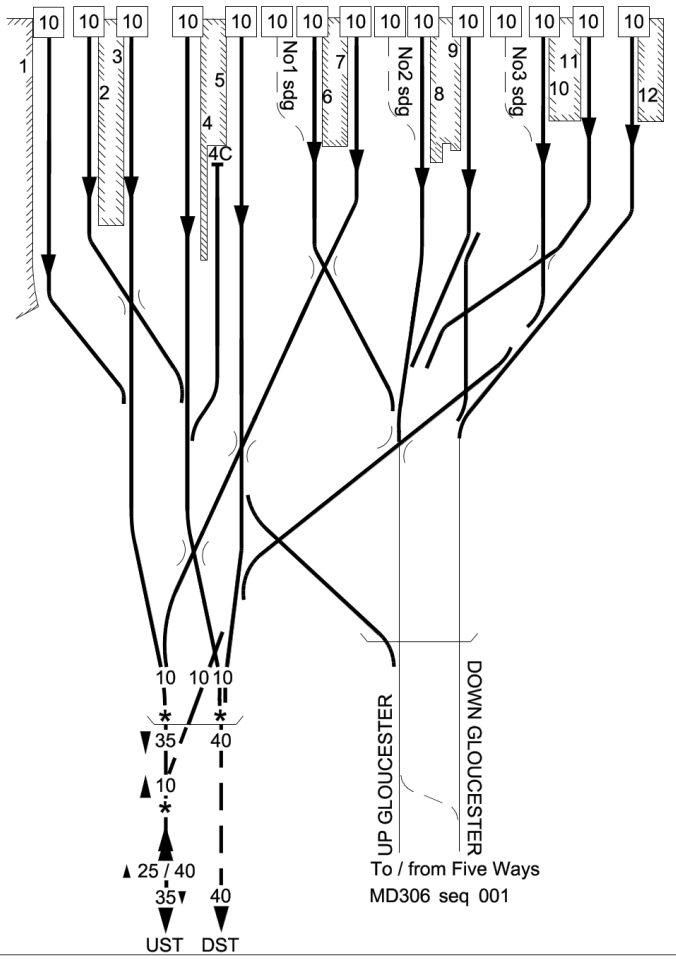
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	008	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024

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

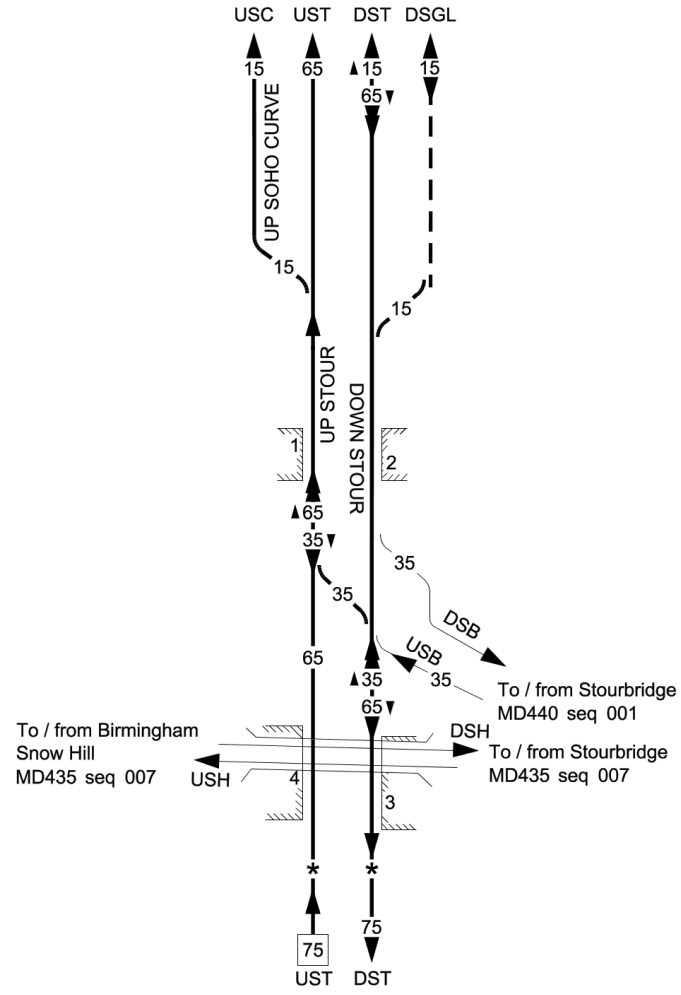
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	009	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	112 40 *		GSM-R TCB Birmingham ROC (CB & WP) Proof House Workstation AC: Rugby ECR UC - Up Coventry DC - Down Coventry UDby - Up Derby DDby - Down Derby Birmingham ROC (BM & CB & WP) New Street Workstation
(Start of bi-directional UC and UDby)	112 42 *		
New Street South Tunnel from (232 metres / 254 yards)	112 47		Axle Counter area: Down Coventry and Down Derby : from 112m 42ch Up Coventry and Up Derby : to 112m 42ch.
	112 56 *		Platform Lengths: Birmingham New Street See Local Instruction published under MD301.
to	112 58 112 59 * 112 60 *		Standages: Birmingham New Street No.1 Siding - 236 metres (258 yards) No.2 Siding - 171 metres (187 yards) No.3 Siding - 170 metres (186 yards)
			Maximum speed 10mph, all lines Birmingham New Street.
			AWS magnets are not provided for Birmingham New Street station platform and platform starting signals.
BIRMINGHAM NEW STREET Change of mileage & ELR	112 73 0 05	RBS1 RBS2	PP is authorised over platform lines in clear weather only, except Platform 4C.

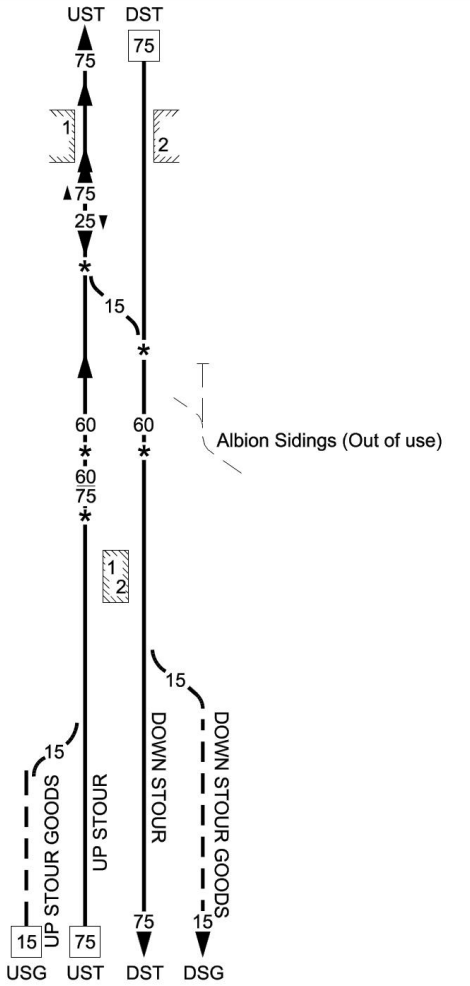
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	010	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BIRMINGHAM NEW STREET Change of mileage & ELR	112 73 RBS1 0 05 RBS2		GSM-R TCB — Birmingham ROC (BM) New Street Workstation AC: Rugby ECR Axle Counter area. Maximum speed 10mph, all lines Birmingham New Street. AWS magnets are not provided for Birmingham New Street station platform and platform starting signals. PP is authorised over platform lines in clear weather only, except Platform 4C. Platform Lengths: Birmingham New Street See Local Instruction published under MD301 Standages: Birmingham New Street No.1 Siding - 236 metres (258 yards) No.2 Siding - 171 metres (187 yards) No.3 Siding - 170 metres (186 yards)
New Street North Tunnel from (687 metres / 751 yards)	0 17 *		
	0 19 *		Birmingham ROC (BW) New Street Workstation
Tunnel continues on Seq 011			UST - Up Stour DST - Down Stour

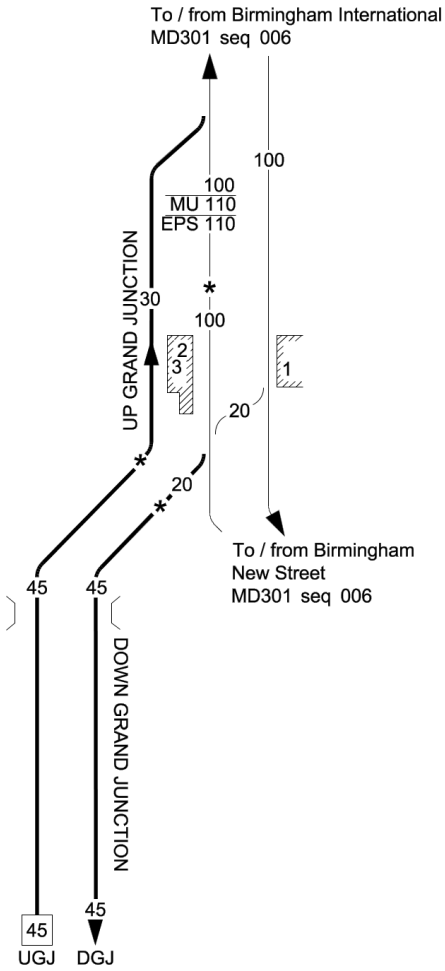
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	013	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Soho Curve North Jn	2 61		GSM-R TCB West Midlands S.C. (BW) Stour Valley Workstation AC: Rugby ECR Axle Counter area. Up Soho Curve from Soho Curve North Jn to Soho North Jn has ELR RBS2. Down Soho Goods Loop - 270 metres (295 yards) Permissive working: PF is authorised in both directions on DSGL Down direction trains can turn back on the Down Stour line at exit from Down Soho Goods Loop. TASS fitted: Down Stour and Up Stour lines Platform lengths: Smethwick Rolfe Street Platform 1: 152 metres (166 yards) Platform 2: 136 metres (149 yards) Up direction trains can turnback in Platform 1 at Smethwick Rolfe Street. Semi-Automatic Track Warning System (SATWS) provided at Galton Jn, between RBS2 3m 40ch and 3m 79ch. See General Instructions. USB - Up Stourbridge DSB - Down Stourbridge Platform lengths: Smethwick Galton Bridge Platform 3: 151 metres (165 yards) Platform 4: 149 metres (163 yards) Down direction trains can turnback in Platform 3 at Smethwick Galton Bridge. USH - Up Snow Hill DSH - Down Snow Hill
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 *		

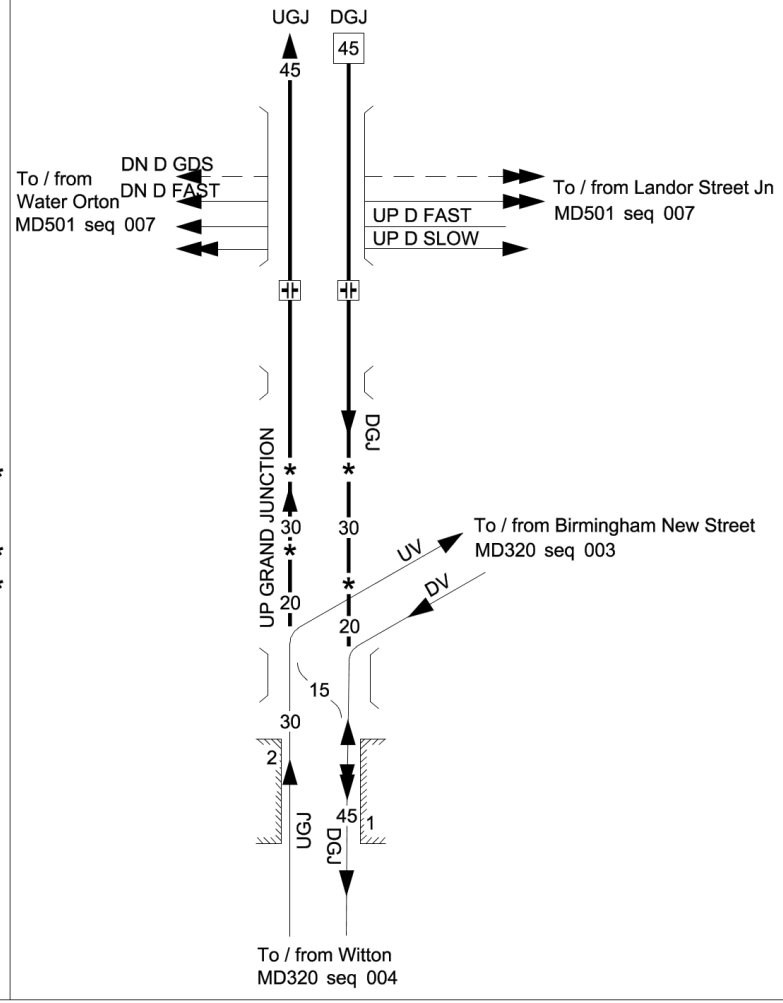
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	014	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	27/04/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD315	001	Stechford South Jn to Aston South Jn	RBS1 SAS	Central	14/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stechford South Jn	108 66 -(0 29)		GSM-R TCB West Midlands S.C. (CB & SB) Proof House Workstation AC: Rugby ECR Axle Counter area.
	109 00 *		
STECHFORD	109 08 -(0 12)		Platform Lengths: Stechford Platform 3 - 134 metres (147 yards)
Stechford North Jn	109 12		
Change of mileage and change of ELR	109 16 0 00		
	0 04 *		Semi-Automatic Track Warning System (SATWS) provided at Stechford, between RBS1 108m 61ch and SAS 0m 04ch. SAS Grand Jn line(s) MUST be protected via a line blockage. See General Instructions.
	0 05 *		
River Cole Viaduct from	0 11		
50 metres (55 yards) to	0 13		
(End of diagram)	1 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD315	002	Stechford South Jn to Aston South Jn	SAS	Central	29/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 40		GSM-R TCB — West Midlands S.C. (SB) Proof House Workstation AC: Rugby ECR
Rail Underbridge (Derby lines) from 118 metres (129 yards)	2 03		Axle Counter area.
			DN W H NECK - Down Washwood Heath Neck DN D GDS - Down Derby Goods DN D FAST - Down Derby Fast UP D FAST - Up Derby Fast UP D SLOW - UP Derby Slow
to	2 09		Derby lines are indicative only.
Washwood Heath OHNS	2 10		
River Rea Viaduct from 64 metres (70 yards)	2 16		
to	2 19		DGJ - Down Grand Junction
	2 40 *		
	2 51 *		UV - Up Vauxhall DV - Down Vauxhall
	2 56 *		
Aston South Jn & Change of mileage	2 61 (1 60)		
Aston Viaduct from 70 metres (77 yards) to	(1 60) (1 64)		
ASTON	(1 68)		Platform Lengths: Aston Platform 1 - 147 metres (160 yards) Platform 2 - 145 metres (158 yards)
			Down direction trains can turnback in Platform 1 at Aston.
			Mileages in brackets are MD320 mileages.

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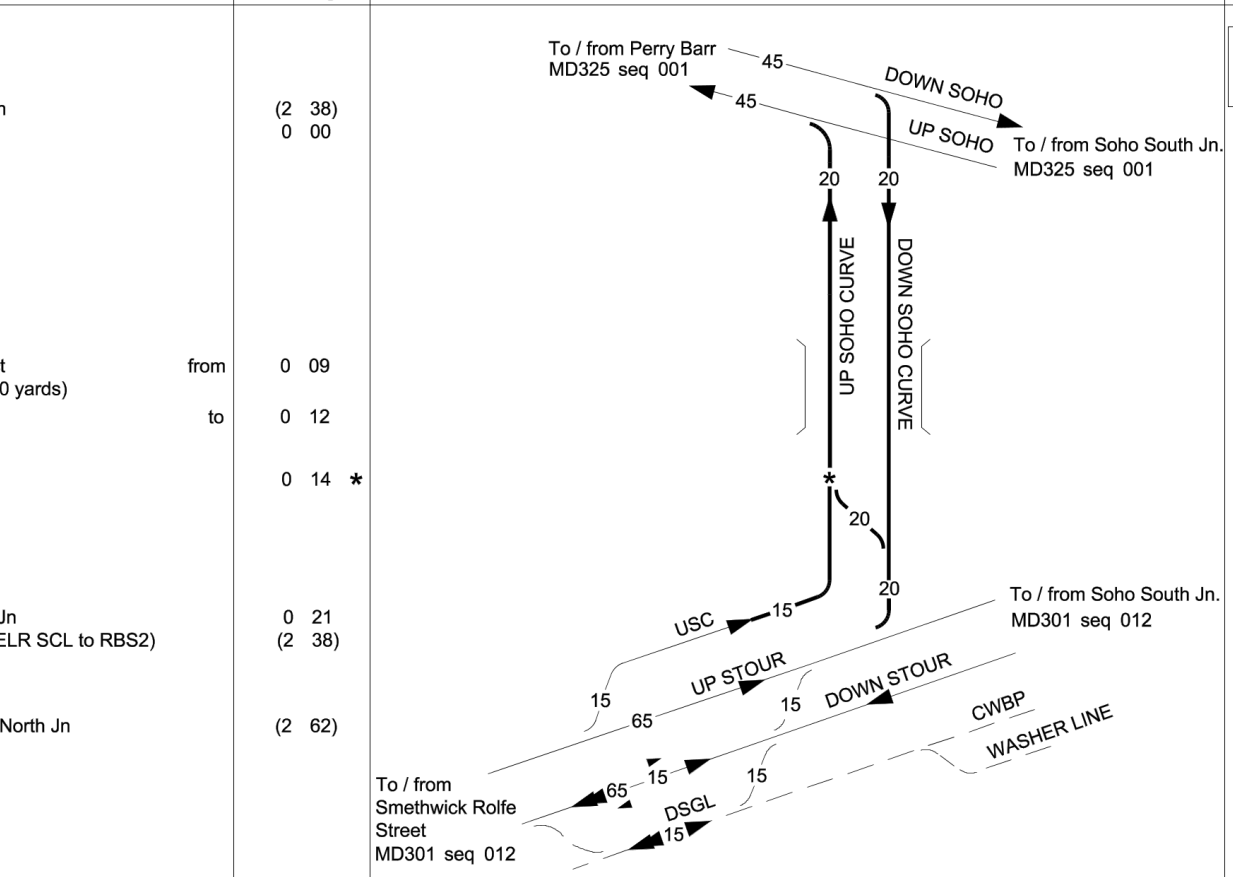
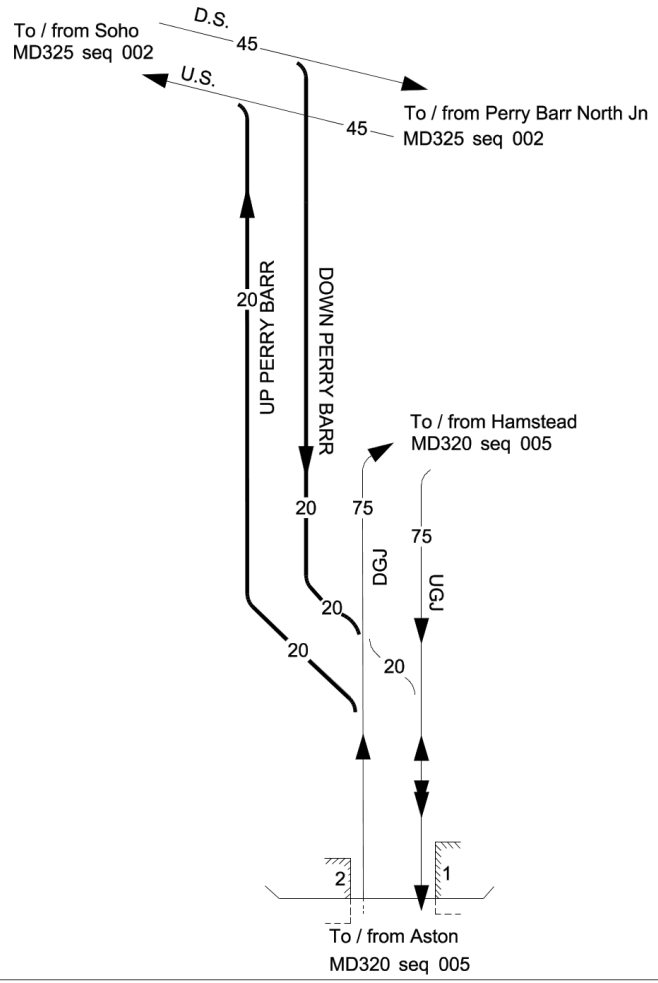
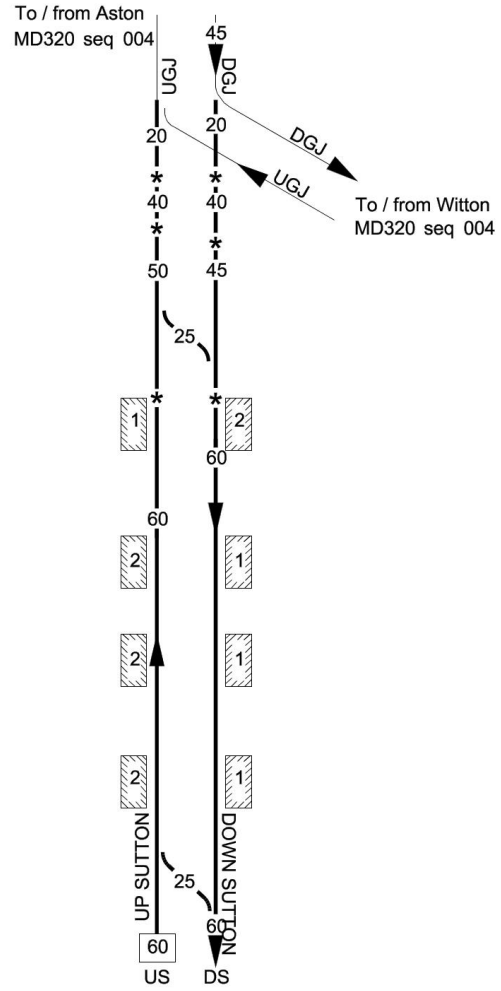
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD330	001	Soho East Jn to Soho North Jn	SCL RBS2	Central	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Soho East Jn	(2 38) 0 00		GSM-R TCB Birmingham ROC (SP) Stour Valley Workstation AC: Rugby ECR Axle Counter area
Soho Viaduct from 46 metres (50 yards) to	0 09 0 12		
	0 14 *		
Soho North Jn (Change of ELR SCL to RBS2)	0 21 (2 38)		USC - Up Soho Curve DSGL - Down Soho Goods Loop CWBP - Carriage Washer By Pass Line
Soho Curve North Jn	(2 62)		Mileages in brackets ( ) are MD301, RBS2 mileages.

