NETWORK RAIL
London North Western South Route

Week No.

LNW (S) 23

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS

MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 76 TO THE LNW(S) ROUTE
SECTIONAL APPENDIX

SATURDAY 05 SEPTEMBER 2026
to
FRIDAY 04 DECEMBER 2026
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 28 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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Sectional Appendix Feedback (SAF) Form QR Code

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

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

Examples may include:

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

If the QR code is not working, please use this link here to access the form:
networkrail-networkcapabilityupdatetool.oncreate.app/w/webpage/141GBPTP1

When to use Rail Notices

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

Use Rail Notices for planned changes to infrastructure. Examples:

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

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

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

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. 76 to the LNW (S) Route Sectional Appendix effective from Saturday 05 September 2026 to Friday 04 December 2026

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. 76 and is dated 05 September 2026 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 Signalling Locations, Electrical Controls and Operations Controls may be recorded for the purposes of monitoring the quality of safety related information being exchanged and to assist with investigations into incidents.

This publication is printed and distributed by APS Group

Telephone:

0161 495 4515

E-mail:

nrrons@theapsgroup.com

LATE OR NON-DELIVERY

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

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

Part A - Foreword

A1 Introduction

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

A2 Scope

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

A3 Implementation

The publication date of this document is **05 September 2026**.

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	
	No new amendments
Amendment No	**Publication and section**
Part D - Previous amendments to National Operations Publications	
	No change to previous amendments

Part C - New amendments to National Operations Publications

No new amendments

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

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’

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
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	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 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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

Amend: the following as shown:

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

Add: the following new entries:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3551	Sodium ion batteries with organic electrolyte	9		
3552	Sodium ion batteries contained in equipment or sodium ion batteries packed with equipment, with organic electrolyte	9		
3553	Disilane	2.1		
3554	Gallium contained in manufactured articles	8		
3555	Trifluoromethyltetrazole-sodium salt in acetone, with not less than 68% acetone, by mass	3		II
3556	Vehicle, lithium ion battery powered	9		
3557	Vehicle, lithium metal battery powered	9		

3558	Vehicle, sodium ion battery powered	9		
3559	Fire suppressant dispersing devices	9		
3560	Tertramethylammonium hydroxide aqueous solution with not less than 25% tetramethylammonium hydroxide	6	8	I

Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
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
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/24	December 2024

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

Explanation of change
The current instruction 44 temporary isolations has been withdrawn and replaced with a new instruction 44 temporary isolations. The new TI instruction provides a simplified and structured process for the authorisation and circumstances in which TI may be utilised. It details the process for taking and giving up of a temporary isolation and provides for a new role of Person In Charge of Temporary Isolation (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 07515 625 128 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 Birmingham ROC, 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 Birmingham ROC, 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 Birmingham ROC, 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 Birmingham ROC, Saltley) Fax:	085 42561 085 55163	0330 854 2561 0121 576 2163
West Midlands Birmingham ROC Emergency (Midland Lines)	085 55715	0121 345 5715
West Midlands Birmingham ROC Emergency (Western Lines)	085 55730	0121 345 5730
Train Delay Attributer – West Coast South (located Birmingham ROC, Saltley)	05 47334	0121 654 7334
Train Delay Attributer – West Midlands & Trent Valley (located Birmingham ROC, Saltley)	085 42565	0330 854 2565
Train Delay Attributer – Western Lines (located Birmingham ROC, Saltley) Fax:	085 42562 085 55163	0330 854 2562 0121 576 2163
Train Delay Attributer – Assist (located Rugby ROC / Birmingham ROC, Saltley) (post covered 0700 - 2100 Mon - Fri)	085 42563	0330 854 2563
Autumn Controller – LNW Route (South) (located Birmingham ROC, 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	085 41110 (emergency only) 085 41111	033 085 41110 (emergency only) 033 085 41111	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
Birmingham ROC – Bescot Workstation *(Hamstead to Portobello Jn (excl))*	085 55064	0121 576 2064	SB	74 6007 01
Birmingham ROC – 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
Birmingham ROC – Cherwell Valley Workstation *(Heyford to Leamington Spa)*	085 55083	0121 576 2083	OL, NA, LN	74 6016 01
Birmingham ROC – 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
Birmingham ROC – 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
Birmingham ROC Shift Signal Manager South (Stourbridge, Snow Hill, North Warwick Workstations)	085 55820	0121 345 5820		74 6000 01
Birmingham ROC – 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
Birmingham ROC – Birmingham New Street Shift Signalling Manager	085 49359	0330 854 9359		74 6012 01
Birmingham ROC – 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
Birmingham ROC – 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
Birmingham ROC – Stourbridge Workstation *(Droitwich Spa (excl.) to Jewellery Quarter (excl.); Stourbridge North Jn to Round Oak)*	085 55711	0121 345 5711	DR, SJ	74 6003 01
Birmingham ROC – 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
Birmingham ROC – 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
Birmingham ROC Shift Signal Manager Wolverhampton Area (Telford, Walsall, Wolverhampton Workstations)	085 55080	0121 576 2080		
Birmingham ROC – Telford Workstation *(Oxley (incl.) to Abbey Foregate (excl.))*	085 55885	0121 345 5885	OS, MJ	74 6008 01
Birmingham ROC – 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
Birmingham ROC Shift Signal Manager (Washwood Heath and Water Orton)	085 55015	0121 576 2015		74 6011 01
Birmingham ROC – 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
Birmingham ROC – Washwood Heath Workstation *(Bromford Bridge (incl.) to Moseley (incl.))*	085 55011	0121 576 2011	WP, LL	74 6004 01

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'.

Birmingham ROC – 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
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 854 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	-
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
Willesden Carriage Shed North	085 26425	0330 852 6425	CN	
Willesden Carriage Shed South	085 26426	0330 852 6426	CS	

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Rule Book Module TS1 - General signalling regulations

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

Section 13.2.4 – TCOD

Handbook 8 – IWA, COSS or PC blocking a line

Section 2.4 – Using a track circuit operating device

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

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

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

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

Down direction • *Down Snow Hill from signal SJ.9 at Handsworth Jn to signal SJ.15 at The Hawthorns. AC t/c* • *Down Snow Hill from signal SJ.17 at Smethwick Jn to Down Stourbridge signal SJ.23. BA t/c* • Down Stourbridge from 150 metres (150 yards) beyond signal SJ.31 to signal SJ.33. BH t/c • *Down Stourbridge from signal SJ.33 to Rowley Regis signal SJ.41. BM t/c* • *Down Stourbridge from signal SJ.41 to Old Hill signal SJ.43. BR t/c*	
MD450 Stourbridge North Jn to Round Oak	
Up direction • *Up Round Oak Siding 2 signal DR.7706 to Up Dudley signal DR.5702. PV t/c* • *Up Dudley from signal SJ.72 at Stourbridge viaduct to Up Kidderminster signal SJ.78. EB t/c*	
Down direction • *Down Kidderminster from signal SJ.79 to Down Dudley signal SJ.73 Stourbridge viaduct. HA2 t/c* • *Down Dudley signal DR.5703 to Down Round Oak Siding 1 signal DR.1708 (inclusive). HF t/c*	
MD501 Tamworth (Inclusive) to Birmingham, Proof House Junction	
Up direction • Up St Andrews signal LL.4772. All Routes & Up Derby /Up Derby Fast signal WP.4912 to WP.4884 & WP.4912 to WP.6886. WPFN, WPDL, WPVG and WPVJ t/cs. • Up Derby signal WP.4912 to Up Derby Slow signal WP.6886. WPUN t/c • Up Derby Fast from Washwood Heath West Jn signal WP.4884 to signal WP.4868. WPVT t/c • Up Derby Slow from Washwood Heath West Jn signal WP.6886 to signal WP.6870. WPUW t/c • Up Washwood Heath Goods Loop signal WP.8890 to WP.6870. WPSL t/c • Up Derby Fast from Washwood Heath East Jn signal WP.4860 to signal WP.4854. WPXB t/c • Up Derby Slow from Washwood Heath East Jn signal WP.6862 to signal WP.6856. WPWL t/c • Up Derby Fast from signal WP.4844 through Castle Bromwich Jn to signal WP.4838. WPXL and WPXN t/cs • Up Derby Slow from signal WP.6846 through Castle Bromwich Jn to Down direction signal WP.9849. WPYG t/c • Up Derby Fast from Water Orton West Jn signal WP.4838 to signal WW.4836. WPXY t/c • Up Derby Slow / Up Derby from Water Orton West Jn signal WP.6840 to signal WW.4836. WPYP t/c • Up Derby from Water Orton signal WW.4836 to signal WW.4834. WWKA-1 t/c • Up Derby from signal WW.4826 through Kingsbury Jn to Kingsbury Branch Jn signal WW.4822. WWKN t/c • Up Derby from Kingsbury Jn signal WW.4822 to signal WW.4808 (two signal sections through Kingsbury Branch Jn). WWLC-1 t/c	

Down direction • Limit of shunt signal WW.1823. Up Whitacre from signal WW.6950 to Kingsbury Jn. WWNL t/c • Down Derby from signal WW.4825 through Kingsbury Jn to signal WW.4827. WWNL NL t/c • Down Derby from Water Orton East Jn signal WW.4831 to signal WP.4835 (several signal sections). WWNV and WWNY t/cs • Down Derby from Water Orton West Jn signal WP.4835 to signal WP.4843. WPBD t/c • Down Derby from Water Orton West Jn signal WP.4835 to Up Derby Slow signal WP.9841. WPYP t/c • Down Derby/ Down Derby Fast from signal WP.4845 through Castle Bromwich Jn to signal WP.4851. Down Derby Goods from Castle Bromwich Jn signal WP.4845 to signal WP.6853. WPBL t/c • Down Derby Goods from Washwood Heath East Jn signal WP.6865 to WP.6877. WPAN-1 t/c • Down Derby Fast from Washwood Heath East Jn signal WP.4863 to WP.4879. WPBT t/c • Down Derby Goods from Washwood Heath West Jn signal WP.6885 to signal WP.6903. WPAW t/c • Down Derby Fast from Washwood Heath West Jn signal WP.4883 to signal WP.4901. WPDD t/c • Down Derby Goods from Landor Street Jn signal WP.6909 to Down St Andrews signal LL.4771. WPCE and WPCF t/cs • Down Derby Fast from WP.4901 to WP.4915. WPDG t/c • Down Derby Goods from WP.6903 to WP.6909. WPCB t/c • Down Derby Goods from WP.6903 to Down Saltley Goods Loop WP.1898. WPEP t/c	
MD545 Kingsbury Junction To Whitacre Junction	
Up Whitacre from signal WW.6950 to Kingsbury Jn.	
Down Whitacre from Kingsbury Jn to signal WW.6951.	
Down Whitacre Whitacre West Jn signal WW.6959 to signal WW.6967 (Route A). HP t/c	
Down Whitacre Whitacre West Jn signal WW.6959 to 20 metres beyond Hams Hall East Arrival signal HH.1 (Route B). HHAA t/c	
MD555 Nuneaton North Jn to Water Orton East Jn	
Up direction • Down Derby from signal WW.6978 at Water Orton to Up Whitacre signal WW.6976. RN t/c WWRN t/c • Up Whitacre Hams Hall Jn signal WW.6966 to WW.6958. PL t/c • Hams Hall East Arrival Line signal WW.8962 to Hams Hall Headshunt. RC t/c • Down Arley Goods Loop Headshunt (Up) signal WW.1970 to signal NW.9282. DX t/c • Up Arley from signal NW.4250 through Arley Tunnel to signal NW.4248. UX t/c	
Down direction • Down Arley from signal NW.4253 through Arley Tunnel to signal NW.4255 CE t/c. • Down Arley Whitacre West Jn signal NW.4279 to Down Whitacre signal WW.6967 (Route A). HP t/c • Down Arley Whitacre West Jn signal NW.4279 to 20 metres beyond Hams Hall East Arrival signal HH.1 (Route B). HHAA t/c. • Down Arley Goods Loop signal WW.8965 to Down Arley Goods Headshunt. DY t/c • Down Whitacre from signal WW.6985 to signal WP.6989. JC t/c • Down Whitacre from signal WW.6985 through Water Orton to Down Derby signal WP.4835. NX t/c • Down Whitacre from signal WP.6989 to Down Derby signal WP.4843. BD t/c • Down Whitacre from signal WP.6989 to Up Derby Slow signal WP.9841. YP t/c	

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

When a COSS / PC wishes to take a line blockage of the lines described below, they will call the signaller in the normal manner. The signaller will then give the COSS / PC permission to activate the RTCOD and then observe that the appropriate track circuit(s) have activated prior to issuing the associated authority number. Once the work has been completed, the signaller must observe that the track circuit shows clear and normal indications are obtained before returning to normal working.
If there is a track circuit failure when the RTCOD has not been intentionally activated, the following procedure must be applied:
The signaller will report the track circuit failure in the normal manner

The signaller will then carry out the applicable rules and regulations for the movement of subsequent trains until such time that normal working can resume
Remote Track Circuit Operating Devices (RTCODs) have been installed at the following locations:

Line of Route	Controlling signal box / workstation	Line	Mileage of RTCOD	Protecting signal	Track circuit affected
MD340	Aston	Up Sutton	6m 21ch	AN124	TEQ
MD501	Birmingham ROC – Water Orton Workstation	Up Derby	26m 60ch	WW4822 and WW4812	WWLC-1

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69J	**05 September 2026**
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77	02 March 2024
78	02 March 2024
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78B	30 November 2019
79	07 March 2026
80	07 March 2026

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82D	07 March 2026
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LNW South Route Sectional Appendix Module LNW(S)2

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279	**05 September 2026**
279A	**05 September 2026**
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280A	06 September 2025
280B	06 September 2025
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282A	28 November 2020
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284	30 November 2019
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297	07 March 2026
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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	13 m	00 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: 18/07/2026

MD130 (WATFORD JUNCTION TO ST. ALBANS ABBEY)

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

Dated: 10/09/2022

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

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

Dated: 10/09/2022

MD232 (HINCKLEY (EXCLUSIVE) ABBEY JN)

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

Dated: 26/06/2021

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

Location	Line(s) Affected	Mileage (Between)				
Church Road tunnel (exclusive) to Selly Oak Vehicle Link Road Underbridge No.18A	Down Gloucester	44 m	23 ch	**to**	45 m	08 ch

Dated: 08/08/2026

MD320 PROOF HOUSE JUNCTION TO BUSHBURY JUNCTION (VIA BSCOT)

Location	Line(s) Affected	Mileage (Between)				
Bescot Junction	Up Grand Junction	08 m	55 ch	**to**	08 m	51 ch

Dated: 08/08/2026

MD340 (ASTON NORTH JUNCTION TO ALREWAS (EXCLUSIVE)

Location	Line(s) Affected	Mileage (Between)				
Butlers Lane and Blake Street	Up Sutton Down Sutton	08 m	00 ch	***to***	08 m	05 ch

Dated: 08/08/2026

MD345 (BESCOT JUNCTION TO RUGELEY NORTH JUNCTION EXCL))

Location	Line(s) Affected	Mileage (Between)				
Bloxwich North (excl.) to Landywood Station	Down Cannock	3 m	10 ch	**to**	5 m	10 ch
Landywood Station to Wryley & Cheslyn Hay	Up Cannock	4 m	67 ch	**to**	5 m	40 ch

Dated: 08/08/2026

MD405 LEAMINGTON NORTH JN TO COVENTRY SOUTH JN

Location	Line(s) Affected	Mileage (Between)				
On approach to Leamington Road & Birches Lane Overbridge	Up & Down Kenilworth	02 m	60 ch	**to**	02 m	70 ch

Dated: 08/08/2026

MD410 – COVENTRY NORTH JN. TO NUNEATON SOUTH JN.

Location	Line(s) Affected	Mileage (Between)				
Bedworth Terminal – Bedworth Station (inclusive)	Up Bedworth and Down Bedworth	06 m	04 ch	**to**	06 m	51 ch

Dated: 18/07/2026

MD430 (DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Blakedown LC (CCTV) and Hagley	Down Kidderminster	138 m	49 ch	**to**	139 m	55 ch
Hartlebury LC and Hartlebury	Up Kidderminster	131 m	72 ch	**to**	131 m	60 ch
Blakedown and Blakedown LC (CCTV)	Up Kidderminster	138 m	55 ch	**to**	138 m	50 ch

Dated: 08/08/2026

MD435 (SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN)

Location	Line(s) Affected	Mileage (Between)				
Smethwick Jn (excl.) – Langley Green	Down Stourbridge	133 m	49 ch	**to**	134 m	43 ch
Langley Green LC (excl.) – Rowley Regis	Down Stourbridge	135 m	00 ch	**to**	136 m	14 ch

Dated: 08/08/2026

MD545 (KINGSBURY JUNCTION TO WHITACRE JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Kingsbury Jn.(excl.) and Whitacre Jn	Down Whitacre	30 m	37 ch	**to**	31 m	03 ch
Whitacre Jn and Kingsbury Jn.(excl.)	Up Whitacre	31 m	15 ch	**to**	30 m	66 ch

Dated: 08/08/2026

MD565 (CASTLE BROMWICH JUNCTION TO RYECROFT JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Streetly LC	Up Sutton Park	45 m	00 ch	**to**	43 m	00 ch
Sutton Park Old Station to Streetly LC	Up Sutton Park, Down Sutton Park	41 m	40 ch	**to**	42 m	60 ch

Dated: 08/08/2026

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

Location	Line(s) Affected	Mileage (Between)				
Moseley Village Station Platform 2 on approach Moseley Tunnel	Down Camp Hill	42 m	08 ch	**to**	43 m	43 ch
Kings Heath Station	Both Camp Hill lines	44 m	02 ch	**to**	44 m	20 ch
Pineapple Road Station to Kings Norton Station Jn	Down & Up Camp Hill	44 m	72 ch	**to**	45 m	59 ch
Pineapple Road Station to Worcester & Birmingham Canal	Up Camp Hill	45 m	79 ch	**to**	45 m	06 ch
On approach to Moseley Tunnel to Kings Heath Station	Up Camp Hill	43 m	63 ch	**to**	43 m	43 ch
On approach to Moseley Village Station to Kings Heath Station	Down Camp Hill	43 m	08 ch	**to**	44 m	12 ch
Lifford East Junction to Kings Norton Junction	Down Camp Hill	46 m	10 ch	**to**	46 m	70 ch
Beyond Pineapple Road to Moseley Village Station (inclusive)	Up Camp Hill	43 m	40 ch	**to**	44 m	50 ch

Dated: 08/08/2026

MD701 (MARYLEBONE TO AYNHO JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Beaconsfield	Up Main, Down Main	11 m	23 ch	**to**	11 m	55 ch
Rayners Av. Viaduct to beyond Hughenden Viaduct A4128 (inclusive)	Up Main, Down Main	17 m	30 ch	**to**	15 m	00 ch

Dated: 08/08/2026

MD712 (AMERSHAM (EXCLUSIVE) TO AYLESBURY)

Location	Line(s) Affected	Mileage (Between)				
LUL/ Network Rail Boundary Pipers Wood (FP) to Small Dean Viaduct	Down Main	25 m	60 ch	**to**	32 m	00 ch
Wendover Station to on approach to Wndover bypass	Down Main	33 m	37 ch	**to**	33 m	60 ch
Small Dean Viaduct to Great Missenden	Up Main	32 m	00 ch	**to**	28 m	25 ch
LUL/ Network Rail Boundary Pipers Wood (FP)	Up Main	26 m	00 ch	**to**	25 m	60 ch

Dated: 08/08/2026

MD720 PRINCES RISBOROUGH TO AYLESBURY

Location	Line(s) Affected	Mileage (Between)				
Monks Risborough to Great and Little Kimble FP No.27	Down & Up Aylesbury	43 m	50 ch	**to**	44 m	31 ch

Dated: 08/08/2026

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

Location	Line(s) Affected	Mileage (Between)				
Albrighton and Cosford (inclusive)	Down Wellington	150 m	74 ch	**to**	150 m	77 ch
Madeley Jn (exclusive) and Telford	Down Wellington	156 m	13 ch	**to**	156 m	21 ch
Donnington Junction to Wellington (incl)	Up Wellington Up Wellington Platform Down Wellington Down Wellington Platform Wellington Bay	161 m	00 ch	**to**	161 m	46 ch
Cosford Up Goods Loop and Cosford station	Up Wellington	150 m	77 ch	**to**	150 m	74 ch
Codsall and Bilbrook (excl.)	Up Wellington	146 m	34 ch	**to**	146 m	25 ch
Oxley Viaduct to Oxley Stafford Road Junction	Up Wellington	143 m	07 ch	**to**	143 m	01 ch

Dated: 08/08/2026

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Location	Line(s) Affected	Mileage (Between)				
Between Norton Junction and Wylds Lane Junction	Up Main Down Main	119 m	46 ch	**to**	119 m	78 ch

Dated: 08/08/2026

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

Location	Line(s) Affected	Mileage (Between)				
Between Kays FP to Rushwick FP	Up Main Down Main	122 m	76 ch	**to**	123 m	30 ch
Single line to Colwall Tunnel (inclusive)	Up & Down Main	130 m	19 ch	**to**	130 m	50 ch
Between Cummings No.1 LC (FP) to Ledbury Tunnel	Up & Down Main	135 m	10 ch	**to**	135 m	20 ch
Ledbury Viaduct to Ashperton LC (FP)	Up & Down Main	137 m	30 ch	**to**	139 m	50 ch

Dated: 08/08/2026

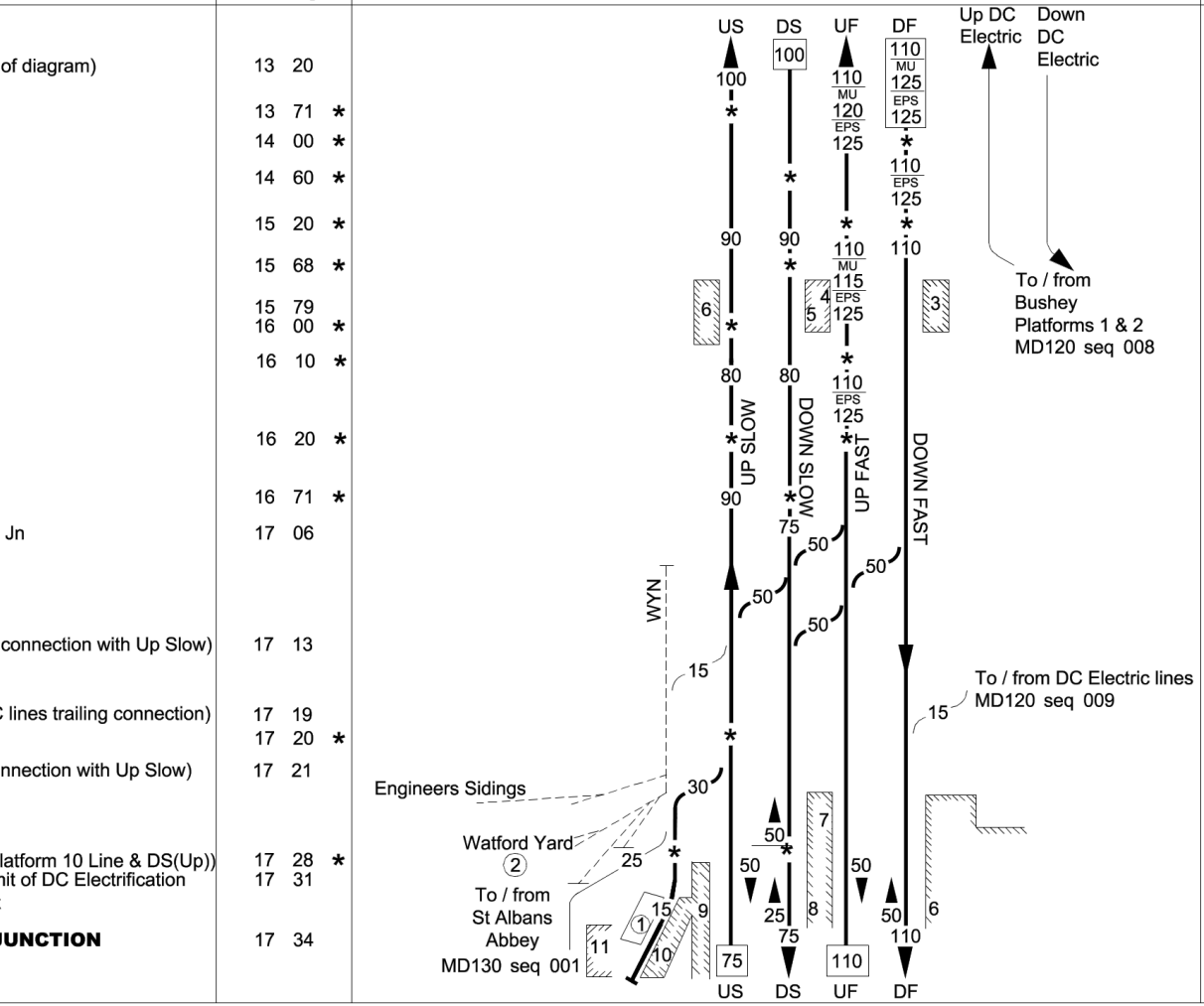
MD950 WORCESTER TUNNEL JN TO HENWICK

Location	Line(s) Affected	Mileage (Between)				
Former Rainbow Hill Junction to Worcester Foregate Street Station	Up & Down Droitwich	120 m	75 ch	**to**	121 m	10 ch

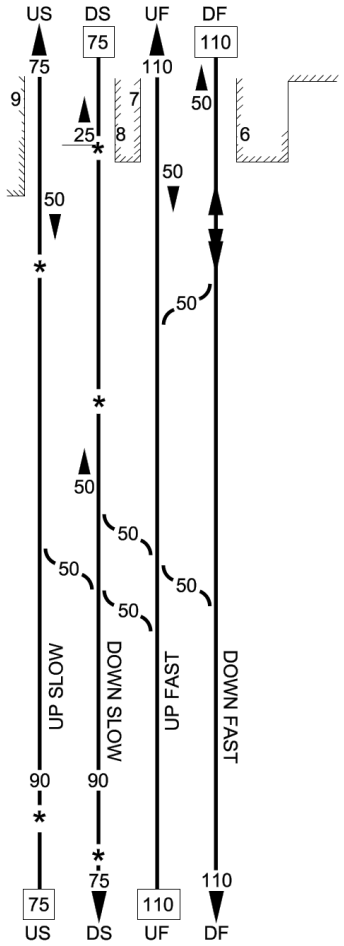
Dated: 08/08/2026

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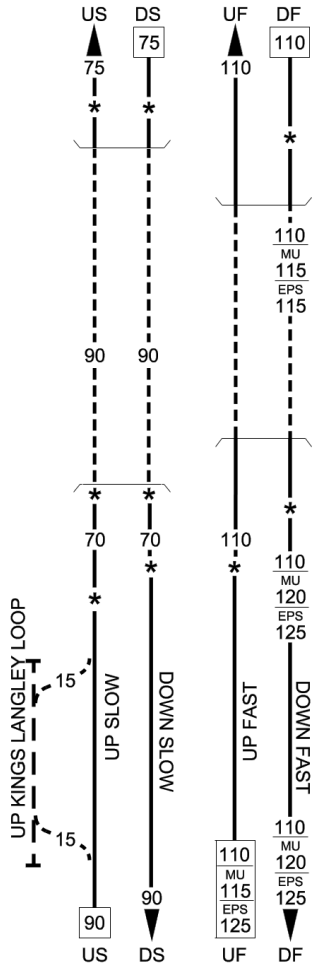
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	009	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	30/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	13 20		GSM-R TCB Wembley Mainline SCC (WM) Watford Workstation AC: Rugby ECR DC: Rugby ECR Axle Counter area. TASS fitted: DF line and UF line throughout. Headstone Lane, Hatch End and Carpenders Park stations after Harrow & Wealdstone not shown, see MD120-007. Note DC Electric lines diverge from WCML at Bushey, and return at Watford Junction at 17m 19ch. Platform Lengths: Bushey 3 - 90 metres 4 - 207 metres 5 - 245 metres 6 - 245 metres ATWS (Automatic Track Warning System) provided on the DF, DS, UF & US lines from 16m 03ch to 17m 30ch WYN - Watford Yard Neck Down Fast line D.C. electrified between 17m 20ch and 17m 31ch. Down direction trains can turn back via shunt signals at Watford North Junction. Platform Lengths: Watford Junction 6 - 285 metres (312 yards) 7 - 285 metres (312 yards) 8 - 285 metres (312 yards) 9 - 275 metres (301 yards) 10 - 249 metres (permissive PP; 272 yards) Up direction trains can turn back via Fast to Fast crossover Up Fast to Down Fast, or at Watford Junction station platform 9. ①Disused platform, adjacent to Platform 10. ②For full details of Watford Yard & Platform 11, see MD130-001.
	13 71 *		
	14 00 *		
	14 60 *		
	15 20 *		
	15 68 *		
BUSHEY	15 79		
	16 00 *		
	16 10 *		
	16 20 *		
	16 71 *		
Watford South Jn	17 06		
(Watford Yard connection with Up Slow)	17 13		
(DC lines trailing connection)	17 19		
	17 20 *		
(Connection with Up Slow)	17 21		
(Platform 10 Line & DS(Up))	17 28 *		
Watford Jn Limit of DC Electrification on Down Fast	17 31		
WATFORD JUNCTION	17 34		

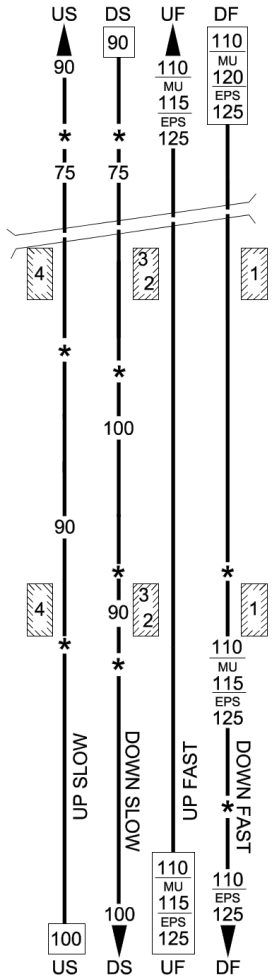
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	010	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	29/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WATFORD JUNCTION	17 34		GSM-R TCB Wembley Mainline SCC (WT) Watford Workstation AC: Rugby ECR Axle Counter area. TASS fitted: DF line and UF line throughout Platform Lengths: Watford Junction 6 - 285 metres (312 yards) 7 - 285 metres (312 yards) 8 - 285 metres (312 yards) 9 - 275 metres (301 yards) Down direction trains can turn back via shunt signals at Watford North Junction. Up direction trains can turn back via Fast to Fast crossover Up Fast to Down Fast, or at Watford Junction station platform 9.
DS(Up)	17 42 *		
	17 49 *		
(Fast to Fast Crossover)	17 51		
	17 60 *		
Watford North Jn	17 74		
	18 11 *		
	18 20 *		
(End of diagram)	18 21		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	011	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	20/07/2025

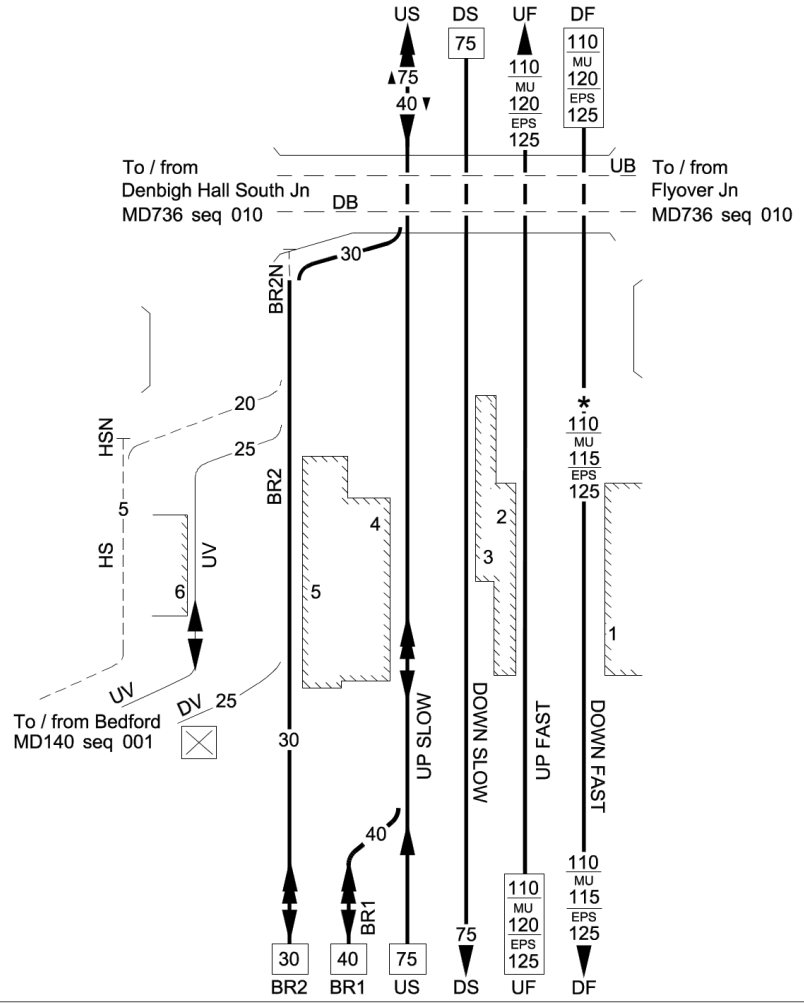
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	18	21			TCB Wembley Mainline SCC (WT) Watford Workstation AC: Rugby ECR GSM-R
	18	29	*		Axle Counter area.
Watford Tunnels	18	32	*		
Slow lines (1 km 820 metres/ 1 mile 230 yards)	18	33			TASS fitted: DF line and UF line throughout
Fast lines (1 km 660 metres/ 1 mile 55 yards)	18	38			
	19	40			
	19	43	*		
	19	44	*		
	19	73	*		
	20	00	*		
(End of Up Kings Langley Loop)	20	05			PF is authorised on Up Kings Langley Loop: 124 SLU / 868 yards / 794 metres.
(Start of Up Kings Langley Loop)	20	50			
(End of diagram)	20	55			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	012	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	20/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	20 55		GSM-R
	20 60 *		TCB Wembley Mainline SCC (WT) Watford Workstation AC: Rugby ECR
			Axle Counter area.
			TASS fitted: DF line and UF line throughout
Gade Valley Viaduct from Kings Langley (55 metres / 60 yards) to	20 66 20 69		
KINGS LANGLEY	20 74		Platform Lengths: Kings Langley 1 - 213 metres 2 - 198 metres 3 - 245 metres 4 - 245 metres
	21 04 * 21 12 *		
			Rugby SCC (WT) Tring Workstation
			DF and DS from 21m 73ch UF and US to 21m 70ch.
	23 00 *		
APSLEY	23 06		Platform Lengths: Apsley 1 - 204 metres (223 yards) 2 - 204 metres (223 yards) 3 - 247 metres (270 yards) 4 - 247 metres (270 yards)
	23 15 * 23 19 *		
	23 77 *		
(End of diagram)	24 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	021	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	13/07/2025

Location	Mileage M Ch	
(Start of diagram)	46 30	
Bletchley Covered Way from	46 36	
to	46 39	
(Buffer stop on Bletchley Relief 2 Neck)	46 40	
Bletchley South Jn	46 41	
Buckingham Road underbridge (bridge 153) from	46 42	
80 metres (87 yards) to	46 43	
	46 44	*
(Connection from Up Vale)	46 45	
BLETCHLEY	46 54	
(Vale lines diverge from Bletchley Relief 2)	46 60	
Bletchley North Jn	46 62	
(End 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.

