NETWORK RAIL
London North Western South Route

Week No.

LNW (S) 50

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS

MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 74 TO THE LNW(S) ROUTE
SECTIONAL APPENDIX

SATURDAY 07 MARCH 2026
to
FRIDAY 05 JUNE 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. 74 to the LNW (S) Route Sectional Appendix effective from Saturday 07 March 2026 to Friday 06 June 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. 74 and is dated 07 March 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 March 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	
02/18	Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4. This amendment is not carried forward as it has been published in the Rule Book.
02/22	Changes to various modules and handbooks as a result of the term ‘pilotman’ being replaced by ‘pilot’. Amendments to Handbook 5 issue 3 and modules G1 issue 9 and TS3 issue 7 have not been carried forward as they have been published in the Rule Book.
01/24	GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5. This amendment is not carried forward as it has been published in the Rule Book.
02/24	GERT8000-TS1, issue 18, General signalling regulations, regulation 12.1. This amendment is not carried forward as it has been published in the Rule Book.

Part C - New amendments to National Operations Publications

No new amendments

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

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

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

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

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

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

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

Explanation of change

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

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

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

Rule Book module or handbook	Section or regulation	Amendment
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	Amend ‘pilotman’ to ‘pilot’
TS4 Electric token block regulations	2.2 8.1.1 8.2.1 8.6.1	Amend title of module P2 to read *‘Working single and bi-directional lines by pilot’*.
TS4 Electric token block regulations	8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8	Amend ‘pilotman’ to ‘pilot’
TS5 Tokenless block regulations	8.1 8.2	Amend title of module P2 to read *‘Working single and bi-directional lines by pilot’*
TS5 Tokenless block regulations	8 8.1 8.2 8.3 8.4 8.5 8.5.2	Amend ‘pilotman’ to ‘pilot’
TS7 No-signaller token regulations	2.2 8.1.1 8.2.1 8.3.1	Amend title of module P2 to read *‘Working single and bi-directional lines by pilot’*

TS7 No-signaller token regulations	3.1 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.3.1 8.3.2 8.4	Amend ‘pilotman’ to ‘pilot’
TS8 One-train working regulations	8.1 8.4.1	Amend title of module P2 to read *‘Working single and bi-directional lines by pilot’*
TS8 One-train working regulations	3.1 3.2 8 8.1 8.2 8.3 8.4.1 8.4.2	Amend ‘pilotman’ to ‘pilot’

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

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

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

Amend: the following as shown:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
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	054 6422 054 6533	01788 576 256 01788 576 257 (both emergency only) 01788 555 422	74 4061 03

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

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

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

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

SIGNAL BOX / PANEL / WORKSTATION	BRT	BT	SIGNAL PREFIX	GSM-R
Aston	085 49391	0330 854 9391	AN	74 6020 01
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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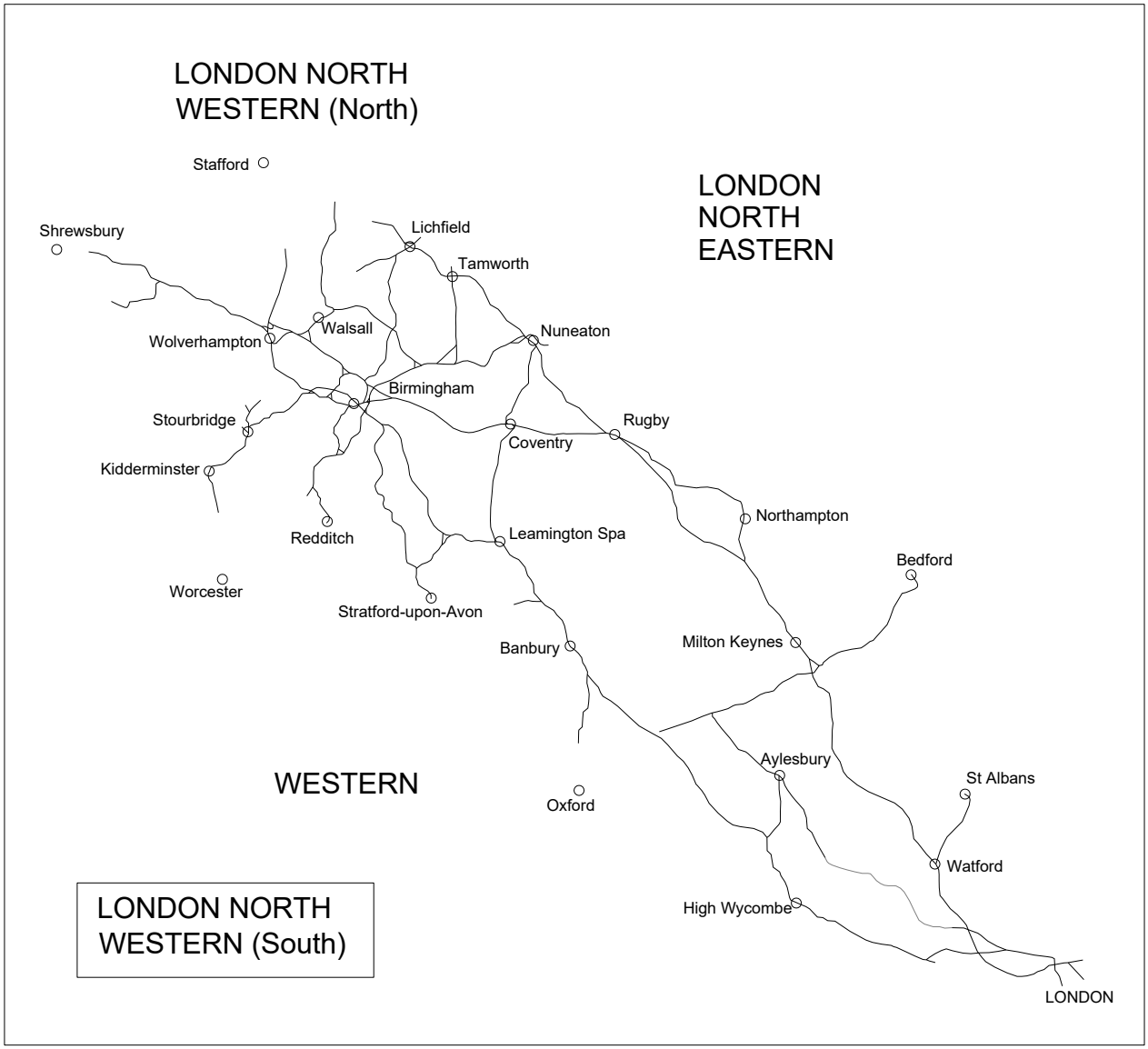
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EASTERN
Shrewsbury
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Coventry
Kidderminster
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Stratford-upon-Avon
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General Instructions - Table of Contents

Rule Book Module AC – AC electrified lines

Section 14 - Instructions for examining the OLE

On receiving a report from a Driver of an ADD activation the requirements of this instruction should be complied with provided all the following conditions apply:

- **The train involved is either : class 390 (Pendolino), Class 805 or Class 807.**
- **No loss of OHL supply has occurred (no tripping).**
- **The pantograph in use at the time of the ADD activation has been lowered and the second pantograph has been raised, no loss of OHL supply occurred (no tripping).**

The next train through the section on the affected line must be cautioned to examine the line at a speed not exceeding 20mph from point of ADD to the location where the previous train came to a stand. In this circumstance there is no requirement to examine from an adjacent line.

Where primary means of supporting the OLE is by a headspan wire then the 20mph speed restriction must be applied on all lines until the above examination procedure is carried out successfully on each line or is proved clear by alternative means.

Provided the examination(s) report no issues and there is no further ADD activation or tripping occurrences, normal working may resume.

The infrastructure maintenance OHL teams must be called to inspect/patrol as normal by the ECO.

LNW South Route GI - Dated: 22/06/24

Rule Book Module G1 - General safety responsibilities

Section 5 - Communications procedure

LNW SOUTH ALL LINES

Using GSM-R berth triggered messages and non-verbal acknowledgement to caution Drivers

Signallers can set up automated messages to caution train drivers for:

- Poor railhead conditions.
- Animals on the line (but not inside tunnels).
- Defective Emergency indicators.
- Unusual events (Not Track or Signalling).

All trains fitted with GSM-R will receive the broadcast message. Drivers of services NOT fitted with version 3.5 software do not have an ST button so must disregard the GSM-R berth triggered safety broadcast and bring their train to a stand at the protecting signal and contact the Signaller.

LNW South Route GI - Dated: 12/11/16

Rule Book Module G1 - General safety responsibilities

Section 7 - Going on the operational railway

Hard Hat Areas

The locations shown below are designated as permanent “hard hat” areas. All personnel must wear an approved safety helmet at all times when in the following places unless in a driving cab, brakevan or other similar place.

NOTE: Temporary "hard hat" sites will be shown in Weekly Engineering Notices as necessary.

Worcester Yard

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

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, 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: 27/03/2021

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

Rule Book Module SS1 – Station duties and train dispatch

Section 3.3 – The READY-TO-START signal

READY TO START INDICATORS (TABLE 'R')

As referred to in the above Module, 'Right Away' indicators are provided at the following locations.

Where signalled departures can be made in either direction from an individual platform shown in the 'Platform(s)' column, the directions to which 'Right Away' indicators apply is shown in the 'Direction(s)' column.

Station	Platform(s)	Direction(s)
MD101 EUSTON TO ARMITAGE JN. (EXCLUSIVE)		
Euston	All	-
Watford Junction	6 Down Fast	Both
	7 Up Fast	Both
	8 Down Slow	Both
	9 Up Slow	Both
	10 Bay Platform	-
Milton Keynes Central	All	-
Rugby	All	-
Nuneaton	1 Down & Up Platform	Both
	2 Down Trent Valley Slow	Both
	3 Down Trent Valley Fast	Both
	4 Up Trent Valley Fast	Both
	5 Up Trent Valley Slow	Both
Tamworth (Low Level)	1 Down Trent Valley Slow	-
	2 Up Trent Valley Slow	-
Lichfield Trent Valley (Low Level)	1 Down Trent Valley Slow	-
	2 Up Trent Valley Slow	-
MD105 HANSLOPE SOUTH JN JUNCTION TO RUGBY (VIA NORTHAMPTON)		
Northampton	1.Up & Down Slow	Both
	2.Down Northampton Fast	Both
	3.Down Platform Loop	Both
	4. Bay Platform	-
MD301 RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)		
Coventry	1 Up Slow	Both
	2 Up Fast	Both
	3 Down Fast	Both
	4 Up & Down Slow	Both
Birmingham International	1	Both
	2	Both
	3 Down Coventry	Both
	4 Up Coventry	Both
	5	Both
Birmingham New Street	All	-
Sandwell & Dudley	Down Stour	-
	Up Stour	Both

Wolverhampton	Platform 1 Down Stour Platform 2 Down Stour Slow Platform 3 Up Stour Platform 4 Up Stour Slow Platform 5 South Bay Platform 6 North Bay	Both Both Both Both - -
MD401 HEYFORD TO BORDESLEY JUNCTION		
Banbury	2 Down Cherwell Valley	Up
Leamington Spa	3 Up Leamington Platform	Up
MD701 MARYLEBONE TO AYNHO JUNCTION		
Marylebone	All	Down
MD900 Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill		
Worcester Shrub Hill	Platform 1 Down Main Platform 2 Up Main	Both
MD940 Worcester Shrub Hill to Shelwick Jn		
Worcester Foregate Street	Platform 1 U&D Branch Platform 2 U&D Droitwich	Both Down

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

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

LNW South Route GI - Dated: 17/02/2024

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Rule Book Module TW1 - Preparation and movement of trains

Section 5, Clause 5.1 - Broken, distorted or damaged rails and broken fishplates

The following arrangements apply for the passage of trains over broken rails in the Western Route tunnels listed in the table below.

A yellow handlamp will usually be placed in the four-foot at a distance of 5 metres (or 5 yards) on the approach side of the rail defect to help the Driver locate the defect's position.

Unless it can be established for certain that a yellow lamp has been provided, the Driver will be instructed not to exceed 5 mph throughout the length of the tunnel.

Trains on the adjacent lines will be stopped whenever a movement is authorised on the affected line and on other occasions when the person inspecting the defect requests it.

Mileage	At or between	Tunnel name
MD900. Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill		
120m 79ch to 121m 09ch	Worcester Tunnel Jn to Droitwich Spa	Rainbow Hill
MD940. Worcester Shrub Hill to Shelwick Jn		
130m 48ch to 131m 40ch	Great Malvern and Colwall	Colwall
135m 15ch to 135m 75ch	Colwall and Ledbury	Ledbury

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

Rule Book Module TW1 - Preparation and movement of trains: General

Section 7, Clause 7.2 – Dead locomotives - as a formation of light locomotives

Not more than **two** locomotives (or **three** Class 253/4 power cars) coupled together, whether running light or as part of a train, are permitted on any running line except where specially authorised by Network Rail's Route Engineer or where listed below:-

A maximum of **five** locomotives coupled together, whether running light or as part of a train, are permitted on the following routes:

MD306 Barnt Green (exclusive) to Ashchurch (exclusive)

MD900 Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill Station

MD910 Pershore (Incl.) to Norton Jn

NOTE:

Not more than **one** locomotive additional to the number shown above may be coupled to clear a failed train or locomotive(s) to the first practicable point where the failed locomotive(s) can be detached.

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

Rule Book Module TW1 - Preparation and movement of trains : General

Section 20 - Permissive working

PERMISSIVE WORKING BI-DIRECTIONAL PLATFORM LINES

With reference to Rule Book, Module TW1, Section 20, the following instructions must be observed.

On bi-directional platform lines, trains must not be signalled into a platform from opposite directions until the Signaller has obtained an assurance from the Person in charge of the platform that trains already admitted to the platform are at a stand and will make no further movement.

LNW South Route GI - Dated: 07/12/13

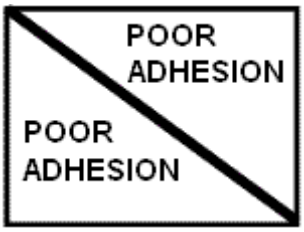
Rule Book Module TW1 - Preparation and movement of trains : General

Section 28 - Rail-head adhesion

The list of 'Poor Adhesion Sites' are shown in the "Exceptionally Poor Rail Adhesion" section of this Sectional Appendix (see Module LNW(S)2). An Advance Warning sign consisting of an orange L.E.D. flashing indicator alternatively reading 'POOR (then) ADHESION' will be provided at all of the following locations.

Retro-reflective black and white signs (900mm by 900mm) as below will also be provided at these sites.

COMMENCEMENT BOARD ('C')



TERMINATION BOARD ('T')

When the Advance Warning Sign is illuminated, poor adhesion conditions will exist at that site, and in accordance with Rule Book, Module TW1, Section 28.1, Drivers will **not** be stopped specially and advised.

LNW South Route GI - Dated: 07/12/13

Rule Book Module TW1 - Preparation and movement of trains

Section 32 - Single lines worked with a token or with or without a train staff

Persons other than the Signaller authorised to give/take Train Staff or Token to/from the Driver

Section of Line	Location of Token Instrument	Person authorised to receive or deliver Token
Claydon L&NE Jn to Aylesbury Vale Jn.	Aylesbury North Loop South	Driver Shunter
Claydon L&NE Jn to Aylesbury Vale Jn.	Aylesbury North Loop North	Driver Shunter
Claydon L&NE Jn to Aylesbury Vale Jn.	Calvert Ground Frame	Driver or Shunter.

LNW South Route GI - Dated: 05/04/14

General instructions applicable to the DC electrified lines between Euston and Watford Junction

RULE BOOK, MODULE G1, SECTION 2 AND RULE BOOK, MODULE TW1, SECTION 14.2
London Underground Limited trains normally display two built-in electric tail lamps whilst such trains are on running lines. If the Signaller, or person in charge of a station becomes aware that one of the built-in tail lamps has failed, he must arrange for the Driver to be advised of the circumstances at the next station at which the train is booked to call.

RULE BOOK, MODULE SP, SECTION 3.2 and 3.3
Portable AWS magnets will not be provided on the approach side of warning boards erected for temporary speed restrictions between Kilburn High Road and Watford Junction.

TRACK CIRCUIT OPERATING CLIPS
Track Circuit Operating clips must not be used on any portion of a line where the 4th rail conductor is provided between Euston and Watford Junction.

ISOLATIONS
Referring to the DC Electrified Lines Instructions (NR/WI/ELP/3091), dated December 2006, Clauses A26 to A39 and clause B26.3 are not applicable on the above sections of line.

FLOODS
Referring to Rule Book, Module M3, Section 4:-

(i) if water is more than half-way up either running rail, DC electric trains must not exceed a speed of 5 mph through the flooded section.

(ii) if water is above the top of either running rail, the passage of DC electric trains must be suspended except in the most urgent circumstances and then only on the authority of a Network Rail Operations representative on site in consultation with Civil Engineering and Electrification Engineering staff.

TRAIN STOPS
Running signals between Kilburn High Road and Harrow & Wealdstone inclusive are fitted with train stops which will engage with the tripcocks on London Underground Limited (LUL) trains and London Overground operated Class 378 units.

If a train stop fails in the lowered position, the person becoming aware of the irregularity must inform the Signaller at Wembley Mainline SCC immediately. A Signaller's agent must be appointed and positioned at the signal concerned and until the signal displays a proceed aspect and exhibit a hand Danger signal to approaching Drivers and place one detonator on the rail to which the signal applies. Until the Signaller's agent is in position at the signal, a train must not be allowed to approach the signal unless

it exhibits a proceed aspect or the Driver has been advised of the circumstances.

TRIPCOCKS
To prevent a train running in service with a tripcock arm inoperative, train tripcock testing apparatus consisting of a treadle and test indicator is provided at:

Location	Treadle location on approach to signal	Test indicator location at
Queen's Park station	WS.11	Near signal WS.11
Harrow & Wealdstone station	WS.54	Platform 2

The test indicator will be illuminated in the cab when a train approaches the apparatus. This indication will be displayed until the tripcock on the train has operated the treadle fixed a short distance on the approach side of the indicator. If the indicator fails to illuminate when the train approaches, the Driver must advise the Signaller at Wembley Mainline SCC before proceeding any further.

Where the tripcock testing equipment has failed, testing of the 'on-train' equipment must be undertaken by means of a 'positive test of the tripcock'. This applies at the failed tripcock testing equipment only.

These instructions will apply at the start of service each 24 hour period and subsequently each 24 hour period thereafter. No tests are required if the tripcock testing equipment fails at other than the start of service. The Signaller at Wembley Mainline SCC must contact Route Control to ascertain the first service of each train diagram for that day and positive testing of the tripcock must take place for each of these first services.

Route Control will also inform the Train Operating Company concerned that no changes of units on the DC Electric Lines will be permitted without the authority of Route Control. On advice of a unit change Route Control must ascertain the first train this will form and advise the Signaller at Wembley Mainline SCC to carry out a positive test of the tripcock.

Positive testing of the tripcock must be undertaken utilising the following method:

- The Signaller at Wembley Mainline SCC will bring trains to a stand, using the normal signalling sequence, to the next signal that can be placed to Danger.
- The Signaller at Wembley Mainline SCC will advise Drivers of the circumstances and authorise them to pass the signal maintained at Danger and to proceed at a speed no more than 5 mph to ensure that no violent braking takes place.
- The Driver must advise the Signaller at Wembley Mainline SCC of the outcome of the test by means of the GSM-R equipment where provided.

The following action must be taken whenever a train passes a tripcock tester:

Indication	Action
Light is extinguished.	Test satisfactory, no action required by the Driver.
Light is extinguished but train is tripped.	Driver must advise the Signaller at Wembley Mainline SCC, re-set the Tripcock and continue on his journey.
Light is not extinguished and train is/is not tripped.	Driver must immediately advise the Signaller at Wembley Mainline SCC then continue his journey, but proceed at a speed no more that 25 mph between Kilburn High Road and Harrow & Wealdstone and vice versa. The Signaller at Wembley Mainline SCC will arrange for the Signal Technician to examine the test apparatus and for the tripcock to be examined at the train's destination. The train must not be returned to service until the tripcock is working correctly. In such cases passengers must be immediately detrained and the train taken out of service.

If a tripcock becomes defective or cannot be re-set, it must be isolated. The Driver must immediately advise the Signaller at Wembley Mainline SCC and continue his journey, but to travel at a speed not exceeding 25 mph between Kilburn High Road and Harrow & Wealdstone and vice versa. An entry must be made in the unit defect book and the train must be taken out of service at the first suitable location, without causing unnecessary delay or cancellation and not to re-enter service until the defect is remedied. If a Driver becomes aware that a tripcock is isolated whilst in service, he must first inform the Signaller at Wembley Mainline SCC, then check the unit defect book. If there is no entry in the repair book regarding the tripcock, he must de-isolate it and attempt to re-set it. If the tripcock re-sets, the Driver may proceed as normal but must enter the circumstances in the unit defect book. If the tripcock will not re-set, the Driver must proceed as described in the previous paragraph.

LONDON UNDERGROUND LIMITED (LUL) ONE PERSON OPERATED TRAINS

An emergency door cock is provided on the outside of each coach, located towards the centre of the coach, to enable one pair of doors on that side of the coach to be opened in an emergency. Staff must not operate these cocks until they have informed the Train Operator of the circumstances.

When it is necessary for a train which has been taken out of service, owing to a defective deadman's valve or tripcock, to proceed to the nearest suitable depot or siding, a member of staff specially authorised by the Network Rail Co-ordinator to assist the Train Operator in the observance of signals must be provided. If this is not possible, the LUL Line Controller must be requested to provide an authorised member of LUL staff. If the defect occurs on the last train of the day to a destination, the train may remain in service, but it must be driven at a speed at which it can be stopped short of any obstruction, and an authorised member of staff, as defined above, must accompany the Train Operator.

LNW South Route GI - Dated: 24/01/2026

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

Line Clear Verification (LCV)

In accordance with Network Rail Standard *"NR/L3/OCS/084 – Line Clear Arrangements Following Engineering Works in Axle Counter areas - Line Clear Verification Process"*, the following must be observed.

The LCV process applies to the following line of routes.

LCV will also apply at any signalling location where part of the applicable possession is within any of the following line of routes listed below:

Route	**Sections of line Equipped**
MD101 Euston to Armitage Junction (Exclusive)	South end of Primrose Hill Tunnels and North end of Kensal Green Tunnels (inclusive). All Down lines (with exception of Bletchley Relief 1 and 2 lines) from 9m 57ch to beyond Sectional Appendix boundary at 119m 20ch – see LNW(N) Sectional Appendix for details. All Up lines (with exception of Bletchley Relief 1 and 2 lines) from before Sectional Appendix boundary at 119m 20ch (see LNW(N) Sectional Appendix for details) to 9m 45ch.
MD105 Hanslope Jn. to Rugby (via Northampton)	Down Northampton line: From 56m 66ch (Hanslope North Jn) to 64m 30ch (north end of Hunsbury Hill Tunnel). From 67m 29ch (Mill Lane Jn) to 78m 24ch (on approach to Watford Lodge Tunnel). From 83m 20ch (signal NR5351 at Hillmorton Junction) to 84m 23ch (Rugby) Up Northampton line: From 84m 40ch (Rugby) to 82m 60ch. From 77m 60ch to 67m 33ch (Mill Lane Jn). From 65m 30ch to 56m 66ch (Hanslope North Jn).
MD120 Camden Junction to Watford Junction (DC Lines)	South Hampstead tunnels (both Down DC Electric line and Up DC Electric line)
MD180 Rugby, Trent Valley Junction to New Bilton	Between Trent Valley Junction (0m 00ch) and 0m 40ch.
MD232 Hinckley (Exclusive) to Abbey Jn	Entire line of route
MD233 Midland Yard Jn to Canal Farm Jn	Entire line of route
MD301 Rugby to Penkridge (Exclusive) (via Birmingham)	Down Main / Down Coventry line between 83m 18ch and 111m 21ch. Up Main / Up Coventry line between 111m 41ch and 83m 18ch. Down Coventry line 112m 42ch and 112m 73ch. Up Coventry line 112m 73ch and 112m 42ch. Down Derby line 112m 43ch and 112m 73ch. Up Derby line 112m 73ch and 112m 42ch. Down Stour / Down Penkridge line between Birmingham New Street 0m 00ch and 23m30ch (whole of RBS2/3 to Penkridge exclusive). Up Penkridge / Up Stour line 23m 30ch and 0m 00ch (whole of RBS3/2 Penkridge to Birmingham New Street).
MD306 Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	Down Gloucester 42m 24ch and 43m 13ch (BAG1 lowest mileage to Five Ways excl.) Up Gloucester 43m12ch and 42m24ch (Five Ways excl. to BAG1 lowest mileage) Down Gloucester 52m 13ch and 77m 35ch (Barnt Green to Ashchurch) Up Gloucester 77m 47ch and 53m 62ch (Ashchurch to Barnt Green)

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

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

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

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Lockouts - person responsible

General:

Lockout systems are provided for the protection of individuals or groups working or walking on the line.
The person taking a lockout is responsible for ensuring that all staff, including members of any other working group, is clear of the running line before cancelling the lockout. The key (where applicable) must not be handed to another person.

Should it be necessary to transfer responsibility for the lockout to another person, all staff must be clear of the running lines, the lockout must be cancelled and another lockout taken by the 'new' person.

Area specific:

Lockouts under the operational control of Rugby SCC and Wembley Mainline SCC may only be used in conjunction with Rule Book Module TS1.
When detailing the General Arrangements of a line blockage and Lockouts are chosen for protection, the signaller and PC/COSS/IWA are authorised to add this method of protection to the line blockage form NR3180.