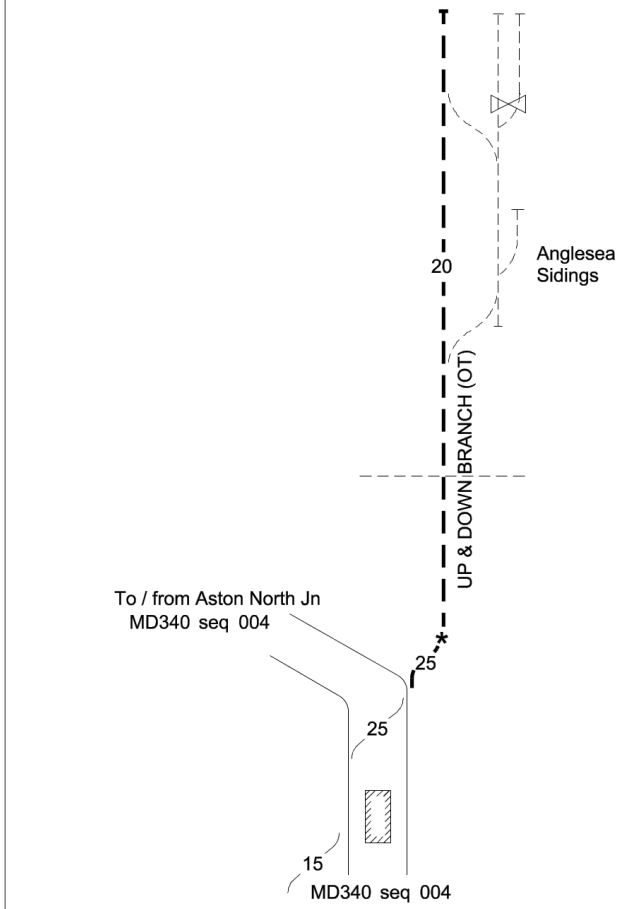
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD335	001	Perry Barr West Jn to Perry Barr South Jn	SSP	Central	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Perry Barr West Jn	0 39		GSM-R TCB Birmingham ROC (SP) Stour Valley Workstation AC: Rugby ECR Axle Counter area. D.S. - Down Soho U.S. - Up Soho
(start / end of parallel section with Grand Junction lines)	0 16		
Perry Barr South Jn	0 00 (3 44)		DGJ - Down Grand Junction UGJ - Up Grand Junction Mileage in brackets are MD320 mileaeges.
PERRY BARR	(3 33)		

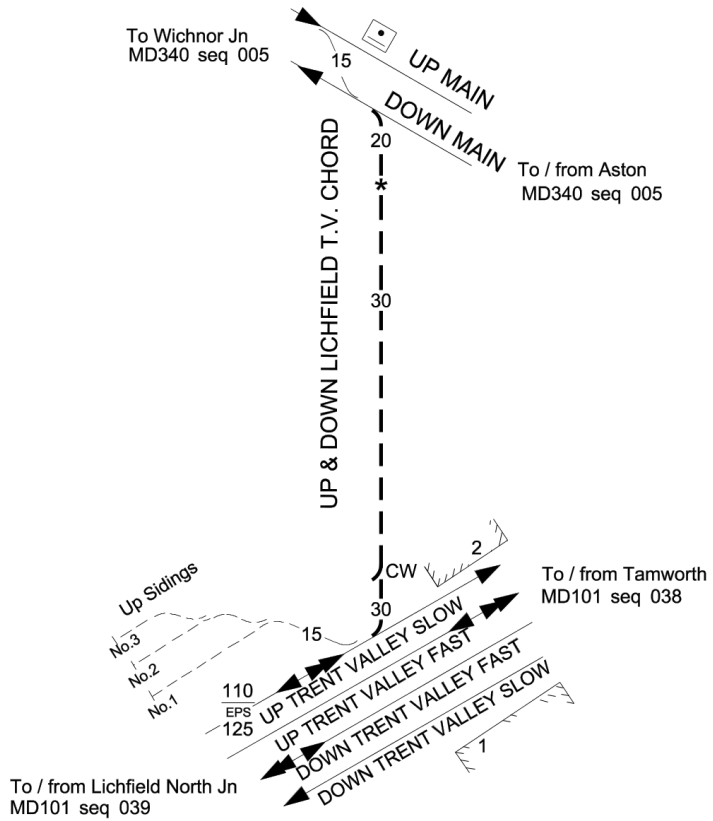
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	001	Aston North Junction to Alrewas (Exclusive)	ALC1	Central	16/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aston North Jn	(1 73)		GSM-R
Change of mileage	0 00		TCB West Midlands S.C. (AW) Proof House Workstation AC: Rugby ECR
	0 01 *		DGJ - Down Grand Junction UGJ - Up Grand Junction
			Mileage in brackets ( ) is PBJ MD320 mileage.
	0 25 *		Aston SB (AN)
	0 28 *		DGJ : from 0m 13ch UGJ : to 0m 33ch.
(Trailing crossover)	0 35		
	1 16 *		
GRAVELLY HILL	1 18		Platform lengths: Gravelly Hill Platform 1 - 169 metres Platform 2 - 154 metres
ERDINGTON	2 31		Platform lengths: Erdington Platform 1 - 201 metres Platform 2 - 201 metres
CHESTER ROAD	2 77		Platform lengths: Chester Road Platform 1 -152 metres Platform 2 -152 metres
WYLDE GREEN	3 59		Platform lengths: Wylde Green Platform 1 - 153 metres Platform 2 - 152 metres
(Trailing crossover)	4 00		US - Up Sutton DS - Down Sutton

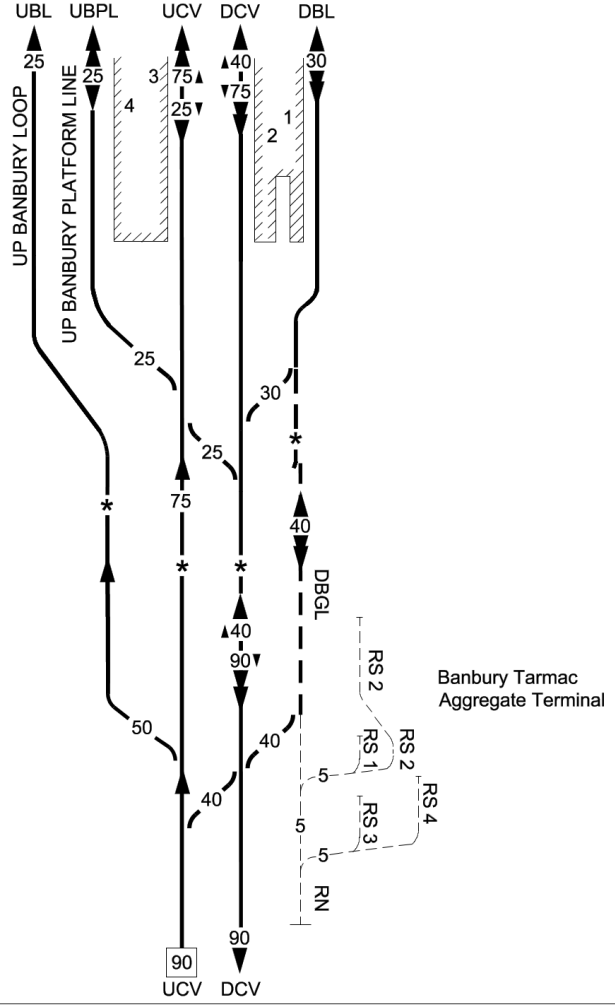
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD350	001	Anglesea Sidings to Lichfield City	BJW3	Central	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Brownhills (end of line)	12 15		OT Aston SB (AN)
Anglesea Sidings	12 64		
Fosseway LC (AHB)	15 32		
	16 45 *		
Lichfield City Jn	16 47		Line OUT OF USE
LICHFIELD CITY	16 70		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD355	001	Lichfield TV Jn to Lichfield Trent Valley (Chord Line)	LTV	Central / WCS	23/01/2024

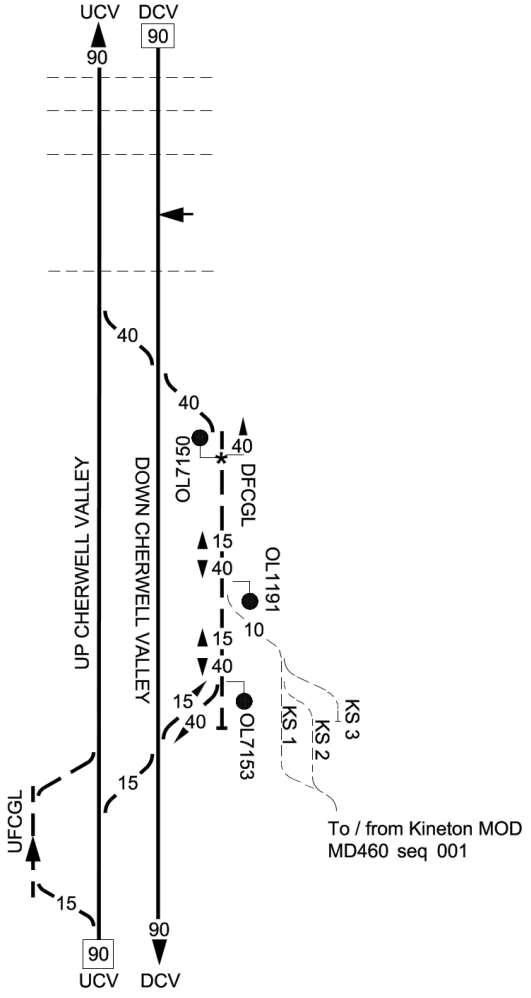
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Lichfield TV Jn SB (TV) From 0m 22ch to 00m 16ch. Axle Counter area Note ELR LTV mileages decrease down the page. Rugby ROC (LS) Colwich Workstation To / from 00m 16ch. Catch Points Worked: 0m 08ch
Lichfield Trent Valley Junction SB (TV)	18	15		
Lichfield TV Jn	18	13		
Change of mileage	0	22		
	0	17 *		
Lichfield Trent Valley	0	02		
Change of mileage & Route Boundary	116	28		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	005	Heyford to Bordesley Junction	DCL	Central	14/01/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BANBURY	86 16		GSM-R TCB West Midlands S.C. (OL) Cherwell Valley Workstation Axle Counter area Platform Lengths: Banbury Platform 1 - 270 metres (295 yards) Platform 2 - 300 metres (328 yards) Platform 3 - 300 metres (328 yards) Platform 4 - 133 metres (145 yards) UCV: Up Cherwell Valley DCV: Down Cherwell Valley UBPL: Up Banbury Platform Line UBL: Up Banbury Loop DBL: Down Banbury Loop DBGL: Down Banbury Goods Loop Permissive working - PP authorised in both directions Down Banbury Loop (Platform 1) PP-C authorised in both directions on Platforms 2, 3 and 4 PF authorised on UBL PF authorised on DBGL in both directions DBGL - 806 metres (881 yards) RS: Reservoir Sidings No.1 to No.4 RN: Reservoir Neck
Banbury North Jn	86 47		
	86 48 *		
	86 57 *		
	86 69 *		
(Buffer stop on Reservoir Siding 2)	86 79		
Banbury Reservoir Sidings	87 18		
(Buffer Stop on Reservoir Siding 1)	87 24		
Reservoir Jn	87 25		
(Connection Neck to RS 1 and RS 2)	87 27		
(Buffer stop on Reservoir Neck)	87 45		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	006	Heyford to Bordesley Junction	DCL	Central	03/08/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Little Bourton LC (UWC)	88	40	T	
Jefferies LC (UWC)	88	58	T	
Whites LC (UWC)	88	73	T	
Cropredy HABD	89	79		
Wormleighton LC (UWC)	93	37	T	
(Trailing crossover)	94	19		
Fenny Compton South Jn	94	20		
	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		



GSM-R

TCB West Midlands S.C. (OL)
Cherwell Valley Workstation

Axle Counter area:
DCV: to 87m 69ch
UCV: from 88m 10ch

UCV: Up Cherwell Valley
DCV: Down Cherwell Valley

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)

KS1: Kineton Siding 1
KS2: Kineton Siding 2
KS3: Kineton Siding 3

UFCGL : Up Fenny Compton Goods Loop
461 metres (504 yards)

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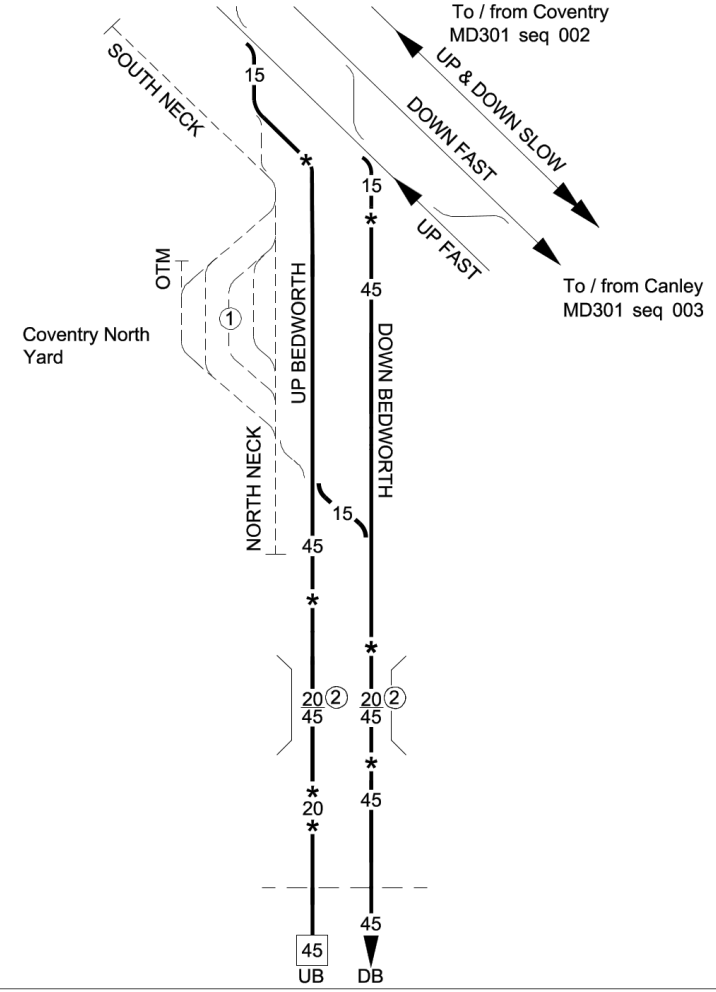
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	001	Coventry North Jn. to Nuneaton South Jn.	CNN	Central	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Connection to Up Fast)	-0 04		TCB West Midlands S.C. (CN) Coventry Workstation AC: Rugby ECR
Coventry North Jn	94 19		Axle Counter area.
Change of mileage	0 00		
	0 01 *		
	0 04 *		
Coventry North Yard OTM Siding Buffer stop	0 05		OTM: OTM Siding
Coventry North Yard (Sidings 1 - 5 numbered from line nearest Up Bedworth)	0 20		① Siding 3 (Middle road) Out Of Use. The following lines are NOT electrified: Sidings 3, 4 and 5 OTM North Neck (partly electrified)
Limit of electrification (Up Bedworth) & Yard North Neck Buffer stop	0 33		
	0 42 *		
Limit of electrification (Down Bedworth)	0 45 *		
Spon End viaduct from (330 metres / 360 yards)	0 47		② 20 mph (across Spon End viaduct) applicable to all trains except passenger (loaded / empty), postal, newspaper and parcels trains composed entirely of bogie vehicles.
to	0 63		
	0 68 *		
	0 72 *		
	0 73 *		
Coundon Road LC (CCTV)	1 04		
(End of diagram)	1 20		

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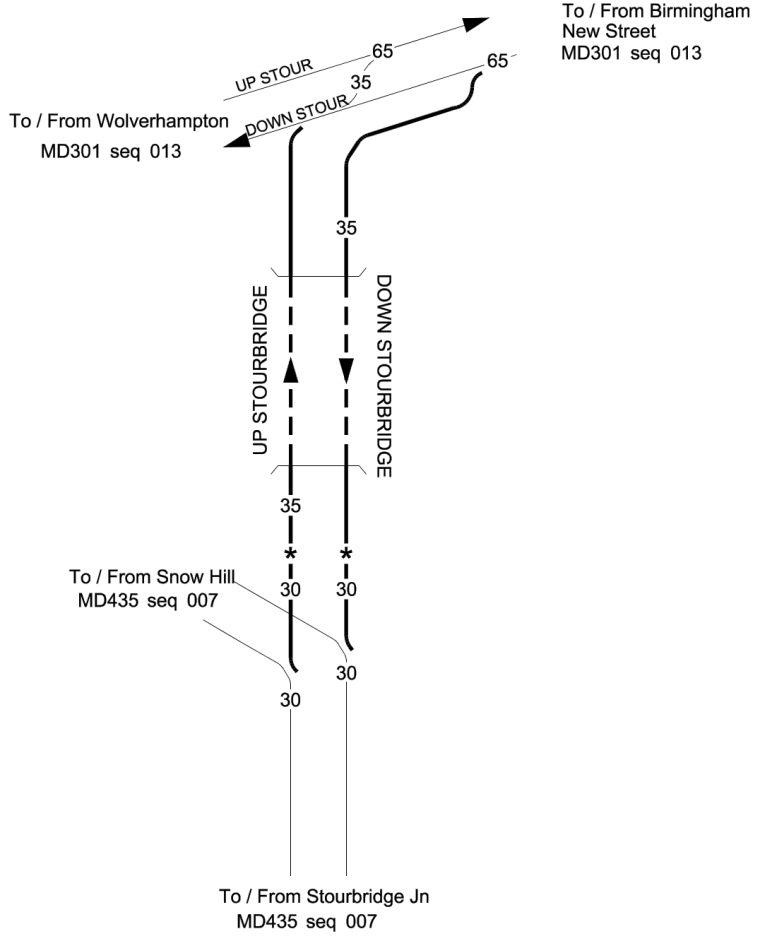
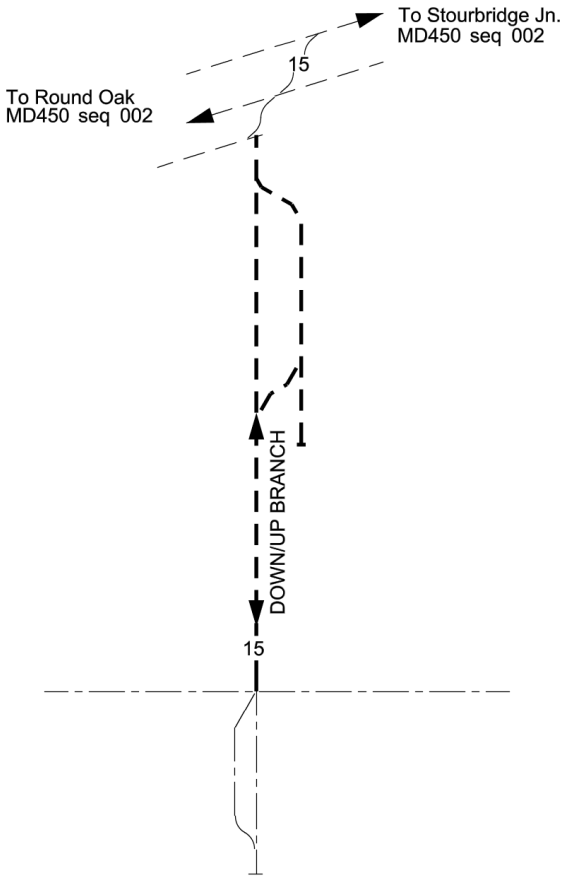
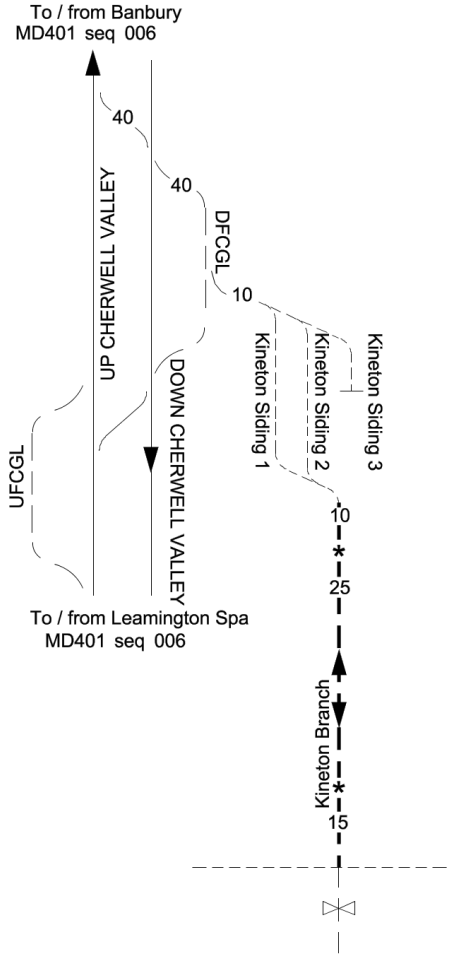
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD440	001	Galton Jn to Smethwick Jn	GSJ1	Central	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of Down Stourbridge)	3 57		GSM-R
Galton Jn	3 64		TCB West Midlands S.C. (GS) Stour Valley Workstation
Galton Tunnel (150 metres / 164 yards) from	3 71		NOTE: The Up Stour and Down Stour lines are provided with AC overhead electrification controlled from Rugby ECR.
to	3 78		Axle Counter area: Down direction: to 4m 05 ch Up direction : from 3m 71ch
	4 05 *		Semi-Automatic Track Warning System (SATWS) provided at Galton Jn, between RBS2 3m 40ch and GSJ1 3m 70ch. See General Instructions.
Smethwick Jn	4 08		West Midlands SC (SJ) Stourbridge Workstation
Change of mileage	133 32		Down Stourbridge from 3m 79ch Up Stourbridge to 4m 00ch.