UB: Up Bletchley
DB: Down Bletchley

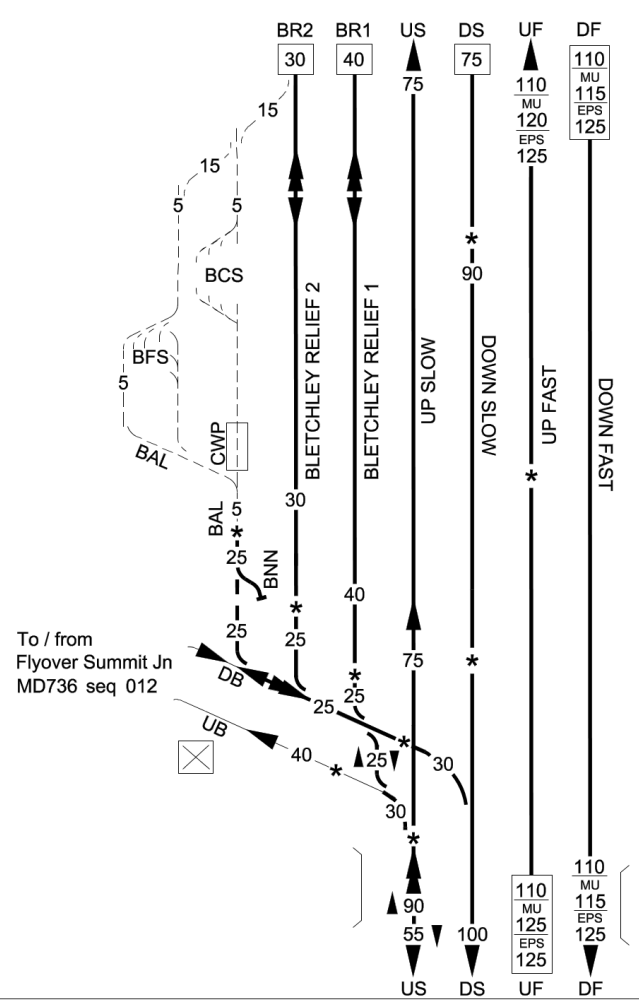
Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Vale lines only.

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.

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	15/08/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	46	63		
(Start of Bletchley Carriage Sidings)	46	68 *		
(Start of Bletchley Freight Sidings)	46	72		
(Carriage Washing Plant)	47	16		
	47	17 *		
	47	23 *		
	47	30 *		
(Bletchley lines diverge away from WCML)	47	31		
	47	34 *		
	47	35 *		
Bletchley Flyover North Jn (UB)	47	41 *		
(UB)	47	42		
(DB)	47	44 *		
Denbigh Hall South Jn	47	52 *		
Watling Street, A5 Underbridge from	47	53		
(br158) 89 metres (97 yards) to	47	57		
(End of diagram)	47	58		

GSM-R

TCB Rugby S.C.C. (TK)
Bletchley Workstation
AC: Rugby ECR

Axle Counter area, on Slow and Fast lines only.

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.

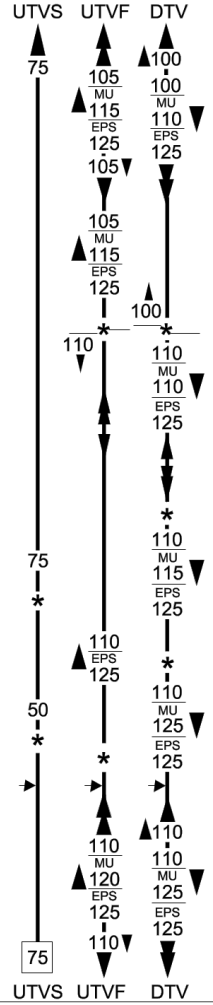
Bletchley Freight Sidings 9, 10 and 11 are temporarily private sidings. This is under reference STNC/G1/2025/NWC/965 expiring 15 September 2028. The sidings are due to revert to network sidings on this date.

Bletchley Carriage Sidings and Carriage Washing Plant have ELR: BCS
Bletchley Freight Sidings have ELR: BLT1

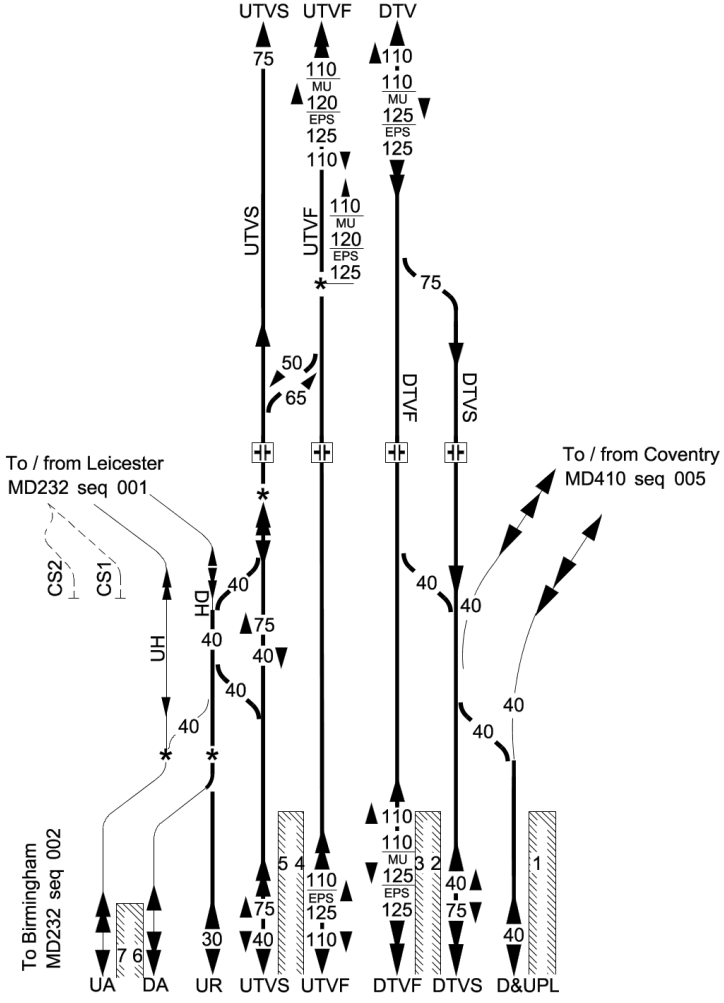
Traffic Lockout Devices (LOD(T)) provided, on Slow lines, Fast lines, Relief lines and Bletchley lines only.

LNW South Route Sectional Appendix Module LNW(S)2

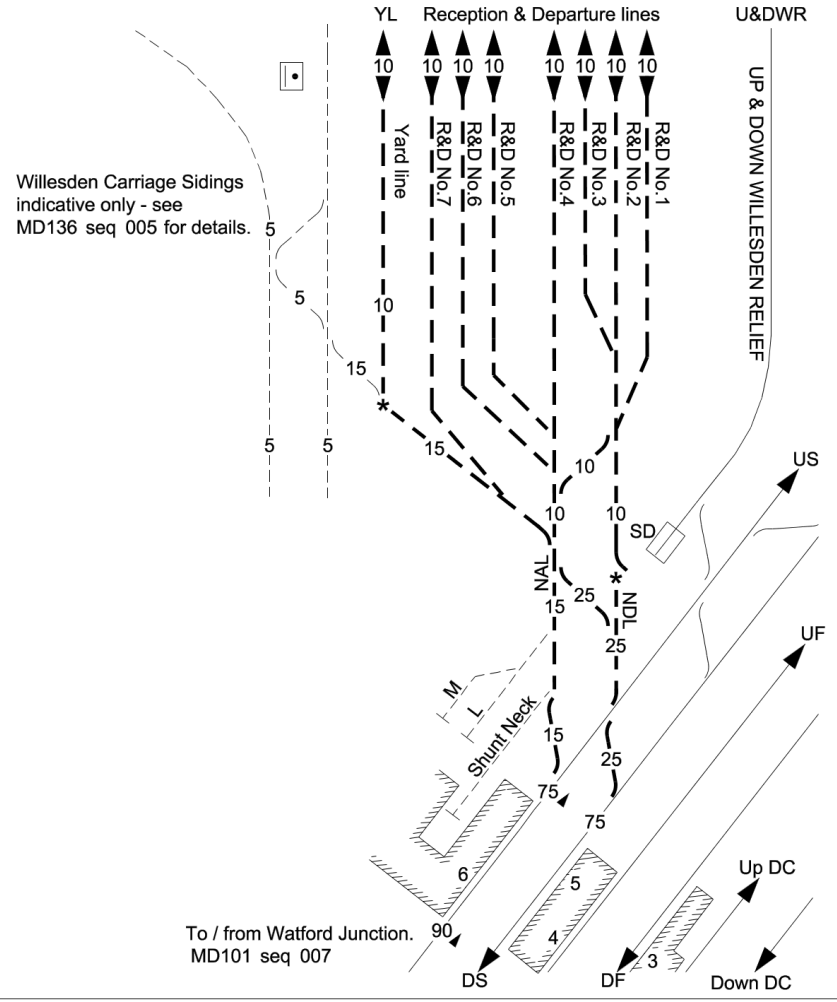
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	033	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	16/05/2026

Location	Mileage M	Mileage 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 *		
	89	46 *		
	90	09 *		
	90	31 *		
	90	56 *		
	90	60 *		
Shilton HABD (UTVS & UTVF & DTV)	91	26		
(End of diagram)	92	00		

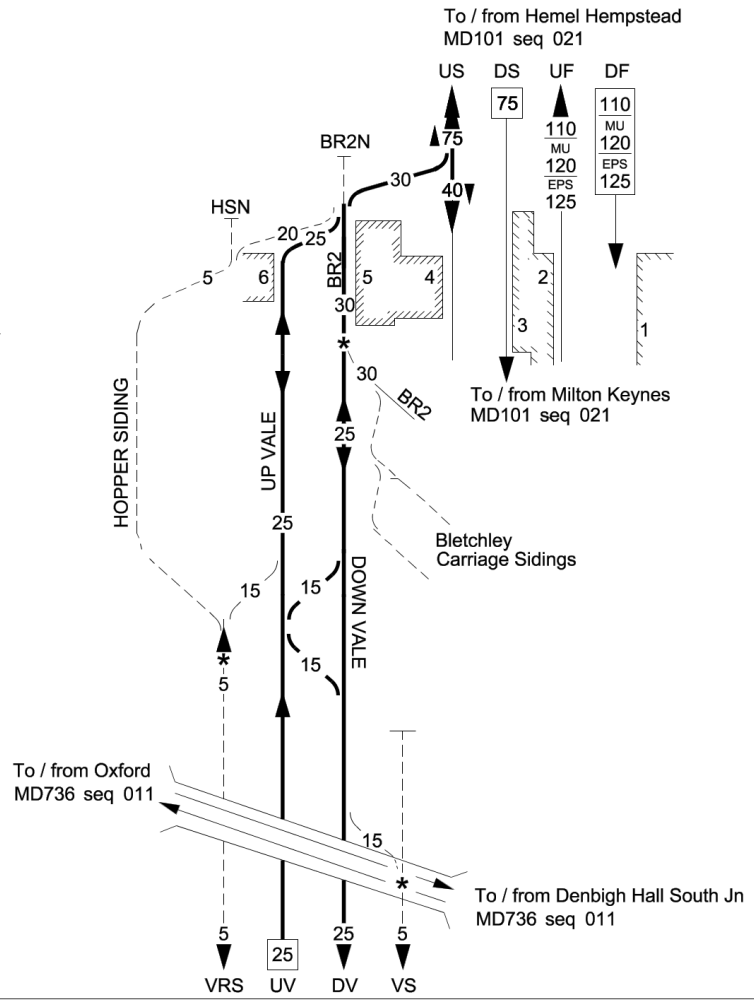
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	034	Euston to Armitage Junction (Exclusive)	LEC2	West Coast South	29/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	92 00		TCB Rugby SCC (RN) Nuneaton Workstation AC: Rugby ECR
Bulkington (former site of)	93 39		Axle Counter area.
Attleborough South Jn	95 09		TASS fitted on Fast lines only.
	95 14 *		Traffic Lockout Devices (LOD(T)) provided on all running lines
Attleborough North Jn	95 70		
Nuneaton OHNS	96 30		AC: Crewe ECR
	96 38 *		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 DA: Down Arley UA: Up Arley
Nuneaton South Jn	96 68		Mileage in brackets ( ) refers to Hinckley lines - see MD232-001.
	(10 57) *		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)
NUNEATON	97 10		

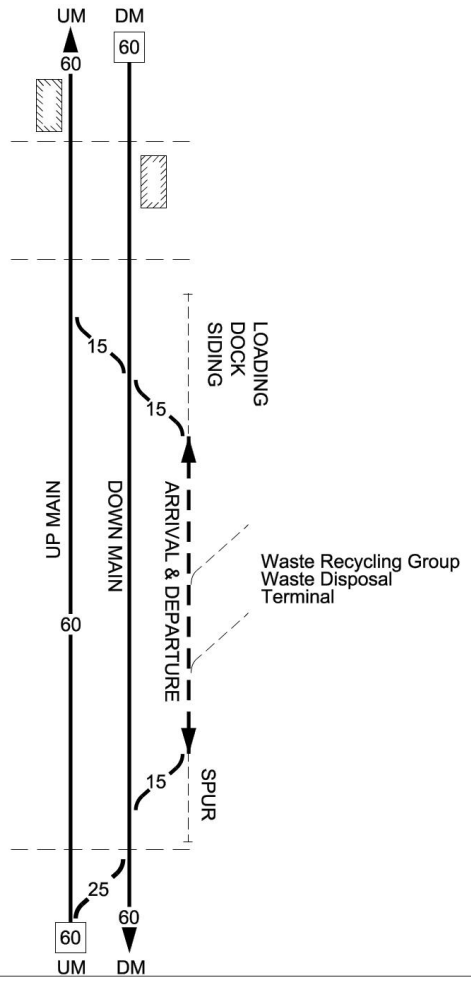
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	005	Harlesden Jn to Wembley Central (Wembley Yard lines)	WEF1	West Coast South	11/10/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Willesden Carriage Shed North SB	0 67		TCB Wembley Yard PSB (WY) AC: Rugby ECR NOTE: GSM-R not provided at Wembley Yard PSB. AWS and TPWS not provided on Yard line or Reception & Departure lines. Willesden Relief lines indicative only - see MD166 seq 009 for details. PF authorised on Reception & Departure lines. GSM-R Wembley Mainline SCC (WM) Watford Workstation NDL: North Departure Line. NAL: North Arrival Line. L: Loco Siding L. M: Loco Siding M. Mileages in brackets ( ) are WCML mileages (ELR: LEC1) , see MD101. All other mileages are WEF1. Down DC: Down DC Electric. Up DC: Up DC Electric. DC Electric lines indicative only - see MD101 seq 007 MD120 seq 005 for details.
	0 77 *		
	1 03 *		
Wembley Central Junction	1 13 (7 78)		
(Buffer stop on Shunt Neck)	1 17		
WEMBLEY CENTRAL	(8 04)		

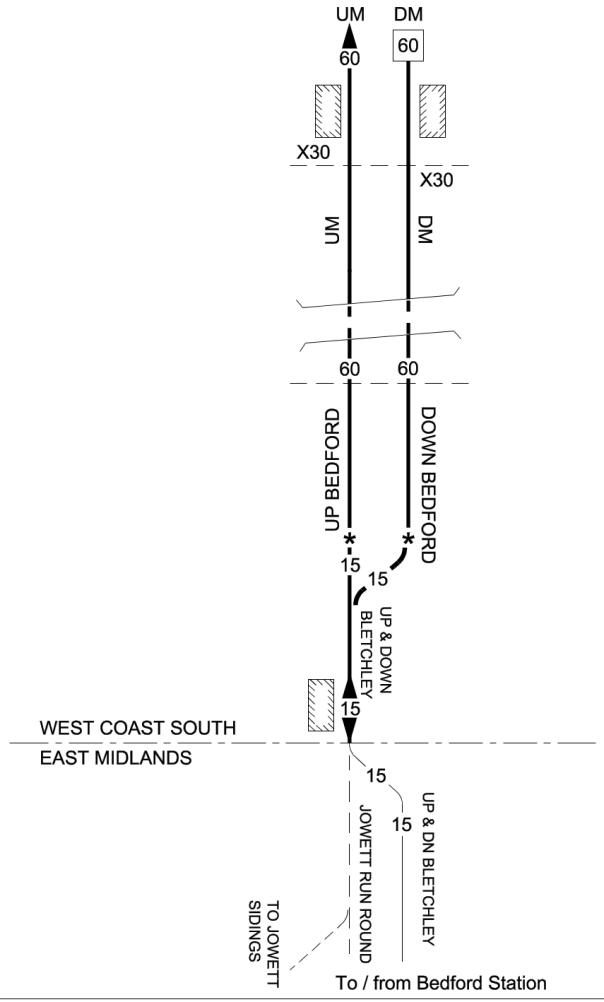
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	001	Bletchley to Bedford St. Johns (Inclusive)	LEC1 BBM BLT2	West Coast South	30/05/2026

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Bletchley South Jn	46	41			TCB Rugby SCC (TK) Bletchley Workstation AC: Rugby ECR GSM-R
BLETCHLEY	46	54			Platform Lengths: Bletchley Platform 5: 262 metres (286 yards). Platform 6: 129 metres (141 yards).
Bletchley North Jn	46	60	LEC1		Platforms 5 and 6: permissive (PP-A) in both directions.
(Change of mileage / ELR)	0	11 *	BBM		
					BR2: Bletchley Relief 2. BR2N: Bletchley Relief 2 Neck. VRS: Vale Refuge Siding. HSN: Hopper Siding Neck. VS: Vale Sidings.
					Vale Sidings has ELR BLT2. Hopper Siding and Hopper Siding Neck have ELR BLT3.
Bletchley East Jn	0	17			
	0	18 *			Traffic Lockout Devices (LOD(T)) provided.
(Buffer stop on Vale Sidings)	0	20			
					VRS 60 SLU/384 metres/420 yards
Intersection bridge (Bletchley) from (DHF over electrified BBM and BLT2) 13 metres (14 yards)	0	22			Vale Lines electrified as far as 0m 22ch. Vale Sidings are fully electrified on this page.
Bletchley East Jn Limit of Electrification (Vale Lines)	0	22			
to	0	23 *			
	0	23			
(End of diagram)	0	24			

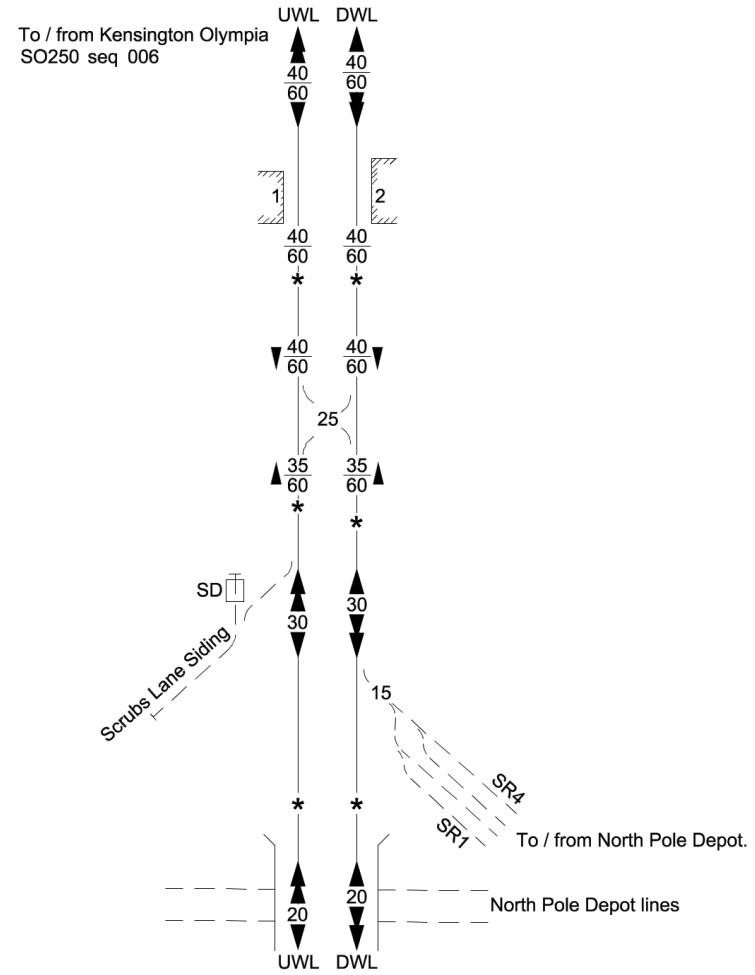
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	006	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	24/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	10 69		GSM-R TCB Marston Vale SCC (MV) East Workstation
Stewartby Green Lane LC (MCB-CCTV)	11 18		Platform Lengths: Stewartby Down 37 metres Up 51 metres
STEWARTBY	11 18		
Brickworks LC (CCTV)	11 33		
(Buffer Stop on Loading Dock)	11 45		
(Trailing crossover)	11 49		
(Arrival & Departure)	11 55		
Forders Sidings / Shanks Sidings	11 72		
(Arrival & Departure)	12 02		
(Buffer Stop on Spur)	12 08		
Wootton Broadmead LC (CCTV)	12 08		
(Facing crossover)	12 12		
(End of diagram)	12 15		

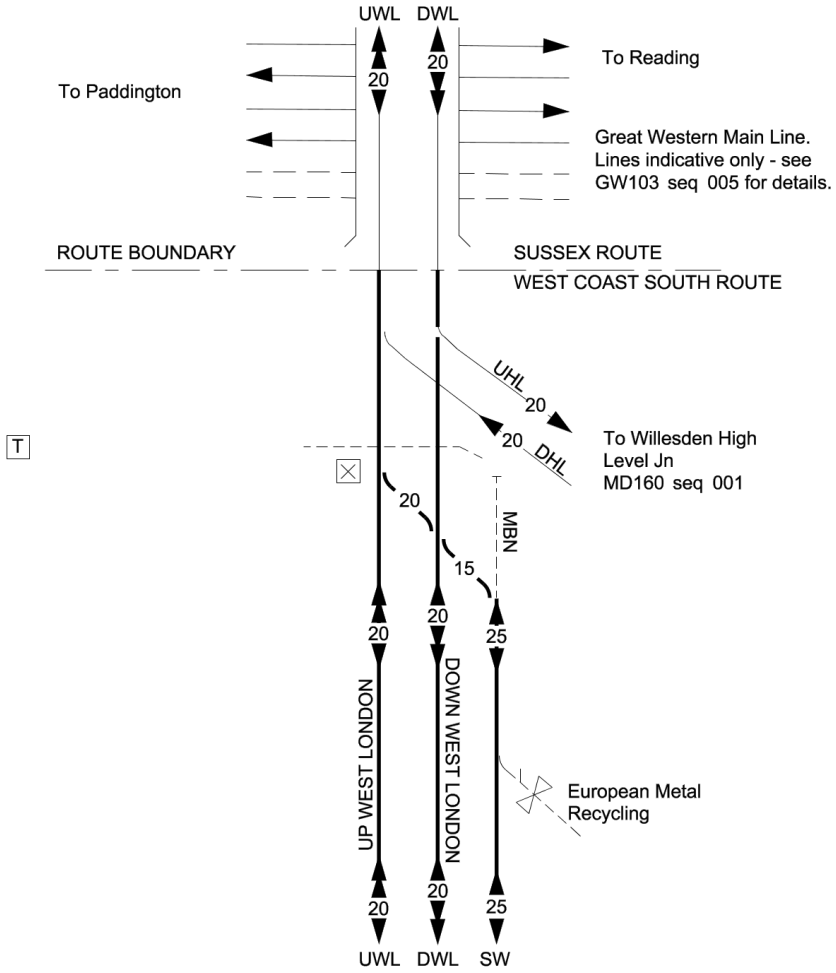
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	007	Bletchley to Bedford St. Johns (Inclusive)	BBM	West Coast South	30/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	12 15		TCB Marston Vale SCC (MV) East Workstation GSM-R
KEMPSTON HARDWICK	12 76		Platform Lengths: Kempston Hardwick Down 45 metres Up 37 metres
Kempston Hardwick LC (AHBC-X)	12 77	T	
			DM - Down Main UM - Up Main
A421 Road Overbridge from 48 metres (52 yards) to	13 77 13 79		
Woburn Road LC (FP)	14 08		
(Linenames change)	14 19		Linenames change DM to DB, UB to UM at 14m 19ch.
	15 64 *		
Double to Single Jn	15 67		
BEDFORD ST. JOHNS	16 05		Platform Length: Bedford St. Johns Bedford St. Johns - 41 metres
Route & SA Boundary	16 07		
Bedford St. Johns Limit of electrifcation Up direction	16 07		Victoria SCS Bedford Workstation (WH) AC: Derby ECR
Continued in London North Eastern Sectional Appendix LN3140 seq 001			
			Jowett Run Round and Jowett Sidings are AC electrified.

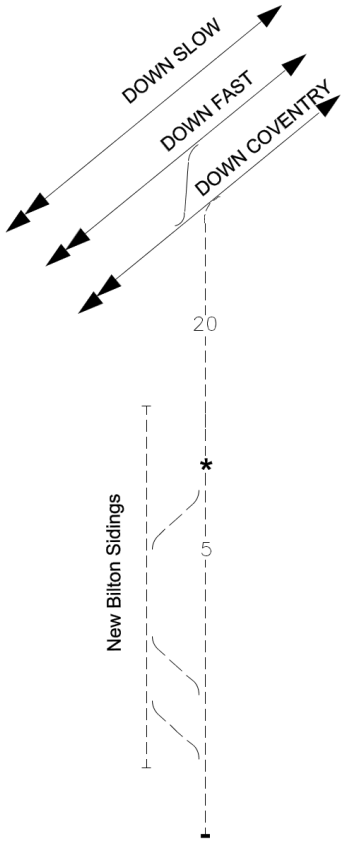
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	001	North Pole Junction to Wembley	WLL	Sussex	30/05/2026

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	002	North Pole Junction to Wembley	WLL	Sussex / West Coast South	09/03/2024

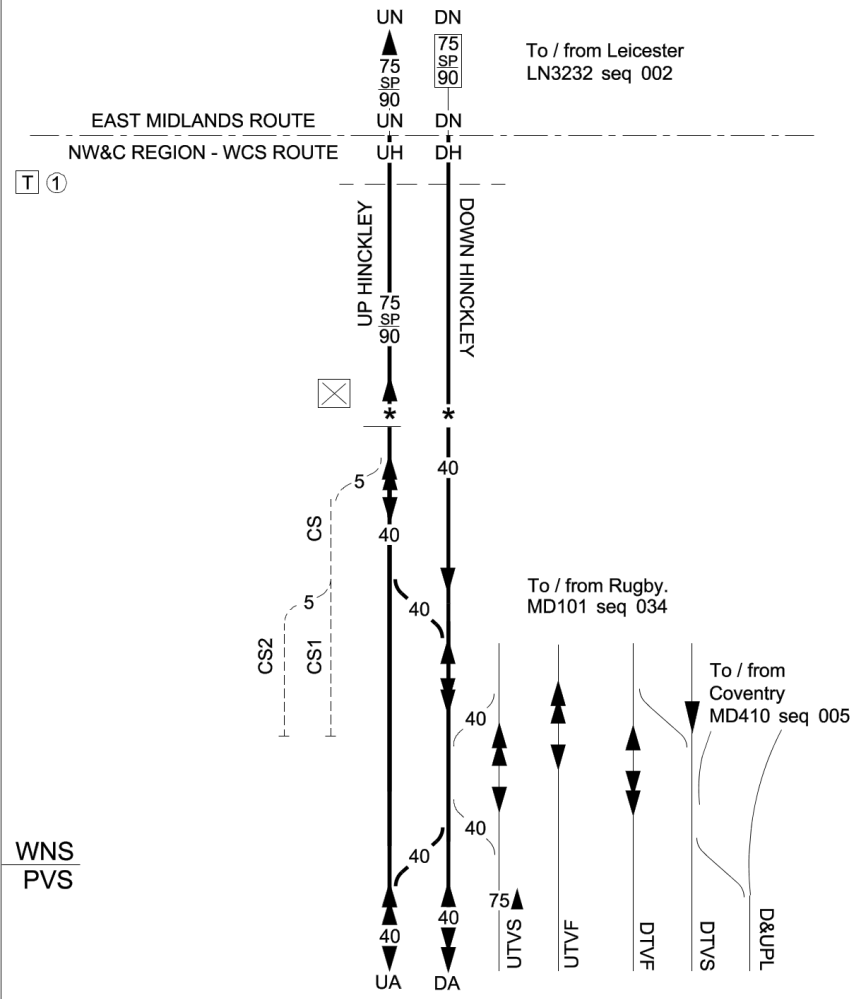
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Mitre Bridge			GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR
Start/end of Mitre Bridge	5 64		UWL: Up West London. DWL: Down West London. UWR: Up Willesden Relief. DWR: Down Willesden Relief. SW: Up & Down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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD180	001	Rugby, Trent Valley Junction to New Bilton	RTS	West Coast South	18/10/2025

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD232	001	Hinckley (Exclusive) to Abbey Jn	WNS PVS	West Coast South	30/05/2026

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



GSM-R

TCB Rugby SCC (WN) Nuneaton Workstation

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

① Telephone linked to Rugby SCC

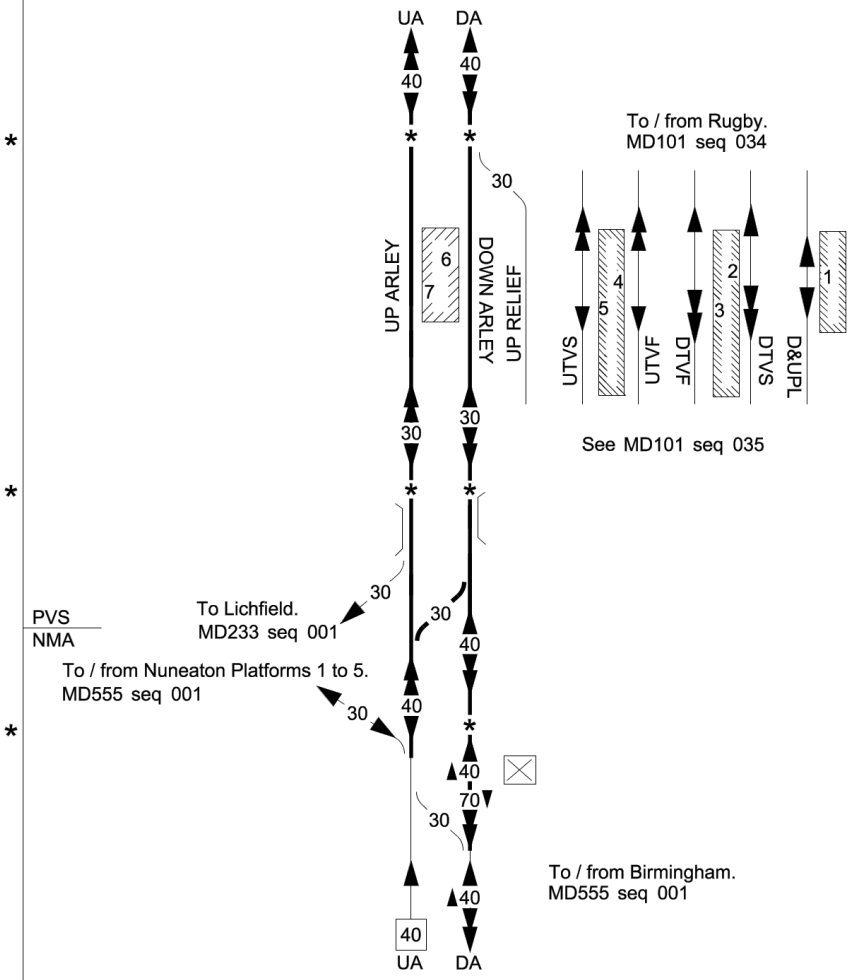
Traffic Lockout Devices (LOD(T)) provided:
Down Hinckley / Arley lines from 0m 64ch.
Up Arley / Hinckley lines to 0m 64ch.