LNW South Route GI - Dated: 30/03/19

LORAM C21 RAIL GRINDER

General

There are three rail grinding trains in the Loram C21 series, numbered C2101, C2102 and C2103.

Rail grinding train C2101 has a route availability of RA7 and rail grinding trains C2102 and C2103 have a route availability of RA6.

All Loram Class C21 rail grinding trains are approved to travel on routes cleared to W6a gauge.

All Loram Class C21 rail grinding trains **can** be relied upon to operate track circuits.

Where axle counters are used as the primary means of train detection the Special Train Reminder procedure (where provided) is to be used when grinding operations are taking place on lines open for normal working.

Transit moves

The maximum permitted speed of the rail grinding trains is 55 mph.

Transit over 3rd or 4th rail DC electrified lines is permitted under the following conditions:

- The electrified rails are isolated in accordance with appropriate instructions, **OR**
- The 'spark blankets' are removed, **OR**
- The 'spark blankets' are secured within the W6a load gauge.

Grinding Operations

Notification must be given to TOCs and FOCs which operate on the routes where grinding is to take place so that drivers may be informed.

Grinding operations are permitted to take place both within T3 possessions and on lines open for normal working.

The speed when grinding is approximately 5 mph.

Grinding operations are only permitted on jointed or continuously welded plain track; grinding operations on switches and crossings are prohibited.

Rail grinding train C2101 is not permitted to grind within tunnels.

Rail grinding trains C2102 and C2103 are permitted to grind within tunnels, subject to the necessary risk assessment by the train operator.

The train operator is responsible for ensuring that grinding equipment does not damage track-mounted equipment or level crossing decks.

Grinding operations over 3rd or 4th rail DC electrified lines are permitted under the following conditions:

- The electrified rails are isolated in accordance with appropriate instructions, **AND**
- The 'spark blankets' are fitted

Loram Class C21 rail grinding trains may be authorised, in accordance with Rule Book Module TW7 Section 1.1 to make a wrong-direction movement for the purpose of extinguishing a lineside fire only, should the Operator request it. **A wrong-direction movement may only be authorised by the appropriate Signaller.** Rail grinding trains are equipped with on-board damping water spray and fire fighting water cannon.

All staff on or about the line are prohibited from being within 10 metres (approximately 10 yards) of the train whilst grinding operations are being carried out due to the danger of objects being emitted beyond the machine's shields. The machine operator will look out for any staff on or about the line who may be within this distance and cease operations if this is the case. Similarly, any person on a station platform will cause grinding operations to cease.

Grinding operations on lines open for normal working with Simplified Bi-directional Signalling (SIMBIDS) in operation on the opposite line

If the rail grinding train is to operate on lines open for normal working with SIMBIDS in operation on the opposite line, the signal applying to the line on which the rail grinding train is operating and which protects the crossover at the end of the grinding site, and through which trains from the line being used for SIMBIDS are being returned to the proper line, must be fitted with an operational TPWS train stop (TSS)

LNW South Route GI - Dated: 04/09/10

Modified Working

Introduction

Prior to the introduction of Working by Pilot, Modified Working may be authorised by the Network Rail Route Control Manager, for a period of up to two hours, or until a Pilot arrives.

In exceptional circumstances the period of up to two hours may be extended subject to the agreement of the Network Rail Route Control Manager, the Responsible Person and the Train/Freight Operating companies involved.

In the event of signalling equipment failure on the single lines listed in the table and a Pilot is not readily available, modified working may be introduced providing: -

·The Signaller is able to work the points giving access to/egress from the single line or they can be set and detected for the passage of trains.

Direct verbal communication is available between all Signallers involved and the Responsible Person.

Method of working

In the event of a failure of signalling equipment the Network Rail Route Control Manager will decide whether a Pilot is available or, if not, consider authorising Modified Working.

If Modified Working is authorised, a Responsible Person will be appointed who will ascertain that the single line concerned is clear and that the last train passed clear complete with tail lamp. When this has been done, the Responsible Person will give permission for the Signaller to issue/dictate a Modified Working ticket RT3177 to authorise the passage of the next train. This procedure will be repeated by the Responsible Person for each train which passes over the single line under Modified Working arrangements.

During Modified Working

Once the Signaller has been given authority by the Responsible Person and the arrangements have been confirmed with any other Signaller involved, and the line is clear in accordance with the train signalling regulations the signaller may then issue/dictate the RT3177 ticket to the Driver and advise them of any additional information.
When the Driver has read back all the information on the RT3177 ticket along with any additional information and the Signaller is satisfied that a clear understanding has been reached, the Signaller may authorise the Driver to pass the protecting signal at Danger and proceed cautiously.

Once a train has been admitted to the single line under Modified Working arrangements, the Signaller(s) concerned must not authorise any subsequent train (except to assist a failed train) to pass the protecting signals for the single line until it has been confirmed that the train has passed clear of the single line complete with tail lamp.

Once the train has passed clear of the single line, the Driver must, if previously instructed to do so, stop at the location identified on the RT3177 and contact the Signaller controlling the exit from the single line. The Driver must confirm if the train is complete with tail lamp.

In the event of a failed train, obstruction or any other exceptional circumstance, a clear understanding must be reached between the Responsible Person, all Signallers and Drivers involved before any further movement is authorised.

Lines Where Modified Working is authorised

Route	Line name	Between these locations	Remarks
MD720	Up & Down Aylesbury	Princes Risborough. and Aylesbury	
MD810	Up & Down Ironbridge	Madeley Junction and Ironbridge	RT3177 tickets are supplied in cabinets located at MJ329 & MJ340.

The Drivers of all trains working over the lines listed above must be in possession of a supply of modified working tickets RT3177unless they are provided at the location.

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

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51C	06 September 2025
51D	06 September 2025
51E	06 September 2025
51F	06 December 2025
51G	06 December 2025
51H	06 September 2025
51I	06 September 2025
51J	06 September 2025
51K	06 September 2025
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53	**07 March 2026**
54	07 June 2025
55	07 June 2025
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56B	06 September 2025
57	06 September 2025
58	06 September 2025
59	06 September 2025
60	04 December 2021
61	04 December 2021
62	04 December 2021
63	04 December 2021
64	31 August 2019
65	31 August 2019
66	06 September 2025
67	06 September 2025
67A	02 March 2024
68	02 March 2024
69	**07 March 2026**
69A	**07 March 2026**
69B	**07 March 2026**
69C	**07 March 2026**
69D	**07 March 2026**
69E	**07 March 2026**
69F	**07 March 2026**
69G	**07 March 2026**
69H	**07 March 2026**
69I	**07 March 2026**
69J	06 December 2025
70	06 December 2025
71	06 December 2025
72	06 December 2025
73	07 June 2025
74	07 June 2025
75	06 September 2025
75A	06 September 2025
75B	07 June 2025
76	07 June 2025
77	02 March 2024
78	02 March 2024
78A	30 November 2019
78B	30 November 2019
79	**07 March 2026**
80	**07 March 2026**

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82	03 December 2016
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82B	01 June 2024
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82F	**07 March 2026**
82G	06 December 2025
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82I	06 December 2025
82J	06 December 2025
82K	01 March 2025
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115K	**07 March 2026**

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168D	01 March 2025
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182	07 December 2024

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Page	Date Last Changed
280A	06 September 2025
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282	29 August 2020
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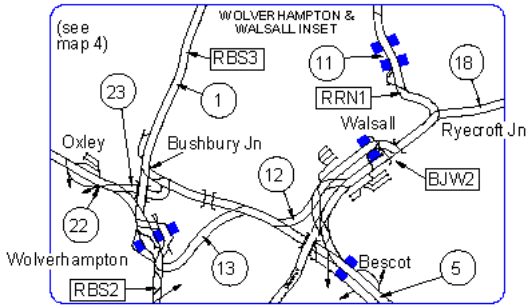

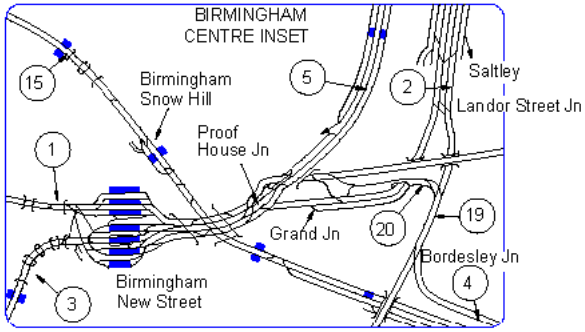

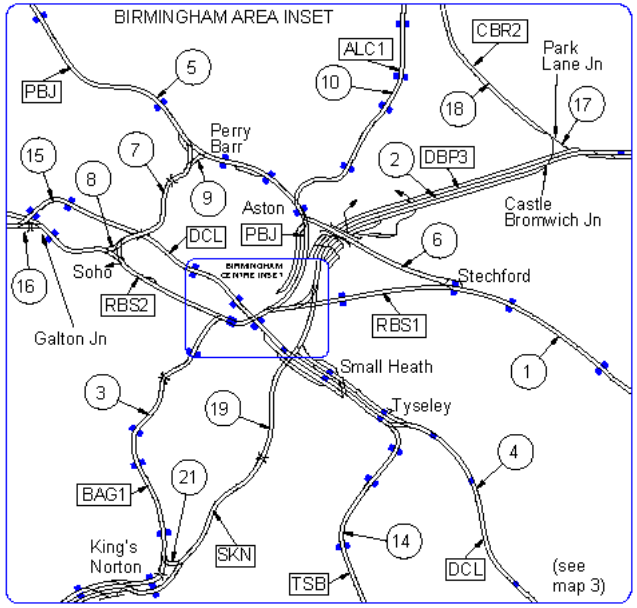

1 MD301 Rugby to Penkridge (exclusive) (via Birmingham)

2 MD501 Tamworth (inclusive) to Birmingham, Proof House Jn

3 MD305 Birmingham New Street to Blackwell

4 MD401 Heyford to Bordesley Jn

5 PBJ MD320 Proof House Jn to Bushbury Jn (via Bescot)

6 SAS MD315 Stechford South Jn to Aston South Jn

7 SSP MD325 Soho South Jn to Perry Barr North Jn (Soho lines)

8 SCL MD330 Soho East Jn to Soho North Jn

9 PBL MD335 Perry Barr West Jn to Perry Barr South Jn

10 MD340 Aston North Jn to Alrewas (exclusive)

11 MD345 Bescot Junction to Rugeley North Jn (exclusive)

12 WDJ MD360 Walsall Pleck Jn to Darlaston Jn

13 PJW MD365 Portobello Junction to Wolverhampton Crane Street Jn

14 TSB MD425 Tyseley South Jn to Bearley Jn

15 MD435 Small Heath South Jn to Stourbridge North Jn

16 HSJ MD440 Galton Jn to Smethwick Jn

17 WOP MD560 Water Orton West Jn to Park Lane Jn

18 MD565 Castle Bromwich Jn to Ryecroft Jn

19 MD570 Saltley (Landor Street Jn) to King's Norton Jn (Camp Hill lines)

20 SAG MD575 St Andrew's Jn to Grand Jn

21 LEL MD580 Lifford East Jn to Lifford West Jn

22 MD801 Wolverhampton North Jn to Abbey Foregate (exclusive)

23 OXC MD805 Oxley, Stafford Road Jn to Bushbury (Oxley) Jn (Oxley Chord lines)

EXCEPTIONALLY POOR RAIL ADHESION

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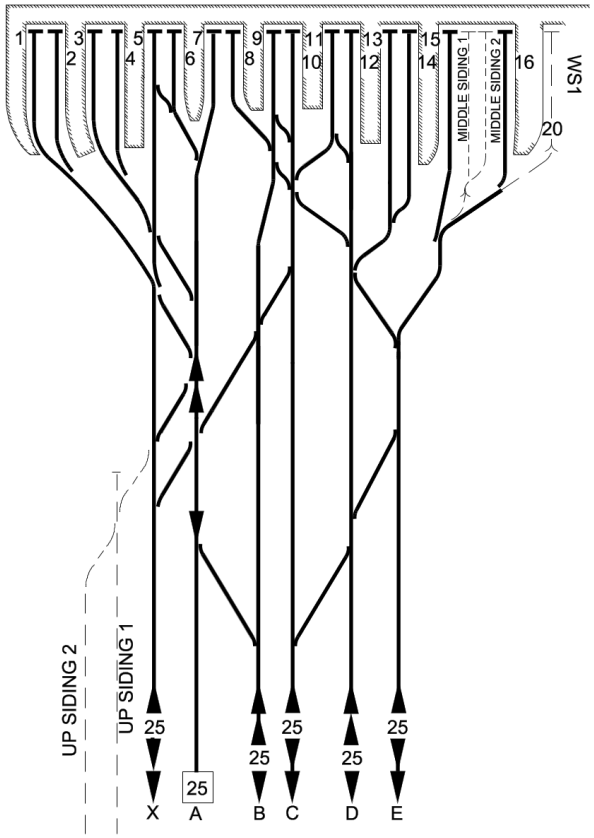
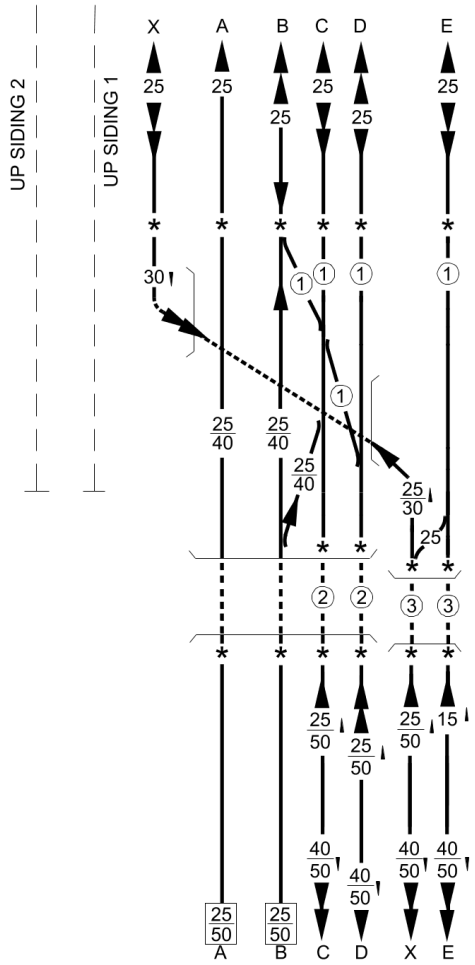
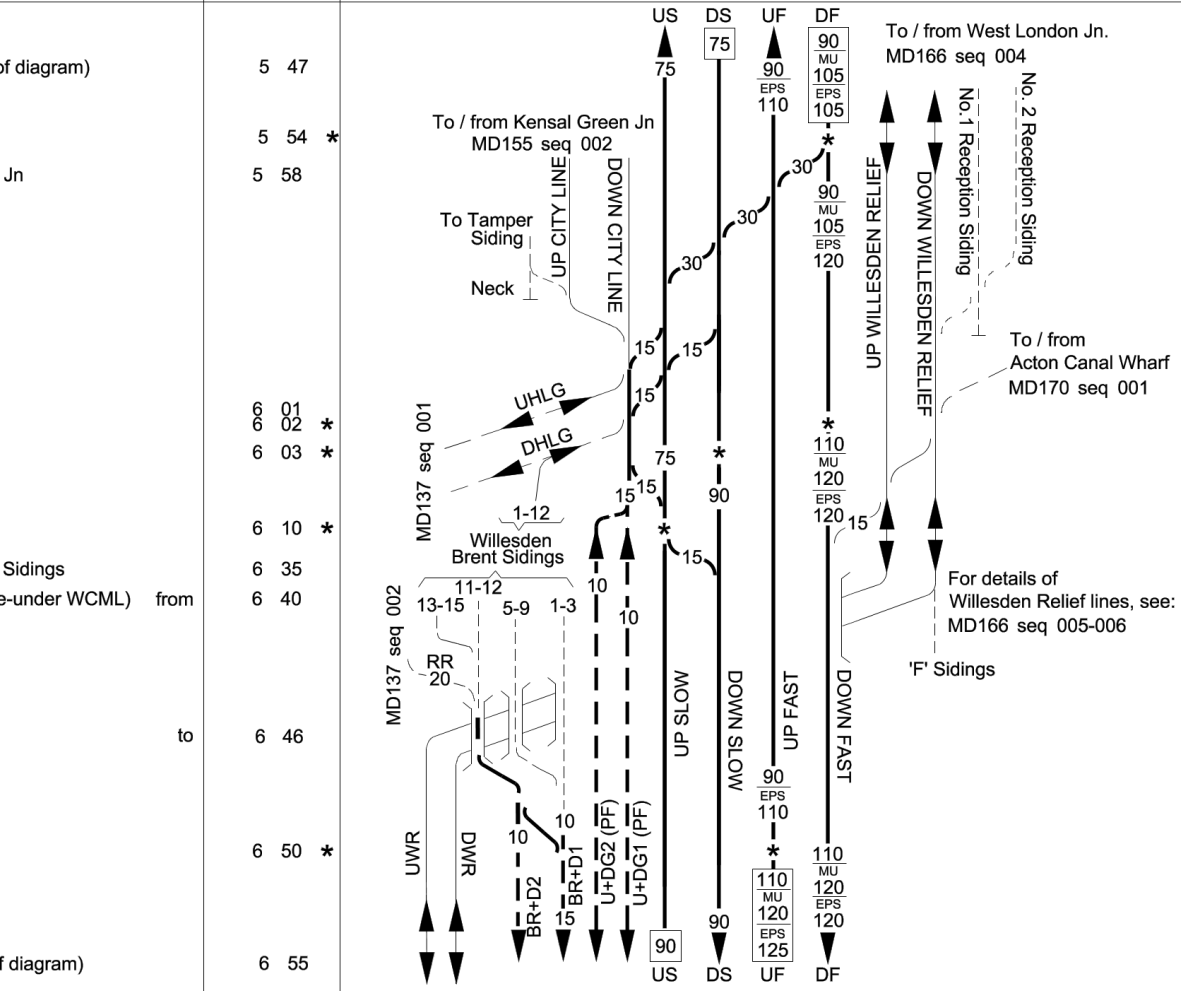
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	001	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	10/02/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
EUSTON	0 00		TCB Wembley Mainline SCC (WM) Euston Panel AC: Rugby ECR DC: Rugby ECR GSM-R Platform Lengths: 1- 398 metres 2- 376 metres 3- 325 metres 4- 321 metres 5- 275 metres 6- 273 metres 7- 292 metres 8- 254 metres 9- 197 metres 10- 194 metres 11- 254 metres 12- 293 metres 13- 304 metres 14- 306 metres 15- 402 metres 16- 334 metres All platforms permissive (PP) Platform lockouts on all platforms 25 mph over all lines including connections between 0m 43ch and Euston, except where indicated. WS1 - HS2 Works Siding 1 WS1 - 269.5 metres (295 yards) Euston Up Siding 1 - 256 metres (280 yards) Euston Up Siding 2 - 256 metres (280 yards)
(Connection to Up Sidings 1 & 2)	0 35		

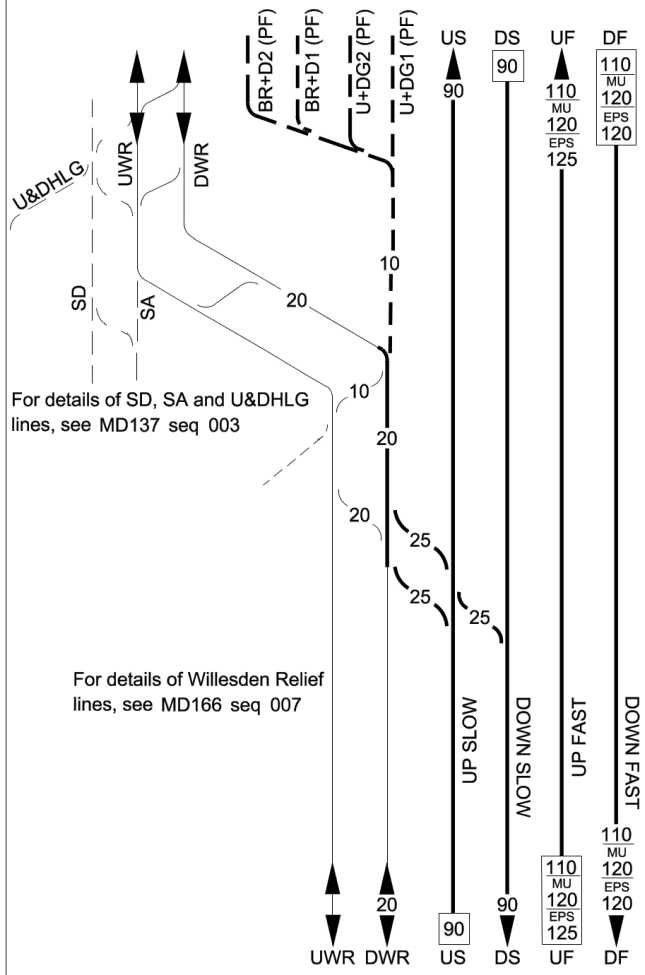
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	002	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	17/01/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	0 43 *		TCB Wembley Mainline SCC (WM) Euston Panel AC: Rugby ECR DC: Rugby ECR
(End of Up Siding 1 and Up Siding 2)	0 56		① 25/40 up direction 40 down direction
	0 60 *		Traffic Lockout Devices (LOD(T)) provided: Line A 1m 6ch to 0m 39ch Line B 1m 6ch to 0m 39ch Line C 0m 41ch to 0m 67ch Line D 0m 67ch to 0m 41ch Line E 0m 41ch to 0m 61ch Line E 0m 61ch to 0m 67ch Line X 0m 61ch to 0m 67ch
	0 61 *		
Park Street Tunnels (116 metres/127 yards, X & E)	0 62 to		Euston Up Siding 1 - 256 metres (280 yards) Euston Up Siding 2 - 256 metres (280 yards)
(148 metres/162 yards, A, B, C & D)	0 68 0 69 *		② 25/40 up direction, 40/50 down direction ③ 25/30 up direction, 40/50 down direction
			Wembley Mainline SCC (WM) Camden Panel

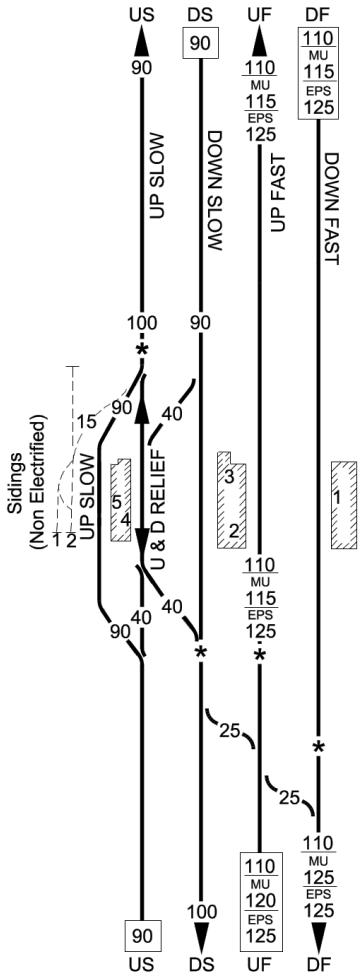
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	005	Euston to Armitage Junction (Exclusive)	LEC1 WTS	West Coast South	17/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	5 47		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TASS fitted: DF line throughout UF line throughout. U+DG1 - Up and Down Goods No.1 U+DG2 - Up and Down Goods No.2 UWR - Up Willesden Relief DWR - Down Willesden Relief BR+D1 - Brent Reception and Departure No.1 BR+D2 - Brent Reception and Departure No.2 RR - Railnet Reversible UHLG - Up High Level Goods DHLG - Down High Level Goods ELR's: UHLG, DHLG, UCL and DCL: WCL. Up & Down High Level Goods and Railnet Reversible: UHL. Railnet Reception & Departure lines: WRM. U+DG1 and U+DG2: WTS Willesden Brent Sidings Nos 1-15: WBT. Willesden 'F' Sidings are NOT electrified, see Sectional Appendix local instruction published under MD166.
	5 54 *		
Willesden North Jn	5 58		
Harlesden Jn	6 01		
	6 02 *		
	6 03 *		
	6 10 *		
Willesden Brent Sidings	6 35		
(Relief lines dive-under WCML) from	6 40		
to	6 46		
	6 50 *		
(End of diagram)	6 55		

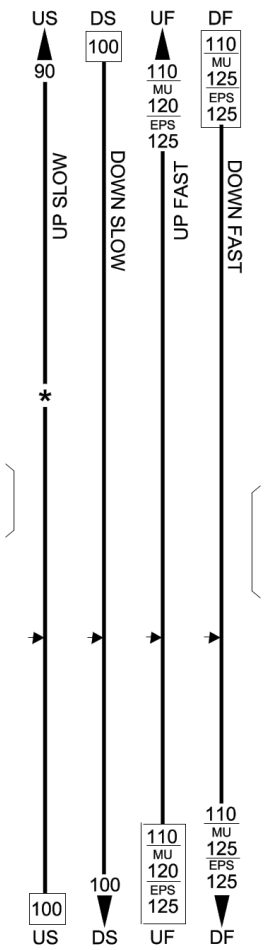
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	006	Euston to Armitage Junction (Exclusive)	LEC1 WTS	West Coast South	17/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	6 55		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TASS fitted: DF line throughout UF line throughout. For details of Willesden Relief lines, see: MD166 seq 005-006 Traffic Lockout Devices (LOD(T)) provided: Up Slow: 7m 00ch to 6m 74ch. U+DG1 - Up and Down Goods No.1 U+DG2 - Up and Down Goods No.2 UWR - Up Willesden Relief DWR - Down Willesden Relief BR+D1 - Brent Reception and Departure No.1 BR+D2 - Brent Reception and Departure No.2 U&DHLG - Up & Down High Level Goods SA - South Arrival Line SD - South Departure Line ELR's: Up & Down High Level Goods: UHL. U+DG1 and U+DG2: WTS DWR and UWR: LLG Willesden Relief line mileage in [ ] brackets.
Sudbury Jn	7 12 [2 03]		
(End of diagram)	7 40		