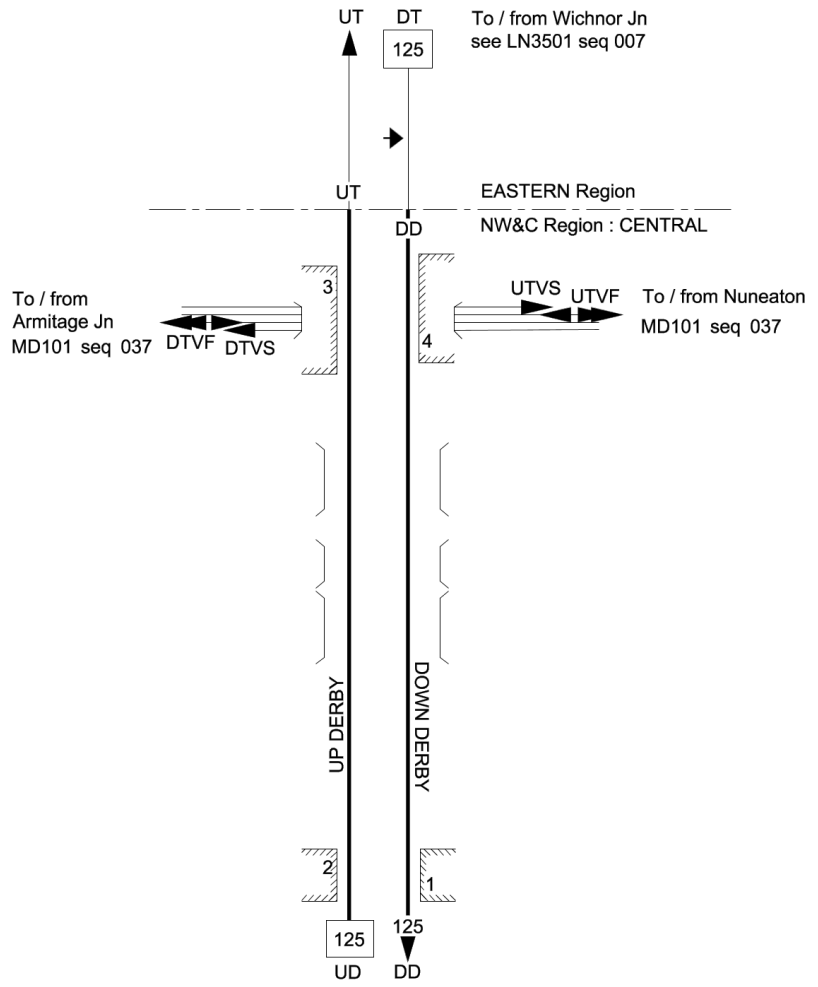
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD455	001	Kingswinford Junction South to Pensnett	KWD	LNW South	17/03/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kingswinford Junction	144 31		OTS West Midlands SC (DR) Stourbridge Workstation OUT OF USE AWS and TPWS not provided.
Network Rail Boundary	145 60		
Pensnett	145 73		
End of line	146 30		

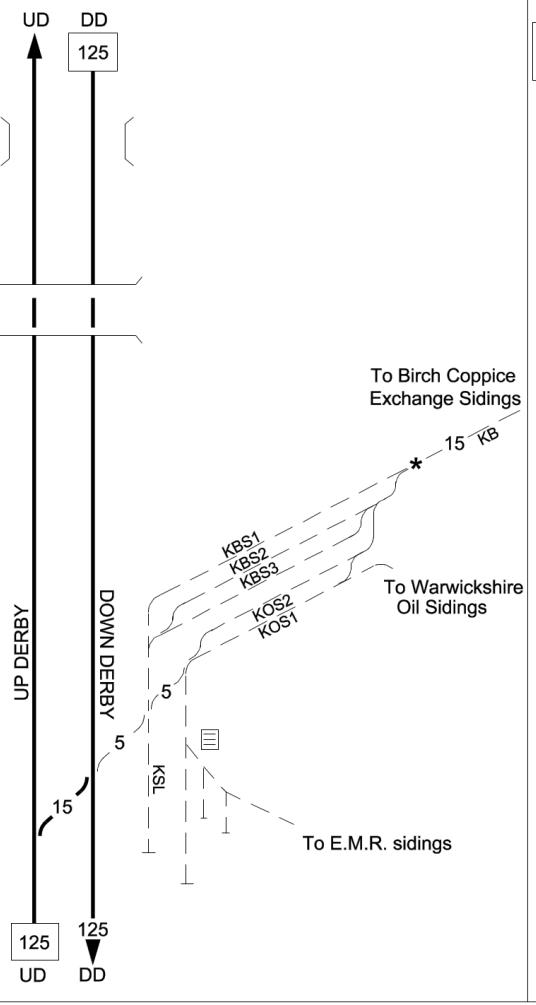
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD460	001	Fenny Compton to Burton Dassett	DCL SJT1	Central	03/08/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				GSM-R Siding — West Midlands S.C. (OL) Cherwell Valley Workstation
Fenny Compton South Jn	94 20			TPWS not provided.
Kineton Jn (Fenny Compton) (SJT1)	94 60	DCL		DFCGL : Down Fenny Compton Goods Loop UFCGL : Up Fenny Compton Goods Loop
Change of ELR and change of mileage	22 25	SJT1		
Kineton MOD Branch	22 63			OT(S)
	23 03 *			Line controlled by train staff located at Fenny Compton sidings
	25 00 *			GSM-R Down: End of GSM-R area at 25m 55ch Up: Start of GSM-R area at 25m 55ch
(Network Rail Boundary - Kineton MOD)	25 55			
Burton Dassett Kineton MOD boundary gate	25 60			

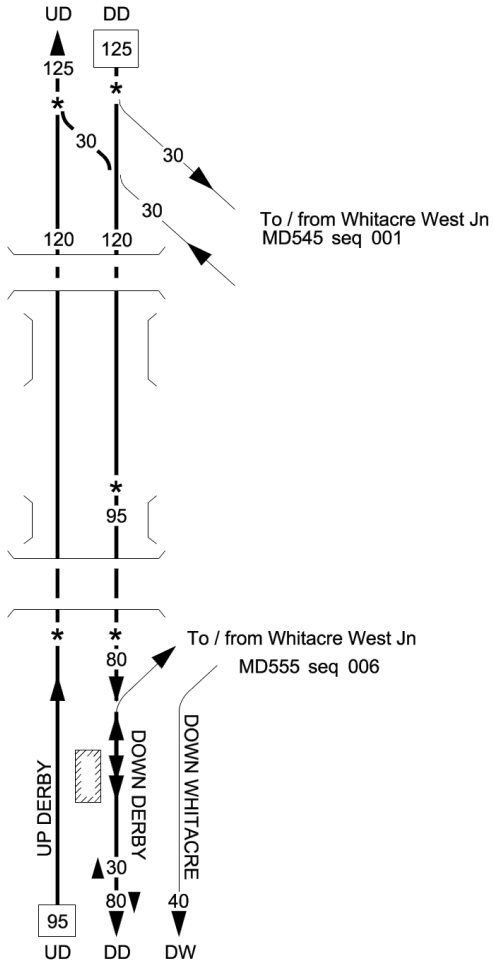
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	001	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1	Central	02/11/2024

Location		Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Derby EMCC (DY) Burton Workstation For signalling control boundary, see Location column. TCB Birmingham ROC (WW) Water Orton Workstation UT - Up Tamworth DT - Down Tamworth
Control Boundary Up Line		21	40		
Control Boundary Down Line		21	62		
Tamworth HABD		22	30		
Route Boundary		23	30		
TAMWORTH (HIGH LEVEL)		23	58		Platform lengths: Tamworth Platform 3: 245 metres (268 yards) Platform 4: 245 metres (268 yards) Up Trent Valley Slow, Up Trent Valley Fast, Down Trent Valley Slow and Down Trent Valley Slow are all electrified to 25kV.
Kettlebrook viaduct (221 metres / 242 yards)	from	24	06		
	to	24	17		
A5 Underbridge (29 metres / 32 yards)	from	24	59		
	to	24	60		
Wilnecote Lane Underbridge (81 metres / 89 yards)	from	24	60		
	to	24	62		
WILNECOTE		25	47		Platform lengths: Wilnecote Platform 1: 89 metres (97 yards) Platform 2: 89 metres (97 yards)
(End of diagram)		26	00		

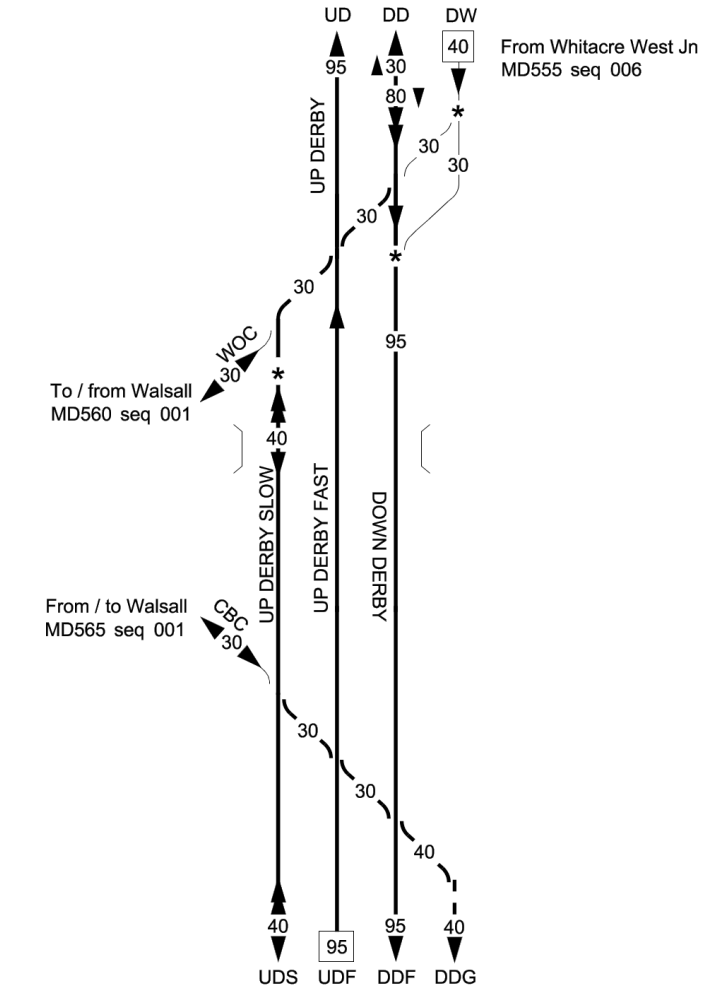
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	002	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1	Central	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	26 00		TCB Birmingham ROC (WW) Water Orton Workstation GSM-R
Hedging Lane Underbridge (29 metres / 32 yards) from	26 24		
to	26 25		
M42 overbridge 33 metres (36 yards) from	27 63		
to	27 65		
	(0 60) *		Mileage in brackets ( ) refers to the Kingsbury Branch, with 0m 00ch at Kingsbury SF. ELR: KBC.
Kingsbury Branch Sidings	28 17		KB: Kingsbury Branch KBS1: Kingsbury Branch Siding 1 KBS2: Kingsbury Branch Siding 2 KBS3: Kingsbury Branch Siding 3
Kingsbury SF (KY)	28 26 (0 00)		KOS1: Kingsbury Oil Siding 1 KOS2: Kingsbury Oil Siding 2
Kingsbury Branch Jn	28 33		KSL: Kingsbury Shunting Line
(Buffer stop on KDS2)	28 43		KDS2 - Kingsbury Down Siding 2
(End of diagram)	29 00		

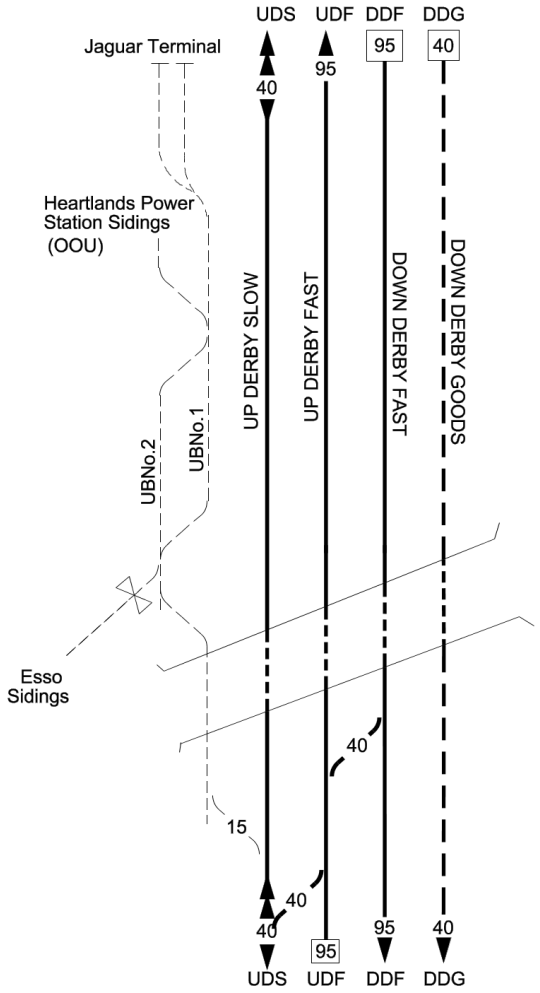
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	003	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1 DBP2 DBP3	Central	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	29 00		GSM-R TCB Birmingham ROC (WW) Water Orton Workstation
	29 32 * 29 34 *		
Kingsbury Jn (and change of ELR)	29 39	DBP1 DBP2	
River Tame tributary Underbridge from 34 metres (37 yards)	30 61		
to	30 63		
River Tame viaduct from (81 metres / 89 yards)	31 00		
to	31 04		
	32 37 *		
River Tame viaduct from (59 metres / 65 yards)	32 38		
to	32 41		
M42 / M6 Toll Underbridge from 68 metres (74 yards)	32 53		
to	32 56		
	33 10 *		
Water Orton East Jn Change of mileage and ELR.	33 22 34 43	DBP2 DBP3	
WATER ORTON	34 54		Platform lengths: Water Orton Down Derby (Down direction): 104 metres (113 yards) Down Derby (Up direction): 99 metres (108 yards) Up Derby: 103 metres (112 yards)
(End of diagram)	34 70		

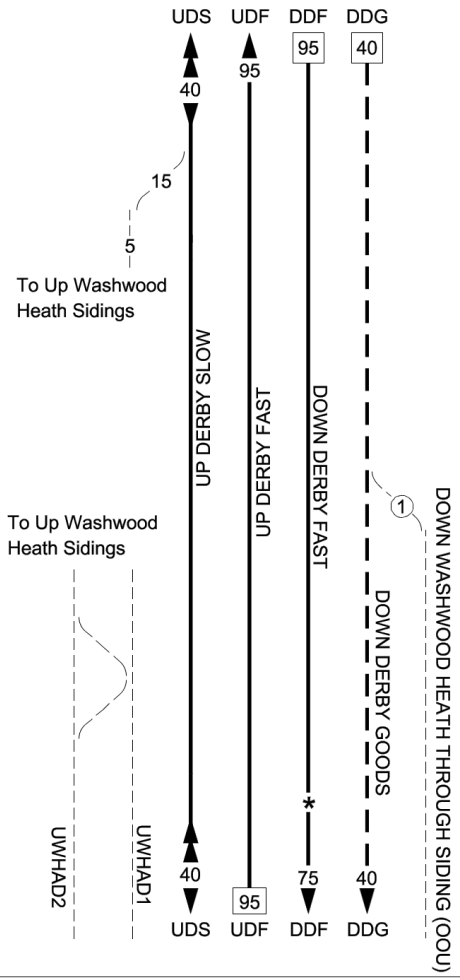
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	004	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	34 70		GSM-R
	35 00 *		TCB Birmingham ROC (WP) Water Orton Workstation
	35 10 *		UD: Up Derby DD: Down Derby DW: Down Whitacre WOC: Water Orton Curve DDG: Down Derby Goods DDF: Down Derby Fast UDF: Up Derby Fast UDS: Up Derby Slow CBC - Castle Bromwich Curve
Water Orton West Jn	35 15		
	35 20 *		
River Tame viaduct (60 metres / 66 yards) from	35 40		
to	35 43		
Castle Bromwich Jn	36 14		
(End of diagram)	37 00		

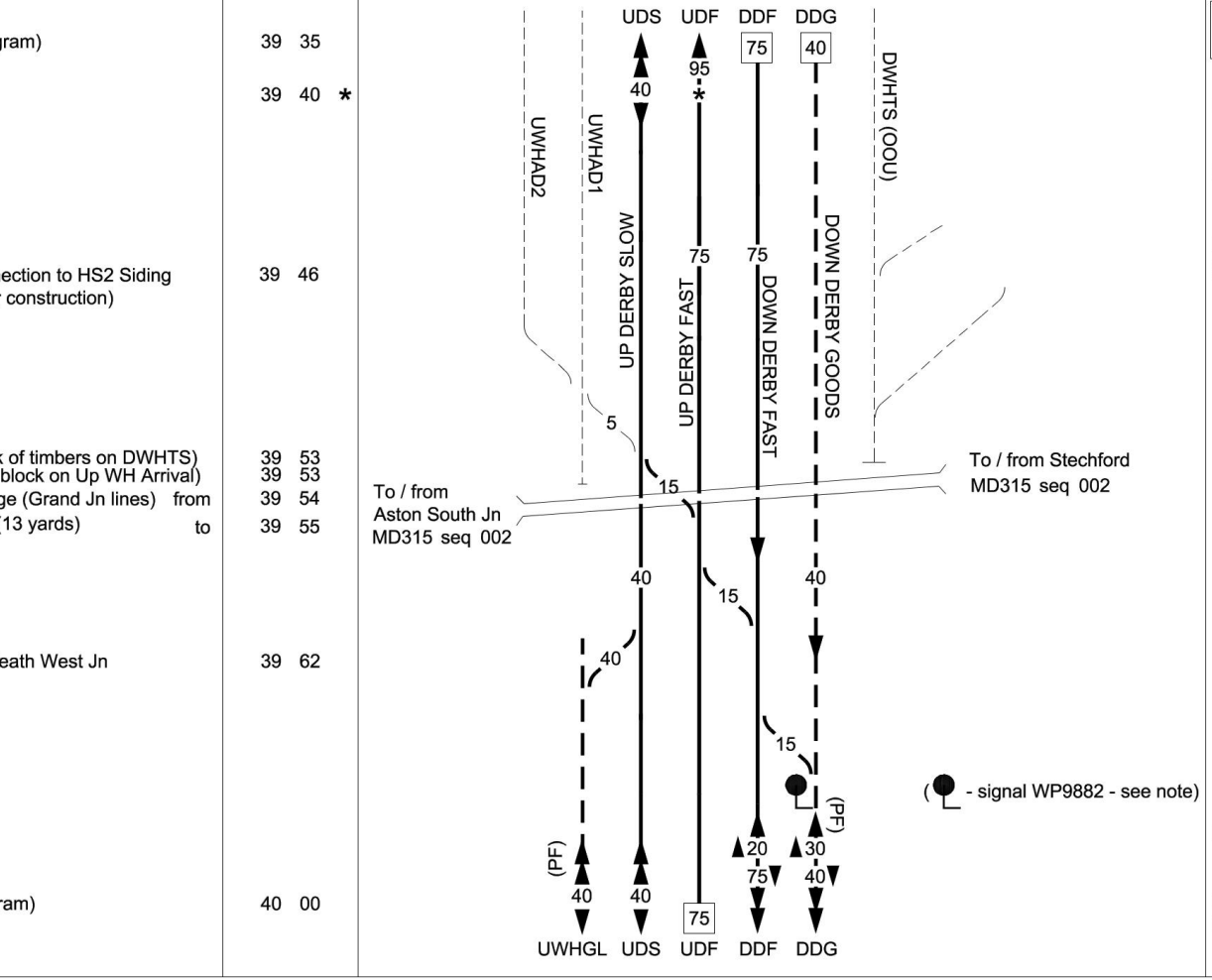
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	005	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	02/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	37	00		GSM-R
Jaguar Cars Sidings (Buffer stops)	37	28		TCB Birmingham ROC (WP) Water Orton Workstation
				TCB Birmingham ROC (WP) Washwood Heath Workstation
				DDF and DDG: from 37m 45ch UDF and UDS: to 37m 51ch.
Heartlands Power Station Sidings (OOU)	37	46		(OOU) - Out Of Use.
(Connection towards Heartlands Power Station)	37	50		
				UBNo.1: Up Bromford No.1 Siding UBNo.2: Up Bromford No.2 Siding
M6 Motorway Bridge from	38	04		
Esso Sidings (gates)				
to	38	15		
(Fast to Fast crossover)	38	19		
Bromford Bridge Junction	38	27		
(Slow to Fast crossover)	38	31		
(End of diagram)	38	35		

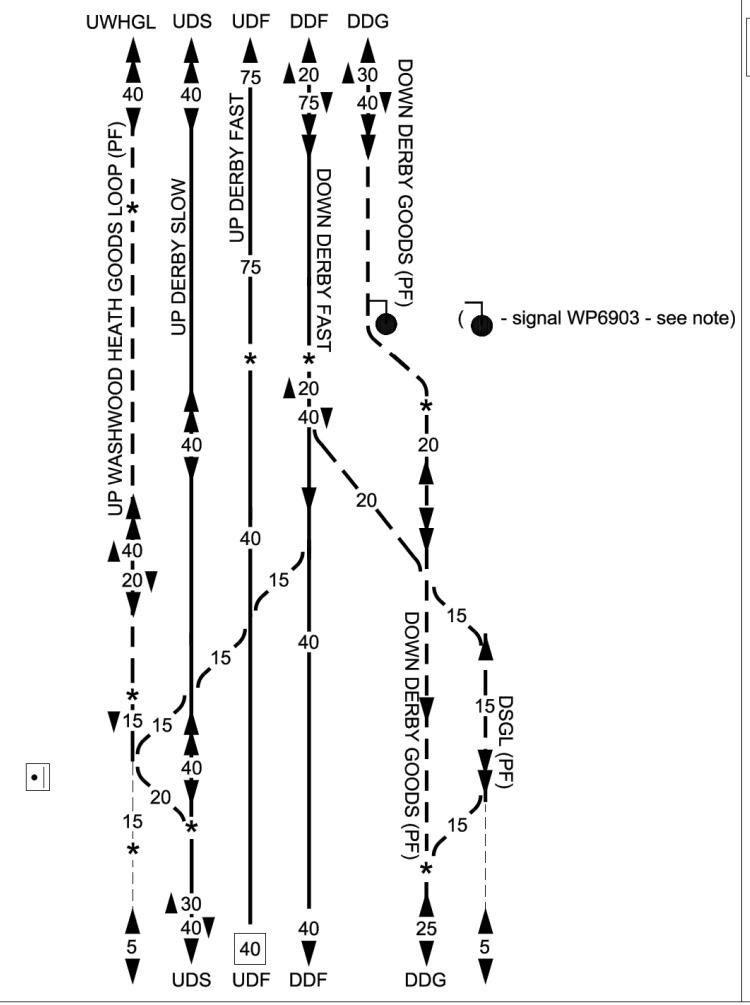
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	006	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	02/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Birmingham ROC (WP) Washwood Heath Workstation
(Start of diagram)	38	35		
(Connection to Up Washwood Heath)	38	38		
Washwood Heath East Jn	38	44		
Up Washwood Heath Sidings	39	02		
(Connection to DWHTS)	39	04		① Connection OOU
	39	30 *		UWHAD1: Up Washwood Heath Arrival / Departure 1 498 metres / 545 yards UWHAD2: Up Washwood Heath Arrival / Departure 2 496 metres / 542 yards
(End of diagram)	39	35		

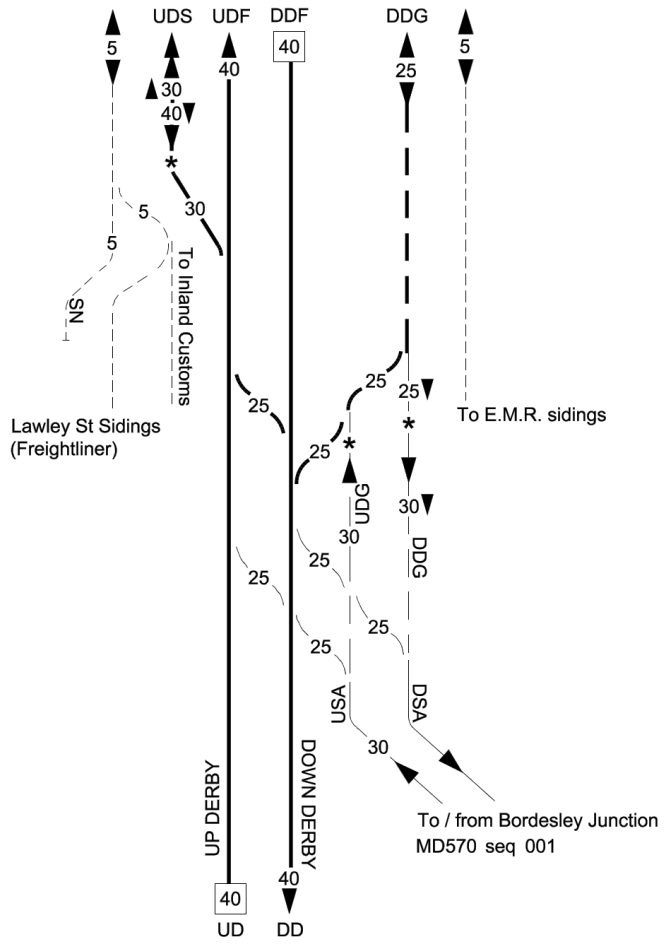
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	007	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	39 35		GSM-R TCB Birmingham ROC (WP) Washwood Heath Workstation
	39 40 *		UWHAD1: Up Washwood Heath Arrival / Departure 1 498 metres / 545 yards
			UWHAD2: Up Washwood Heath Arrival / Departure 2 496 metres / 542 yards
(Connection to HS2 Siding Under construction)	39 46		DWHTS: Down Washwood Heath Through Siding (OOU)
(Baulk of timbers on DWHTS)	39 53		
(Stop block on Up WH Arrival)	39 53		
Rail Overbridge (Grand Jn lines) from	39 54		
12 metres (13 yards) to	39 55		
Washwood Heath West Jn	39 62		
			UWHGL: Up Washwood Heath Goods Loop (PF) 850 metres / 929 yards
(End of diagram)	40 00		DDG: 534 metres / 584 yards (between signals WP9882 and WP6903).