AC: Crewe ECR

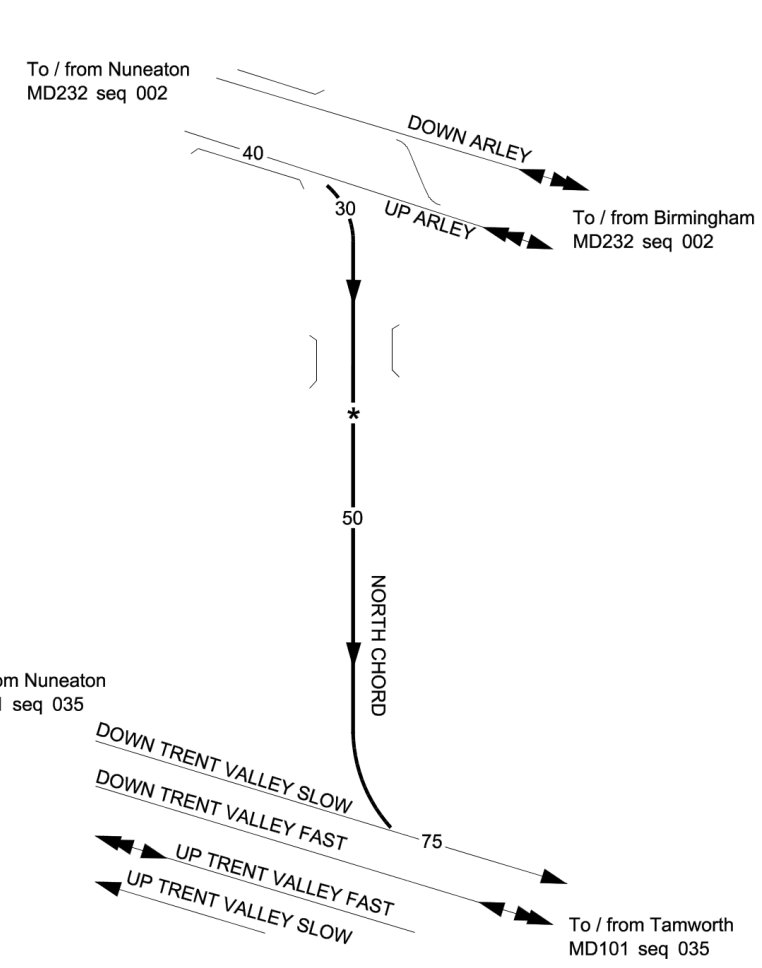
CS - Cemetery Sidings
CS1 - Cemetery Siding 1
CS2 - Cemetery Siding 2
UA: Up Arley
DA: Down Arley
UTVS: Up Trent Valley Slow
UTVF: Up Trent Valley Fast
DTVF: Down Trent Valley Fast
DTVS: Down Trent Valley Slow
D&UPL: Down & Up Platform Line

West Coast Main Line mileage in ( ) brackets.

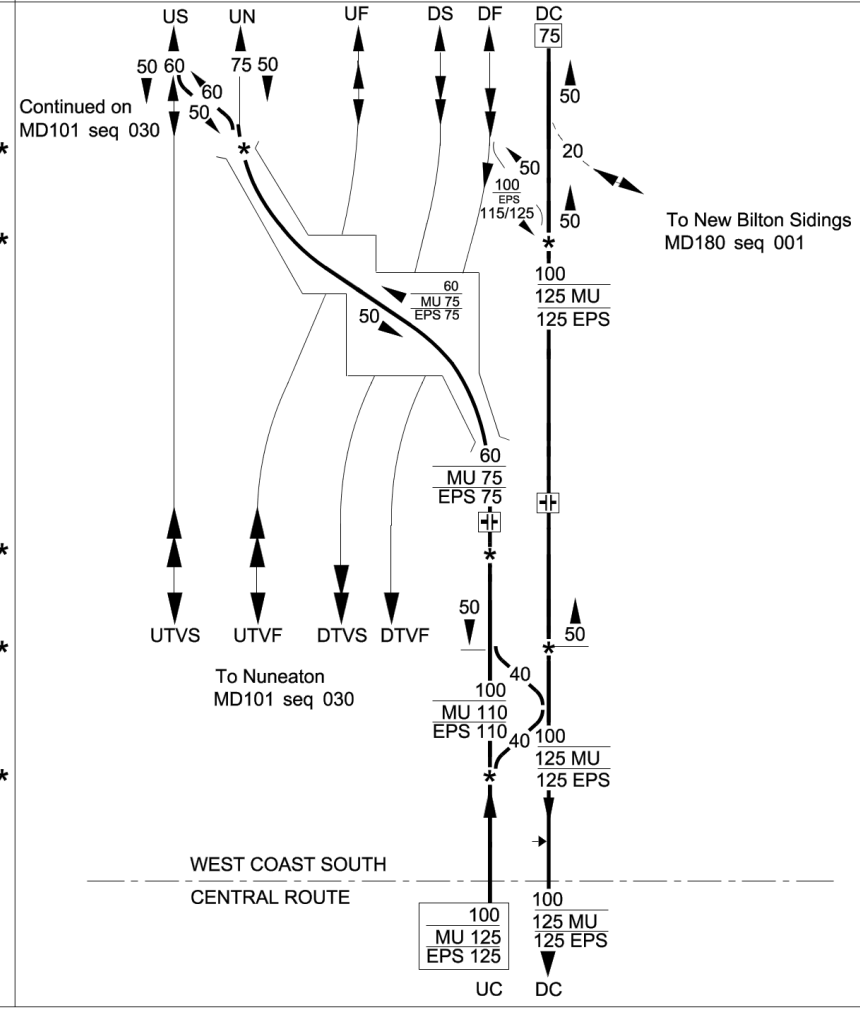
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD232	002	Hinckley (Exclusive) to Abbey Jn	PVS NMA	West Coast South	30/05/2026

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

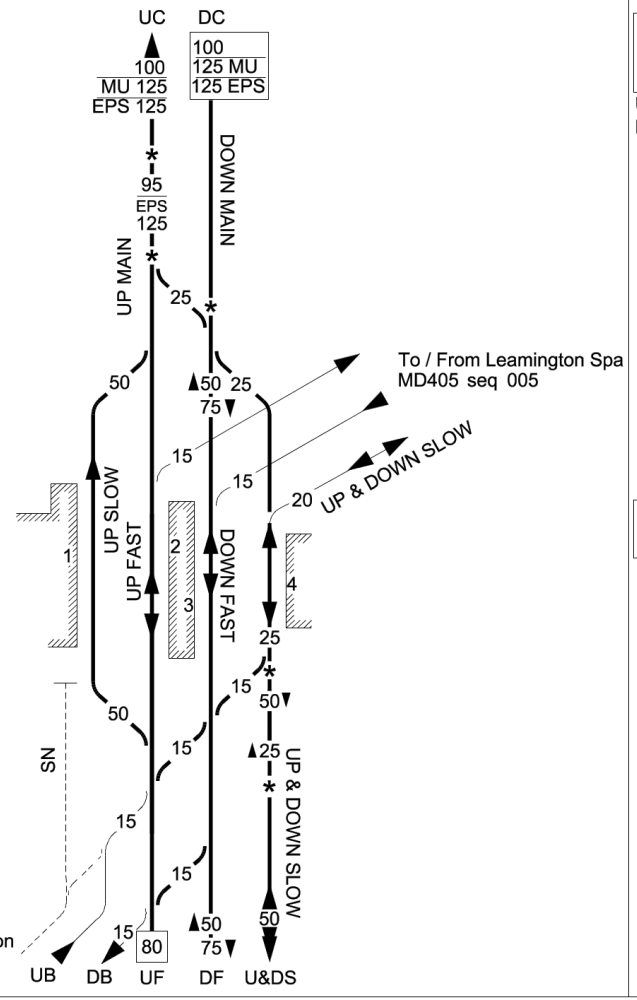
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD233	001	Midland Yard Jn to Canal Farm Jn	MYC	West Coast South	11/11/2023

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

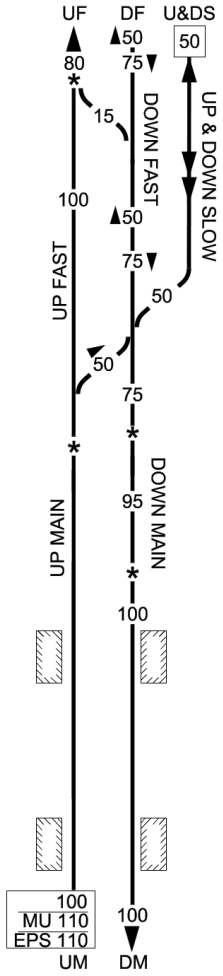
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	001	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	West Coast South / Central	16/08/2025

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 20ch: UC to UN. Axle Counter area. TASS fitted 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
(Linenames change Up Coventry to Up Northampton)	83	20			
	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 Birmingham ROC)	89	05			Birmingham ROC (RC), Coventry Workstation
Route Boundary	89	50			
(Linenames change to Down Main & Up Main)	90	28			Up Line : to 90m 28ch Down Line : from 91m 19ch.
(End of diagram)	90	28			

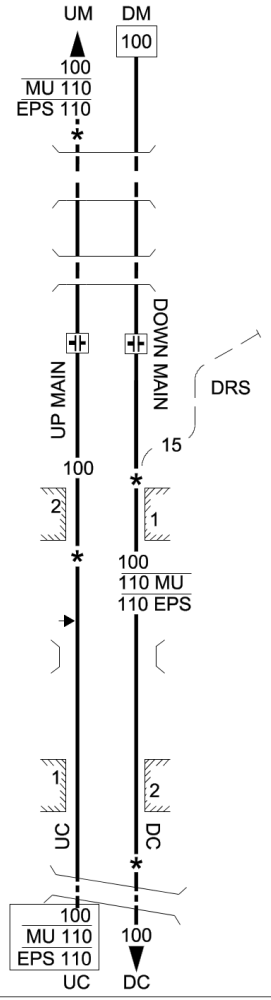
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	002	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	90 28		GSM-R
(Linenames change to Down Main & Up Main)	90 28		TCB Birmingham ROC (RC) Coventry Workstation AC: Rugby ECR
	93 14 *		Up Line : to 90m 28ch Down Line : from 91m 19ch.
			Axle Counter area.
			TASS fitted area.
	93 56 *		
	93 59 *		
Coventry South Jn	93 71		
			(CB)
COVENTRY	93 79		Change of prefix only.
			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 08 *		
	94 13 *		SN: South Neck
Coventry North Jn	94 19 (0 00)		Mileage in brackets () refers to CNN mileage.
(End of diagram)	94 21		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	03/05/2025

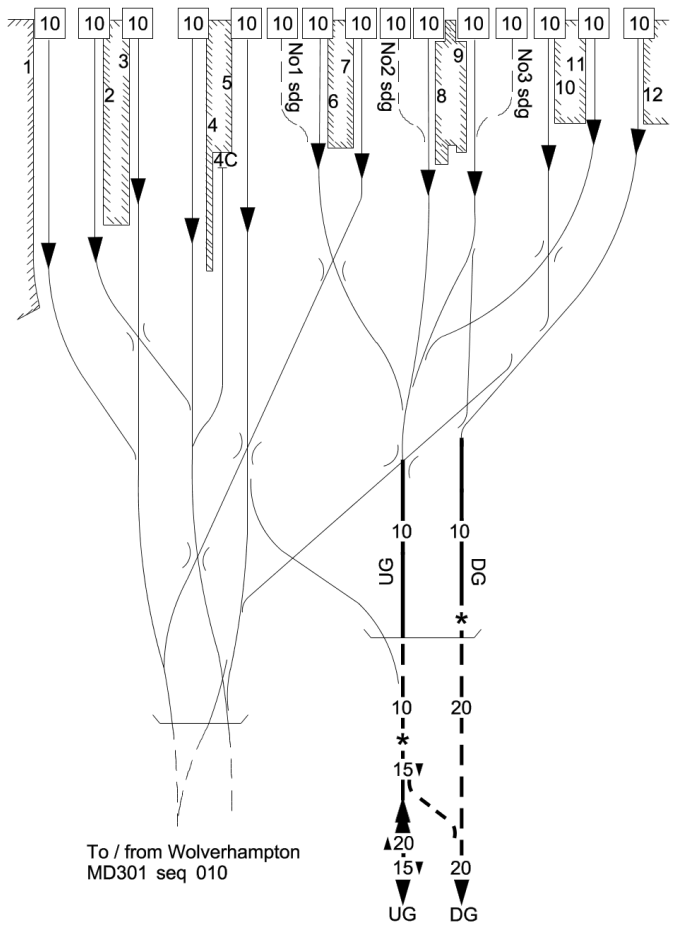
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	94 21		GSM-R
	94 22 *		TCB Birmingham ROC (CB) Coventry Workstation AC: Rugby ECR
			TASS fitted
			Axle Counter area
	94 58 *		
	94 60 *		
	95 21 *		
CANLEY	95 37		Platform lengths: Canley Down Main: 168 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	11/07/2026

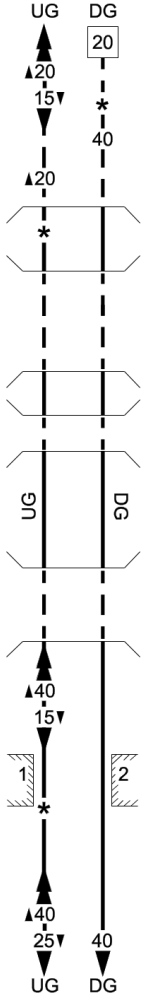
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	97	65			GSM-R TCB Birmingham ROC (CB) Coventry Workstation AC: Rugby ECR
	98	23	*		Axle Counter area.
Beechwood Tunnel (Carol Green) from	98	28			TASS fitted area.
(274 metres / 300 yards)					
to	98	42			
HS2 Overbridge (Berkswell) from	99	11			
(119 metres / 130 yards) to	99	17			
Berkswell OHNS	99	22			
					DRS - Down Refuge Siding. 60 metres (66 yards). This Siding is NOT electrified.
(Connection to DRS)	99	33			
	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 from	101	75			
65 metres (71 yards) to	101	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 from	103	61			
Bridge no 347A to	103	64			
60 metres, 66 yards					
(End of diagram)	104	00			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	001	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	RBS2 BAG1	Central	25/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BIRMINGHAM NEW STREET	0 05	Continued on MD301 seq 010	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. Platform Lengths: Birmingham New Street See Local Instruction published under MD301 Standages: Birmingham New Street No.1 Siding - 236 metres (258 yards) No.2 Siding - 171 metres (187 yards) No.3 Siding - 170 metres (186 yards)
Change of mileage & ELR	0 18	RBS2	
	42 39 *	BAG1	
Holliday Street Tunnel ① from	42 40		DG: Down Gloucester UG: Up Gloucester ① Trolleys must only be placed on the line in this tunnel when the line is in the absolute possession of the Engineer.
(281 metres / 307 yards)			
	42 42 *		Bi-directional on the Up Gloucester line from Birmingham New Street to Church Road Jn.
		To / from Wolverhampton MD301 seq 010	Birmingham ROC (BB), New Street Workstation
(End of diagram)	42 45		

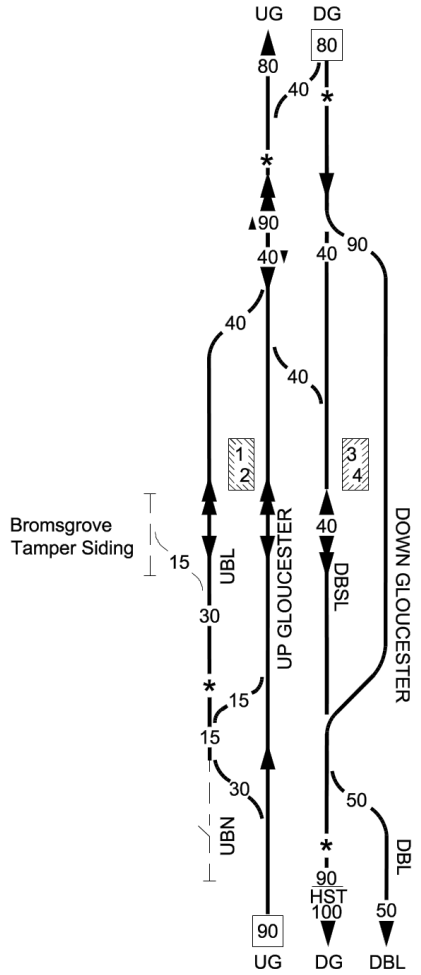


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	002	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG1	Central	25/10/2025

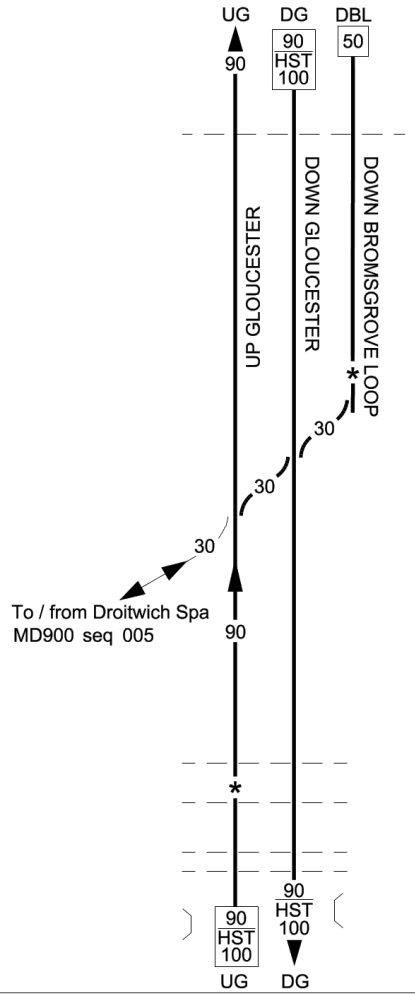
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	42 45		GSM-R TCB Birmingham ROC (BB) New Street Workstation AC: Rugby ECR
	42 50 *		Axle Counter area: Down Gloucester : to 43m 13ch Up Gloucester : from 43m 12ch.
Holliday Street Tunnel continued ① to (281 metres / 307 yards)	42 54 42 55 *		① Trolleys must only be placed on the line in this tunnel when the line is in the absolute possession of the Engineer.
Canal Tunnel ① from (206 metres / 225 yards)	42 57		Bi-directional on the Up Gloucester line from Birmingham New Street to Church Road Jn.
to	42 67		
Granville Street Tunnel ① from (74 metres / 81 yards)	42 68		
to	42 72		DG: Down Gloucester UG: Up Gloucester
Bath Row Tunnel ① from (192 metres / 210 yards)	42 78		
to	43 07		
FIVE WAYS	43 18 43 23 *		Platform Lengths: Five Ways Platform 1 - 197 metres (215 yards) Platform 2 - 192 metres (210 yards) Birmingham ROC (BB) Kings Norton Workstation
(End of diagram)	43 30		Down direction (both lines): from 43m 12ch Up Direction: to 43m 23ch. Up direction trains can turn back in Platform 1 at Five Ways.

LNW South Route Sectional Appendix Module LNW(S)2

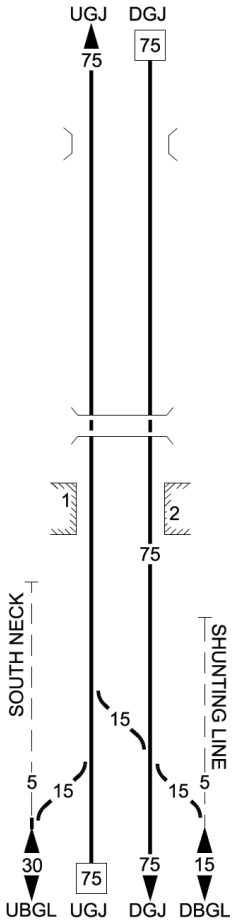
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	011	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	13/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	55 12		GSM-R
	55 18 *		TCB Birmingham ROC (BA) Bromsgrove Workstation AC: Rugby ECR
Lickey Incline (lowest point)	55 20		Axle Counter area.
Bromsgrove North Jn	55 21 *		
BROMSGROVE	55 45		Platform Lengths: Bromsgrove Platforms 1 -150 metres (164 yards) Platforms 2 -150 metres (164 yards) Platforms 3 -150 metres (164 yards) Platforms 4 -150 metres (164 yards)
			UBL - Up Bromsgrove Loop DBSL - Down Bromsgrove Station Loop UBN - Up Bromsgrove Neck DBL - Down Bromsgrove Loop
Bromsgrove Limit of electrification (all 4 lines)	55 24		NOTE: The following lines are not electrified: Bromsgrove Tamper Siding Up Bromsgrove Neck Down Bromsgrove Loop
	55 73 *		
Bromsgrove South Jn	55 75		
	56 02 *		
Buffer Stop on Up Broms. Neck	56 08		
(End of diagram)	56 10		

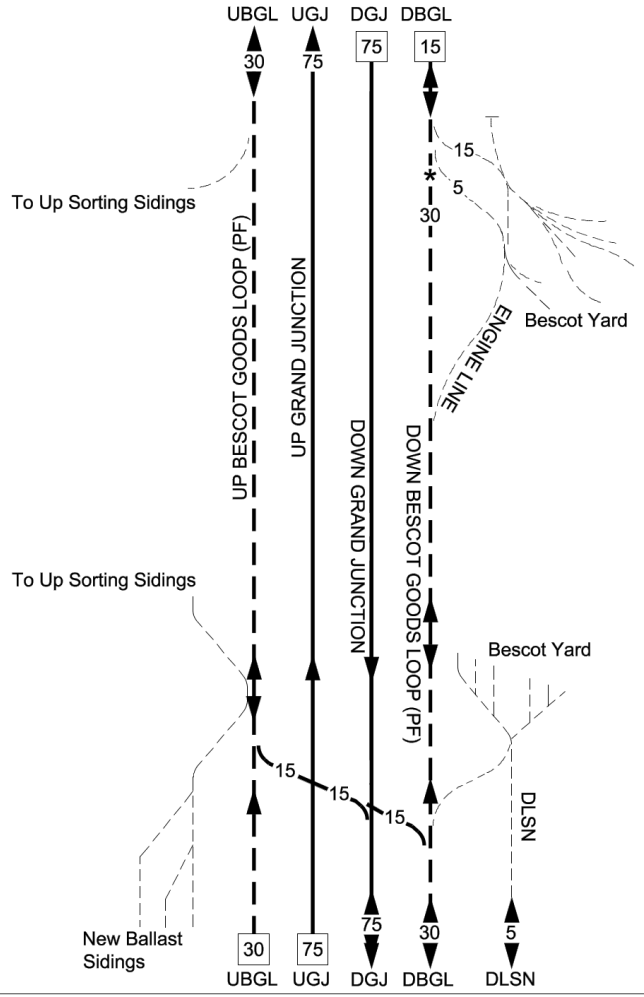
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	012	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	27/09/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	56 10		GSM-R TCB Birmingham ROC (BA) Bromsgrove Workstation
Bromsgrove LC (FP)	56 33		Axle Counter area.
	57 32 *		
End of Down Bromsgrove Loop	57 37		
Stoke Works Jn	57 43 (130 25)		Mileage in brackets refers to STO mileage (MD900)
Boat LC (UWC)	57 71	T	
	58 00 *		
Dodderhill 22 LC (FP)	58 19		
Astwood Lane LC (FP)	58 64		
Webbs LC (FP)	58 78		
Worc & Birm. Canal (Bromsgrove) from	59 57		
(29 metres, 33 yards) to	59 58		
(End of diagram)	60 40		

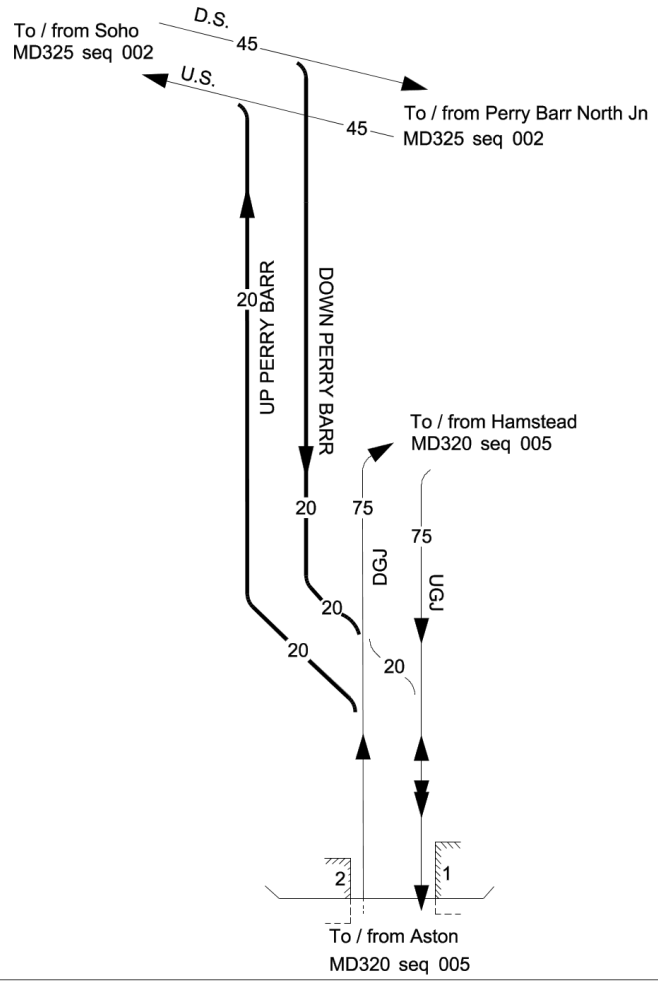
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	007	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	20/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	6 78		GSM-R TCB — Birmingham ROC (SB) Bescot Workstation AC: Rugby ECR
River Tame (bridge 21) from (37 metres / 40 yards) to	7 01 7 03		
			For Explanation of Table A terms and symbols, see MD0001 seq 001
Tame Valley Canal (Aquaduct) from Bridge 22A - 19 metres (21 yards) to	7 42 7 43		
TAME BRIDGE PARKWAY	7 48		Platform Lengths: Tame Bridge Parkway Platform 1 - 101 metres (110 yards) Platform 2 - 101 metres (110 yards)
Newton Jn (Bescot West Midlands)	7 59		UBGL - Up Bescot Goods Loop DBGL - Down Bescot Goods Loop
			Permissive working - PF authorised on UBGL and DBGL
(End of diagram)	7 63		

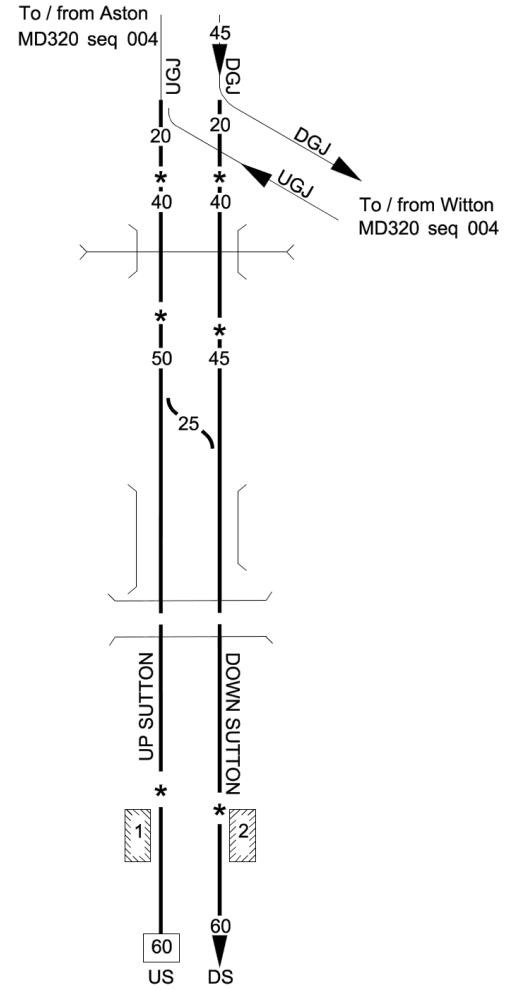
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	008	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	16/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	7 63		GSM-R TCB — Birmingham ROC (SB) Bescot Workstation AC: Rugby ECR
	7 67 *		UBGL - Up Bescot Goods Loop DBGL - Down Bescot Goods Loop Permissive working - PF authorised on UBGL and DBGL **For Explanation of Table A terms and symbols,** see MD0001 seq 001
Bescot Middle Jn	8 25		DLSN - Down Local Shunting Neck
(End of diagram)	8 27		

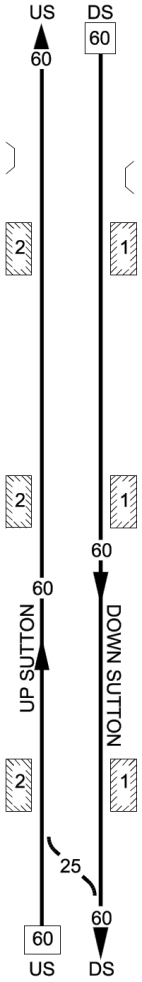
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD335	001	Perry Barr West Jn to Perry Barr South Jn	SSP	Central	02/11/2024

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)		

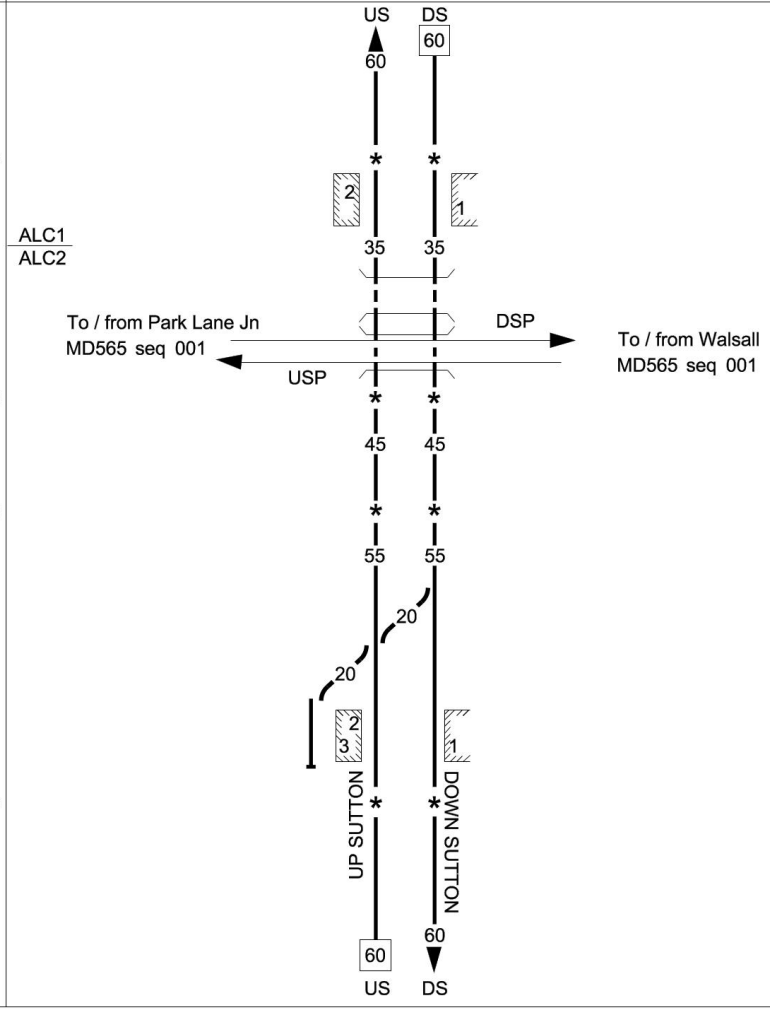
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	001	Aston North Junction to Alrewas (Exclusive)	ALC1	Central	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aston North Jn	(1 73)		GSM-R
Change of mileage	0 00		TCB Birmingham ROC (AW) Proof House Workstation AC: Rugby ECR
	0 01 *		DGJ - Down Grand Junction UGJ - Up Grand Junction
River Tame Viaduct (ALC1 West Mids.) and A38 overbirdge (79 metres / 86 yards) from	0 14		Light locos and freight trains are limited to 30mph - see Local Instruction.
to	0 18		Mileage in brackets ( ) is PBJ MD320 mileage.
	0 25 *		Aston SB (AN)
	0 28 *		DGJ : from 0m 13ch UGJ : to 0m 33ch.
Gravelly Hill Jn	0 35		
Tame Valley Viaduct (ALC1/04) 3 span viaduct (97 metres / 105 yards) from	0 45		
to	0 50		
M6 Motorway overbridge 56 metres (61 yards) from	0 51		
to	0 54		
	1 15 *		Platform lengths: Gravelly Hill Platform 1 - 168 metres Platform 2 - 154 metres
	1 16 *		
GRAVELLY HILL	1 18		
(End of diagram)	1 40		

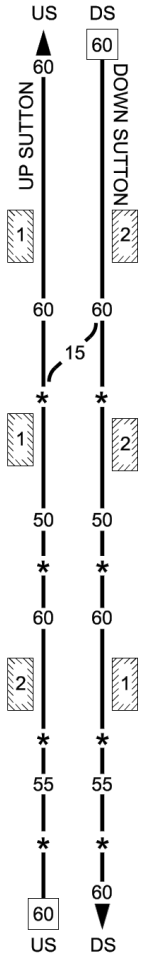
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	002	Aston North Junction to Alrewas (Exclusive)	ALC1	Central	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 40		GSM-R TCB Aston SB (AN) AC: Rugby ECR Light locos and freight trains are limited to 30mph - see Local Instruction.
Summer Road (ALC1/10) underbridge (22 metres / 24 yards) from to	2 09 2 10		
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
Wylde Green Jn	4 00		
(End of diagram)	4 20		

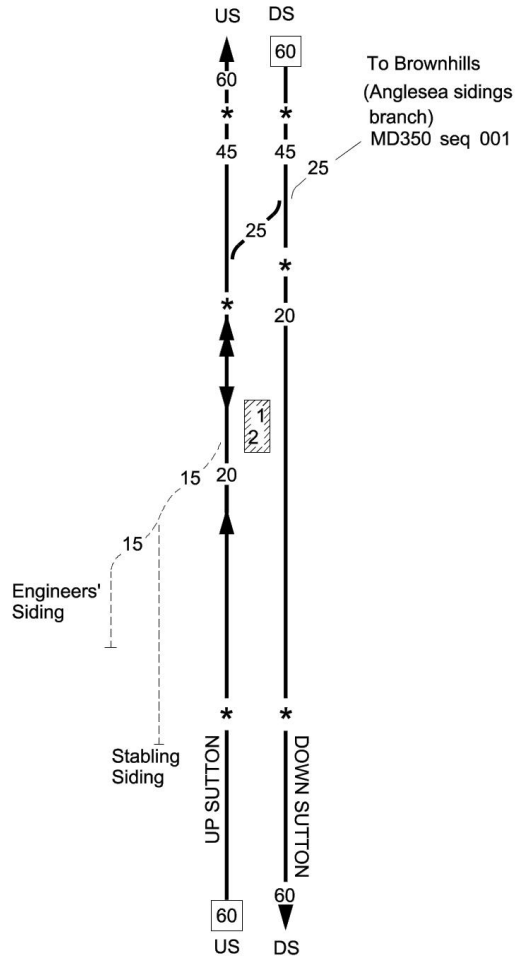
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	003	Aston North Junction to Alrewas (Exclusive)	ALC1 ALC2	Central	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	4 20		TCB Aston SB (AN) AC: Rugby ECR GSM-R
	4 71 *		Light locos and freight trains are limited to 30mph - see Local Instruction.
SUTTON COLDFIELD	4 74		Platform lengths: Sutton Coldfield Platform 1 - 151 metres Platform 2 - 150 metres
Change of ELR	5 00	ALC1 / ALC2	
Sutton Coldfield Tunnel (ALC2/03) from (157 metres / 172 yards)	5 04		
to	5 12		
Suttton Park Overbridge (ALC2/05) from	5 14		
to	5 15		
	5 16 *		US - Up Sutton DS- Down Sutton USP - Up Sutton Park DSP - Down Sutton Park
	5 67 *		
Four Oaks Jn	6 14		
FOUR OAKS	6 26		Platform lengths: Four Oaks Platform 1 - 149 metres Platform 2 - 148 metres Platform 3 (Bay) - 159 metres Bay platform - permissive (PP)
	6 35 *		Down direction trains can turnback in Platform 2 at Four Oaks.
Ley Hill Overhead Line building	6 59		
(End of diagram)	6 62		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	004	Aston North Junction to Alrewas (Exclusive)	ALC2	Central	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	6 62		GSM-R TCB — Aston SB (AN) AC: Rugby ECR Light locos and freight trains are limited to 30mph - see Local Instruction.
BUTLERS LANE	7 27		Platform lengths: Butlers Lane Platform 1 - 151 metres Platform 2 - 151 metres
Blake Street Jn	8 03		
	8 08 *		
BLAKE STREET	8 15		Platform lengths: Blake Street Platform 1 - 150 metres Platform 2 - 149 metres Down direction trains can turnback in Platform 1 at Blake Street.
	8 40 *		
SHENSTONE	10 53		Platform lengths: Shenstone Platform 1 - 149 metres Platform 2 - 151 metres
	12 20 *		
	12 40 *		US - Up Sutton DS - Down Sutton
(End of diagram)	13 00		

