NETWORK RAIL
London North Western South Route

Week No.

LNW (S) 10

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS

MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 75 TO THE LNW(S) ROUTE
SECTIONAL APPENDIX

SATURDAY 06 JUNE 2026
to
FRIDAY 04 SEPTEMBER 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 26 pages

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

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

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. 75 to the LNW (S) Route Sectional Appendix effective from Saturday 06 June 2026 to Friday 04 September 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. 75 and is dated 06 June 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 Rail Signal boxes, Electrical Controls and Production Controls may be recorded for the purposes of monitoring the quality of safety related information being exchanged and to assist with investigations into incidents.

This publication is printed and distributed by APS Group

Telephone:

0161 495 4515

E-mail:

nrrons@theapsgroup.com

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 **06 June 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 2025 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 085 2620	ME	74 6108 01
Marylebone North *(Saunderton station (exclusive) to site of former Aynho Park Jn; Princes Risborough to Aylesbury; Amersham (Network Rail / LUL boundary) to Aylesbury)*	085 42619	0330 085 2619	ME, OB	74 6107 01
Newland East	085 49379	0330 8549379	NE	74 5263 01
Norton Jn	085 49382	0330 8549382	NJ	74 5265 01
Rugby SCC Shift Signalling Manager South SSM; North SSM	085 42633 085 42634	0330 8542633 0330 8542634		74 6167 01
Rugby SCC – Bletchley Workstation *(Soulbury Road HABDs to Wolverton (incl.))*	085 42628	0330 8542628	TK, KR	74 6162 01
Rugby SCC – Northampton Workstation *(Wolverton (excl.) to Hillmorton Jn (excl.) (via Weedon and via Northampton))*	085 42629	0330 8542629	KR, HN, RY	74 6159 01
Rugby SCC – Rugby Workstation *(Hillmorton Jn (incl.) to Shilton; Rugby to Brandon)*	085 42630	0330 8542630	KR, NR, RN, RC	74 6161 01
Rugby SCC – Nuneaton Workstation *(Shilton to Atherstone (incl.); Stockingford to Nuneaton to 2m 62ch (Route boundary) on the Arley / Hinckley lines; Nuneaton to 6m 70ch on the Bedworth lines)*	085 42631	0330 8542631	RN, NL, CN, WN, NW	74 6165 01
Rugby SCC – Tring Workstation *(Kings Langley to Soulbury Road HABDs)*	-	0330 854 2627	WT, TK	74 6157 01
Rugby ROC – Claydon Workstation (Gavray Jn to Flyover Summit Jn (incl.). Flyover Summit Jn to Fenny Stratford Jn).	085 89000	0330 858 9000	OB	74 6110 01
Rugby ROC – Colwich Workstation (Atherstone (excl.) to Shugborough)	085 42637	0330 854 2637	NL, LS	74 6170 01
Tyseley No.1	085 55828	0121 345 5828	TY1	-

Miscellaneous Instructions – Continued

NETWORK RAIL – London North Western (South) – Continued

SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS – Continued

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

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

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

SIGNAL BOX / PANEL / WORKSTATION	BRT	BT	SIGNAL PREFIX	GSM-R
Wembley Mainline SCC Shift Signaller Manager	085 26414 085 26415 085 26416	0330 852 6414 0330 852 6415 0330 852 6416		
Wembley Mainline SCC – Euston Panel *(Euston to Park Street Tunnels)*	085 26412	0330 852 6412	WM	74 6151 01
Wembley Mainline SCC – Camden Panel *(Park Street Tunnels to Kensal Green Tunnel)*	085 26413	0330 852 6413	WM	74 6152 01
Wembley Mainline SCC – Willesden Panel *(Kensal Green Tunnel to Wembley Yard)*	085 26417	0330 852 6417	WM	74 6153 01
Wembley Mainline SCC – Watford Workstation *(Willesden Jn to Kings Langley; Watford Junction to St. Albans Abbey)*	085 26418	0330 852 6418	WM, WT	74 6154 01
Wembley Mainline SCC – Suburban Workstation *(DC Electric lines: South Hampstead to Watford Junction)*	085 26435	0330 852 6435	WS	74 6156 01
Wembley Mainline SCC - Supervisor Workstation	085 26436	0330 852 6436	-	-
Wembley Yard	085 26443	0330 852 6443	WY	-
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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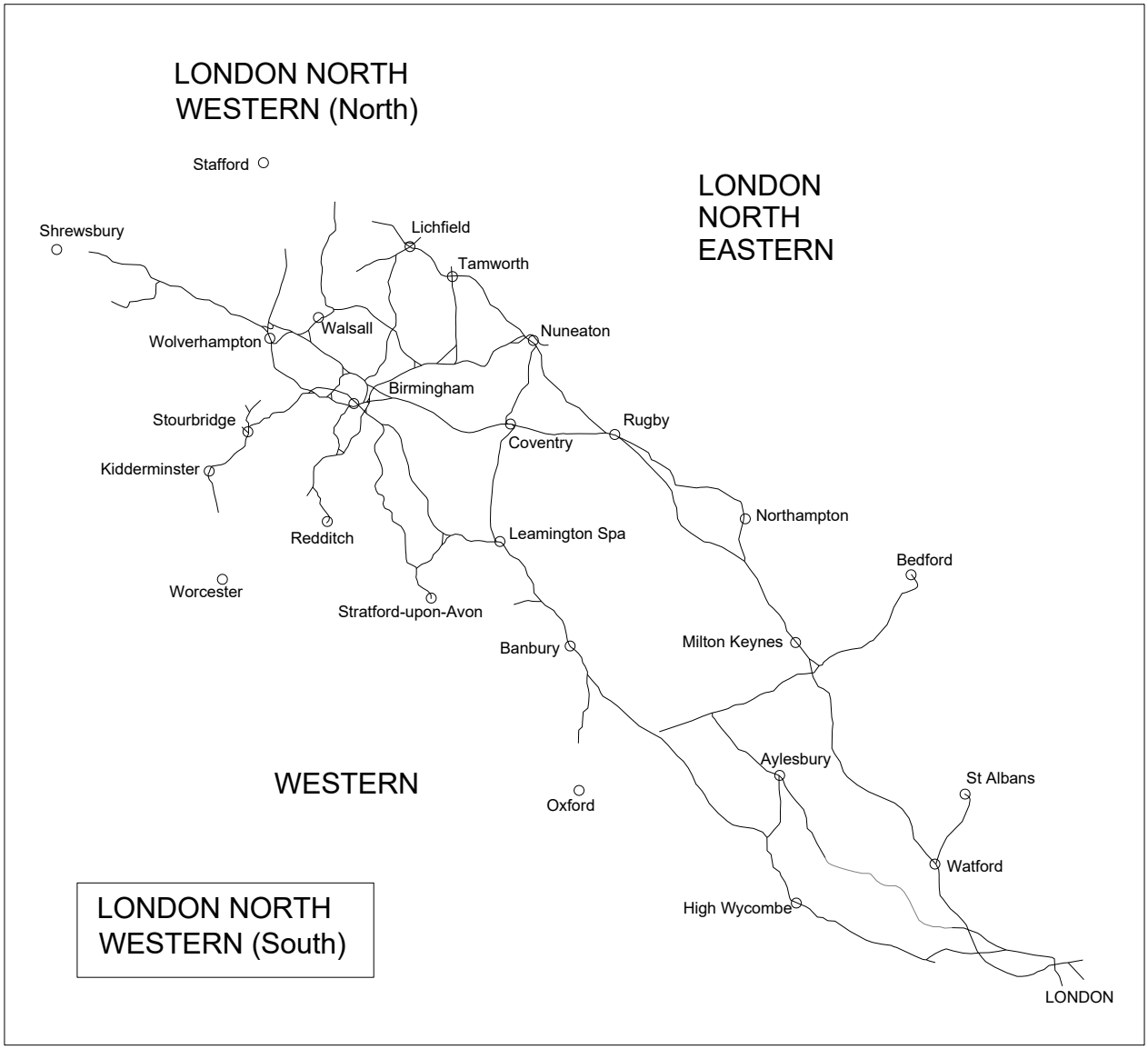
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LONDON

General Instructions - Table of Contents

Rule Book Module M3 – Managing incidents, floods and snow

The following additional instructions are applicable to electric point heaters:-

Electric Point Heaters

At certain locations point heaters are switched on automatically at predetermined temperature levels.

If advice is received that frost or falling snow is forecast or that the air temperature is expected to fall below freezing point and at the same time there will be rain, the Signaller must operate the heater switch for the area/s concerned to the ON position two hours before the weather conditions are expected to occur. If less than two hours warning is received, the heater switch must be operated to the ON position immediately advice is received.

If a warning is not received but the Signaller considers that there is a risk of the points becoming frozen or if he observes or is advised that snow is beginning to fall, he must immediately operate the heater switch to the ON position for the area/s concerned.

The Signaller must operate the heater switch/s to the OFF position when there is no further risk of the points being frozen or blocked by snow.

LNW South Route GI - Dated: 09/06/12

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

Section 1, Clause 1.2 - Exceptions

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

Working by Pilot need not be introduced following a failure of signalling equipment on the single lines listed below, provided that the following conditions are met:

1.All track circuits are functioning correctly on the single line and associated connections.
2.All points are detected or secured in accordance with the Rule Book, Module TS11, Section 13 and Handbook 4.

Locations where this instruction is authorised

MD310 Barnt Green Junction and Redditch

- •Between Barnt Green Single Line Junction and Alvechurch Station Junction.
- •Between Weights Lane Junction and Redditch

MD405 Leamington Spa Junction to Coventry South Junction

- Between Gibbet Hill Junction and Milverton Junction.
- MD415 Hatton Station to Stratford-upon-Avon
- Between Hatton West Junction and Bearley Junction.

MD420 Hatton North Junction to Hatton West Junction

- Between Hatton North Junction and Hatton West Junction.

MD910 Pershore (Incl.) to Norton Junction

- •Between Evesham West Junction 107m 52ch(GW310 Wolvercot Jn to Pershore (Excl.) and Norton Jn. Drivers must obtain modified working ticket RT3177 at signals E2457 or E2453 at Evesham or from signal NJ9 at Norton Junction. Tickets kept in signal post telephone cabinets on the platforms at Evesham and in a cabinet near signal NJ9 at Norton Junction. Permitted for a maximum of three hours.

MD940 Worcester Shrub Hill to Shelwick Jn

- Between Malvern Wells and Ledbury. Trains may be authorised to proceed by means of a written order before working by Pilot is introduced.
- Between Ledbury and Shelwick Jn. Trains may be authorised to proceed by means of a written order before working by Pilot is introduced. For up direction trains, drivers must obtain modified working tickets as directed by the signaller from a lockable box at signal H102 at Shelwick Jn.

LNW South Route GI - Dated: 31/01/2026

Rule Book Module RS521 - Signals, handsignals, indicators and signs

Section 7, Clause 7.5 - Permissible speed indicators with letters

This is what the letters mean

Letters	Description
HST	Class 91 locomotives with mark 4 vehicles and DVT, classes 158, 159, 168, 170, 171, 172, 175, 180, 196, 220, 221, 222, 253, 254 and 373
MU	Multiple Unit Trains
DMU	Diesel Multiple Units
EMU	Electrical Multiple Units
SP	Classes 150, 153, 155, 156, 158, 159, 165, 166, 168, 170, 171 and 172
CS	Class 67 locomotives

At locations where more than one speed indicator is displayed, classes listed in more than one speed category shown above, may run at the higher speeds displayed

National exceptions to MU trains

- Class 185 trains are not permitted to run at MU or DMU speeds
- Class 390 trains are not permitted to run at MU or EMU speeds
- Class 253 and 254 trains formed with less than threes coaches between the power cars are not permitted to run at MU or DMU speeds

Worcester Shrub Hill – semaphore signals

Two disc shaped signals, one above the other, are provided under the station canopy approximately midway along the Down Platform line. The larger (upper) signal is the Down Main starting signal and must be treated as a semaphore main stop arm as described in section 3.2 of the Handbook.

The smaller (lower) signal is the Down Main calling-on signal and must be regarded as a semaphore subsidiary calling-on arm as described in section 3.4 of the Handbook.

LNW South Route GI - Dated: 14/03/2026

Rule Book Module S7 - Observing and obeying signalling indications, Train warning systems, Reporting signalling failures and irregularities

Section 1.6 - Train stopped or nearly stopped at a signal at danger

At the following North West & Central Route signal boxes, Signallers are allowed to clear the stop signal shown before an approaching train has stopped or nearly stopped at it, although the next stop signal may be at Danger:-

Signalbox	Signal(s) concerned	Remarks
Worcester Shrub Hill	Up Branch Home to Up Main – SH5 Up Branch Home to Down Main – SH8 Down Main Home – SH83	Stopping trains only

LNW South Route GI - Dated: 27/03/2021

Rule Book Module SP - Speeds : Emergency speed restriction

Section 4 – Emergency Speed restrictions (ESR) - How emergency speed restrictions are set up

If an emergency speed restriction (ESR) is imposed and before the speed restriction equipment has been set up, the signaller will tell the driver of a train to pass over the ESR the actual speed limit that has been imposed by the engineer.

It will no longer be necessary for the drivers of all trains to proceed at no more than 20 mph prior to the erection of the speed restriction equipment but drivers must travel over the restriction at no more than the speed given by the signaller.

This also means that only trains which would normally be running at a speed higher than the ESR to be imposed will need to be cautioned by the signaller. For example, if an ESR of 60 mph is imposed, it will not be necessary to stop and advise the drivers of trains classes 6, 7 or 8.

National GI - Dated: 07/06/14

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GSM-R GENERAL INSTRUCTION

TW5 SECTION 25 – KNOWN MISROUTED CALL LOCATIONS

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

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

Location	Fault Number	Comments	Outcome
Washwood Heath	FMS BCA647195	GSM-R calls from Washwood Heath location misrouting to Birmingham ROC Proof House Workstation instead of Washwood Heath Workstation.	CT7 Plates Requested
Proof House Jn	FMS 1104917	GSM-R calls from Proof House Jn / New Street South Tunnel misrouting to Birmingham ROC Snow Hill workstation instead of New Street Workstation.	Currently awaiting feedback

GSM-R FAULTS AND FAILURES RESPONSE

VERSION 1.1

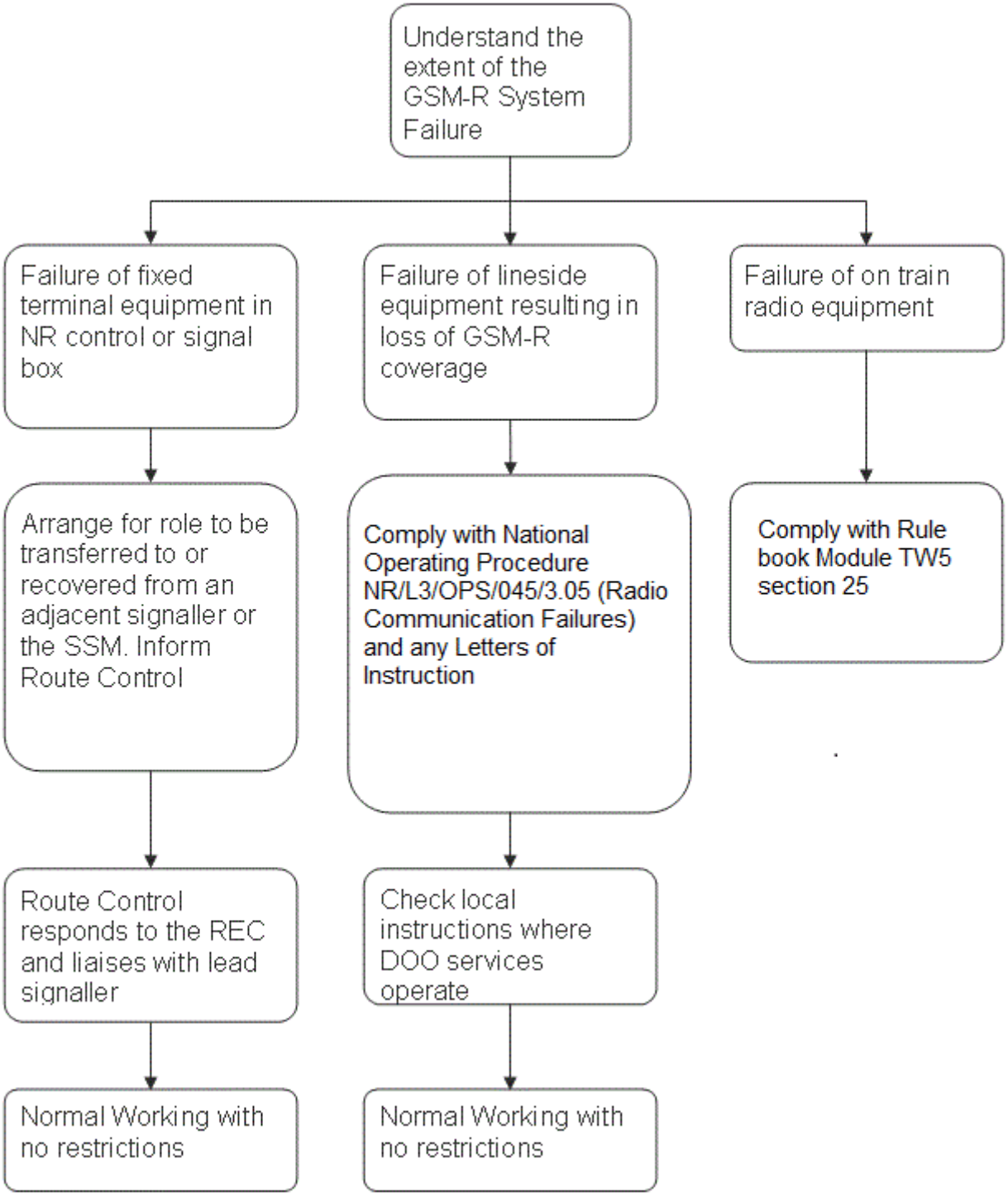
PURPOSE

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

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

APPENDIX

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



LNW South Route GI - Dated: 04/04/2026

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

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

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

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

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

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

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

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

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

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

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

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

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

IDLING OF DIESEL ENGINES AND CONTROL OF NOISE

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

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

At or between	**Location**
MD940. Worcester Shrub Hill to Shelwick Jn	
Great Malvern	Station (Up Platform)
Malvern Wells	Down Goods Loop (See also Local Instructions)

LNW South Route GI - Dated: 27/03/2021

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127	**06 June 2026**
127A	**06 June 2026**
127B	**06 June 2026**
128	06 December 2025
128A	06 December 2025
128B	07 December 2024
129	07 December 2024
130	06 September 2025
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145B	07 March 2026
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152	01 March 2025
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154	07 June 2025
154A	07 June 2025