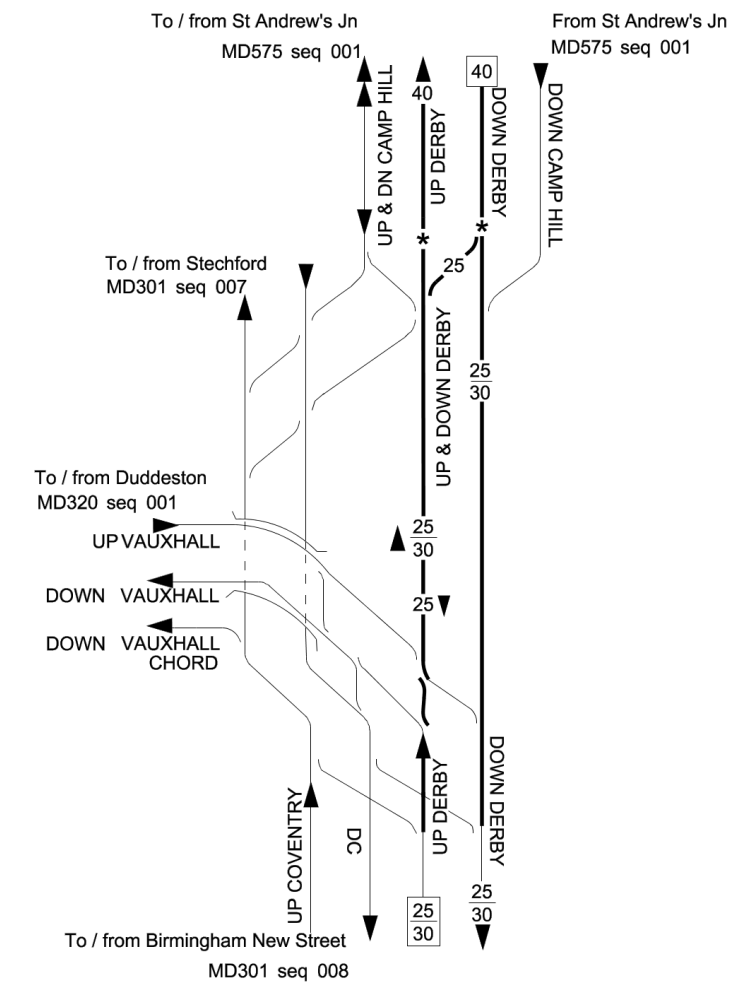
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	008	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	21/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	40 00		GSM-R TCB Birmingham ROC (WP) Washwood Heath Workstation Up Washwood Heath Goods Loop (PF): 850 metres / 929 yards. Down Derby Goods: 534 metres / 584 yards (between signals WP9882 and WP6903). DSGL: Down Saltley Goods Loop (PF)
	40 08 *		
	40 20 *		
	40 22 *		
Duddeston Jn	40 31		
	40 35 *		
Birmingham ROC	40 38		
	40 41 *		
	40 42 *		
	40 43 *		
(End of diagram)	40 43		

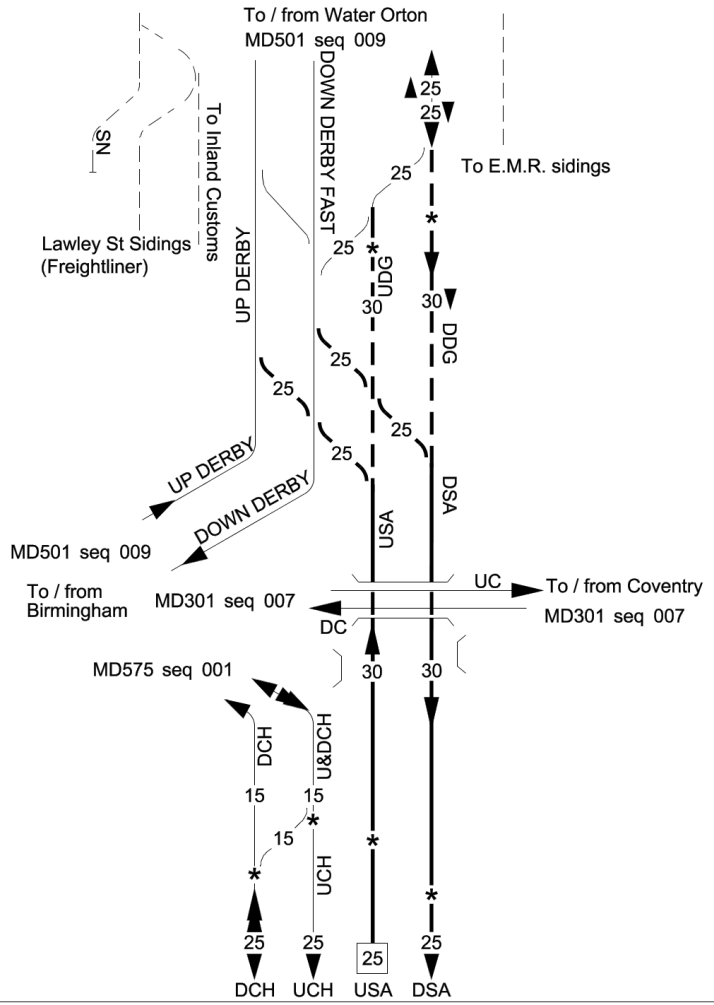
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	009	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	40 43		GSM-R TCB Birmingham ROC (WP) Washwood Heath Workstation
	40 43 *		UDS: Up Derby Slow UDF: Up Derby Fast DDF: Down Derby Fast DDG: Down Derby Goods
(SN start / end)	40 44		
(UDS diverges from UDF)	40 48		SN: Saltley Neck UDG: Up Derby Goods
Saltley Loco Servicing Depot, former site of	40 49		
	40 51 *		
	40 52 *		
Lawley Street Freightliner Terminal	40 54		
Landor Street Jn	40 60		DSA: Down St. Andrews USA: Up St. Andrews
(End of diagram)	40 75		

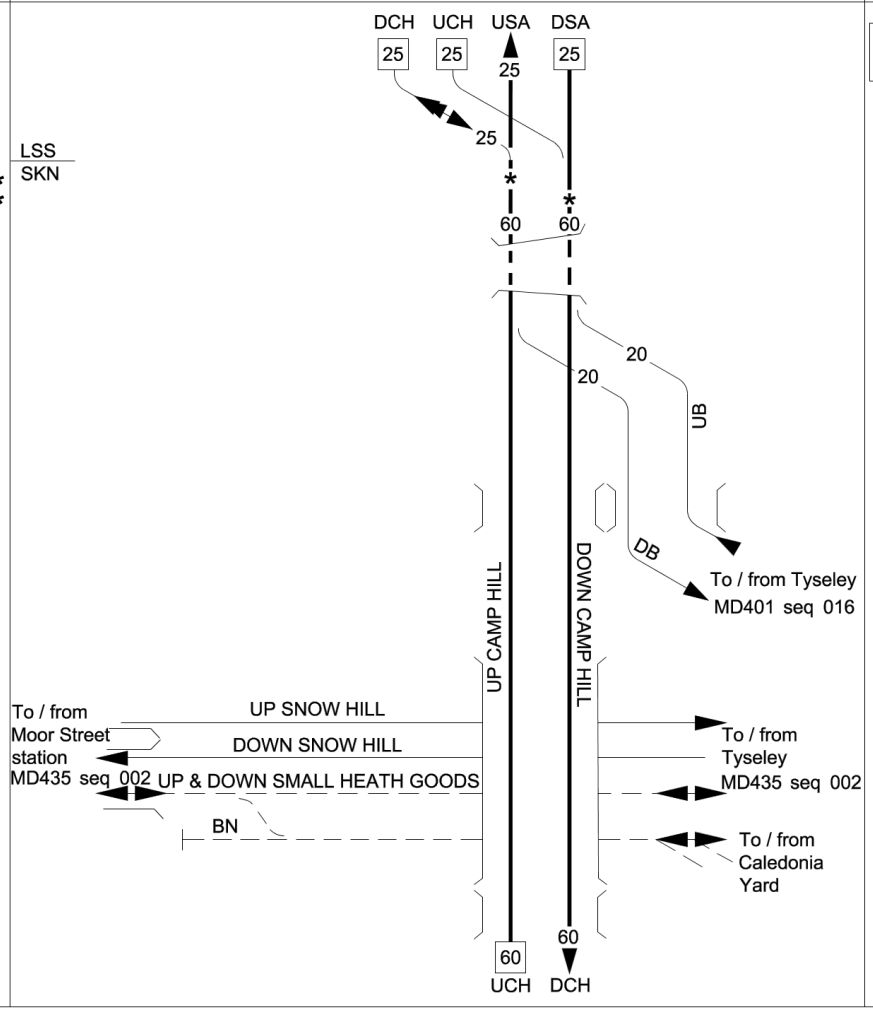
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	010	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	27/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	40 75		GSM-R TCB West Midlands S.C. (WP) Proof House Workstation AC: Rugby ECR
	41 21 ** 41 22 **		
Grand Jn	41 26		
Proof House Jn	41 51		DC - Down Coventry

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
			GSM-R TCB West Midlands S.C. (LL) Washwood Heath Workstation DDG: Down Derby Goods UDG: Up Derby Goods SN: Saltley Neck DSA: Down St. Andrews USA: Up St. Andrews UCH: Up Camp Hill DCH: Down Camp Hill U&DCH: Up & Down Camp Hill
	40 51 *		
	40 52 *		
Lawley Street Freightliner Terminal	40 54		
Landor Street Jn	40 60		
(Change of ELR & linenames)	40 63	DBP3 / LSS	
RBS1 Coventry lines overbridge from	40 74		
19 metres (21 yards) to	40 75		
Birmingham & Warwick Canal from	41 00		
(55 metres / 60 yards) to	41 03		
(Camp Hill lines diverge from St. Andrews lines)	41 08		
(Up & Down Camp Hill linename change to Up Camp Hill)	41 11		
	41 11 *		
	41 12 *		
	41 13 *		
	41 14 *		
(End of diagram)	41 15		

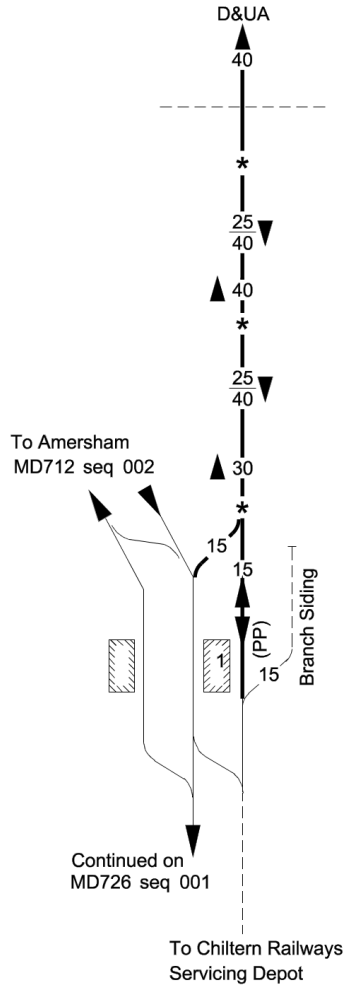
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	002	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)	LSS SKN	Central	15/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	41 15		TCB West Midlands S.C. (LL) Washwood Heath Workstation GSM-R
St. Andrews Jn (Change of ELR & linenames)	41 18 LSS 41 19 * SKN 41 20 *		DSA: Down St. Andrews USA: Up St. Andrews
B4128 Coventry Road overbridge (49 metres / 54 yards) from	41 42		
to	41 44		
Bordesley Jn	41 44 (128 11)		
Bridges over A45 Road 20 metres (22 yards) from	41 59		
to	41 60		
(End of Bordesley lines parallel with Camp Hill lines)	41 61		
Viaduct over Snow Hill lines & A45 Road 74 metres (81 yards) from	41 68		
to	41 72		
Viaduct over Grand Union Canal 40 metres (44 yards) from	41 72		
to	41 74		
(End of diagram)	41 75		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	002	Princes Risborough to Aylesbury	PRA	Central	09/09/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			D&UA 40	TCB Marylebone IECC (ME) North Workstation GSM-R
Great and Litlle Kimble FP No.27 (LC)	44	32		
Great and Litlle Kimble FP No.2C (LC)	44	45		
Great & Litlle Kimble FP No.3B (LC)	44	55		
Great & Litlle Kimble FP No.38A (LC)	44	79	40	
LITTLE KIMBLE	45	14		Platform length : Little Kimble 90 metres (98 yards)
Great and Little Kimble FP No.29B (LC)	45	62	T	D&UA - Down & Up Aylesbury
			D&UA	
Apsley Manor Farm No.2 LC (UWC)	46	58	T	
Dodds Farm LC (UWC)	46	70	T	
Marsh Lane LC (MCB-OD)	47	00	T	
Stoke Mandeville FP No.4 (LC)	47	32	40 D&UA	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	003	Princes Risborough to Aylesbury	PRA	Central	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stoke Mandeville No.17 FP (R/G OMSL)	48 18		GSM-R TCB Marylebone IECC (ME) North Workstation
	48 64 *		
	49 18 *		D&UA - Down & Up Aylesbury
Aylesbury Junction Change of mileage	49 35 * 38 08		
AYLESBURY	38 13		Platform lengths: Aylesbury Platform 1 - 197 metres (215 yards) permissive (PP)

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD725	001	Aylesbury to Claydon L&NE Jn	MCJ2	Central	26/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD726-001.	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD725	002	Aylesbury to Claydon LN&E Jn	MCJ2 MCJ3	Central / West Coast South	26/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD726-002.	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD725	003	Aylesbury to Claydon L&NE Jn	MCJ3 MCJ4	West Coast South	26/10/2024

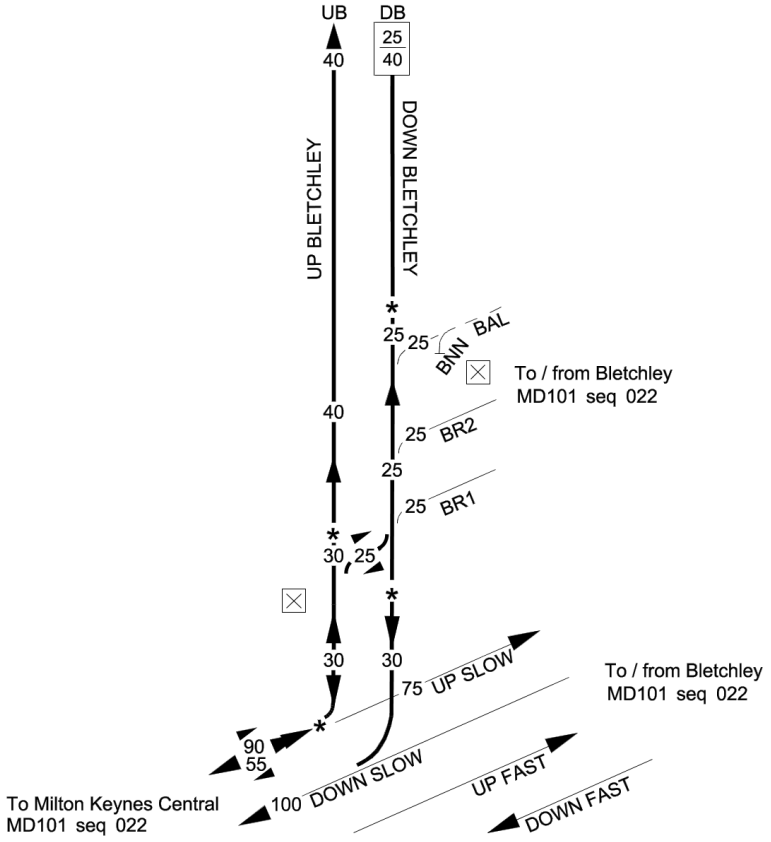
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD726-003.	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD735	002	Denbigh Hall South Jn to Bicester Town	OXD	LNW South	14/09/2015

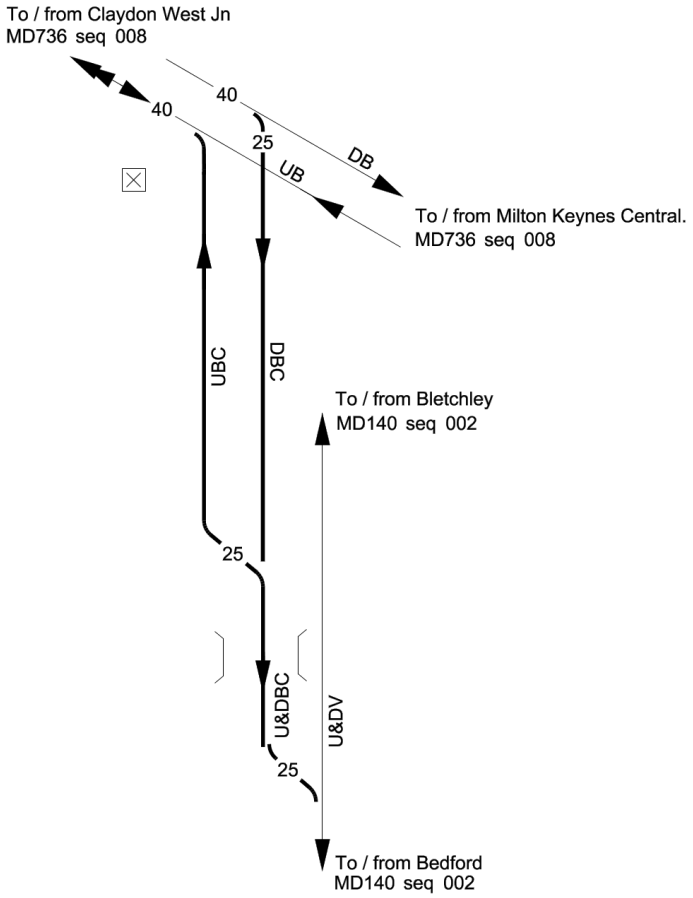
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE HAS BEEN WITHDRAWN	

LNW South Route Sectional Appendix Module LNW(S)2

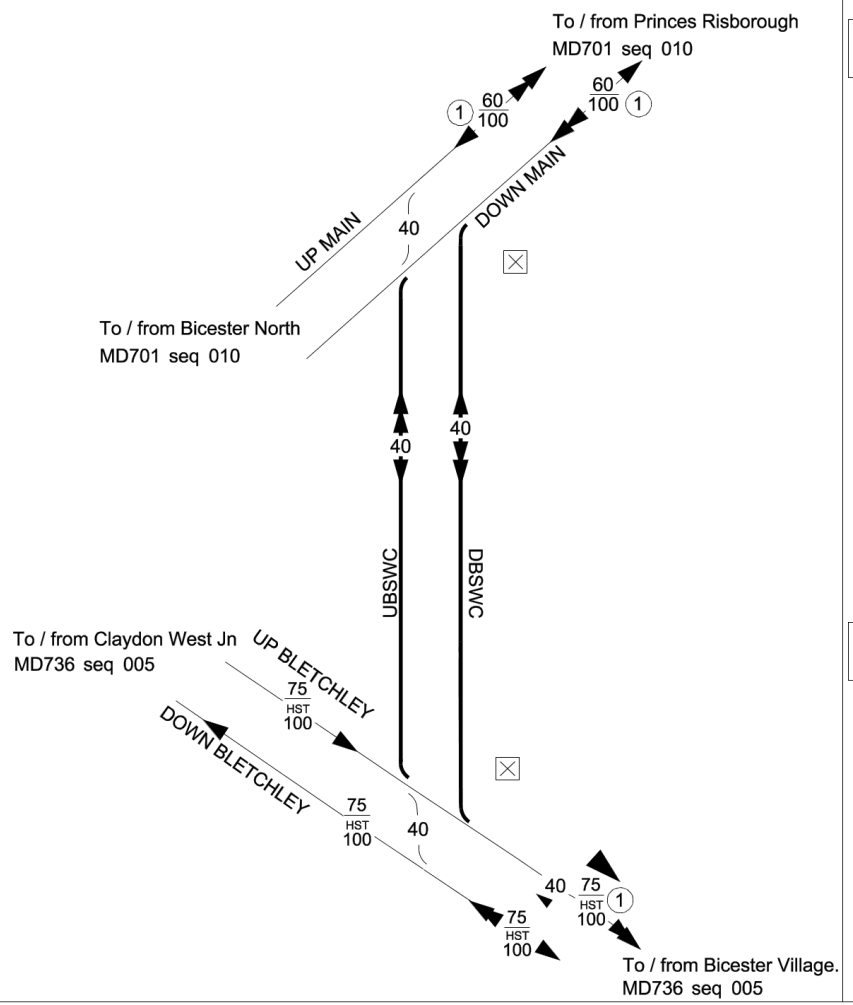
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	010	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	DHF	West Coast South	03/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 25		TCB Rugby SCC (TK) Bletchley Workstation
Limit of Electrification on Up Bletchley and Down Bletchley.	1 37		AC: Rugby ECR From 1m 37ch.
	1 48 *		UB: Up Bletchley. DB: Down Bletchley. BAL: Bletchley Arrival Line. BNN: Bletchley North Neck. BR2: Bletchley Relief 2. BR1: Bletchley Relief 1.
Bletchley Flyover North Jn (DB)	1 50		
	1 56		
Bletchley Flyover North Jn (UB)	1 62 * 1 63 (47 42) 1 65 *		Traffic Lockout Devices (LOD(T)) provided, between Denbigh Hall South Jn and Bletchley Flyover North Jn (Up line) and connection to Bletchley North Neck (Down line).
Denbigh Hall South Jn	1 73 (47 52)		Mileages in brackets ( ) are main line (MD101) mileages (ELR: LEC1).