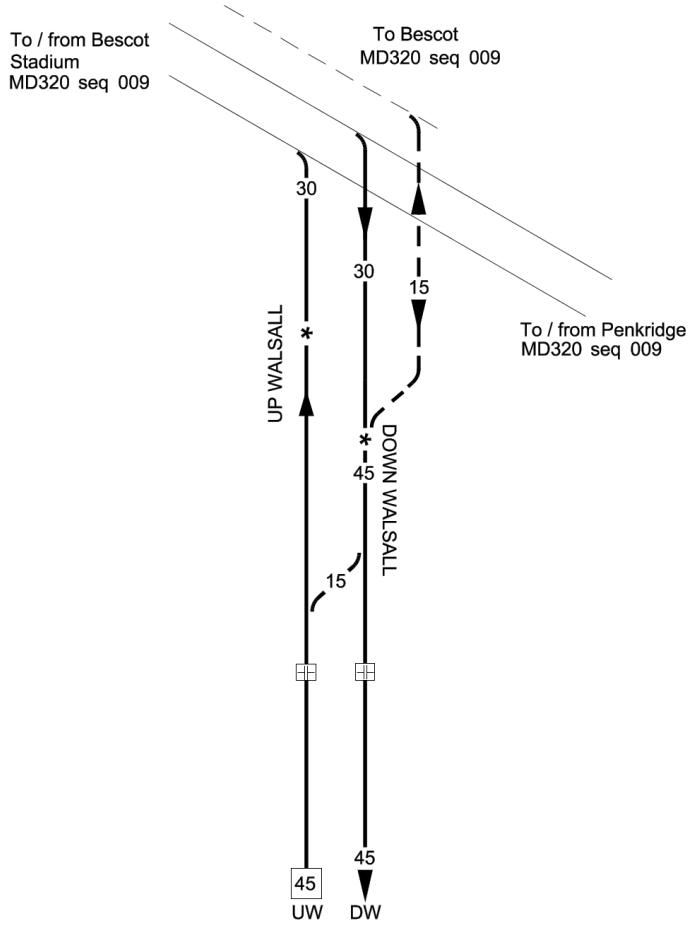
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	005	Aston North Junction to Alrewas (Exclusive)	ALC2 BJW3	Central	18/07/2026

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	13 00			GSM-R TCB Aston SB (AN) AC: Rugby ECR
	13 20	*		Light locos and freight trains are limited to 30mph - see Local Instruction.
Lichfield City Jn	13 33			
Change of mileage and ELR	13 38	ALC2		
(Up line only)	16 51	* BJW3		US - Up Sutton DS - Down Sutton
	16 54	*		
LICHFIELD CITY	16 70			Platform lengths: Lichfield City Platform 1 - 149 metres Platform 2 - 225 metres
(Connection to sidings)	16 73			Down direction trains can turnback in Platform 2 at Lichfield City
	17 10	*		Engineers' Siding is NOT electrified Engineers' Siding - 75 metres (82 yards).
(Buffer stop on Stabling Siding)	17 12			Stabling Siding - 241 metres (264 yards) Engineers' Siding - 75 metres (82 yards).
(End of diagram)	17 30			

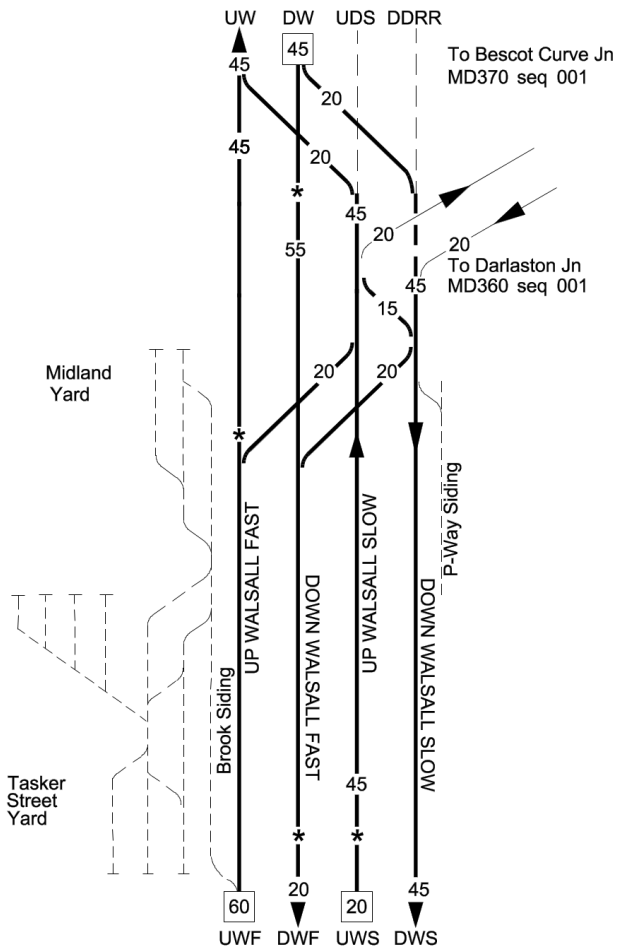
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	006	Aston North Junction to Alrewas (Exclusive)	BJW3	Central	01/08/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	17 30	US 60 DS 60	TCB Aston SB (AN) AC: Rugby ECR GSM-R
Burton Old Road LC (FP)	17 53		Light locos and freight trains are limited to 30mph between top of page and Lichfield Trent Valley Junction - see Local Instruction.
Sherriffs Ride LC (FP)	17 57		
Cappers Lane Jn	17 69	25	
LICHFIELD TRENT VALLEY (HIGH LEVEL)	18 05	UTVF UTVS 3 DTVS DTVF	Platform Lengths: Lichfield Trent Valley High Level Platform 3 - 150 metres (164 yards). Down direction trains can turnback in Platform 3 at Lichfield Trent Valley
Lichfeld Trent Valley Limit of electrification	18 07		US - Up Sutton DS - Down Sutton
		U S D M 20 To Lichfield Trent Valley Low Level MD355 seq 001	
Lichfield TV Jn	18 13		AB Lichfield TV Jn SB (TV) GSM-R
Lichfield TV LC	18 13		
Lichfield Trent Valley Junction SB (TV)	18 15	15	
		UP MAIN DOWN MAIN	DTVS = Down Trent Valley Slow DTVF = Down Trent Valley Fast UTVF = Up Trent Valley Fast UTVS = Up Trent Valley Slow Bi-directional on DTVF and UTVF.
Hollands (Streethay) LC	18 41	T	
LICHFIELD A38 EASTERN BYPASS	18 46		
Streethay HS2 Bridge, future site of (BJW3 over HS2)	18 62		
Corks Farm No.2 LC	18 66	T	
Route Boundary	19 00	ROUTE BOUNDARY U M D L NORTH WEST AND CENTRAL REGION EASTERN REGION	TCB Alrewas SB
Brookhay LC (AHBC)	19 74	T	Telephones at Brookhay LC are connected to Lichfield Trent Valley SB.
		60 UL DL	UL = Up Lichfield DL = Down Lichfield
To Wichnor Jn & Alrewas continued in London North Eastern Sectional Appendix		Continued on LN3340 seq 001	

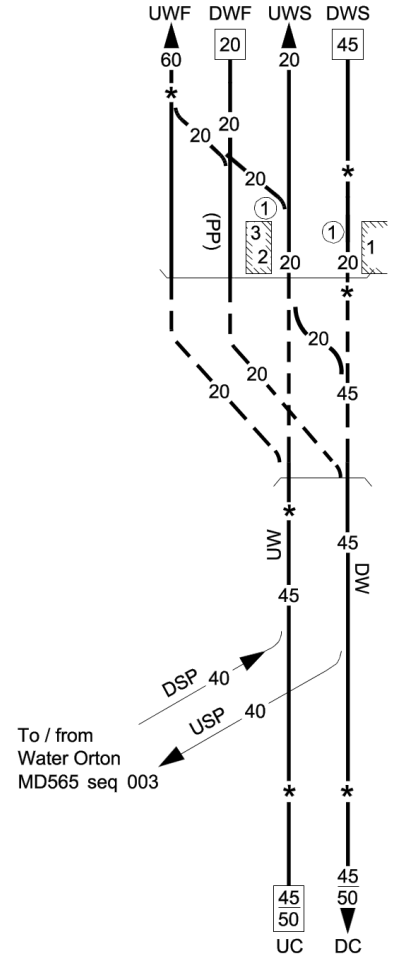
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	001	Bescot Jn to Rugeley North Jn (Excl.)	BJW1	Central	18/10/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bescot Jn Change of mileage	8 50 0 00		GSM-R TCB Birmingham ROC (BP) Bescot Workstation AC: Rugby ECR
0 06 *			
0 11 *			
(Crossover)	0 17		
Bescot OHNS	0 20		AC: Crewe ECR From 0m 20ch
(End of diagram)	0 35		

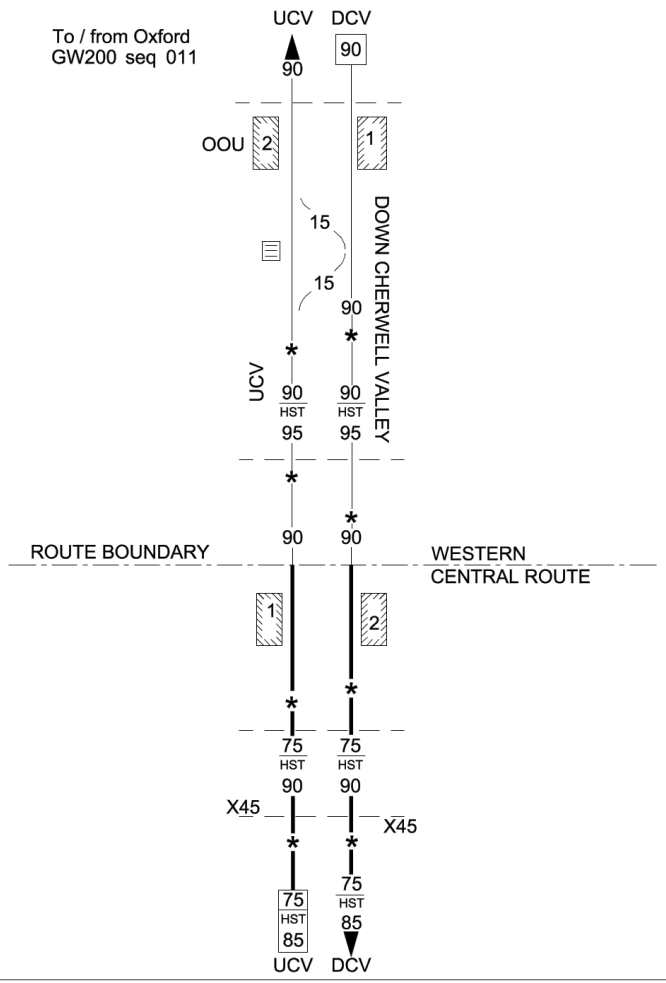
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	002	Bescot Jn to Rugeley North Jn (Excl.)	BJW1 BJW2	Central	22/11/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	0 35		GSM-R
	0 63 *		TCB Birmingham ROC (BP) Walsall Workstation AC: Crewe ECR
Walsall Pleck Jn Change of mileage & ELR	0 65 BJW1 5 42 BJW2		UDS: Up Dudley Siding DDRR: Down Dudley Run Round Line
			Birmingham ROC (DR) Walsall Workstation
			Change of prefix only.
	5 50 *		
	6 12 *		
(End of diagram)	6 14		

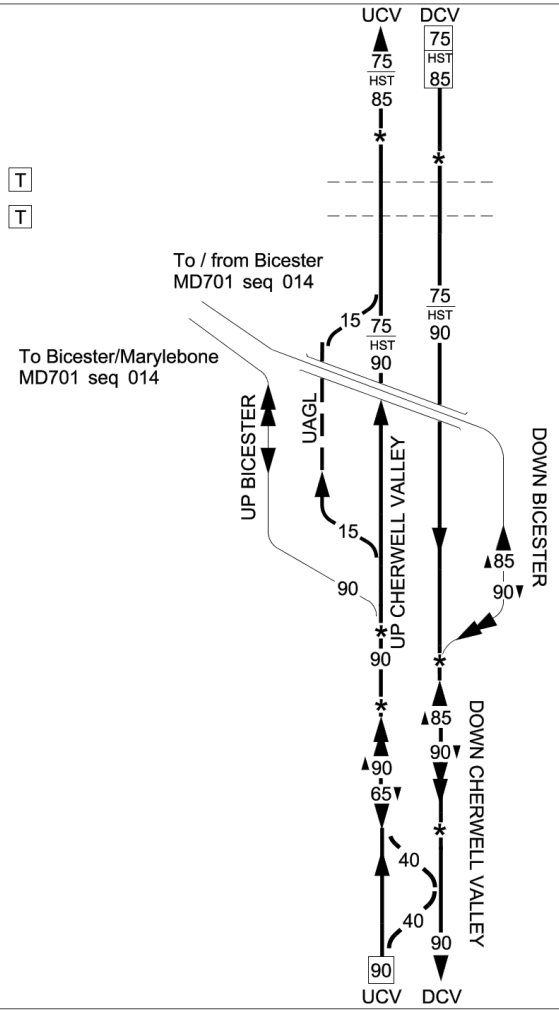
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	003	Bescot Jn to Rugeley North Jn (Excl.)	BJW2 RRN1	Central	13/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	6 14		GSM-R
	6 15 *		TCB Birmingham ROC (DR) Walsall Workstation AC: Crewe ECR
Walsall South Jn	6 18		UWF: Up Walsall Fast DWF: Down Walsall Fast UWS: Up Walsall Slow DWS: Down Walsall Slow
	6 20 *		
WALSALL	6 29		Platform lengths: Walsall Platform 1 - 111 metres (121 yards) Platform 2 - 177 metres (194 yards) Platform 3 - 177 metres (194 yards)
	6 32 *		(1) (PP-C)
Park Street Tunnel from (131 metres / 143 yards)	6 30		
Walsall North Jn	6 39		
to	6 40		UW: Up Walsall DW: Down Walsall
	6 41 *		
			DSP: Down Sutton Park USP: Up Sutton Park
			Sutton Park lines have ELR CBR2, 47m 55ch.
Ryecroft Jn Change of mileage & ELR	6 75 BJW2 0 00 RRN1		Birmingham ROC (RR) Walsall Workstation
			Change of prefix only from 0MP.
	0 05 *		
			UC: Up Cannock DC: Down Cannock
(End of diagram)	1 00		

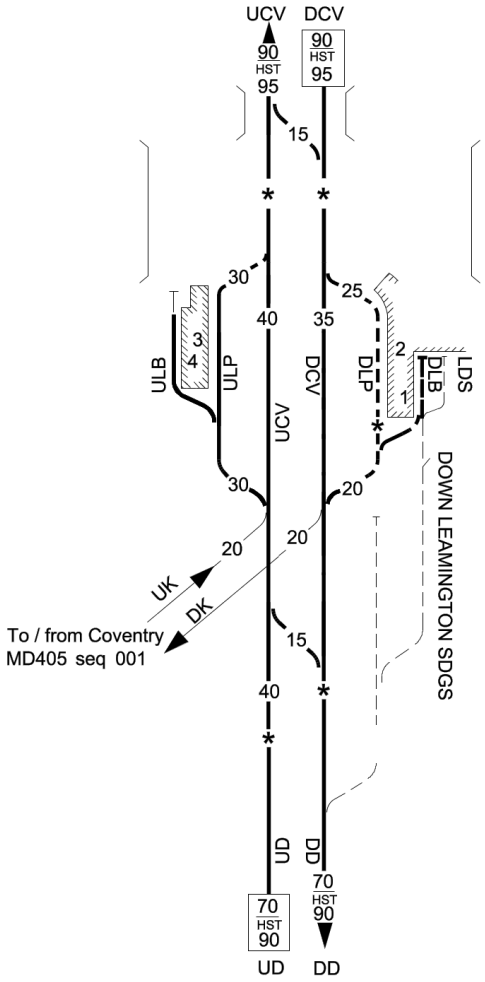
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	001	Heyford to Bordesley Jn	DCL	Central	20/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Continued in Western Sectional Appendix.			GSM-R
(Start of diagram)	72 46		TCB Thames Valley S.C. (OD) Oxford Workstation
Tackley LC (UWC)	72 47 T		Axle Counter area.
TACKLEY	72 50		Platform Lengths: Tackley Up Platform Closed (See Western Sectional Appendix)
Tackley GF	72 60		UCV: Up Cherwell Valley DCV: Down Cherwell Valley
	72 69 * 73 12 *		
Inkpens No.1 LC (UWC)	74 10 T 74 50 * 74 64 *		
Network Rail Route Boundary & Sectional Appendix Boundary	75 00		Birmingham ROC (OL) Cherwell Valley Workstation
HEYFORD	75 21		DCV from 74m 78ch UCV to 75m 36ch. Platform Lengths: Heyford Platform 1 - 70 metres (77 yards) Platform 2 - 70 metres (77 yards)
	76 35 * 76 40 *		
Knaptons LC (UWC)	76 55 T		
Somerton LC (R/G-X)	77 24 T 77 40 *		
(End of diagram)	78 00		

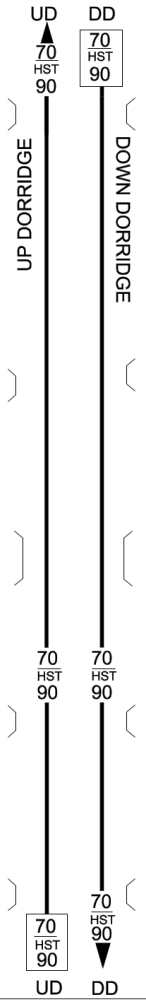
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	002	Heyford to Bordesley Jn	DCL	Central	27/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	78 00		GSM-R TCB Birmingham ROC (OL) Cherwell Valley Workstation
Fritwell & Somerton Station, former site of	78 07		Axle Counter area.
	78 48 *		
	78 50 *		
Abernethys LC (UWC)	78 52	T	
Boulders Farm No.2 LC (UWC)	79 10	T	
South end of Goods Loop	80 34		
North end of Goods Loop	81 03		UAGL: Up Aynho Goods Loop 807 metres (882 yards) Permissivie working - PP-F is authorised on Up Aynho Goods Loop
Aynho Jn (Up lines)	81 13 ① (18 30)		
	81 14 *		① Mileage on Up Bicester line.
Aynho Jn (Down lines)	81 16 ② (18 35) *		② Mileage on Down Bicester line.
	81 27 *		
	81 39 *		UCV: Up Cherwell Valley DCV: Down Cherwell Valley
Crossovers near Aynho Road	81 44		
(End of Crossover on Up Cherwell Valley)	81 49		
(End of diagram)	82 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	009	Heyford to Bordesley Jn	DCL	Central	20/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram) Cummings St Viaduct continued 6 spans 174 metres (190 yards)	105 63		GSM-R TCB Birmingham ROC (LN) Cherwell Valley Workstation
Viaduct continued from Seq 008 to Leamington Viaduct from 6 spans 174 metres (190 yards)	105 67 105 67		UCV: Up Cherwell Valley DCV: Down Cherwell Valley ULB: Up Leamington Bay ULP: Up Leamington Platform DLB: Down Leamington Bay DLP: Down Leamington Platform LDS: Leamington Depot Siding
Leamington Spa South Jn	105 73 *		
to	105 78		
LEAMINGTON SPA	106 07		Platform lengths: Leamington Spa Platform 1 - 150 metres (164 yards) Platform 2 - 308 metres (337 yards) Platform 3 - 222 metres (243 yards) Platform 4 - 113 metres (124 yards)
	106 18 *		
Leamington Spa North Jn	106 25		Permissive working - PP-C authorised in Platform 2 in both directions PP-C authorised in Platform 3 in both directions PP authorised in Platform 4. Permissive working is only authorised in Platform 1 for light locomotives and ECS UK: Up Kenilworth DK: Down Kenilworth.
	106 32 *		
	106 38 *		
Trailing connection from Down Leamington Sidings	106 41		UD: Up Dorridge DD: Down Dorridge
(End of diagram)	106 43		

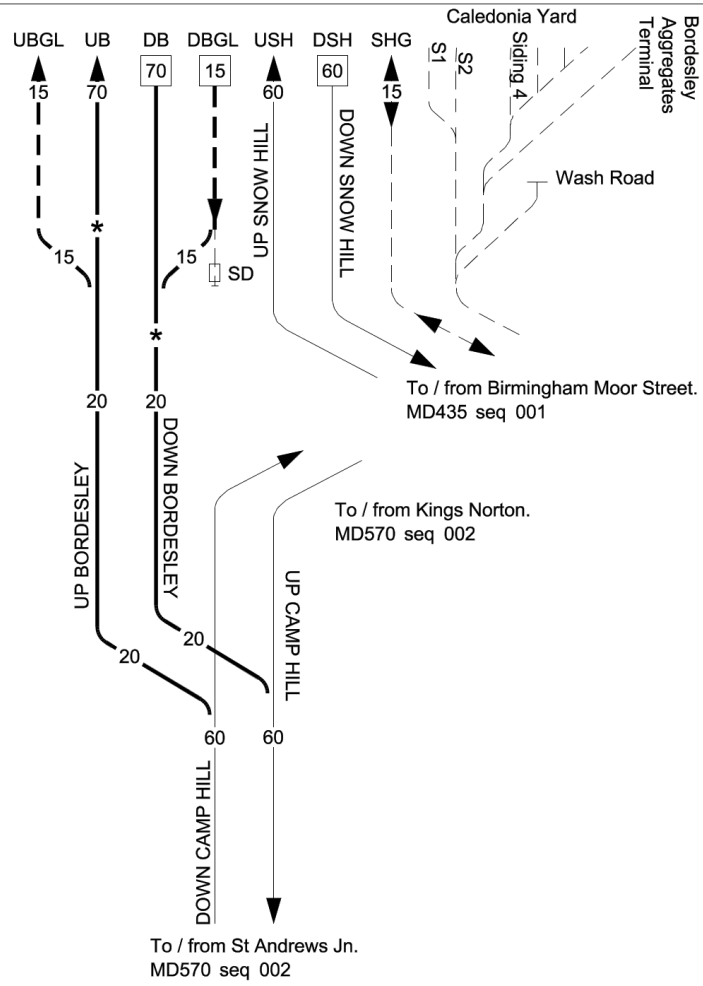
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	010	Heyford to Bordesley Jn	DCL	Central	19/04/2025

Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)		106 43		TCB Birmingham ROC (LN) Cherwell Valley Workstation
Sewerage Lane and Princes Drive underbridges 140 &140A (24 metres / 26 yards)	from	106 43		
	to	106 44		
Warwick and Napton Canal Grand Union canal underbridge 142 (16 metres / 17 yards)	from	106 73		
	to	106 74		(LJ) North Warwick Workstation
River Avon Viaduct (DCL) 5 span viaduct number 144 (66 metres / 72 yards)	from	107 15		Down Dorridge: from 106m 65ch Up Dorridge: to 107m 28ch
	to	107 18		
Warwick Flood arches (3 span) viaduct number 145 (22 metres / 24 yards)	from	107 24		Axle Counter area - Down line: from 107m 20ch Up line: to 107m 10ch.
	to	107 25		
Emscote Road (Warwick) underbridge number 146 (43 metres / 47 yards)	from	107 43		
	to	107 45		
(End of diagram)		107 46		

GSM-R

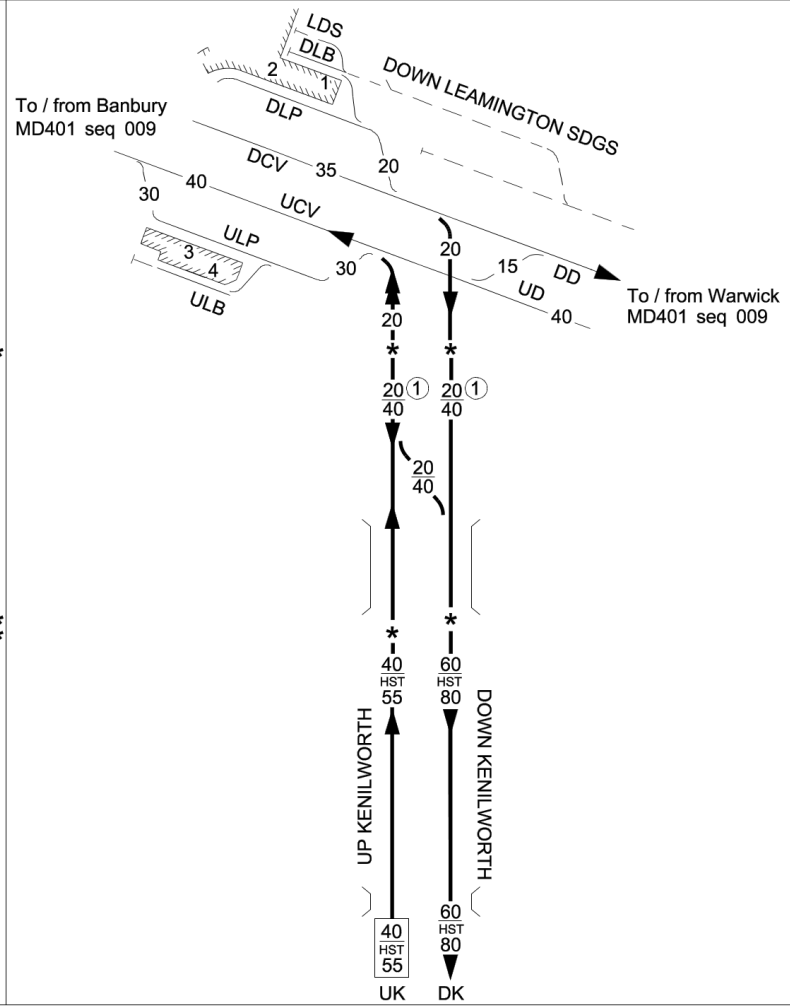
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	019	Heyford to Bordesley Jn	BCV	Central	11/01/2025

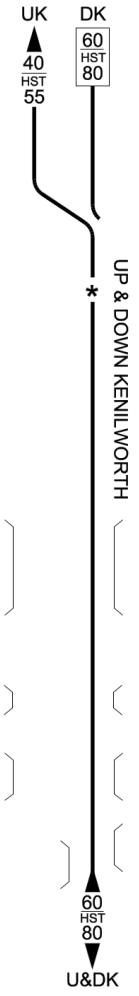
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	127 35		TCB Birmingham ROC (LJ) Snow Hill Workstation
Bordesley Aggregates Terminal	127 46		**For details of the Snow Hill lines and Up & Down Small Heath Goods line and sidings, see:** MD435 seq 001
	127 54 *		
Bordesley South Jn	127 57		UBGL: 1102 metres (1205 yards). DBGL: 558 metres (610 yards). PF authorised on UBGL and DBGL. TPWS not provided on Up Bordesley Goods Loop and Down Bordesley Goods Loop.
	127 60 *		Birmingham ROC (LJ) Washwood Heath Workstation
			Axle Counter area: Down Bordesley: to 127m 75ch. Up Bordesley: from 127m 68ch.
Bordesley Jn	128 11 (41 44)		DBGL: Down Bordesley Goods Loop. UBGL: Up Bordesley Goods Loop. SHG: Up & Down Small Heath Goods.

GSM-R

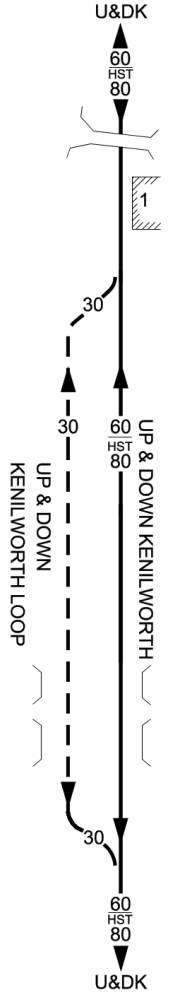
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	001	Leamington Spa North Jn to Coventry South Jn	LSC1	Central	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
LEAMINGTON SPA	106 07		GSM-R TCB Birmingham ROC (LN) Cherwell Valley Workstation UCV: Up Cherwell Valley DCV: Down Cherwell Valley ULB: Up Leamington Bay ULP: Up Leamington Platform DLB: Down Leamington Bay DLP: Down Leamington Platform LDS: Leamington Depot Siding DD: Down Dorridge UD: Up Dorridge
Leamington Spa North Jn	106 25		
	106 30 *		(1) 20mph max, all trains except passenger (loaded or empty), postal, newspaper and parcel trains composed entirely of bogie vehicles.
Foundry Wood Jn	106 39		
Milverton Viaduct (LSC1/52) from 224 metres (245 yards)	106 44		
to	106 55 106 56 * 106 57 *		
Warwick Road (B4099) bridge from (LSC1/53) 36 metres (39 yards) to	106 73 106 75		UK: Up Kenilworth DK: Down Kenilworth
(End of diagram)	107 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	002	Leamington Spa North Jn to Coventry South Jn	LSC1 LSC2	Central	18/07/2026

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	107 00			GSM-R TCB Birmingham ROC (LN) Cherwell Valley Workstation
Change of mileage & ELR	107 06	LSC1		UK: Up Kenilworth DK: Down Kenilworth
	0 00	LSC2		
Milverton Jn	0 10			
(Speed change in Up direction only)	0 18	*		
River Avon Viaduct (LSC2/4) from 196 metres (214 yards)	1 13			U&DK - Up & Down Kenilworth.
to	1 23			
Skew Bridge (B4115) (LSC2/6) from	1 62			Birmingham ROC (LC) Coventry Workstation
to	1 64			
Cattle Brook Viaduct (LSC2/8) from 73 metres (80 yards)	2 02			From approximately 1m 60ch.
to	2 06			
A46 Viaduct (LSC2/8A) from 94 metres (103 yards)	2 13			
to	2 18			
(End of diagram)	2 40			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	003	Leamington Spa North Jn to Coventry South Jn	LSC2	Central	18/07/2026

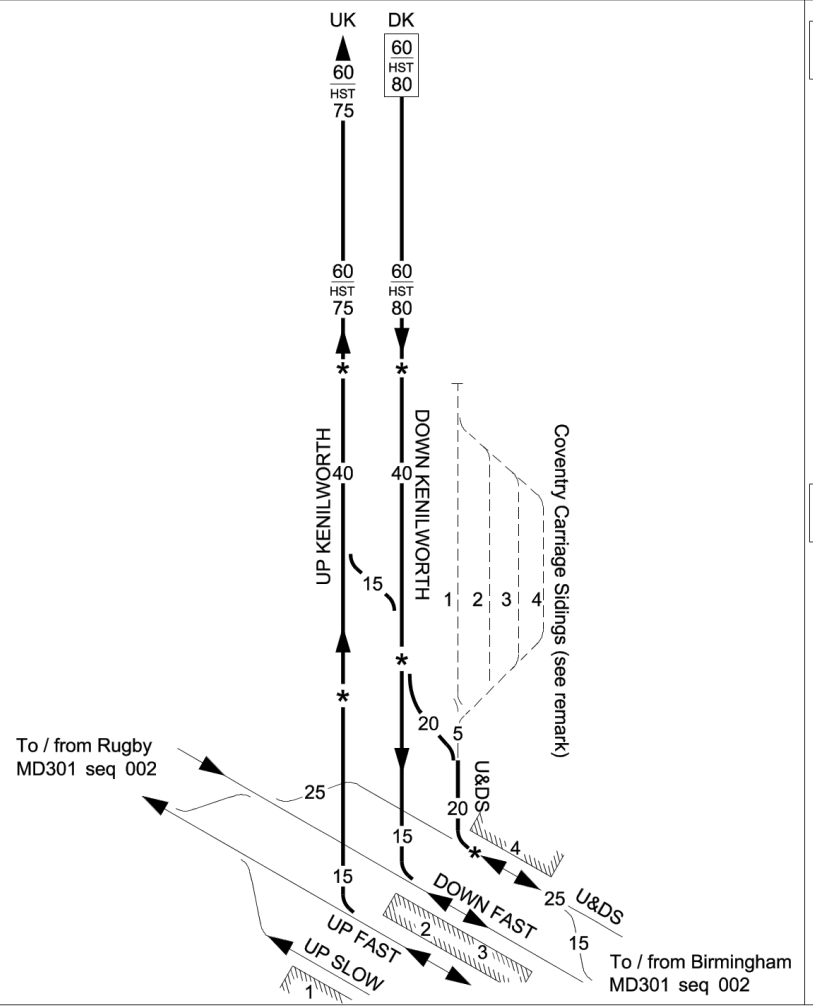
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	2 40		GSM-R
Leamington Road & Birches Lane from Overbridge (LSC2/11) to (29 metres / 32 yards)	3 00 3 01		TCB Birmingham ROC (LC) Coventry Workstation
KENILWORTH	3 49		Axle Counter area Down direction : from 2m 59ch Up direction : to 2m 59ch.
Kenilworth South Jn	3 75		Platform lengths: Kenilworth Platform 1 - 100 metres (109 yards)
Mill End Viaduct (LSC2/17) from 51 metres (56 yards) to	4 21 4 24		Up & Down Kenilworth Loop: 800 metres (875 yards)
Finham Brook Viaduct (LSC2/18) from 72 metres (79 yards) to	4 27 4 30		
Kenilworth North Jn	4 47		
(End of diagram)	4 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	004	Leamington Spa North Jn to Coventry South Jn	LSC2	Central	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	4 60	U&DK 60 HST 80	GSM-R TCB Birmingham ROC (LC) Coventry Workstation U&DK - Up & Down Kenilworth Axle Counter area.
Millburn Viaduct (LSC2/20) 54 metres (59 yards) from	4 70		
to	4 73		
Millburn Grange br (LSC2/20A) 26 metres (28 yards) from	4 79		
to	5 00		
HS2 Underbridge (LSC2/20B) 29 metres (32 yards) from	5 06		
to	5 07		
Millburn Grange LC (UWC) (also spelt Milburn)	5 25	T UP & DOWN KENILWORTH	
Gibbet Hill Jn (speed change in Up direction only)	6 14 *	*	
Green Lane Bridge (LSC2/22) 30 metres (33 yards) from	6 72		
to	6 73		
Coat of Arms Bridge (LSC2/23) 35 metres (38 yards) from	7 18		
to	7 20		UK: Up Kenilworth DK: Down Kenilworth
(End of diagram)	7 40	60 HST 75 UK 60 HST 80 DK	