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154F	**06 June 2026**
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154H	**06 June 2026**
154I	**06 June 2026**
154J	01 March 2025
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161B	06 September 2025
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165B	07 June 2025
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233B	29 August 2020
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250A	07 September 2024
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282	29 August 2020
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291	06 September 2025
292	06 September 2025
293	**06 June 2026**
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295	**06 June 2026**
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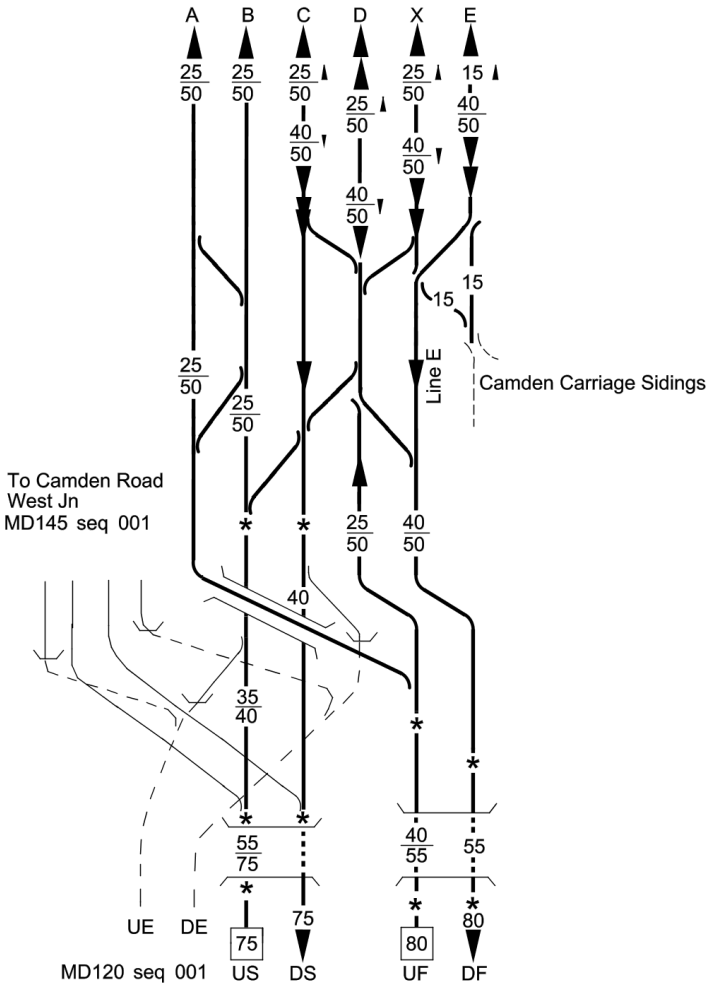
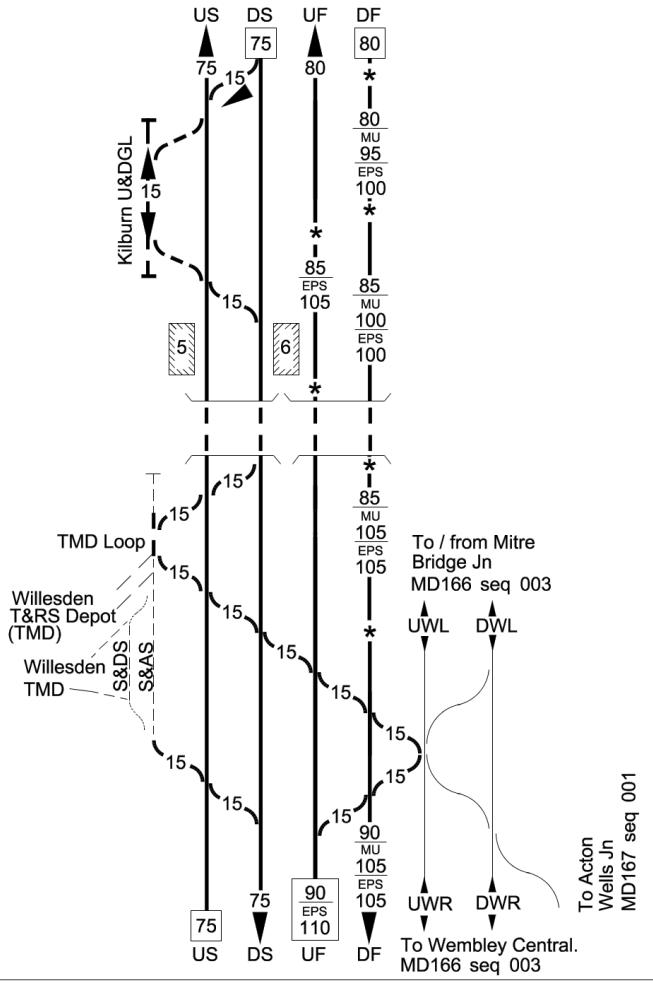
TABLE OF CONTENTS

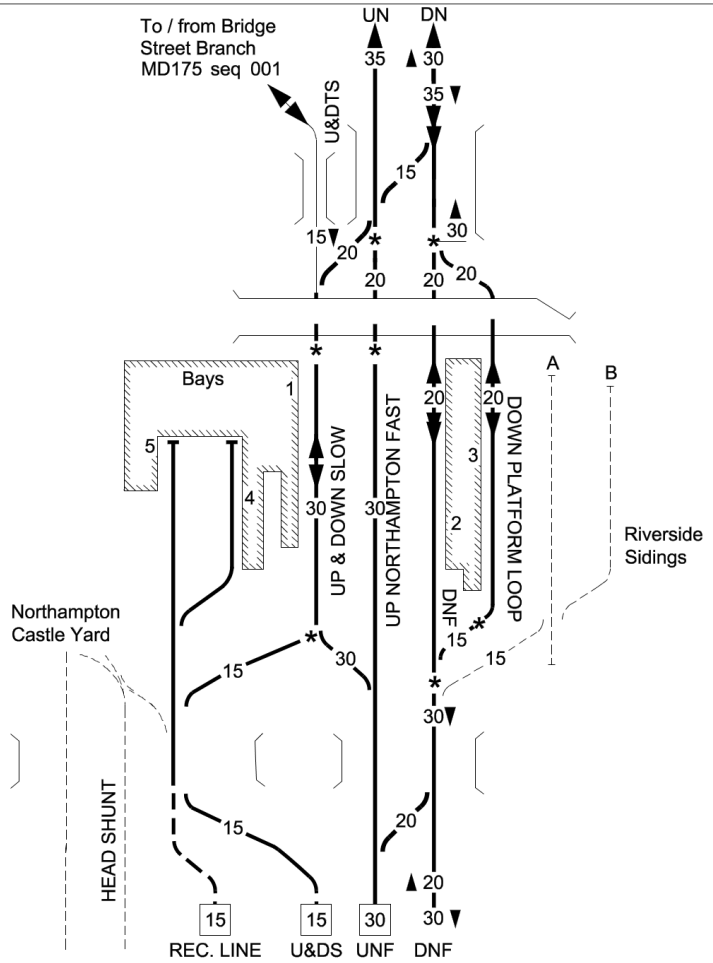
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	003	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/04/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Camden Junction South	1 10		TCB Wembley Mainline SCC (WM) Camden Panel AC: Rugby ECR DC: Rugby ECR GSM-R Axle Counter area on all lines from Camden Jn at 1m 50ch to Kensal Green Tunnels (Incl) at 4m 64ch. Traffic Lockout Devices (LOD(T)) provided: Line A 1m 06ch to 0m 39ch Line B 1m 06ch to 0m 39ch Line D 1m 51ch to 1m 25ch Line E 1m 25ch to 1m 51ch Down Fast 1m 51ch to 2m 28ch Down Slow 1m 51ch to 2m 28ch Up Fast 2m 28ch to 1m 51ch Up Slow 2m 28ch to 1m 51ch
Camden Jn (Down DC line)	1 36		1m 30ch. Change of line designation C to DS. US to B.
Camden Jn (Up DC line)	1 40		1m 51ch. Change of line designation E to DF. UF to D or A.
Camden Jn	1 51 * 1 52 *		TASS fitted: DF line from 2m 28ch UF line to 2m 60ch
Primrose Hill Tunnels Fast Lines (1081 metres/1182 yards) Slow lines (1070 metres/1170 yards)	1 54 * to 2 27 * 2 30 *		DE - Down DC Electric UE - Up DC Electric

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	004	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	09/04/2026

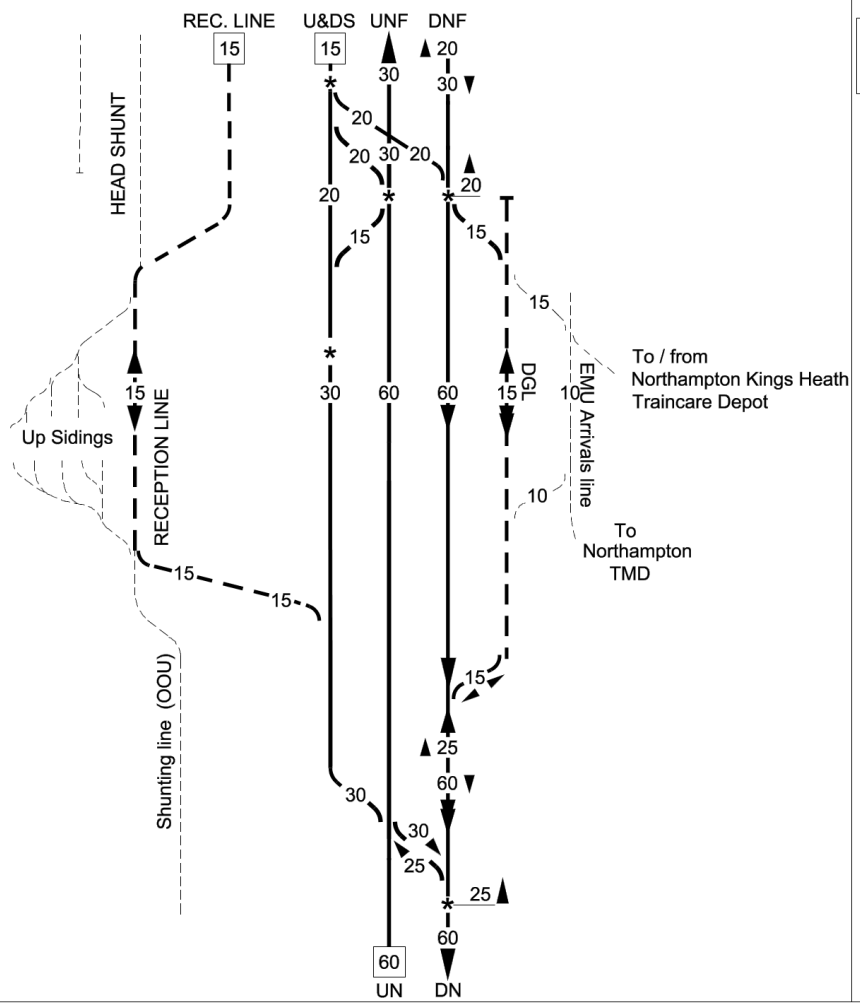
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	2 60		TCB Wembley Mainline SCC (WM) Camden Panel AC: Rugby ECR GSM-R Axle Counter area on Kilburn U&DGL, Fast and Slow lines from Camden Jn at 1m 50ch to Kensal Green Tunnels (Incl.) at 4m 64ch. PF is authorised on Kilburn Up & Down Goods Loop. Down direction: 641 metres (701 yards) Up direction: 647 metres (708 yards) TASS fitted: DF line throughout UF line throughout Platform Lengths: 5 - 194 metres 6 - 194 metres Wembley Mainline SCC (WM) Willesden Panel PF is authorised on TMD Loop: 14 SLU / 93 metres / 102 yards. Willesden TMD has ELR: WZS S&DS - Stabling and Departure siding S&AS - Stabling and Arrival siding UWL - Up West London DWL - Down West London UWR - Up Willesden Relief DWR - Down Willesden Relief
	3 00 *		
	3 40 *		
	3 43 *		
QUEEN'S PARK	3 55		
	4 33 *		
Kensal Green Tunnels (293 metres/320 yards) from	4 45		
to	4 59		
	4 60 *		
Willesden South Jn	5 02 *		
Willesden TMD	5 11		
West London Jn (Willesden)	5 23		
(Willesden Euro Terminal)	5 43		
(End of diagram)	5 47		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	003	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	16/05/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	65 40		GSM-R TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR
Earl Cowpers Viaduct from HNR branch, 156 metres (171 yards)	65 48		DN - Down Northampton UN - Up Northampton U&DTS - Up & Down Through Sidings
to Northampton South Jn	65 55 65 55 *		Linenames change at Northampton South Jn, Up Northampton changes to Up Northampton Fast Down Northampton changes to Down Northampton Fast.
Black Lion Hill Overbridge from A4500 former A45 Road, 25 metres (27 yards). to	65 58 65 59 65 60 *		Northampton Platform Lengths: Platform 1 - 275 metres (301 yards) Platform 2 - 275 metres (301 yards) Platform 3 - 289 metres (316 yards) Platform 4 - 256 metres (280 yards) Platform 5 - 169 metres (185 yards)
(Buffer Stops Riverside Sidings A and B)	65 61		
(Buffer Stops Horse Dock, P5 and P4)	65 65		PP is authorised in Platforms 1 and 3 in both directions. PP is authorised in Platform 2 in the Down direction, and only for ECS moves in the Up direction. PP is authorised in bay Platforms 4 and 5.
NORTHAMPTON	65 68		
Northampton Riverside Sidings	65 79 * 66 00 *		Northampton Riverside Sidings are temporarily private sidings under reference NC G3 2025 NWC 974.
River Nene Viaducts from Spencer Bridge Road, 81 metres (89 yards). to	66 04 * 66 09		DNF - Down Northampton Fast
(End of diagram)	66 11		All lines on this page have ELR : HNR except Up & Down Through Sidings ELR : NMH Riverside Sidings, ELR : NTM1 Castle Yard & Cripple Sidings NTM2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	004	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	15/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	66 11		
Northampton North Jn	66 12 *		
	66 16 *		
Northampton Kings Heath Traincare Depot	66 22 *		
(Connection to / from Reception line)	66 62		
(Connection from Down Goods Loop)	66 74		
(Points RY.1433, facing connection to Up & Down Slow)	67 17		
Mill Lane Jn (Northampton) (HNR)	67 17		
(Change of linenames UNF and DNF to Up Northampton / Down Northampton)	67 21 67 27 *		
(End of diagram)	67 34		



GSM-R

TCB Rugby SCC (RY)
Northampton Workstation
AC: Rugby ECR

Axle Counter area:
Down Northampton: from 67m 24ch
Up Northampton: to 67m 26ch.

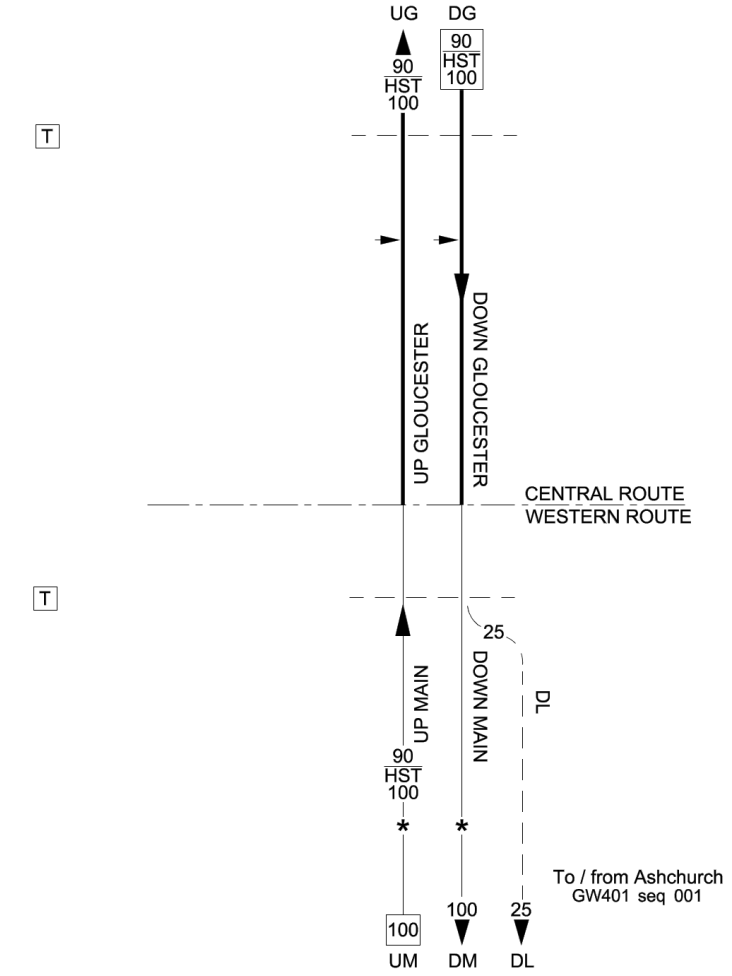
DNF - Down Northampton Fast
UNF - Up Northampton Fast
REC. LINE - Reception line
U&DS - Up & Down Slow
DGL - Down Goods Loop

All lines on this page have ELR : HNR except Up Sidings ELR : NTM3.

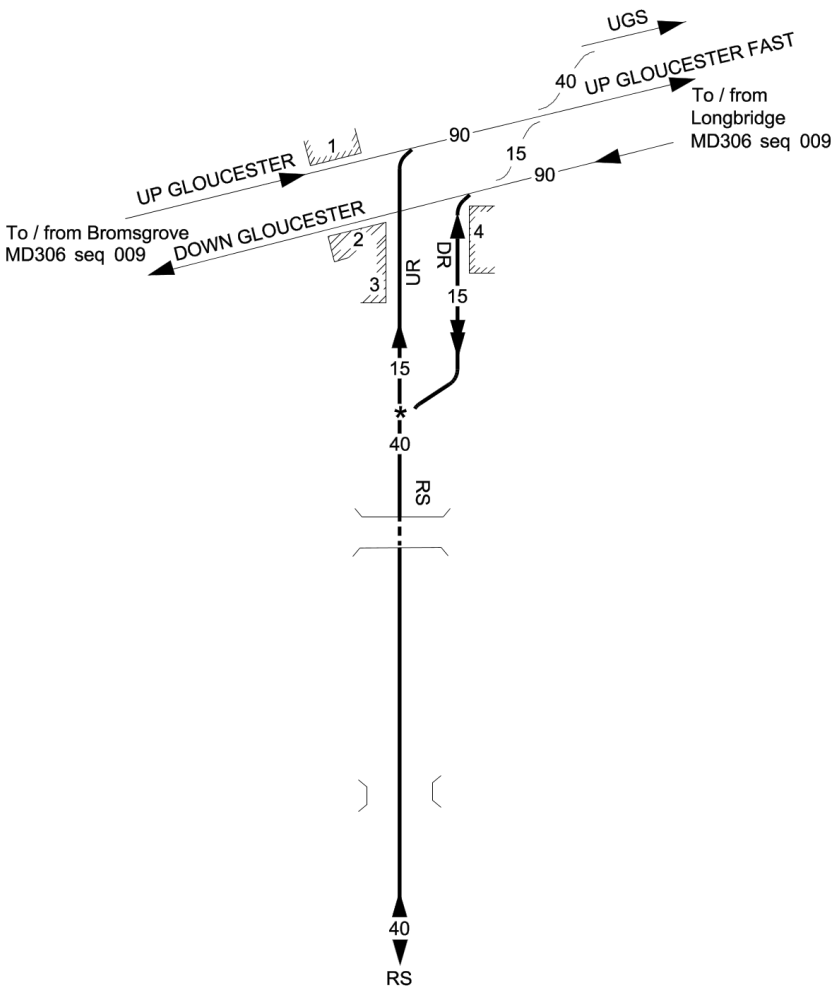
DGL - Down Goods Loop 823 metres (900 yards) (PF)

Linenames change at Mill Lane Jn, 67m 21ch
Up Northampton Fast changes to Up Northampton
Down Northampton Fast changes to Down Northampton.