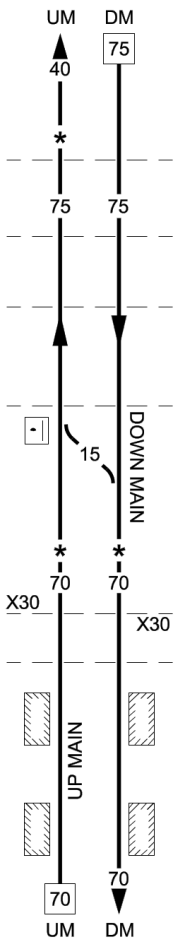
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD741	001	Flyover Summit Jn to Fenny Stratford Jn (Bletchley Flyover Lines)	BFO	West Coast South	03/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Flyover Summit Jn	0 78		GSM-R TCB Rugby ROC (OB) Claydon Workstation Axle Counter area: DBC: to 1m 24ch UBC: from 1m 07ch. ☒ Patrolmans directional line lockout between Flyover Summit Jn and BFO 1m 16ch. DBC: Down Bletchley Chord. UBC: Up Bletchley Chord. U&DBC: Up & Down Bletchley Chord. U&DV: Up & Down Vale. DB: Down Bletchley. UB: Up Bletchley. Marston Vale SCC (MV) West Workstation DBC: from 1m 12ch UBC: to 1m 16ch.
Flyover Single Jn (start of Up & Down Bletchley Chord)	1 24		
Saxon St road underbridge 1B from V7 Saxon Street, Fenny Stratford (98 metres - 107 yards) to	1 31 1 36		
Fenny Stratford Jn & Change of mileage	1 60 (0 76)		

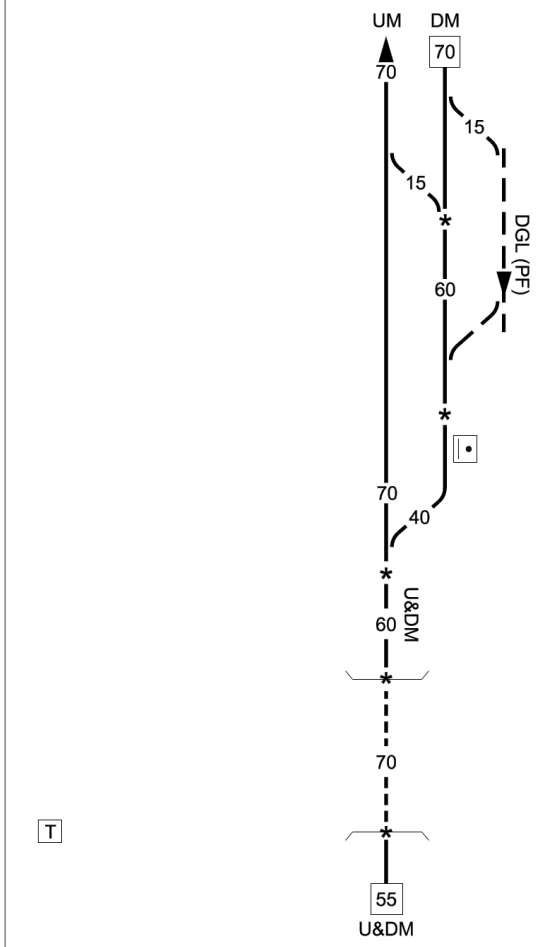
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD745	001	Bicester South Jn to Gavray Jn	BSG	Central	27/07/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	002	Worcester Shrub Hill to Shelwick Jn	WAH	Central	14/12/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					AB Newland East SB (NE) GSM-R
	122	20	*		
Kays (FP)	122	41			
Rushwick (FP)	123	60			
Powick 3 (FP)	124	33			
					Location of known low rail adhesion between 125m 20ch and 125m 60ch on both lines.
Newland East LC (MCB)	126	22			
Newland East SB	126	22			
	127	15	*		
Lower Howsell FP (R/G OMSL-X)	127	27			
Jamaica Road (FP)	127	45			
MALVERN LINK	127	75			Down platform - 128m, 140yds Up platform - 186m, 203yds
GREAT MALVERN	129	06			Down platform - 135m, 148yds Up platform - 142m, 155yds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	003	Worcester Shrub Hill to Shelwick Jn	WAH	Central	12/10/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R
(Start of Down Goods Loop)	129	59			
Malvern Wells Down Goods Loop	129	70	*		
(End of Down Goods Loop)	130	03			
	130	10	*		
Malvern Wells SB	130	13			
Single line	130	18			
	130	19	*		
Colwall Tunnel (1450m,1586yds)	130	48	*		
	to				
	131	40	*	T	

AB Malvern Wells SB
RA7 (MW)

DGL - Down Goods Loop 346m, 1134ft

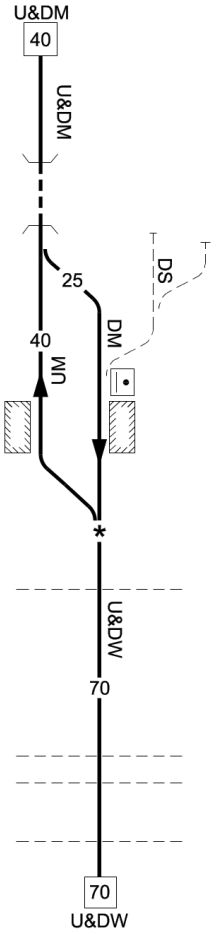
TB

U&D - Up & Down Main

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
		U&DM 55	TB RA7 Malvern Wells/Ledbury SB (MW) (L) GSM-R
	131 60 *	*	
		70	
		UP & DOWN MAIN	
COLWALL	131 72		Platform - 109m, 119yds
Colwall Green LC (FP)	132 50		
	132 58	T	
Cummings No.2 LC (FP)	132 70		
Cradley Brook LC (FP)	133 01		
	133 76	T	
Cummings No.1 LC (FP)	134 01		
	134 30 *	*	
		60	
	135 12 *	*	
		40 U&DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	005	Worcester Shrub Hill to Shelwick Jn	WAH	Central	12/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TB Ledbury SB (L)
			U&DM - Up & Down Main
Ledbury Tunnel from	135 15	T	
(1203m, 1316 yds)			
to	135 75		
Single line	135 76		DS - Down Siding
Ledbury SB	136 06		CL - 384m, 1260ft
LEDBURY	136 09		Down platform - 100m, 109yds Up platform - 98m, 107yds
Single line	136 30 *		
Beynon LC (FP)	137 61		
	139 18	T	U&DW - Up & Down Worcester
Ashperton LC (FP)	140 09		
Rimmell's LC (UWC)	140 34	T	
Stoke Edith LC (AHBC)	142 22		

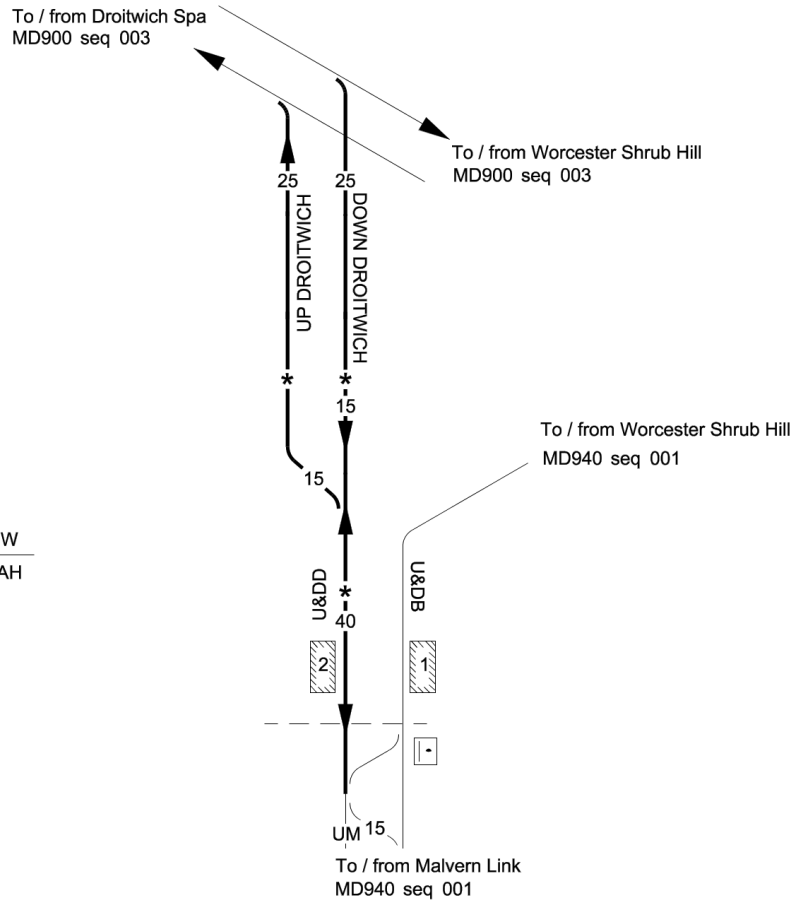
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD940	006	Worcester Shrub Hill to Shelwick Jn	WAH	Central / Wales	12/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&DW 70	TB Ledbury SB (L) GSM-R
Yarkhill 4A LC (FP)	143 54		
	145 13 T		U&DW - Up & Down Worcester
Moorend Farm 1 LC (FP)	145 50	70	
Withington LC (FP)	146 00		
Green Lane LC (UWC)	147 21		
Shelwick Green LC (UWC)	147 48 T		
	147 68 *	*	
		To / from Shrewsbury GW730 seq 011 — 30 — 80 — CENTRAL ROUTE / WALES ROUTE	
Route Boundary	148 09		
Shelwick Jn and SA Boundary	148 11		Shelwick Junction controlled by Hereford (H) signal box
	49 26	30 — 75 — To/From Hereford GW730 seq 011	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD950	001	Worcester Tunnel Jn to Henwick	BLW WAH	Central	22/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Worcester Tunnel Jn	120 78		GSM-R TCB Worcester Tunnel Jn SB (TJ)
	0 30		
	0 06 *		
	0 01		
Former Rainbow Hill Jn	0 00	BLW	ELR - BLW
(Change of mileage and change of ELR: BLW - WAH)	120 64	WAH	ELR - WAH
	120 66 *		U&DD - Up & Down Droitwich U&DB - Up & Down Branch
WORCESTER FOREGATE STREET	121 12		Platform 2 - 154m, 168yds
Henwick LC (MCB)	121 65		
Henwick SB (HK)	121 65		AB Henwick SB (HK)
(Main lines trailing crossover)	121 72		UM - Up Main



MD101 (EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

From	To	Type of Train	Line(s)	Remarks
Brent Sidings		All	Brent Reception and Departure Roads 1 & 2	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 27/06/20

MD136 (HARLESDEN JN TO WEMBLEY CENTRAL (WILLESDEN CARRIAGE SHED LINES))

From	To	Type of Train	Line(s)	Remarks
Harlesden Jn.	Willesden Carriage Sidings South	Coaching stock in both directions.	Down Carriage line and Up Carriage line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 06/06/2020

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

From	To	Type of Train	Line(s)	Remarks
Harlesden Jn.	Railnet Reception & Departure Roads 1 – 4 and Brent Sidings	Coaching stock or freight vehicles Total train length must not exceed 234m/768ft	Up & Down High Level Goods line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 06/06/20

MD140 (**BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE))**

From	To	Type of Train	Line(s)	Remarks
MV250 or MV246 Signal	Stewartby Forders Sidings	Freight	Down Main/ Arrival and Departure Road	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 09/09/2024

MD155 (KENSAL GREEN JN. TO HARLESDEN JN. (CITY LINES))

From	To	Type of Train	Line(s)	Remarks
Kensal Green Jn.	Harlesden Jn.	8 Coaching stock.	Down City line, Up City line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1
Willesden Up Carriage line	Up High Level Goods line and signal WM.672	11 Coaching stock vehicles.	Up City line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1

Dated: 07/06/20

MD165 (NORTH POLE JUNCTION TO ACTON WELLS JUNCTION)

From	To	Type of Train	Line(s)	Remarks
Mitre Bridge Jn.	Willesden	16 freight vehicles.	Down/Up lines	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1)
Old Oak Sidings	Acton Wells Jn	Freight vehicles A brakevan (in which a Guard or Shunter must ride) must be formed as the leading vehicle both directions.	Up and Down South West lines and Up and Down South West Goods lines	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 26.1)

Dated: 07/12/13

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

Bletchley Hopper Siding

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

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

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

Arrivals:

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

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

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

Departures:

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

Dated: 10/04/2021

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

FENNY STRATFORD

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

Dated: 17/08/13

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

RIDGMONT

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

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

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

Dated: 07/10/06

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

Kempston Hardwick LC (AHBC-X)

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

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

Dated: 08/05/2022

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

Stewartby Forders Sidings

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

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

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

Dated: 09/09/2024

MD145 - CAMDEN ROAD WEST JUNCTION TO CAMDEN JUNCTION

PRIMROSE HILL (closed), site of

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

Dated: 28/06/14

MD410 - COVENTRY NORTH JN. TO NUNEATON SOUTH JN.

Coventry North Yard

Stabling of West Midlands Trains units

Sidings 1 and 2 are used for the stabling of West Midlands Trains units.

Arriving trains. Drivers of units requiring to stable in the North Yard must contact the Signaller at West Midlands S.C. – Coventry workstation and advise him / her of the details of the train formation (unit number(s) and number of vehicles) and agree with the Signaller which siding the train will be stabled in. Upon clearance of the appropriate signal controlling movements into the Yard, the Driver may proceed and bring the train to a stand at the 'Check Handpoints' board adjacent to signal CB.7054 and ensure that any handpoints within the required route to Siding 1 or 2 are set in the correct position. Drivers must stable the unit(s) at the extreme (Nuneaton) end of Siding 1 or 2 and ensure that vehicles are not left standing foul of any adjoining siding. The Driver of unit(s) arriving into an already occupied siding must stable the unit(s) at least 2 metres (6'6") away from any other stabled unit(s), ensuring that the rear of their train formation is not left standing foul of any adjoining siding. If pantographs are to be lowered on Electric Multiple Units after stabling, then the Driver must ensure that an emergency tail lamp is placed on the rear vehicle.

Departing trains. All trains will normally depart from the station end of the Yard. Drivers of trains which are ready to depart must bring their train to a stand at the 'Stop - Await Instructions' board and contact the Signaller at West Midlands S.C. – Coventry workstation to obtain permission to pass the 'Stop - Await Instructions' board before proceeding towards signal CB.7054. The Driver must also advise the Signaller details of the train formation (unit number(s) and number of vehicles). Upon clearance of signal CB.7054 the Driver may proceed towards Coventry station.

Dated: 19/10/2024

MD410 - COVENTRY NORTH JN. TO NUNEATON SOUTH JN.

Prologis Park Siding & Yard

General: Prologis Park Siding is located off a connection to the Down Bedworth at Three Spires Junction and leads to Prologis Park Yard.

Only one train is permitted to be on Prologis Park Siding at a time.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Coventry Workstation Signaller at West Midlands SCC on telephone 0121 345 5720 and report to the Signaller when their turn of duty is completed.

Arrivals:

Trains destined for Prologis Park Yard will arrive on the Prologis Park Siding from the Down Bedworth Line only. The PIC must be on duty prior to the inward bound service passing through Coventry Station. The Coventry Workstation Signaller will contact the PIC and obtain permission for the train movement to enter Prologis Park Siding. The Signaller will route the service onto the Siding and the train Driver shall bring the train to a stand at 'Stop' board DC1 A.

Upon arrival at the 'Stop' board DC1 A the PIC will hand a Radio to the train driver and must reach a clear understanding with the Driver concerning the movements to access Prologis Park Yard. The PIC will grant authority to the Driver to pass over Wheelwright Lane level crossing and proceed into Prologis Park Yard. The PIC shall complete this movement and shall contact the Coventry Workstation Signaller to confirm the train has arrived in clear of Signal CN7540. The PIC shall split the train into portions within the Sidings and ensure the train is secure.

Departures:

The PIC shall marshal the train within the Yard and complete a brake test. The PIC will contact Coventry Workstation Signaller to obtain permission for a movement to pass 'Stop' board DC1 B and proceed the train towards Signal CN7540 ready for departure.

Dated: 15/08/2020

MD410 – COVENTRY NORTH JN TO NUNEATON SOUTH JN

Bedworth Terminal

General: Bedworth Terminal consists of 2 sidings located adjacent to the Down Bedworth approximately 1 mile to the West of Bedworth Station. Both sidings are 600ft / 183m. Access to the Sidings is via Up Bedworth only. Trains must arrive in the Up Direction.

Calor Gas Sidings Ground Frame is situated at the entrance into the Sidings in the Down Bedworth cess. The Ground Frame is released with Rugby SCC.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Nuneaton Panel Signaller at Rugby SCC on telephone 0330 8542631 and report to the signaller when their turn of duty is completed.

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

Arrivals:

Prior to arrival, the PIC shall ensure the gates are opened and shall inform the Signaller that they are on site ready to accept the service prior to any inward bound service passing Nuneaton.

The train shall arrive on the Up Bedworth Line opposite Calor Gas Sidings Ground Frame. Upon arrival the PIC shall hand a Radio to the Driver and conduct a radio test. The PIC must reach a clear understanding with the Driver concerning the movements to access Bedworth Terminal. The Driver of the train shall draw forward and shall bring the rear of the train to a stand under the instruction of the PIC behind 1A Point on the Up Bedworth. The PIC shall contact the Signaller to obtain the Ground Frame release. The PIC shall ensure the points are set correctly before authorising the propel movement with the Driver into Bedworth Terminal. The PIC shall split the train over two sidings as necessary and secure each train portion. The PIC shall return the Ground Frame release and contact the Signaller to confirm that release has been restored.

Departures:

Prior to departure, the PIC shall ensure the gates are opened and will authorise the Driver to draw the train down to CN1558 ‘Stop and Await Instructions Board’. Upon arrival the PIC shall contact the Signaller to obtain the Ground Frame release. Upon release, the PIC shall check the points are set correctly before authorising the driver to pass CN1558 ‘Stop and Await Instructions Board’ with the first portion of the train, bringing the rear of the train to a stand under the instruction of the PIC. The PIC shall reset the terminal hand point and authorise the Driver to propel the first portion of the train, coupling to the second portion of the train.

The PIC shall conduct a brake test. The PIC shall instruct the Driver to depart the train and obey all further Signals. Once the train has departed and cleared 1A Points on the Up Bedworth the PIC shall return the Ground Frame release and contact the Signaller to confirm that release has been restored.

Trains returning towards Nuneaton can perform a run round at Hawkesbury Lane Reception Line or Coventry North Yard.

Dated: 17/06/2023

MD460 - FENNY COMPTON TO BURTON DASSETT

Fenny Compton Jn To Burton Dassett Kineton MOD

Kineton Junction To Burton Dassett Kineton MOD

Access to the Kineton Branch is given by the release of a captive key instrument (lockout device or similar) positioned in a lockable cabinet at the Burton Dassett end of Kineton Siding 1 or 2, released by the signaller at WMSC Cherwell Valley workstation.

Working of movements between Kineton Siding 1 or 2 and Burton Dassett

The driver must bring his train to a stand at OL5159 or OL5157 Stop Obtain Token Before Proceeding Boards located at the Burton Dassett end of Kineton Siding 1 or 2 and request a token release.
The signaller at WMSC Cherwell Valley workstation will contact the MOD Traffic Controller at Kineton and obtain an assurance that all MOD movements in the Exchange Sidings towards the Boundary Gate have ceased and the single line is clear to the 'Start of Token Section' board at Burton Dassett. The signaller will then give the 'release' to enable the driver to withdraw the token.

The driver must then check the trailing handpoints and set the route to the correct position before proceeding. The driver must bring the train to a stand at the End of Single Line board at Burton Dassett and work to the instructions of the MOD Traffic Controller at Kineton.

The driver must retain custody of the token until arrival back at Kineton No.1 or 2 sidings, except in cases where additional movements are required (see below).

Working of movements between Burton Dassett and Kineton No.1 or 2 sidings

Before the MOD Traffic Controller at Kineton authorises a movement to depart from Kineton MOD Sidings to Kineton Sidings 1 or 2, he/she must obtain authority for that movement to proceed from the signaller at WMSC Cherwell Valley workstation.

Upon arrival at the End of Single Line board at Fenny Compton, the driver must contact the signaller at WMSC Cherwell Valley workstation for permission to proceed into Kineton No.1 or 2 Sidings. The driver must then check the facing hand points and set the route to the correct position before commencing the movement.

When the movement has come to a stand in Kineton Siding.1 or 2 the driver must, before replacing the token in the token instrument machine, confirm to the signaller at WMSC Cherwell Valley workstation that the train is clear of the single line complete with tail lamp. The driver must then confirm to the signaller at WMSC Cherwell Valley workstation when the token has been returned to the token instrument machine.

The driver must confirm to the signaller at WMSC Cherwell Valley workstation that the train is complete with tail lamp.

Additional movement between Kineton No.1 or 2 Sidings and Burton Dassett

In the event that a second movement is required to operate from **Kineton No.1 or 2** Sidings to Kineton MOD Sidings, the MOD Traffic Controller at Kineton must confirm to the signaller at WMSC Cherwell Valley workstation that the previous train has departed clear of the Single line and is inside Kineton MOD Sidings. The driver of that train will then surrender the token to the nominated MOD representative who will arrange the return of the token by road transport to the token instrument machine located within the lockable cabinet at Fenny Compton Sidings.

Additional movement between Burton Dassett and Kineton No 1 or 2 Sidings

In the event that a second movement is required to operate from Kineton MOD Sidings to Kineton No 1 or 2 Sidings then the driver of the first movement will replace the token in the token instrument machine located within the lockable cabinet at Kineton Sidings. The nominated MOD representative will arrange for the token to be withdrawn from the token instrument machine and convey the token by road transport and issue to the driver of the second movement. The token will not be released by the signaller until it has been confirmed that the first train is complete with tail lamp.