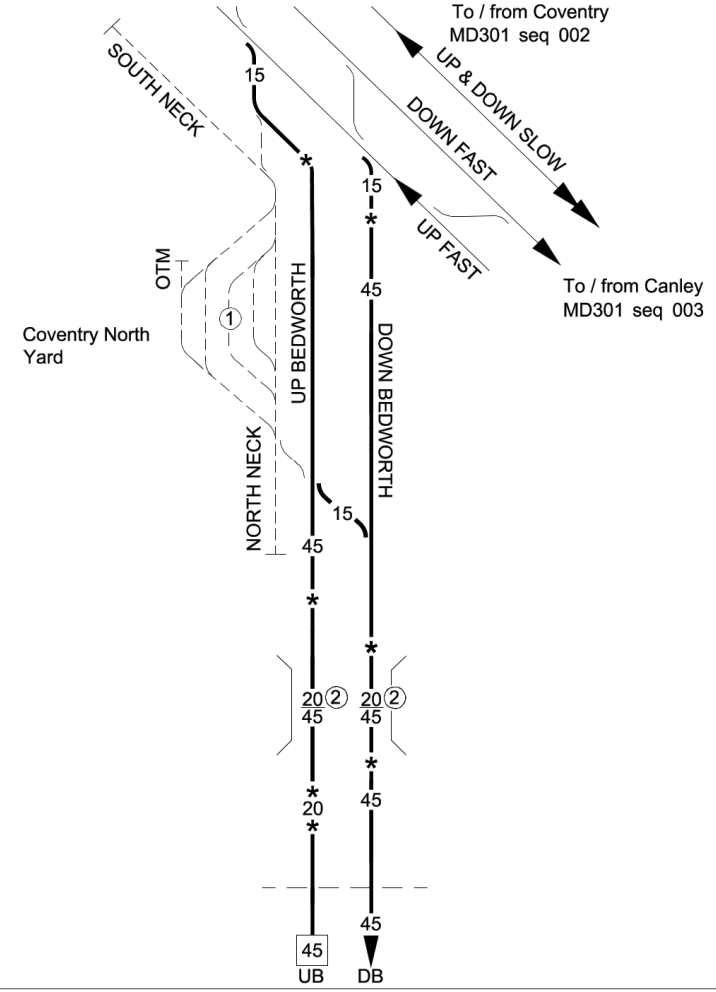
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	005	Leamington Spa North Jn to Coventry South Jn	LSC2	Central	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	7 40		GSM-R TCB Birmingham ROC (LC) Coventry Workstation Axle Counter area.
Coventry Carriage Sidings (mileage of buffer stop)	8 14 * 8 15		
Gibbet Hill Limit of electrification	8 20		AC: Rugby ECR
(15mph trailing crossover)	8 23		Coventry Carriage Sidings 1 & 2 are partly electrified aproximately 20 metres at the Coventry station end, and are out of use until further notice. Coventry Carriage Sidings 3 and 4 are in use and points at the Coventry station end only allow access to Sidings 3 and 4.
	8 33 * 8 34 *		U&DS: Up & Down Slow
Coventry South Jn	8 45 * (93 71)		Mileages in brackets ( ) are MD301 (ELR: RBS1) mileages
COVENTRY	(93 79)		

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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	30/05/2026

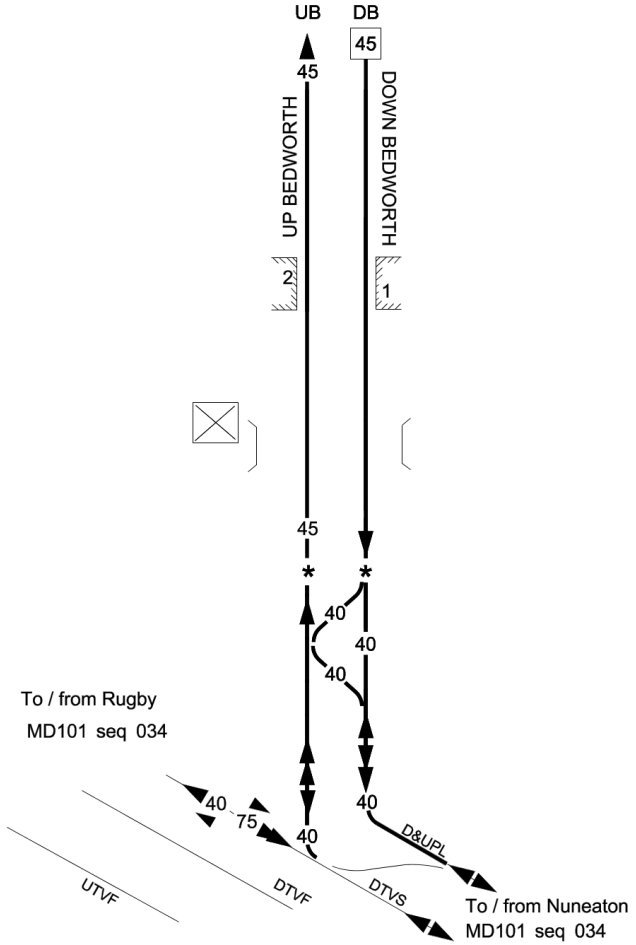
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Connection to Up Fast)	-0 04		TCB Birmingham ROC (CN) Coventry Workstation AC: Rugby ECR GSM-R Axle Counter area.
Coventry North Jn Change of mileage	94 19 0 00 0 01 *		
	0 04 *		
Coventry North Yard OTM Siding Buffer stop	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)
Coventry North Jn Limit of electrification (Up Bedworth) & Yard North Neck Buffer stop	0 33 0 42 *		
Coventry North Jn Limit of electrification	0 45 *		
Spon End viaduct (Down Bedw.) 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		

LNW South Route Sectional Appendix Module LNW(S)2

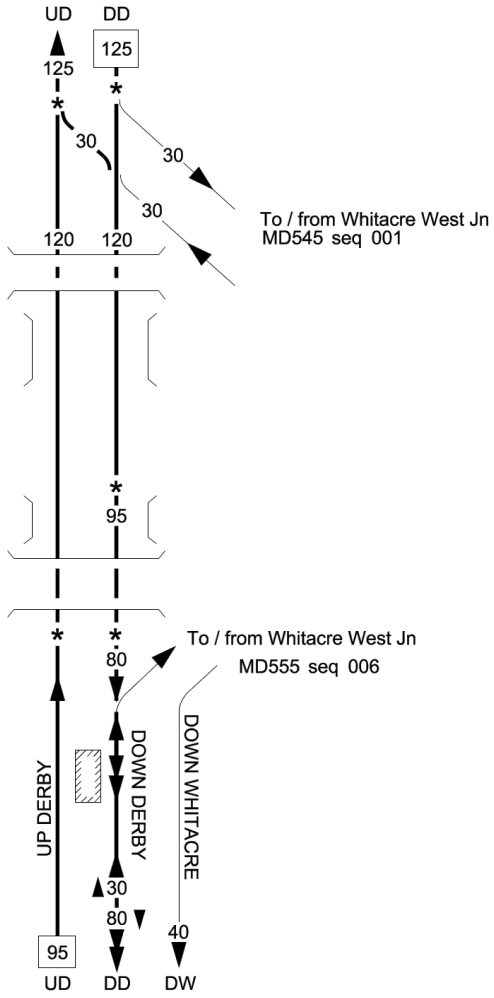
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	004	Coventry North Jn. to Nuneaton South Jn.	CNN	West Coast South	10/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	5 20	UB 45 / DB 45	GSM-R TCB Rugby SCC (CN) Nuneaton Workstation Axle Counter area.
(UB Connection to Bedworth Terminal)	5 36		DB: Down Bedworth UB: Up Bedworth
(Gates to Bedworth Terminal) Calor Gas Sidings GF	5 41 5 42	T S Bedworth Terminal (a Private Siding formerly known as Calor Gas)	
(Buffer stops in Bedworth Terminal)	5 56		
BEDWORTH	6 29	2 1 UP BEDWORTH DOWN BEDWORTH	Platform Lengths: Bedworth Platform 1 : 76 metres (83 yards) Platform 2 : 77 metres (84 yards)
(End of diagram)	7 20	45 UB / 45 DB	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	005	Coventry North Jn. to Nuneaton South Jn.	CNN	West Coast South	30/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	7 20		TCB Rugby SCC (CN) Nuneaton Workstation GSM-R Axle Counter area.
BERMUDA PARK	8 03		Platform Lengths: Bermuda Park Platform 1 : 77 metres (84 yards) Platform 2 : 77 metres (84 yards)
Chilvers Coton Viaduct from 85 metres (93 yards) to	8 66 8 70		Traffic Lockout Devices (LOD(T)) provided to/from Nuneaton at 8m 66ch
	8 75 *		
Chilvers Coton Jn	9 00		
Chilvers Coton Limit of electrification (CNN)	9 00		AC: Crewe ECR
Nuneaton South Jn	9 53		Mileage in brackets ( ) from Rugby, ELR: LEC2.
& Change of mileage (UB)	(96 68)		
Change of mileage (D&UPL)	9 60		D&UPL: Down & Up Platform Line DTVS: Down Trent Valley Slow

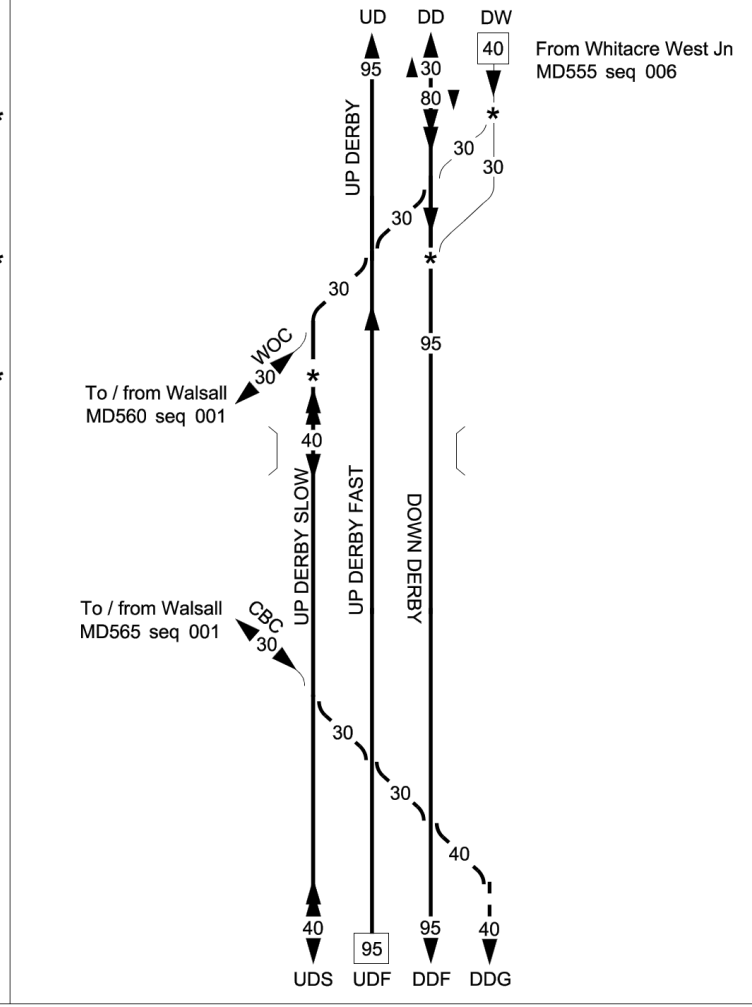
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	003	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1 DBP2 DBP3	Central	23/05/2026

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

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)

Down Derby is bi-directional, Up Derby and Down Whitacre are both uni-directional.

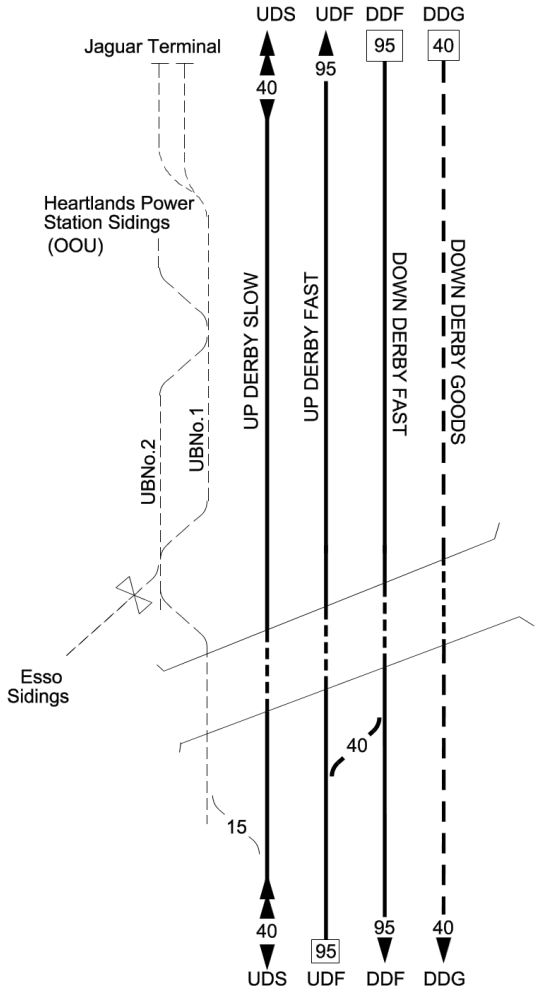
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	004	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	23/05/2026

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
Water Orton West Jn	35 10 *		
	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		

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	005	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	23/05/2026

Location	Mileage M	Mileage Ch
(Start of diagram)	37	00
Jaguar Cars Sidings (Buffer stops)	37	28
Heartlands Power Station Sidings (OOU)	37	46
(Connection towards Heartlands Power Station)	37	50
M6 Motorway Bridge from	38	04
Esso Sidings (gates)		
to	38	15
(Fast to Fast crossover)	38	19
Bromford Bridge Junction	38	27
(End of diagram)	38	28



GSM-R

TCB Birmingham ROC (WP)
Water Orton Workstation

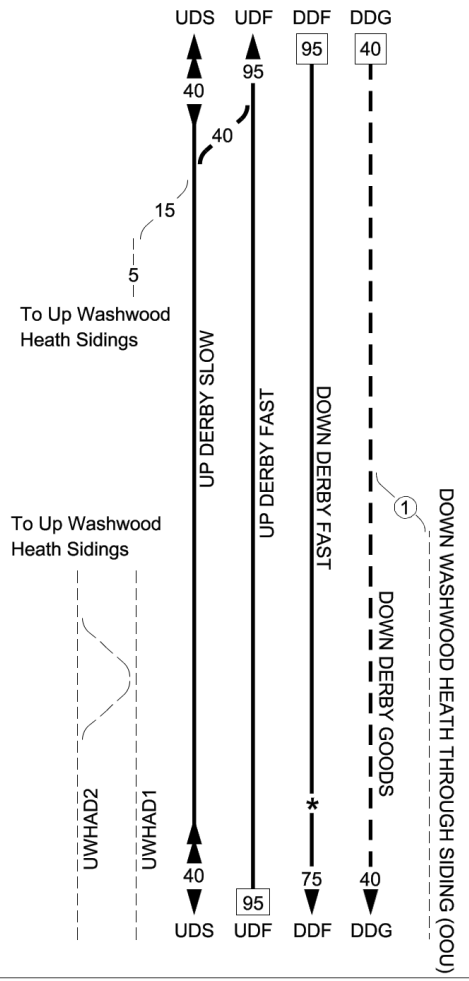
TCB Birmingham ROC (WP)
Washwood Heath Workstation

DDF and DDG: from 37m 45ch
UDF and UDS: to 37m 51ch.

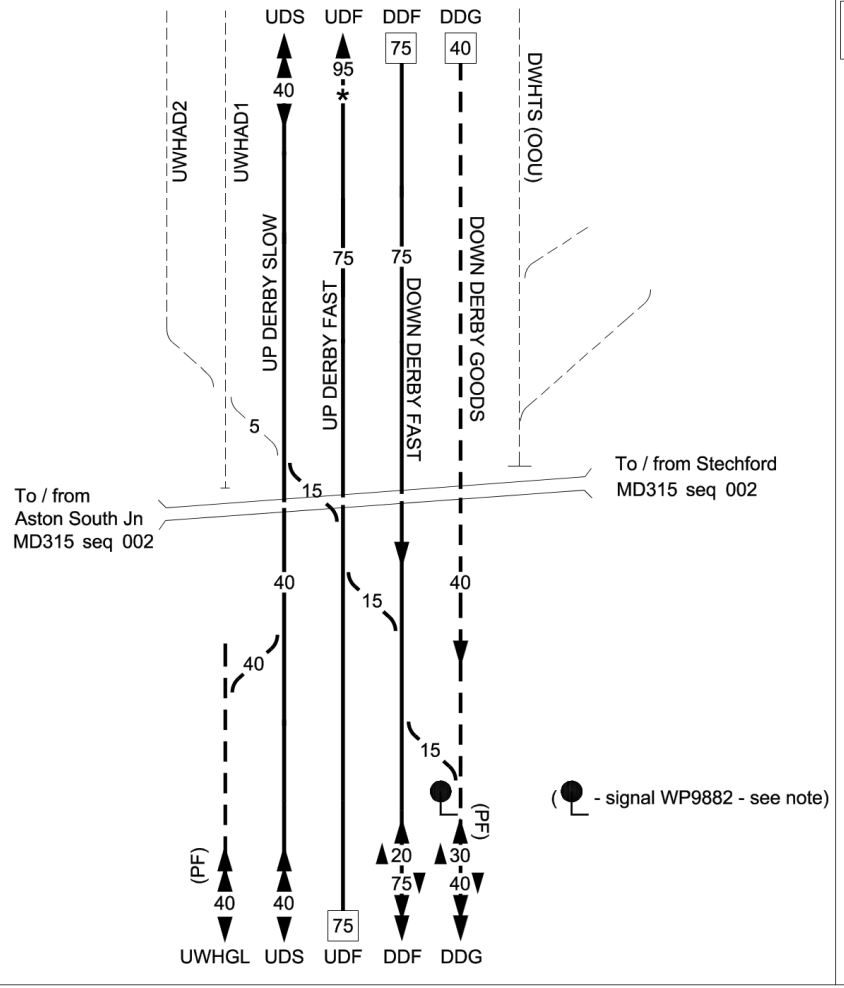
(OOU) - Out Of Use.

UBNo.1: Up Bromford No.1 Siding
UBNo.2: Up Bromford No.2 Siding

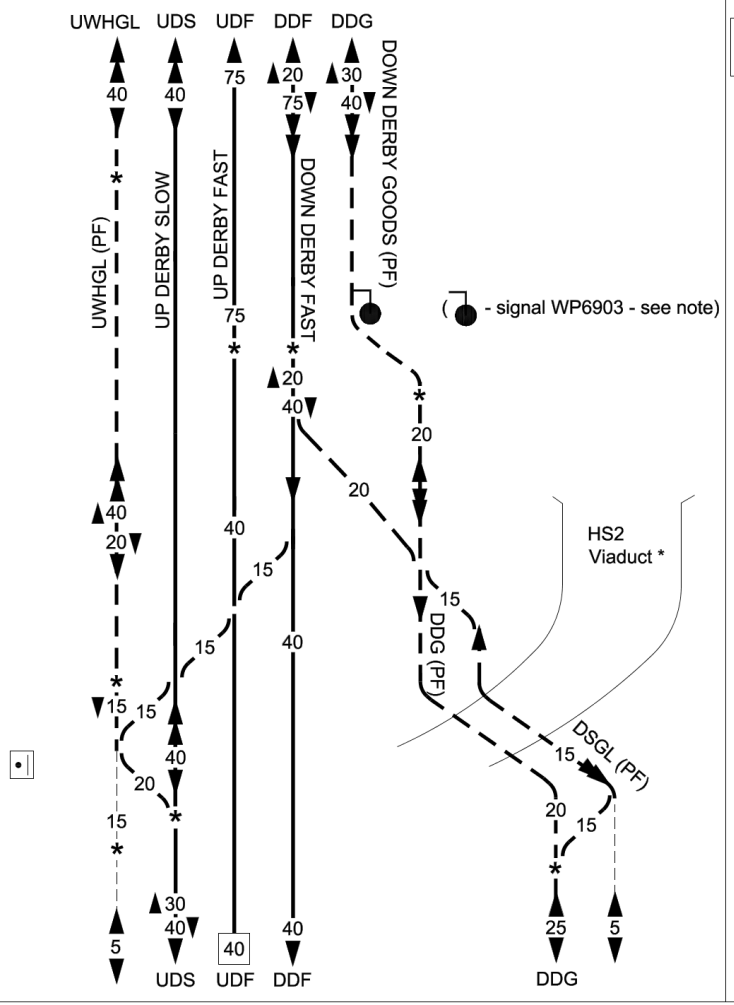
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	006	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	23/05/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Birmingham ROC (WP) Washwood Heath Workstation
(Start of diagram)	38	28		
(Up Derby Slow to Fast crossover)	38	31		
(Connection to Up Washwood Heath Sidings)	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		

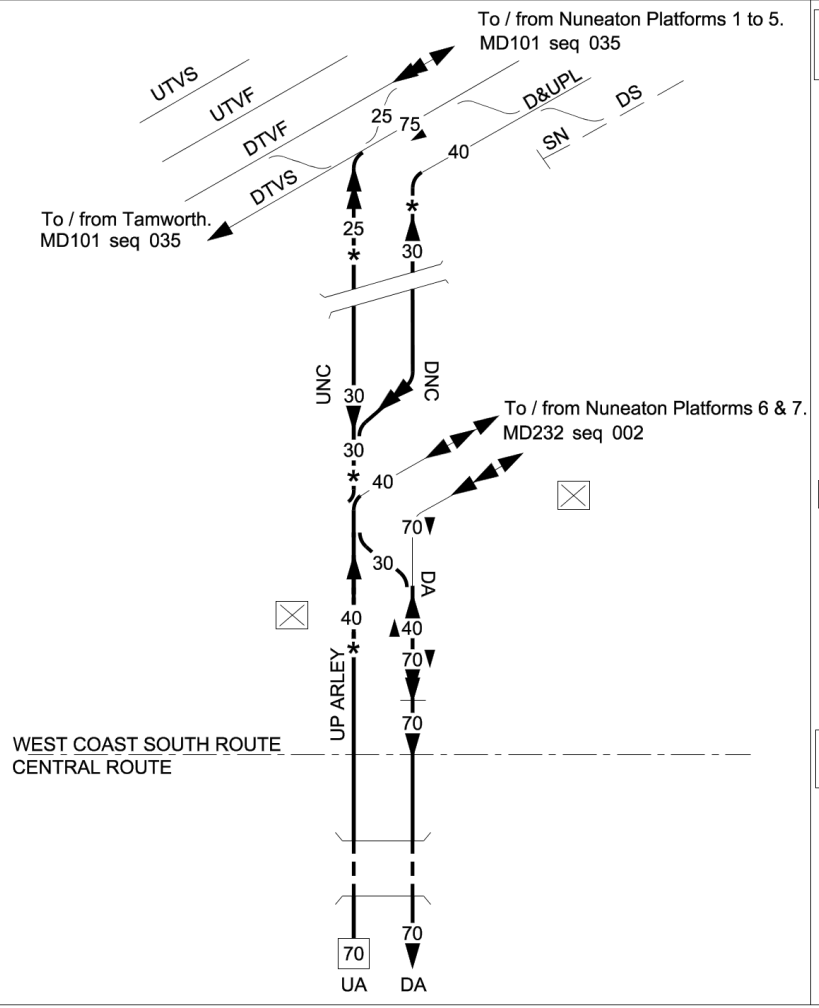
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	007	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	23/05/2026

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		Grand Junction lines are both electrified to 25kV.
12 metres (13 yards) to	39 55		
Washwood Heath West Jn	39 62		
(End of diagram)	40 00		UWHGL: Up Washwood Heath Goods Loop (PF) 850 metres / 929 yards DDG: 534 metres / 584 yards (between signals WP9882 and WP6903).

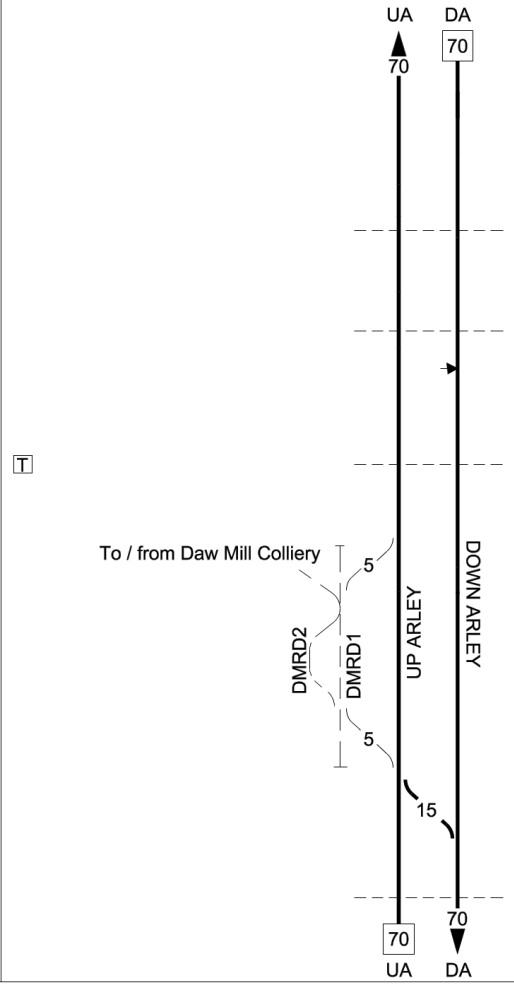
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	008	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	23/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	40 00		GSM-R TCB Birmingham ROC (WP) Washwood Heath Workstation
	40 08 *		Up Washwood Heath Goods Loop (PF): 850 metres / 929 yards.
	40 20 *		Down Derby Goods: 534 metres / 584 yards (between signals WP9882 and WP6903).
	40 22 *		
Duddeston Jn	40 31		* HS2 Viaduct is under construction. Lower mileage end is shown for indication only.
	40 35 *		DDG: Down Derby Goods (PF)
Birmingham ROC	40 38		DSGL: Down Saltley Goods Loop (PF)
Duddeston Jcn Viaduct, future site of HS2 (UNDER CONSTRUCTION)	40 40 40 41 * 40 42 * 40 43 *		
(End of diagram)	40 43		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	001	Nuneaton North Jn to Water Orton East Jn	NWO	West Coast South / Central	30/05/2026

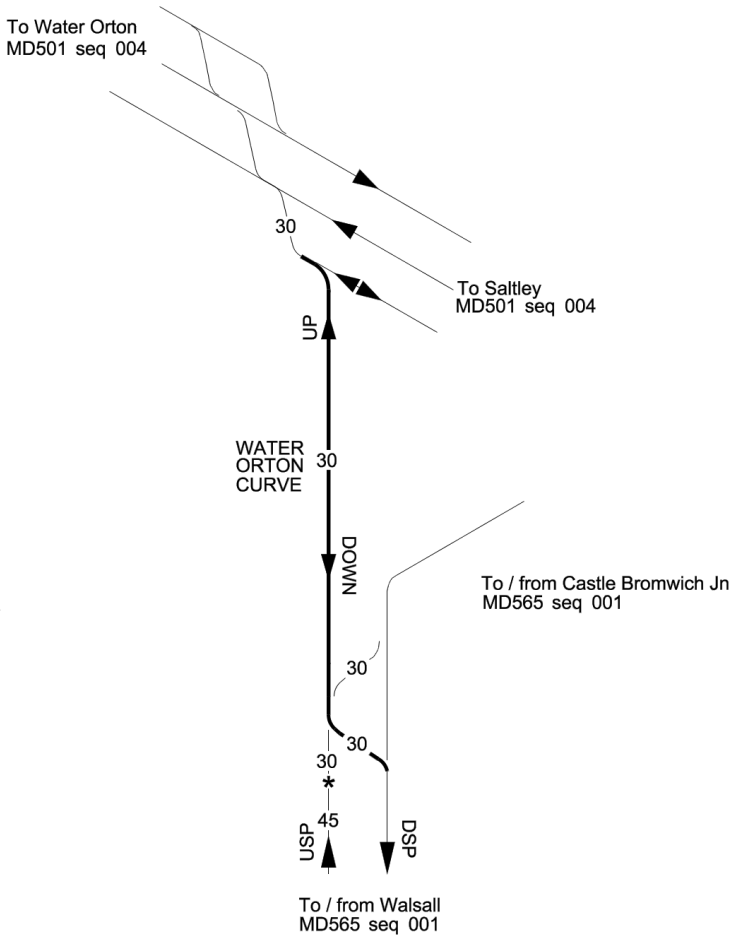
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Nuneaton North Jn	(97 36) 10 18		TCB Rugby SCC (NW) Nuneaton Workstation AC: Crewe ECR GSM-R UTVS: Up Trent Valley Slow UTVF: Up Trent Valley Fast DTVF: Down Trent Valley Fast DTVS: Down Trent Valley Slow D&UPL: Down & Up Passenger Line DS: Down Siding SN: Shunting Neck UNC: Up Nuneaton Chord DNC: Down Nuneaton Chord Mileage in brackets ( ) refers to LEC2 mileage. NOTE mileages decrease down the page; from Nuneaton North Jn to Whitacre West Jn.
	10 14 *		
	10 11 *		
North Chord Overbridge (North Chord line MD233 runs over)	10 08		
Abbey Jn Limit of Electrification (UNC)	10 00		
Abbey Jn Limit of Electrification (DNC)	9 73		
(DNC & UNC become single line only)	9 68		
	9 62 *		
Abbey Jn	9 60		Traffic Lockout Devices (LOD(T)) provided: Down Arley line to 9m 35ch Up Arley line from 9m 35ch Down direction trains can turnback on the Down Arley at Abbey Jn. DA: Down Arley
(crossover between Arley lines)	9 56		
	9 26 *		Axle Counter area Down Arley: to 8m 17ch Up Arley: from 8m 43ch
(end of bi-directional on Down Arley)	8 35		
Route Boundary	8 34		Birmingham ROC (NW) Water Orton Workstation
Stockingford station, former site of	8 33		
Arley Tunnel from (648 metres / 709 yards)	6 55		Down Arley from 8m 35ch Up Arley to 8m 19ch.
to	6 22		
(End of diagram)	6 10		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	002	Nuneaton North Jn to Water Orton East Jn	NWO	Central	18/10/2025

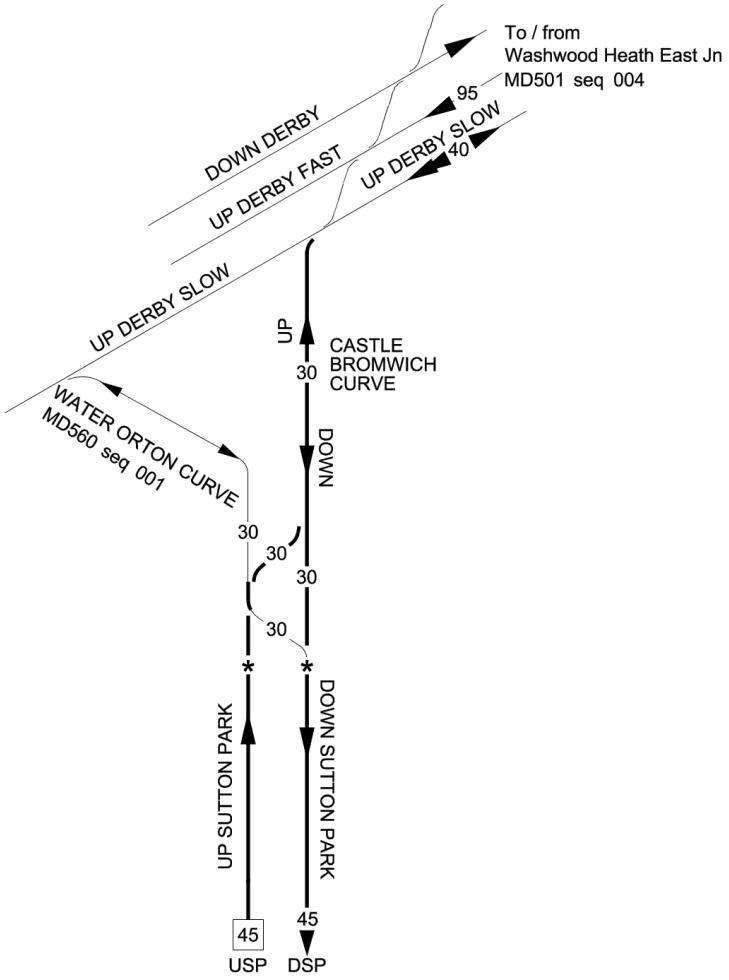
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	6 10		TCB Birmingham ROC (NW) Water Orton Workstation GSM-R NOTE mileages decrease down the page; from Nuneaton North Jn to Whitacre West Jn.
Golf Course LC (FP)	5 65		
Churchbridge LC (FP)	5 53		
Arley HABD	5 34		
Windridge LC (UWC)	3 03	T	
Daw Mill East Jn	2 36		
Daw Mill Colliery	2 30		
			DMRD1: Daw Mill Reception/Departure Line 1 DMRD2: Daw Mill Reception/Departure Line 2 DMRD1 - 316 metres (346 yards) DMRD2 - 316 metres (346 yards) (Stop & telephone boards to fouling point with DMRD1/2 near Daw Mill West Jn on both)
(Connection to Daw Mill Reception D.1)	2 05		
Daw Mill West Jn	2 01		
Lockharts LC (FP)	1 19		
(End of diagram)	1 00		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD560	001	Water Orton West Jn to Park Lane Jn	WOP CBR2	Central	23/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Water Orton West Jn	35 15		GSM-R TCB Birmingham ROC (WR) Water Orton Workstation
Change of ELR	36 04	WOP / CBR2	
Park Lane Jn (Water Orton)	36 15		
	36 20 *		USP - Up Sutton Park DSP - Down Sutton Park