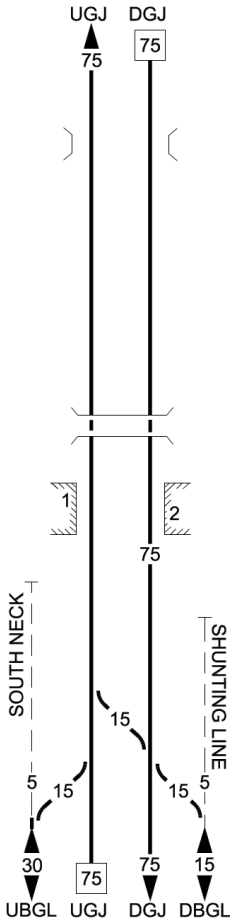
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	017	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	21/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	75 26		TCB Birmingham ROC (BA) Bromsgrove Workstation GSM-R
Nortonside LC (UWC) also known as Whites Farm	75 32		
Eckington WILD	75 46		Axle Counter area Down : to 77m 34ch. Up : from 77m 32ch.
Route Boundary / Sectional Appendix Boundary and Line name change	77 40		Gloucester SB (G) Panel A
Northway LC (AHBC)	78 76		Down Gloucester / Down Main from 77m 34ch Up Main / Up Gloucester to 77m 65ch.
	79 20 *		DL Down Loop 448m, 490 yards (PF)

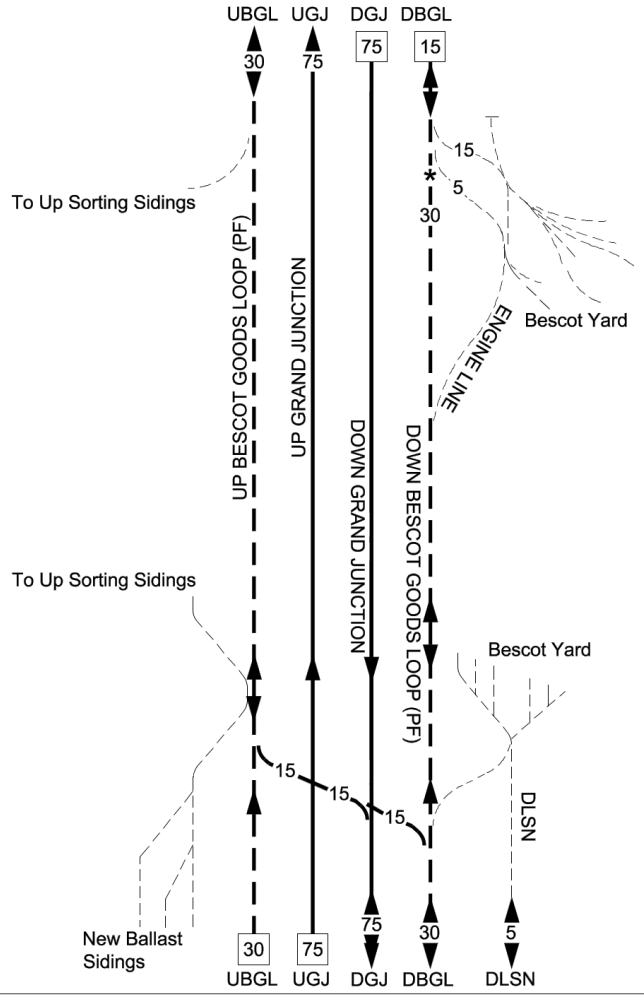
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD310	001	Barnt Green Jn to Redditch	BEA	Central	04/04/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Barnt Green Jn	51 58		GSM-R TCB Birmingham ROC (SY) Kings Norton Workstation AC: Rugby ECR UGS: Up Gloucester Slow NOTE: The following line is NOT electrified: Up Gloucester Slow (UGS). Platform lengths: Barnt Green Platform 3: 151 metres (165 yards) Platform 4: 187 metres (205 yards) UGS: Up Gloucester Slow DR: Down Redditch UR: Up Redditch RS: Redditch Single Entire Line of Route electrified from Barnt Green Jn to Redditch Axle Counter area: from 52m 62ch to end of the line at Redditch. (BB) Change of prefix only from aprox 52m 64ch.
BARNT GREEN	51 67		
Barnt Green Single Line Jn	52 11 *		
M42 Motorway Overbridge from 38 metres (42 yards) to	52 60 52 62		
Birmingham & Worcester Canal from (28 metres / 31 yards) to	53 03 53 04		
(End of diagram)	53 20		

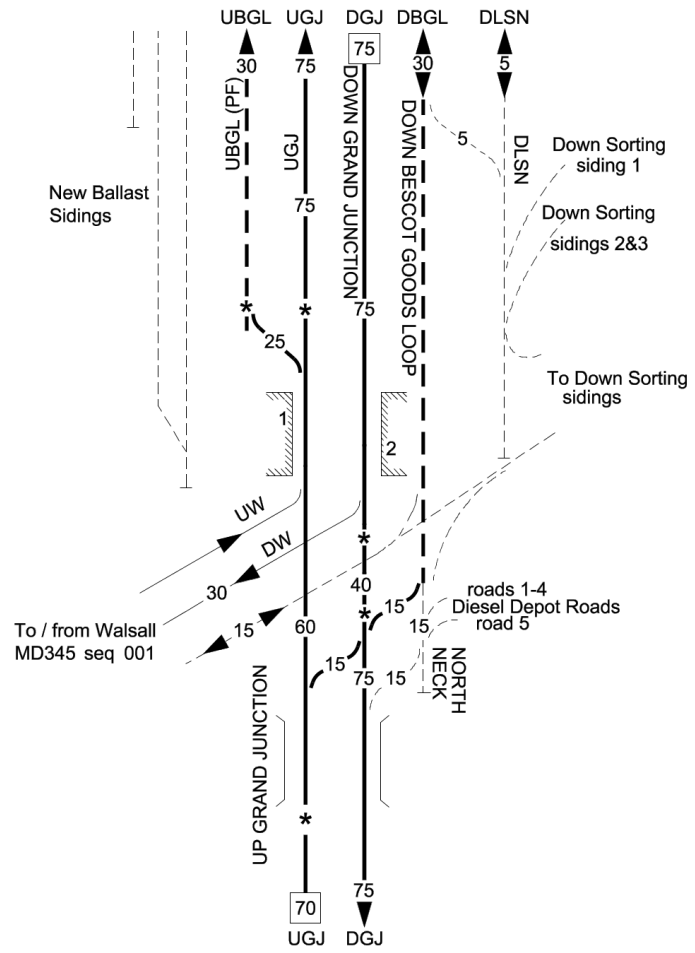
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	007	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	18/04/2026

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	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

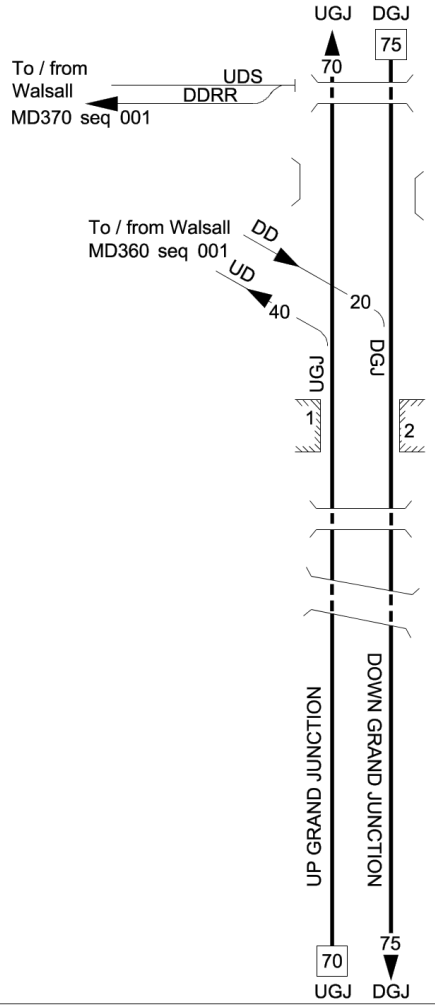
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	7 63		GSM-R TCB — Birmingham ROC (SB) Bescot Workstation AC: Rugby ECR
	7 67 *		UBGL - Up Bescot Goods Loop DBGL - Down Bescot Goods Loop Permissive working - PF authorised on UBGL and DBGL **For Explanation 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
MD320	009	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	16/11/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	010	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	04/04/2026

Location		Mileage M	Mileage Ch
(Start of diagram)		8	75
Former South Staffordshire line	from	9	00
Bridge 26 - 10 metres (11 yards)	to	9	00
River Tame (Bridge 27B)	from	9	46
45 metres (49 yards)	to	9	48
Darlaston Jn		9	65
DARLASTON		10	10
Walsall Canal (Aquaduct)	from	10	23
Bridge 31 - 15 metres (16 yards)	to	10	24
Black country route road (A454)	from	10	65
Bridge 34B - 40 metres (45 yards)	to	10	67
(End of diagram)		11	50



Running lines & speed restrictions

Signalling & Remarks

GSM-R

TCB — Birmingham ROC (SB)
Bescot Workstation
AC: Rugby ECR

DD - Down Darlaston
UD - Up Darlaston
DGJ - Down Grand Junction
UGJ - Up Grand Junction

Platform lengths: Darlaston
Platform 1 - 105 metres (114 yards)
Platform 2 - 105 metres (114 yards)

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

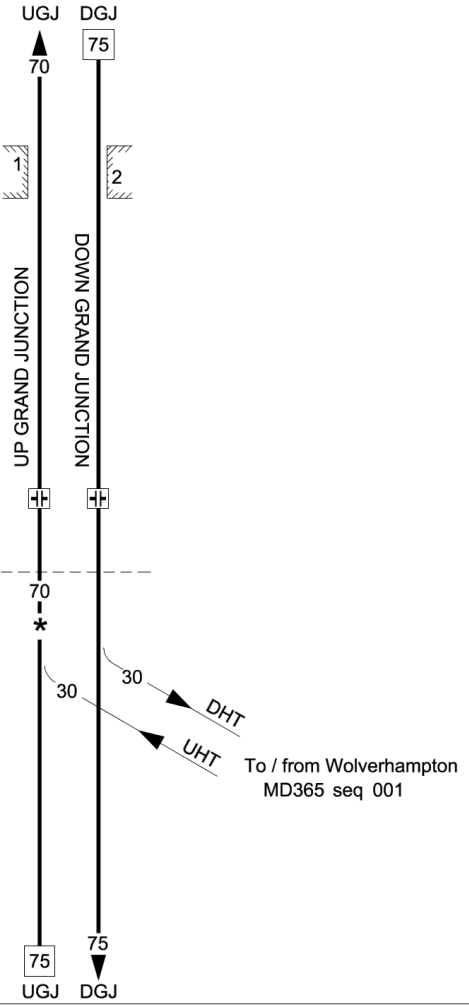
Birmingham ROC (SB)
Wolverhampton Workstation

Down Grand Junction from 11m 26ch
Up Grand Junction to 11m 44ch.

Axle Counter area:
Down: from 11m 46ch
Up: to 11m 32ch.

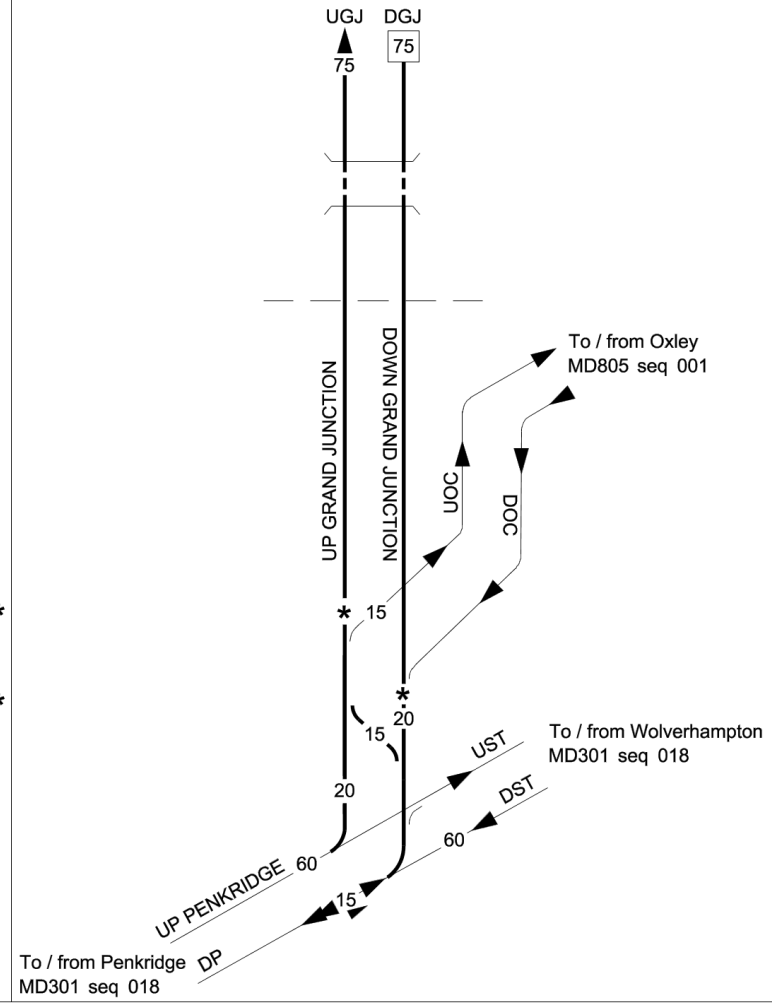
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	011	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	04/04/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	11 50		TCB Birmingham ROC (SB) Wolverhampton Workstation AC: Rugby ECR GSM-R Axle Counter area.
WILLENHALL	11 55		Platform lengths: Willenhall Platform 1 - 105 metres (114 yards) Platform 2 - 105 metres (114 yards)
Willenhall OHNS	12 22		
Portobello Jn LC (CCTV) (Noose Lane)	12 47	T	**For Explanation of Table A terms and symbols,** see MD0001 seq 001
	12 62 *		
Portobello Jn	12 64		
(End of diagram)	13 00		

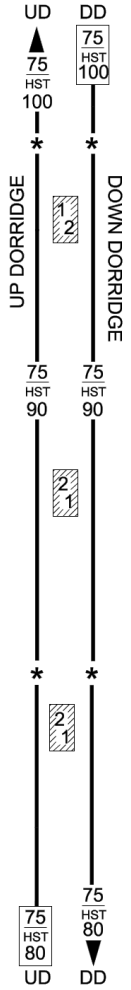


DHT - Down Heath Town
UHT - Up Heath Town

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	012	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	Central	16/11/2024

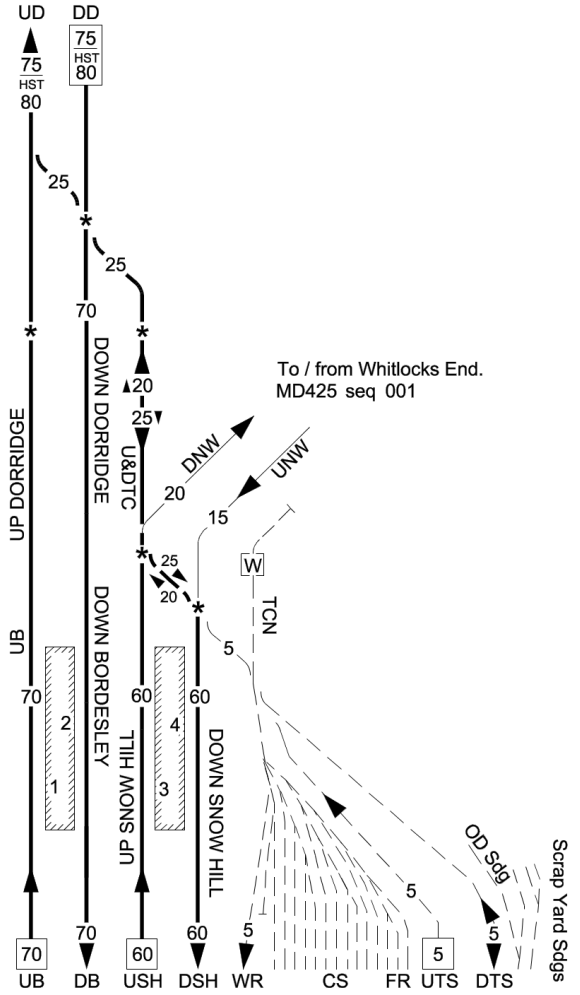
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	13 00		TCB Birmingham ROC (SB) Wolverhampton Workstation AC: Rugby ECR GSM-R Axle Counter area.
Wednesfield Heath Tunnel (164 metres/ 179 yards) from	13 65		
to	13 73		
Fowlers Park LC (FP)	14 63		**For Explanation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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	015	Heyford to Bordesley Jn	DCL	Central	11/01/2025

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	016	Heyford to Bordesley Jn	DCL BCV	Central	04/04/2026

Location	Mileage M Ch	Running lines & speed restrictions
(Start of diagram)	125 45	
(Trailing Crossover)	125 50	
	125 53 *	
	125 60 *	
Tyseley South Jn (Change of ELR - see Remarks)	125 73	DCL BCV
Change of linename on BCV : parallel with toe of points LJ304 (two lines to left of star)	125 74 *	
	126 00 *	
TYSELEY	126 05	
(End of diagram)	126 20	



Signalling & Remarks

GSM-R

TCB Birmingham ROC (LJ)
Snow Hill Workstation

Dorridge, Bordesley and Snow Hill lines controlled by Birmingham ROC
UTS, DTS, Carriage Sidings and Wash Road controlled by Tyseley No.1 SB (TY1). 'No Block' signalling applies on UTS and DTS.

Axle counter area on Dorridge, Bordesley and Snow Hill lines only.

Class 67, 68 and Mark 3 day coaches are permitted to run at HST speeds between Warwick Parkway and Tyseley.

U&DTC: Up & Down Tyseley Chord.
DNW: Down North Warwick.
UNW: Up North Warwick.
WR: Wash Road.
UTS: Tyseley Up Through Siding.
DTS: Tyseley Down Through Siding.
TCN: Tyseley Carriage Neck.
UB: Up Bordesley.
CS: Carriage Sidings 1 - 12.
FR: Fuel Roads 13 - 15.
OD Sdg: Oil Discharge Siding.

Platform lengths: Tyseley
Platform 1 - 152 metres (166 yards)
Platform 2 - 152 metres (166 yards)
Platform 3 - 152 metres (166 yards)
Platform 4 - 152 metres (166 yards)

ELRs: DCL applies to all lines and sidings on this diagram except for Up Bordesley to 125m 73ch and Down Bordesley from 125m 73ch - ELR: BCV.

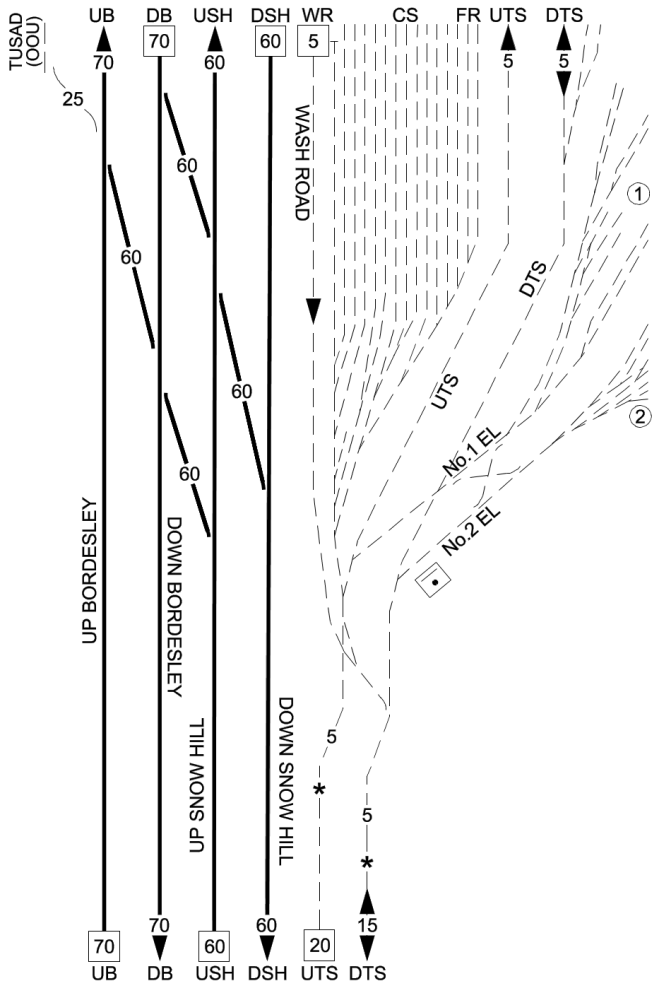
AWS and TPWS not provided on Tyseley Up Through Siding and Tyseley Down Through Siding.