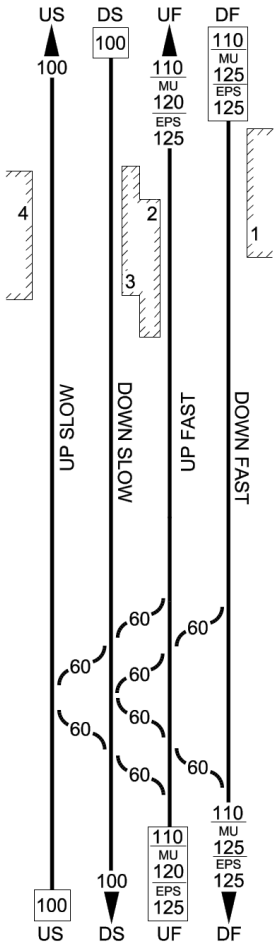
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	015	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	17/08/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	31	20		GSM-R TCB — Rugby S.C.C. (TK), Tring Workstation, AC: Rugby ECR Axle Counter area. TASS fitted: DF & UF lines.
	31	25 *		
Tring South Junction	31	30		
TRING	31	50		Platform Lengths: Tring Platform 1 - 275 metres Platform 2 - 253 metres Platform 3 - 269 metres Platform 4 - 269 metres Platform 5 - 269 metres
	31	72 *		
Tring North Jn	31 32	77 * 00		
(End of diagram)	32	40		

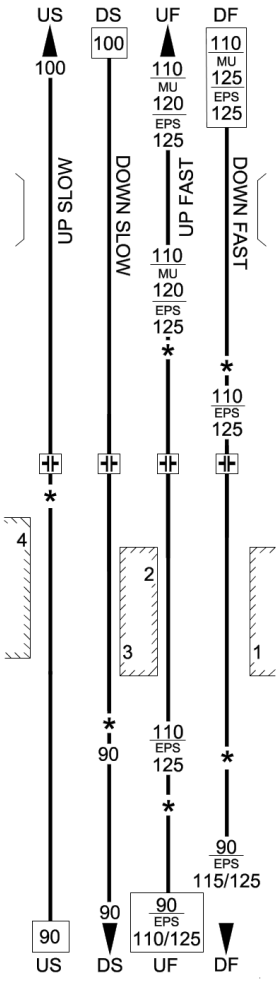
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	016	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	22/11/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	32	40		GSM-R TCB — Rugby S.C.C. (TK), Tring Workstation, AC: Rugby ECR Axle Counter area. TASS fitted: DF & UF lines.
	34	20 *		
Grand Union Canal Underbridge from near Pitstone Marina and Wharf (bridge 118) 80 metres (87 yards)	34	49		
to	34	53		
Cheddington WILD	34	60		
(End of diagram)	35	78		

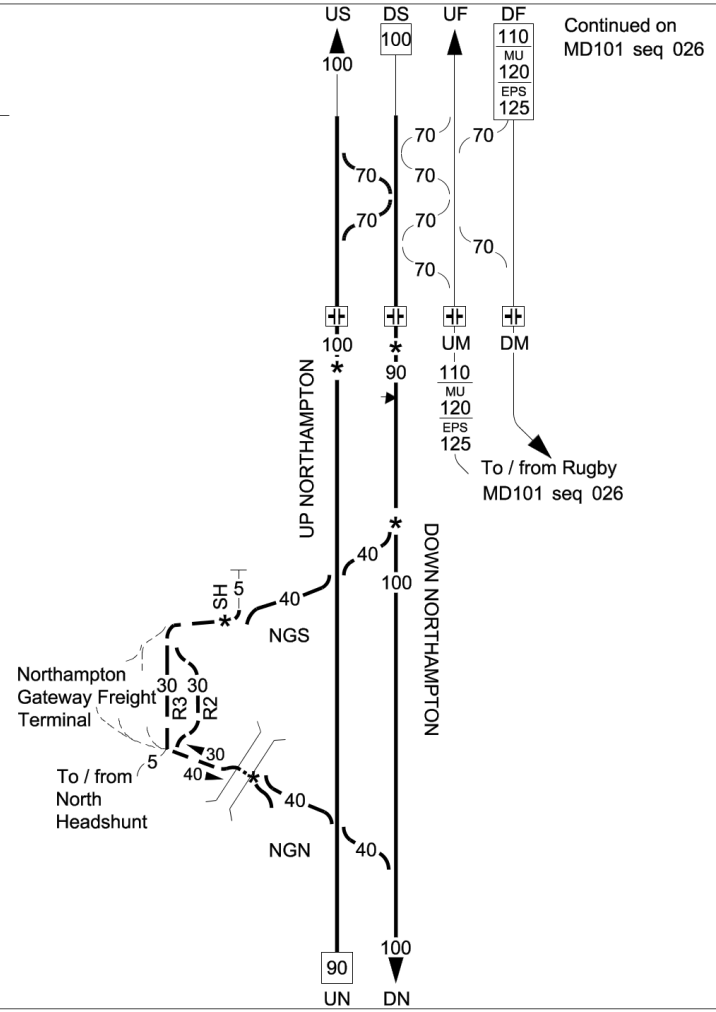
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	017	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	22/11/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	35	78		GSM-R TCB: Rugby S.C.C. (TK), Tring Workstation, AC: Rugby ECR Axle Counter area. TASS fitted: DF & UF lines. Platform Lengths: Cheddington 1 - 247 metres (269 yards) 2 - 247 metres (269 yards) 3 - 247 metres (269 yards) 4 - 247 metres (269 yards)
CHEDDINGTON	36	08		
Ledburn Jn	37	35		Semi-Automatic Track Warning Systme (SATWS) provided at Watery Lane, between 37m 08ch and 37m 61ch. See General Instructions.
(End of diagram)	38	00		

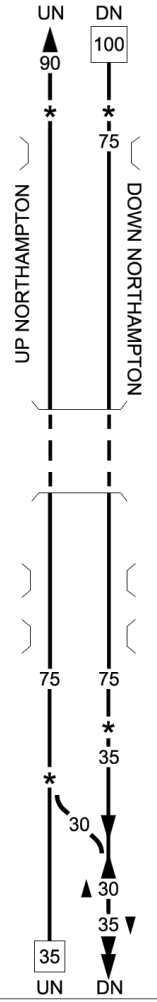
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	018	Euston to Armitage Junction (Exclusive)	LEC1	West Coast South	17/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	38 00		GSM-R
Redborough Farm Underbridge from 3 span brick underbridge (bridge 130) 33 metres (36 yards) to	38 59 38 61		TCB Rugby S.C.C. (TK) Tring Workstation AC: Rugby ECR Axle Counter area TASS fitted: DF & UF lines.
	39 02 * 39 04 *		
Leighton Buzzard OHNS	39 20		
	40 01 *		
LEIGHTON BUZZARD	40 14		Platform Lengths: Leighton Buzzard 1 - 256 metres (280 yards) 2 - 256 metres (280 yards) 3 - 256 metres (280 yards) 4 - 257 metres (281 yards)
	40 25 * 40 28 * 40 32 *		
(End of diagram)	40 35		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	001	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	29/11/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Rugby SCC (HN) Northampton Workstation AC: Rugby ECR Axle Counter area on all main lines, and Northampton Gateway Freight Terminal. Semi-Automatic Track Warning System (SATWS) provided at Hanslope, between 56m 27ch and 56m 69ch. See General Instructions. TASS fitted: DS / Down Northampton : Not fitted. Up Northampton : from 57m 05ch towards Up Fast. Up Slow : Not fitted. UF - Up Fast DF - Down Fast UM - Up Main DM - Down Main. TAWS fitted on all applicable lines between 61m 09ch and 62m 64ch. SH - South Headshunt R2 - Terminal Reception Line 2 R3 - Terminal Reception Line 3 NGS - Northampton Gateway South, points HN496A to HN496B NGN - Northampton Gateway North, points HN497A to HN497B. Lines inside the Gateway Freight Terminal are NOT electrified.
Hanslope South Jn Change of ELR	56	29		LEC1 HNR	
(Change of linenames on Slow lines to Up Northampton / Down Northampton & Change of linenames on Fast lines to Up Main / Down Main)	56	47			
Hanslope North Jn	56	66			
Ashton OHNS	58	34			
	58	58	*		
	58	70	*		
Roade HABD	59	72			
'Birdcage' in Roade Cutting on from UN & DN (471 metres / 515 yards)	60	55			
(End of Northampton lines to parallel with Weedon / Main lines)	60	76			
	61	20	*		
Courteenhall Jn	61	30			
	61	39	*		
Northampton Gateway Freight Terminal	62	00			
Gateway Tunnel from (36 metres / 39 yards) to	62	35			
	62	37	*		
Collingtree Road Jn	62	50			
(End of diagram)	62	75			

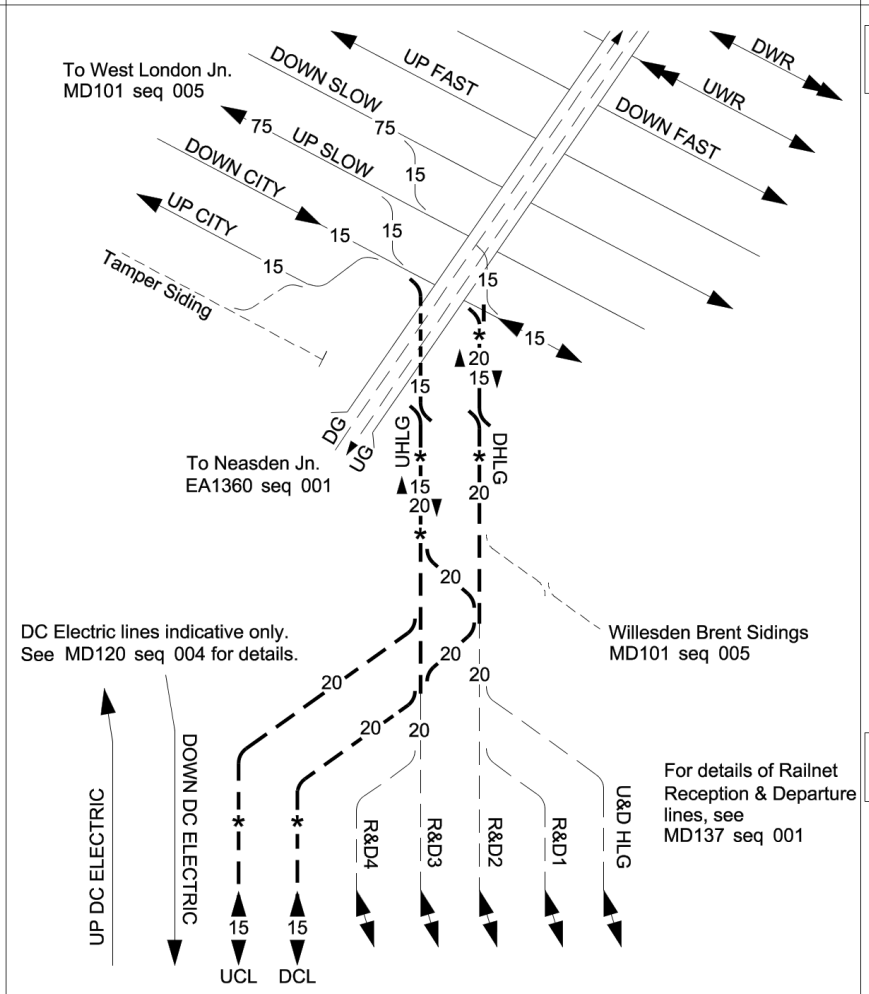
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	002	Hanslope South Jn to Rugby (via Northampton)	HNR	West Coast South	29/11/2025

Location		Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)		62	75			GSM-R 
		63	06	*		TCB Rugby SCC (HN) Northampton Workstation AC: Rugby ECR
M1 Motorway road underbridge 66 metres (72 yards)	from	63	18			
	to	63	20			Axle Counter area: Down Northampton: to 64m 30ch Up Northampton : from 65m 30ch.
Hunsbury Hill Tunnel (1056 metres/ 1155 yards)	from	64	00			TCB Rugby SCC (RY) Northampton Workstation AC: Rugby ECR
	to	64	53			Change of signal prefix only from 64m 30ch (Down) and 65m 30ch (Up).
Grand Union Canal Viaduct 64 metres (70 yards)	from	65	08			
	to	65	11			
River Nene Viaduct 99 metres (108 yards)	from	65	14			
	to	65	19			
		65	26	*		
		65	31	*		
(Crossover)		65	34			
(End of diagram)		65	40			

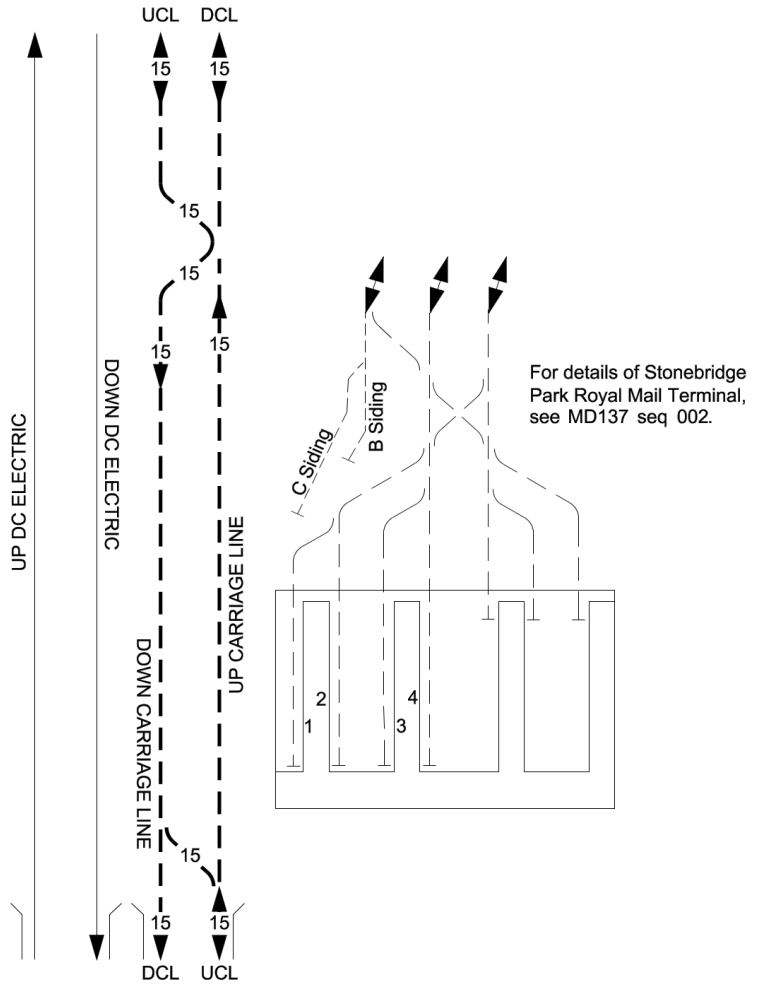
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD135	002	Harlesden Junction to Willesden Carriage Shed South	WCL	LNW South	05/11/2016

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	001	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL	West Coast South	17/01/2026

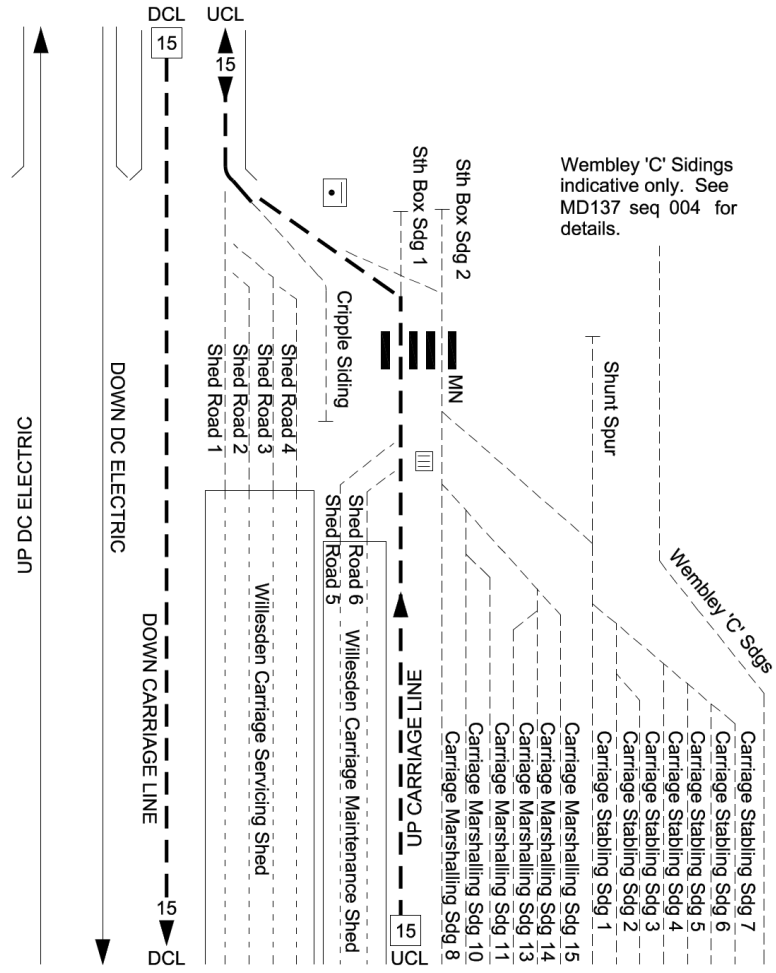
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Harlesden Jn	(6 01) 1 00		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TPWS and AWS not provided on Carriage lines. DHLG: Down High Level Goods. UHLG: Up High Level Goods. U&D HLG: Up & Down High Level Goods. R&D1: Railnet Reception & Departure No.1 R&D2: Railnet Reception & Departure No.2 R&D3: Railnet Reception & Departure No.3 R&D4: Railnet Reception & Departure No.4 UCL: Up Carriage Line. DCL: Down Carriage Line. DWR: Down Willesden Relief. UWR: Up Willesden Relief. ELR's: UHLG, DHLG, UCL and DCL: WCL. Up & Down High Level Goods: UHL. Railnet Reception & Departure lines: WRM. Willesden Brent Sidings Nos 1-15: WBT. NB Wembley Mainline SCC (WM) Willesden Panel
	1 01 *		
	1 03 *		
Brent Sidings	1 04 *		
Railnet Junction	1 11		
	1 18 *		
(End of diagram)	1 20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	002	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL	West Coast South	06/12/2025

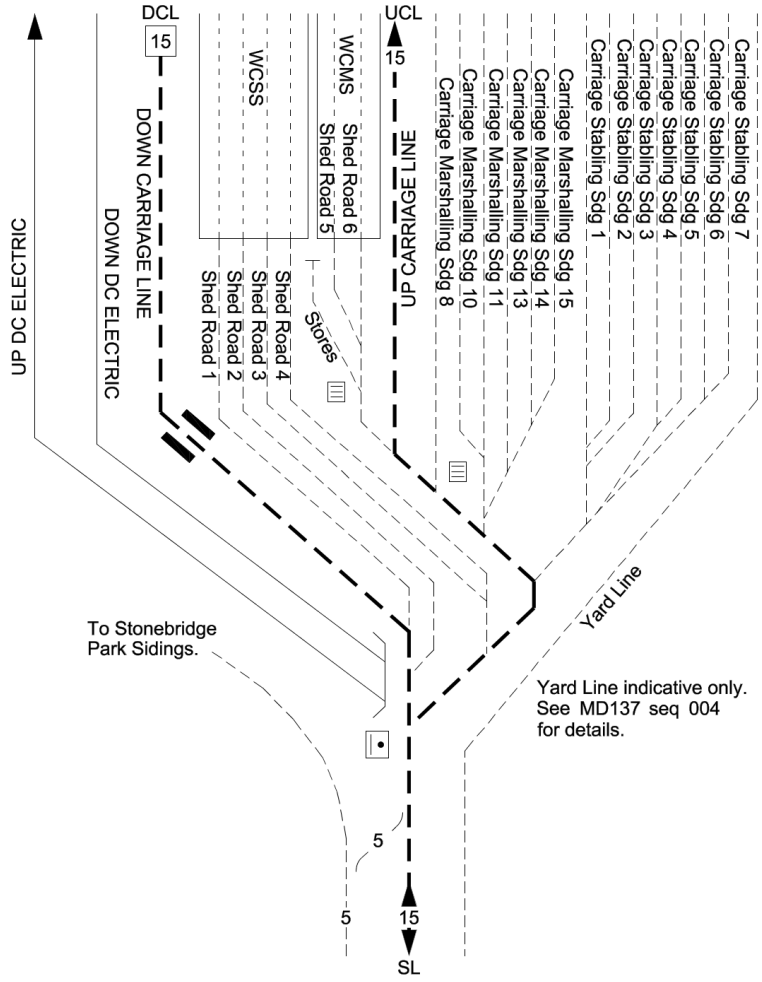
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 20		NB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR GSM-R TPWS and AWS not provided on Carriage lines.
(Up and Down lines switch over)	1 33		DC Electric lines indicative only. See MD120 seq 004 for details.
Stonebridge Park Royal Mail Terminal (Princess Royal Distribution Centre)	1 48		Willesden Carriage Shed South SB (CS) NOTE: GSM-R not provided at Willesden Carriage Shed South SB.
Start/end of viaducts	1 73		
Brent Viaducts (North Circular Road) (End of diagram)	1 75		

LNW South Route Sectional Appendix Module LNW(S)2

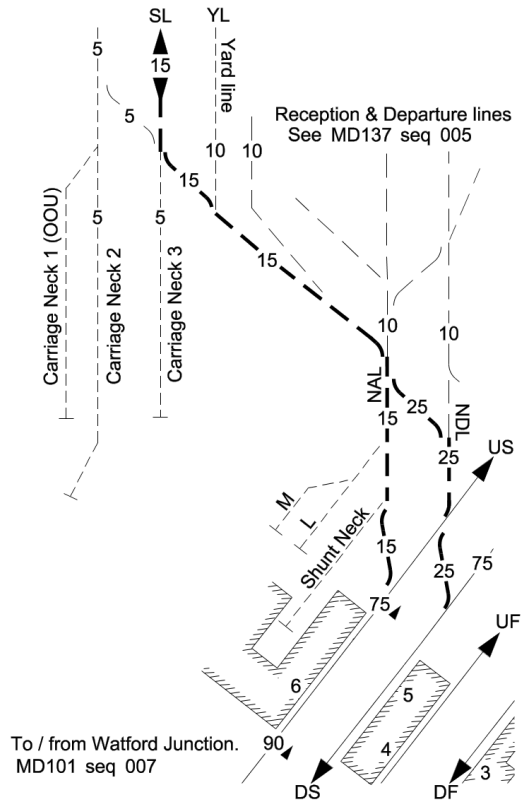
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	003	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL WGS2 WGS3	West Coast South	06/12/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 75		NB Willesden Carriage Shed South SB (CS) AC: Rugby ECR
Brent Viaducts (North Circular Road)			NOTE: GSM-R not provided at Willesden Carriage Shed South SB.
Start/end of viaducts	1 78		NOTE: South Box Siding 2 not electrified.
Willesden Carriage Shed South SB	2 00		TPWS and AWS not provided on any lines shown on this diagram.
Wash Plants	2 06		ELR's: Down and Up Carriage Lines: WCL. Carriage Shed Roads: WGS2. Marshalling and Stabling Sidings: WGS3.
Willesden Carriage Shed Middle S.F.	2 15		DC Electric lines indicative only. See MD120 seq 004 for details.
Willesden Carriage Servicing Shed (south end)	2 16		NB / TCB
Willesden Carriage Maintenance Shed (south end)	2 18		NB regulations apply on the Down Carriage Line between Willesden Carriage Shed South SB and Willesden Carriage Shed North SB.
			TCB regulations apply on the Up Carriage Line between Willesden Carriage Shed North SB and Willesden Carriage Shed South SB.
			MN: Marshalling Neck.
(End of diagram)	2 30		