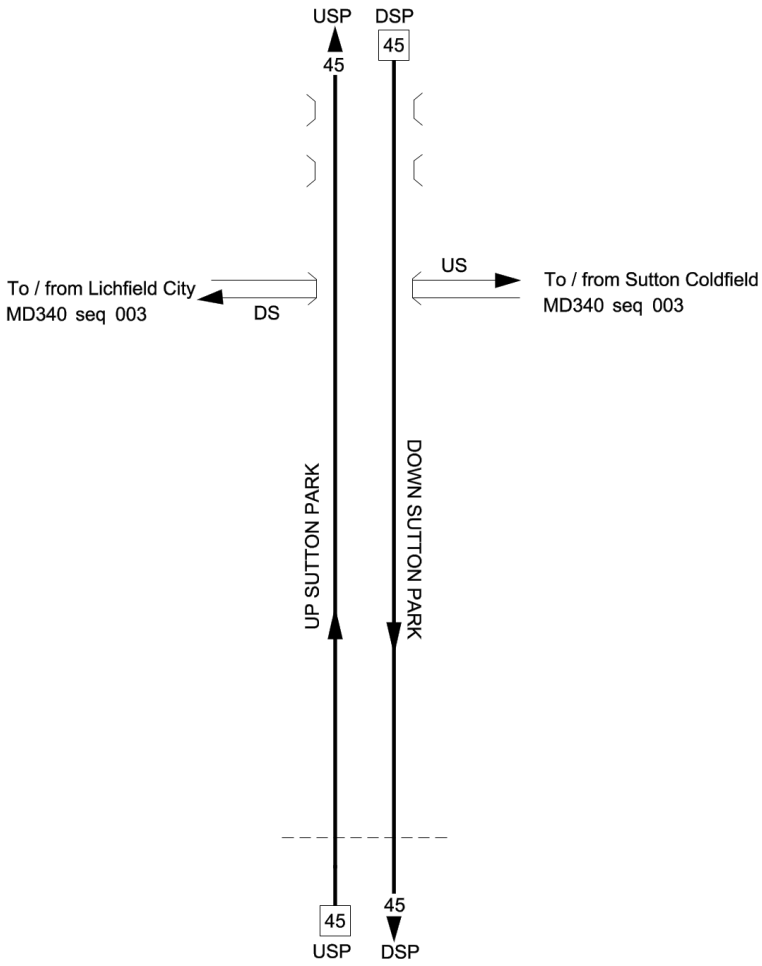
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD565	001	Castle Bromwich Jn to Ryecroft Jn	CBR1 CBR2	Central	13/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Castle Bromwich Jn	36 08		TCB Birmingham ROC (WR) Water Orton Workstation
Change of mileage	0 54		
Change of mileage and ELR	0 00 CBR1		
	36 04 CBR2		
Park Lane Jn (Water Orton)	36 15		
	36 20 *		
(End of diagram)	39 00		

GSM-R

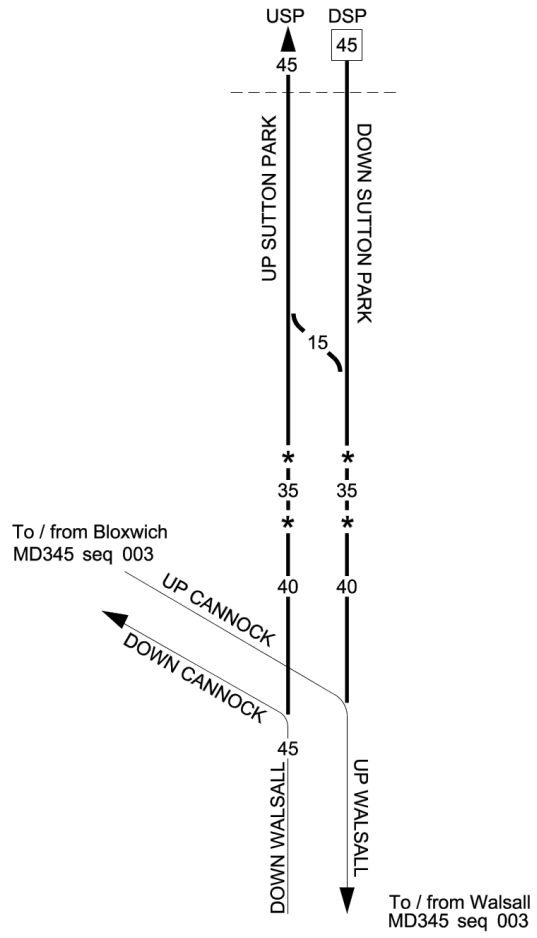
For Explanation of Table A terms and symbols, see MD0001 seq 001

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD565	002	Castle Bromwich Jn to Ryecroft Jn	CBR2	Central	13/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	39 00		TCB Birmingham ROC (WR) Water Orton Workstation GSM-R
Coleshill Road underbridge (27 metres / 30 yards) from	39 37		
to	39 38		
Rectory Road underbridge (25 metres / 27 yards) from	39 50		
to	39 51		
Cross city rail bridge (electrified ALC2 under CBR2) from	39 64		
to	39 65		
Sutton Park old station, former site of	40 09		
Ryknield Street LC (FP)	42 19		**For Explanation of Table A terms and symbols,** see MD0001 seq 001
(End of diagram)	42 40		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD565	003	Castle Bromwich Jn to Ryecroft Jn	CBR2	Central	13/06/2026

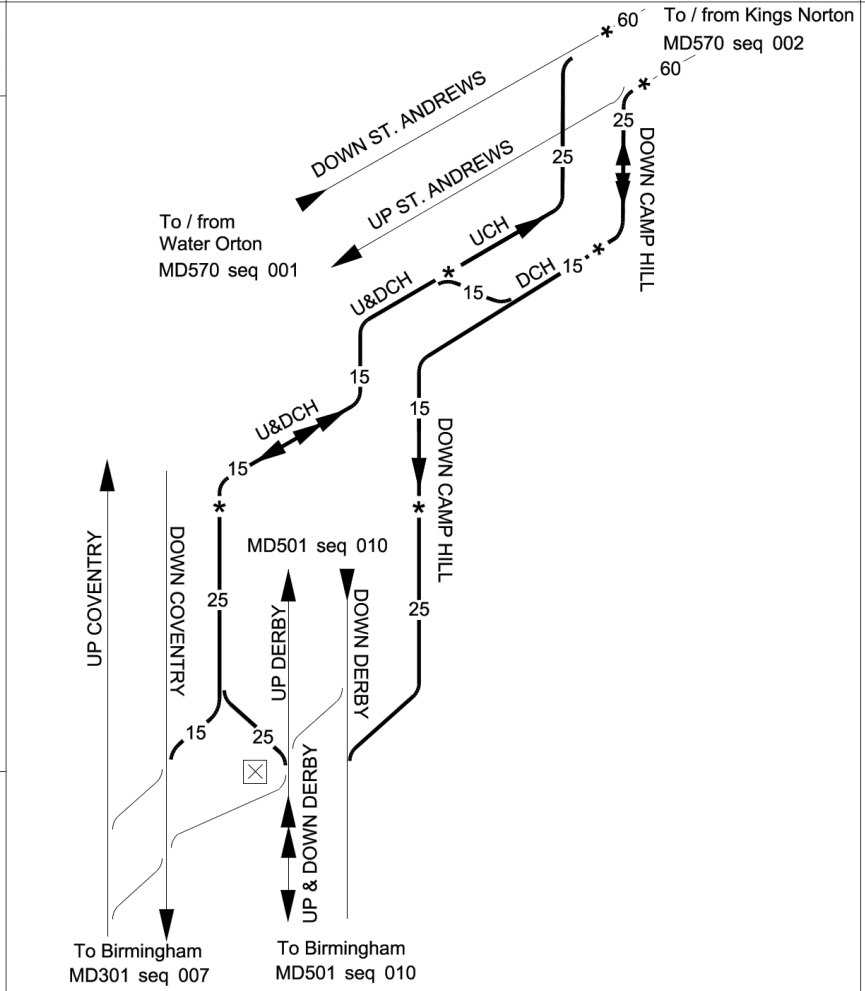
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	42 40		GSM-R 
Streetly LC (FP) also known as Hardwicks	42 74		TCB Birmingham ROC (WR) Walsall Workstation
			Down Sutton Park from 42m 59ch Up Sutton Park to 44m 35ch.
Aldridge Jn	44 73		
	46 60 *		
	47 00 *		
Ryecroft Jn	47 55		
Change of mileage & ELR	6 75		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD575	001	St Andrew's Junction to Grand Junction	SAG	Central	30/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	41 20 *		
	41 19 *		
St Andrew's Jn	41 18		
Change of mileage	0 00		
	0 05 *		
(Up & Down Camp Hill linename	0 07 *		
change to Up Camp Hill)			
	0 28 *		
Grand Jn Limit of Electrification	0 33		
(Up & Down Camp Hill only)			
	0 45		
Grand Jn	0 52		
Change of mileage	41 26		



GSM-R

TCB Birmingham ROC (SG)
Washwood Heath Workstation

UCH: Up Camp Hill
U&DCH: Up & Down Camp Hill

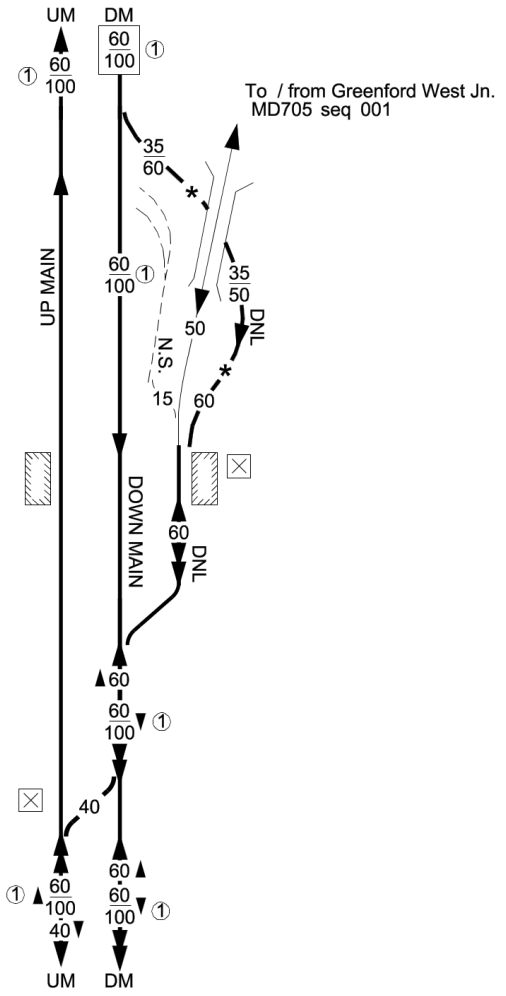
TCB Birmingham ROC (SG)
Proof House Workstation

To / from 0m 19ch.

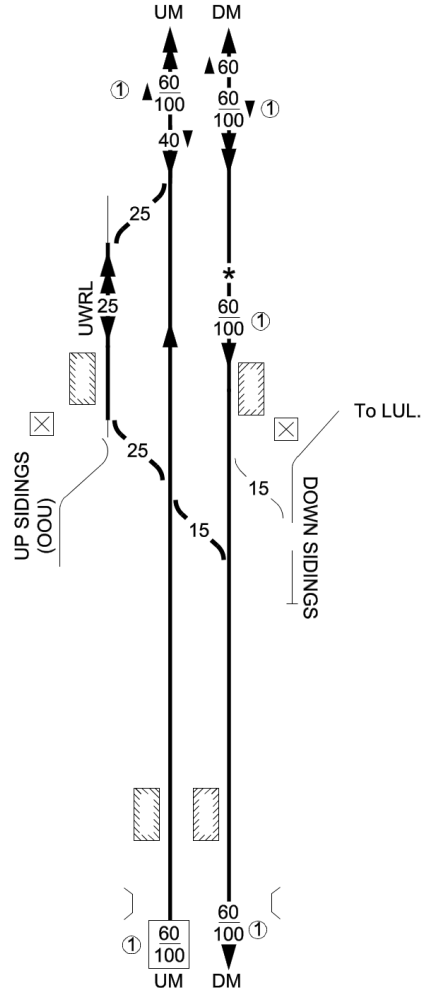
AC: Rugby ECR

NOTE: Up & Down Camp Hill line only, electrified from 0m 33ch to Grand Junction.

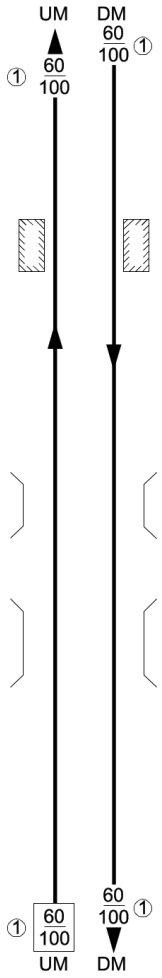
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	004	Marylebone to Aynho Jn	NAJ1 NAJ2	Central	16/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 00		GSM-R TCB Marylebone IECC (ME) South Workstation
Northolt Park Jn	0 72		NAJ1 mileage decreases down the page.
	0 44 *		① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.
	0 12 *		DNL: Down Northolt Loop. N.S. - Northolt Siding. For full details see MD705-001.
Northolt Jn	0 00	NAJ1	Patrolman's Directional Lockout: Down Northolt Loop and Down Main lines between 0m 03ch at Northolt Junction and 1m 75ch at West Ruislip.
(Change of mileage and ELR)	0 00	NAJ2	
SOUTH RUISLIP	0 07		Platform lengths: South Ruislip Down Northolt Loop: 123 metres (Down direction) Down Northolt Loop: 104 metres (Up direction) Up Main: 141 metres.
	0 32		
Ruislip Gardens Jn	1 20		Patrolman's Directional Lockout: Up Main and Up West Ruislip Loop lines between 1m 75ch at West Ruislip and 1m 23ch at Ruislip Gardens Junction.
(End of diagram)	1 30		

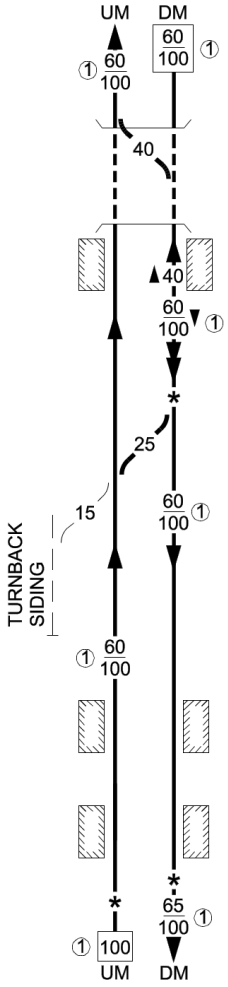
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	005	Marylebone to Aynho Jn	NAJ2	Central	27/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 30		GSM-R TCB Marylebone IECC (ME) South workstation
	1 38		Patrolman's Directional Lockout: Down Northolt Loop and Down Main lines between 0m 03ch at Northolt Junction and 1m 75ch at West Ruislip.
	1 51 *		① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.
WEST RUISLIP	1 68		Platform lengths: West Ruislip Down Main: 141 metres Up West Ruislip Loop: 164 metres Patrolman's Directional Lockout: Up Main and Up West Ruislip Loop lines between 1m 75ch at West Ruislip and 1m 23ch at Ruislip Gardens Junction.
(Trailing crossover)	2 02		UWRL: Up West Ruislip Loop.
(Buffer Stop on Down Sidings)	2 16		
Copthall Jn, future site of	2 61		
DENHAM	4 50		Platform lengths: Denham Down Main: 191 metres Up Main: 165 metres
Tilehouse Lane underbridge (bridge 24) (24 metres / 26 yards) from	5 04		
to	5 05		
(End of diagram)	5 10		

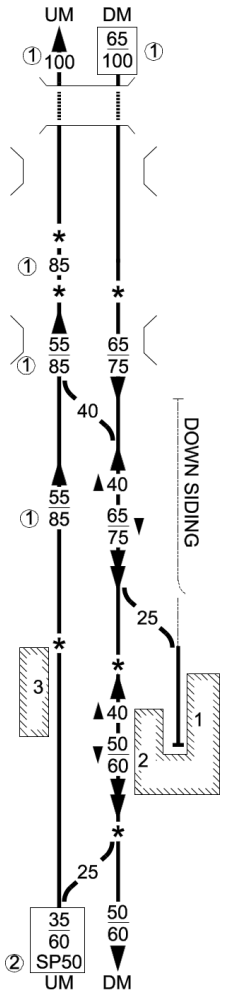
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	006	Marylebone to Aynho Jn	NAJ2	Central	27/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	5 10		TCB Marylebone IECC (ME) South Workstation GSM-R
DENHAM GOLF CLUB	5 42		Platform lengths: Denham Golf Club Down Main: 165 metres Up Main: 167 metres
M25 Motorway bridge (Denham) and river Misbourne (bridge 26) (105 metres / 115 yards) from	6 35		
to	6 40		
A413 Viaduct (Denham) (viaduct no. 28) (157 metres / 172 yards) from	6 54		
to	6 62		
(End of diagram)	6 75		

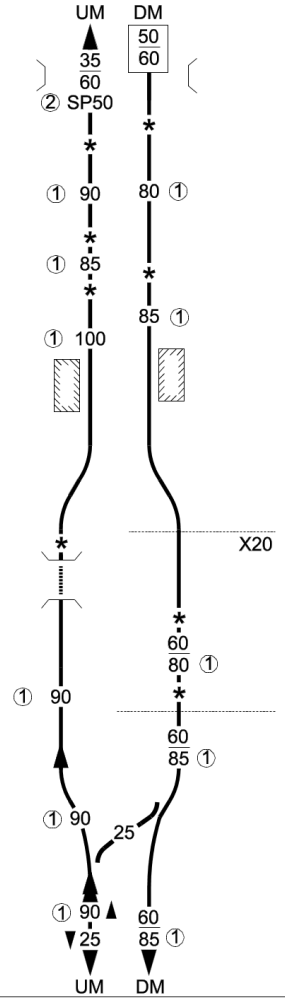
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	007	Marylebone to Aynho Jn	NAJ2	Central	27/06/2026

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	6	75			TCB Marylebone IECC (ME) South Workstation GSM-R
Gerrards Cross Covered Way from	6	78			① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.
to	7	13			
GERRARDS CROSS	7	18			Platform lengths: Gerrards Cross Down Main: 167 metres Up Main: 168 metres
	7	34	*		
(Buffer stop on Turnback Siding)	7	56			
SEER GREEN & JORDANS	9	75			Platform lengths: Seer Green & Jordans Down Main: 167 metres Up Main: 167 metres
BEACONSFIELD	11	41			Platform lengths: Beaconsfield Down Main: 215 metres Up Main: 214 metres
	11	54	*		
	11	56	*		
(End of diagram)	12	40			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	008	Marylebone to Aynho Jn	NAJ2	Central	27/06/2026

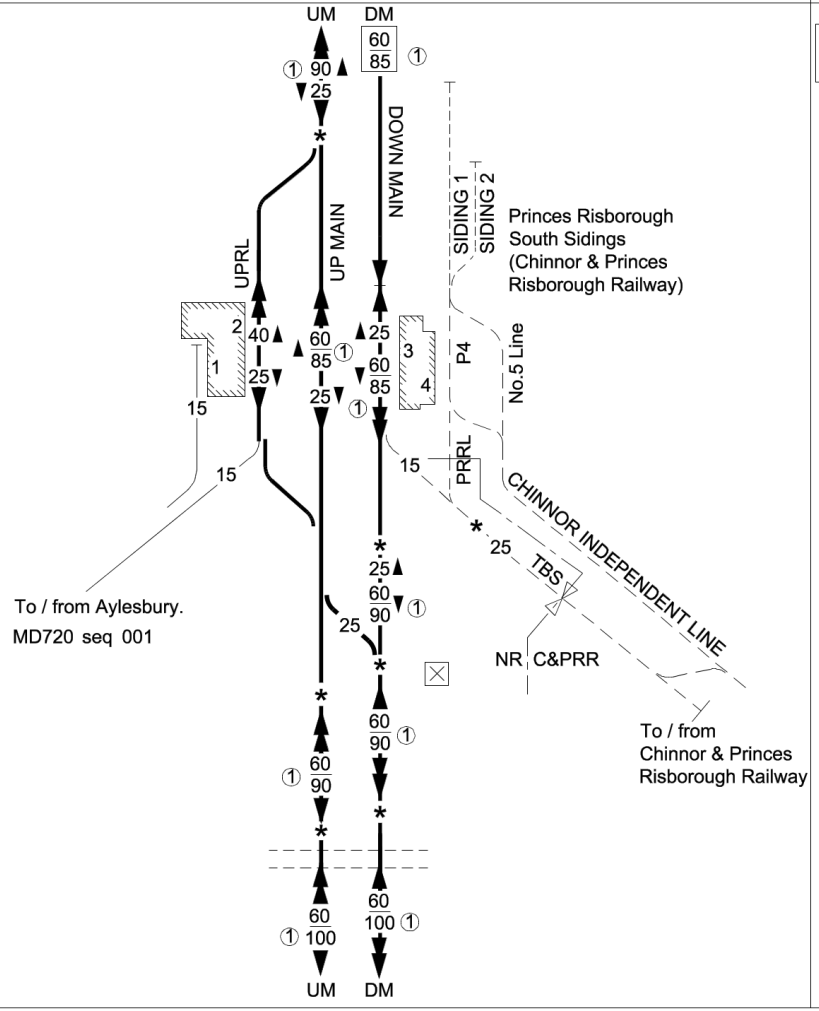
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	12	40			GSM-R TCB Marylebone IECC (ME) South Workstation
Whitehouse Tunnel from	13	12			
(322 metres / 352 yards) to	13	28			
Rayners Av. Viaduct from	14	13			
(near High Wycombe) viaduct no. 54 to	14	16			
(59 metres / 65 yards)					
	15	03	*		① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.
	15	44	*		
Gordon Road Viaduct from	15	71			
(near High Wycombe) viaduct no. 63 to	15	74			
(62 metres / 68 yards)					
(Buffer stop on Down Siding)	16	05			
(Trailing crossover)	16	07			
	16	20	*		
	16	22	*		Platform lengths: High Wycombe 1 (Bay): 145 metres - permissive (PP) 2: 237 metres (both directions) 3: 215 metres
HIGH WYCOMBE	16	29			
	16	40	*		Trains can turnback from either direction at High Wycombe, via shunt routes.
(Facing crossover)	16	42			
(End of diagram)	16	56			② Sprinter class trains without a centre gangway are permitted to travel at the higher permissible speed of 60mph.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	009	Marylebone to Aynho Jn	NAJ2	Central	27/06/2026

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	16	56			GSM-R TCB Marylebone IECC (ME) South Workstation Trains can turnback from either direction at High Wycombe, via shunt routes. ① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph. ② Sprinter class trains without a centre gangway are permitted to travel at the higher permissible speed of 60mph. Platform lengths: Saunderton Down Main: 148 metres (161 yards) Up Main: 148 metres (161 yards)
Hughenden Viaduct A4128 (Temple End Viaduct, High Wycombe 4 span viaduct 75 metres, 82 yards) from to	16	60			
	16	64			
	17	20	*		
	17	23	*		
	18	44	*		
	18	65	*		
	18	67	*		
SAUNDERTON	21	27			
(Main lines diverge away from each other, see remark)	22	00			Marylebone IECC (ME) North Workstation From aprox. 22m 40ch on both Main lines. Up Main and Down Main lines diverge between 22m 00ch and 24m 15ch.
Ridgway Path LC (FP) (R/G-X)	23	27			
	23	28	*		
Saunderton Tunnel (76 metres / 83 yards, Up line only) from to	23	31			
	23	35			
	23	36	*		
	23	69	*		
Bledlow Cum Saunderton LC (FP)	23	70			
(crossover)	24	13			
(Main lines converge back together see remark)	24	15			
(End of diagram)	24	17			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	010	Marylebone to Aynho Jn	NAJ2 THA	Central	27/06/2026

Location	Mileage M Ch
(Start of diagram)	24 17
(Buffer Stop on Siding 1)	24 20
(Up Princes Risborough Loop ends)	24 21 *
	24 21
(Buffer Stop on Siding 2)	24 23
PRINCES RISBOROUGH	24 40
Princes Risborough Jn	24 50
(NR / C&PRR boundary)	(0 05)
	(0 09) *
	24 60 *
Thame Branch Siding boundary gate (NR / C&PRR boundary)	(0 50)
	24 66 *
	24 70 *
	25 40 *
	25 43 *
Longwick Cum Ilmer No.12 LC (FP)	27 30
Aston Sandford No.4 LC (FP)	28 50
(End of diagram)	30 00



GSM-R

TCB Marylebone IECC (ME) North Workstation

① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.

UPRL: Up Princes Risborough Loop.

P4 - Platform 4 Line

Platform lengths: Princes Risborough
(1: 61 metres - permissive (PP))
2: 215 metres
3: 215 metres
4: 100 metres

PRRL: Princes Risborough Reception Line.
PRRL: 75 metres (82 yards) (in rear of ground position light signal ME667).

Mileages in brackets ( ) refer to the Thame Branch Siding. ELR:THA.

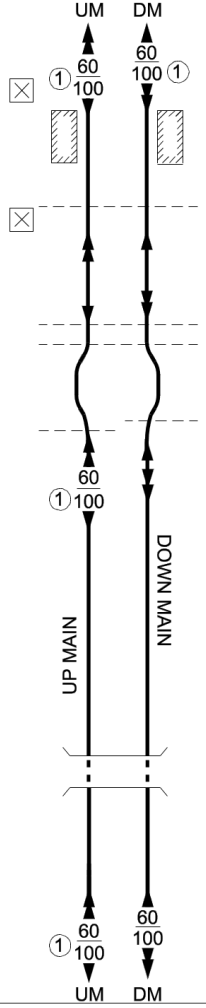
TBS: Thame Branch Siding.
TBS: 654 metres (715 yards).

☒ Patrolmans directional line lockouts (PDL):

Down Main line:
Starts: 9m 01ch (Bicester North)
Ends: 24m 65ch (Princes Risborough)

Up Main line:
Starts: 24m 65ch (Princes Risborough)
Ends: 9m 01ch (Bicester North)

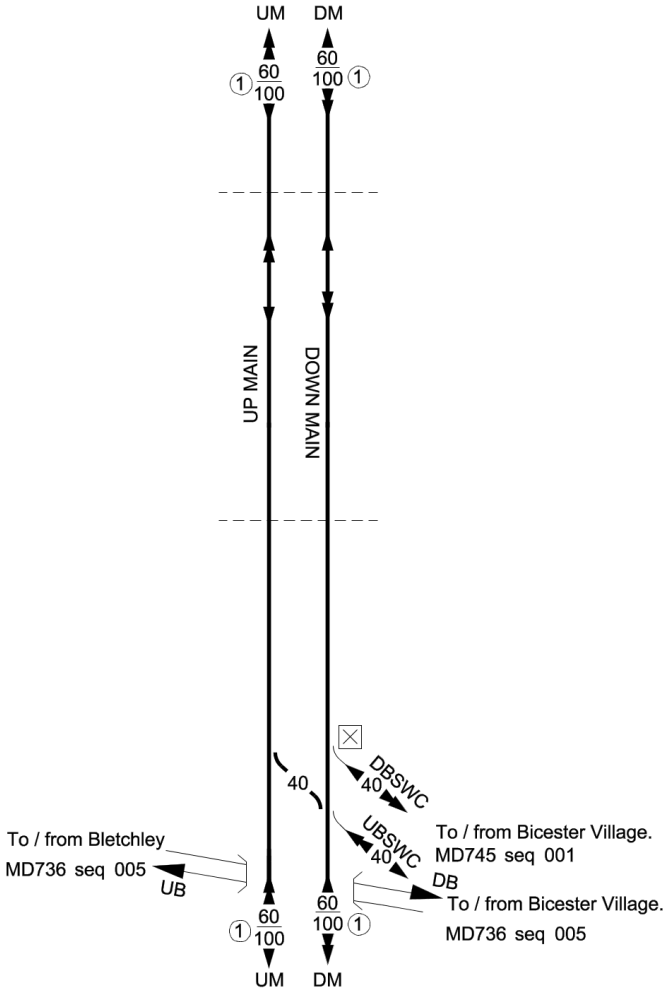
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	011	Marylebone to Aynho Jn	NAJ2 NAJ3	Central	27/06/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	30	00		TCB Marylebone IECC (ME) North Workstation GSM-R
HADDENHAM & THAME PARKWAY	30	25		① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.
Chearsley No 9 FP (R/G OMSL)	31	40		Platform lengths: Haddenham & Thame Parkway Down Main: 215 metres Up Main: 215 metres
Ashendon No. 6 LC (FP)	33	20		
Valley Farm LC (FP)	33	58		
Ashendon Jn, former site of	33	72	NAJ2	Up Main and Down Main lines diverge between NAJ2 33m 59ch and NAJ3 0m 70ch.
Change of mileage / ELR.	0	00	NAJ3	
Dorton No 2 Down direction LC (FP)	0	67		Dorton No 2 Level crossing is staggered with 3 metres distance between footgates.
Dorton No 2 Up direction LC (FP)	0	67		
Brill Tunnel from	2	29	T	
(177 metres / 194 yards) to	2	39	T	
(End of diagram)	3	00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	012	Marylebone to Aynho Jn	NAJ3	Central	27/06/2026

Location	Mileage M Ch
(Start of diagram)	3 00
Ludgershall No.7 LC (FP)	3 54
Piddington No.2 LC (FP)	5 74
Bicester South Jn	8 23
Rail / rail bridge (Bicester South Jn)from	8 60
(NAJ3 over OXD) 34 metres (37 yards) to	8 62
(End of diagram)	8 64

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB Marylebone IECC (ME) North Workstation

① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.

⊠ Patrolmans directional line lockouts (PDL):

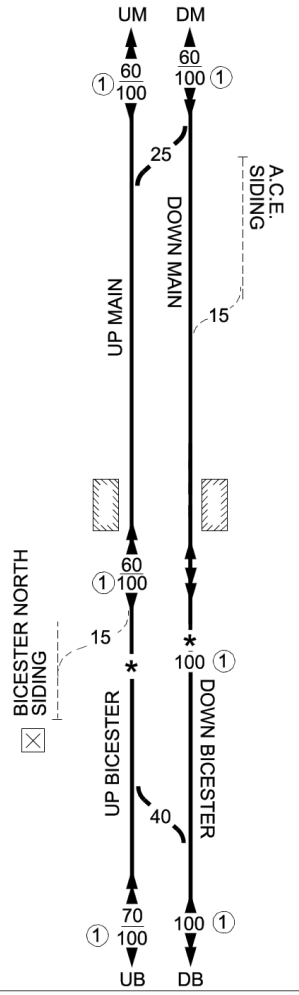
Down Main line:
Starts: 8m 21ch (Bicester South Junction)
Ends: 24m 65ch (Princes Risborough)
Up Main line:
Starts: 24m 65ch (Princes Risborough)
Ends: 8m 21ch (Bicester South Junction)

DBSWC: Down Bicester South West Chord.
UBSWC: Up Bicester South West Chord.

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	013	Marylebone to Aynho Jn	NAJ3	Central	27/06/2026

Location	Mileage M Ch
(Start of diagram)	8 64
Up Main Down Main crossover & buffer stop on A.C.E. Siding	9 03
Siding connection	9 15
BICESTER NORTH	9 27
	9 40 *
	9 44 *
Buffer stop on Bicester North Siding	9 56
(Trailing crossover)	9 70
(End of diagram)	11 00



GSM-R

TCB Marylebone IECC (ME) North Workstation

① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.

Line name change at Bicester North:
DM - DB (Down Bicester) UM - UB (Up Bicester)

Platform lengths: Bicester North
Down: 222 metres
Up: 215 metres

☒ Patrolmans directional line lockouts (PDL):

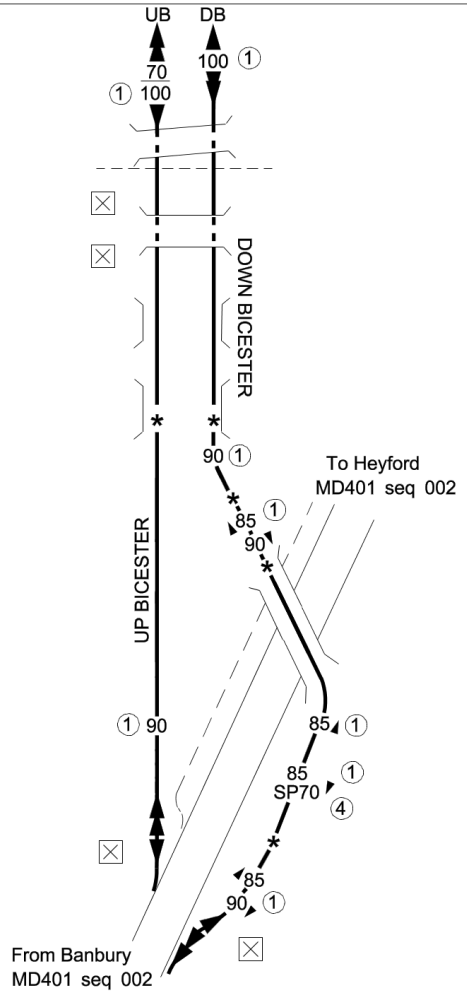
Down Bicester line:
Starts: 18m 23ch (Aynho Junction)
Ends: 9m 66ch (Bicester North)

Up Bicester line:
Starts: 9m 66ch (Bicester North)
Ends:18m 19ch (Aynho Junction)

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	014	Marylebone to Aynho Jn	NAJ3	Central	27/06/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	11	00		
M40 Motorway overbridge	12	15		
49 metres (54 yards)	12	17		
Bucknells Farm LC (BW)	12	27	T	
Ardley Tunnel from	15	13	T	
(1056 metres / 1155 yards) to	15	65	T	
Souldern No.1 Viaduct from	16	32	T Up side	
(282 metres / 308 yards) to	16	47	T Down side	
Souldern No.2 Viaduct from	17	05	T Up side	
(369 metres / 404 yards)	17	20 *		
to	17	25	T Down side	
Aynho Park Jn, former site of	17	45		
	② 17	52 *		
	② 17	64 *		
	② 18	22 *		
Aynho Junction (Up lines)	③ 18	30		
	(81	13)		
Aynho Junction (Down lines)	② 18	35		
	(81	16)		



GSM-R

TCB Marylebone IECC (ME)
North workstation

① Locomotive hauled passenger trains other than Class 67, Class 68 and Mark 3 day coaches and Class 43 and Mark 3 coaches must NOT exceed 75mph.