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	017	Heyford to Bordesley Jn	BCV DCL	Central	04/04/2026

Location	Mileage M Ch
(Start of diagram)	126 20
Tyseley North Jn	126 23
Tyseley No.1 SB	126 40
	126 47 *
	126 52 *
(End of diagram)	126 54

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB Birmingham ROC (LJ)
Snow Hill Workstation

Bordesley and Snow Hill lines controlled by Birmigham ROC
UTS, DTS, Carriage Sidings, Wash Road, No.1 Engine Line and No.2 Engine Line controlled by Tyseley No.1 SB (TY1). 'No Block' signalling applies on UTS and DTS.

Axle counter area on Bordesley and Snow Hill lines only.

GSM-R not provided at Tyseley No.1 SB.

① Birmingham Railway Museum sidings.

② Tyseley Diesel Depot sidings.

TUSAD: Tyseley Up Sidings Arrival / Departure.
UTS: Tyseley Up Through Siding.
DTS: Tyseley Down Through Siding.
CS: Carriage Sidings 1 - 12.
FR: Fuel Roads 13 - 15.
No.1 EL: No.1 Engine Line.
No.2 EL: No.2 Engine Line.

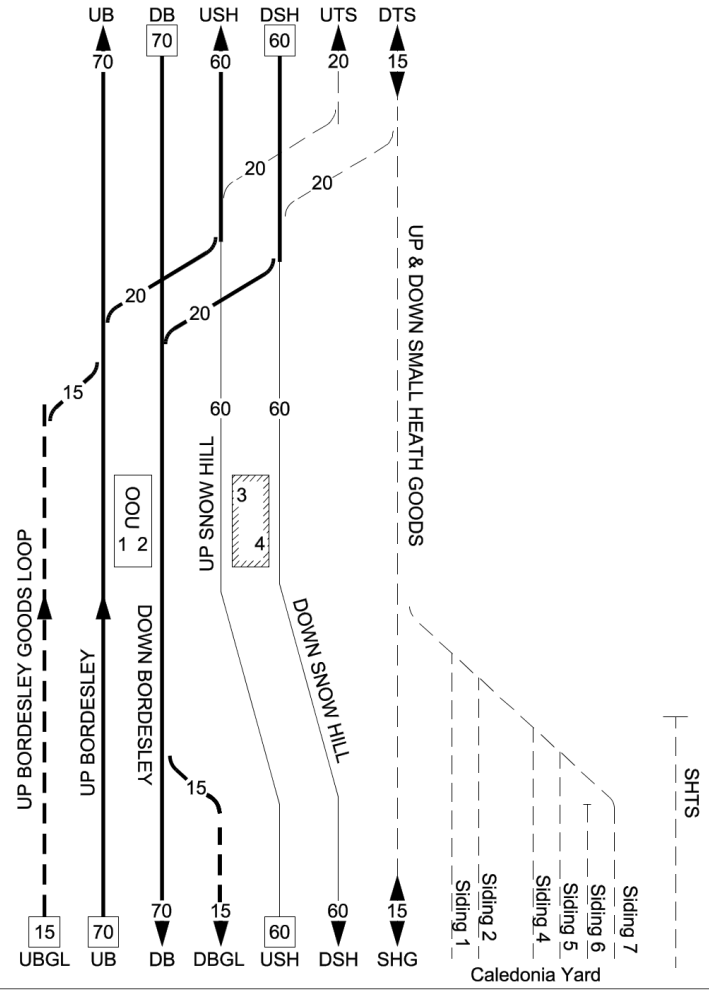
AWS and TPWS not provided for signals controlled from Tyseley No.1 SB.

ELRs: BCV applies to the Down Bordesley and Up Bordesley lines and TUSAD. DCL applies to the Up Snow Hill and Down Snow Hill lines and all other sidings on this diagram.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	018	Heyford to Bordesley Jn	BCV DCL	Central	04/04/2026

Location	Mileage M Ch
(Start of diagram)	126 54
Small Heath South Jn	126 59
SMALL HEATH	127 04
Small Heath North Jn	127 14
Connection to DBGL	127 21
(End of diagram)	127 35

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB Birmingham ROC (LJ) Snow Hill Workstation

ELRs: BCV applies to the Down Bordesley and Up Bordesley lines. DCL applies to the Up Snow Hill and Down Snow Hill lines on this diagram.

Axle counter area Bordesley lines, Snow Hill lines and all goods lines.

UTS: Tyseley Up Through Siding.
DTS: Tyseley Down Through Siding.

DBGL: Down Bordesley Goods Loop.
UBGL: Up Bordesley Goods Loop.
SHG: Up & Down Small Heath Goods.

Small Heath station platforms 1 and 2: Out Of Use.

For details of the Snow Hill lines and Up & Down Small Heath Goods line and sidings, see: MD435 seq 001

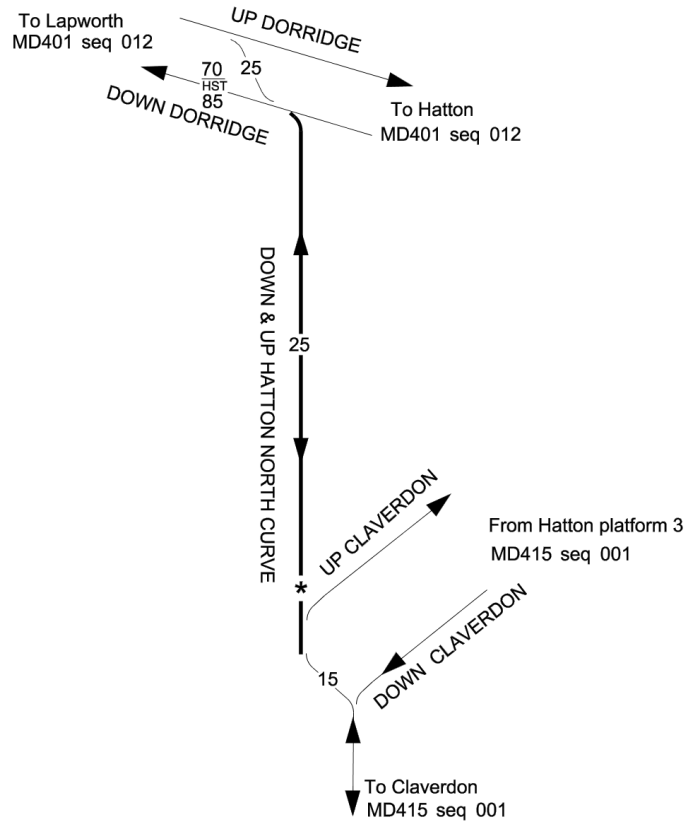
SHTS: Small Heath Terminal Siding

UBGL: 1102 metres (1205 yards).
DBGL: 558 metres (610 yards).

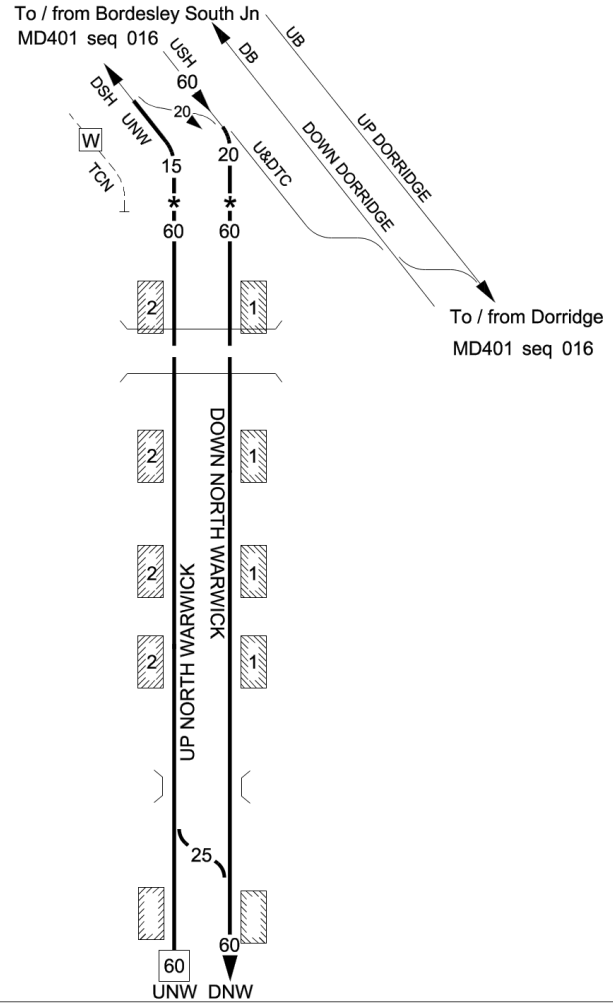
PF authorised on UBGL and DBGL.

TPWS not provided on Up Bordesley Goods Loop and Down Bordesley Goods Loop.

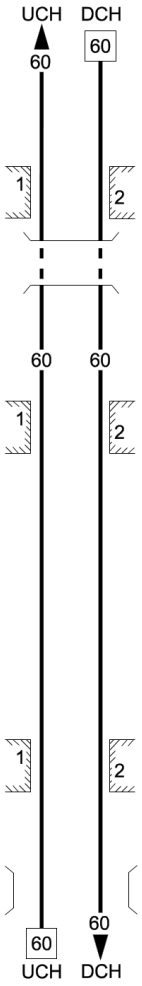
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD420	001	Hatton North Junction to Hatton West Junction	HHW	Central	11/01/2025

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Birmingham ROC (HS) North Warwick Workstation GSM-R
Hatton North Jn	112	57		
Change of mileage	18	25		Axle Counter area
	17	69 *		
Hatton West Jn	17	62		

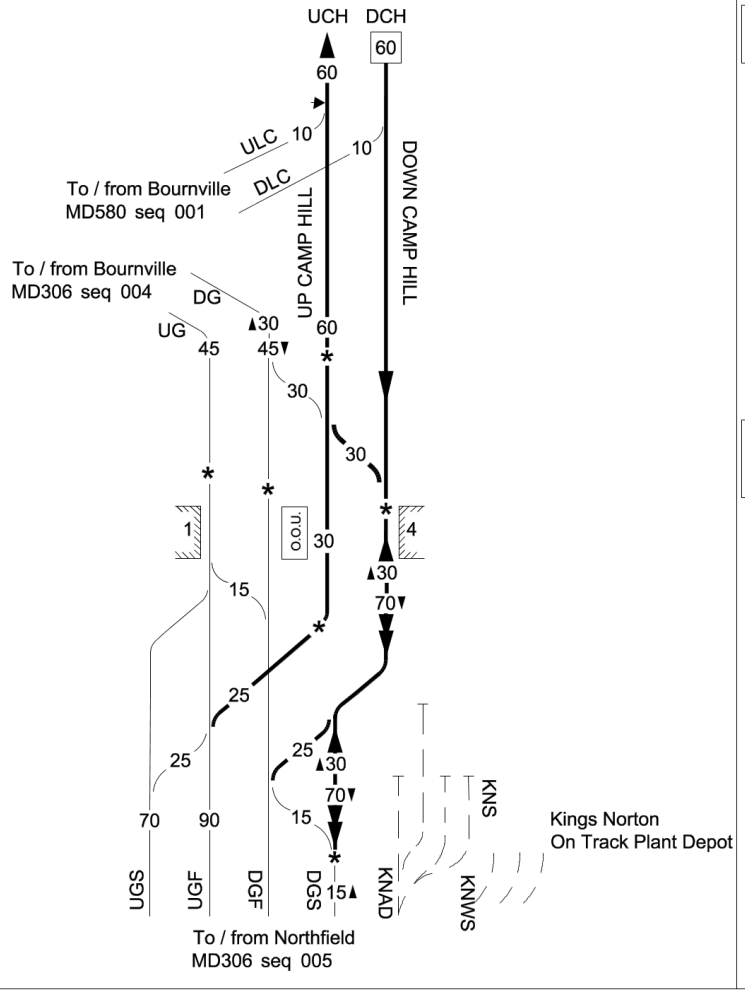
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	001	Tyseley South Jn to Bearley Jn	TSB	Central	04/04/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Lowest TSB mileage on UNW)	- 0 05		GSM-R TCB Birmingham ROC (TB) Snow Hill Workstation Axle Counter area. TCN: Tyseley Carriage Neck DSH: Down Snow Hill USH: Up Snow Hill U&DTC: Up & Down Tyseley Chord
Tyseley South Jn	125 73		
Change of mileage	0 00		
(Buffer stop on Tyseley Carriage Neck)	0 08 * 0 08		
SPRING ROAD	0 56		Platform lengths: Spring Road Down North Warwick - 123 metres (135 yards) Up North Warwick - 116 metres (127 yards)
Spring Road Covered Way from (108 metres / 118 yards)	0 61		
to	0 66		
HALL GREEN	1 30		Platform lengths: Hall Green Down North Warwick - 154 metres (168 yards) Up North Warwick - 154 metres (168 yards)
YARDLEY WOOD	2 48		Platform lengths: Yardley Wood Down North Warwick - 143 metres (156 yards) Up North Warwick - 143 metres (156 yards)
SHIRLEY	3 66		Platform lengths: Shirley Down North Warwick - 153 metres (167 yards) Up North Warwick - 153 metres (167 yards)
Stratford-upon-Avon Canal from (18 metres / 20 yards)	4 36		Birmingham ROC (TB) North Warwick Workstation UNW: to 4m 00ch DNW: from 4m 05ch.
to	4 37		
(Trailing crossover)	4 50		Platform lengths: Whitlocks End Down Main - 158 metres (173 yards) Up Main - 149 metres (163 yards)
WHITLOCKS END	4 60		
(End of diagram)	4 70		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	003	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)	SKN	Central	07/04/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	41 75		TCB Birmingham ROC (LL) Washwood Heath Workstation GSM-R
MOSELEY VILLAGE	43 41		Platform Lengths: Moseley Village Platform 1 - 150 metres (164 yards) Platform 2 - 150 metres (164 yards).
Moseley Tunnel (144 metres / 157 yards) from	43 47		
to	43 54		
KINGS HEATH	44 19		Platform Lengths: Kings Heath Platform 1 - 150 metres (164 yards) Platform 2 - 150 metres (164 yards).
			Birmingham ROC (SY) Kings Norton Workstation from 44m 58ch.
PINEAPPLE ROAD	45 06		Platform Lengths: Pineapple Road Platform 1 - 150 metres (164 yards) Platform 2 - 150 metres (164 yards).
Worcester & Birmingham Canal 46 metres (50 yards) from	46 00		
to	46 02		
(End of diagram)	46 04		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	004	Saltley (Landor Street Jn) to Kings Norton Jn (Camp Hill Lines)	SKN	Central	08/03/2025

Location	Mileage M Ch	Running lines & speed restrictions
(Start of diagram)	46 04	
Lifford East HABD	46 07	
Lifford East Jn	46 11	
	46 44 *	
Kings Norton Station Jn	46 46	
	(46 41)	
	(46 50) *	
	(46 51) *	
	46 54 *	
KINGS NORTON	46 59	
	(46 65)	
	46 68 *	
Kings Norton Jn	46 77	
(End of SKN mileage on Down Camp Hill to Down Gloucester Slow connecting line)	(47 01)	
	(47 02) *	

GSM-R

TCB Birmingham ROC (SY)
Kings Norton Workstation

ULC - Up Lifford Curve
DLC - Down Lifford Curve

NOTE: Only the following lines are electrified on this Line of Route:
Up and Down Camp Hill lines are electrified from Kings Norton Station Jn through the platform area; including 30mph crossovers at Kings Norton Station Jn.

AC: Rugby ECR

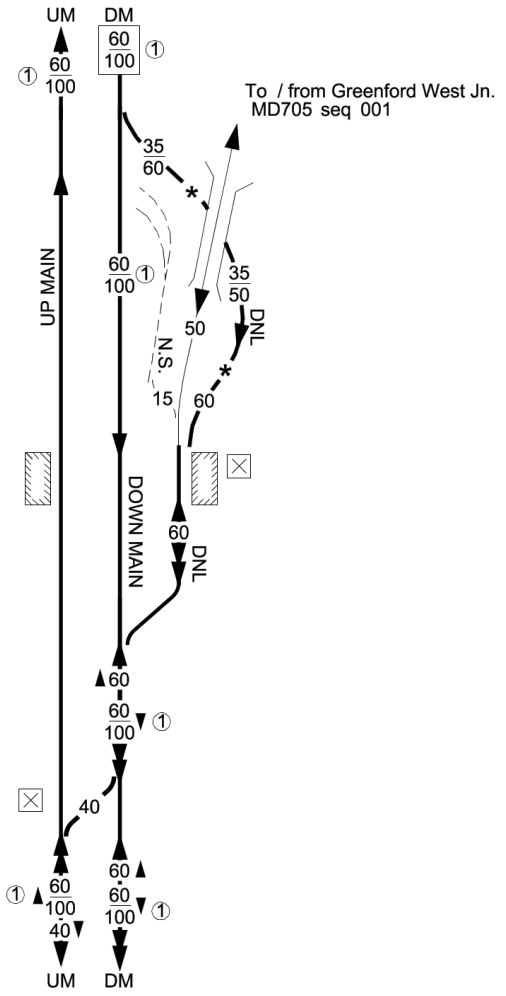
Platform Lengths: Kings Norton
Platform 4 - 150 metres (164 yards)

O.O.U. - platforms Out Of Use.