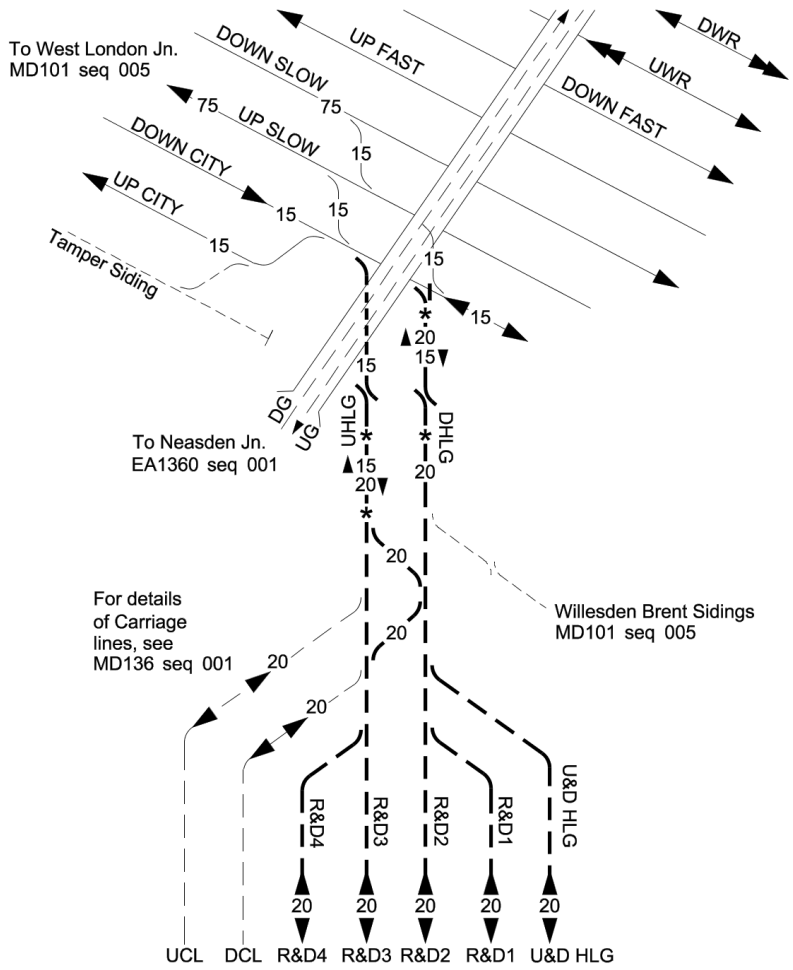
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	004	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL WGS2 WGS3	West Coast South	06/12/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	2 30		NB / TCB Willesden Carriage Shed North SB (CN) AC: Rugby ECR NB regulations apply on the Down Carriage Line between Willesden Carriage Shed South SB and Willesden Carriage Shed North SB. TCB regulations apply on the Up Carriage Line between Willesden Carriage Shed North SB and Willesden Carriage Shed South SB. NOTE: GSM-R not provided at Willesden Carriage Shed North SB. TPWS and AWS not provided on any lines shown on this diagram. DC Electric lines indicative only. See MD120 seq 004 for details. WCSS: Willesden Carriage Servicing Shed. WCMS: Willesden Carriage Maintenance Shed. Stores: Stores Siding. SL: Shunting Line. TCB ELR's: Down and Up Carriage Lines: WCL. Carriage Shed Roads: WGS2. Marshalling and Stabling Sidings: WGS3. Stonebridge Park Sidings: SRS
Willesden Carriage Sheds (north end)	2 37		
Stores Siding GF	2 45		
Wash Plant	2 46		
Up Carriage Line GF	2 47		
Willesden Carriage Shed North S.B.	2 50		
(End of diagram)	2 60		

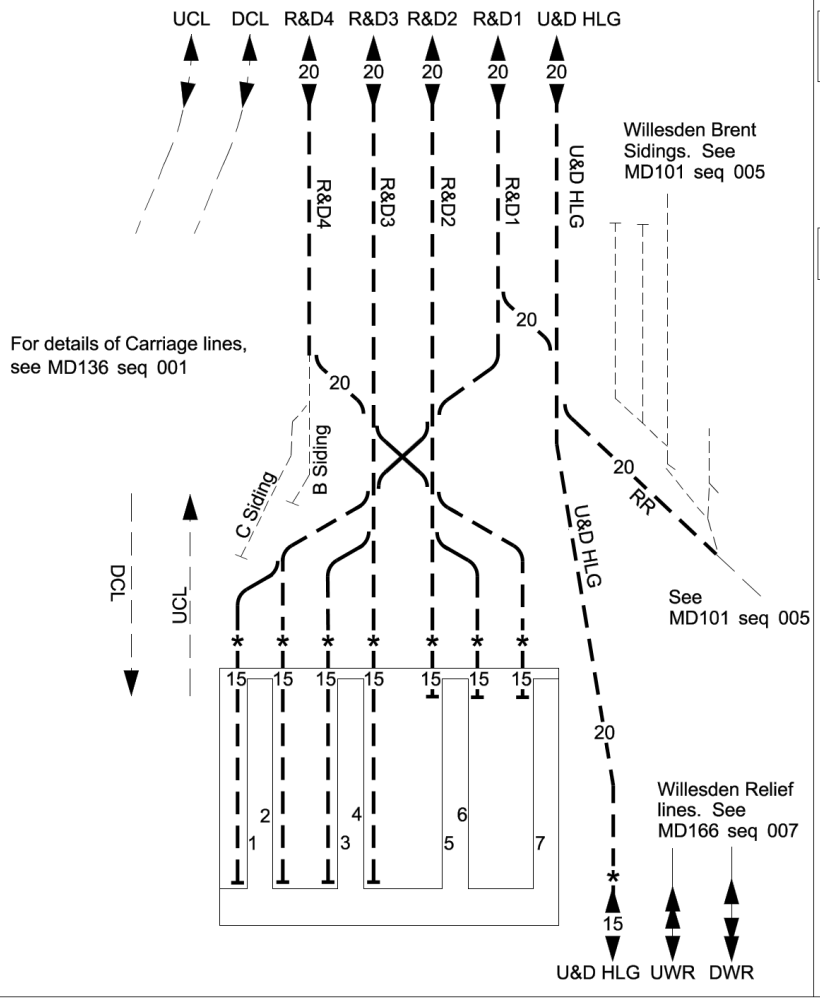
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD136	005	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)	WCL WEF1 WGS4	West Coast South	06/12/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	2 60		TCB Willesden Carriage Shed North SB (CN) AC: Rugby ECR NOTE: GSM-R not provided at Willesden Carriage Shed North SB. TPWS and AWS not provided on Shunting Line, North Arrival Line, or North Departure Line.. Wembley Yard PSB (WY) NOTE: GSM-R not provided at Wembley Yard PSB. GSM-R Wembley Mainline SCC (WM) Watford Workstation
Connection with Yard Line (Change of ELR and mileage).	2 67 * WCL 0 77 WEF1		
Wembley Central Junction	1 13 (7 78)		ELR's: Shunting Line: WCL. Yard line, NAL and NDL: WEF1. Carriage Necks: WGS4.
WEMBLEY CENTRAL	(8 04)		Mileages in brackets ( ) are WCML mileages (ELR: LEC1) (see MD101).
(End of diagram)	43 30		SL: Shunting Line. NAL: North Arrival Line. NDL: North Departure Line. L: Loco Siding L. M: Loco Siding M.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	001	Harlesden Jn to Wembley Central (Wembley Yard lines)	WCL WRM UHL	West Coast South	17/01/2026

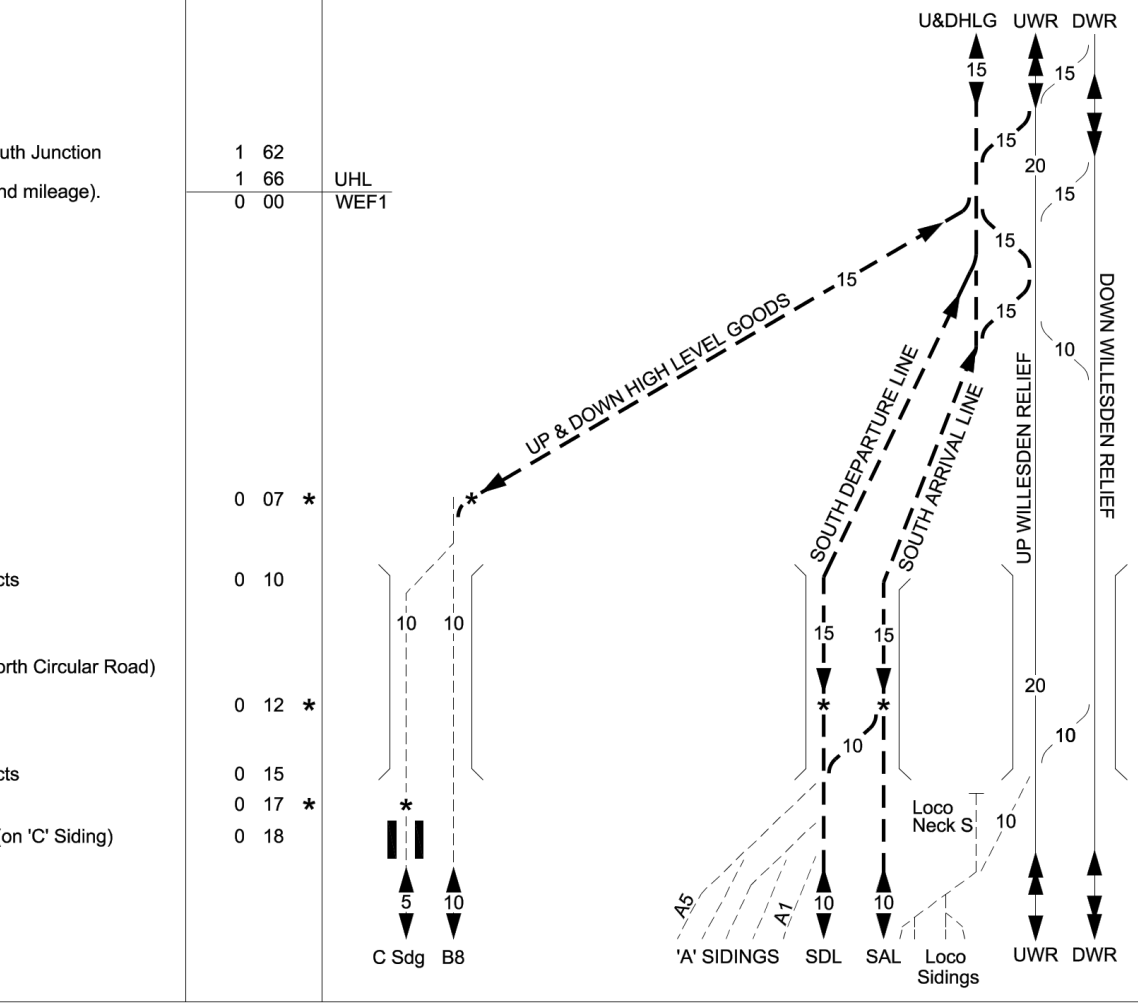
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Harlesden Jn	(6 01) 1 00		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR TPWS not provided. DHLG: Down High Level Goods. UHLG: Up High Level Goods. U&D HLG: Up & Down High Level Goods. R&D1: Railnet Reception & Departure No.1 R&D2: Railnet Reception & Departure No.2 R&D3: Railnet Reception & Departure No.3 R&D4: Railnet Reception & Departure No.4 UCL: Up Carriage Line. DCL: Down Carriage Line. DWR: Down Willesden Relief. UWR: Up Willesden Relief. ELR's: UHLG, DHLG, UCL and DCL: WCL. Up & Down High Level Goods: UHL. Railnet Reception & Departure lines: WRM. Willesden Brent Sidings Nos 1-15: WBT. PF authorised on Up & Down High Level Goods and Railnet Reception & Departure lines.
	1 01 *		
	1 03 *		
Brent Sidings	1 04 *		
Railnet Junction	1 11		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	002	Harlesden Jn to Wembley Central (Wembley Yard lines)	WRM UHL	West Coast South	17/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Railnet Reversible connection)	1 35		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR PF authorised on Up & Down High Level Goods and Railnet Reception & Departure lines. Wembley Yard PSB (WY) Signalled moves into and out of the Stonebridge Park Royal Mail Terminal are controlled from Wembley Yard. Up & Down High Level Goods line controlled by Wembley Mainline SCC - Willesden Panel. NOTE: GSM-R not provided at Wembley Yard PSB. U&D HLG: Up & Down High Level Goods. R&D1: Railnet Reception & Departure No.1 R&D2: Railnet Reception & Departure No.2 R&D3: Railnet Reception & Departure No.3 R&D4: Railnet Reception & Departure No.4 RR: Railnet Reversible. UCL: Up Carriage Line. DCL: Down Carriage Line. UWR: Up Willesden Relief. DWR: Down Willesden Relief. Platform lockouts on all platforms within the terminal. ELR's: Railnet Reception & Departure lines and Royal Mail Terminal: WRM. Up & Down High Level Goods and Railnet Reversible: UHL.
Stonebridge Park Royal Mail Terminal (Princess Royal Distribution Centre)	1 45 * 1 48 1 59 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	003	Harlesden Jn to Wembley Central (Wembley Yard lines)	UHL WEF1	West Coast South	11/10/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wembley Yard South Junction (Change of ELR and mileage).	1 62 1 66 0 00	UHL WEF1	
	0 07 *		
Start/end of viaducts	0 10		
Brent Viaducts (North Circular Road)	0 12 *		
Start/end of viaducts	0 15		
	0 17 *		
Carriage Washer (on 'C' Siding)	0 18		



GSM-R

TCB Wembley Mainline SCC (WM)
Willesden Panel
AC: Rugby ECR

ELR's:
Up & Down High Level Goods: UHL.
All other lines and sidings: WEF1.

For details of the Up Willesden Relief line and Down Willesden Relief line, see MD166 seq 007.

PF authorised on Up & Down High Level Goods.

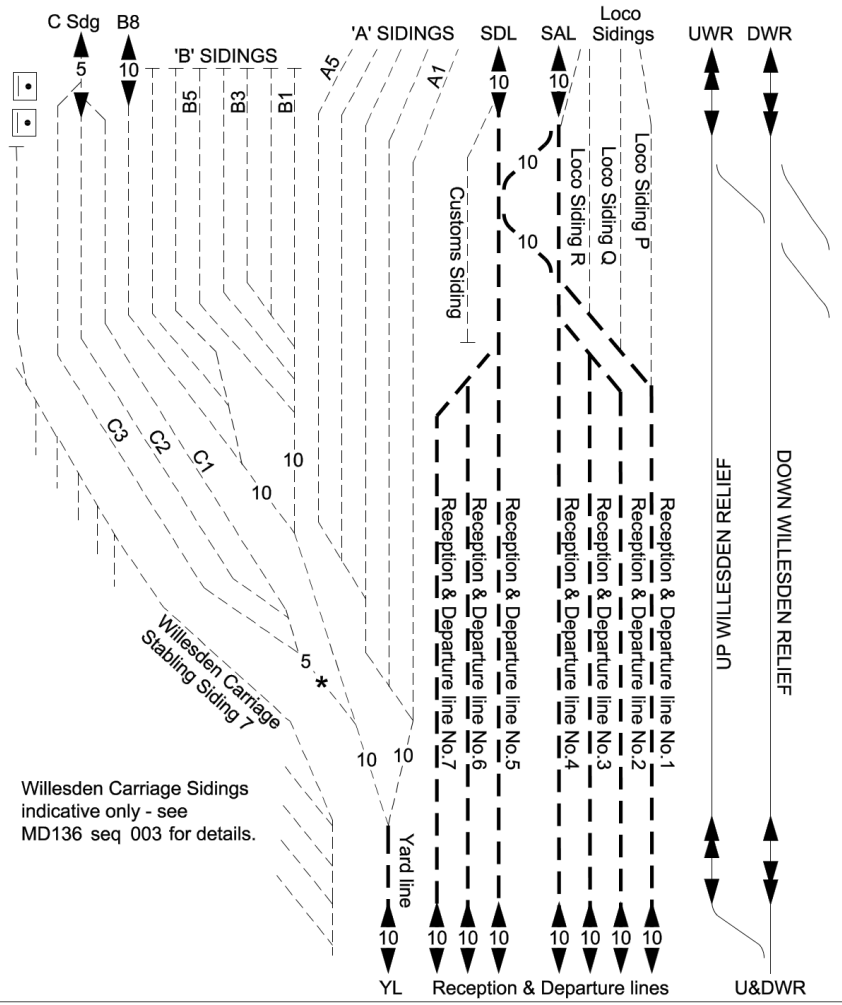
Wembley Yard PSB (WY)

NOTE: GSM-R not provided at Wembley Yard PSB.

AWS and TPWS not provided on South Departure and South Arrival lines.

B8: 'B' Siding No.8.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD137	004	Harlesden Jn to Wembley Central (Wembley Yard lines)	WEF1	West Coast South	22/11/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wembley Yard PSB	0 21		TCB Wembley Yard PSB (WY) AC: Rugby ECR NOTE: GSM-R not provided at Wembley Yard PSB. Signalling into and within 'C' Sidings controlled by 'C' Sidings Yard Controller. All lines and sidings provided with AC overhead electrification, with exception of 'B' Sidings 3 - 7. SDL: South Departure Line. SAL: South Arrival Line. AWS and TPWS not provided on any lines shown on this page (except for Willesden Relief lines). Willesden Relief lines indicative only - see MD166 seq 008 for details. PF authorised on Reception & Departure lines.
Wembley Mainline SCC	0 23		
	0 50 *		

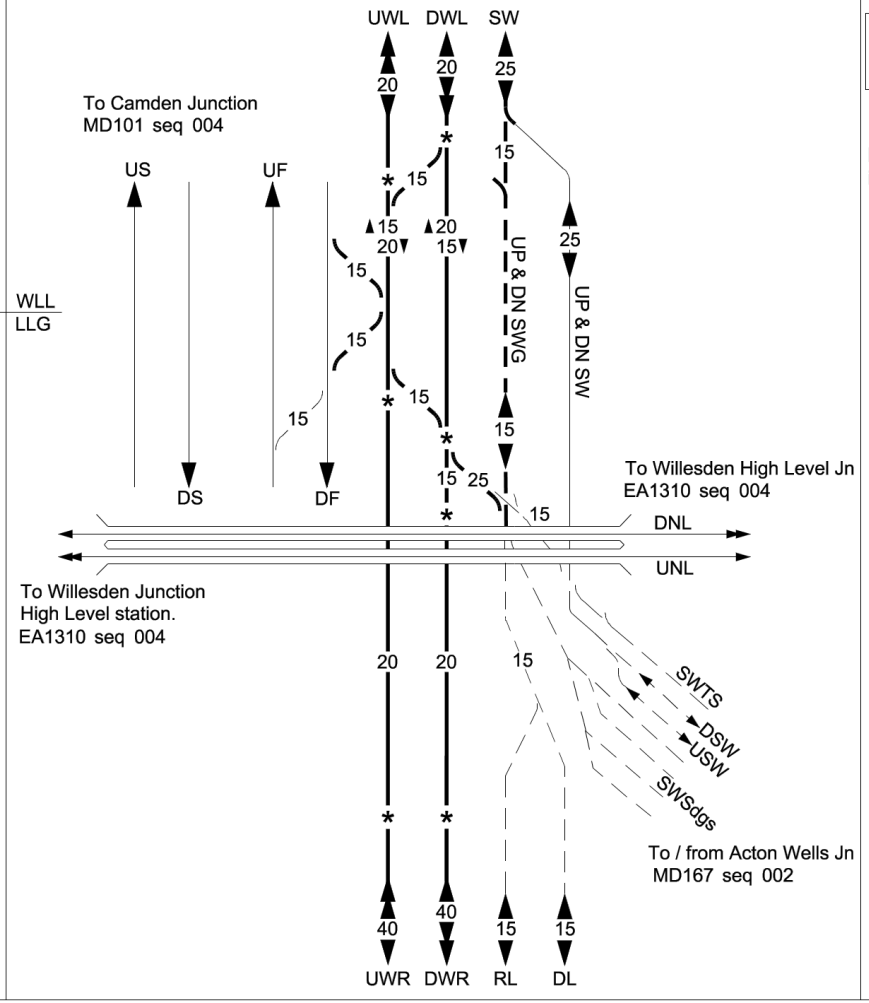
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD160	001	Willesden High Level Jn. to Mitre Bridge Jn.	WMB WLL	West Coast South	10/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Continued on Anglia Route Sectional Appendix.		To / from Willesden Junction High Level station. EA1310 seq 004	GSM-R TCB Upminster SCC (NL) NLL Central Workstation AC: Rugby ECR
Willesden High Level Jn	5 48 0 43	UNL DNL UNL 30 30 DNL 15 15	DNL: Down North London. UNL: Up North London.
	0 36 *	To / from Acton Wells Jn EA1310 seq 005 * * 20 UP HIGH LEVEL DOWN HIGH LEVEL	
Mitre Bridge OHNS	0 18		Wembley Mainline SCC (WM) Willesden Panel
Network Rail Route Boundary & Sectional Appendix Boundary	0 09	ANGLIA Route WEST COAST SOUTH Route To / from Willesden Euroterminal MD166 seq 002 20 20 20 DWL 20 UWL	to / from approx 0m 08ch.
Mitre Bridge Jn & change of ELR	0 00 5 67	WMB WLL	
Network Rail Route Boundary & Sectional Appendix Boundary	5 65	WEST COAST SOUTH Route SUSSEX Route	DWL: Down West London. UWL: Up West London.
	5 59 *	* * 30 30 To / from Shepherds Bush. SO250 seq 007 DWL UWL	Mileage in brackets () is WLL mileage.
Continued in Kent / Sussex / Wessex Routes Sectional Appendix.			

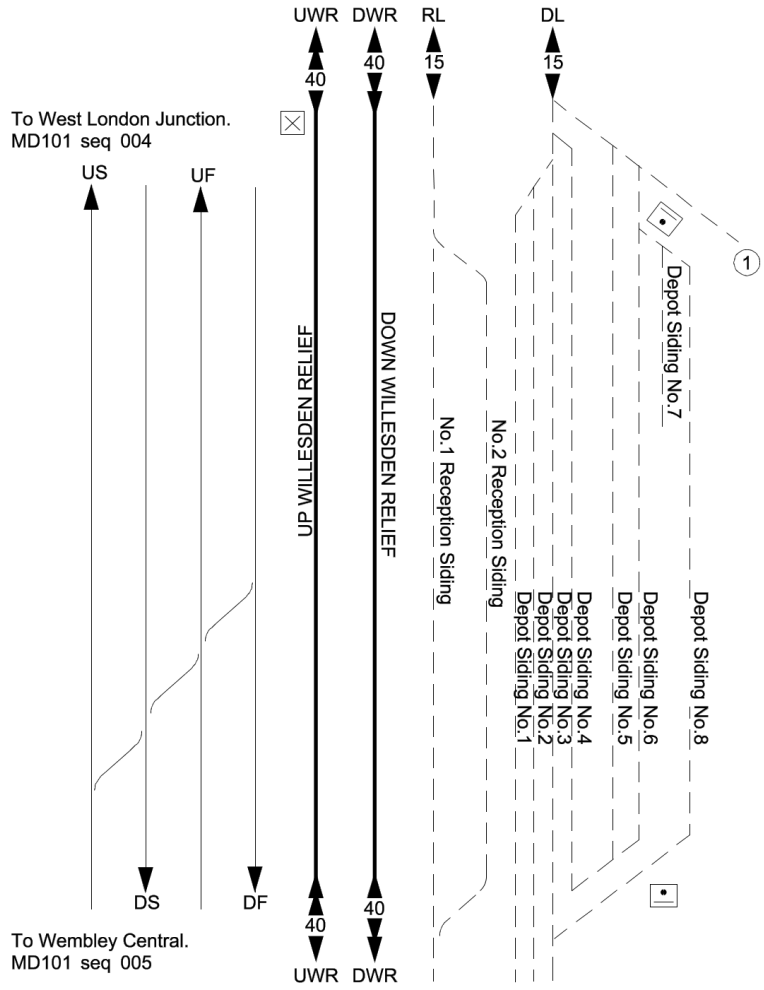
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD165	001	North Pole Junction to Acton Wells Junction	WLL WAW	LNW South	05/11/2016

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

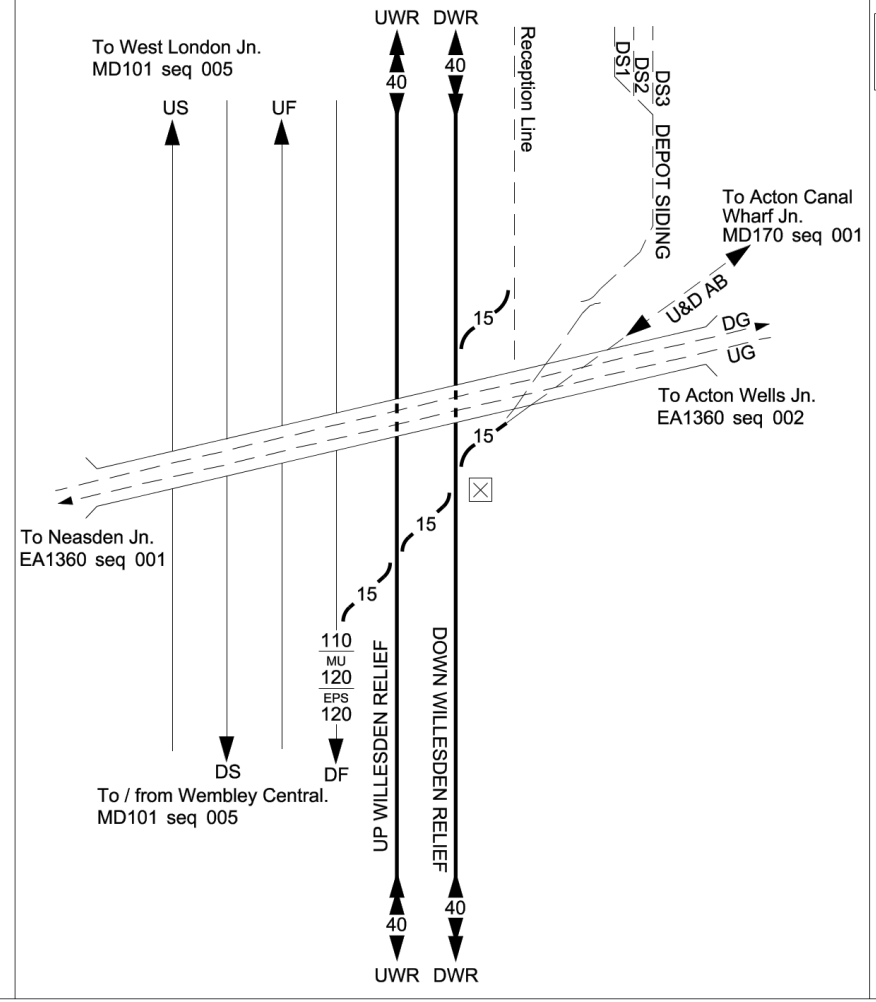
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	003	North Pole Junction to Wembley	WLL LLG	West Coast South	17/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Limit of Electrification (Up & Down South West Goods only) West London Jn (Willesden) (Change of ELR and mileage)	6 10 * 6 13 * 6 14 6 19 WLL 0 12 LLG 0 16 * 0 18 * 0 20 * 0 28 *		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR Up & Down South West line is NOT electrified. Depot Line is NOT electrified from signal WM1188 into the Depot Sidings. Up & Down South West Goods: Permissive PF. ☒ Line Lockouts: UWR/UWL: [0m 33ch] to 5m 72ch. DWL/DWR: 5m 72ch to [0m 33ch]. Willesden Relief lines mileages (ELR: LLG) are shown in square [ ] brackets. UWL: Up West London. DWL: Down West London. SW: Up & Down South West. SWG: Up & Down South West Goods. SWTS: South West Through Siding. DSW: Down South West. USW: Up South West. SWSdgs: South West Sidings. DNL: Down North London. UNL: Up North London. UWR: Up Willesden Relief. DWR: Down Willesden Relief. RL: Reception Line. DL: Depot Line. Depot Line has ELR: WFL