Dated: 08/08/2016

MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Kingsbury Shunt Frame (KY)

General*:* Kingsbury Shunt Frame, Branch, Oil & Scrap Sidings are situated adjacent to the Down Derby between Wilnecote and Kingsbury Jn at Kingsbury Branch Jn. Birmingham ROC Water Orton Workstation Signaller controls the Derby Lines and gives electrical release to Kingsbury Shunt Frame to operate points and signals for movement to and from the sidings linking to the Birch Coppice single line.

Person in Charge (PIC): The PIC at this location is the DB Cargo Yard Supervisor located in Kingsbury Shunt Frame.

Arrivals:

Prior to any schedule arrivals, the Water Orton Workstation Signaller shall contact the PIC to confirm the estimated arrival time allowing the PIC to avoid conflicts within the Kingsbury Siding complex. The PIC shall ensure all hand points are set correctly within the siding complex prior to a trains arrival.

The Water Orton Workstation Signaller shall contact the PIC when a train is approaching Kingsbury Branch Jn.

For Up direction arrivals, the PIC shall obtain the electrical slot release from the Water Orton Workstation Signaller and set the route for the service to enter the sidings ensuring all shunt frame indicators are lit. The train will be signalled from WW4822 on the Up Derby Line across Kingsbury Branch Jn into Kingsbury Oil or Branch Sidings. Once the rear of the train has arrived in clear of Signal KY20/21 the PIC shall return the electrical slot release to the Water Orton Workstation Signaller allowing the mainline route to normalise for passage of trains.

Trains bound for Birch Coppice Terminal shall draw down Branch Siding No.1 and shall arrive at the ‘Stop and Telephone’ Board. The driver shall contact the PIC to obtain permission to draw towards ‘Stop Board A’ on the single line to Birch Coppice.

For Down direction arrivals, the driver shall bring the approaching train to a stand on the Down Derby Line at Kingsbury Branch Jn and the PIC shall hand a radio to the driver, complete a radio test and come to a clear understanding regarding the shunt movements. The driver of the inward train shall draw the train past Kingsbury Branch Jn and shall bring the rear of the train to a stand behind Ground Position Signal KY24 under the instruction of the PIC.

The PIC shall obtain the electrical slot release from the Water Orton Workstation Signaller and set the route for the service to enter Kingsbury Oil or Branch Sidings ensuring all shunt frame indicators are lit. The clearance of Ground Position Signal KY24 will illuminate the set-back ‘Off’ indicators located along the Down Derby cess.

The driver shall propel the train under control of the PIC. The train must arrive in clear of Signal KY20/21. The PIC shall return the electrical slot release to the Water Orton Workstation Signaller allowing mainline route to normalise for passage of trains.

The PIC shall shunt the train to its destination as necessary. Prior to authorising any move through the shunt frame, the PIC must ensure and check the route has been set correctly by observing Signal KY20/21, the shunt frame panel and the shunt frame levers.

Departures:

Trains from Birch Coppice Terminal shall draw down the single line to ‘Stop Board A’. Upon arrival the driver shall contact the PIC to request permission to pass ‘Stop Board A’ and draw the down to the ‘Stop’ Board protecting Kingsbury Shunt Frame.

rains departing Kingsbury Oil or Scrap Sidings shall be marshalled together under control of the PIC before completing a brake test. The train shall be ready and stationary at the ‘Stop’ Boards on either Oil Sidings that protect Kingsbury Branch Jn. Prior to the scheduled departure time the PIC shall contact the Water Orton Workstation Signaller and obtain the electrical slot release at the Shunt Frame to set up the correct routing for the train to departure from Signal KY20/21.

For trains departing in the Down direction, the PIC shall authorise the driver past the ‘Stop’ Board and draw forward to KY20/21 and wait for the signal to clear. The train shall depart at 5mph until the rear of the train has cleared Kingsbury Branch Jn. The PIC shall return the electrical slot release to the Water Orton Workstation Signaller allowing mainline route to normalise for passage of trains.

For train departing in the Up direction trains, the PIC shall hand a radio to the driver and come to a clear understanding regarding shunt movements. The driver shall propel the train under control of the PIC passing ‘Stop’ Board and Signal KY20/21. The train shall propel across Kingsbury Branch Jn onto the Up Derby Line. The driver shall hand the radio to the PIC as the locomotive passes KY20/21 and continue the propel movement across Kingsbury Branch Jn until the locomotive has arrived behind Signal WW4822.

The PIC shall observe the movement throughout. Upon arrival behind WW4822, the PIC shall return the slot release to the Water Orton Workstation Signaller allowing mainline route to normalise for passage of trains. The Water Orton Workstation Signaller shall clear Signal WW4822 on the Up Derby Line. The PIC shall observe the train passing Kingsbury Branch Jn.

Dated: 02/11/2024

MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Kingsbury Jn To WATER ORTON

Trains diverted via Whitacre West Junction. Down and Up trains booked to travel direct, may be diverted via Whitacre West Junction without previous warning. Drivers so routed need not observe the requirements of Rule Book, Module S7, Section 1.2.

Dated: 07/12/13

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MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Up Washwood Heath Sidings

General: Up Washwood Heath Sidings consists of 3 sidings. There are 2 through sidings with bottom discharge units for aggregate material and 1 cripple siding accessible only via the East end of the site. The sidings can be accessed through a single access at the East End of the site and via two Arrival/Departure roads at West end of the site all connecting to the Up Derby Slow. The length of the 2 through sidings are 767m/2516ft.

All points within the Up Washwood Heath Sidings are hand operated and the PIC of any movement must ensure hand points are set in the correct position prior to the movement.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Washwood Heath Workstation Signaller at Birmingham ROC on telephone 0121 576 2011 and report to the signaller when their turn of duty is complete. The PIC may contact the Signaller for signalled shunt moves.

Arrivals:

The PIC must advise the Washwood Heath Workstation Signaller that they are on site and the access gates are open 30 minutes prior to arrival and advise they are ready to accept the service.

Trains arriving from the West end are signalled towards ‘Stop and Telephone board’ WP8946 on the Up Washwood Heath Arrival/Departure No.1 or ‘Stop and Telephone board’ WP8948 on the Up Washwood Heath Arrival/Departure No.2, where the train shall be met by the PIC. Upon arrival the PIC shall hand a Radio to the train driver and must reach a clear understanding with the Driver concerning movements to access Up Washwood Heath Sidings.

Trains arriving from the East direction are signalled on to the arrival/departure access line. The Driver shall stop short of the 1st set of points and be met by the PIC. Upon arrival the PIC shall hand a Radio to the train driver and must reach a clear understanding with the Driver concerning the movements to access Up Washwood Heath Sidings.

Departures:

Trains departing towards the West: The PIC shall marshal the train within Up Washwood Heath Sidings and complete a brake test. The PIC shall contact the Signaller to advise the train is ready to depart. The PIC shall collect the Radio from the Driver prior to the train departing and give the Driver authority to pass the ‘Stop and Telephone’ board to draw up towards Signal WP8893 on the Up Washwood Heath Arrival/Departure No.1 or Signal WP8895 on the Up Washwood Heath Arrival/Departure No.2. The Signaller shall clear Signal WP8893 or Signal WP8895 upon scheduled departure. The PIC shall secure the access gates and confirm with the Signaller that their turn of duty is complete.

Trains departing towards the East: The PIC shall marshal the train within Up Washwood Heath Sidings and complete a brake test. The PIC shall contact the Signaller to advise the train is ready to depart. The PIC shall collect the Radio from the Driver prior to the train departing and give the Driver authority to pass the ‘Stop and Telephone’ board to draw up towards Signal WP8864 on the single line Arrival/Departure line. The Signaller shall clear Signal WP8864 upon scheduled departure. The PIC shall secure the access gates and confirm with the Signaller that their turn of duty is complete.

Dated: 02/11/2024

MD501 – TAMWORTH (INCLUSIVE TO BIRMINGHAM, PROOF HOUSE JUNCTION

Former Saltley Depot (Saltley L.I.P) and European Metals Recycling (EMR) Sidings

General: Former Saltley Depot (also known as the Saltley L.I.P**)**, and European Metals Recycling (EMR) Sidings are located off the Down Saltley Goods Loop adjacent to Landor St Junction. The length of EMR No.1 & No.2 Siding is 235m / 770ft

Person in Charge (PIC): When taking up duty for EMR services the PIC must provide their name and mobile telephone number to the Washwood Heath Workstation Signaller at Birmingham ROC on Telephone 0121 576 2011 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

All points within both the Former Saltley Depot and EMR Sidings complex are hand operated. The PIC of any movement within the Sidings must ensure hand points are set in the correct position for the movement.

Arrivals:

Former Saltley Depot :

If there is no PIC on duty, the Signaller may authorise a light engine movement only.

The Driver of an arriving locomotive must bring the movement to a stand at the 'Stop and Check Points' board. The Driver must check that the hand points are in the correct position before proceeding onto the single siding.

European Metals Recycling Sidings:

Trains destined for EMR Sidings will arrive on the Down Saltley Goods Loop. Trains that arrive from the Water Orton direction are required to conduct a locomotive run round on the Tyseley Through Sidings. The train will arrive on the Down Saltley Goods Loop via Landor St Junction. All arriving trains are propelled into the site from the Down Saltley Goods Loop.

Upon arrival on the Down Saltley Goods Loop the PIC will hand a Radio to the train driver and must reach a clear understanding with the Driver and the Washwood Heath Workstation Signaller concerning the movements to access the EMR Sidings. The PIC will check all hand points are set correctly, advise the Signaller that the train is ready to propel into EMR sidings and ensure that the Position Light on Signal WP8911 is cleared. The PIC shall split the train into portions within the EMR Siding and ensure the train is secure. The PIC may request Signal WP1898 is cleared for shunting movements if necessary.

During a wagon set turn over shunt, the PIC may request Signal WP1898 is cleared for shunting movements if necessary.

Departures:

Former Saltley Depot:

Before departure, the Driver of a departing locomotive must obtain permission to proceed towards Signal WP1898 from the Washwood Heath Workstation Signaller. When permission has been obtained the Driver must ensure that no other movements are taking place before proceeding towards Signal WP1898. If the Signaller is unable to give permission for the movement, they will instruct the Driver to request permission again after a given period.

European Metals Recycling Sidings:

The PIC shall marshal the train within the EMR Sidings and complete a brake test. The PIC may request Signal WP1898 is cleared for shunting movements if necessary. The PIC will contact the Washwood Heath Workstation Signaller to obtain permission for the train to depart Signal WP1898 onto the Down Saltley Goods Loop.

Shunting Movements:

When shunt movements are required the PIC must advise the Washwood Heath Workstation Signaller that a movement is about to commence. The Signaller will give permission providing no other movement has been authorised. Once all shunting movements have been completed the PIC must advise the Washwood Heath Workstation Signaller.

Signal WP1898 is set to return to danger after each movement. It is imperative that all Drivers are aware of this when making repeat shunting movements in proximity of this Signal and that they ensure the Signal is cleared prior to making any movements beyond it.

Dated: 02/11/2024

MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Bromford Bridge JLR

General: Bromford Bridge JLR Sidings consists of two sidings located off the Up Bromford No.1 Siding adjacent to the Up Derby Slow. The length of the Up Bromford No.1 Siding is 658m/ 2159ft.

All points within the Bromford Bridge JLR complex and the Up Bromford Sidings are hand operated and the PIC of any movement must ensure hand points are set in the correct position prior to the movement.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Washwood Heath Workstation Signaller at Birmingham ROC on Telephone 0121 576 2011 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

Arrivals:

Trains that arrive from the Water Orton direction will arrive at Signal WP9867 on the Up Derby Slow.

Upon arrival the PIC shall hand a Radio to the train driver and must reach a clear understanding with the Driver and Signaller concerning the movements to access Up Bromford Sidings. The train will then draw forward towards Signal WP9881. The PIC shall confirm to the Signaller when the rear of the train is clear of Ground Position Signal WP1858. The PIC shall check all hand points are set correctly, advise the Signaller that the train is ready to propel into Bromford Bridge No.1 Siding and ensure that Ground Position Signal WP1858 is displaying a proceed aspect before authorising the propel movement with the Driver into Up Bromford No.1 Siding. The PIC shall confirm to the Signaller when the locomotive is inside clear of Signal WP8869. The PIC shall split the train into portions within the JLR Sidings and ensure the train is secure.

Trains that arrive from the Washwood Heath direction are signalled from Signal WP6862 on the Up Derby Slow to Ground Position Signal WP1858 where the train will be met by the PIC. Upon arrival the PIC shall hand a Radio to the train driver and must reach a clear understanding with the Driver and Signaller concerning the movements to access Up Bromford Sidings. The train shall draw forward from Signal WP1858 into Up Bromford No.1 Siding. Upon arrival the Locomotive shall run round the train via Up Bromford No.2 Siding. The PIC shall confirm to the Signaller when the run round is complete. The PIC shall split the train into portions within the JLR Sidings and ensure the train is secure.

Departures:

Trains departing towards Washwood Heath: The PIC shall marshal the train within the Up Bromford Sidings and complete a brake test. Once train preparation duties have been completed a movement that is ready to depart will proceed on the authority of the PIC to Signal WP8869. The PIC shall contact the Signaller to obtain permission for the train to depart Signal WP8869 onto the Up Derby Slow.

Trains departing towards Water Orton: The PIC shall marshal the train on the Up Bromford No1.Siding and complete a brake test. Once the run round move is complete the PIC shall reach a clear understanding with the Driver concerning the propel movement onto the Up Derby Slow. The PIC shall contact the Signaller to advise the train is ready to depart and obtain permission to clear Signal WP8869. Providing no conflicting movements have been authorised the Signaller shall clear Signal WP8869. The PIC shall authorise the propel movement with the Driver from WP8869 onto the Up Derby Slow until the locomotive has arrived behind Ground Position Signal WP1858. The PIC shall confirm to the Signaller when the train has come to a stand at Ground Position Signal WP1858. The PIC shall collect the Radio from the Driver prior to the train departing.

Dated: 02/11/2024

MD501 - TAMWORTH (INCLUSIVE) TO BIRMINGHAM, PROOF HOUSE JUNCTION

Lawley Street Freightliner Terminal

General: Lawley Street Freightliner Terminal (also known as Birmingham Freightliner Terminal) is located off the Up Washwood Heath Goods Loop adjacent to the Up Derby Line.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Washwood Heath Workstation Signaller at WMSC on Telephone 0121 576 2011 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

Shunter: The shunter will work under instruction of the PIC.

All points within the Terminal siding complex are hand operated. The Shunter of any movement within the Sidings must ensure hand points are set in the correct position for the movement.

Arrivals:

Trains arriving from the Water Orton direction are required to conduct a locomotive run round on the Up Washwood Heath Goods Loop arriving at Signal WP9907. Upon arrival, the Shunter shall hand a radio to the driver and complete a radio test. Once the locomotive run round has been completed, the shunter must reach a clear understanding with the driver regarding the propel movements into the terminal.

Trains arriving via Bordesley are not required to conduct a locomotive run round upon arrival on the Up Washwood Heath Goods Loop or Up Derby Slow.

Driver relief shall take place at Landor St Jn on the Up St Andrews Line at Signal LL4772. The relief driver will be possession of a radio and shall conduct a test with the PIC prior to departing this Signal. Alternatively, if driver relief does not take place at Landor St Jn, the driver of the arriving service shall collect a radio from the PIC near to the former Saltley PSB before continuing to draw the train into the Up Washwood Heath Goods Loop, or alternatively onto the Up Derby Slow arriving the rear of the train behind Signal WP9907 or WP9905.

Prior to propelling the train into the Terminal sidings, the Shunter shall contact the Signaller to request the route is set from either Signal WP9907 or WP9905 towards the Terminal. Both the Up Washwood Heath Goods Loop and Up Derby Slow are fitted with Set-Back 'Off' indicators. These indicators act as repeaters for Signals WP9907 and WP9905 respectively and allow drivers to set-back towards the Terminal under the authority of these Signals. Once the "OFF" indicator is illuminated the driver shall inform the Shunter that the train is ready to set back. The Shunter shall instruct the driver to commence the propel movement towards the Terminal.

Signals WP8902 and WP9907 can be set up for apposed locking to allow a train to be split into portions within the Terminal Sidings. Once the final shunt has been completed, the Shunter shall ensure the train is secured and shall contact the Signaller to advise the train has arrived within Terminal, inside clear of Signal WP8902 and advise that no further movements are required.

Departures:

Prior to marshalling a train ahead of departure, the Shunter shall contact the Signaller to request the route is set from Signal WP8902 towards the Up Washwood Heath Goods Loop. Signals WP8902 and WP9907 can be set up for apposed locking to allow a train to be shunted and formed together limiting interaction with the Signaller.

A train up to 640m in length shall be at a stand behind Signal WP8902. Once the Shunter has formed the train, they shall advise the Signaller that the train is inside clear of Signal WP8902 and no further movements are required. The Shunter shall complete a brake test and shall contact the Signaller to advise the train is ready to depart.

If a train is in excess of 640m in length the Shunter must inform the Signaller that the train is unable to set back behind Signal WP8902 prior to departure. Prior to departure the Driver shall contact the Signaller to inform that the train is ready to depart ahead of Signal WP8902. The driver shall advise the PIC they have been granted permission to depart and give one short blast of the horn to warn the train is departing. The driver shall depart the train via the Up Washwood Heath Goods Loop towards Signal WP8890, obeying all Signals as normal. As the train is starting ahead of Signal WP8902, the route can not be reset to depart the train via the Up Derby Slow.

Opposing Locking is omitted for Signals WP8902 & WP9907 only and is not available between Signals WP8902 and WP9905. The two signals can be cleared simultaneously to allow continuous shunting without contacting the Signaller. The PIC must contact the Signaller at Birmingham ROC to request this before conducting any movements and contact the Signaller once all moves are completed.

Dated: 02/11/2024

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MD545 - KINGSBURY JUNCTION TO WHITACRE JUNCTION

Kingsbury Jn To Whitacre Jn

Between Kingsbury Junction and Water Orton

Trains diverted via Whitacre West Junction. Down and Up trains booked to travel direct, may be diverted via Whitacre West Junction without previous warning. Drivers so routed need not observe the requirements of Rule Book, Module S7, Section 1.2.

Dated: 07/12/13

MD555 - NUNEATON NORTH JN TO WATER ORTON EAST JN

Daw Mill Colliery

General: Daw Mill Colliery is located off two Reception/Departure 1 & 2 Lines adjacent to the Up Arley near Whitacre East Junction.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Water Orton Workstation Signaller at West Midlands SCC on telephone 0121 5762010. and report to the signaller when their turn of duty is completed.

All points within the Daw Mill Colliery Sidings are hand operated and the PIC of any movement within the Siding complex must ensure hand points are set in the correct position for the movement.

Arrivals:

Trains destined for Daw Mill Colliery will arrive on the Reception/Departure 1 & 2 Lines. Trains that arrive from the Nuneaton direction must be formed with a locomotive at both ends of the train and will arrive behind Ground Position Signal NW1274 at Daw Mill West Jn on the Down Arley Line before proceeding onto the Reception/Departure 1 & 2 Lines.

Upon arrival at the 'Stop & Telephone' board NW8268 or NW8270 respectively the PIC will hand a Radio to the train driver and must reach a clear understanding with the Driver and the Water Orton Workstation Signaller concerning the movements to access Daw Mill Colliery. The locomotive may be required to run round the train under the control of the PIC in liaison with the Signaller.

The PIC will liaise with the driver before authorising the driver to proceed or propel the train into the Colliery Sidings. The PIC shall complete the movement and shall contact the Water Orton Workstation Signaller to confirm the train is in clear of 'Stop & Telephone' board NW8277 and normalise the hand points. The PIC shall split the train into portions within the Colliery Sidings and ensure the train is secure

Departures:

Departing trains towards Water Orton: The PIC shall marshal the train within the Colliery Sidings and complete a brake test. The PIC will contact Water Orton Workstation Signaller to obtain permission for a movement to pass 'Stop & Telephone' board NW8277 onto the Reception/Departure Lines 1 or 2 and proceed the train towards exit signals NW8267 or NW8269 respectively ready for departure.

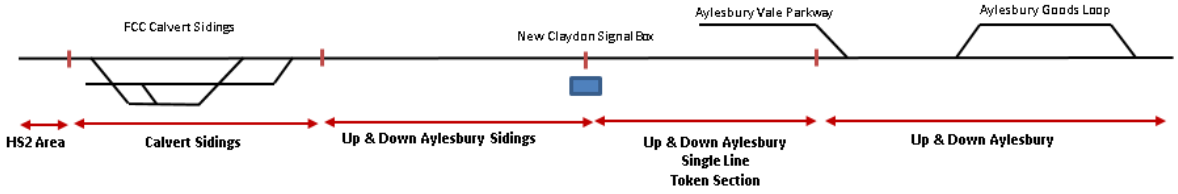
Departing trains towards Nuneaton: The PIC shall marshal the train within the Colliery Sidings and complete a brake test. The PIC will contact Water Orton Workstation Signaller for permission to propel the train past 'Stop & Telephone' board NW8277 onto the Reception/Departure Lines 1 or 2 and bring the train to a stand behind 'Stop & Telephone' board NW8268 or NW8270 respectively. The PIC shall contact Water Orton Workstation Signaller to obtain permission for the train to draw up to Signal NW8266 ready for departure.

Dated: 11/07/20

Once the train arrives at CN2 Stop Board and provided it is still safe to do so you may give the driver the token for the Up & Down Aylesbury Single Line and give them permission to pass CN2 Stop Board and obey the next signal.

Once the train has past CN2 Stop Board and is complete with tail lamp you must give Marylebone “entering section” and let the CPIC know that the train has arrived complete with taillamp and the Up & Down Aylesbury Siding is clear. You must make appropriate entries into the TRB and the trains location on the Signal Box Diagram must be updated.

Once the Marylebone Signaller contacts you to let you know the train has arrived in the Aylesbury Goods Loop and the token has been replaced you must make an appropriate entry in the TRB and update the Signal Box Diagram. You must inform the CPIC that the train has cleared the Up & Down Aylesbury Single Line and has arrived complete at Aylesbury Goods Loop.



Possession of the Up Down Aylesbury Sidings

When a possession of the Up & Down Aylesbury Sidings is required this can be only be authorised by both the CPIC and the Signaller together in accordance with GSR 13.4

Full Possession:

Both the Claydon Signaller and the CPIC must agree that the full length of the sidings is to be taken under possession and protection must be placed at both ends of the siding.

It is still permissible to allow a token to be released for a train to travel up to CN1 Stop Board from Aylesbury, but the train must not pass CN1 Stop Board until the possession is given up.

Partial Possession:

In order to allow construction traffic to cross using a RRAP the CPIC may request a partial possession of the sidings. Once the Signaller and the CPIC have agreed to a partial possession the CPIC will confirm that protection has been placed at the crossing before the partial possession is granted. Unless required to do so in an emergency no train should enter the siding until the partial possession is handed back.