② Mileage on Down Bicester line.

Birmingham ROC (NA)
Cherwell Valley Workstation

UB : to / from 17m 59ch
DB : to / from 17m 72ch.

③ Mileage on Up Bicester line.
Mileages on the Down Bicester line from former site of Aynho Park Junction, vary from the mileages on the Up Bicester line.

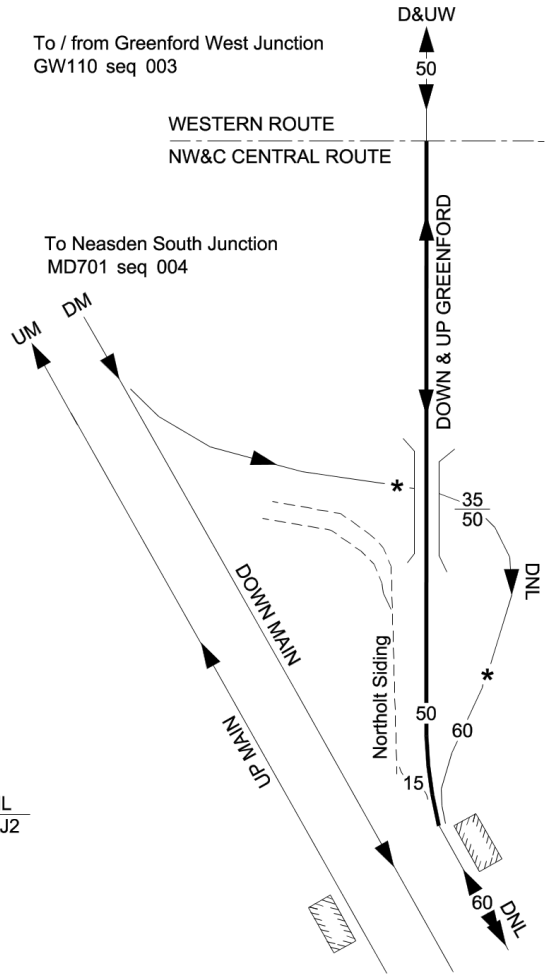
④ Sprinter class trains without a centre gangway are permitted to travel at the higher permissible speed of 85mph.

☒ Patrolmans directional line lockouts (PDL) :

Down Bicester line
Starts: 18m 23ch (Aynho Junction)
Ends: 9m 66ch (Bicester North)

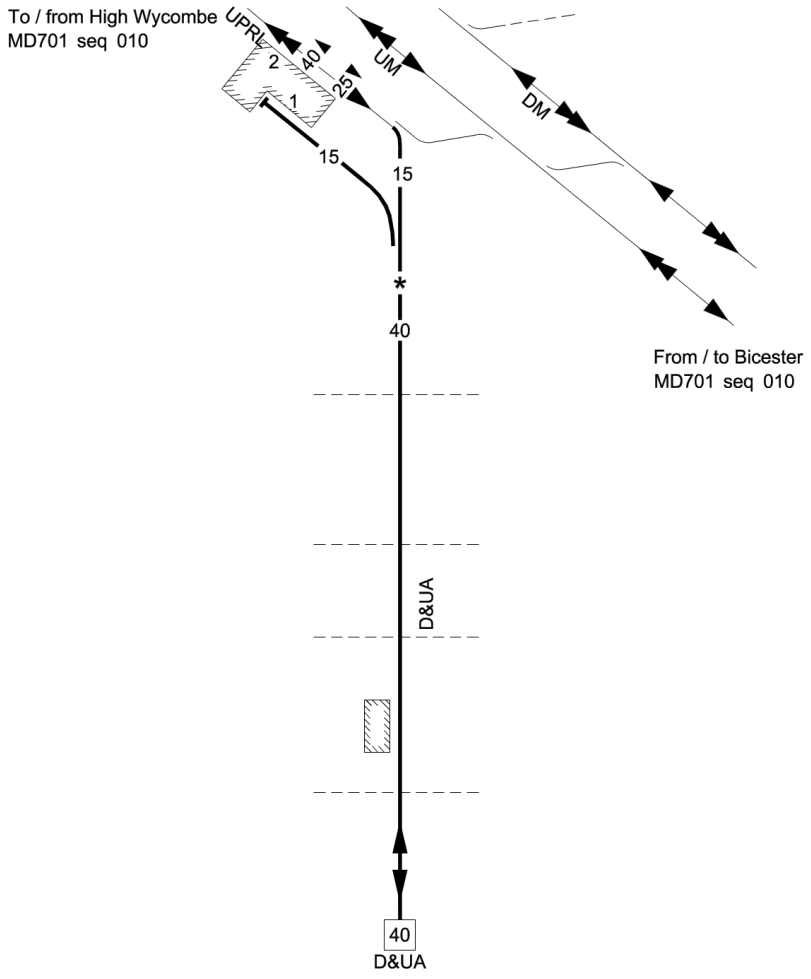
Up Bicester line
Starts: 9m 66ch (Bicester North)
Ends: 18m 19ch (Aynho Junction)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD705	001	Greenford West Jn to South Ruislip	ANL NAJ2	Central	16/05/2026

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Marylebone IECC (ME) South Workstation
Route Boundary	8	60		D&UW: Down & Up Wycombe (Line name changes at route boundary).
	(0	72)		Mileage in ( ) brackets are NAJ1 mileages, see MD701-004.
	(0	44) *		NAJ1 mileage decreases down the page.
Northolt Siding splits into two sidings	9	70		DNL: Down Northolt Loop.
	(0	12) *		Northolt Siding is also known as: Hillingdon Refuse Siding Northolt, West London Waste.
Northolt Jn	10	11	ANL	Note mileages at toe of points ME874 are ELR ANL 10m 16ch, and NAJ2 0m 01ch. Northolt Jn is defined as change of ELR NAJ1 to NAJ2; about 1 chain away from NAJ2 0m 00ch. See MD701-004.
Change of mileage and change of ELR	0	00	NAJ2	
SOUTH RUISLIP	0	07		Platform lengths: South Ruislip Down Northolt Loop: 123 metres (Down direction) Down Northolt Loop: 104 metres (Up direction) Up Main: See MD701-004.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	001	Princes Risborough to Aylesbury	PRA	Central	27/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
PRINCES RISBOROUGH	(24 40)		
(Buffer Stop Bay Platform 1)	42 23		
Princes Risborough Jn	(24 48)		
Change of mileage - from connection to UPRL	42 31		
(Points ME942B)	42 37		
	42 38 *		
Mount Way FP No.2 (LC)	42 58		
Church Path FP No.41 (LC)	43 02		
Westmead FP (R/G OMSL)	43 31		
MONKS RISBOROUGH	43 57		
Princes Risborough FP No.31 (LC)	43 71		
(End of diagram)	44 20		



GSM-R

TCB Marylebone IECC (ME)
North Workstation

Platform lengths: Princes Risborough
Platform 1 - 61 metres (67 yards) permissive (PP)

UPRL: Up Princes Risborough Loop
UM: Up Main
DM: Down Main

Mileage in brackets () is NAJ2 mileage, see Main lines on MD701 seq 009.

D&UA - Down & Up Aylesbury

Platform length:
Monks Risborough-95 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	002	Princes Risborough to Aylesbury	PRA	Central	11/10/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	44	20	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		
North Bucks Way FP No.2B (LC)	44	49		
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 (Aylesbury) (MCB-OD)	47	00	T	
Stoke Mandeville FP No.4 (LC)	47	32		
(End of diagram)	47	40	40 D&UA	

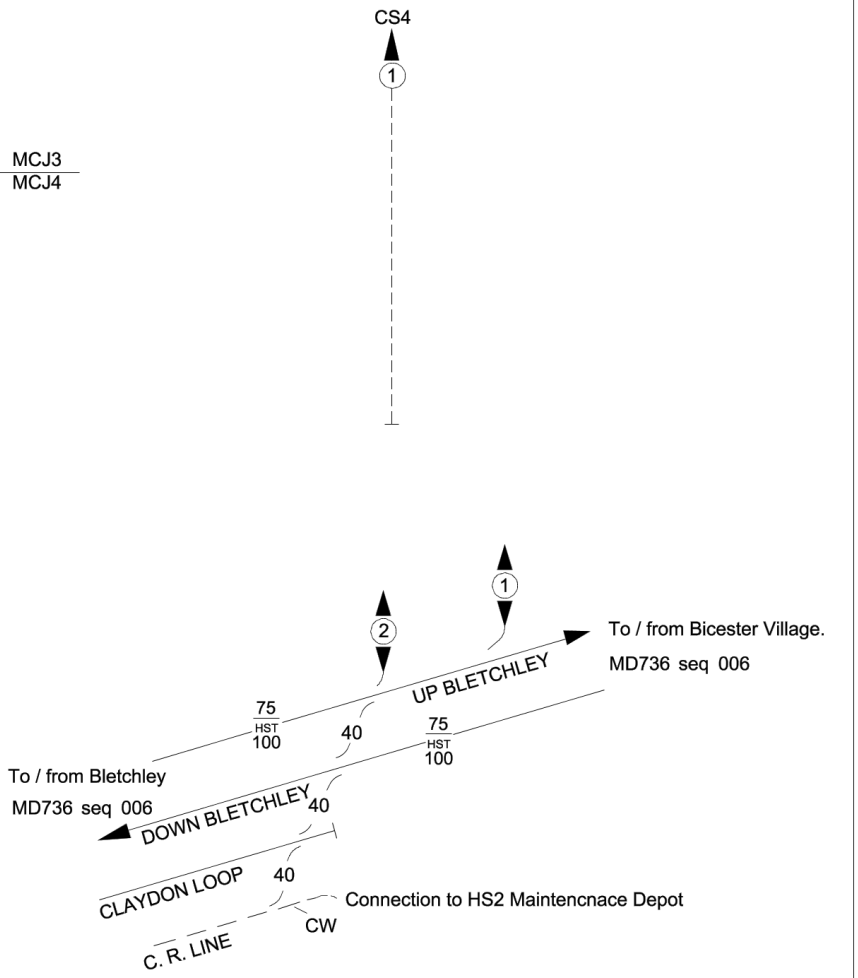
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	002	Aylesbury to Claydon West Jn	MCJ2 MCJ3	Central / West Coast South	18/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	42 00	U&D AYLESBURY	GSM-R
Lower Blackgrove No.1 Farm LC (UWC)	42 25	30	NSTR Marylebone IECC (CJ) North Workstaion
(Change of linename to U&D Aylesbury Siding)	43 05 *	* U&DAS 15	TPWS and AWS not provided.
North Bucks Way No.1 LC (FP)	43 53		U&D Aylesbury - Up & Down Aylesbury Sidings
Enhanced Possession Protection (Baulk of timbers with stop lamp)	43 61		
Heritage Baulk of timbers	43 63	(1) HS2 worksite	U&DAS - Up & Down Aylesbury Siding.
QUAINTON ROAD	44 22	OOU	Quainton Road (Buckinghamshire Railway Society)
			(1) Line to / from Claydon West Jn is temporarily OOU.
(Change of mileage, change of ELR & Route Boundary)	44 48 161 50	MCJ2 CENTRAL ROUTE MCJ3 WCS Route	GSM-R Up: Start of GSM-R area at 161m 42ch Down: End of GSM-R area at 161m 42ch
Ditchburns LC (UWC)	159 33	T	MCJ3 - mileage decreases down the page.
		CS4	CS4 - Calvert Siding 4
(End of diagram)	157 00	(1) CS4	

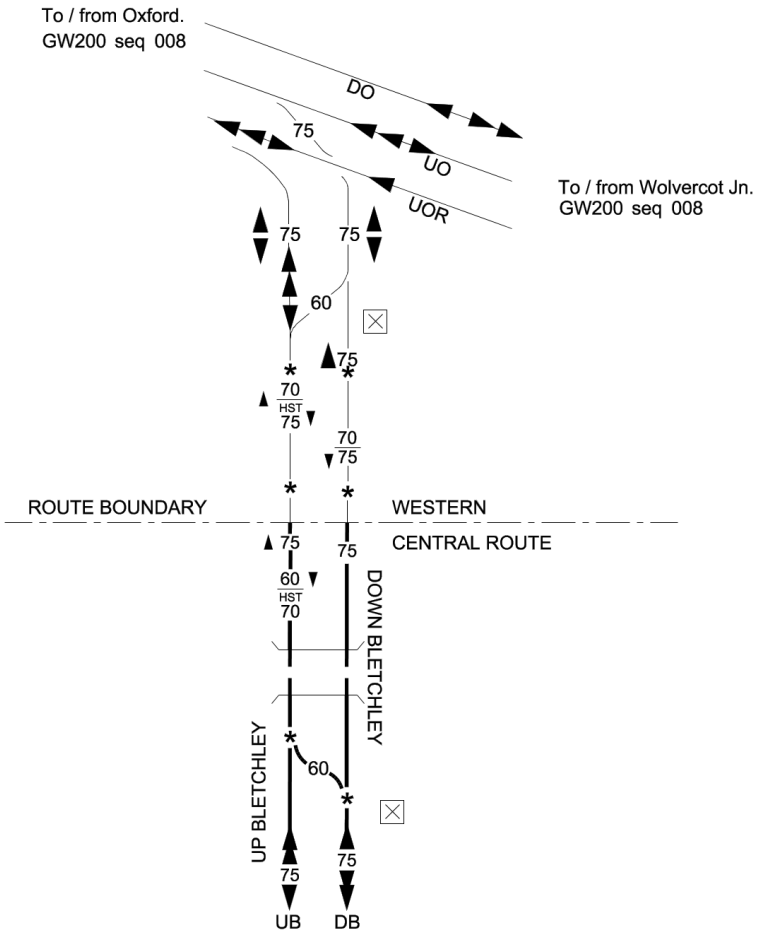
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	003	Aylesbury to Claydon West Jn	MCJ3 MCJ4	West Coast South	22/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Calvert Jn (former site of) (Change of mileage and change of ELR: MCJ3 - MCJ4).	156 72 MCJ3 0 00 MCJ4		Sidings Line is NON-OPERATIONAL, Calvert Siding 4 is an HS2 worksite. TPWS and AWS not provided.
Temporary Buffer Stop on CS4	0 11		
Claydon L&NE Jn, former site of	0 41 (12 57)		① Out of use ② For reference only, connection not built yet. Mileage in brackets ( ) is Down & Up Main line (MD736) mileage (ELR: OXD).
Claydon West Jn (MCJ4)	0 53 (12 36)		C. R. Line - Claydon Reception Line

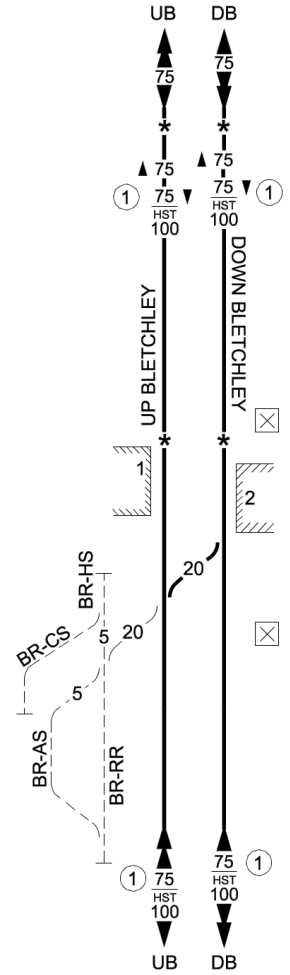
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	001	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	25/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxford North Jn (Up Bletchley Connection)	30 20 (64 35)		GSM-R TCB Thames Valley S.C. (OD) Oxford Workstation Axle Counter area. DO: Down Oxford UO: Up Oxford UOR: Up Oxford Relief. Mileage in brackets ( ) is main line (GW200) mileage (ELR: DCL).
Oxford Canal Jn	29 57		☒ Patrolmans directional line lockout (applies to both lines) between Oxford Canal Junction and Woodstock Road Junction.
	29 43 *		
	29 36 *		NOTE mileages decrease down the page; from Oxford North Jn to Buffer Stop on Down Bletchley at OXD 1m 32ch.
Network Rail Route Boundary & Sectional Appendix Boundary	29 15		Marylebone IECC (OB) North Workstation
Wolvercot Tunnel (OXD/48) from	28 67		from aproximately 29m 15ch (DB) & aproximately 29m 05ch (UB).
133 metres (145 yards) to	28 61		
	28 51 *		
Woodstock Road Jn	28 47		
	28 43 *		☒ Patrolmans directional line lockout (applies to both lines) between Woodstock Road Junction and Oxford Parkway.
(End of diagram)	28 30		

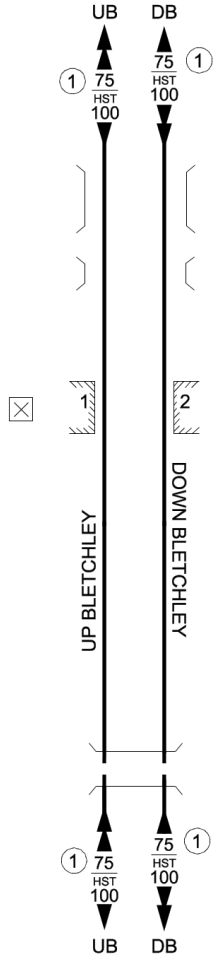
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	002	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	27/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	28 30		GSM-R TCB Marylebone IECC (OB) North Workstation Axle Counter area. NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to Buffer Stop on Down Bletchley at OXD 1m 32ch. (1) Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.
	28 17 *		
	27 57 *		☒ Patrolmans directional line lockout (applies to both lines) between Oxford Parkway and Woodstock Road Jn.
OXFORD PARKWAY	27 53		Platform lengths: Oxford Parkway Platform 1: 244 metres (267 yards) Platform 2: 225 metres (246 yards)
(Buffer stop on BR-HS)	27 41		
Water Eaton Jn	27 39		☒ Patrolmans directional line lockout (applies to both lines) between Water Eaton Jn and Bicester Depot West Jn.
Banbury Road Sidings	27 25		BR-AS: Banbury Road Aggregate Siding. BR-RR: Banbury Road Run Round. BR-HS: Banbury Road Head Shunt. BR-CS: Banbury Road Cripple Siding.
(Buffer stop on BR-RR)	27 10		DB: Down Bletchley UB: Up Bletchley
(End of diagram)	27 00		

LNW South Route Sectional Appendix Module LNW(S)2

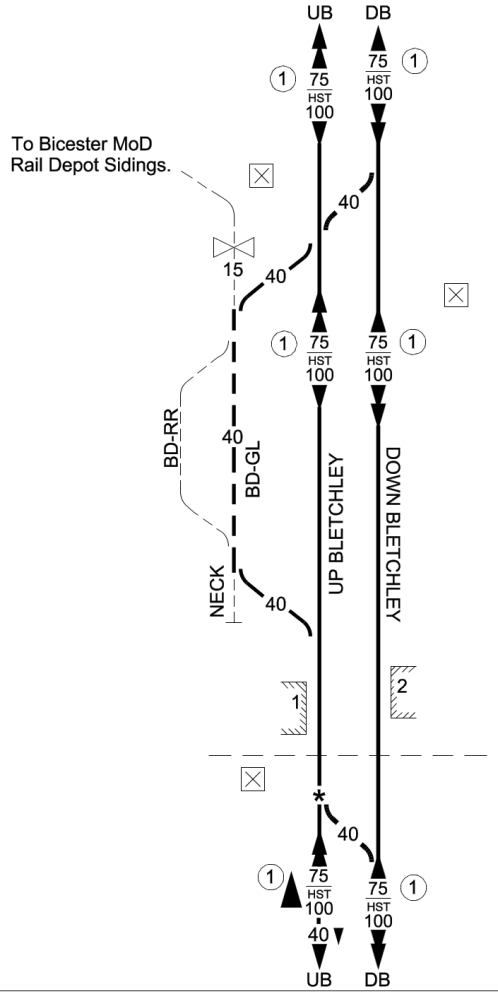
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	003	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	25/07/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	27	00		TCB Marylebone IECC (OB) North Workstation GSM-R Axle Counter area. NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to Buffer Stop on Down Bletchley at OXD 1m 32ch.. (1) Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.
River Cherwell Viaduct (OXD/46) from	26	31		
8 spans, 78 metres (85 yards) to	26	27		
Millstream Viaduct (OXD/44) from	26	15		
4 spans, 54 metres (59 yards) to	26	11		
ISLIP	25	35		Platform lengths: Islip Platform 1: 194 metres (212 yards) Platform 2: 193 metres (211 yards) ☒ Patrolmans directional line lockout (applies to both lines) between Water Eaton Jn and Bicester Depot West Jn.
M40 Motorway Overbridge (OXD/40E) from	22	15		
37 metres (40 yards) to	22	13		
(End of diagram)	21	00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	004	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central	27/07/2024

Location	Mileage M	Mileage Ch	
(Start of diagram)	21	00	
Bicester MoD Rail Depot	20	40	
Bicester Depot West Jn	20	38	
Bicester Depot East Jn	19	60	
BICESTER VILLAGE	19	40	
Bicester London Road LC (CCTV)	19	31	
	19	28	*
(crossover)	19	25	
(End of diagram)	19	20	

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB Marylebone IECC (OB) North Workstation

Axle Counter area.

NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to lowest OXD mileage at approximately 0m 66ch.

Patrolmans directional line lockout (applies to both lines) between Water Eaton Jn and Bicester Depot West Jn.

Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn.

BD-GL: Bicester Depot Goods Loop.
BD-RR: Bicester Depot Run Round.

BD-GL is permissive (PF).

(1) Locomotive hauled passenger trains other than Class 67's, Class 68's and Mark 3 day coaches and Class 43's and Mark 3 coaches must NOT exceed 75mph.

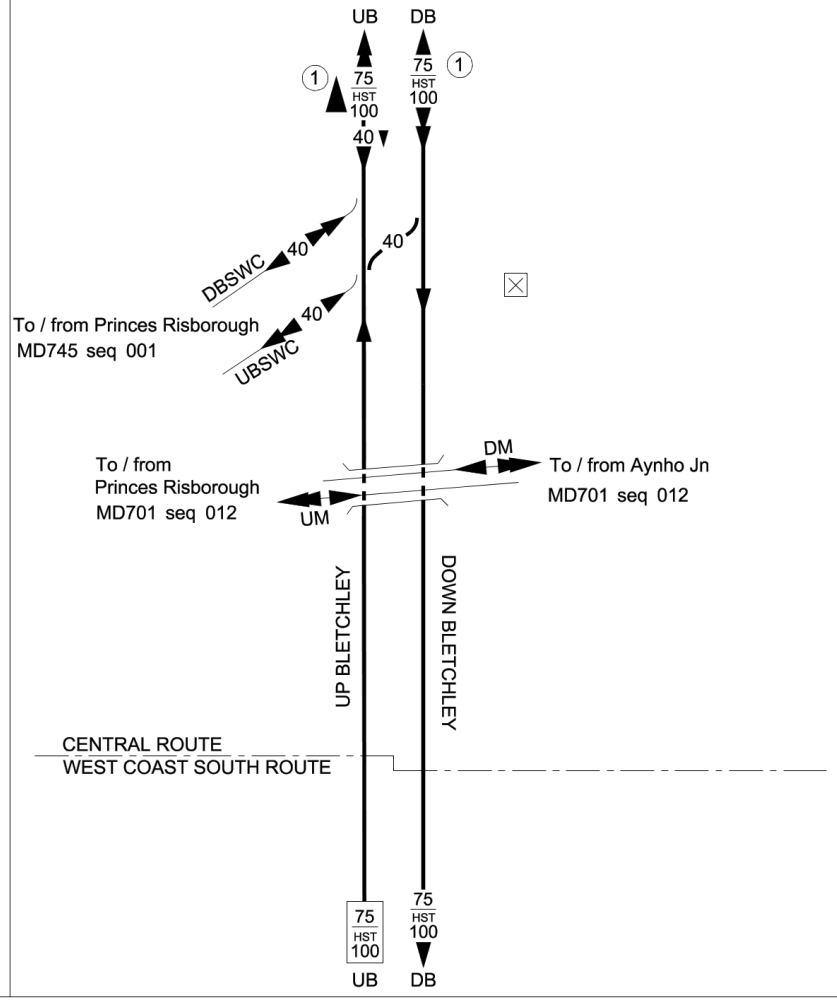
Platform lengths: Bicester Village
Platform 1: 240 metres (262 yards)
Platform 2: 230 metres (252 yards)

Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn.

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	005	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	Central / West Coast South	25/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	19 20		
Gavray Jn	19 00 (8 79)		
NAJ3 Main lines overbridge from 11 metres (12 yards) to	18 62 18 61		
Jarvis Lane Footbridge (OXD/36A) & Route Boundary	18 40		
Bicester Road RRAP Access to both Up & Down lines from South side of OXD/36	18 16		
(End of diagram)	17 40		



TCB Marylebone IECC (OB)
North Workstation

GSM-R

Axle Counter area.

(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.

NOTE mileages decrease down the page; from Route Boundary 29m 15ch (Oxford North Jn) to lowest OXD mileage at aprox. 0m 66ch.

☒ Patrolmans directional line lockout (applies to both lines) between Bicester Depot West Jn and Gavray Jn.

Mileage in brackets ( ) is the Chord line mileage, ELR BSG.

UBSWC: Up Bicester South West Chord.
DBSWC: Down Bicester South West Chord.

Rugby ROC (OB)
Claydon Workstation

DB: from 18m 39ch
UB: to 18m 40ch.

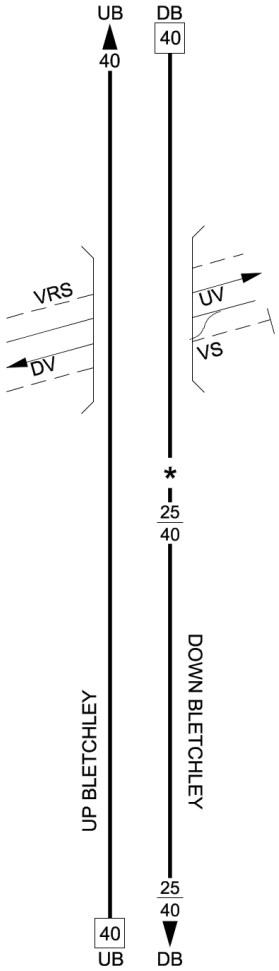
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	006	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	OXD	West Coast South	21/12/2024

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

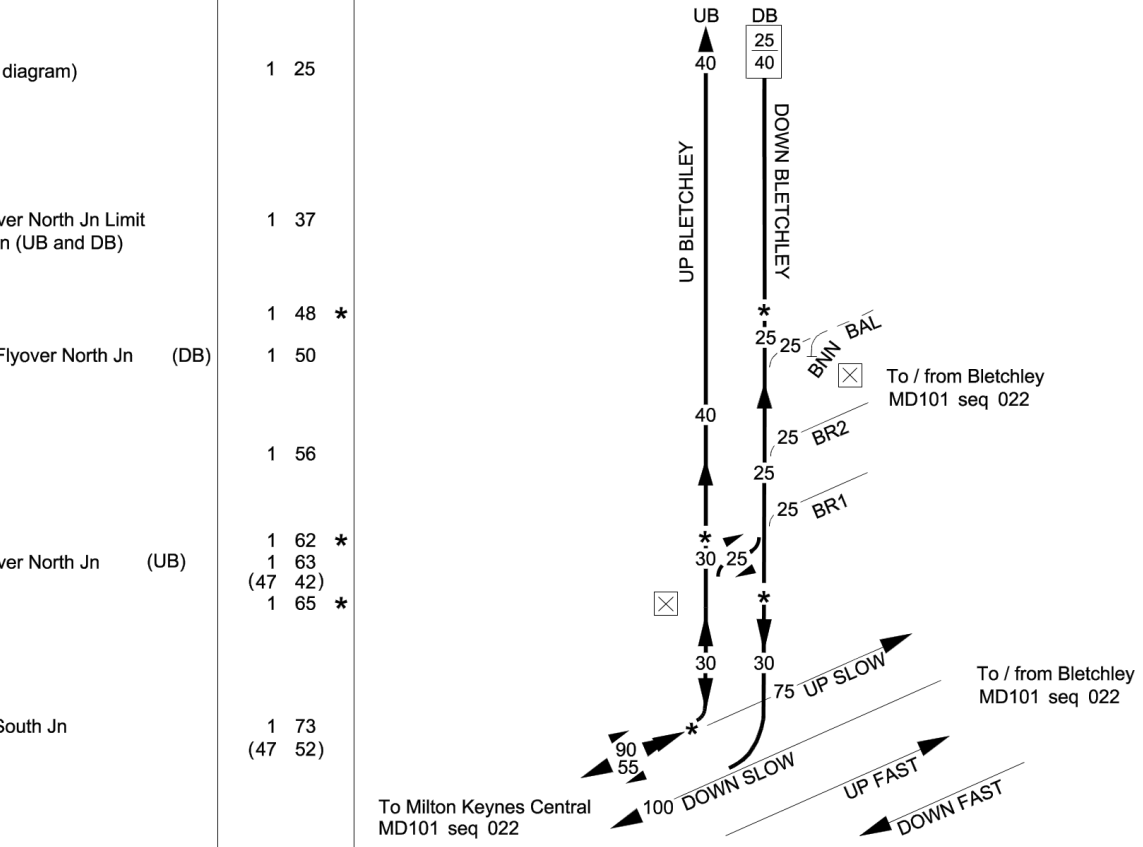
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	011	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	DHF	West Coast South	30/08/2025

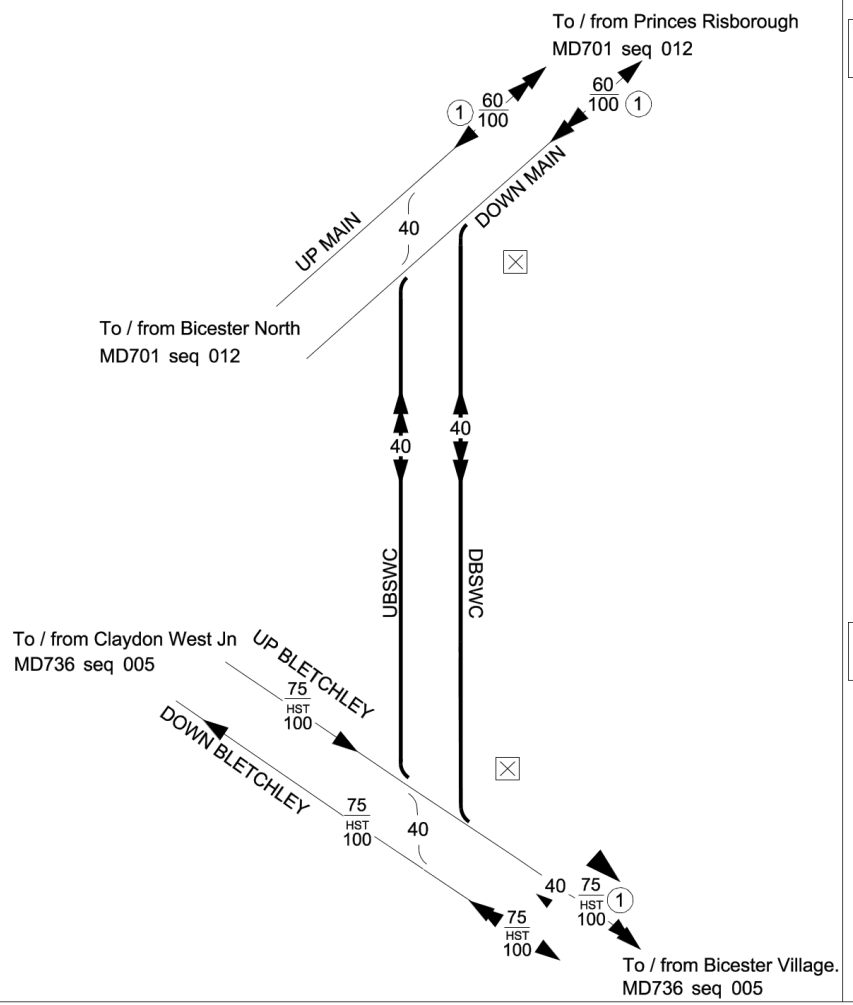
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 02		GSM-R TCB Rugby ROC (OB) Claydon Workstation Axle Counter area : DB: to 1m 13ch UB: from 1m 12ch.
Rail Intersection bridge (Bletchley)from (DHF over electrified BBM and BLT2) 45 metres (48 yards)	1 07		The following lines are partly or fully electrified: UV: Up Vale. DV: Down Vale. VS: Vale Sidings. Crossover Down Vale to Vale Sidings. VRS: Vale Refuge Siding.
to	1 09		
	1 13 *		TCB Rugby SCC (TK) Bletchley Workstation DB: from 1m 12ch UB: to 1m 20ch.
(End of diagram)	1 25		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD736	012	Oxford North Jn (Excl.) to Denbigh Hall South Jn.	DHF	West Coast South	30/05/2026