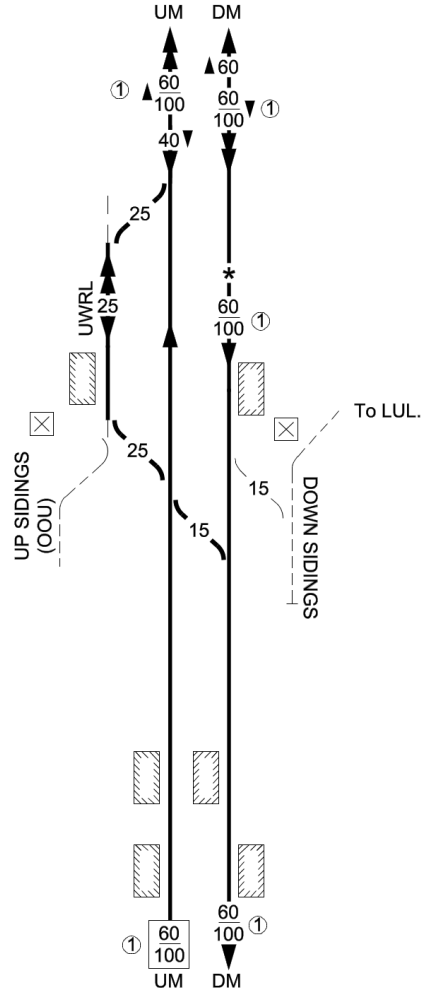
Mileage in brackets refer to (BAG2) Gloucester lines

UGS - Up Gloucester Slow
UGF - Up Gloucester Fast
DGF - Down Gloucester Fast
DGS - Down Gloucester Slow
KNS - Kings Norton Sidings
KNAD - Kings Norton Arrival and Departure
KNWS - Kings Norton West Sidings

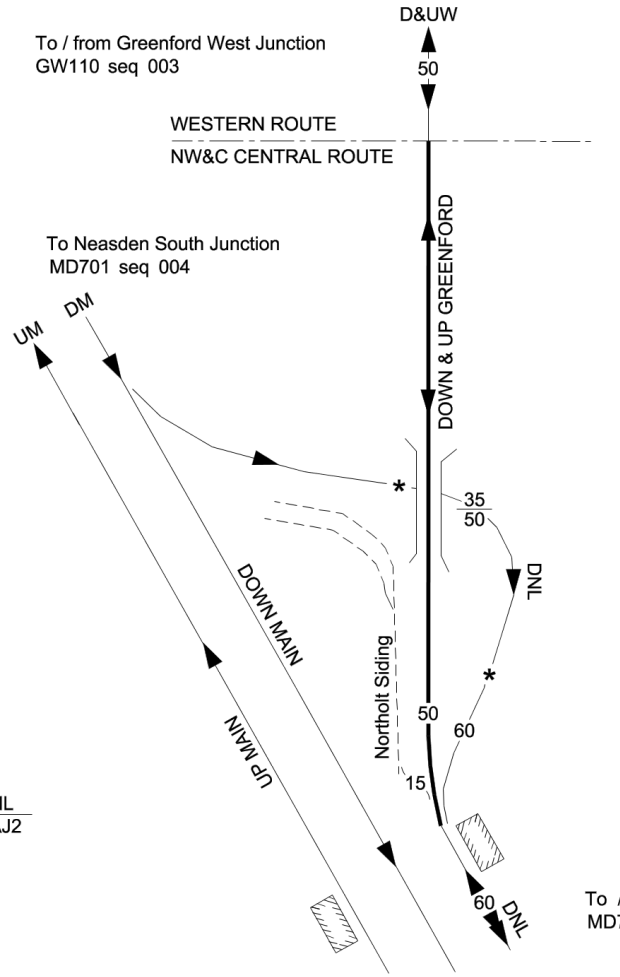
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	004	Marylebone to Aynho Jn	NAJ1 NAJ2	Central	16/05/2026

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		

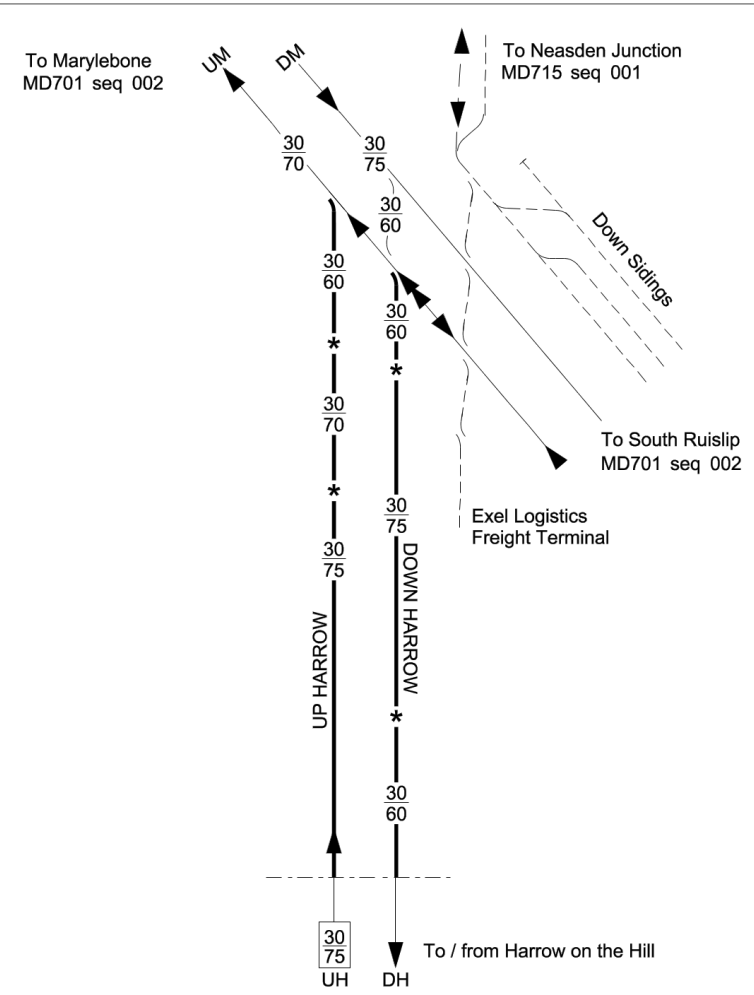
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	005	Marylebone to Aynho Junction	NAJ2	Central	28/06/2025

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
DENHAM GOLF CLUB	5 42		Platform lengths: Denham Golf Club Down Main: 165 metres Up Main: 167 metres
(End of diagram)	6 00		

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
MD710	001	Neasden South Junction to Harrow on the Hill	MCJ1	Central	08/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Neasden South Jn	200 65		TCB Marylebone IECC (ME) South workstation GSM-R
	200 51 *		
	200 50 *		
	200 20 *		
	197 70 *		
Network Rail / LUL Boundary Change of mileage	197 05 9 13		Lines between 9m 13ch and 25m 21ch (see MD712 seq 001) are maintained and controlled by LUL.

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

EUSTON TO MILTON KEYNES CENTRAL

Class 321 Electric Multiple Units. Twelve car formations of sliding door stock must not use the following platforms to pick up or set down passengers.

Euston Platforms 9, 10
Queen's Park All platforms
Wembley Central All platforms
Bushey Platforms 3 and 4
King's Langley Platforms 1 and 2
Apsley Platforms 1 and 2
Milton Keynes Central Platform 2a

If a 12-car formation of sliding door stock is stopped in any platform listed above, then the doors must not be released, except in cases of an emergency.

See the Route Clearance section of this Appendix for details of platform restrictions applicable to Class 3501/1 Electric Multiple Units.

Dated: 23/10/2021

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

EUSTON

Starting of trains. Rule Book, Module SS1, Section 3.5

The Ready to Start signal must not be given by means of the bell/buzzer communication, it must be given for all trains by means of the Right Away indicator.

Working into and out of the Passenger Platform Lines. The Responsible Person must make arrangements for any locomotive attached to the train to supply Electric Train Heating to be uncoupled before another locomotive is coupled to the train. If the locomotive of an incoming train is not required to propel the coaches from the platform, it must (after being detached from the train) remain stationary at the buffer stops until the departing train has drawn clear of the platform starting signal. Any subsequent movement of the locomotive must only be made after the permission of the Signaller has been obtained. The Driver of the locomotive will be responsible for advising the Signaller when ready to move.

Uncoupling of train locomotives. Drivers of incoming trains, if programmed to leave locomotives coupled and unmanned, must always leave the locomotive sufficiently eased up to slacken the coupling between the locomotive and train when the type of locomotive allows this to be done without further movement to the train whilst passengers are alighting.

Propelling movements. A member of the Euston shunting staff must be in charge of every propelling movement. Trains propelled to the Up Carriage Sidings must have the continuous brake connected and be controlled by a Shunter riding in the leading vehicle. The Shunter in Charge of a propelling movement which has to be maintained at a stand must secure the emergency brake handle in the ON position and make use of the tool specially provided for this purpose when the stock is equipped with the vacuum brake.

Platforms to the Up Carriage Sidings. When a train is propelled from the station to the Up Carriage Sidings, the locomotive must remain attached until the Shunter gives the Driver permission for it to be detached. Before the Shunter does so he must put on and chain the hand brakes in at least two brakevans and place at least four scotches under the wheels of the two vehicles nearest the station. The continuous brake must be destroyed, and in the case of a vacuum braked train, the vacuum hosepipe at the station end of the train must not be replaced on the dummy coupling when the locomotive is detached. He must also see that a red light is placed on the vehicles at both ends of the train after sunset and during fog or falling snow.

After the train has been secured, it must not be moved again until the Shunter in Charge of the operation is satisfied that the scotches have been taken from under the wheels and the hand brakes released.

After sunset and during fog or failing snow, a red light must be exhibited on the locomotive at the station end. A red light must be exhibited on the leading vehicle of all trains backing out of platforms after sunset and during fog or failing snow.

Working into and out of the Up Carriage Sidings at Euston. All electric multiple unit trains must be driven into the sidings from the leading end.

Ordinary Coaching stock may be either propelled or hauled into these sidings as required. When a locomotive has been put into the sidings to bring a train out, it must be at once coupled. Locomotive hauled trains and E.M.U.'s must not move towards the exit signal until the Shunter has advised the Signaller at Wembley Mainline SCC that the train is ready, where the coaches are for, and has obtained the necessary permission. Trains being propelled from the sidings by a locomotive must have a shunter in the leading vehicle fitted with a brake valve and a route must be set up into the station before any movement is made.

Working in the Middle Sidings. After working trains into the Middle Siding or Middle Sidings 1 and 2. Drivers of departing locomotives must await instructions from the Signaller at Wembley Mainline SCC before moving towards the exit signal.

Drivers taking over locomotives or trains in the Middle Sidings must obtain permission to move, by telephone, from the Signaller at Wembley Mainline SCC.

Working of Class 253/254 trains. Class 253/254 trains are prohibited from using platforms 1 to 3, 8 to 11 and 16 & 17.

The Driver of a Class 253/254 train entering platforms 4 to 7 or 12 to 15 must not proceed beyond the 'HST Stop' Board at the South end of the platform. Immediately upon arrival in the platform, the leading power car must be shut down and not restarted until 10 minutes before expected departure time.

Working in to HS2 Works Siding 1. Arrivals.

Prior to departure of a Materials by Rail train that is planned to travel to HS2 Work Siding 1 (Euston) from Wembley/Willesden or Kilburn Up & Down Goods Loop, the Wembley Mainline SCC Signaller must advise the GB Railfreight Person In Charge (GBRf PIC) of the reporting number of the train and request acceptance of the train.

Before accepting the train, the GBRf PIC must ensure that the Siding is clear of any staff or obstructions.

When satisfied the above requirements are met, the GBRf PIC must operate the Shunters Acceptance Release to the 'OFF' Position to accept the train and confirm that the train is accepted for arrival.

Once the GBRf PIC has given the appropriate Shunters Acceptance Release and the slot light is illuminated to the Signaller, the Wembley Main Line Signallers can enable the Material by Rail service to depart from the Wembley/Willesden stabling areas or Kilburn Up & Down Goods Loop for London Euston HS2 Siding 1.

When the HS2 Materials By Rail Train has arrived into the HS2 Works Siding 1 the GBRf PIC must return the Shunters Acceptance Release to the 'ON' position. The PIC will provide the driver of the arriving train with a walkie-talkie radio.

When the HS2 Materials By Rail Train has arrived on the HS2 Works Siding 1, the Leading Locomotive into Euston must be shut down as soon as practicable to reduce noise and air pollution within the station. GBRf staff will apply the relevant train handbrakes to formally secure the train.

Departures. Prior to any departure, the GBRf PIC must undertake sufficient pre-departure checks, in line with relevant standards (see Section 7), to ensure that no materials spill from the wagons onto the network. This will be subject to independent checks as and when required by Network Rail. When ready to depart, the driver of the MBR train will hand back the walkie-talkie radio to the GBRf PIC.

When the train is ready to depart from HS2 Siding 1, the GBRf PIC must contact the Wembley Main Line Signaller and confirm the train reporting number; that the driver is onboard ready to depart; and any other relevant details. The Wembley Main Line Signaller must interpose the Train Reporting Number In the appropriate Train Describer berth.

Before setting the route for the train to depart from HS2 Siding 1, the Wembley Main Line Euston Panel Signaller must advise the Wembley Main Line Willesden Panel Signaller that there is a HS2 Materials By Rail Train ready to depart for Wembley/Willesden stabling areas and confirm it can be accepted.

Working of Class 253/254 trains. Class 253/254 trains are prohibited from using platforms 1 to 3, 8 to 11 and 16.

The Driver of a Class 253/254 train entering platforms 4 to 7 or 12 to 15 must not proceed beyond the 'HST Stop' Board at the South end of the platform. Immediately upon arrival in the platform, the leading power car must be shut down and not restarted until 10 minutes before expected departure time.

Dated: 14/02/2026

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Primrose Hill Tunnels To Kensal Green Tunnels

The use of any equipment (such as trolleys, rail mounted plant) that may affect the normal operation of axle counters is prohibited unless the line is protected in accordance with Rule Book Module TS1 or T3 and a technician is in attendance to reset the axle counter equipment.

Dated: 04/12/10

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Primrose Hill Tunnels

Axle Counters

Emergency Communication. This instruction applies if a train is stopped in Primrose Hill tunnels between 1m 54ch (Fast and Slow lines) and 2m 27ch (Fast lines) and 2m 30ch (Slow lines) by an incident. It defines the preferred method for the Driver to arrange immediately with the Signaller at Wembley Mainline SCC to stop the passage of trains in the area of the tunnels.

If a train is stopped by an incident that may have caused an adjacent line(s) to have become obstructed, the Driver must immediately contact the Signaller at Wembley Mainline SCC (using GSM-R where possible), using the appropriate Emergency Call Procedure.

Provided that the relevant process (shown below) is immediately carried out in full, the Driver need not carry out Emergency Protection.

The relevant provisions of the Rule Book, Module M1 are modified accordingly.

The Driver must use the Emergency Call Procedure to contact the Signaller at Wembley Mainline SCC. The Driver must first state, 'This is a Primrose Hill tunnel emergency call' and advise the train headcode and describe very briefly, details of the incident.

To ensure that the passage of all trains is stopped, the Signaller at Wembley Mainline SCC must immediately:-

- Replace to Danger signals WM.113 (Down Fast line), WM.317 (Down Slow line), WM.114 (Up Fast line) and WM.318 (Up Slow line).
- Inform the Operations Controller, using the direct emergency telephone, by stating, 'This is a Primrose Hill tunnel Emergency Call'.
- Make sure the driver of each train has received the group call and is stopping their train, by stating:

'This is the signaller at …… *(signal box/panel position/workstation)*'

'The driver of …… *(trains)* must immediately stop their train(s)'

'Please can the driver of …… *(train)* repeat the message back to me' *(repeating for each train).*

- Confirm to the Driver that the passage of trains has been stopped.
- Obtain full details from the Driver.

Dated: 07/05/16

MD130 - WATFORD JUNCTION TO ST. ALBANS ABBEY

WATFORD NORTH

When a Down train is ready to depart from Watford North station for St. Albans Abbey, a member of the Train Crew must operate the 'Train Ready to Start' plunger on the platform, which is located within a lockable cabinet accessed by a Number 1 key, to lower the barriers. The Driver may depart when the white flashing light is illuminated.

Dated: 29/12/14

MD130 - WATFORD JUNCTION TO ST. ALBANS ABBEY

HOW WOOD

Hyde Lane footpath crossing at 4m 36ch. Drivers of Down stopping trains need only sound the horn at the whistle board which is situated at the Watford (arrival) side of the station. **NOTE:** Drivers of non stopping trains **must** observe this whistle board.

Dated: 29/12/14

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

Wembley Yard / Wembley European Freight Operating Centre (WEFOC)

Wembley Yard (WEFOC) is located 7 miles north of London Euston on the West Coast Mainline. The Yard comprises of 7 operational Reception Lines (No.1-7), 3 Loco Sidings P, Q, & R and a single Custom Siding. Loco Sidings L, M, Shunt Neck at Wembley Central. A-Sidings and B-Sidings are DB Cargo infrastructure. C-Sidings are TFL infrastructure. The controlling Signal Box is Wembley Yard - 0330 852 6443.

Reception Line No.1 must be kept clear of stabled trains and is for the use of through traffic (including traincrew changeover) and Anglo-Scottish Sleeper services which are diverted via the East Coast Main Line.

Defective vehicles which have been detached from a train must not be left on the Reception lines (No 1 – 7) and shall be shunted into Customs Siding or B-Sidings (DB Cargo infrastructure) before the train departs.

All inbound services must have a planned outbound schedule. Trains must not be stabled on any Reception Line for more than 24 hours under normal operation, unless agreed by West Coast South (WCS) route control.

Prior permission must be granted by DB Cargo or TFL to stable or access their respective infrastructure.

Arrivals:

All Reception Lines are signalled and track circuited. Trains may arrive from either direction on all Reception Lines under the control of Wembley Mainline and Wembley Yard Signaller.

Wembley Yard Signaller does not have visability of A-Sidings, B-Sidings and C-Sidings as they are not track circuited. For A & B-Sidings, the PIC needs to be present on site for DB Cargo train movements unless pre-agreed between PIC and Signaller for a single train during an unmanned period. No trains can be signalled into A or B fan unless PIC is present or pre-agreement has been reached to prevent collision and/or derailment.

For C-Sidings, the TFL PIC (Yard Controller) shall be in contact with the Signaller and request which siding the inward train shall be signalled towards from either direction.

Shunting on Reception Lines:

A locomotive from an inbound train may undertake a locomotive change or conduct a run round via a vacant adjacent Reception Line under the control of the Signaller. For all shunting movements, the driver, or FOC shunter shall reach a clear understanding with the Signaller about the required movements.

Forming of trains on Reception Lines:

‘Jumbo’ services shall be formed by two or more individual trains that shall arrive into the Reception lines at differing times. These trains are to be combined into one, prior to departing towards Willesden South Jn.

Prior to a trains arrival, the FOC shunter shall contact the Signaller and reach a clear understanding of any train movements that are required to form multiple train portions together.

South end arrivals: The first arrival shall arrive on an avaliable Reception Line. The locomotive shall be detached by the FOC shunter. The Signaller shall clear both WM793 Signal and WY115 Signal with the opposing locking arrangement on request towards the Shunt Neck, L or M Loco Sidings. The locomotive shall arrive behind WY115 Ground Position Signal

(GPS) and not enter the siding. Alternatively, the Signaller may route the locomotive onto the Up Slow to arrive behind WM338 Signal. The locomotive run round shall be completed, with the locomotive attaching to the south end of the train.

The second train shall arrive on an avaliable Reception Line adjacent to the first train. The FOC shunter shall depart the first train towards the south arriving the rear of train behind the Ground Position Signal (GPS) pre-agreed with the Signaller (WY158, WY160, WY184 or WY186). The FOC shunter shall contact the Signaller and confirm to the driver that the GPS has cleared towards the correct Reception Line to which the second train is stabled on. The FOC shunter shall control the propel movement via back to back radio in continuous contact with the driver until the second train has arrived to attach to the first train. Upon arrival the FOC shunter shall couple the second train with the first train.

The locomotive from the second train, situated at the north end of the Yard, shall be detached by the FOC shunter. The locomotive run round shall be completed to the same method as the first train. This locomotive shall attach to south end of the train, once both trains have been joined together.

For a train portion arriving into the Yard from the north, a locomotive run round shall not be required.

Trains may formed with a locomotive positioned in the middle of the train. In this scenario both inbound services shall arrive on the same Reception Line.

Departures:

After all train preparation duties have been completed, the Driver or FOC shunter shall contact the Signaller advising the train is ready to depart, providing train details and which Reception Line or Siding it shall depart from.

Protection Arrangements:

Authorised walking routes are provided to access Wembley Yard. An authorised walking route runs parallel with Loco Siding P and Reception Line No.1 as far as Willesden Carriage Shed North Signal Box.

FOC shunter and traincrew must contact the Wembley Yard Signaller to reach a clear understanding of any train movements which are going happen whilst the forming of trains or shunt movements are taking place. The shunter must ensure they are in a position of safety and if necessary, make the appropriate arrangements with the Signaller to request signal protection.

Dated: 14/02/2026

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

Princess Royal Distribution Centre

GENERAL:

Princess Royal Distribution Centre (PRDC) is located 6 miles North of London Euston on the West Coast Mainline adjacent to the Up & Down High Level Goods. The Terminal comprises 4 Operational Platforms (1-4), and 2 Locomotive Stabling Siding (Platforms 6 and 7, maximum capacity for 1 locomotive). The controlling Signal Box is Wembley Yard - 0330 852 6443.