Special Train running to Quainton Preserved Railway

When a special train is required to run to Quainton Station on the Up & Down Aylesbury Siding the details will be published in advance.

When there is an CPIC on duty and FCC is in operation the Claydon Signaller will agree with the CPIC the limit of the movement of the train. The Signaller will then collect the token and instruct the Driver to pass CN1 Stop Board and confirm the limits of the move. The train must be treated as in the instructions for a train from Aylesbury to Claydon and the token replaced and Out of Section given to Marylebone and Entering to the CPIC.

Once the token has been replaced and out of section given the Claydon Signaller must request a token from Marylebone Signaller for the Special Trains return journey in accordance with the instructions for trains from Claydon to Aylesbury.

If there is no CPIC on duty and FCC is not operating then the Claydon Signaller can, provided the line is clear and safe in accordance with the Rule Book, authorised the driver to pass CN1 Stop Board once they have agreed the limits of the movement. The train must then be treated as above.

Dated: 27/01/2020

MD725 AYLESBURY TO CLAYDON L&NE JUNCTION

BETWEEN AYLESBURY VALE PARKWAY AND QUAINTON ROAD

General:
The HS2 materials by rail unloading point is located adjacent to the Up & Down Aylesbury Siding on the approach to Quainton Road (Buckinghamshire Railway Society).
The Up & Down Aylesbury Siding between Claydon Token Cabin and the Stop Block at Quainton Road is under the control of the HS2 PIC. No train movements will take place to or from the Up & Down Aylesbury Siding without the PIC's permission.

Person in Charge (PIC):
When taking up duty the PIC must provide their name and mobile telephone number to the Marylebone North Workstation Signaller. Also, the PIC must report to the Signaller when their turn of duty is completed. If a HS2 shunter(s) are on duty, they must report to the PIC and work only to the instructions of the PIC.

Method of Working:
The customary method of working between Aylesbury Vale Parkway Station and Quainton Road will be a one train operation, with the Driver retaining possession of the Token for the section of Up and Down Aylesbury Goods line between Aylesbury Vale Parkway and Claydon Token Cabin.
However, if an operational need arises for a second train/loco to serve the HS2 unloading point at Quainton Road, after the PIC has confirmed to the Marylebone North Signaller that there is sufficient room to accommodate the second train/loco, then the Token must be replaced in the machine at Claydon Token Cabin by the Driver of the train stabled at Quainton Road.

Arrivals:
The PIC/Shunter will meet the driver of the arriving train at Claydon Token Cabin and hand the driver a radio. The PIC will liaise with the driver and a clear understanding must be reached concerning the movements to access the HS2 unloading point. Prior to accepting the train to the HS2 unloading point the PIC must ensure that all staff working in the unloading point area are advised of the imminent arrival of the train and any line protection (Sleeper and PLB/Red Light/Red Flag) if applied has been removed. When these requirements are met the PIC will instruct the Driver to pass the Stop Board at Claydon Token Cabin and proceed to the unloading point at Quainton Road. If this is the only train to serve the unloading point in the required timings, then the Driver will retain the Token. This will be agreed via a conversation between the Driver and Marylebone North Signaller and a clear understanding must be reached. This conversation will take place at Aylesbury North Goods Loop.
However, if it is planned to arrive a second train/loco at the Quainton Road unloading point then the Token must be replaced in the Claydon Token Cabin machine after the train has drawn clear of the Claydon Token Cabin Stop Board complete with tail lamp. The replacement of the Token must be carried out by the Driver.

Departures:
No departures from Quainton Road towards Claydon Token Cabin will take place without the permission of the PIC. The PIC will remove any line protection (Sleeper and PLB/Red Light/Red Flag) if previously applied. When the train arrives at Claydon Token Cabin the Driver will contact the Marylebone North Signaller and confirm that he/she still has possession of the Token previously withdrawn at Aylesbury North Goods Loop. When this agreement is reached the Marylebone North Signaller will give permission for the driver to pass the Claydon Token Cabin Stop Board and proceed towards ME306 signal at Aylesbury Vale Parkway Station and obey that signal.

ARCHVIED: 26/10/2024

MD736 – OXFORD NORTH JN (EXCL.) TO DENBIGH HALL SOUTH JN.

Banbury Road Sidings

General: Banbury Road Sidings is located adjacent to the Up Bletchley to the East of Oxford Parkway Station accessed by Water Eaton Junction. The Sidings comprises an Aggregate Discharge Siding, Run round Siding, Head Shunt and 1 cripple siding accessible only via the West end of the site.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Marylebone North Workstation Signaller at Marylebone IECC on telephone 0207 922 9541 and report to the signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

Points within Banbury Road Sidings are either motorised or hand operated and the PIC of any movement within the Yard complex must ensure points are set in the correct position for the movement.

The PIC must check that there are no Chiltern Railway Units still berthed in the Sidings before commencing operations.

Arrivals:

Aggregate trains destined for Banbury Road Sidings will normally arrive from the Oxford direction on the Down Bletchley and shall arrive at Oxford Parkway Station Platform 2 to be met by the PIC. Upon arrival the PIC shall hand a Radio to the train driver and must reach a clear understanding with the driver and signaller concerning the movements to access the Banbury Road Sidings. The train shall draw forward from Signal OB1767 into the Banbury Road Aggregate Siding inside clear of Signal OB1768.

Aggregate trains destined for Banbury Road Sidings arriving from the Bicester direction and shall arrive on the Up Bletchley and shall arrive at Oxford Parkway Station Platform 1 to be met by the PIC. Upon arrival the PIC shall hand a Radio to the train river and must reach a clear understanding with the driver and signaller concerning the movements to access Banbury Road Sidings. The Signaller shall clear Signal OB1766 to allow the train to draw forward. The PIC shall bring the rear of the train to a stand behind Signal OB9005 and confirm with the Signaller. The Signaller shall clear Signal OB9005 towards Banbury Road Sidings. The PIC shall ensure that Signal OB9005 is displaying a proceed shunt aspects before authorising the propel movement with the Driver into Banbury Road Aggregate Siding.

Departures:

Trains departing towards Oxford: The locomotive shall run round if required and the PIC shall complete a brake test prior to departure. The PIC shall contact the Signaller to advise the train is ready to depart. The Signaller shall clear Signal OB1768 upon scheduled departure.

Trains departing towards the Bicester: The locomotive shall run round if required and the PIC shall complete a brake test prior to departure.

The PIC shall reach a clear understanding with the Driver concerning the propel movement onto the Down Bletchley or Up Bletchley. The PIC shall contact the Signaller to advise the train is ready to depart and obtain permission to clear Signal OB1768 and Signal OB9006 (Down Bletchley) or Signal OB1768 and Signal OB1766 (Up Bletchley). Providing no conflicting movements have been authorised the Signaller shall clear the required Signals. The PIC shall ensure the Signal OB1768 is displaying a proceed shunt aspect before authorising the propel movement with the Driver into Oxford Parkway Station. The PIC shall walk the train back using Platform 1 as a position of safety. The Driver shall bring the train to a stand behind Signal OB1767 on the Down Bletchley or Signal OB9005 on the Up Bletchley. The PIC shall confirm to the Signaller when the train has come to a stand at Signal OB1767 or OB9005. The PIC shall collect from the Driver and the Driver shall contact the Signaller to request the Signal is cleared to depart.

Opposing Locking is omitted for Signal OB1768 & Signal OB5001. In both cases the two Signals can be cleared simultaneously to allow continuous shunting without contacting the Signaller. The PIC must contact the Signaller at Marylebone IECC to request this before conducting any movements and contact the Signaller once all moves are completed. The PIC must not operate 962 hand points with a train stood at OB5001.

Stabling of trains in Banbury Road Sidings

Between the hours of 22.00 and 06.00 Chiltern Railways are permitted to stable trains in Banbury Road Sidings.

Dated: 29/05/2021

MD736 - OXFORD, NORTH, JN, (EXCL.) TO DENBIGH HALL SOUTH JN.

Gavray Jn (exclusive) To Flyover Junction Summit

Between Gavray Jn, Start of EWR worksite A & Route Boundary (18m 40ch) and Bridge over Vale lines (Bletchley Flyover inclusive, 1m 12ch))

The Up Bletchley and Down Bletchley lines between Gavray Jn, Start of EWR worksite A & Route Boundary (OXD 18m 40ch) and Bridge over Vale lines (Bletchley Flyover inclusive, DHF 1m 12ch) is non-operational and is out of use until further notice.

25/08/2024 ARCHIVED

MD736 – OXFORD NORTH JN (EXCL) TO DENBIGH HALL SOUTH JN

Working of Trains To & From Bicester MoD Rail Depot

General: The Bicester MoD Rail Depot is located adjacent to the Up Bletchley Line to the west of Bicester Depot West Junction.

Stop Board 5016 is under the direct control of the Bicester MoD Rail Supervisor (RS) and trains can only pass this stop board under instruction from the Bicester MoD RS.

All points within the Bicester MoD Sidings are operated and overseen by the Bicester RS.

Rail Supervisor: When a rail movement is inbound to Bicester MoD the RS (or nominated deputy) will contact the Marylebone North Workstation Signaller to provide their name, contact telephone number and confirm that the train can proceed into the rail facility at Bicester MoD.

Arrivals: The RS will advise the Signaller that they are on site, and that the access gate is open for the arrival of the train, and that they are able to accept the train into Bicester MoD Depot.

Trains will normally arrive on Bicester Depot Goods Loop.

When the Signaller has been advised that the RS is located at Stop Board 5016, the Signaller will clear OB1786 signal up to Stop Board 5016.

When agreed with the Signaller, the RS will authorise the driver to pass Stop Board 5016 and proceed into the Bicester MoD Depot.

Departures: The RS must advise the Signaller of a train ready to depart from Bicester MoD Depot.

The RS will inform the Signaller that the train is standing at OB5007 Stop Board.

When in a position to do so the Signaller will authorise the driver to pass OB5007 Stop Board and proceed to OB5009 signal.

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Dated: 03/02/2024

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Table D1A – Route clearance of diesel multiple units

Last Updated: 09/11/2024

To be read in conjunction with General Notes.

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

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

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

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

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

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

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

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

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

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

Table D5A – Route Clearance of Freight Vehicles

Last Updated: 07/09/2024

To be read in conjunction with General Notes.

The notations (used in these tables) are explained as follows for freight vehicles or loads conforming to the Group Standards:

Y Permitted to operate over the route without restriction.

R Permitted to operate over part or all of the route but restrictions apply. See “Notes” column for details.

S Permitted for, or prohibited to, specific traffic. See “Notes” column for details.

* Route does not conform to Group Standard W6A Lower Gauge as defined in GE/RT8073. Certain W6A vehicles are prohibited from all or part of the route; these restrictions are detailed on the Summary of Compatibility for the vehicles concerned.

N Prohibited from operating over the route

Conditions of Operation

- When operating within a possession the notations detailed within the table may not apply subject to a risk assessment and the application of appropriate control measures (in accordance with company and Group Standards).
- Freight traffic, other than containers/swap bodies, which exceed W6A gauge shall only operate in accordance with GORT3056-K
- Vehicles conveying containers/swap bodies are also subject to the procedure detailed in GO/RM3056, Section J Intermodal Traffic.
- Temporary authority for a specific wagon and container/swapbody combination may be granted by the Infrastructure Manager’s Gauging Engineer. This authority shall be detailed and issued on an RT3973/CON form.

Note

GO/RM3056 Section J Intermodal Traffic contains details of the wagon type (by TOPS code) and container/swapbody (by height, width and/or size code) combinations that conform to the gauges shown as column headings in this table.

Line of route	Line of Route / Sector Description	Gauge					Notes	
		W6a	W7	W8	W9	W10		
MD101	London Euston – West London Jn (Willesden)	Y *	R1	R1	R1	R1	R1	Applies only to traffic operating over the Slow lines between Camden J (to / from the Primrose Hill lines (MD145)) and West London Jn (Willesden).
MD101	West London Jn (Willesden) – Rugby Trent Valley Jn	Y *	Y	Y	Y	Y		
MD101	Rugby Trent Valley Jn – Armitage Jn (Exclusive)	Y *	Y	Y	Y	Y		
MD101	West London Jn (Willesden) – Sudbury Jn (Willesden Relief lines)	Y	Y	Y	Y	Y		

Line of route	Line of Route / Sector Description	GAUGE					Notes	
		W6A	W7	W8	W9	W10		
MD101	Harlesden Jn – Sudbury Jn (Brent Reception & Departure lines)	Y *	Y	Y	Y	Y		
MD105	Hanslope Jn – Rugby via Northampton	Y *	Y	Y	Y	Y		
MD120	Camden Jn – Willesden Suburban Jn (DC lines)	R1*	N	N	N	N	R1	Only L.U.L trains may operate between Queens Park Jn and the NR/LUL boundary on the connecting lines to / from Queens Park LUL lines
MD120	Willesden Suburban Jn – Watford Jn (DC lines)	Y *	N	N	N	N		
MD130	Watford Jn – St Albans Abbey	Y *	N	N	N	N		
MD136	Harlesden Jn – Railnet Jn	Y	Y	Y	Y	Y		
MD136	Railnet Jn – Willesden Carriage Shed South	Y	Y	Y	Y	Y		
MD136	Willesden Carriage Shed South – Connection with Yard line	Y	Y	Y	Y	Y		
MD136	Connection with Yard line – Wembley Central Jn	Y	Y	Y	Y	Y		
MD137	Harlesden Jn – Railnet Jn	Y	Y	Y	Y	Y		
MD137	Railnet Jn – Wembley Yard South Jn	Y	Y	Y	Y	Y		
MD137	Wembley Yard South Jn – Wembley Central Jn	Y	Y	Y	Y	Y		
MD140	Bletchley – Bedford St Johns (inclusive)	Y *	Y	Y	N	Y		
MD145	Camden Road West Jn – Camden Jn	Y	Y	Y	Y	Y		
MD150	Kensal Green Jn – Willesden Suburban Jn	Y	Y	Y	Y	Y		
MD155	Kensal Green Jn – Harlesden Jn	Y	Y	Y	Y	Y		
MD160	Willesden High Level Jn – Mitre Bridge Jn	Y	Y	Y	Y	Y		
MD166	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	Y	Y	Y	Y	Y		
MD166	Mitre Bridge Jn – West London Jn (Willesden)	Y	Y	Y	Y	Y		

Line of route	Line of Route / Sector Description	GAUGE					Notes	
		W6A	W7	W8	W9	W10		
MD166	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	Y	Y	Y	Y	Y		
MD167	Mitre Bridge Jn – West London Jn (Willesden)	Y	Y	Y	Y	Y		
MD167	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	Y	Y	Y	Y	Y		
MD170	Acton Canal Wharf Jn – Willesden Jn	Y	Y	Y	Y	Y		
MD180	Rugby Trent Valley Jn – New Bilton	Y	N	N	N	N		
MD232	Hinckley (Exclusive) – Abbey Jn	Y	Y	Y	Y	Y		
MD233	Midland Yard Jn – Canal Farm Jn	Y	Y	Y	Y	Y		
MD301	Rugby, Trent Valley Jn – Penkridge (Excl) via Stechford, Birmingham New Street and Dudley Port	Y *	Y	Y	R1	R2	R1 R2	W9 prohibited between Stechford North Jn and Bushbury Jn via Birmingham New Street and Dudley Port W10 prohibited between Stechford North Jn and Crane Street Jn (exclusive) via Birmingham New Street and Dudley Port
MD306	Change of Mileage (Birmingham New Street) – Route Boundary (GW401) (Ashchurch)	Y *	R1	R1	R2 R3	N	R1 R2 R3	W7 and W8 at 30 mph through Church Road Tunnel (43m 56ch - 43m 61ch) W9 prohibited between Birmingham New Street and Kings Norton Jn Prohibited Longbridge Down platform
MD310	Barnt Green Jn – Redditch	Y *	N	N	N	N		
MD315	Stechford South Jn – Aston South Jn	Y *	Y	Y	Y	Y		
MD320	Proof House Jn – Bushbury Jn via Bescot and Wednesfield Heath Tunnel (Grand Jn line)	Y *	Y	Y	R1	R1	R1	W9 and W10 prohibited between Proof House Jn and Aston South Jn
MD325	Soho South Jn – Perry Barr North Jn	Y	Y	Y	Y	N		
MD330	Soho East Jn – Soho North Jn	Y	Y	Y	Y	Y		
MD335	Perry Barr West Jn – Perry Barr South Jn	Y	Y	Y	Y	N		
MD340	Aston North Jn – Alrewas (Exclusive)	Y *	Y	Y	R1	R1	R1	Prohibited Aston North Jn to Lichfield Trent Valley Jn
MD345	Bescot Jn – Ryecroft Jn	Y *	Y	Y	Y	Y		
MD345	Ryecroft Jn – Cannock	Y *	Y	Y	Y	Y		

Line of route	Line of Route / Sector Description	GAUGE					Notes	
		W6A	W7	W8	W9	W10		
MD345	Cannock – Brereton Sidings (13m 25ch)	Y *	Y	Y	Y	Y		
MD345	Brereton Sidings (13m 25ch) – Rugeley North Jn (Exclusive)	Y *	Y	Y	Y	Y		
MD350	Anglesea Sidings – Lichfield City Jn	Y	Y	Y	N	N		
MD355	Lichfield Trent Valley Jn – Lichfield Trent Valley (Chord line)	Y	Y	Y	Y	Y		
MD360	Walsall, Pleck Jn – Darlaston Jn	Y	Y	Y	Y	Y		
MD365	Portobello Jn – Wolverhampton Crane Street Jn	Y	Y	Y	Y	Y		
MD401	Heyford – Bordesley Jn via Dorridge	Y *	Y	Y	N	R1	R1	Prohibited from the Down & Up Hatton platform line (platform 3) at Hatton
MD405	Leamington Spa Jn – Coventry South Jn via Milverton Jn	Y	Y	Y	R1	Y	R1	Prohibited Kenilworth platform
MD410	Coventry North Jn – Nuneaton South Jn via Bedworth	Y *	Y	Y	Y	Y		
MD415	Hatton Station Jn – Stratford-upon-Avon via Bearley	Y *	Y	R1	N	N	R1	Prohibited Stratford Upon Avon Station Bay platform 3
MD420	Hatton North Jn – Hatton West Jn	Y	Y	Y	Y	N		
MD425	Tyseley South Jn – Bearley Jn via Shirley	Y *	Y	Y	N	N		
MD430	Droitwich Spa – Stourbridge North Jn	Y *	Y	Y	Y	N		
MD435	Small Heath South Jn – Smethwick Jn via Birmingham Snow Hill	Y *	N	N	N	N		
MD435	Smethwick Jn – Stourbridge North Jn	Y *	R1	R1	N	N	R1	W8 prohibited on the Down line between Rowley Regis and Stourbridge North Jn. W7 15mph on the Down line and W7 W8 15mph on the Up line through Old Hill Tunnel. STNC to 30/12/2011
MD440	Galton Jn – Smethwick Jn	Y	Y	Y	N	N		
MD445	Stourbridge Jn – Stourbridge Town	Y *	N	N	N	N		
MD450	Stourbridge North Jn – Round Oak via Kingswinford Jn South	Y *	Y	Y	N	N		
MD460	Fenny Compton Jn – Burton Dassett (MOD Kineton)	Y	Y	Y	N	N		

Line of route	Line of Route / Sector Description	W6A	W7	W8	W9	W10	Notes	
MD501	Tamworth (inclusive) – Water Orton East Jn	Y	Y	Y	Y	Y		
MD501	Water Orton East Jn – Landor Street Jn	Y *	Y	Y	Y	Y		
MD501	Landor Street Jn – Proof House Jn	Y	Y	Y	N	N		
MD501	Duddeston Jn – Lawley Street FLT Boundary	Y	Y	Y	Y	Y		
MD545	Kingsbury Jn – Whitacre Jn	Y	Y	Y	Y	Y		
MD555	Nuneaton North Jn – Water Orton East Jn via Arley	Y	Y	Y	Y	Y		
MD560	Water Orton West Jn – Park Lane Jn	Y	Y	Y	Y	Y		
MD565	Castle Bromwich Jn – Ryecroft Jn via Park Lane Jn	Y *	Y	Y	Y	R1	R1	20mph through CBR2-21 at 37m 49ch and CRB2-20 at 37m 42ch on the Down Main line
MD570	Saltley (Landor Street Jn) – St Andrew's Jn	Y *	Y	Y	Y	Y		
MD570	St Andrew's Jn – Bordesley Jn (Camp Hill lines)	Y *	Y	Y	Y	Y		
MD570	Bordesley Jn – Kings Norton Jn (Camp Hill lines)	Y *	Y	N	N	N		
MD575	St Andrews Jn – Grand Jn	Y	Y	Y	Y	Y		
MD580	Lifford East Jn – Lifford West Jn	Y	Y	Y	Y	Y		
MD701	London Marylebone – Aynho Jn via Wycombe and Bicester	Y *	R1	N	N	N	R1	W7 prohibited between London Marylebone and Neasden South Jn
MD705	Greenford West Jn – South Ruislip	Y *	Y	Y	Y	N		
MD710	Neasden South Jn – Harrow-on-the-Hill South Jn (LUL/NR Boundary)	Y *	N	N	N	N		
MD712	Amersham (LUL/NR Boundary (25m 20ch)) – Aylesbury	Y	R1	R1	N	N	R1	W7 and W8 prohibited between Mantles Wood (25m 20ch) and Aylesbury Jn
MD715	Neasden South Jn – Neasden Jn	Y	Y	Y	Y	Y		
MD720	Princes Risborough Jn – Aylesbury Jn	Y	Y	R1	R1	Y	R1	Prohibited Princes Risborough Bay platform 1
MD725	Aylesbury – Claydon L&NE Jn	Y	R1	R1	N	N	R1	W8 prohibited between former Calvert Jn and Claydon L&NE Jn. W7 W8 15mph at Bridge No.179 (42m 76ch) Single line

Line of route	Line of Route / Sector Description	W6A	W7	W8	W9	W10	Notes	
MD735	Denbigh Hall South – Swanbourne Sidings	Y	Y	Y	N	N		
MD735	Claydon L&NE Jn – Bicester	Y	Y	Y	N	N		
MD736	Route Boundary (GW277) –Gavray Jn	Y	Y	Y	Y	Y		
MD736	Gavray Jn – Gates (Claydon)	R1	R1	R1	R1	R1	R1	Prohibited temporary Buffer Stop (18m 46ch) to Gates (Claydon)
MD736	Gates (Claydon) – Buffer Stops	N	N	N	N	N		
MD736	Buffer Stops – Flyover Jn (Change of ELR)	N	N	N	N	N		
MD736	Flyover Jn (Change of ELR) – Flyover Jn Summit	N	N	N	N	N		
MD736	Flyover Jn Summit – Limit of Electrification	N	N	N	N	N		
MD736	Limit of Electrification – Bletchley Flyover North Jn	N	N	N	N	N		
MD736	Bletchley Flyover North Jn – Denbigh Hall South Jn	N	N	N	N	N		
MD740	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	Y	Y	Y	N	N		
MD745	Bicester South Jn – Gavray Jn	Y	Y	Y	Y	Y		
MD801	Wolverhampton North Jn – Donnington Jn	Y *	N	N	N	N		
MD801	Donnington Jn – Abbey Foregate (Exclusive) (170m 46ch)	Y *	Y	S1	N	N	S1	The following combinations are permitted up to: 2591(h) x 2500(w) on **FCA/FYA, KFA** wagons 2595(h) x 2500(w) on **FKA,IKA** wagons **15mph UP Line** Bridge WSJ2-405(161m 15ch)
MD801	Donnington Jn – Donnington (T&WDC Boundary)	Y	Y	Y	N	N		

Line of route	Line of Route / Sector Description	GAUGE					Notes	
		W6A	W7	W8	W9	W10		
MD805	Bushbury (Oxley) Jn – Stafford Road Jn	Y	Y	Y	N	N		
MD810	Madeley Jn – Ironbridge e-on Power Station	Y	N	N	N	N		
MD900	Abbotswood Jn – Stoke Works Jn via Worcester Shrub Hill	Y	Y	Y	Y	Y		
MD910	Pershore (excl) – Norton Jn	Y *	Y	Y	Y	N		
MD940	Worcester Shrub Hill – Shelwick Jn	S1 *	N	N	N	N	S1	Freight vehicles conforming to the W6a profile are permitted, **EXCEPT IFA-S IFA-U** wagons
MD950	Worcester Tunnel Jn – Henwick	Y	N	N	N	N		

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Table D5B – Locomotive Gauge Clearance table

Last Updated: 07/09/2024

To be read in conjunction with General Notes.