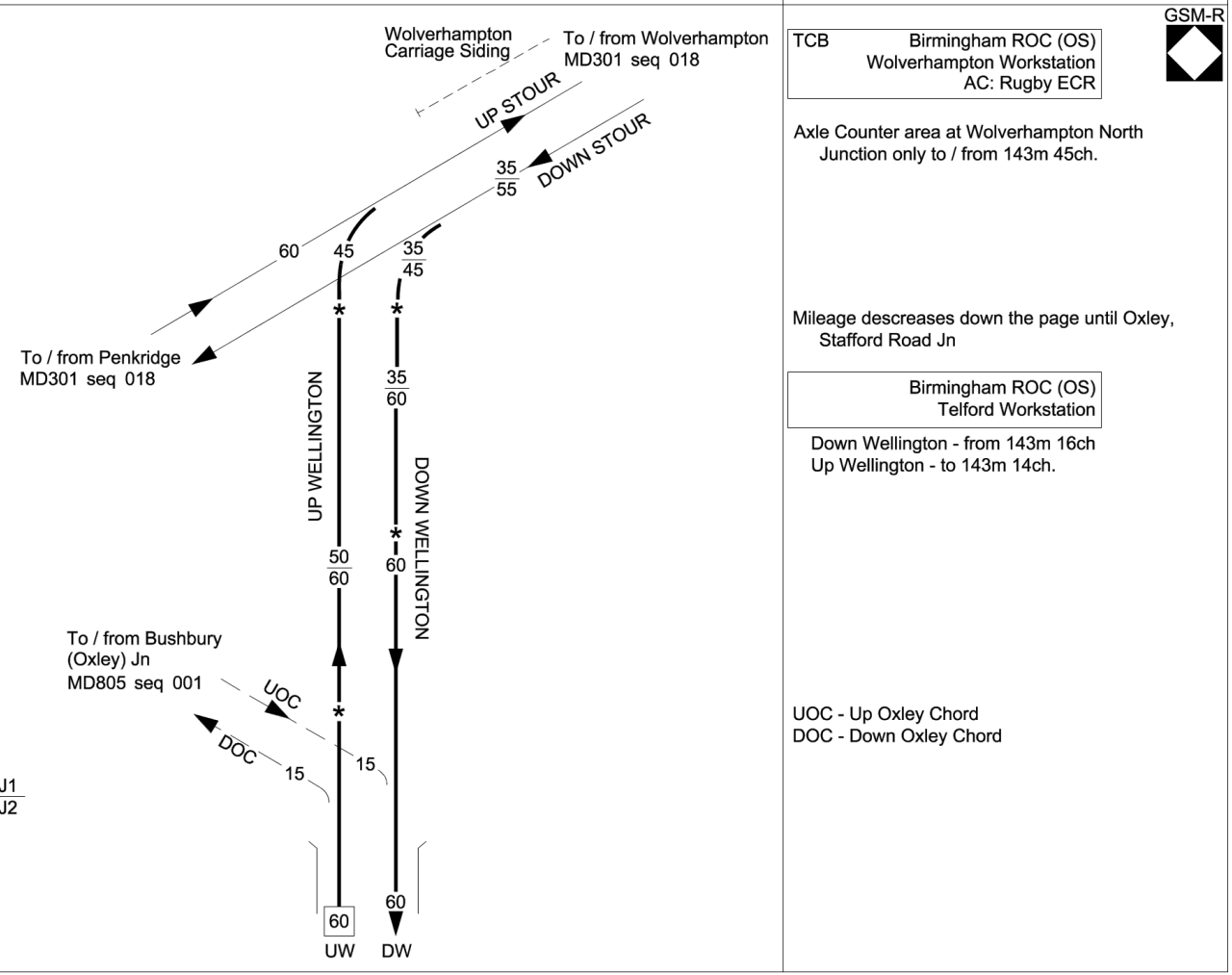
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 25		TCB Rugby SCC (TK) Bletchley Workstation GSM-R AC: Rugby ECR From 1m 37ch. UB: Up Bletchley. DB: Down Bletchley. BAL: Bletchley Arrival Line. BNN: Bletchley North Neck. BR2: Bletchley Relief 2. BR1: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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD745	001	Bicester South Jn to Gavray Jn	BSG	Central	27/06/2026

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)		

LNW South Route Sectional Appendix Module LNW(S)2

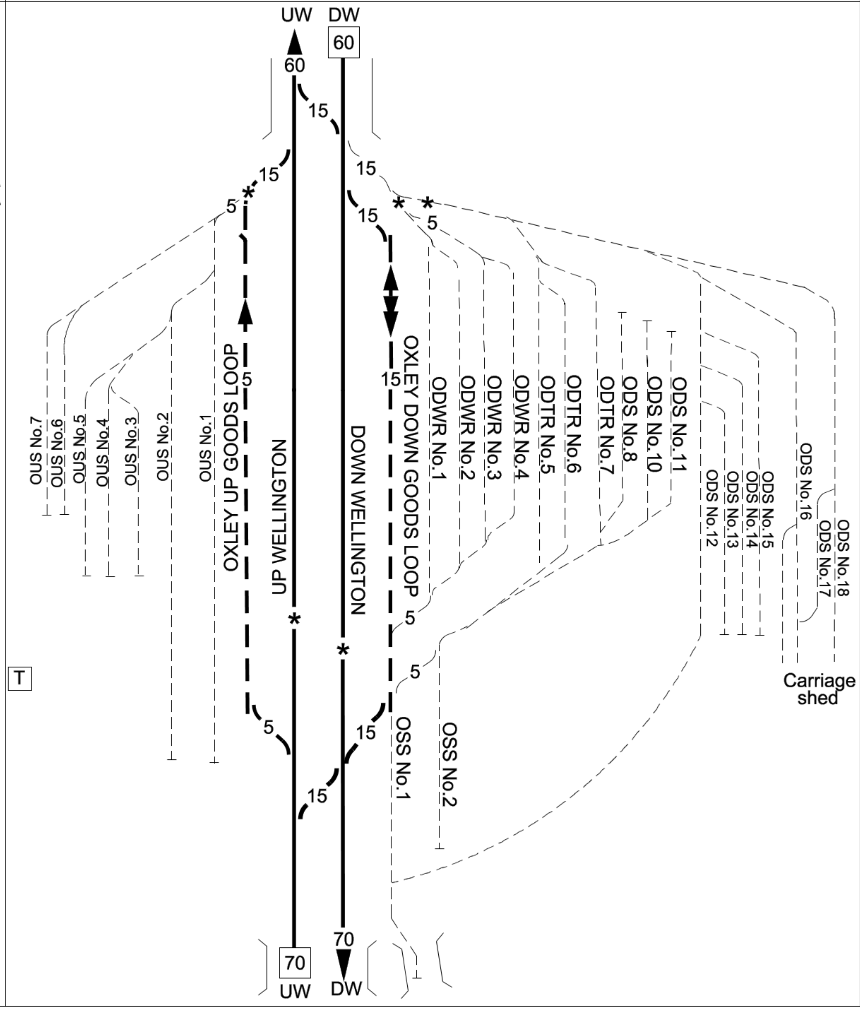
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	001	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ1 WSJ2	Central	19/07/2025

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Buffer stop on Wolverhampton Carriage Siding)	13 25			GSM-R TCB Birmingham ROC (OS) Wolverhampton Workstation AC: Rugby ECR Axle Counter area at Wolverhampton North Junction only to / from 143m 45ch.
Wolverhampton North Jn	13 32			
Change of mileage	143 52			
	143 45 *			Mileage descreases down the page until Oxley, Stafford Road Jn
				Birmingham ROC (OS) Telford Workstation Down Wellington - from 143m 16ch Up Wellington - to 143m 14ch.
	143 22 *			
	143 03 *			UOC - Up Oxley Chord DOC - Down Oxley Chord
Oxley, Stafford Road Jn	142 79	WSJ1		
Change of mileage and change of ELR	143 02	WSJ2		
Oxley Viaduct from 211 metres (231 yards)	143 03			
cont.				
(End of diagram)	143 03			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	002	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	Central	30/05/2026

Location	Mileage M	Mileage Ch	
(Start of diagram)	143	03	
Oxley Viaduct cont. 211 metres (231 yards)	143 to (143	03 09)	
(Crossover)			
	143	13	
Oxley Depot Up Sidings Connection	143	14	
	143	15	*
	143	16	*
Oxley Depot			
	143	40	*
	143	42	*
	143	45	T
Oxley Depot Up Sidings Jn	143	47	
(Crossover)	143	49	
(ODS No.12 siding connection)	143	56	
Oxley limit of electrification - UW & DW	143	63	
Canal bridges (Oxley) Staff.& Worcester 67 metres (73 yards) from to	143 143	67 69	
(Stop block on OSS No.1 on former KWD)	143	69	
(End of diagram)	145	30	

Running lines & speed restrictions



Signalling & Remarks

TCB	Birmingham ROC (OS) Telford Workstation AC: Rugby ECR

GSM-R

Axle Counter area:
DW : from 144m 19ch
UW: to 144m 39ch

UW: Up Wellington
DW: Down Wellington

OUS: Oxley Up Siding

ODWR: Oxley Down Wash Road
ODTR: Oxley Down Through Road
ODS: Oxley Down Siding

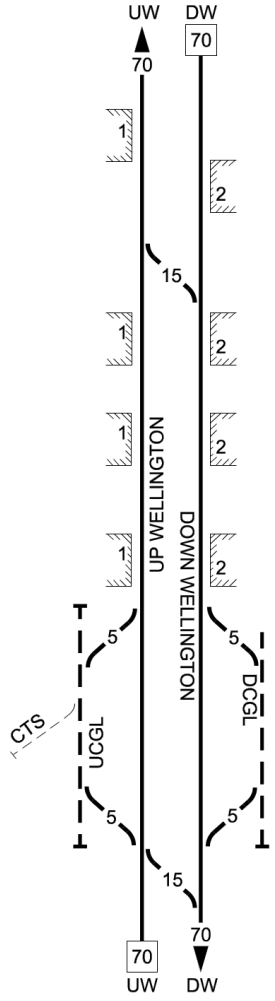
ODGL (PF) - 348 metres / 381 yards (from signal OS7712 to signal OS1739)
- 456 metres / 499 yards (from signal OS7712 to signal OS7717)

OUGL (PF) - 460 metres / 503 yards

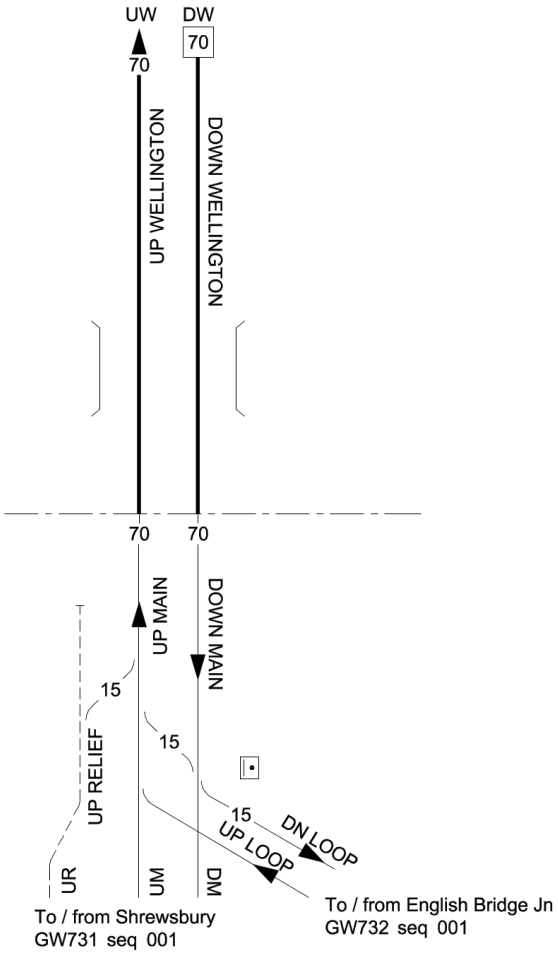
OSS No.1: Oxley No.1 Shunting Spur
OSS No.2: Oxley No.2 Shunting Spur

NOTE: ALL lines on this diagram are electrified except the following:
ODS No.8, No.9, No.10 & No.11
ODS No.13, No.14 & No.15
ODS No.18
OSS No.2
OUS No.1 & No. 2 are not electrifiied at the Wellington end.

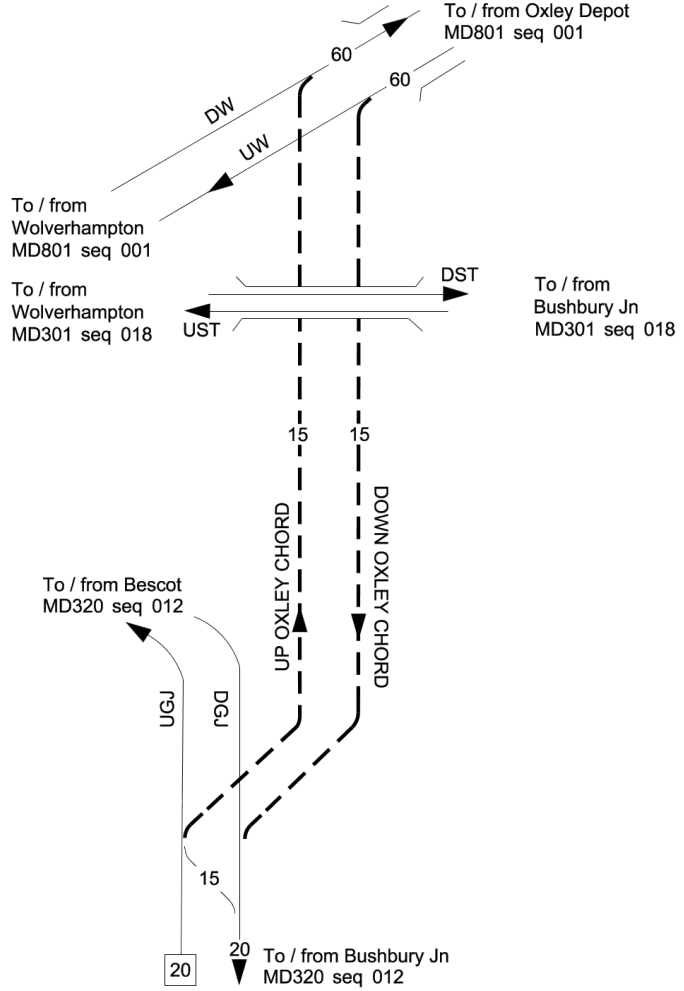
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	003	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	Central	19/07/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	145	30		GSM-R TCB Birmingham ROC (MJ) Telford Workstation Change of prefix only from 145m 30ch. Axle Counter area.
BILBROOK	145	66		Platform lengths: Bilbrook Platform 1 - 100 metres (109 yards) Platform 2 - 100 metres (109 yards)
(Trailing crossover)	146	27		UW: Up Wellington DW: Down Wellington
CODSALL	146	41		Platform lengths: Codsall Platform 1 - 97 metres (106 yards) Platform 2 - 94 metres (103 yards)
ALBRIGHTON	149	38		Platform lengths: Albrighton Platform 1 - 138 metres (151 yards) Platform 2 - 100 metres (109 yards)
COSFORD	150	69		Platform lengths: Cosford Platform 1 - 122 metres (133 yards) Platform 2 - 122 metres (133 yards)
				DCGL: Down Cosford Goods Loop UCGL: Up Cosford Goods Loop CTS: Cosford Tamper Siding
				DCGL: 365 metres (399 yards) UCGL: 365 metres (399 yards) Permissive: - PF authorised on both DCGL & UCGL
(Facing crossover)	151	23		
(End of diagram)	152	00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	008	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	Central	19/07/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	167 40		GSM-R TCB Birmingham ROC (MJ) Telford Workstation Axle Counter area from Alscott LC (exclusive) to Route Boundary (GW731).
Belvedere Viaduct (river Severn) from 101 metres (110 yards)	169 78		
to	170 03		
Network Rail Route Boundary & Sectional Appendix Boundary	170 46		Abbey Foregate SB (AF)
(Buffer stop on Up Relief)	171 01		Down: from 167m 48ch Up: to 170m 65ch.
Abbey Foregate SB	171 13		
Abbey Foregate Jn	171 15		AB
Continued in Western & Wales Route Sectional Appendix			

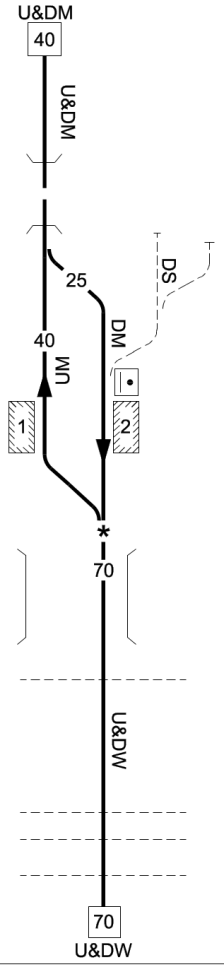
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD805	001	Oxley, Stafford Road Jn to Bushbury Oxley Jn (Oxley Chord Lines)	OXC	Central	30/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxley, Stafford Road Jn	(142 79) 1 02		GSM-R TCB Birmingham ROC (OS) Telford Workstation UW: Up Wellington DW: Down Wellington Wellington lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.
Oxley Limit of Electrification (Down Oxley Chord only)	0 72		
(Stour lines)	0 57		Birmingham ROC (OS) Wolverhampton Workstation DST: Down Stour UST: Up Stour Stour lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.
Grand Junction lines start / end adjacent to Oxley Chord lines.	0 11		UGJ: Up Grand Junction DGJ: Down Grand Junction Grand Junction lines are provided with 25kV AC overhead line equipment, controlled from Rugby ECR.
Bushbury (Oxley) Jn	0 00 (15 23)		Axle Counter area at Bushbury (Oxley) Jn. Down Oxley Chord: from 0m 11ch Up Oxley Chord: to 0m 06ch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
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	20/06/2026

Location		Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
						GSM-R TB Ledbury SB (L)
Ledbury Tunnel	from	135	15	T		U&DM - Up & Down Main
(1203 metres, 1316 yards)	to	135	75			
Single line		135	76			DS - Down Siding
Ledbury SB		136	06			CL - 384m, 1260ft
LEDBURY		136	09			Platform 1 - 98m, 107yds Platform 2 - 100m, 109yds
Single line		136	30	*		
Ledbury Viaduct 343 metres (375 yards)	from	136	39			
	to	136	56			
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			

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

Soho, Light Maintenance Depot

General. Soho Main train Light Maintenance Depot (L.M.D.) is defined as Sidings 1 to 11 (including the Fuel Tank Siding) from the King points on the Down Soho Goods Loop. Drivers and other staff must not lean out of the train windows when proceeding along No.11 siding. The Carriage Washer Siding maximum speed is 3mph. This Siding is also known as Carriage Wash Road. All other lines within the L.M.D. are 5mph, for example the Light Maintenance Depot Arrival line.

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

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

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

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

Dated: 18/07/2026

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

WOLVERHAMPTON CARRIAGE SIDING

Trains Arriving

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

Trains Departing

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

Dated: 01/02/2025

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

Wolverhampton Steel Terminal

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

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

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

Arrivals:

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

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

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

Departures:

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

Dated: 28/11/2020

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

WOLVERHAMPTON

Shunting Movements

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

If the train is formed of more than three vehicles, the signaller must ensure that signal BW4274 on the Up Stour line, or signal WS4301on the Down Stour line, is displaying a proceed aspect before setting a route for the shunt movement to proceed behind ground position light signals BW1273 or WS1300.

Dated: 01/02/25

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

Tipton - Penkridge

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

‘To drivers of electric trains: Where possible, please ensure that no more than: power notch 3 / modern equivalent 75% power is used between Perry Barr or Tipton and Rickerscote neutral sections’.
This broadcast is for information only and does not require acknowledgement.

Dated: 24/01/2026

MD310 - BARNT GREEN JUNCTION TO REDDITCH

Barnt Green Single Line Junction To REDDITCH

Method Of Working The Redditch Branch During Failure Situations

Description

The Redditch Branch consists of the following:

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

Train Detection

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

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

Reset / Restoration of a failed Axle Counter section

In the event of an in service failure of an axle counter section the Signaller shall attempt a reset of the failed axle counter section in accordance with the Signallers Axle Counter Reset/Restoration process.
Following the successful resetting of a failed axle counter section the Signaller will advise the Driver of the first train of the circumstances and request the Driver to examine the affected portion of line. The Signaller will instruct the Driver to pass the protecting signal at danger as listed in the table below, provided all track/axle counter sections are indicating clear over the single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. Under these circumstances there is no requirement to introduce Working By Pilot

Location	Signal to be passed at Danger	Instructions from Signaller to Driver
Barnt Green Single Line Jn to Weights Lane Jn	SY8	1. Inform the Driver why the line is to be examined 2. Reach a clear understanding as to which portion of line is to be examined. 3. Inform the Driver that following a successful axle counter reset all axle counter / track circuit sections are indicating clear between the protecting and exit signals on the portion of line being examined 4. That a route is set between the protecting signal and the exit signal on the portion of line being examined and the single line directional arrow is displaying the correct direction of travel for the train. 5. Instruct the Driver to pass the protecting signal at danger.
Weights Lane Jn to Redditch	BB7589	
Redditch to Alvechurch Station	BB7588	
Alvechurch Station to Barnt Green Single Line Jn	BB7584	

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

If following an unsuccessful axle counter reset on the double track section of line resulting in the axle counter remaining occupied, the Signaller will advise the Driver of the first train of the circumstances and request the Driver to examine the affected portion of line. The Signaller will instruct the Driver to pass the protecting signal at Danger as listed in the table below provided all track/axle counter sections are indicating clear over single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. Under these circumstances Working By Pilot is not required.
Following the examination of the affected portion of line and if the failed axle counter section remains occupied subsequent trains will be authorised to pass the protecting signal at Danger provided all track/axle counter sections are indicating clear over the portion of the single line section and a route is set from the protecting signal with the single line directional arrow displaying the direction the train is to travel. This method of working shall continue until the failed axle counter has been restored to normal working.

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

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

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

Dated: 31/01/2026

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

Perry Barr North Jn - Bushbury Jn

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

'To drivers of electric trains: Where possible, please ensure that no more than: power notch 3 / modern equivalent 75% power is used between Perry Barr or Tipton and Rickerscote neutral sections'.
This broadcast is for information only and does not require acknowledgement.

Dated: 24/01/2026

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

Curzon Street Jn

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

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

Dated: 27/05/2018

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

Duddeston To Aston South Jn

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

Dated: 27/12/17

MD340 – ASTON NORTH JUNCTION TO ALREWAS (EXCLUSIVE)

ASTON NORTH JUNCTION TO LICHFIELD TRENT VALLEY JUNCTION

Drivers of light locomotives and freight trains must not exceed 30mph between Aston North Junction and Lichfield Trent Valley Junction when travelling over the Up or Down Sutton lines.

Dated: 01/08/2026

MD345 – BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (Excl)

Walsall Midland Yard/Tasker Street Sidings

General:

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

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

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

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

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

Arrivals:

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

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

Departures:

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

Shunt moves.

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

Dated: 01/02/2025

MD355 - LICHFIELD TV JN TO LICHFIELD TRENT VALLEY (CHORD LINE)

BETWEEN LICHFIELD TRENT VALLEY JUNCTION AND LICHFIELD TRENT VALLEY

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

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

Dated: 31/01/2026

MD370 - BESCOT CURVE JN TO WALSALL, PLECK JN

Bescot Curve Jn To Walsall, Pleck Jn

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

Dated: 20/07/14

MD365 - PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN

Portobello Jn To Wolverhampton Crane Street Jn

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

'To drivers of electric trains: Where possible, please ensure that no more than: power notch 3 / modern equivalent 75% power is used between Perry Barr or Tipton and Rickerscote neutral sections'.
This broadcast is for information only and does not require acknowledgement.

Dated: 24/01/2026

MD401 - HEYFORD TO BORDESLEY JUNCTION

BANBURY

Up direction

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

Down direction

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

Dated: 25/03/17

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

European Metals Recycling (EMR) Sidings

General: 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 the 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.

Arrival to 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 upon arrival on the Down Saltley Goods Loop. 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 from 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: 08/08/2026

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Table D2B – Route clearance of electric multiple units

Last Updated: 06/06/2026

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	Y	N	N	N	Y	N	Y	
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	N	Y	N	N	N	Y	N	Y	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	E R1	Y	E	N	N	Y	N	N	R1 Up and Down Slow Lines only
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	Y	Y	N	N	Y	Y	N	N	
MD101	LEC1	Willesden West London Jn – Harlesden Jn	5	23	6	01	Y	Y	E	EH	Y	Y	N	N	
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	Y	Y	N	EH	Y	Y	N	N	
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	Y	R1 R2	N	EH	R3	Y	N	N	R1 Prohibited Watford Junction platform 11 R2 Prohibited between Watford North Junction and Bletchley Jn when laden R3 Prohibited Hemel Hempstead Up Siding platform
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	Y	E	N	EH	Y	R1	N	N	R1 Prohibited Bletchley platforms 5 and 6

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	R1 R2	E	N	EH	R2	Y	N	N	R1 Prohibited Milton Keynes platform 3 in laden condition unless units have been subjected to a 25mm lateral footstep modification as detailed in clear route model LV-ES-6 (377-2) R2 Prohibited between Milton Keynes and Hanslope North Jn
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	N	N	N	EH	N	T	N	N	
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	N	N	N	EH	N	T	N	N	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	N	N	EH	N	T	N	N	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	N	E	N	N	N	Y	N	N	
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	N	E R1 R2	N	N	N	Y	N	N	R1 Prohibited between Northampton and Northampton North Jn R2 Northampton platform 2 (down fast) only
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	N	N	N	N	N	Y	N	N	
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	N	Y	N	N	N	N	N	Y	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	N	Y	N	N	N	N	R1	Y	R1 Class 499/2 only
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	N	Y	N	N	N	N	R1	Y	R1 Class 499/2 only
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	N	Y	N	N	N	N	N	Y	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	N	N	N	N	N	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	Y	E	N	N	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	Y	E	N	N	Y	N	N	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	Y	E	N	N	Y	N	N	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N	Y	E	N	N	Y	N	N	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	Y	E	N	N	Y	N	N	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	N	Y	E	N	N	Y	N	N	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	Y	E	N	N	Y	N	N	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	E	R1 R2	N	N	N	N	N	N	R1 For access to Bletchley platform 5 only R2 Prohibited with footsteps fitted
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	E	R1	N	N	E	N	N	N	R1 Prohibited with footsteps fitted
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	N	N	N	N	N	N	N	N	R1 Prohibited Limit of Electrification (Bletchley TMD) - Bedford St Johns West Jn
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	E	Y	E	EH	E	N	N	N	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	N	Y	N	N	N	N	N	EH	
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	Y	E	N	N	Y	N	EH	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	E	Y	N	N	E	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	Y	Y	N	EH	Y	N	N	EH	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	N	EH	Y	N	N	EH	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	Y	Y	N	N	Y	Y	N	N	
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	Y	Y	N	EH	Y	N	N	EH	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	N	N	E	N	N	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	N	N	N	N	N	N	N	N	
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	BDN	Site of Former Bridge Street Jn – Site of Former Duston North Jn	0	00	0	18	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	NMH	Site of Former Duston North Jn – Northampton South Jn	0	29	0	65	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	N	N	N	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	N	N	N	N	EH	N	N	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	N	N	N	N	Y	N	N	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	N	N	N	N	Y	N	N	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	N	N	N	N	Y	N	N	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	N	N	N	N	N	N	N	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	N	N	N	N	N	N	N	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	N	N	N	N	N	T	N	N	
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	N	N	N	N	N	T	N	N	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	N	N	N	N	N	T	N	N	
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	N	N	N	N	N	T	N	N	
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	N	N	N	N	N	T	N	N	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	N	N	N	N	N	T R1 R2	N	N	R1 Prohibited Birmingham platform 12 in 11-car formations. R2 Prohibited from entering Birmingham platform 3 via points NS578 reverse and platform 7 via points NS560 reverse when formed of 11-cars

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	N	N	N	N	N	T R1 R2	N	N	R1 Prohibited Birmingham platform 12 in 11-car formations. R2 Prohibited from entering Birmingham platform 3 via points NS578 reverse and platform 7 via points NS560 reverse when formed of 11-cars
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	N	N	N	N	N	T	N	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	N	N	N	N	N	T	N	N	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	N	N	N	N	N	T	N	N	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	N	N	N	N	N	T	N	N	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	N	N	N	N	N	T	N	N	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	N	N	N	N	N	N	N	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	N	N	N	N	N	N	N	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	N	N	N	N	N	N	N	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	N	N	N	N	N	N	N	N	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	N	N	N	N	N	N	N	N	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	N	N	N	N	N	N	N	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	N	N	N	N	N	N	N	N	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	N	N	N	N	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	N	N	N	N	Y	N	N	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	N	N	N	N	Y	N	N	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	N	N	N	N	N	Y	N	N	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	N	N	N	N	N	Y	N	N	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	N	N	N	N	N	Y	N	N	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	N	N	N	N	N	Y	N	N	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	N	N	N	N	N	Y	N	N	
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	N	N	N	N	N	Y	N	N	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	N	N	N	N	N	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	N	N	N	N	N	Y	N	N	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	N	N	N	N	N	Y	N	N	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	N	N	N	N	N	N	N	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	N	N	N	N	N	N	N	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	N	N	N	N	N	N	N	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	N	N	EH	N	EH	N	N	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	N	N	N	N	Y	N	N	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Limit of Electrification	5	42	6	34	N	N	N	N	N	R1	N	N	Prohibited Walsall Pleck Jn – Walsall North Jn on the Down Fast line
MD345	BJW2	Limit of Electrification – Ryecroft Jn	6	34	6	76	N	N	N	N	N	N	N	N	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	N	N	N	N	N	Y	N	N	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	N	N	N	N	Y	N	N	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	N	N	N	N	Y	N	N	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	N	N	N	N	Y	N	N	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	N	N	N	Line out of use NC/G1/2005/LN296
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	N	N	N	EH	N	H	N	N	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	N	N	N	N	N	N	N	N	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	N	N	N	N	Y	N	N	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	N	N	N	N	N	N	N	N	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	N	N	N	N	N	N	N	N	
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	N	N	N	N	N	N	N	N	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	N	N	N	N	N	N	N	N	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	N	N	N	N	N	N	N	N	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	N	N	N	N	N	N	N	N	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	N	N	N	N	H	N	N	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	N	N	N	N	N	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	N	N	N	N	N	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	N	N	N	N	N	N	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	N	N	N	N	N	N	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	N	N	N	N	N	N	N	N	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	N	N	N	N	N	N	N	N	
MD435	DCL	Small Heath South Jn – Site of Former Handsworth Jn	126	59	132	47	N	N	N	N	N	N	N	N	
MD435	HSJ	Site of Former Handsworth Jn – Smethwick Jn	132	47	133	32	N	N	N	N	N	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	N	N	N	N	N	N	N	N	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	N	N	N	N	N	N	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	N	N	N	N	N	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	N	N	N	N	N	N	Line out of use NME/2005/LNW284
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	N	N	N	N	N	N	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	N	N	N	N	N	EH R1	N	N	R1 OPPOS applies between Tamworth and Wilnecote
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	N	N	N	N	EH R1	N	N	R1 55mph over bridge 17 Cudworth on the Up Fast at 32m 48 ½ch
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	N	N	N	N	H	N	N	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	N	N	N	N	H	N	N	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	N	N	N	N	H	N	N	
MD555	NWO	Nuneaton North Junction – Lmit of Electrification	10	18	10	00	N	N	N	N	N	H	N	N	
MD555	NWO	Limit of Electrification – Whitacre West Junction	10	00	0	00	N	N	N	N	N	H	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	N	N	V	N	H	N	N	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	N	N	N	N	N	N	N	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	N	N	N	N	N	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	N	N	N	N	N	N	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	N	N	N	N	N	N	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	N	N	N	N	N	N	N	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	N	N	N	N	N	N	N	N	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill Lines)	41	44	46	77	N	N	N	N	N	N	N	N	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	N	N	N	N	N	N	N	N	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	N	N	N	N	N	N	N	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	N	N	N	N	N	N	N	N	
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	N	N	N	N	N	N	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	N	N	N	N	N	N	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of Former Ashendon Jn (Change of Mileage)	24	50	33	69	N	N	N	N	N	N	N	N	
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	N	N	N	N	N	N	N	N	
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	N	N	N	N	N	N	N	N	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	N	N	N	N	N	N	N	N	
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	N	N	N	N	N	N	N	N	
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	N	N	N	N	N	N	N	N	
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	N	N	N	N	N	N	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	N	N	N	N	N	N	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	N	N	N	N	N	N	N	N	
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	N	N	N	N	N	N	N	N	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	N	N	N	N	N	N	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	N	N	N	N	N	N	N	N	
MD736	OXD	Route Boundary (GW277) –Gavray Junction	29	25	19	00	N	N	N	N	N	N	N	N	
MD736	OXD	Gavray Jn – Flyover Jn (Change of ELR)	19	00	0	62	N	N	N	N	N	N	N	N	
MD736	BFO	Flyover Jn (Change of ELR) – Flyover Jn Summit	0	00	0	68	N	N	N	N	N	N	N	N	
MD736	DHF	Flyover Jn Summit – Limit of Electrification	0	68	1	37	N	N	N	N	N	N	N	N	
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	N	N	N	N	N	N	N	N	
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	N	N	N	N	N	N	N	N	
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	N	N	N	N	N	N	N	
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	N	N	N	N	N	N	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	N	N	N	N	Y	N	N	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	N	N	N	Y	N	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	N	N	N	N	N	N	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	N	N	N	N	N	N	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	N	N	N	N	H	N	N	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	N	N	N	N	N	N	N	N	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	377	378	379	380	387	390	499	508	Notes
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	N	N	N	N	N	N	N	N	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	N	N	N	N	N	N	N	N	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	N	N	N	N	N	N	N	N	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	N	N	N	N	N	N	N	N	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	N	N	N	N	N	N	N	N	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	N	N	N	N	N	N	N	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	N	N	N	N	N	N	N	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	N	N	N	N	N	N	N	N	
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	N	N	N	N	N	N	N	

Table D2C – Route clearance of electric multiple units

Last Updated: 27/09/2025

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	720	730	745	755	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	Y	E R1 R2	R3	N	N	R1 Prohibited between London Euston and Camden Carriage Neck R2 Class 720/6 only R3 Up to 3 x 3 car only
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	E R1	Y	E R2	R3	N	N	R1 Up and Down Slow Lines only R2 Class 720/6 only R3 Up to 3 x 3 car only
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	E R1	Y	E	R2	N	N	R2 Up and Down Slow Lines only R3 Up to 3 x 3 car only
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	E	Y	E R1	R2	N	N	R1 5-car operations only for Class 720/6 R2 Up to 3 x 3 car only
MD101	LEC1	Willesden West London Jn – Harlesden Jn	5	23	6	01	E R1	Y	E R2	R3	N	N	R1 Up and Down Slow Lines only R2 Class 720/6 only R3 Up to 3 x 3 car only
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	N	Y	E R1 R2	R3	N	N	R1 Prohibited between Wembley Central Jn and Watford South Jn R2 Class 720/6 only R3 Up to 3 x 3 car only
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	N	R1	N	R2	N	N	R1 Prohibited between Watford Junction Station and Bletchley South Jn R2 Up to 3 x 3 car only
MD101	LEC1	Bletchley South Jn – Bletchley (Platforms 1 – 5) – Denbigh Hall South Jn	46	41	47	52	N	N	N	R1	N	N	R1 Up to 3 x 3 car only