Person in Charge (PIC): The FOC PIC is responsible for all train movements within the terminal. Trains may be dispatched by Driver Only Operation, and in this situation the driver will assume the role of PIC.

Arrivals:

Prior to arrival, the FOC PIC shall ensure the platform gates are opened and cancel the ‘Platform Lockout’ device.

All Arrivals shall arrive on the Railnet Reception Lines before being signalled into the Terminal.

Locomotive hauled trains are required to conduct a locomotive run round on the Railnet Reception lines. Upon arrival, the FOC PIC shall hand a radio to the driver and complete a radio test. Once the locomotive run round has been completed, the FOC PIC must reach a clear understanding with the driver regarding the propel movements into the terminal.

Departures:

Prior to departure, the FOC PIC shall ensure the platform gates are opened and cancel the ‘Platform Lockout’ device.

Once train preparation duties have been completed the FOC PIC will operate the ‘Train Ready to Start’ plunger. If the driver is acting as the PIC they will contact the Wembley Yard Signaller to obtain permission to departure. The Signaller shall clear the relevant signal upon scheduled departure towards the Railnet Reception Lines.

The FOC PIC shall secure the access gates and activate the ‘Platform Lockout’ device. If the driver is acting as PIC they are not required to secure the access gates after departure.

Lockout Facility:

Lockout devices are provided for all platforms with the Princess Royal Distribution Centre
If it is necessary to carry out coupling or uncoupling on Platforms 2 - 4 the PIC must use the appropriate lockout device

Dated: 24/07/2021

MD301 Rugby to Penkridge (Exclusive) (via Birmingham)

Access / Egress For Trains Stabled In No.1 Siding

Access

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

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

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

Egress

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

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

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

Dated 01/02/2025

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

Birmingham New St - Platform lengths

Notes

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

Whole Platform Lengths:

Platform 1 – 327 metres (357 yards)	Platform 6 – 315 metres (344 yards)
Platform 2 – 322 metres (352 yards)	Platform 7 – 314 metres (343 yards)
Platform 3 – 322 metres (352 yards)	Platform 8 – 339 metres (371 yards)
Platform 4 – 359 metres (393 yards)	Platform 9 – 321 metres (351 yards)
Platform 4C – 97 metres (106 yards)	Platform 10 – 321 metres (351 yards)
Platform 5 – 260 metres (284 yards)	Platform 11 – 333 metres (364 yards)
	Platform 12 – 236 metres (258 yards)

A / B end Platform Lengths (signal to signal):

1A – BM6201 to BM5501 157 metres
1B – BM6601 to BM5101 159 metres
2A – BM6202 to BM5502 159 metres
2B – BM6602 to BM5102 136 metres
3A – BM6203 to BM5503 172 metres
3B – BM6603 to BM5103 137 metres
4A – BM6204 to BM5504 207 metres
4B – BM6604 to BM5104* 128 metres *top of ramp
5A – BM6205 to BM5505 137 metres
5B – BM6605 to BM5105 137 metres. *gate to metal walkway instead of BM5105 116 metres
6A – BM6206 to BM5506 140 metres
6B – BM6606 to BM5106 161 metres
7A – BM6207 to BM5507 188 metres
7B – BM6607 to BM5107 120 metres
8A – BM6208 to BM5508 171 metres
8B – BM6608 to BM5108 149 metres
9A – BM6209 to BM5509 154 metres
9B – BM6609 to BM5109 156 metres
10A – BM6210 to BM5510 176 metres
10B – BM6610 to BM5110 135 metres
11A – BM6211 to BM5511 162 metres
11B – BM6611 to BM5111 163 metres
12A – BM6212 to BM5512 129 metres
12B – BM6612 to BM5112 130 metres

LNW South Route Sectional Appendix Module LNW(S)2

Platforms with Inner / Outer platform lengths

Signal	Location	Signal	Location	Standage (m)
BM6403	Platform 3A (Up direction)	BM5503	Platform 3A	118
BM6404	Platform 4A (Up direction)	BM5504	Platform 4A	140
BM6405	Platform 5A (Up direction)	BM5505	Platform 5A	70
BM5306	Platform 6B (Down direction)	BM6606	Platform 6B	116
BM6407	Platform 7A (Up direction)	BM5507	Platform 7A	123
BM6408	Platform 8A (Up direction)	BM5508	Platform 8A	111
BM5308	Platform 8B (Down direction)	BM6608	Platform 8B	81
BM6409	Platform 9A (Up direction)	BM5509	Platform 9A	120
BM5309	Platform 9B (Down direction)	BM6609	Platform 9B	90
BM6410	Platform 10A (Up direction)	BM5510	Platform 10A	127
BM5710	Platform 10A (Down direction)	BM6210 * Top of ramp	Platform 10A (Down direction)	119 * 114 top of ramp
BM5710 via BM251R	Platform 10A (Down direction)	BM6410	Platform 10A (Down direction)	70
BM6411	Platform 11A (Up direction)	BM5511	Platform 11A	111
BM8843	No.3 Siding (Up Direction)	BM7323	No.3 Siding	81

Dated: 14/02/2026

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

New Street North Tunnel

The location lights on the Up Stour line associated with signal BM4182 comprise of two horizontal white LED lights affixed to the tunnel wall at cab height and are positioned 200 yards on the approach to signal BM4182.

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

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

.Dated: 17/05/2025

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Light Maintenance Depot

Worcester Light Maintenance Depot (LMD) consists of the following sidings numbered from the Down Main line:

Through Road

Service Road

Sidings No.1 & 2

Sidings No.3 to 7 inclusive (Field Sidings)

Definitions used in these instructions

"Person in Charge of Sidings" means -The RO 2 (Shunter) on duty.

"Nominated Person" means -The Carriage Cleaning Supervisor, or, in his/her absence the RO 2 (Shunter).

"Designated Person" means -The Senior Fleet Technician/Fitter, or, in his/her absence the RO 2 (Shunter). The Designated Person will wear a high visibility arm band with the letters "DP".

NOTE: Only one person can be a "Designated Person" at any one time.

Protection arrangements within the LMD. These will be in accordance with Rule Book, Modules T10 and TW1.

Movements to the LMD. All movements from Shrub Hill or Tunnel Junction onto the LMD must be made only on the authority of the "Person in Charge of Sidings" who before authorising the movement must ensure the complete train formation can be accommodated within the Depot.

Movements to/from Service Road and Sidings No.1. Movements past the "STOP and await instructions" board located at either end of the Service Road and at the entrance to No.1 Sidings must only be authorised by the "Designated Person".

Movements within the LMD. All movements within the Depot, except the Service Road and No.1 Siding, shall be made on the authority of the Person in Charge of the Siding.

Movements from the LMD. The "Person in Charge of Sidings" will advise the Signaller at Shrub Hill or Tunnel Junction signalboxes the reporting number and destination of all trains prior to departure from the Depot.

Carriage Washing Machine. The speed of movements through the carriage washing machine must not exceed 3 mph. Engineers on track machines and freight vehicles must not pass through the carriage washing machine.

Carriage Cleaning. Carriage cleaning is prohibited on the Through Road, Service Road and No.1 Siding. Carriage cleaning may only be performed in sidings 2 to 7 inclusive (Field Sidings).

The "Nominated Person" will be responsible for the protection of carriage cleaning staff in these sidings.

Toilet flushing may only be undertaken on the Flushing Apron, No.2 siding.

Maintenance/Repair/Inspection of Units/Coaching stock. Maintenance/Repair/Inspection of Units/Coaching stock is prohibited on the Through Road and must normally be undertaken on either the Service Road or No.1 Sidings. The "Designated Person" will be responsible for the protection of these sidings. Maintenance/Repair/Inspection of Units/Coaching stock may be undertaken on sidings Nos. 2 to 7 inclusive provided the required Protection arrangements are made with the "Nominated Person".

Train Preparation Duties. Train Preparation duties must not be carried out on the Through Road and the Service Road but may be carried out on Sidings 1 to 7 inclusive. Traincrew undertaking train preparation duties are responsible for their own safety.

Responsibility for Connecting/Disconnecting Battery Charging Equipment. The "Designated Person" will be responsible for the connection/disconnection of battery charging equipment to units/coaching stock within the carriage servicing depot.

Change of responsibility for "Designated Person". The change of responsibility from the RO 2 (Shunter) to Fleet Engineer's staff and vice versa must be recorded in the Log Book provided.

Dated: 27/03/2021

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Shrub Hill Through Sidings

No train or shunting movement destined to stable in 'the sidings', must be allowed to occupy the Down or Up Through siding, until the Guard or Shunter has obtained the permission of the Worcester Shrub Hill Station Signaller and has placed to Danger the ground frame operated intermediate Stop signal on the Through siding concerned.

Under no circumstances must either signal be placed to Danger without the Signaller's permission.

Immediately shunting has been completed and the Down and Up Through sidings are again clear, the signal(s) must be replaced to the "Off" position and the Signaller advised accordingly.

The traincrew must comply immediately with the requirements of Rule Book, Module TW1, Section 36.1, using one of the telephones connected to Worcester Shrub Hill station signalbox. When the intermediate Stop signal is "Off" the Driver must bring the train to a stand to enable this to be done.

Working of Passenger trains. Passenger trains being worked over the Down or Up Through Sidings in an emergency must not exceed 5 mph.

Train shunted clear of line or entering loop lines on other than track circuit block (TCB) or ERTMS lines - Rule Book, Module TW1, Section 36.1. Drivers must carry out the provisions of this Rule when a movement is made onto the Through Sidings from the running line at the Worcester Shrub Hill Station end.

Dated: 27/03/2021

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Shrub Hill

Shunting movements – station area. The following is the preferred shunting route that will be used where more than one route is available. Where only one shunting route is available, or where due to the nature of the location, liaison between the signaller and the driver always precedes any movement, no preferred shunting route is listed.

Location	Shunt details
Norton Junction end	To Up Main line and reverse behind shunting signal SH54.

All GWR train movements into and out of the Hereford Sidings must be made via the Norton Junction end using the North Sidings Ground Frame.

Back Road Siding (Bay Siding). Movements to and from the Back Road Siding are fully signalled and are under the control of the signaller. Drivers must telephone the signaller for permission to make any movement towards the exit ground disc signal.

The Tunnel Junction end of the siding is provided with electrical shore supply connections for use when IET sets are being stabled.

Dated: 18/04/2026

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Back Road

Worcester Back Road has a white light fitted to buffer stop.

Drivers of IET's stabling their train on the Worcester Back Roadare not required to mimic the white light on the buffer stops with the tail lights on their train.

Dated: 18/04/2026

MD900 – ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Shrub Hill - North Sidings Ground Frame & Hereford Sidings

North Sidings ground frame. The signaller must be advised of the movements required to be made using this ground frame. A Person in Charge of movements (PiC) must be appointed who must be specially trained in the use of the ground frame. The PiC must be in attendance in good time and before trains approach from the Norton Junction direction. Provided the signaller is in a position to grant permission, a release will be given for the interlocking lever.

After the points have been restored to the current position, the PiC must not leave the ground frame until an assurance has been received from the signaller that everything is in order.

Hereford Sidings 1, 2 & 3 (GWR). Signallers permission must be obtained, for any movement to commence in the Hereford sidings before the ground frame is requested by the PIC. A PiC must be appointed whenever moves are required to, within or from these sidings. This person must contact the signaller when starting and finishing duty and provide a contact telephone number. The PiC will be responsible for the operation of the North Sidings Ground Frame.

- Drivers must obtain permission before making any movement towards the exit ground disc signal at the Norton Junction end of the layout.
- The Tunnel Junction end of sidings 1 and 3 are provided with electrical shore supply connections. Drivers of down direction HST movements must bring their train to a stand at the shore supply stop boards provided.

No other movements are permitted in the Hereford Sidings whilst GWR HST services are being stabled or prepared for service.

No. 2 Hereford Siding will be protected by the signaller when drivers are undertaking train preparation duties on roads 1 and / or 3.

Under normal circumstances no other movements will be permitted or planned over no. 2 Hereford Siding between the hours of 04.00 and 06.30 daily.

Signallers will not release control of the ground frame until such time as they are advised that all GWR train preparation duties are complete and all GWR staff are clear of the Hereford sidings

After the points have been restored to the correct position, the PiC must not leave the ground frame until an assurance has been received from the signaller that everything is in order.

Hereford Sidings 5, 6 & 7 (WMT) Operating Instructions

The following instructions are to be complied within and around the Hereford Sidings 5 to 7.

A Person in Charge, hereafter referred to as the PIC must be appointed whenever moves to, from or within these sidings are to take place. The PIC in the first instance must contact the Signaller when starting and finishing duty and provide a contact phone number. The PIC must advise the Signaller of the planned movements that are to take place.

Up Intermediate Signal and Down Intermediate Signal operated from the Through Sidings Ground Frame protect train movements in the Hereford Sidings area. The PIC must attain the permission of the Signaller before replacing the Up Intermediate Signal and/or Down Intermediate Signals to danger on the Through Sidings Ground Frame. When all shunting moves are safely within the Hereford Sidings 5, 6 or 7, and before returning the intermediate signals to the off position the PIC must ensure that Handpoints 13, 14, and 25B are in the normal position. You must advise the Signaller when this is done. The PIC must not leave the Hereford Sidings until he has confirmed with the Signaller that everything is in order.

Trains from Tunnel Junction will arrive on the Up Through Siding. After replacing the Up Intermediate Signal and Down Intermediate Signals to danger, trains will crossover onto the Down Through Siding via Handpoints 13 and 14 set in the reverse position. Access to the Hereford Sidings 5,6 and 7 is via 25B points set in the reverse position.

Trains arriving form Wylds Lane Junction will arrive on the Down Through Siding. After replacing the Down Intermediate Signal to danger, trains will move into the Hereford Sidings 5,6 and 7 via 25B points set in the reverse position.

Trains must not depart and pass the Stop and Await Instructions Board without the permission of the PIC.

Departure of trains from Hereford Sidings 5, 6 & 7 (WMT)

Departure of trains from Hereford Sidings

When trains are ready to depart from the Hereford Sidings 5, 6 or 7, the driver/train must after receiving permission from the PIC, depart for Tunnel Junction via the Down Through Siding, or if departing for Wylds Lane Junction the driver/train must crossover via Handpoints 13 and 14 set in the reverse position, and travel via the Up Through Siding to Wylds Lane Junction.

Movements in the Up Direction on the Down Through Siding towards Signal SH56 are prohibited unless in exceptional circumstances.

Dated 18/04/2026

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Shrub Hill Jn to Henwick SB (HK)

Section obstructed by accident or by disabled train. Should the opposite running line to that on which the train is travelling also be obstructed, such line must be protected in both directions in accordance with the Rule Book, Module M1.

Trains returning from Worcester Foregate Street to Worcester Shrub Hill.

Trains capable of being driven from either end may proceed from Worcester Shrub Hill to Worcester Foregate Street station and return therefrom to Worcester Shrub Hill.

These trains must terminate at Foregate Street station and return only from that location.

The person in Charge at Foregate Street station must advise the Henwick Signaller when the train is ready to leave.

Trains returning from Worcester Foregate Street towards Hereford.

During exceptional circumstances such as engineering work or service disruption, trains capable of being driven from either end may proceed from the Hereford direction to Worcester Foregate Street station and return therefrom towards Hereford.

The person in Charge at Worcester Foregate Street must advise the Henwick Signaller when the return train is ready to leave.

Dated: 27/03/2021

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Ledbury to Shelwick Jn

Method of working during a failure of block indicators only or when it is not possible to clear the section signal for a train which has been accepted. Section 1.1 (c) item 2 of Rule Book, Module P2 “Working Single and b-directional lines by Pilot does not apply.

Dated: 31/01/2026

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Ledbury

Up trains - Rule Book, Module TW1, Section 36.1. The Guard must advise the Signaller, by operating the nearest ‘Train arrived complete’ plunger for approximately one second, when a passenger train has arrived clear within the Up platform, complete with tail lamp.

Dated: 27/03/2021

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Malvern Wells Down Goods Loop

Down Goods Loop. If an HST is brought to a stand in the DGL for more than five minutes, the rear engine (Worcester end) must be shut down.

Due to limited clearance at MW38 signal, loaded passenger trains conveying mark 1, 2 or 3 stock must not use the Down Goods Loop.

Dated: 27/03/2021

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24F	06 December 2025
25	06 December 2025
26	04 June 2022
27	04 December 2021
28	04 December 2021
29	04 June 2022
30	04 June 2022
30A	05 June 2021
30B	06 December 2025
30C	06 December 2025
30D	06 December 2025
31	06 December 2025
32	04 December 2021
33	04 June 2022
34	04 June 2022
35	01 September 2018
36	06 December 2025
37	06 December 2025
37A	04 June 2022
37B	04 June 2022
38	06 December 2025
39	06 December 2025
40	04 December 2021
41	04 June 2022
42	04 June 2022
42A	02 September 2017
42B	06 December 2025
42C	06 December 2025
42CA	04 June 2022
42CB	04 June 2022
42D	06 December 2025
42E	06 December 2025
42F	04 December 2021

Page	Date Last Changed
42G	04 June 2022
42H	04 June 2022
42I	02 December 2017
42J	06 December 2025
42K	06 December 2025
42L	06 December 2025
43	06 December 2025
44	06 September 2025
45	06 September 2025
46	06 September 2025
47	06 September 2025
48	06 December 2025
48A	06 December 2025
48B	06 December 2025
49	06 December 2025
50	07 December 2024
51	07 December 2024
52	07 December 2024
53	07 December 2024
54	07 December 2024
55	07 December 2024
56	06 December 2025
57	06 December 2025
57A	06 December 2025
58	06 December 2025

Page	Date Last Changed
59	07 June 2025
60	07 December 2024
61	07 December 2024
62	07 December 2024
63	07 December 2024
64	07 December 2024
65	07 December 2024
66	07 June 2025
67	06 December 2025
68	06 December 2025
69	07 March 2026
70	07 March 2026
71	06 December 2025
72	06 December 2025
73	07 December 2024
74	07 December 2024
75	07 December 2024
76	07 December 2024
77	07 December 2024
78	07 December 2024
79	07 December 2024
80	06 December 2025
81	06 December 2025
82	07 December 2024
82A	07 December 2024

Table D1A – Route clearance of diesel multiple units

Last Updated: 14/03/2026

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes	
MD101	LEC1	London Euston – Camden Jn DC lines	0	00	1	36	N	Y	E	E	E	R1	E R1	N	N	N	R1	Prohibited Euston platforms 1 and 3
MD101	LEC1	Camden Jn DC lines – Camden Jn (NLL)	1	36	1	51	N	Y	E	E	E	Y	E	N	N	N		
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	N	Y	E	E	E	Y	E	E R1	N	N	R1	Route prohibited to Class 165/1
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief lines)	0	12	2	03	N	Y	E	E	Y	Y	Y	E R1	N	N	R1	Route prohibited to Class 165/1
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	N	Y	E	E	E	Y	E	E R1	N	N	R1	Route prohibited to Class 165/1
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	N	Y	E	E	E	Y	E	E R1	N	N	R1	Route prohibited to Class 165/1
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	N	Y	E	E	E	Y	E	E R1	N	N	R1	Route prohibited to Class 165/1
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1-5) – Denbigh Hall South Jn	46	41	47	52	N	Y	E	E	E	Y	E	R1 R2 R3	N	N	R1 R2 R3	Route prohibited to Class 165/1 Prohibited Bletchley Up Slow platform 4 with deflated suspension Prohibited Sign Equipment 47m 34ch Down Slow line
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	N	Y	E	E	E	Y	E	R1 R2 R3	N	N	R1 R2 R3	Route prohibited to Class 165/1 Prohibited between Denbigh Hall South Jn and Wolverton Works ECS only Milton Keynes North Jn to Hanslope North Jn
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	N	Y	E	E	E	Y	E	E R1	N	N	R1	Route prohibited to Class 165/1