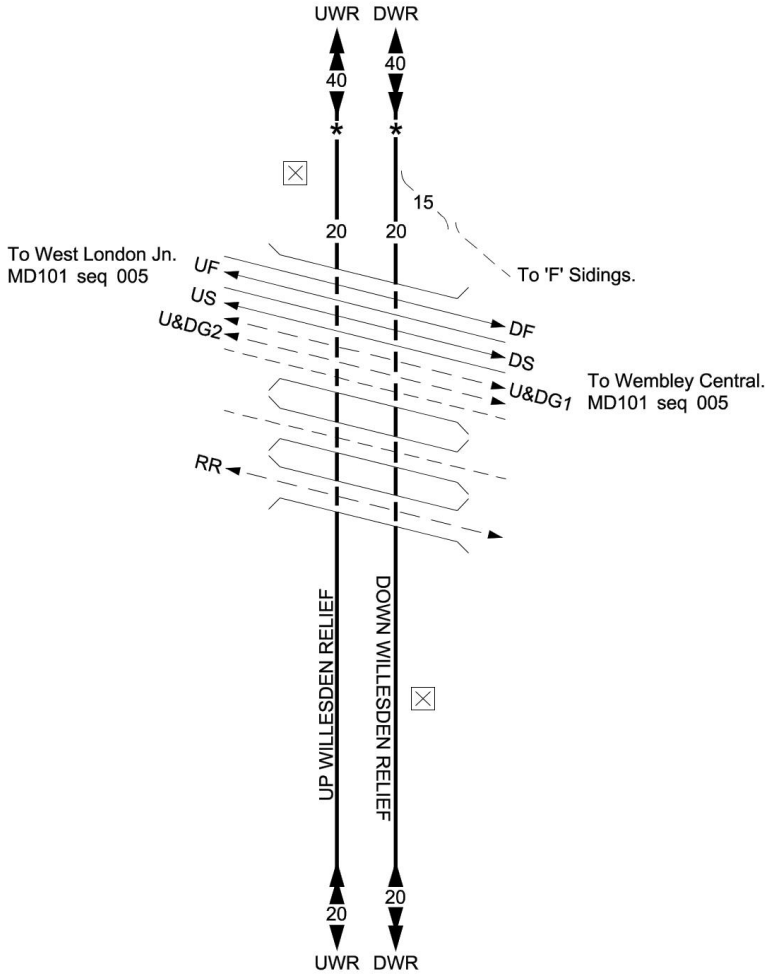
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	004	North Pole Junction to Wembley	LLG WFL	West Coast South	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
South End Terminal Cabin	0 39		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR All lines and sidings are electrified with exception of the Depot Line and Depot Sidings. (1) To Depot Sidings No. 9-12 and Customs Road UWL: Up West London. DWL: Down West London. UWR: Up Willesden Relief. DWR: Down Willesden Relief. RL: Reception Line. DL: Depot Line. Line Lockouts: UWR: 1m 28ch to 0m 33ch. UWR/UWL: 0m 33ch to [5m 72ch]. DWL/DWR: [5m 72ch] to 0m 33ch. DWR: 0m 33ch to 1m 28ch. West London lines mileages (ELR: WLL) are shown in square [ ] brackets. ELR's: Willesden Relief lines and Reception Sidings: LLG. Depot Line and Depot Sidings: WFL.
Willesden Euroterminal	0 41		
North End Terminal Cabin	0 58		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	005	North Pole Junction to Wembley	LLG WFL	West Coast South	17/01/2026

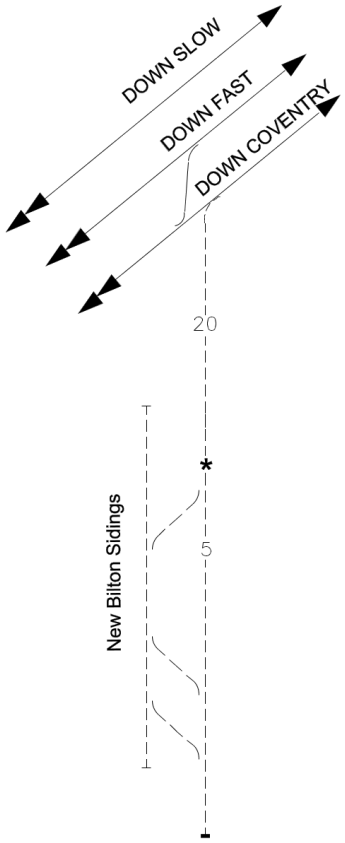
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Willesden Eurotermal			GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR All lines and sidings are electrified with exception of the Depot Sidings and their connection to the Up & Down Acton Branch. DS1: Depot Siding No.1 DS2: Depot Siding No.2 DS3: Depot Siding No.3 U&D AB: Up & Down Acton Branch. Line Lockouts: UWR: 1m 28ch to 0m 33ch. DWR: 0m 33ch to 1m 28ch. ELR's: Willesden Relief lines and Reception Sidings: LLG. Depot Line and Depot Sidings: WFL. ELR's: UHLG, DHLG, UCL and DCL: WCL. Up & Down High Level Goods: UHL. Railnet Reception & Departure lines: WRM. U+DG1 and U+DG2: WTS. Willesden Brent Sidings Nos 1-15: WBT. Up & Down Acton Branch: ACW.
(Start of connection Reception Line with DWR)	0 64		
(Connection DWR with Reception Line)	0 66		
Willesden Junction	0 71		
	0 76		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD166	006	North Pole Junction to Wembley	LLG	West Coast South	17/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	1 22 *		GSM-R TCB Wembley Mainline SCC (WM) Willesden Panel AC: Rugby ECR
Brent New Junction	1 25		'F' Sidings are NOT electrified.
Start/end of dive-under	1 29		
Start/end of dive-under	1 35		Line Lockouts: UWR: 2m 08ch to 1m 39ch. UWR: 1m 39ch to 1m 28ch. UWR: 1m 28ch to 0m 33ch. DWR: 0m 33ch to 1m 28ch. DWR: 1m 28ch to 1m 39ch. DWR: 1m 39ch to 2m 08ch. U&DG1: Up & Down Goods No.1 U&DG2: Up & Down Goods No.2 RR: Railnet Reversible. ELR's: Railnet Reception & Departure lines and Royal Mail Terminal: WRM. Up & Down High Level Goods and Railnet Reversible: UHL.

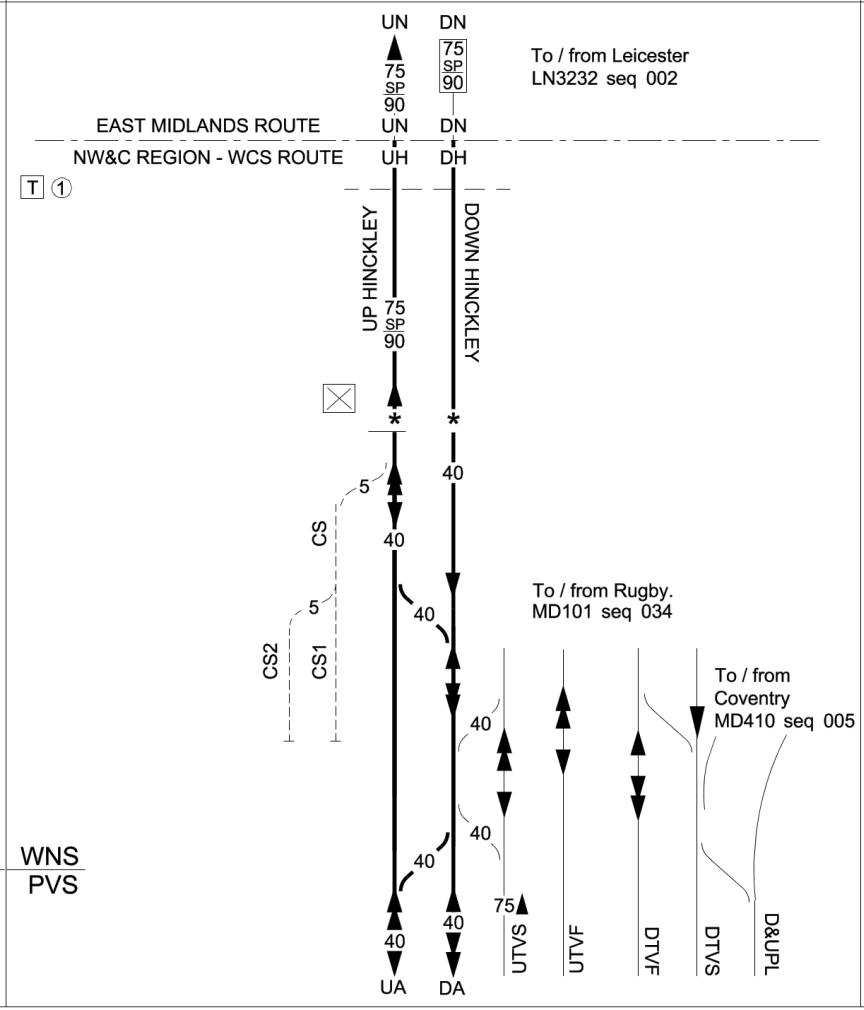
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD180	001	Rugby, Trent Valley Junction to New Bilton	RTS	West Coast South	18/10/2025

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



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD232	001	Hinckley (Exclusive) to Abbey Jn	WNS PVS	West Coast South	14/12/2024

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



TCB Rugby SCC (WN) Nuneaton Workstation

GSM-R

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

① Telephone linked to Rugby SCC

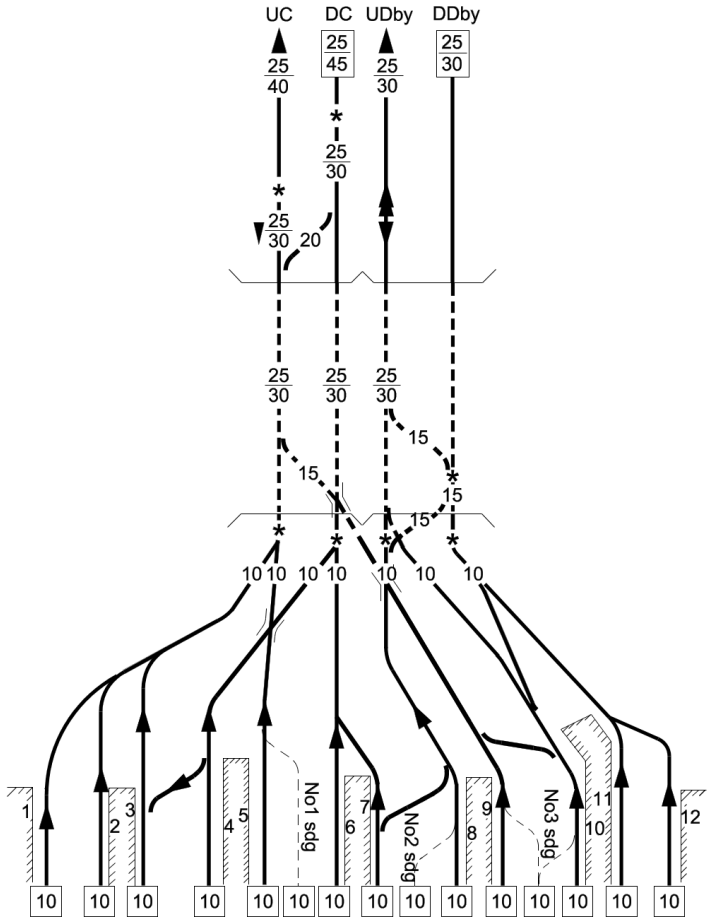
Traffic Lockout Devices (LOD(T)) provided:
Down Hinckley / Arley lines from 0m 64ch.
Up Arley / Hinckley lines to 0m 64ch.

AC: Crewe ECR

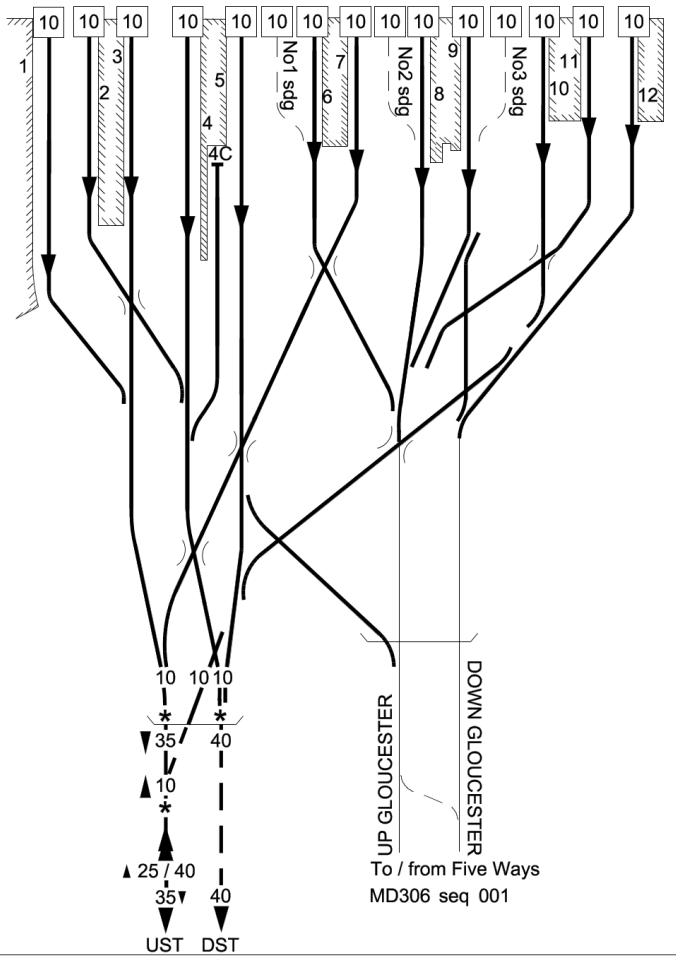
CS - Cemetery Sidings
CS1 - Cemetery Siding 1
CS2 - Cemetery Siding 2
UA: Up Arley
DA: Down Arley
UTVS: Up Trent Valley Slow
UTVF: Up Trent Valley Fast
DTVF: Down Trent Valley Fast
DTVS: Down Trent Valley Slow
D&UPL: Down & Up Platform Line

West Coast Main Line mileage in ( ) brackets.

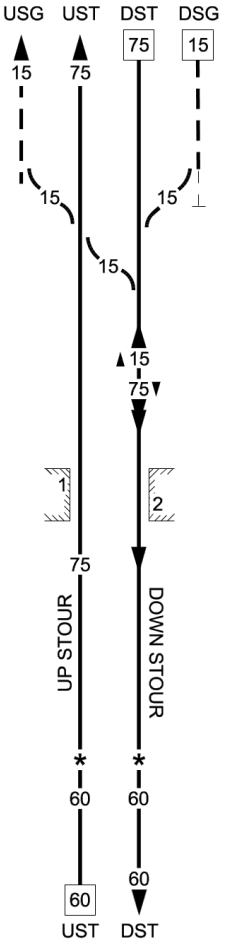
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	009	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	Central	03/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	112 35		GSM-R TCB Birmingham ROC (CB & WP) Proof House Workstation AC: Rugby ECR UC - Up Coventry DC - Down Coventry UDby - Up Derby DDby - Down Derby Birmingham ROC (BM & CB & WP) New Street Workstation Axle Counter area: Down Coventry and Down Derby : from 112m 42ch Up Coventry and Up Derby : to 112m 42ch. Platform Lengths: Birmingham New Street See Local Instruction published under MD301. Standages: Birmingham New Street No.1 Siding - 236 metres (258 yards) No.2 Siding - 171 metres (187 yards) No.3 Siding - 170 metres (186 yards) Maximum speed 10mph, all lines Birmingham New Street. AWS magnets are not provided for Birmingham New Street station platform and platform starting signals. PP is authorised over platform lines in clear weather only, except Platform 4C.
	112 40 *		
(Start of bi-directional UC and UDby)	112 42 *		
New Street South Tunnel from (232 metres / 254 yards)	112 47		
	112 56 *		
to	112 58		
	112 59 *		
	112 60 *		
BIRMINGHAM NEW STREET Change of mileage & ELR	112 73 0 05	RBS1 RBS2	

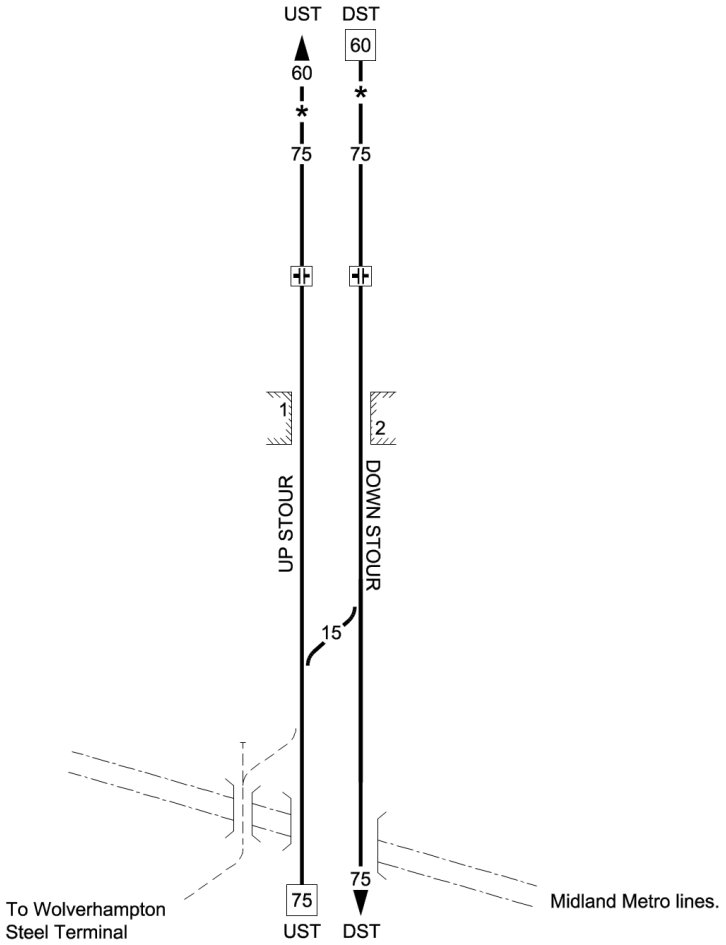
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	010	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	29/11/2025

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	015	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	18/10/2025

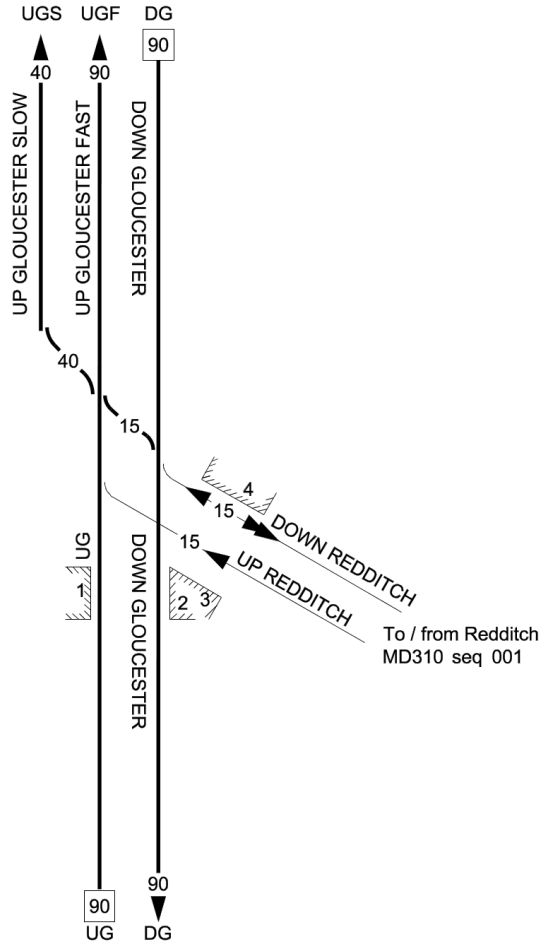
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	7 60		GSM-R TCB Birmingham ROC (BW) Stour Valley Workstation AC: Rugby ECR Axle Counter area. USG - Up Stour Goods: 512 metres (559 yards) DSG - Down Stour Goods: 694 metres (758 yards) Permissive working - PF authorised on USG and DSG
(Watery Lane access point)	7 76		Watery Lane access point is aprox 7m 76ch. Semi-Automatic Track Warning System (SATWS) provided at Watery Lane, between 7m 32ch and 8m 02ch. See General Instructions.
TIPTON	8 16		TASS fitted: Down Stour and Up Stour lines Platform lengths: Tipton Platform 1: 105 metres (115 yards) Platform 2: 101 metres (110 yards) Down direction trains can turnback in Platform 2 at Tipton.
	8 40 *		
(End of diagram)	8 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	016	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	Central	29/11/2025

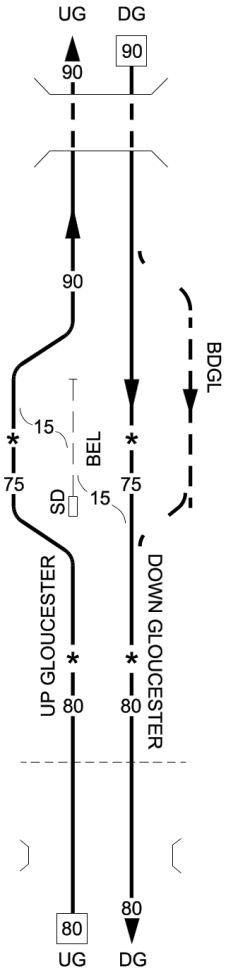
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	8 50		GSM-R TCB Birmingham ROC (BW) Wolverhampton Workstation AC: Rugby ECR
	8 61 * 8 62 *		Down Stour: from 8m 59ch Up Stour: to 9m 11ch. Axle Counter area.
Coseley OHNS (also known as Deepfield OHNS)	9 12		TASS fitted: Down Stour and Up Stour lines
COSELEY	9 46		Platform lengths: Coseley Platform 1: 122 metres (133 yards) Platform 2: 122 metres (133 yards)
Monmore Green	11 62		
(Connection to Steel Terminal)	11 71		
(Buffer stop on Siding)	11 72		The siding to Wolverhampton Steel Terminal is NOT electrified.
Bilston Road, Monmore Green from Underbrdges 83A & 84 (#83A 25 metres / 27 yards #84 57 metres / 62 yards) to	11 79 12 02		Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.
Wolverhampton Steel Terminal	12 19		
(End of diagram)	12 20		

LNW South Route Sectional Appendix Module LNW(S)2

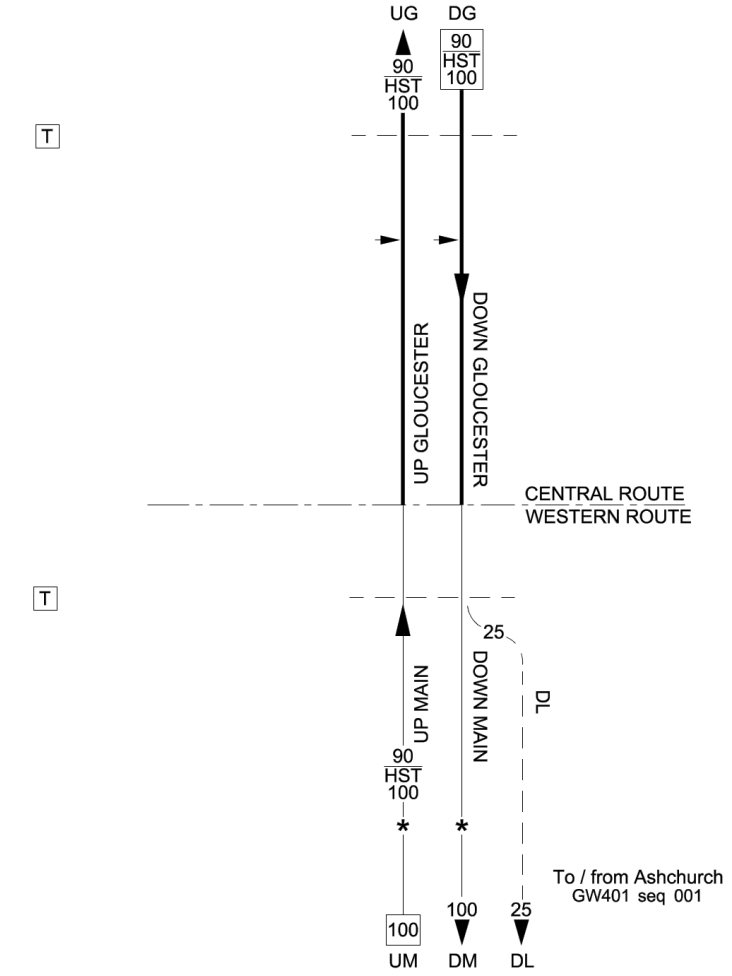
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	009	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	10/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	51 00		GSM-R TCB Birmingham ROC (SY) Kings Norton Workstation AC: Rugby ECR Axle Counter area: Up Gloucester to 52m 04ch. Down Gloucester from 52m 13ch. NOTE: The following line is NOT electrified: Up Gloucester Slow line
Barnt Green Jn	51 58		UG - Up Gloucester
BARNT GREEN	51 67		Platform Lengths: Barnt Green Platform 1 - 184 metres (201 yards) Platform 2 - 186 metres (203 yards) Birmingham ROC (BA) Bromsgrove Workstation Down Gloucester from 51m 74ch Up Gloucester to 52m 35ch.
(End of diagram)	52 33		