- All locomotives conform to locomotive gauge, apart from Class 37s (when fitted with roof horns).
- Locomotive gauge restrictions apply to all locomotives unless clearance is provided in the Route Clearance D4 Tables.
- Locomotives that are not listed in the Route Clearance D4 Tables are permitted to operate over routes that conform to locomotive gauge, subject to the restrictions detailed in the table below and the conditions stated in the locomotive's Summary of Compatibility document. Locomotives that are not listed in the Route Clearance D4 Tables require a valid Summary of Compatibility prior to operation over Network Rail infrastructure.
- Locomotives are PROHIBITED from using crossovers within platforms (code word LACER) unless their overall length (over buffers) is 18.288m or less.
- Gauge clearance for steam locomotives is considered under a separate process.

The notations (used in these tables) are explained as follows for locomotive gauge conformant vehicles:

Y Route conforms to locomotive gauge without restriction.

R Route conforms (or partly conforms) to locomotive gauge but restrictions apply. See “Notes” column for details.

N Route does not conform to locomotive gauge

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	8	R1	R2 R3	R1 Prohibited between Camden Jn South and Camden Jn (DC lines) on the Down Slow line R2 Prohibited Euston platform 16 R3 Prohibited between Euston and Camden Jn Down Main (TID 2105)
MD101	LEC1	Camden Jn DC lines – Camden Jn (NLL)	1	36	1	51	8	Y	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	8	Y	Y	
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief lines)	0	12	2	03	8	Y	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	8	Y	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	RA	Loco Gauge	LG2	Notes
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	8	Y	Y	
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	8	Y	Y	
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	8	Y	R1	R1 Prohibited between Wolverton and Hanslope Jn Down Slow line
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	8	Y	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	8	Y	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	8	Y	R1 R2	R1 Prohibited between Nuneaton South Jn and Rugby Trent Valley Jn Up Slow line R2 Prohibited between Tamworth and Armington Jn Up Slow line
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	8	Y	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	8	Y	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	84	43	8	Y	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC lines)	1	36	3	01	8	Y	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC lines)	3	01	5	28	8	R1	N	R1 Prohibited Queens Park platform 1 (Up Through line)
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC lines)	5	28	11	46	8	Y	N	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC lines)	11	46	17	58	8	Y	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	7	R1	N	R1 Prohibited Watford Junction platform 11 (Up & Down Branch line)
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	8	Y	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	8	Y	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 00 00 M	00 00 00 00 Ch	00 00 00 00 M	00 00 00 00 Ch	RA	Loco Gauge	LG2	Notes
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	8	Y	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	8	Y	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	8	Y	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	8	Y	Y	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	8	Y	Y	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	8	Y	R1	R1 Prohibted Ridgemont Up platform
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	8	R1	R1	R1 Prohibited disused Primrose Hill Up platform
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	8	Y	Y	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	8	Y	Y	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	8	Y	Y	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	8	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	8	Y	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	8	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	8	Y	Y	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	8	Y	Y	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	8	N	N	Line out of use NC/G1/2014/LNW443v2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
MD175	BDN	Site of Former Bridge Street Jn – Site of Former Duston North Jn	0	00	0	18	8	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	NMH	Site of Former Duston North Jn – Northampton South Jn	0	29	0	65	8	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	7	Y	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	8	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	8	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	8	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	8	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	8	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	8	Y	Y	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	8	Y	Y	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	8	Y	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	8	Y	R1	R1 Prohibited Coventry Up Slow platform 1
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	8	Y	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	8	Y	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	8	Y	Y	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	8	R1	Y	R1 Prohibited between Proof House Jn and Birmingham New St Down Stour line
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	8	R1	Y	R1 Prohibited between North Tunnel Jn and Monument Lane Jn Down Stour line
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	8	Y	Y	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	8	Y	R1	R1 Prohibited between Soho South Jn and Soho North Jn Down Stour
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	8	Y	R1	R1 Prohibited Smethwick Galton Bridge Up platform 4

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	8	Y	R1	R2 Prohibited Wolverhampton platform 6
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	8	Y	Y	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	8	R1	Y	R1 Prohibited between Birmingham New St and Five Ways Up line
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	8	Y	R1	R1 Prohibited Pershore Road Tunnel Up line
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	8	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	8	R1	R2	R1 Prohibited between Northfield and Longbridge Jn on the Up Slow line R2 Prohibited Longbridge Turnback platform
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	8	Y	Y	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	8	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	8	Y	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	8	R1 R2	Y	R1 Prohibited Barnt Green platform 4 (Down line) R2 Prohibited Alvechurch (Single line)
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	8	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	8	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	8	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	8	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	8	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	8	Y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	8	Y	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	8	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	8	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	RA	Loco Gauge	LG2	Notes
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	8	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	8	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	8	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	8	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	8	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	8	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	8	Y	Y	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	8	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	8	Y	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	8	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	8	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	8	Y	N	
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	8	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	8	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	8	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	8	Y	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	8	Y	Y	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	8	Y	Y	
MD401	BCV/ DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	8	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	8	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	8	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	8	Y	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	8	Y	Y	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	8	Y	Y	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	8	Y	Y	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	8	Y	Y	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	8	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	8	Y	Y	
MD430	OWW	Kidderminster – Stourbridge North Jn	135	46	142	51	8	Y	Y	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	8	Y	Y	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	8	Y	Y	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	8	R1 R2 R3	R2	R1 Prohibited between Lye and Stourbridge North Jn on the Down Stourbridge line R2 Prohibited between Old Hill and Rowley Regis on the Down Stourbridge line R3 Prohibited between Old Hill and Rowley Regis on the Up Stourbridge line
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	8	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	8	Y	Y	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	8	R1	Y	R1 Prohibited between former Kingswinford Jn and Round Oak Up Round Oak Siding 1
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	8	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	8	Y	Y	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	8	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	8	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	8	Y	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	8	Y	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	8	Y	Y	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	8	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Jn	10	00	0	00	8	Y	Y	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	8	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	8	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	8	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	8	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	8	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	8	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	8	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	8	R1	N	R1 Prohibited between Bordesley Jn and Lifford East Jn Up Camp Hill line
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	8	Y	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	8	Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	8	Y	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	7	R1	R1	R1 Prohibited between Northolt Park Jn and Northolt Jn Down Northolt Loop line
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	7	Y	R1 R2	R1 Prohibited High Wycombe platform 1 R2 Prohibited High Wycombe Up platform

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	7	Y	Y	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	7	Y	Y	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	8	Y	Y	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	8	Y	N	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	8	Y	R1	R1 Prohibited Wendover Up platform
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	8	Y	R1	R1 Prohibited Aylesbury Down platform
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	8	Y	Y	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	8	Y		
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	8	Y	Y	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	8	Y	Y	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	8	Y	Y	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	8	Y	Y	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	8	Y	Y	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	8	N	N	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	8	Y	N	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	8	N	N	Line non operational
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	8	Y	N	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	7	Y	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	RA	Loco Gauge	LG2	Notes
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	7	Y	Y	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	7	Y	Y	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	7	Y	Y	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	8	Y	Y	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	10	N	Y	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	8	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	8	Y	Y	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	8	Y	Y	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	8	Y	Y	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	8	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	8	Y	Y	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	8	Y	Y	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	8	Y	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	8	Y	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	8	Y	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	8	Y	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	7	Y	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	7	Y	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	7	R1	N	R1 Prohibited through Ledbury Tunnel (Up and Down line)
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	7	Y	Y	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	7	Y	N	

Table D5C – Route clearance of Freight Vehicles

Last Updated: 07/09/2024

To be read in conjunction with General Notes.

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

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

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	Y	Y	Y	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	Y	Y	Y	Y	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	Y	Y	Y	Y	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	Y	Y	Y	Y	Y	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	Y	Y	Y	Y	Y	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	Y	Y	Y	Y	Y	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	Y	Y	Y	R1	N	R1 Prohibited Tunnel 05m 64ch Down DC Electric line
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	Y	Y	Y	Y	N	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	Y	Y	Y	Y	N	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	Y	Y	Y	Y	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	Y	Y	Y	Y	N	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	Y	Y	N	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	Y	Y	Y	Y	N	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	N	N	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	Y	Y	Y	Y	Y	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	N	N	N	Line out of use NC/G1/2014*/NW443v2
MD175	BDN	Site of Former Bridge Street Jn – Site of Former Duston North Jn	0	00	0	18	N	N	N	N	N	Line out of use NC/G1/2014*/NW443v2
MD175	NMH	Site of Former Duston North Jn – Northampton South Jn	0	29	0	65	n	N	N	N	N	Line out of use NC/G1/2014*/NW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	Y	Y	Y	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	Y	Y	Y	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	Y	Y	Y	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	Y	Y	Y	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	Y	Y	Y	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	Y	Y	Y	Y	Y	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	Y	Y	Y	Y	Y	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	Y	Y	Y	Y	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	Y	Y	Y	Y	R1	R1 Prohibited between Coventry North Jn and Coventry South Jn Up Main line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	Y	Y	Y	Y	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	Y	N	N	N	N	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	Y	N	N	N	N	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	Y	N	N	N	N	
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	R1	N	N	N	N	R1 Prohibited Monument Lane Tunnel Down line
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	Y	N	N	N	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	Y	N	N	N	N	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	Y	N	N	N	N	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	R1 R2	R1 R2	R1 R2	R2	R2 R3 R4	R1 Prohibited Wolverhampton Bay platform 5 R2 Prohibited Wolverhampton platform 6 R3 Prohibited Wolverhampton Up platform 3 R4 Prohibited Wolverhampton Down platform 1
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	Y	Y	Y	Y	Y	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	N	N	N	N	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	N	N	N	N	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	N	N	N	N	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	Y	Y	Y	N	N	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	Y	Y	Y	N	N	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	Y	Y	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	Y	Y	Y	N	N	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	N	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	Y	Y	Y	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	Y	Y	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	Y	N	N	N	N	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	Y	Y	Y	N	N	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	Y	Y	Y	y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	Y	Y	Y	y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	Y	Y	Y	y	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	Y	Y	Y	N	N	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	Y	Y	Y	y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	Y	Y	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	Y	Y	Y	N	N	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	Y	Y	Y	N	N	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	Y	R1	R1	N	N	R1 Prohibited Blake Street Up platform
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	R1	R1	R1	N	N	R1 Prohibited between Lichfield Trent Valley and Lichfield City
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	Y	Y	Y	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	Y	Y	Y	Y	Y	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	Y	Y	Y	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	Y	Y	Y	Y	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	Y	Y	Y	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	Y	Y	Y	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	Y	Y	Y	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	Y	Y	Y	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	Y	Y	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	Y	Y	Y	y	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	Y	Y	R1	Y	R2	R1 Prohibited between Fenny Compton Jn and Leamington Spa Jn Down line R2 Prohibited Leamington Spa Down Loop platform 2
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	Y	Y	Y	y	R1 R2	R1 Prohibited Hatton Passenger Loop platform R2 Prohibited Dorridge Up Main platform 1
MD401	BCV/ DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	Y	R1	R1	R1	R1	R1 Prohibited Tyseley platform 4
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	Y	Y	Y	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	Y	Y	Y	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	Y	Y	Y	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	Y	Y	Y	Y	R1	R1 Prohibited between Coventry North Jn and Limit of Electrification Down line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	Y	Y	Y	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	R1	R1	R1	N	N	R1 Prohibited Stratford Upon Avon Bay platform 3
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	Y	Y	Y	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	R1	R1	N	N	N	R1 Prohibited between Henley-in-Arden and Wootton Wawen
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	Y	Y	Y	N	N	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	Y	Y	Y	N	N	
MD430	OWW	Kidderminster – Stourbridge North Jn	135	46	142	51	Y	Y	R1	N	N	R1 Prohibited between Blakedown and Kidderminster Up line
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	Y	N	N	N	N	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	N	N	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	N	N	N	N	N	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	N	N	N	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	Y	Y	R1	N	N	R1 Prohibited between Stourbridge North Jn and End of Line Up line
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	Y	Y	Y	Y	N	
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	Y	Y	Y	Y	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	Y	Y	Y	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	Y	Y	Y	Y	Y	

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

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

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	Y	Y	N	N	N	
MD736	OXD	Route Boundary (GW277) – Gavray Junction	29	25	19	00	Y	Y	Y	Y	Y	
MD736	OXD	Gavray Junction – Gates (Claydon)	19	00	12	00	Y	Y	Y	Y	Y	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	Y	Y	Y	Y	Y	
MD736	OXD	Buffer Stops – Flyover Junction (Change of ELR)	1	27	0	62	Y	Y	Y	Y	Y	
MD736	BFO	Flyover Junction (Change of ELR) – Flyover Junction Summit	0	00	0	68	Y	Y	Y	Y	Y	
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	Y	Y	Y	Y	Y	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	Y	Y	Y	Y	Y	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	Y	Y	Y	Y	Y	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	Y	Y	Y	Y	Y	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	Y	Y	Y	Y	Y	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	Y	Y	Y	Y	N	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	N	N	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	N	N	N	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	N	N	N	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	Y	Y	Y	R1	N	R1 Prohibited between Bushbury Jn and Oxley Jn Up line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	Y	Y	Y	Y	N	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	Y	Y	Y	Y	N	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	Y	Y	Y	Y	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	Y	Y	R1	N	N	R1 Prohibited between Wylds Lane Jn and Norton Jn Up line
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	Y	Y	Y	N	N	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	Y	Y	Y	Y	N	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	Y	Y	Y	N	N	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	N	N	N	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	N	N	N	N	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	Y	Y	Y	Y	N	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	N	N	N	N	

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Table D5D – Passenger Gauge/Lower Sector Vehicle Gauge Clearance table

Last Updated: 07/09/2024

To be read in conjunction with General Notes.

The notations (used in these tables) are explained as follows for passenger gauge and Lower Sector Vehicle Gauge conformant vehicles:

Y Route conforms to locomotive gauge without restriction.

R Route conforms (or partly conforms) to Passenger Gauge/Lower Sector Vehicle Gauge, but restrictions apply. See "Notes" column for details.

N Route does not conform to Passenger Gauge/Lower Sector Vehicle Gauge

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	Y	Y	Y	
MD101	LEC1	Camden Jn DC lines – Camden Jn (NLL)	1	36	1	51	Y	Y	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	R1	Y	R2	R4 Prohibited Kensal Green Tunnel Down Fast line R5 Prohibited Primrose Hill Tunnel Up Fast
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief lines)	0	12	2	03	Y	Y	Y	
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	Y	Y	Y	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	Y	Y	R1 R2	R1 Prohibited between Watford South Jn and North Wembley Jn Up Fast line R2 Prohibited between Bourne End Jn and Watford North Jn Up Fast line
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	R1	R1	Y	R1 Prohibited between Kings Langley and Watford Junction Up Slow line

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	Y	Y	Y	R1
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	R1	Y	Y	R2 Prohibited Milton Keynes Central Up Slow platform 2
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	Y	Y	Y	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	Y	Y	Y	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	R1 R2	Y	R3	R1 Prohibited between Nuneaton South Jn and Rugby Trent Valley Jn Up Slow line R2 Prohibited between Armington Jn and Atherstone Jn Up Slow line R3 Prohibited Lichfield Trent Valley Down Slow platform 1
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	Y	Y	Y	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	Y	Y	Y	
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	84	43	Y	Y	Y	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC lines)	1	36	3	01	N	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC lines)	3	01	5	28	N	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC lines)	5	28	11	46	N	N	N	
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC lines)	11	46	17	58	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	Y	Y	Y	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	Y	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	Y	Y	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	Y	Y	Y	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	Y	Y	Y	MD136
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	Y	Y	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	Y	Y	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	Y	Y	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	Y	Y	Y	
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	Y	Y	Y	
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	Y	Y	Y	
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	Y	Y	Y	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	Y	Y	Y	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	N	Y	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	N	Y	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	Y	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	Y	Y	Y	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	N	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	Y	Y	Y	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	N	
MD175	BDN	Site of Former Bridge Street Jn – Site of Former Duston North Jn	0	00	0	18	N	N	N	
MD175	NMH	Site of Former Duston North Jn – Northampton South Jn	0	29	0	65	N	N	N	
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	Y	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	Y	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	Y	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	Y	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	Y	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	Y	Y	Y	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	Y	Y	Y	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	Y	Y	Y	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	Y	Y	R1	R1 Prohibited between Coventry North Jn and Coventry South Jn Up Main line
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	Y	Y	Y	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	Y	Y	Y	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	Y	Y	Y	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	R1	R1 R2 R3	R1	R1 Prohibited Birmingham New Street platform 10 R2 Prohibited Birmingham New Street platform 8 R3 Prohibited Birmingham New Street platform 2
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	Y	Y	N	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	Y	Y	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	R1	R1	N	R1 Prohibited between Soho South Jn and Soho North Jn Down line
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	Y	Y	N	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	R1	R1 R2	N	R1 Prohibited Wolverhampton platform 6 R2 Prohibited Wolverhampton platform 1
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	Y	Y	Y	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	Y	R1	Y	R1 Prohibited Suffolk Street Tunnel 42m 39ch Down line
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	Y	Y	Y	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	Y	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	Y	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	Y	Y	Y	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	Y	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	Y	Y	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	R1	R2	R2	R1 Prohibited between Barnt Green Jn and Alvechurch Down line R2 Prohibited Barnt Green platform 4
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	Y	Y	Y	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	Y	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	Y	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	Y	Y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	Y	Y	Y	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	R1	Y	Y	R1 Prohibited between Perry Barr South Jn and Perry Barr West Jn Up line
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	Y	Y	Y	
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	N	N	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	Y	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	Y	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	Y	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	R1	Y	Y	R1 Prohibited between Lichfield Trent Valley and Lichfield City Up line
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	Y	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	Y	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	R1	R1	R1	R1 Prohibited Walsall Down Fast platform 3
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	Y	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	Y	Y	Y	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	Y	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	Y	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord line)	0	22	0	02	Y	Y	Y	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	Y	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	Y	Y	Y	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	Y	Y	R1	R1 Prohibited between Anyho Jn and Heyford Up Main line
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	Y	Y	Y	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	Y	Y	R2	R1 Prohibited Acocks Green Up platform R2 Prohibited Dorridge Up Main platform 1
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	Y	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	Y	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	Y	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	Y	Y	Y	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	Y	Y	Y	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	Y	Y	Y	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	R1	R1	R1	R1 Prohibited Stratford Upon Avon Bay platform 3
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	Y	Y	Y	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	Y	Y	Y	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	Y	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	Y	Y	Y	
MD430	OWW	Kidderminster – Stourbridge North Jn	135	46	142	51	Y	Y	Y	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	Y	Y	Y	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	Y	Y	Y	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	R1	Y	R2	R1 Prohibited Old Hill Tunnel Down line R2 Prohibited Old Hill Up line platform
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	Y	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	Y	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	Y	Y	Y	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	Y	Y	Y	
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	N	N	Y	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	Y	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	Y	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	Y	Y	Y	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	Y	Y	Y	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	Y	Y	Y	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	Y	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	Y	Y	Y	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	Y	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	Y	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	Y	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	Y	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	Y	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	Y	Y	Y	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	Y	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill lines)	41	44	46	77	R1 R2	R3	N	R1 Prohibited between Lifford East Jn and Moseley Tunnel Up Camphill line R2 Prohibited Moseley Tunnel Up Camphill line R3 Prohibited between Bordesley Jn and Moseley Tunnel Down Camphill line
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	Y	Y	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	Y	Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	Y	Y	R1	R1 Prohibited Marylebone platform 1
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	R1	R1	N	R1 Prohibited between Northolt Park and Northolt Jn Down Slow line
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	R1	R1	Y	R1 Prohibited High Wycombe Down platform 2
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	Y	Y	Y	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	Y	Y	Y	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	Y	Y	Y	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	Y	Y	Y	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	Y	Y	Y	
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	Y	Y	R1	R1 Prohibited Aylesbury Up Main platofrm
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	Y	Y	Y	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	Y	Y	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	Y	Y	Y	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	Y	Y	Y	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	Y	Y	Y	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	Y	Y	Y	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	Y	Y	Y	
MD736	OXD	Route Boundary (GW277) –Gavray Jn	29	25	19	00	N	N	Y	
MD736	OXD	Gavray Jn – Gates (Claydon)	19	00	12	00	N	N	Y	
MD736	OXD	Gates (Claydon) – Buffer Stops	12	00	1	31	N	N	Y	
MD736	OXD	Buffer Stops – Flyover Jn (Change of ELR)	1	27	0	62	N	N	Y	
MD736	BFO	Flyover Jn (Change of ELR) – Flyover Jn Summit	0	00	0	68	Y	Y	Y	
MD736	DHF	Flyover Jn Summit – Limit of Electrification	0	68	1	37	Y	Y	Y	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	Y	Y	Y	

Line Of Route	ELR	Line Of route / Sector Description	M	CH	M	CH	Passenger Gauge 1 (PG1)	Passenger Gauge 2 (PG2)	Lower Sector Vehicle Gauge (LSVG)	Notes
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	Y	Y	Y	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	Y	Y	Y	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	Y	Y	Y	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	Y	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	Y	Y	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	Y	Y	N	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	R1	Y	N	R1 Prohibited Oakengates Tunnel Down Wellington line
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	Y	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	N	N	Y	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	N	N	Y	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	Y	Y	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	Y	Y	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	Y	Y	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	Y	Y	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	Y	Y	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	N	Y	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	N	Y	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	Y	Y	Y	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	N	Y	

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