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	N	Y	E	E	E	Y	E	E R1 R2	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited between Rugby and Rugby Trent Valley Jn
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	Y	E	E	E	Y	E	N	N	N	
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	N	Y	E	E	E	Y	E	E R1	N	N	R1 Route prohibited to Class 165/1
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	N	Y	E	E	E	Y	E	E R1	N	N	R1 Route prohibited to Class 165/1
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	N	Y	E	E	E	Y	E	E R1	N	N	R1 Route prohibited to Class 165/1
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC lines)	1	36	3	01	N	Y	N	N	E	N	N	N	N	N	
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC lines)	3	01	5	28	N	Y	N	N	E	N	N	N	N	N	
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC lines)	5	28	11	46	N	Y	N	N	E	N	N	E R1 R2	N	N	R1 Route prohibited to Class 165/1 R2 Permitted Willesden Jn Low Level for access to Willesden TMD
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC lines)	11	46	17	58	N	Y	N	N	E	N	N	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	Y	Y	Y	Y	N	N	N	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	Y	E	E	Y	E	E	N	N	N	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	Y	E	E	Y	E	E	N	N	N	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	Y	E	E	Y	E	E	N	N	N	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N	Y	E	E	Y	N	N	N	N	N	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	Y	E	E	Y	N	N	N	N	N	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	N	Y	E	E	Y	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	Y	E	E	Y	E	E	N	N	N	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	N	Y	E	E	E	N	N	R1 R2	N	N	R1 Class 165/0 only R2 Prohibited Bletchley platform 6 with deflated suspension
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	N	Y	E	E	Y	N	N	R1	N	N	R1 Class 165/0 only
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	N	Y	E	E	Y	N	N	R1 R2	N	N	R1 Class 165/0 only R2 Prohibited Fenny Stratford to Route Boundary (LN3140) (Bedford)
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	N	Y	N	N	N	N	N	Y	N	N	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	N	Y	N	N	N	N	N	E R1	N	N	R1 Route prohibited to Class 165/1
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	Y	N	N	N	N	N	N	N	N	
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	Y	N	N	N	N	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	N	Y	E	E	Y	Y	Y	N	N	N	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	Y	E	E	Y	Y	Y	N	N	N	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	N	Y	E	E	Y	Y	Y	E R1	N	N	R1 Route prohibited to Class 165/1
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	Y	Y	Y	Y	Y	Y	N	N	N	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	Y	N	N	N	Y	N	N	N	N	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	N	Y	E	E	Y	E	E	E R1 R2	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited with footsteps fitted.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes
MD175	BPH	Bridge Street LC – Site of former Bridge Street Jn	4	56	4	29	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	BDN	Site of former Bridge Street Jn – Site of former Duston North Jn	0	00	0	18	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	NMH	Site of former Duston North Jn – Northampton South Jn	0	29	0	65	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	N	N	N	N	N	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	Y	Y	Y	Y	Y	Y	N	N	N	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	Y	Y	Y	Y	Y	Y	N	N	N	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	Y	Y	Y	Y	Y	Y	N	N	N	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	Y	E	E	E	Y	Y	N	N	N	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	Y	E	E	E	Y	Y	N	N	N	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	Y	E	E	E	Y	Y	N	N	N	
MD233	MYC	Midland Yard Jn – Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	N	Y	E	E	E	Y	E	E R1	N	N	R1 Route prohibited to Class 165/1
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	N	Y	E	E	E	Y	E	R1	N	N	R1 Route prohibited to Class 165/1
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	N	Y	E	E	E	Y	E	R1	N	N	R1 Route prohibited to Class 165/1
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	N	Y	E	E	E	Y	E	R1	N	N	R1 Route prohibited to Class 165/1
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	N	Y	E	E	E	Y	E	R1	N	N	R1 Route prohibited to Class 165/1
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	N	Y	E	E	E	Y	E	R1	N	N	R1 Route prohibited to Class 165/1
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	N	Y	E	E	E	Y	E	E	N	N	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	N	Y	E	E	E	Y	E	E	N	N	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	N	Y	E	E	E	Y	E	E	N	N	
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	N	Y	E	E	E	Y	E	E	N	N	

Line of route	ELR	Line of Route / Sector Description	oo M	o Ch	o M	oo Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	N	Y	E	E	E	Y	E	E	N	N		
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	N	Y	E	E	E	Y	E	E	N	N		
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	Y	Y	Y	Y	Y	Y	Y	N	N		
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	Y	Y	Y	Y	Y	Y	Y	N	N		
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	Y	Y	Y	Y	Y	Y	Y	N	N		
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	N	Y	Y	Y	Y	Y	Y	Y	N	N		
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	N	Y	Y	R1	Y	Y	Y	Y	R2	R2	R1 R2	ECS only 52m 40ch to Stoke Works Jn Prohibited Barnt Green Jn – Route Boundary (52m 40ch)
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	Y	N	N	Y	Y	Y	N	Y	Y		
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	N	Y	N	N	Y	Y	Y	E R1	Y	Y	R1	Route prohibited to Class 165/0.
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	Y	N	N	N	N	N	N	N	N		
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	N	Y	E	E	E	Y	E	N	N	N		
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	N	Y	E	E	E	Y	E	N	N	N		
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	N	Y	E	E	E	Y	E	Y	N	N		
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	N	Y	E	E	E	Y	E	Y	N	N		
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	N	Y	E	E	E	Y	E	Y	N	N		
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	N	Y	E	E	E	Y	E	R1	N	N	R1	Prohibited between Perry Barr South Jn and Bescot Jn
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	N	Y	E	E	E	Y	E	E R1	N	N	R1	Prohibited between Bescot Jn and Darlaston Jn
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	N	Y	E	E	E	Y	E	Y	N	N		
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	N	Y	E	E	E	Y	E	Y	N	N		

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	N	Y	E	E	E	Y	E	Y	N	N	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	N	Y	E	E	E	Y	E	Y	N	N	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	Y	Y	Y	Y	Y	Y	N	N	N	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	Y	Y	Y	Y	Y	Y	N	N	N	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	Y	Y	Y	Y	Y	Y	N	N	N	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	Y	Y	Y	Y	Y	Y	N	N	N	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	N	Y	N	N	N	N	N	N	N	N	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	N	Y	N	N	N	N	N	E	N	N	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	N	Y	N	N	N	N	N	E	N	N	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	Y	N	N	N	N	N	N	N	N	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	Y	N	N	N	N	N	N	N	N	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	Y	N	N	N	N	N	N	N	N	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2005/LN296
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	N	Y	E	E	Y	Y	Y	N	N	N	
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	N	Y	E	E	E	Y	E	E	N	N	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	N	Y	E	E	E	Y	E	N	N	N	
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	N	Y	E	N	Y	Y	Y	Y	Y	Y	
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	N	Y	E	N	Y	Y	Y	R1	Y	Y	R1 Prohibited Banbury North Down Bay platform when laden
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	N	Y	E	E	E	Y	E	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	N	Y	E	E	E	Y	E	Y	N	N	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	N	Y	E	E	E	Y	E	Y	N	N	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	N	Y	E	E	E	Y	E	Y	N	N	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	N	Y	E	E	E	Y	E	Y	N	N	
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	Y	E	E	Y	Y	Y	N	N	N	
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	N	Y	N	N	N	N	N	Y	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	N	Y	N	N	N	N	N	Y	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	N	Y	N	N	N	N	N	Y	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	N	Y	N	N	N	N	N	R1	N	N	R1 Route prohibited to Class 165/1
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	N	Y	N	N	E	Y	Y	Y	N	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	N	Y	Y	Y	E	Y	E	Y	N	N	
MD430	OWW	Kidderminster – Stourbridge North Jn	135	46	142	51	N	Y	Y	Y	E	Y	E	Y	N	N	
MD435	DCL	Small Heath South Jn – Site of former Handsworth Jn	126	59	132	47	N	Y	E	E	E	Y	E	Y	N	N	
MD435	HSJ	Site of former Handsworth Jn – Smethwick Jn	132	47	133	32	N	Y	Y	Y	E	Y	E	Y	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	N	Y	Y	Y	E	Y	E	Y	N	N	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	N	Y	Y	Y	E	Y	E	Y	N	N	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	R1	N	E	N	N	N	N	N	N	N	R1 Prohibited to operate when any other train is within this section of route except when providing assistance
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	Y	Y	Y	E	N	N	N	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	N	N	N	N	N	N	N	N	Line out of use NME/2005/LNW284
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	N	N	N	N	N	N	N	Y	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	N	Y	E	E	E	Y	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	N	Y	E	E	E	Y	Y	N	N	N	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	N	Y	E	E	E	Y	Y	N	N	N	
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	N	Y	E	E	E	Y	Y	N	N	N	
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	N	Y	E	E	E	Y	Y	N	N	N	
MD555	NWO	Nuneaton North Jn – Lmit of Electrification	10	18	10	00	N	Y	E	E	E	Y	Y	N	N	N	
MD555	NWO	Limit of Electrification – Whitacre West Jn	10	00	0	00	N	Y	E	E	E	Y	Y	N	N	N	
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	N	Y	E	E	E	Y	Y	N	N	N	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	N	Y	N	N	N	N	N	N	N	N	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	N	Y	N	N	N	N	N	N	N	N	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	N	Y	N	N	N	N	N	E	N	N	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	N	Y	N	N	N	N	N	E	N	N	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	N	Y	E	E	E	Y	E	N	N	N	
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	N	Y	E	E	E	Y	E	Y	N	N	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill lines)	41	44	46	77	N	Y	E	E	E	Y	E	N	N	N	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	N	Y	E	E	E	Y	E	R1	N	N	R1 Route prohibited to Class 165/1
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	Y	E	E	E	Y	E	N	N	N	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	N	Y	E	N	E	N	N	R1	N	N	R1 Route prohibited to Class 165/1
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	N	Y	E	N	E	N	N	R1	N	N	R1 Route prohibited to Class 165/1
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	N	Y	E	N	E	N	N	Y	N	N	
MD701	NAJ2	Princes Risborough Jn – Site of former Ashendon Jn (Change of Mileage)	24	50	33	69	N	Y	E	N	E	N	N	Y	N	N	
MD701	NAJ3	Site of former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	N	Y	E	N	E	N	N	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	N	Y	E	N	E	N	N	Y	N	N	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	N	R1	E R1	N	E R1	N	N	R1 R2	N	N	R1 Prohibited unless fitted with tripcocks R2 Route prohibited to Class 165/1
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	N	R1	E R1	N	E R1	N	N	R2 R3	N	N	R1 Prohibited over LUL section R2 Route prohibited to Class 165/1 R3 Prohibited on LUL section unless fitted with tripcocks
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	N	Y	E	N	E	N	N	R1	N	N	R1 Route prohibited to Class 165/1
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	N	Y	E	N	E	N	N	E R1	N	N	R1 Route prohibited to Class 165/1
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	N	Y	E	N	E	N	N	R1	N	N	R1 Route prohibited to Class 165/1
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	N	Y	E	N	E	N	N	R1	N	N	R1 Route prohibited to Class 165/1
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	N	Y	E	N	E	N	N	R1	N	N	R1 Route prohibited to Class 165/1
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	N	Y	E	N	E	N	N	Y	N	N	
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	N	Y	E	E	Y	N	N	Y	N	N	
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	N	Y	E	E	Y	N	N	Y	N	N	
MD736	OXD	Route Boundary (GW277) –Gavray Jn	29	25	19	00	N	Y	N	N	Y	Y	E	Y	N	N	
MD736	OXD	Gavray Jn – Flyover Jn (Change of ELR)	19	00	0	62	N	Y	R1	R1	Y	N	N	R2	N	N	R1 Prohibited Gavray Jn to Newton Road Overbridge No.6 R2 Class 165/1 prohibited Newton Road Overbridge No.6 to Flyover Jn (Change of ELR)
MD736	BFO	Flyover Jn (Change of ELR) – Flyover Jn Summit	0	00	0	68	N	Y	E	E	Y	N	N	R1 R2	N	N	R1 Class 165/1 prohibited with footsteps fitted R2 Class 165/1 ECS only

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	139	150	153	155	156	158	159	165	165 RHM	166 RHM	Notes
MD736	DHF	Flyover Jn Summit – Limit of Electrification	0	68	1	37	N	Y	E	E	Y	N	N	R1 R2	N	N	R1 Class 165/1 prohibited with footsteps fitted R2 Class 165/1 ECS only
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	N	Y	E	E	Y	N	N	R1 R2	N	N	R1 Class 165/1 prohibited with footsteps fitted R2 Class 165/1 ECS only
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	N	Y	E	E	Y	N	N	R1 R2	N	N	R1 Class 165/1 prohibited with footsteps fitted R2 Class 165/1 ECS only
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	N	Y	E	E	Y	N	N	R1	N	N	R1 Class 165/0 only
MD745	BSG	Bicester South Jn – Gavray Jn	0	00	0	52	N	Y	N	N	Y	Y	Y	Y	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	Y	E	E	E	Y	E	N	N	N	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	Y	E	E	E	Y	E	N	N	N	
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	Y	E	E	E	Y	E	N	N	N	
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	Y	E	E	E	Y	E	N	N	N	
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	Y	E	E	E	Y	E	N	N	N	
MD810	MJI1	Madeley Jn – Site of former Lightmoor Jn	156	19	160	29	N	N	N	N	N	N	N	N	N	N	
MD810	MJI2	Site of former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	N	N	N	N	N	N	N	N	N	N	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	N	Y	N	N	E	Y	E	Y	Y	Y	
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	N	Y	N	N	E	Y	E	Y	Y	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	N	Y	N	N	E	Y	E	Y	Y	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	N	Y	N	N	E	Y	E	Y	Y	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	N	Y	N	N	E	Y	E	Y	N	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	Y	N	N	E	Y	E	Y	Y	Y	
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	Y	N	N	E	Y	E	Y	Y	Y	
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	N	Y	N	N	E	Y	E	Y	Y	Y	

MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	Y	N	N	E	Y	E	Y	Y	Y	

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Table D1B – Route clearance of diesel multiple units

Last Updated: 14/03/2026

To be read in conjunction with General Notes:

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	168	170	171	172	175	180	195	196	197	220	221	Notes	
MD101	LEC1	London Euston – Camden Jn DC lines	0	00	1	36	N	N	N	R1 R2	Y	N	N	N	N	Y	T	R1 R2	Prohibited Euston platform 17 Prohibited Euston platform 3 when laden
MD101	LEC1	Camden Jn DC lines – Camden Jn (NLL)	1	36	1	51	N	N	N	Y	Y	N	N	N	N	Y	T		
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	N	N	N	Y	Y	N	N	N	N	Y	T		
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief lines)	0	12	2	03	E	N	N	Y	Y	R1	N	N	N	Y	Y	R1	For access to Wembley Yard
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	E	N	N	Y	Y	N	N	N	N	Y	T		
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	E	N	N	Y	Y	N	N	N	N	Y	T		
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	E	N	N	R1	Y	N	N	N	N	Y	T	R1	ECS only between Watford Junction and Bletchley Jn
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1-5) – Denbigh Hall South Jn	46	41	47	52	Y	N	N	E	Y	N	N	Y	N	Y	T		
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	R1	E R2	N	E	Y	N	N	Y	N	Y	T	R4 R5	ECS only Milton Keynes North Jn to Hanslope North Jn Prohibited between Denbigh Hall South Jn and Wolverton Works
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	E	Y	N	E R1	Y	N	N	Y	N	Y	T	R1	Route prohibited to Class 172/2 and 172/3
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	E	Y	N	E R1	Y	N	N	Y	N	Y	T	R3	Route prohibited to Class 172/2 and 172/3

Line of route	ELR	Line of Route / Sector Description	o M	oo Ch	oo M	oo Ch	168	170	171	172	175	180	195	196	197	220	221	Notes R1	
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	Y	N	R1 R2	Y	N	N	Y	E R3	Y	T	R2 R3 R4	Prohibited Rugby Trent Valley Jn to Nuneaton South Jn Prohibited Nuneaton to Armitage Jn (NW1001 Sectional Appendix Boundary) Prohibited Prohibited Rugby Trent Valley Jn to Lichfield Chord Jn
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	E	Y	N	E R1	Y	N	N	Y	N	Y	Y	R1	Route prohibited to Class 172/2 and 172/3
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	E	Y	N	E R1	Y	N	N	Y	N	Y	Y	R1	Route prohibited to Class 172/2 and 172/3
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	E	Y	N	E R1	Y	N	N	Y	N	Y	Y	R1	Route prohibited to Class 172/2 and 172/3
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC lines)	1	36	3	01	N	N	N	E R1	N	N	N	N	N	N	N	R1	Prohibited to Class 172/2 and 172/3
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC lines)	3	01	5	28	N	N	N	E R1	N	N	N	N	N	N	N	R1	Prohibited to Class 172/2 and 172/3
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC lines)	5	28	11	46	E R1	N	N	R1 R2 R3	N	N	N	N	N	N	N	R3 R4 R5	Permitted Willesden Jn Low Level for access to Willesden TMD Prohibited between Willesden Jn Low Level and Harrow and Wealdstone Prohibited to Class 172/2 and 172/3 when laden
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC lines)	11	46	17	58	N	N	N	N	N	N	N	N	N	N	N		
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	N	N	N	N	N	N	N	N	N	N		
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	N	N	E	N	N	N	N	N	N	Y		
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	N	N	E	N	N	N	N	N	N	Y		
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	N	N	E	N	N	N	N	N	N	Y		
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N	N	N	E	N	N	N	N	N	N	Y		
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	N	N	E	N	N	N	N	N	N	Y		

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	168	170	171	172	175	180	195	196	197	220	221	Notes	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	N	N	N	E	N	N	N	N	N	N	Y		
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	N	N	E	N	N	N	N	N	N	Y		
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	Y	N	N	E R1	N	N	N	Y	N	N	N	R3	Prohibited with footsteps fitted
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	Y	N	N	E R1	N	N	N	Y	N	N	N	R1	Prohibited with footsteps fitted
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	R1	N	N	E R2	N	N	N	Y	N	N	N	R3 R4	Prohibited Fenny Stratford to Route Boundary (LN3140) (Bedford) Prohibited with footsteps fitted
MD145	CRC2	Route Boundary (EA1320) (Camden Road West Jn) – Camden Jn (North DC lines)	5	42	5	78	N	Y	N	E	N	N	N	N	N	N	E		
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	E	N	N	R1	N	N	N	N	N	N	N	R2	Prohibited to Class 172/2 and 172/3 when laden
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	N	N	E R1	N	E	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	E	E	Y	N	N	N	N	N	N	N		
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	N	N	Y	Y	N	Y	N	N	N	Y	Y		
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	Y	Y	N	Y	N	N	N	Y	Y		
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	E	N	N	Y	Y	R1	N	N	N	Y	Y	R1	For access to Wembley Yard
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	Y	Y	N	Y	N	N	N	Y	Y		
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	Y	N	N	Y	N	N	N	Y	Y		
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	E	Y	N	E R1	Y	Y	N	N	N	Y	Y	R1	Route prohibited to Class 172/2 and 172/3