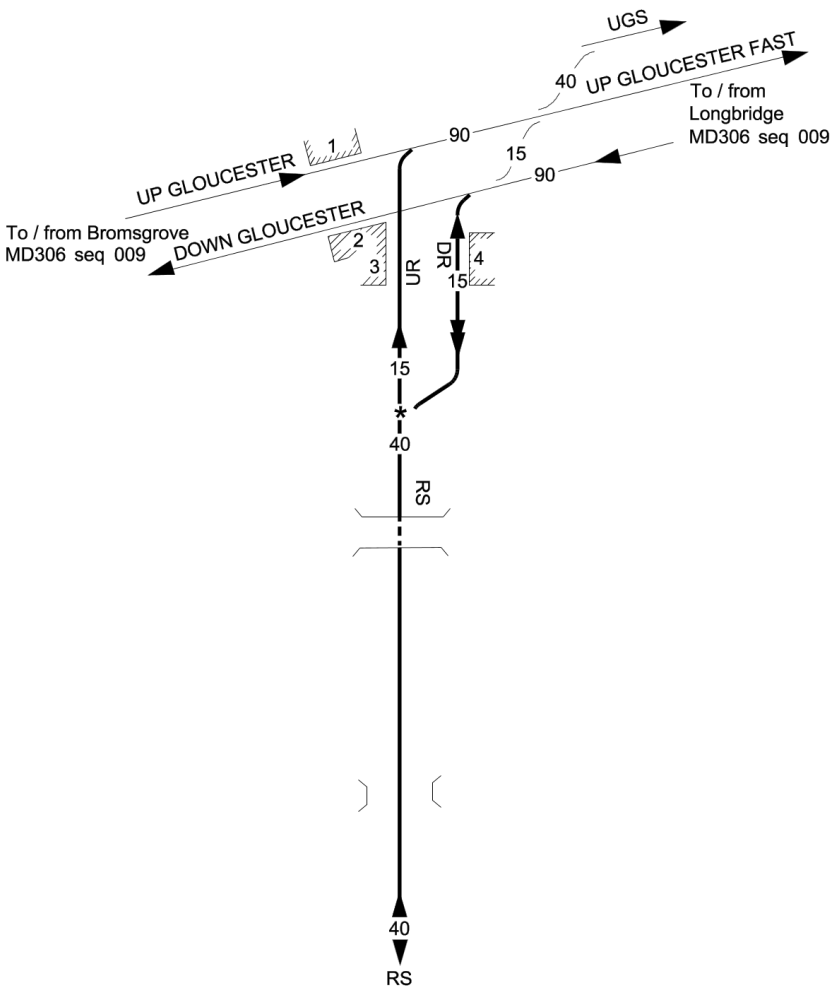
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	010	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	09/08/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	52	33		GSM-R TCB Birmingham ROC (BA) Bromsgrove Workstation AC: Rugby ECR
M42 Motorway bridge (Bromsgrove) (43 metres / 47 yards) from	52	34		Axle Counter area.
to	52	36		
Blackwell North Jn	52	57		
	53	00 *		NOTE: The following lines are not electrified: Blackwell Down Goods Loop Blackwell Engine Lie-by and associated Sand Drag BDGL is severed at both ends and is out of use. SD - Sand Drag.
Blackwell South Jn (Bromsgrove)	53	09		
Lickey Incline (Blackwell Summit)	53	24		
	53	40 *		
Burcott LC (FP)	53	60		
A448 Bromsgrove Bypass Road (Lord Henley's grade 2 listed bridge, 39 metres, 43 yards) from	54	42		
to	54	44		
(End of diagram)	55	12		

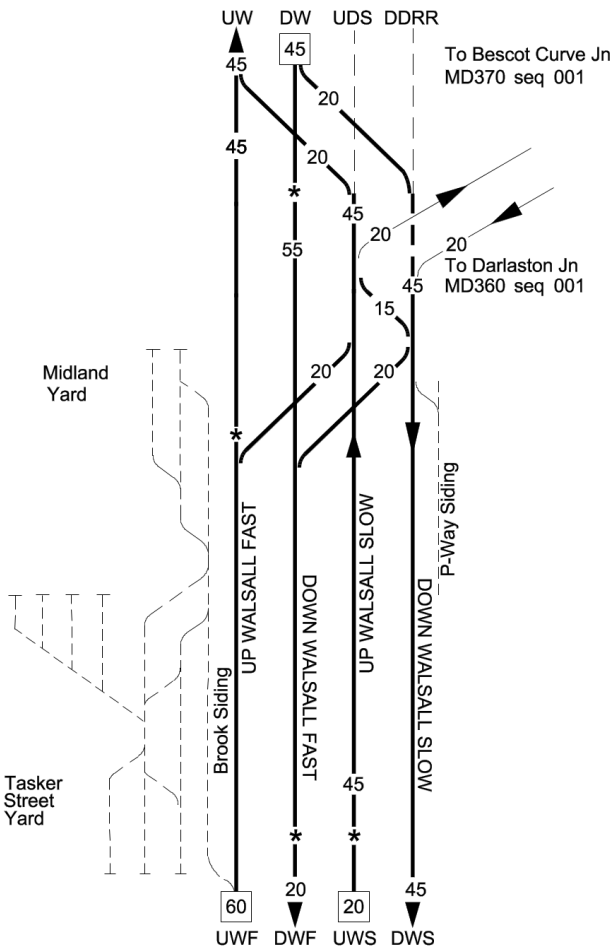
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD306	017	Birmingham New Street to Ashchurch (Excl.) (via Dunhampstead)	BAG2	Central	21/12/2024

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)

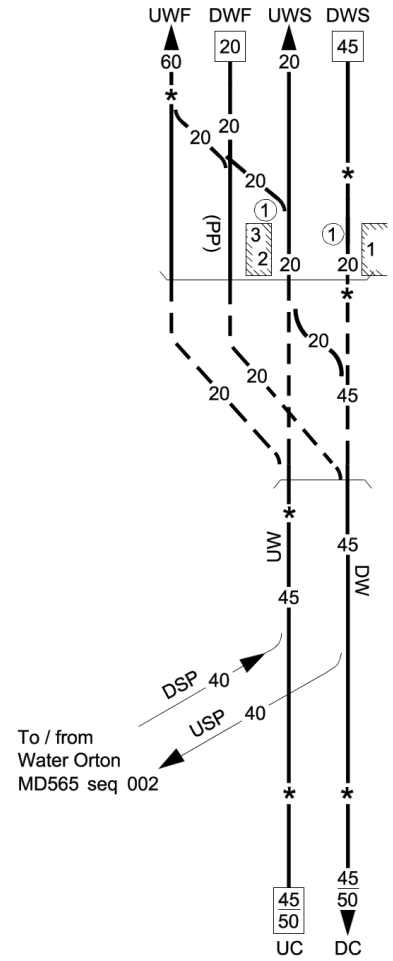
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD310	001	Barnt Green Jn to Redditch	BEA	Central	10/01/2026

Location	Mileage M	Mileage 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 line Platform lengths: Barnt Green Platform 3: 151 metres (165 yards) Platform 4: 187 metres (205 yards) DR: Down Redditch UR: Up Redditch RS: Redditch Single Entire Line of Route electrified from Barnt Green Jn to Redditch
BARNT GREEN	51	67		
Barnt Green Single Line Jn	52	11 *		
M42 Motorway Overbridge from 38 metres (42 yards) to	52 52	60 62		Axle Counter area: from 52m 62ch to end of the line at Redditch. (BB) Change of prefix only from aprox 52m 64ch.
Birmingham & Worcester Canal from (28 metres / 31 yards) to	53 53	03 04		
(End of diagram)	53	20		

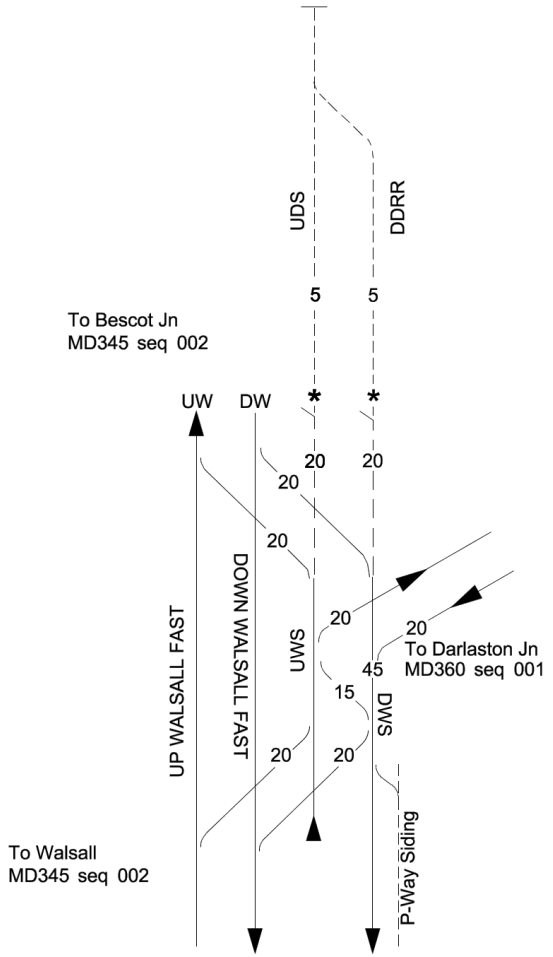
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	002	Bescot Jn to Rugeley North Jn (Excl.)	BJW1 BJW2	Central	22/11/2025

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	003	Bescot Jn to Rugeley North Jn (Excl.)	BJW2 RRN1	Central	18/10/2025

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD370	001	Bescot Curve Jn to Walsall Pleck Jn	DPJ	Central	22/11/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Bescot Curve Jn	4 73		GSM-R UDS: Up Dudley Siding DDRR: Down Dudley Run Round Line UDS: 480 metres / 525 yards / 75 SLU
	5 31 *		TCB Birmingham ROC (DR) Walsall Workstation AC: Crewe ECR
Walsall Pleck Jn	5 42		UWS: Up Walsall Slow DWS: Down Walsall Slow

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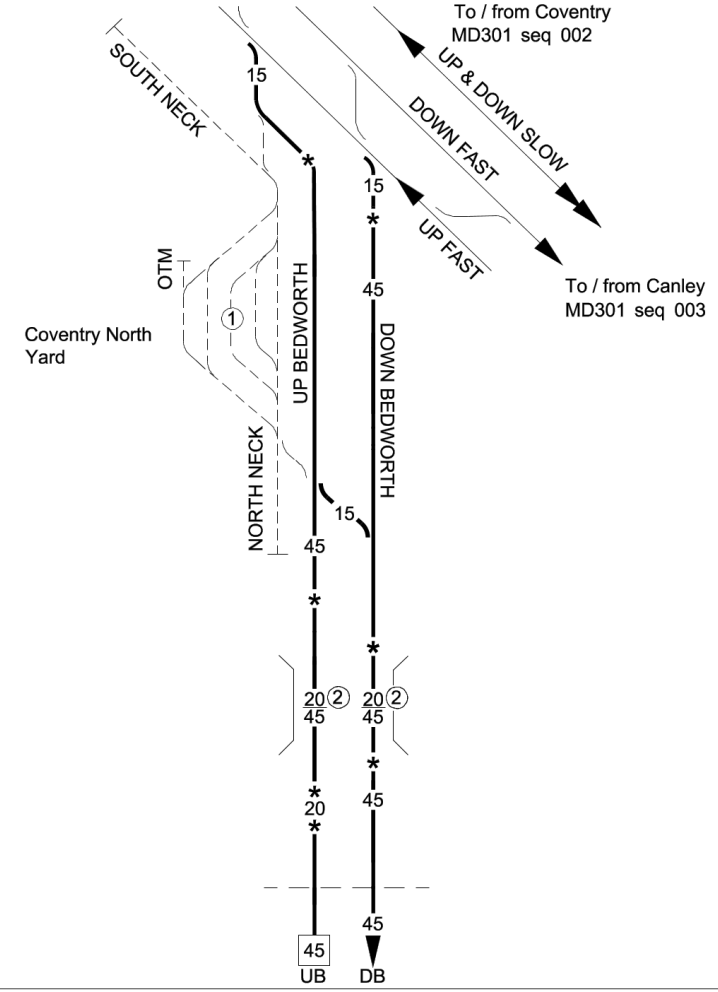
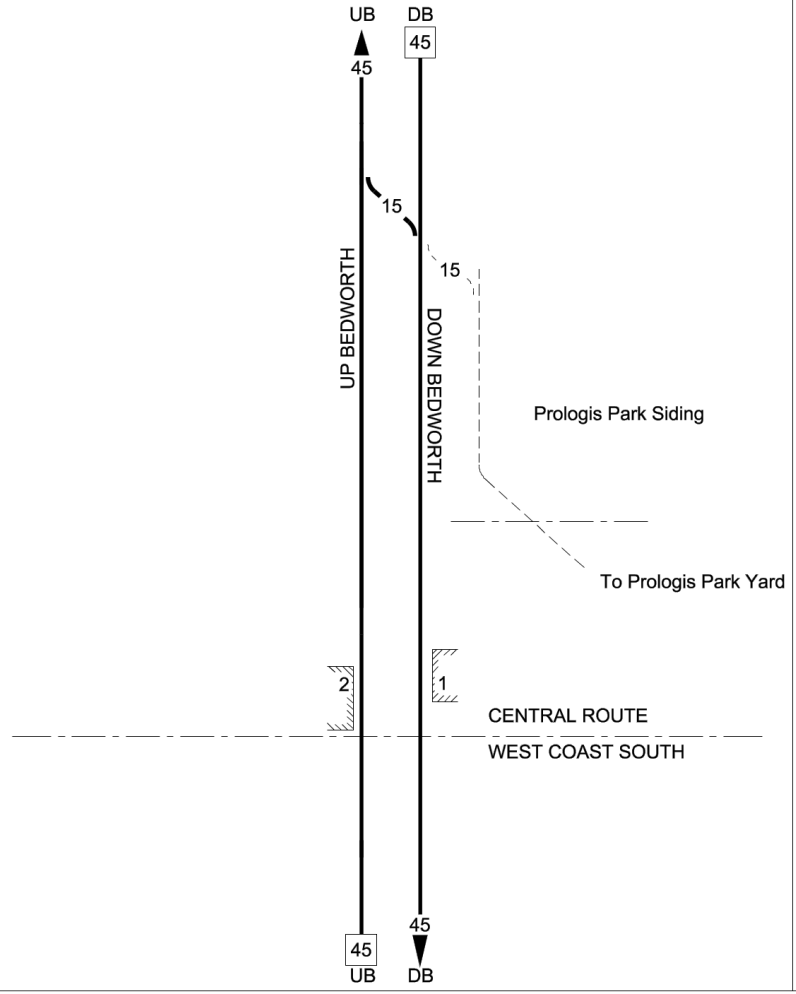
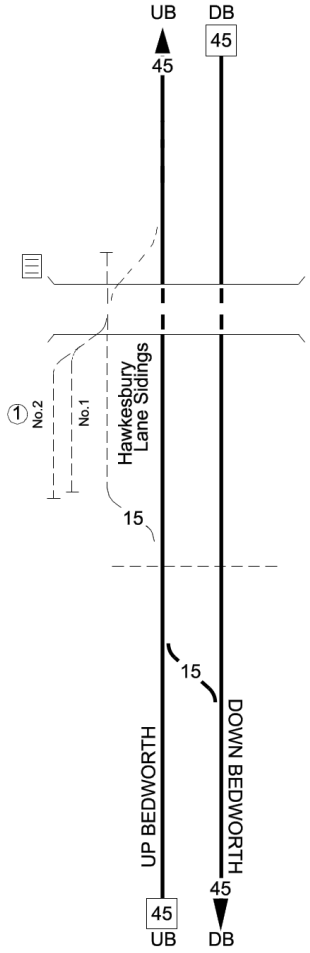
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	001	Coventry North Jn. to Nuneaton South Jn.	CNN	Central	27/12/2025

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

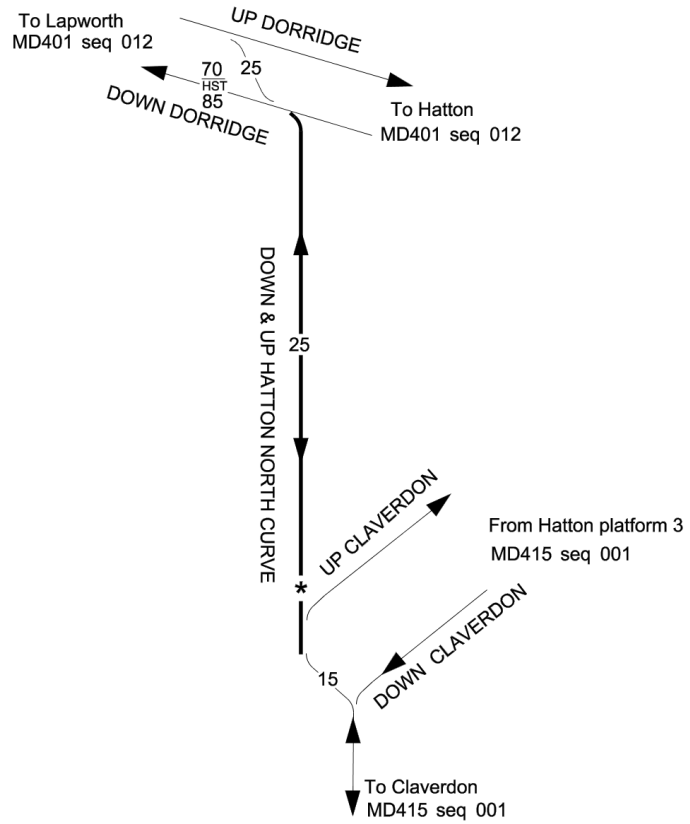
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	002	Coventry North Jn. to Nuneaton South Jn.	CNN	Central / West Coast South	27/12/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	1 20		GSM-R TCB Birmingham ROC (CN) Coventry Workstation (DB to 3m 69ch UB from 3m 53ch). Axle Counter area. DB: Down Bedworth UB: Up Bedworth Mileages in brackets () are Prologies Park Siding mileage.
Three Spires Jn Prologis Park Siding	3 08 (0 00)		
(End of Prologis Park Siding parallel to Down Bedworth)	3 31		Only one train at a time is permitted on Prologis Park Siding.
Network Rail Prologis Park Boundary	(0 58)		
COVENTRY ARENA	3 56		Platform lengths: Coventry Arena Platform 1 : 78 metres (83 yards) Platform 2 : 149 metres (163 yards)
Network Rail Route Boundary & DB signalling control boundary	3 69		TCB Rugby SCC (CN) Nuneaton Workstation (DB from 3m 69ch UB to 3m 53ch).
(End of diagram)	4 05		

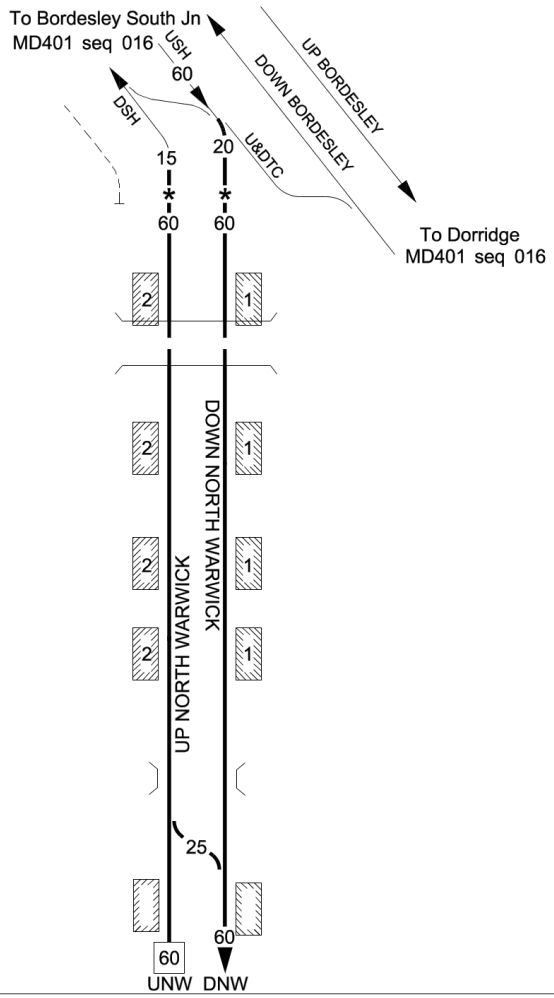
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	003	Coventry North Jn. to Nuneaton South Jn.	CNN	West Coast South	10/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	4 05		GSM-R TCB Rugby SCC (CN) Nuneaton Workstation Axle Counter area.
(Connection to Hawksbury Lane Sidings)	4 45		
Hawksbury Lane Sdgs GF	4 48		
M6 Motorway underbidge from	4 49		
(37 metres / 41 yards) to	4 51		
(Buffer stop on No.1)	4 66		① No.2 Out of Use
Hawkesbury Lane LC (CCTV)	4 72		
(crossover)	4 78		
(End of diagram)	5 20		

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

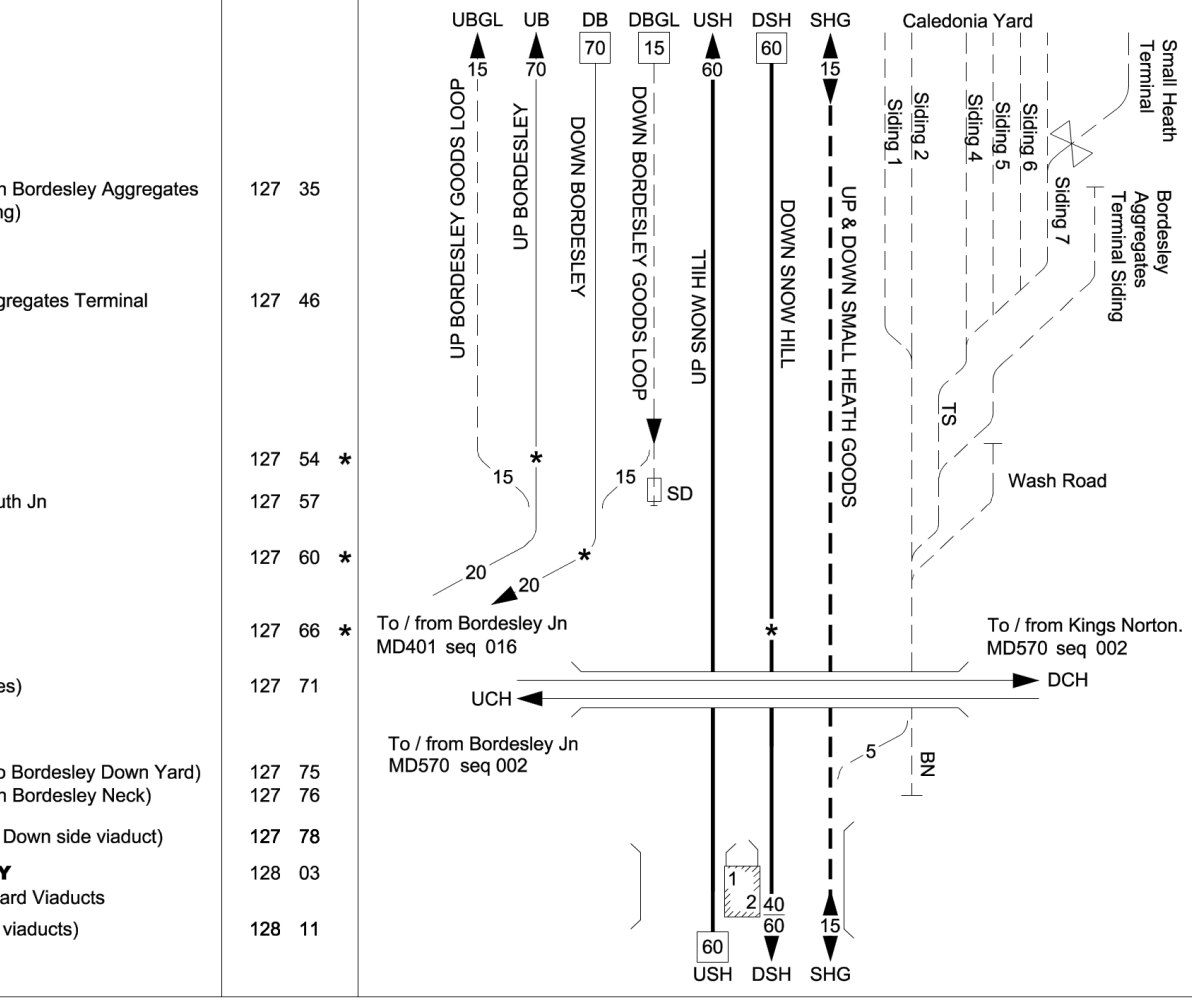
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Birmingham ROC (HS) North Warwick Workstation GSM-R
Hatton North Jn	112	57		
Change of mileage	18	25		Axle Counter area
	17	69 *		
Hatton West Jn	17	62		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	001	Tyseley South Jn to Bearley Jn	TSB	Central	1511/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	5 00		GSM-R TCB Birmingham ROC (TB) Snow Hill Workstation Axle Counter area.
(Lowest TSB mileage DNW)	- 0 05		
Tyseley South Jn	125 73		
Change of mileage	0 00		
	0 08 *		USH: Up Snow Hill DSH: Down Snow Hill U&DTC: Up & Down Tyseley Chord
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	0 61		
(108 metres / 118 yards) 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)
			Birmingham ROC (TB) North Warwick Workstation
Stratford-upon-Avon Canal from	4 36		UNW: to 4m 00ch DNW: from 4m 05ch.
(18 metres / 20 yards) 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
MD435	002	Small Heath South Jn to Stourbridge North Jn	DCL	Central	07/02/2026

Location	Mileage M	Mileage Ch	
(Buffer stop on Bordesley Aggregates Terminal Siding)	127	35	
Bordesley Aggregates Terminal	127	46	
	127	54	*
Bordesley South Jn	127	57	
	127	60	*
	127	66	*
(Camp Hill lines)	127	71	
(Connection to Bordesley Down Yard)	127	75	
(Buffer stop on Bordesley Neck)	127	76	
(Start / end of Down side viaduct)	127	78	
BORDESLEY	128	03	
Corporation Yard Viaducts			
(Start / end of viaducts)	128	11	



GSM-R

TCB Birmingham ROC (LJ)
Snow Hill workstation

Axle counter area.