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	168	170	171	172	175	180	195	196	197	220	221	Notes
MD175	BPH	Bridge Street LC – Site of former Bridge Street Jn	4	56	4	29	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	BDN	Site of former Bridge Street Jn – Site of former Duston North Jn	0	00	0	18	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	NMH	Site of former Duston North Jn – Northampton South Jn	0	29	0	65	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	N	N	N	N	N	N	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	Y	N	Y	N	N	N	N	N	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	Y	N	Y	N	N	N	N	N	Y	Y	
MD232	WNS	Nuneaton South Jn – Nuneaton South Change of ELR	0	05	0	00	N	Y	N	Y	N	N	N	N	N	Y	Y	
MD232	PVS	Nuneaton South Change of ELR – Limit of Electrification (Up direction)	10	61	10	39	N	Y	N	Y	N	N	N	E	N	Y	Y	
MD232	PVS	Limit of Electrification (Up direction) – Midland Yard Jn	10	39	10	09	N	Y	N	Y	N	N	N	E	N	Y	Y	
MD232	NMA	Midland Yard Jn – Abbey Jn	10	09	9	60	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD233	MYC	Midland Yard Jn - Canal Farm Jn	0	00	0	69	N	N	N	N	N	N	N	N	N	N	N	
MD301	RBS1	Rugby Trent Valley Jn – Coventry South Jn	83	18	93	71	Y	Y	N	E R1	Y	N	N	Y	R2	Y	T	R1 Route prohibited to Class 172/2 and 172/3 R2 Prohibited Rugby Trent Valley Jn to Sherbourne Viaduct
MD301	RBS1	Coventry South Jn – Coventry North Jn	93	71	94	19	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	
MD301	RBS1	Coventry North Jn – Stechford North Jn	94	19	109	12	Y	Y	N	R1	Y	N	N	Y	Y	Y	T	R1 Route prohibited to Class 172/2 and 172/3
MD301	RBS1	Stechford North Jn – Grand Jn	109	12	111	72	Y	Y	N	R1	Y	N	N	Y	Y	Y	T	R1 Route prohibited to Class 172/2 and 172/3
MD301	RBS1	Grand Jn – Proof House Jn	111	72	112	19	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	
MD301	RBS1	Proof House Jn – Birmingham New Street (Change of Mileage)	112	19	112	73	Y	Y	N	R1	Y	N	N	Y	Y	Y	T	R1 Prohibited Birmingham New Street East Dock Bay when laden
MD301	RBS2	Birmingham New Street (Change of Mileage) – Soho South Jn	0	05	2	06	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	
MD301	RBS2	Soho South Jn – Soho North Jn	2	06	2	38	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	
MD301	RBS2	Soho North Jn – Galton Jn	2	38	3	64	Y	Y	N	Y	Y	N	N	Y	Y	Y	T	

Line of route	ELR	Line of Route / Sector Description	oo M	oo Ch	oo M	oo Ch	168	170	171	172	175	180	195	196	197	220	221	Notes
MD301	RBS2	Galton Jn – Wolverhampton Crane Street Jn	3	64	12	60	Y	Y	N	N	Y	N	N	Y	Y	Y	T	
MD301	RBS2	Wolverhampton Crane Street Jn – Bushbury Jn (Change of Mileage)	12	60	14	43	Y	Y	N	N	Y	N	EH	Y	Y	Y	T	
MD301	RBS3	Bushbury Jn (Change of Mileage) – Route Boundary (NW1002) (Stafford Trent Valley Jn No.1)	15	32	23	30	Y	Y	N	N	Y	N	EH	Y	Y	Y	T	
MD306	BAG1	Change of Mileage (Birmingham New Street) – Lifford West Jn	42	35	47	20	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG1	Lifford West Jn – King's Norton Station Jn	47	20	47	48	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG1	King's Norton Station Jn – King's Norton Jn (Change of Mileage)	47	48	48	02	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG2	King's Norton Jn (Change of Mileage) – Barnt Green Jn	46	77	51	58	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG2	Barnt Green Jn – Stoke Works Jn	51	58	57	43	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD306	BAG2	Stoke Works Jn – Abbotswood Jn	57	43	68	60	N	Y	N	Y	N	N	N	E	N	Y	Y	
MD306	BAG2	Abbotswood Jn – Route Boundary (GW401) (Ashchurch)	68	60	77	40	N	Y	N	Y	Y	Y	N	E	N	Y	Y	
MD310	BEA	Barnt Green Jn – Redditch	51	58	56	60	N	N	N	N	N	N	N	Y	N	N	N	
MD315	SAS	Stechford South Jn – Stechford North Jn (via Up Line)	-0	20	-0	04	Y	Y	N	N	N	N	N	N	Y	Y	Y	
MD315	SAS	Stechford North Jn – Aston South Jn	-0	04	2	61	Y	Y	N	N	N	N	N	Y	Y	Y	Y	
MD320	RBS1	Proof House Jn – Curzon Street Jn (Change of Mileage)	112	19	112	07	Y	Y	N	N	Y	N	N	Y	N	Y	Y	
MD320	PBJ	Curzon Street Jn (Change of Mileage) – Aston South Jn	0	00	1	60	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD320	PBJ	Aston South Jn – Aston North Jn	1	60	1	73	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD320	PBJ	Aston North Jn – Bescot Jn	1	73	8	50	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD320	PBJ	Bescot Jn – Bushbury Jn	8	50	15	32	Y	Y	N	N	Y	N	EH R1	Y	Y	Y	Y	R1 Prohibited between Bescot Jn and Bushbury (Oxley) Jn
MD325	SSP	Soho South Jn – Perry Barr West Jn	2	71	0	39	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD325	PBL	Perry Barr West Jn – Perry Barr North Jn	0	29	0	00	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	168	170	171	172	175	180	195	196	197	220	221	Notes
MD330	SCL	Soho East Jn – Soho North Jn	0	00	0	22	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD335	SSP	Perry Barr West Jn – Perry Barr South Jn	0	39	0	00	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	
MD340	ALC1	Aston North Jn – Sutton Coldfield Change of ELR	0	00	5	00	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD340	ALC2	Sutton Coldfield Change of ELR – Lichfield City Jn	5	00	13	33	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD340	BJW3	Lichfield City Jn – Lichfield Trent Valley (End of Electrification)	16	47	18	05	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD340	BJW3	Lichfield Trent Valley – Route Boundary (LN3340) (Wichnor Jn)	18	05	19	00	N	Y	N	N	N	N	N	N	E	Y	Y	
MD345	BJW1	Bescot Jn – Walsall Pleck Jn (Change of Mileage)	0	00	0	65	E	Y	N	N	N	N	N	Y	N	Y	Y	
MD345	BJW2	Walsall Pleck Jn (Change of Mileage) – Park Street Tunnel	5	42	6	34	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD345	BJW2	Park Street Tunnel – Ryecroft Jn	6	34	6	76	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD345	BJW2	Ryecroft Jn – Change of Mileage	6	76	6	79	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD345	RRN1	Change of Mileage – Cannock Change of ELR	0	00	7	20	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD345	RRN2	Cannock Change of ELR – Route Boundary (NW1004) (Rugeley North Jn)	7	20	14	00	N	Y	N	N	N	N	N	Y	N	Y	Y	
MD350	BJW3	Anglesea Sidings – Lichfield City Jn	12	15	16	47	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2005/LN296
MD360	WDJ	Walsall, Pleck Jn – Darlaston Jn	1	16	0	15	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD355	LTV	Lichfield South Jn – Lichfield Trent Valley Jn (Chord Line)	0	22	0	02	N	Y	N	N	N	N	N	N	E	Y	Y	
MD365	PJW	Portobello Jn – Wolverhampton Crane Street Jn	0	04	1	59	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	168	170	171	172	175	180	195	196	197	220	221	Notes
MD401	DCL	Route Boundary (GW200) (Heyford) – Aynho Jn	75	00	81	13	Y	N	N	R1	Y	Y	N	Y	N	Y	T	R1 Route prohibited to Class 172/2 and 172/3
MD401	DCL	Aynho Jn – Leamington Spa North Jn	81	13	106	25	R1	R2	N	R3	R4	R4	N	Y	N	Y	Y	R1 Prohibited Banbury North Down Bay platform when laden R2 Prohibited between Aynho Jn and Leamington Spa R3 Class 172/2 and 172/3 prohibited Aynho Jn to Leamington Spa R4 Prohibited between Banbury and Leamington Spa Jn
MD401	DCL	Leamington Spa North Jn – Tyseley South Jn	106	25	125	73	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD401	BCV/DCL	Tyseley South Jn – Small Heath South Jn	125	73	126	59	Y	Y	N	Y	N	N	N	Y	E	Y	Y	
MD401	BCV	Small Heath South Jn – Bordesley Jn	126	59	128	11	Y	Y	N	Y	N	N	N	Y	E	Y	Y	
MD405	LSC1	Leamington Spa North Jn – Milverton Change of ELR	106	25	107	06	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD405	LSC2	Milverton Change of ELR – Coventry South Jn	0	00	8	45	Y	Y	N	Y	N	N	N	Y	EH R1	Y	Y	R1 Prohibited Milverton Change of ELR to Gibbet Hill Jn
MD410	CNN	Coventry North Jn – Nuneaton South Jn	0	00	9	53	N	Y	N	Y	N	N	N	Y	EH R1	Y	Y	R1 Prohibited Limit of Electrification to Nuneaton South Jn
MD415	HSA	Hatton Station Jn – Bearley Jn	18	12	12	48	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD415	HSA	Bearley Jn – Stratford Upon Avon (End of Headshunt)	12	48	8	63	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD420	HHW	Hatton North Jn – Hatton West Jn	18	25	17	62	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD425	TSB	Tyseley South Jn – Bearley Jn	0	00	17	71	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD430	OWW	Droitwich Spa – Cutnall Green (former Route Boundary)	126	21	130	40	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD430	OWW	Cutnall Green (former Route Boundary) – Kidderminster	130	40	135	46	E R1	Y	N	Y	N	N	N	Y	N	Y	Y	R1 Prohibited between Hartlebury and Route Boundary (GW370) (Cutnall Green)
MD430	OWW	Kidderminster – Stourbridge North Jn	135	46	142	51	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD435	DCL	Small Heath South Jn – Site of former Handsworth Jn	126	59	132	47	Y	Y	N	Y	N	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	o M	oo Ch	oo M	oo Ch	168	170	171	172	175	180	195	196	197	220	221	Notes
MD435	HSJ	Site of former Handsworth Jn – Smethwick Jn	132	47	133	32	Y	Y	N	Y	N	N	N	Y	N	N	N	
MD435	GSJ2	Smethwick Jn – Stourbridge North Jn	133	32	141	06	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD440	GSJ1	Galton Jn – Smethwick Jn	3	64	4	08	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD445	SJS	Stourbridge Jn – Stourbridge Town	142	16	142	78	N	N	N	N	N	N	N	N	N	N	N	
MD450	OWW	Stourbridge North Jn – Round Oak	142	15	146	13	N	N	N	N	N	N	N	E	N	N	N	
MD455	KWD	Kingswinford Jn – Network Rail Boundary	144	33	145	60	N	N	N	N	N	N	N	N	N	N	N	Line out of use NME/2005/LNW284
MD460	SJT1	Kineton MOD Branch – Burton Dassett (MOD Kineton)	22	60	25	60	Y	N	N	Y	N	N	N	N	N	N	N	
MD501	DBP1	Route Boundary (LN3501) (London Road Jn) – Kingsbury Jn	23	30	29	39	E	Y	N	E	N	N	N	N	N	Y	Y	
MD501	DBP2	Kingsbury Jn – Water Orton East Jn	29	39	33	22	E	Y	N	E	N	N	N	N	N	Y	Y	
MD501	DBP3	Water Orton East Jn (Change of Mileage) – Landor Street Jn	34	43	40	60	E	Y	N	E	R1	N	N	R2	N	Y	Y	R1 Prohibited between Water Orton East Jn and Castle Bromwich Jn R2 ECS only Water Orton East Jn (Change of Mileage) to Castle Bromwich Jn
MD501	DBP3	Landor Street Jn – Proof House Jn	40	60	41	51	Y	Y	N	N	Y	N	N	Y	E R1	Y	Y	R1 Prohibited Landor Street Jn to Grand Jn
MD545	KJW	Kingsbury Jn – Whitacre Jn (Change of Mileage)	29	39	31	69	E	Y	N	E R1	N	N	N	N	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3
MD555	NWO	Nuneaton North Jn – Lmit of Electrification	10	18	10	00	N	Y	N	E	N	N	N	E	N	Y	Y	
MD555	NWO	Limit of Electrification – Whitacre West Jn	10	00	0	00	N	Y	N	E	N	N	N	E R1	N	Y	Y	R1 Prohibited Arley Road Bridge No.21 Down Arley line
MD555	DBP3	Whitacre West Jn – Water Orton East Jn	31	69	34	43	E	Y	N	E	N	N	N	N	N	Y	Y	
MD560	WOP	Water Orton West Jn – Park Lane Change of ELR	35	15	36	04	E	Y	N	N	N	N	N	E	N	Y	Y	
MD560	CBR2	Park Lane Change of ELR – Park Lane Jn	36	04	36	15	E	Y	N	N	N	N	N	Y	N	Y	Y	
MD565	CBR1	Castle Bromwich Jn – Park Lane Jn	0	55	0	00	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD565	CBR2	Park Lane Jn – Ryecroft Jn	36	04	47	48	E	Y	N	N	Y	N	N	Y	N	Y	Y	
MD570	LSS	Landor Street Jn – St Andrews Jn	40	60	41	18	Y	Y	N	E	N	N	N	Y	N	Y	Y	

Line of route	ELR	Line of Route / Sector Description	oo M	oo Ch	oo M	oo Ch	168	170	171	172	175	180	195	196	197	220	221	Notes
MD570	SKN	St Andrews Jn – Bordesley Jn	41	18	41	44	Y	Y	N	Y	N	N	N	Y	E	Y	Y	
MD570	SKN	Bordesley Jn – Kings Norton Jn (Camp Hill lines)	41	44	46	77	N	Y	N	Y	N	N	N	Y	N	Y	Y	
MD575	SAG	St Andrews Jn – Grand Jn	0	00	0	52	Y	Y	N	Y	N	N	N	Y	E	Y	Y	
MD580	LEL	Lifford East Jn – Lifford West Jn	46	11	46	36	N	Y	N	N	N	N	N	Y		Y	Y	
MD701	MCJ1	London Marylebone – Neasden South Jn (Change of Mileage)	205	77	200	65	Y	N	N	R1	N	N	N	Y	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD701	NAJ1	Neasden South Jn (Change of Mileage) – Northolt Jn	6	30	0	00	Y	N	N	Y	N	N	N	Y	N	N	N	
MD701	NAJ2	Northolt Jn – Princes Risborough Jn	0	00	24	50	Y	N	N	Y	Y	Y	N	Y	N	Y	Y	
MD701	NAJ2	Princes Risborough Jn – Site of former Ashendon Jn (Change of Mileage)	24	50	33	69	Y	N	N	R1	Y	R2	N	Y	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3 R2 30 mph Haddenham and Thame Parkway Up platform
MD701	NAJ3	Site of former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	Y	N	N	R1	Y	Y	N	Y	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	Y	N	N	Y	Y	Y	N	N	N	Y	Y	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	Y	N	N	R1 R2	N	N	N	N	N	N	N	R1 Prohibited from being the leading unit between on the LUL section Harrow on the Hill and Amersham (9m 13ch to 25m 21ch) due to the non-fitment of tripcocks R2 Route prohibited to Class 172/2 and 172/3
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	Y	N	N	R1 R2	N	N	N	N	N	N	N	R1 Prohibited from being the leading unit on the LUL section between Harrow on the Hill and Amersham (9m 13ch to 25m 21ch) due to the non-fitment of tripcocks R2 Route prohibited to Class 172/2 and 172/3
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	Y	N	N	R1	N	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	E	N	N	E	N	N	N	N	N	N	N	
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	Y	N	N	Y	N	N	N	N	N	N	N	
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	Y	N	N	Y	N	N	N	E	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	168	170	171	172	175	180	195	196	197	220	221	Notes	
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	Y	N	N	R1	N	N	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	E	N	N	E R1	N	N	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	E	N	N	E R1	N	N	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	E	N	N	E R1	N	N	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
MD736	OXD	Route Boundary (GW277) –Gavray Jn	29	25	19	00	Y	N	N	Y	N	N	N	Y	N	N	N		
MD736	OXD	Gavray Jn – Flyover Jn (Change of ELR)	19	00	0	62	Y	N	N	R1	N	N	N	Y	N	N	N	R1	Prohibited Newton Road Overbridge No.6 to Flyover Jn (Change of ELR)
MD736	BFO	Flyover Jn (Change of ELR) – Flyover Jn Summit	0	00	0	68	Y	N	N	N	N	N	N	Y	N	N	N		
MD736	DHF	Flyover Jn Summit – Limit of Electrification	0	68	1	37	Y	N	N	N	N	N	N	Y	N	N	N		
MD736	DHF	Limit of Electrification – Bletchley Flyover North Jn	1	37	1	61	Y	N	N	N	N	N	N	Y	N	N	N		
MD736	DHF	Bletchley Flyover North Jn – Denbigh Hall South Jn	1	61	1	73	Y	N	N	N	N	N	N	Y	N	N	N		
MD740	BFO	Flyover Jn (Summit) – Fenny Stratford Bletchley Flyover Jn	0	68	1	59	Y	N	N	N	N	N	N	Y	N	N	N		
MD745	BSG	Bicester South Jn – Gavray Jn	0	00	0	52	Y	N	N	Y	N	N	N	Y	N	N	N		
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	Y	Y	N	N	Y	N	EH	Y	Y	Y	Y		
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	Y	Y	N	N	Y	N	EH R1	Y	Y	Y	Y	R1	Prohibited between Oxley TRSMD and Limit of Electrification
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	Y	Y	N	N	Y	N	N	Y	Y	N	R1	R1	3mph Shifnal Down platform with deflated suspension
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	Y	Y	N	N	Y	N	N	Y	Y	N	R1 R2	R1 R2	3mph Oakengates Up platform with deflated suspension 3mph Wellington Down Loop platform with deflated suspension
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	Y	N	N	Y	N	EH	Y	Y	Y	Y		

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	168	170	171	172	175	180	195	196	197	220	221	Notes
MD810	MJI1	Madeley Jn – Site of former Lightmoor Jn	156	19	160	29	N	N	N	N	N	N	N	N	N	N	N	
MD810	MJI2	Site of former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	N	N	N	N	N	N	N	N	N	N	N	
MD900	ABW	Abbotswood Jn – Norton Jn	0	00	0	62	Y	Y	N	R1	Y	Y	N	E	N	Y	Y	R1 Route prohibited to Class 172/0 and 172/1
MD900	OWW	Norton Jn – Shrub Hill Jn	117	26	120	46	Y	Y	N	Y	Y	Y	N	E	N	Y	Y	
MD900	OWW	Shrub Hill Jn – Droitwich Spa Jn	120	46	126	21	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD900	STO	Droitwich Spa Jn – Stoke Works Jn	126	21	130	25	Y	Y	N	Y	N	N	N	Y	N	Y	Y	
MD910	OWW	Pershore (excl) – Norton Jn	112	00	117	26	N	N	N	N	Y	Y	N	N	N	Y	Y	
MD940	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	N	Y	N	R1	Y	Y	N	Y	N	Y	Y	R1 Route prohibited to Class 172/1
MD940	WAH	Henwick SB – Shelwick Jn	121	65	148	11	N	Y	N	R1	Y	Y	N	Y	N	Y	Y	R1 Route prohibited to Class 172/1
MD950	BLW	Worcester Tunnel Jn – Site of former Rainbow Hill Jn Change of ELR	0	30	0	00	N	Y	N	R1	N	N	N	Y	N	Y	Y	R1 Route prohibited to Class 172/1
MD950	WAH	Site of former Rainbow Hill Jn Change of ELR – Henwick SB (Droitwich Single)	120	64	121	65	N	Y	N	R1	N	Y	N	N	N	Y	Y	R1 Route prohibited to Class 172/1

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