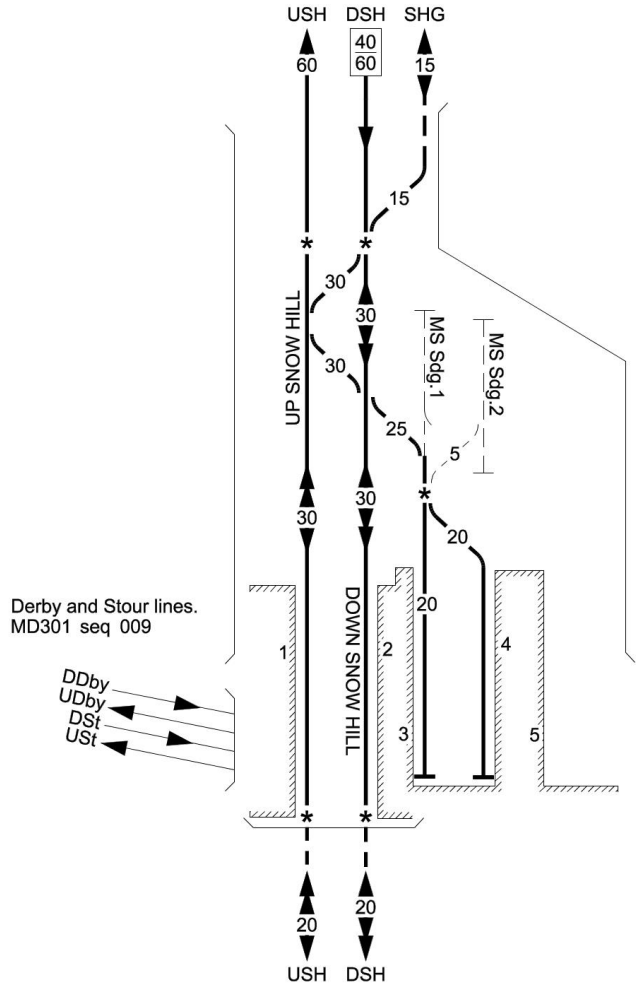
For details of the Bordesley lines and Up and Down Bordesley Goods Loops, see: MD401 seq 015

TS: Through Siding

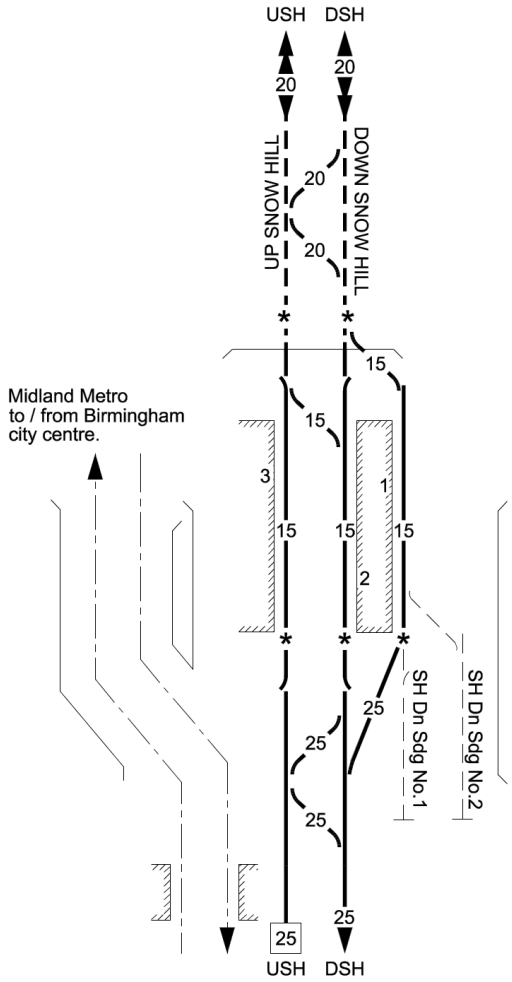
DCH: Down Camp Hill.
UCH: Up Camp Hill.
BN: Bordesley Neck.

Platform lengths: Bordesley.
Platform 1: 148 metres (162 yards).
Platform 2: 148 metres (162 yards).

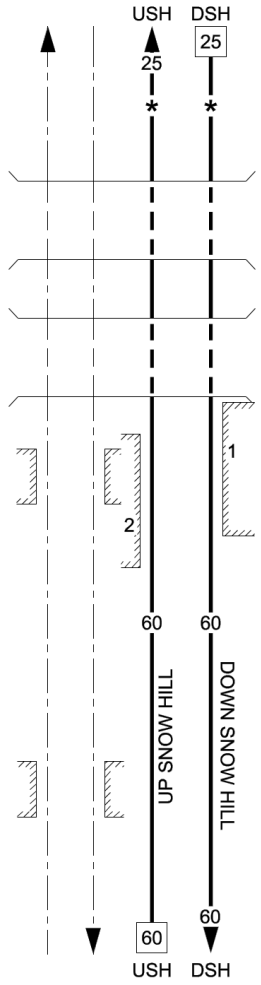
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	003	Small Heath South Jn to Stourbridge North Jn	DCL	Central	07/02/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of viaduct)	128 23		GSM-R TCB Birmingham ROC (WM) Snow Hill Workstation Axle counter area: Up Snow Hill: from 128m 13ch. Down Snow Hill: to 128m 24ch. Up & Down SHG (Down): to 128m 24ch. Up & Down SHG (Up): from 128m 24ch.
	128 35 *		
(Buffer stop on Moor Street Siding 1)	128 39		SHG: Up & Down Small Heath Goods. MS Sdg: Moor Street Siding.
Bordesley Viaduct			
	128 56 *		
(Start / end of viaduct)	128 66		Platform lengths: Birmingham Moor Street. Platform 1: 212 metres (232 yards). Platform 2: 212 metres (232 yards). Platform 3: 202 metres (221 yards). Platform 4: 202 metres (221 yards). Platform 5: Not in use. PP authorised in Platforms 3 and 4.
BIRMINGHAM MOOR STREET	128 66		
(Derby and Stour lines)	128 69		Derby and Stour lines provided with 25kV overhead electrification, controlled from Rugby ECR.
(Start / end of tunnel)	128 72 *		DDby: Down Derby. DSt: Down Stour. UDby: Up Derby. USt: Up Stour.
Snow Hill Tunnel (588 metres / 643 yards)			

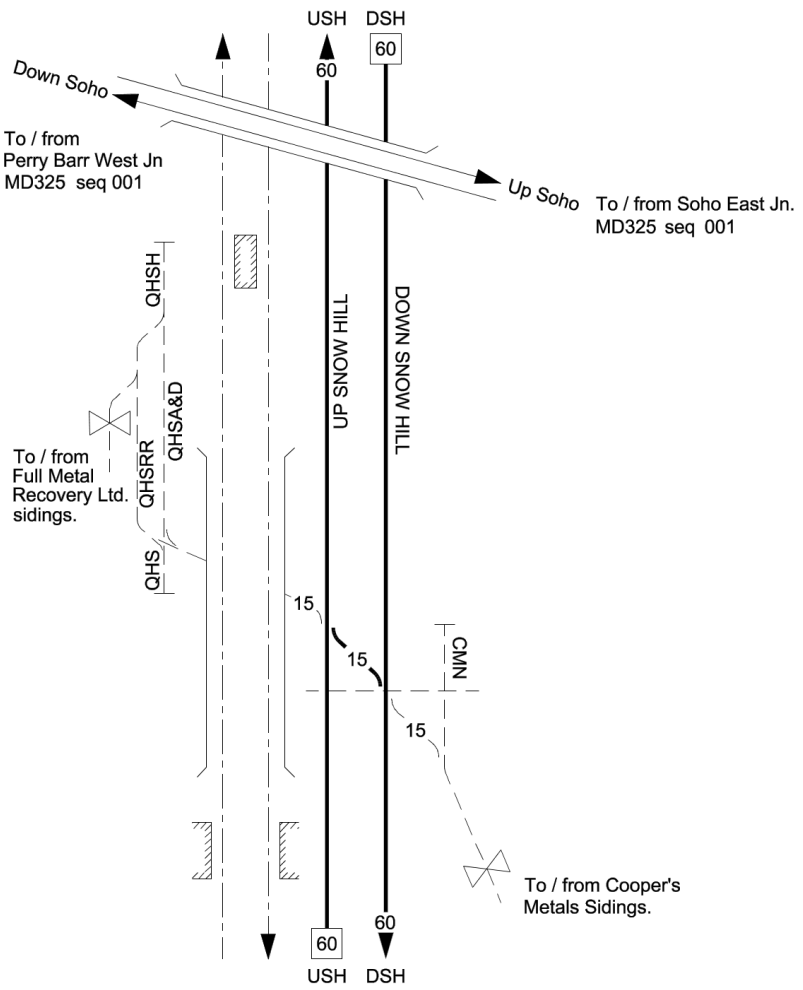
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	004	Small Heath South Jn to Stourbridge North Jn	DCL	Central	07/02/2026

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Snow Hill Tunnel (588 metres / 643 yards)					GSM-R TCB Birmingham ROC (WM) Snow Hill Workstation
(Crossover)	129	11			
(Crossover)	129	14			
	129	18	*		
(Start / end of tunnel)	129	21			
(Start / end of viaduct)	129	33			Platform lengths: Birmingham Snow Hill. Platform 1: 194 metres (212 yards). Platform 2: 233 metres (255 yards). Platform 3: 233 metres (255 yards). (NB: Lengths quoted are platform starter signal to platform starter signal, for each platform). PP authorised in all platforms in both directions.
BIRMINGHAM SNOW HILL	129	36			
Snow Hill Viaduct	129	38	*		
(Start / end of viaduct)	129	45			SH Dn Sdg No.1: Snow Hill Down Siding No.1. SH Dn Sdg No.2: Snow Hill Down Siding No.2.
St Pauls (Midland Metro stop)	129	52			Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.

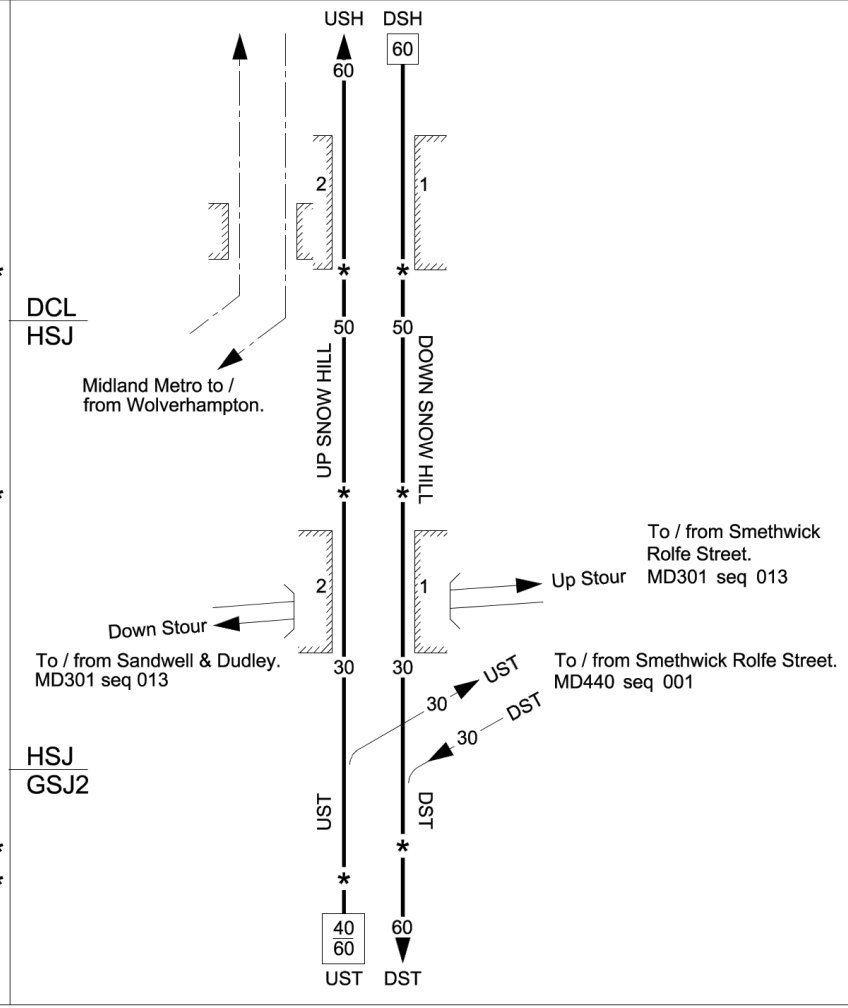
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	005	Small Heath South Jn to Stourbridge North Jn	DCL	Central	07/02/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Birmingham ROC (WM) Snow Hill Workstation
	129 58 *		
Hockley No.1 Tunnel (124 metres / 136 yards)	129 66 to 129 72		Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.
Hockley No.2 Tunnel (146 metres / 160 yards)	129 75 to 130 02		
JEWELLERY QUARTER	130 04		Platform lengths: Jewellery Quarter. Platform 1: 151 metres (165 yards). Platform 2: 151 metres (165 yards).
			Birmingham ROC (SJ) Stourbridge Workstation
Soho Benson Road (Midland Metro stop)	130 78		

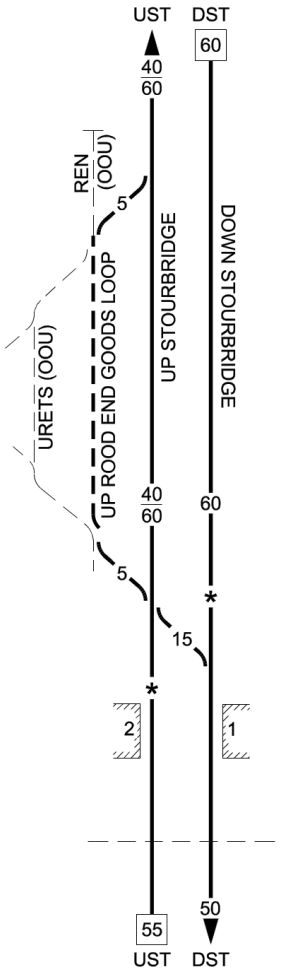
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	006	Small Heath South Jn to Stourbridge North Jn	DCL	Central	07/02/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Birmingham ROC (SJ) Stourbridge Workstation
(Soho lines)	131 18		Soho lines are provided with 25kV overhead electrification, controlled from Rugby ECR.
Winson Green / Outer Circle (Midland Metro stop)	131 27		Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.
			QHS: Queens Head Siding. QHSA&D: Queens Head Siding Arrival & Departure. QHSH: Queens Head Siding Headshunt. QHSRR: Queens Head Siding Run Round.
Handsworth Jn	131 65		CMN: Cooper's Metals Neck.
Queens Head Staff Crossing	131 66		
Handsworth Booth Street (Midland Metro stop)	131 75		

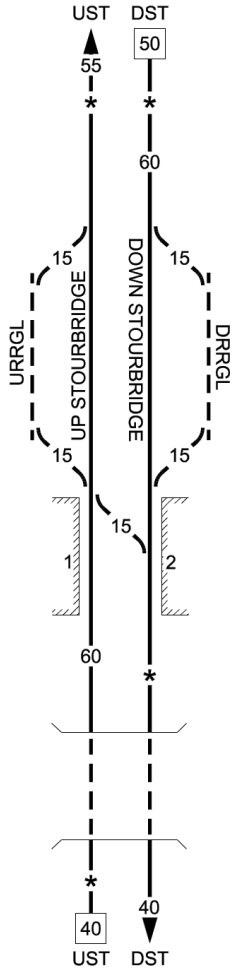
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	007	Small Heath South Jn to Stourbridge North Jn	DCL HSJ GSJ2	Central	07/02/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	132 20		TCB Birmingham ROC (SJ) Stourbridge Workstation GSM-R
THE HAWTHORNS	132 41		Platform lengths: The Hawthorns. Platform 1: 150 metres (164 yards). Platform 2: 150 metres (164 yards).
	132 45 *		
Midland Metro lines start / end adjacent to Snow Hill lines (Change of ELR : DCL / HSJ)	132 47	DCL / HSJ	Midland Metro lines indicative only. Lines provided with 750V DC overhead electrification.
	133 17 *		Stour lines are provided with 25kV overhead electrification, controlled from Rugby ECR.
SMETHWICK GALTON BRIDGE	133 21		Platform lengths: Smethwick Galton Bridge. Platform 1: 150 metres (164 yards). Platform 2: 152 metres (166 yards).
Smethwick Jn (Change of linenames & ELR)	133 32	HSJ / GSJ2	Fixed Warning System (TOWS) provided at Smethwick Galton Bridge: • Down Snow Hill: from The Hawthorns station (exclusive) through to Smethwick Jn (exclusive). • Up Snow Hill: from 134m 05ch (Rood End Yard) to 133m 00ch.
	133 38 *		UST: Up Stourbridge. DST: Down Stourbridge.
	133 41 *		
(End of diagram)	133 60		

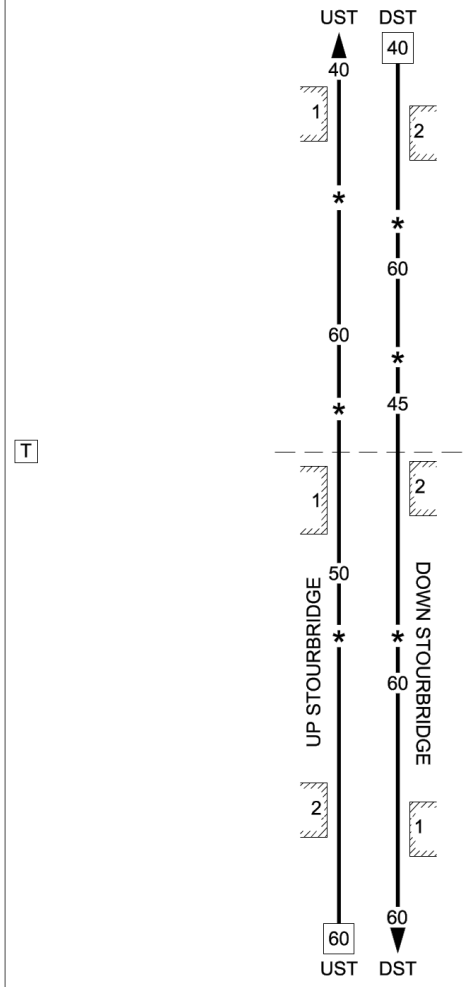
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	008	Small Heath South Jn to Stourbridge North Jn	GSJ2	Central	07/02/2026

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	133	60			GSM-R TCB Birmingham ROC (SJ) Stourbridge Workstation
(Buffer stop on Rood End Neck)	133	79			
(Goods Loop connection)	134	05			REN: Rood End Neck (Out of Use). URETS: Up Rood End Through Siding (Out of Use).
					Up Rood End Goods Loop: 456 metres (499 yards). PF authorised on Up Rood End Goods Loop.
Rood End Yard	134	21			
(Goods Loop connection)	134	38			
	134	40	*		
	134	45	*		
LANGLEY GREEN	134	47			Platform lengths: Langley Green. Platform 1: 144 metres (157 yards). Platform 2: 144 metres (157 yards).
Langley Green LC (CCTV)	134	60		T	
(End of diagram)	135	75			

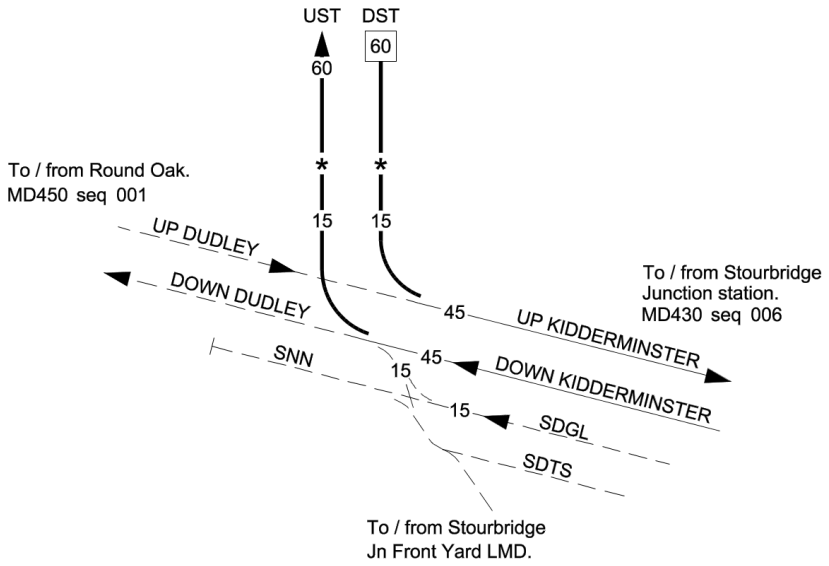
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	009	Small Heath South Jn to Stourbridge North Jn	GSJ2	Central	07/02/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	134	75		GSM-R TCB Birmingham ROC (SJ) Stourbridge Workstation
	135	00 *		
(Goods Loops connections)	135	62		DRRGL: Down Rowley Regis Goods Loop. URRGL: Up Rowley Regis Goods Loop. DRRGL: 392 metres (429 yards). URRGL: 422 metres (462 yards).
(Goods Loops connections)	136	07		PF authorised on both DRRGL and URRGL.
ROWLEY REGIS	136	14		Platform lengths: Rowley Regis. Platform 1: 184 metres (201 yards). Platform 2: 184 metres (201 yards).
	136	31 *		
(Start / end of tunnel)	136	40		
Old Hill Tunnel (819 metres / 896 yards)				
(Start / end of tunnel)	137	01		
	137	10 *		
(End of diagram)	137	15		

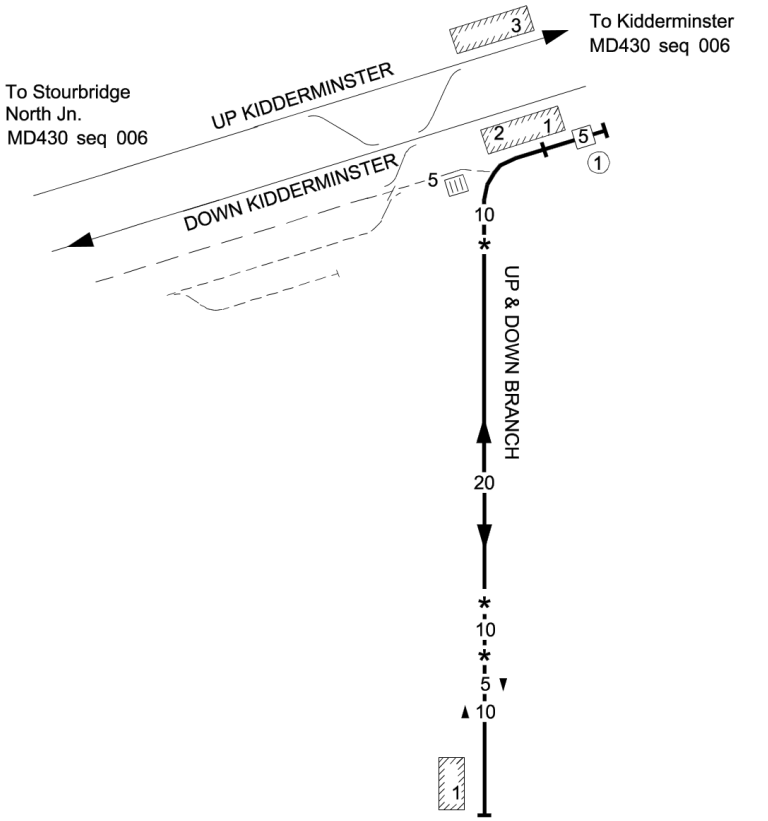
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	010	Small Heath South Jn to Stourbridge North Jn	GSJ2	Central	07/02/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	137 15		GSM-R TCB Birmingham ROC (SJ) Stourbridge Workstation
OLD HILL	137 30		Platform lengths: Old Hill. Platform 1: 106 metres (116 yards). Platform 2: 125 metres (137 yards).
	137 43 *		
	137 46 *		
	138 32 *		
	138 60 *		
Cradley Heath LC (CCTV)	138 65	T	
CRADLEY HEATH	138 70		Platform lengths: Cradley Heath. Platform 1: 165 metres (180 yards). Platform 2: 143 metres (156 yards).
	139 20 *		
LYE	140 14		Platform lengths: Lye. Platform 1: 119 metres (130 yards). Platform 2: 120 metres (131 yards).
(End of diagram)	140 50		

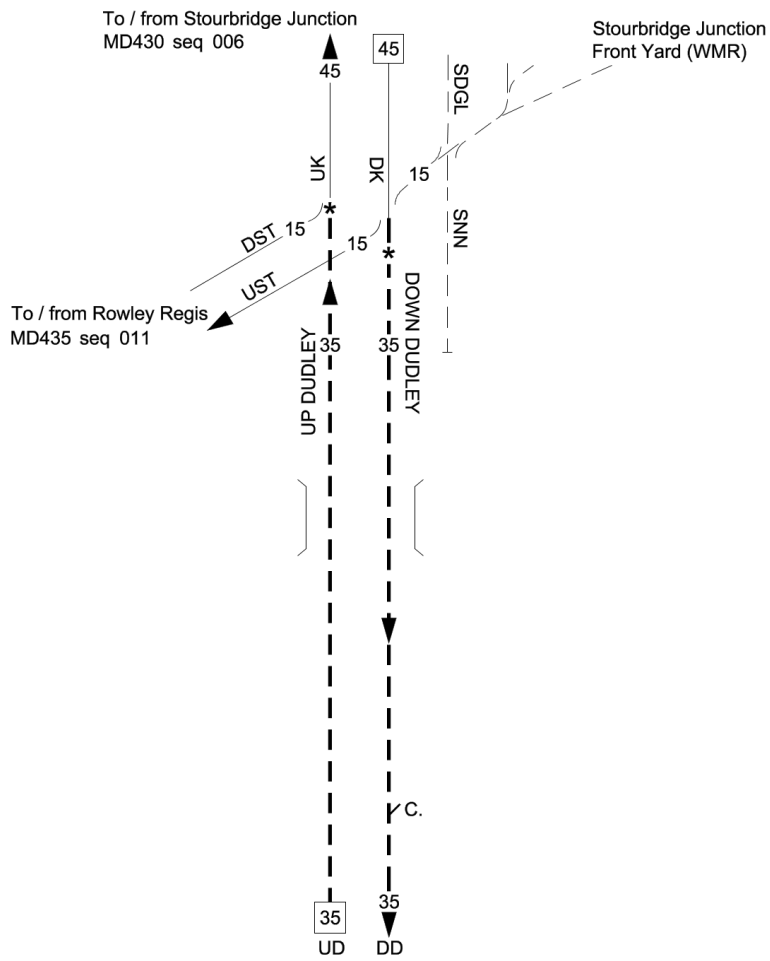
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	011	Small Heath South Jn to Stourbridge North Jn	GSJ2	Central	27/09/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stourbridge North Jn	141 00 * 141 07 (142 51)		GSM-R TCB Birmingham ROC (SJ) Stourbridge Workstation UST: Up Stourbridge. DST: Down Stourbridge. Mileage in ( ) brackets has ELR: OWW. SNN: Stourbridge North Neck. SDGL: Stourbridge Down Goods Loop. SDTS: Stourbridge Down Through Siding.

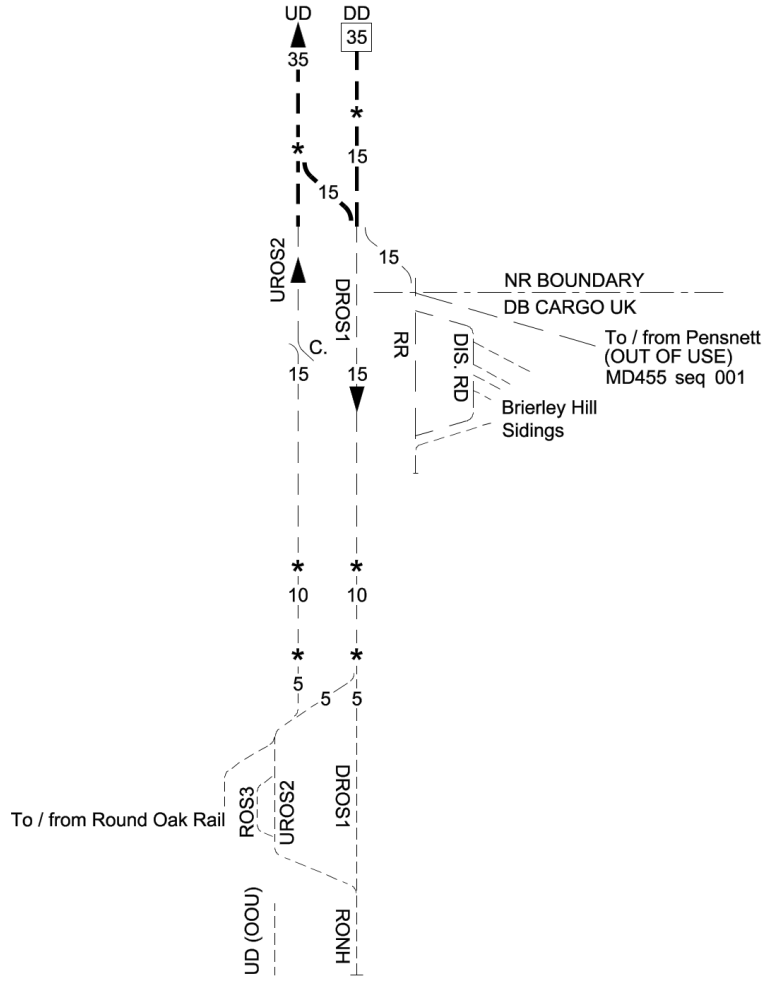
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD445	001	Stourbridge Jn to Stourbridge Town	SJS	Central	07/02/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
STOURBRIDGE JN	142 16		GSM-R OTS Birmingham ROC (SJ) Stourbridge Workstation Platform Length: Stourbridge Junction Platform 1 (Bay): 89 metres (97 yards).
(Connection to / from Stourbridge Down Goods Loop)	142 21		① PMOL (Pre Metro Operations Limited) lease area Depot, located between the buffer stop and a derailer. Movements within this area subject to a maximum speed of 5mph. See Local Instructions.
	142 24 *		
	142 66 *		
	142 69 *		
STOURBRIDGE TOWN (Top of ramp near buffer stop)	142 73		Platform Length: Stourbridge Town 27 metres (29.4 yards).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD450	001	Stourbridge North Junction to Round Oak	OWW	Central	27/09/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stourbridge North Jn	142 51 *		GSM-R
	142 52 *		TCB Birmingham ROC (SJ) Stourbridge Workstation
(Buffer Stop on SNN)	142 60		SDGL - Stourbridge Down Goods Loop DK - Down Kidderminster. UK - Up Kidderminster. SNN - Stourbridge North Neck. DST - Down Stourbridge. UST - Up Stourbridge.
Stourbridge Viaduct from 173 metres (189 yards) to	142 68 142 77		
Catch Points (Down Dudley)	143 53		Birmingham ROC (DR) Stourbridge Workstation (From 143m 40ch)
(End of diagram)	144 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD450	002	Stourbridge North Junction to Round Oak	OWW	Central	06/12/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	144 00		GSM-R TCB Birmingham ROC (DR) Stourbridge Workstation UD - Up Dudley DD - Down Dudley
	144 25 *		
	144 27 *		
Kingswinford Jn	144 31		DROS1: Down Round Oak Siding 1. UROS2: Up Round Oak Siding 2.
Network Rail Boundary (Brierley Hilll Sidings only)	144 36		
Catch Points (Up Round Oak Siding 2)	144 41		DIS. RD - Discharge Road RR - Run Round
(Buffer Stop on Run Round)	144 68		
	145 37 *		
	145 40 *		
(Facing crossover)	145 42		
Round Oak Sidings			DROS1: Down Round Oak Siding 1. UROS2: Up Round Oak Siding 2. ROS3: Round Oak Siding 3. RONH: Round Oak North Headshunt.
End of Line (Stop Block on RONH)	146 16		

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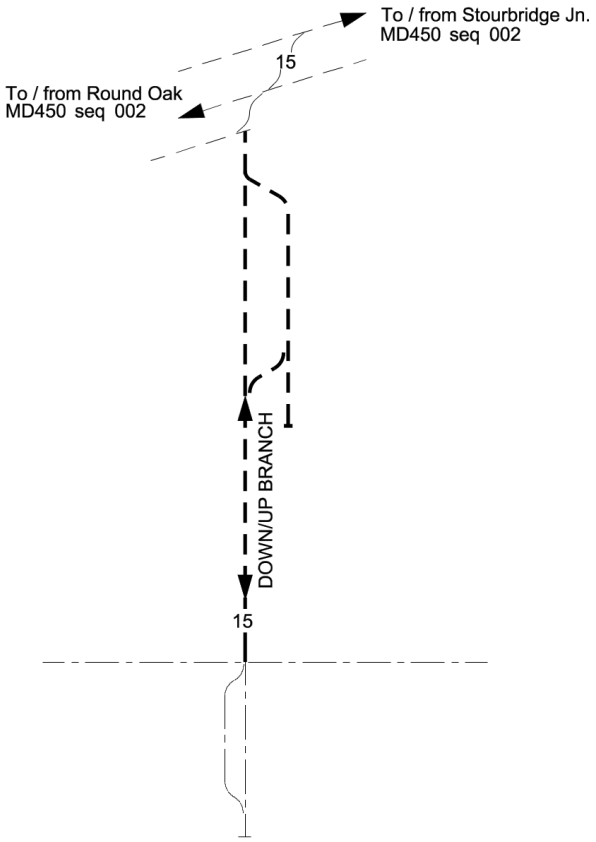
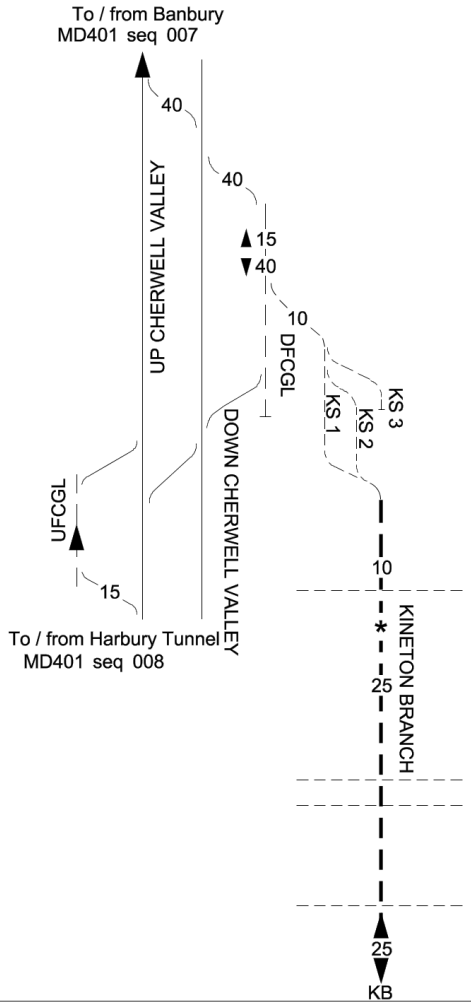
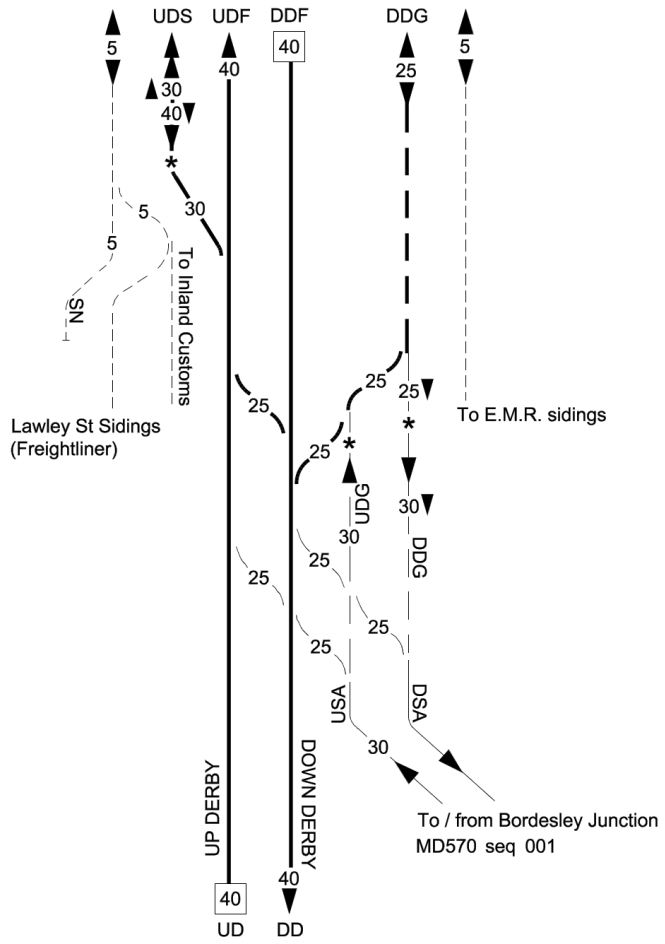
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD455	001	Kingswinford Junction South to Pensnett	KWD	Central	13/12/2025

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

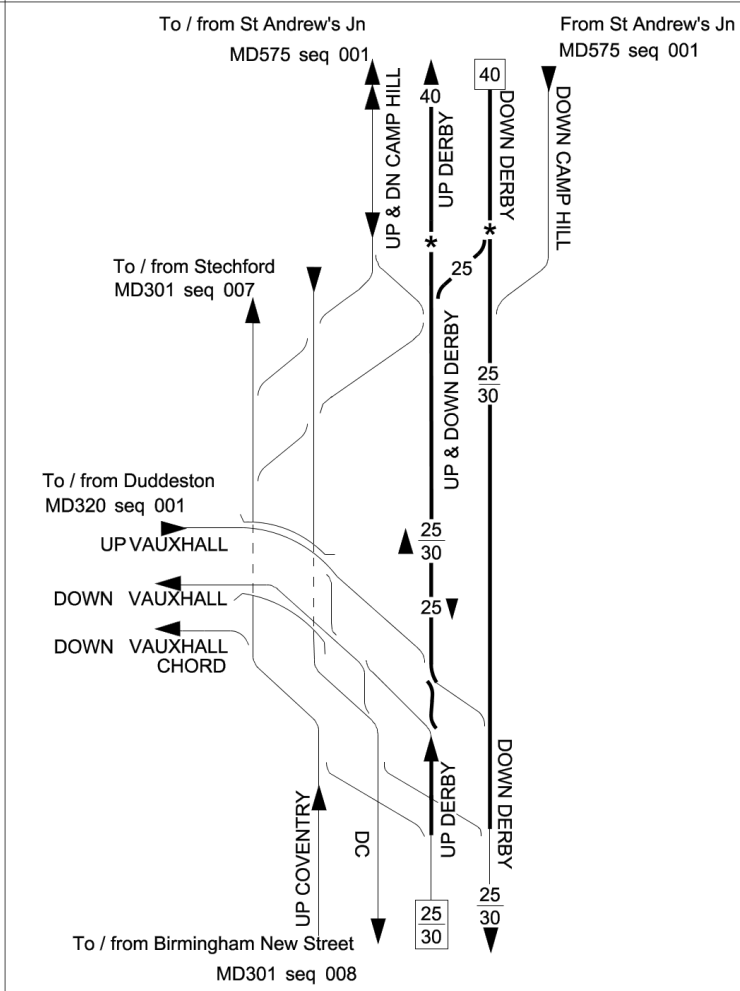
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD460	001	Fenny Compton to Burton Dassett	DCL SJT1	Central	11/10/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Fenny Compton South Jn	94 20		GSM-R Siding: Birmingham ROC (OL) Cherwell Valley Workstation TPWS not provided.
Kineton Jn (Fenny Compton) (SJT1)	94 60	DCL	DFCGL : Down Fenny Compton Goods Loop UFCGL : Up Fenny Compton Goods Loop
Change of ELR and change of mileage	22 25	SJT1	
(Kineton Sidings diverge from Cherwell Valley lines)	22 40		KS1: Kineton Siding 1 KS2: Kineton Siding 2 KS3: Kineton Siding 3
Kineton MOD Branch	22 63		OT(S) Line controlled by train staff located at Fenny Compton sidings
Whitacre East LC (Kineton) (FP)	22 76		
	23 03 *		
Hughes Manor Farm No.2 LC (UWC)	23 20		
Hammonds House Farm LC (FP)	23 27		
Lamberts Farm LC (FP)	23 59		
(End of diagram)	24 00		

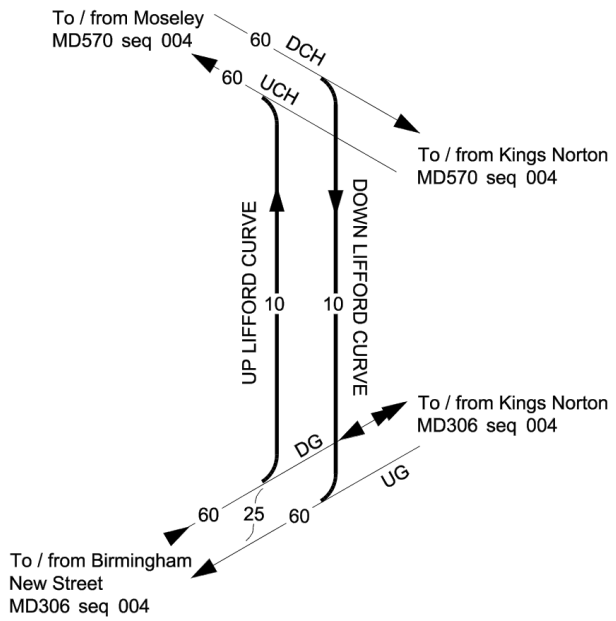
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	009	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	02/11/2024

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

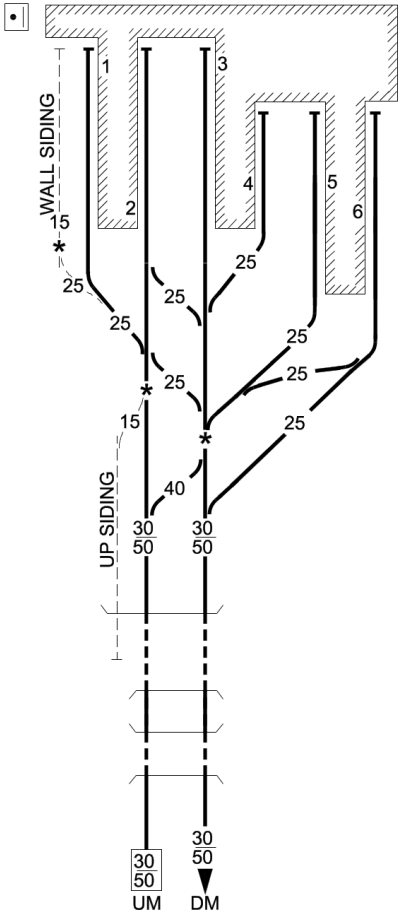
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	010	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	Central	02/11/2024

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

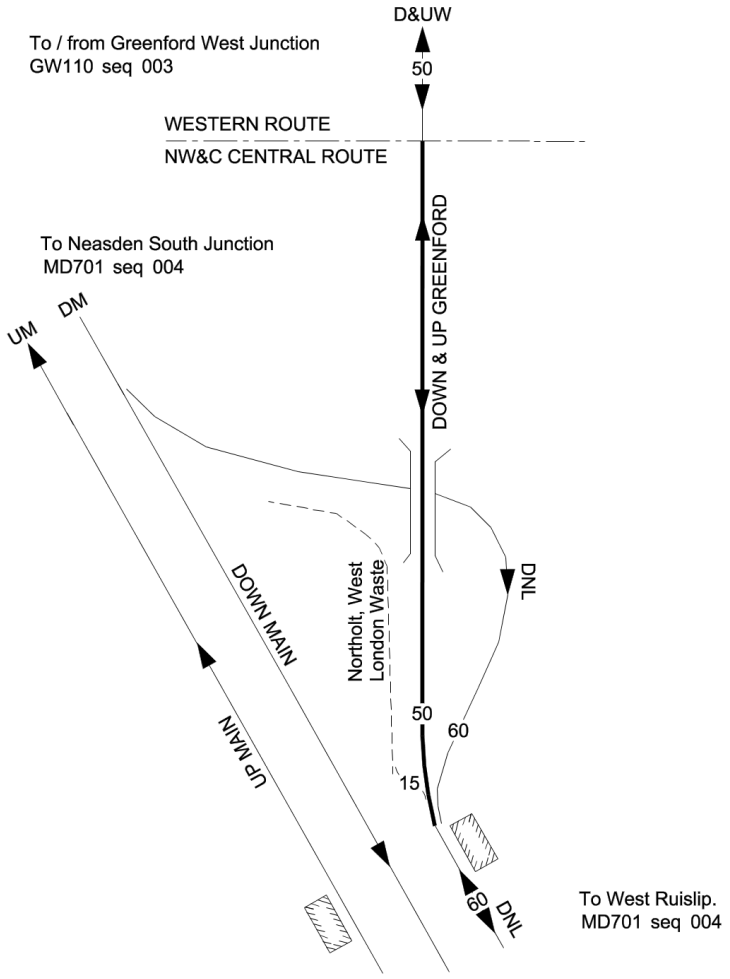
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD580	001	Lifford East Junction to Lifford West Junction	LEL	Central	10/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Birmingham ROC (SY) Kings Norton Workstation GSM-R
Lifford East Jn	46 11		DCH - Down Camp Hill UCH - Up Camp Hill
			Note: Gloucester lines are provided with A.C. overhead electrification.
Lifford West Jn Change of mileage	46 36 (47 20)		UG - Up Gloucester DG - Down Gloucester

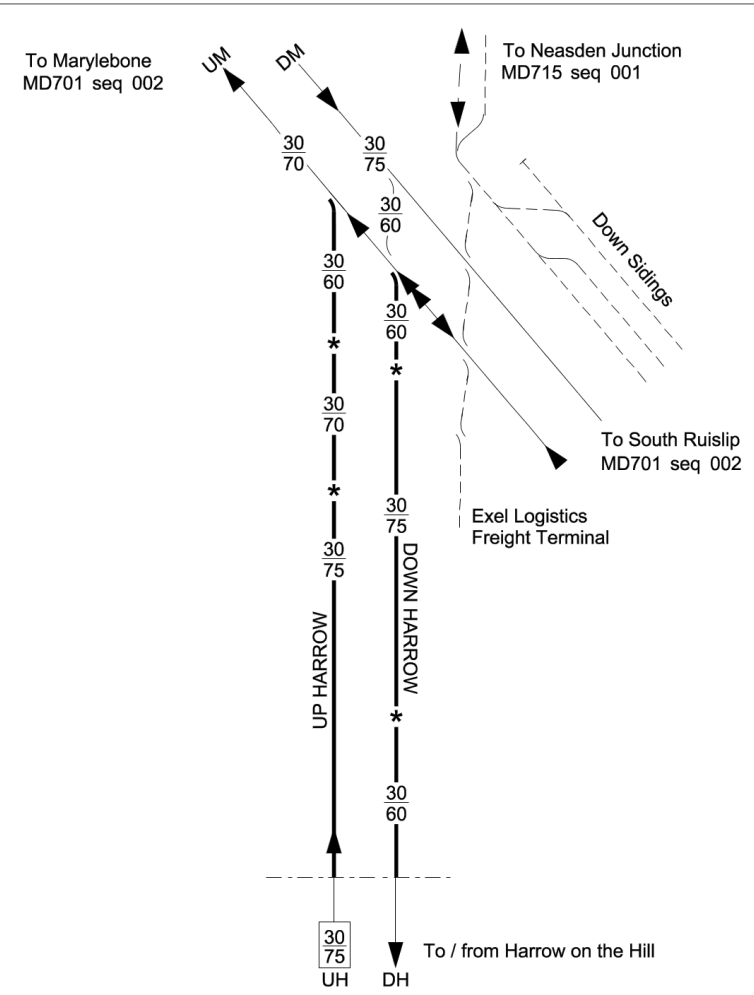
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	001	Marylebone to Aynho Junction	MCJ1	Central	10/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Marylebone IECC (ME) **MARYLEBONE**	205 77 205 77		GSM-R TCB Marylebone IECC (ME) South workstation Platform lengths: Marylebone 1-229 metres 2-245 metres 3-245 metres 4-115 metres 5-215 metres 6-216 metres Platforms 1,2,3,5 and 6 - permissive (PP) Maximum 25mph all Platform lines.
	205 60 *	
	205 52 *	
	205 50 *	
	205 48	
St Johns Wood Tunnel (1468 metres / 1606 yards) from	205 33	
to	204 40	
Hampstead Tunnel (Marylebone) (635 metres / 694 yards) from	204 35	
to	204 03	
(End of diagram)	202 40	

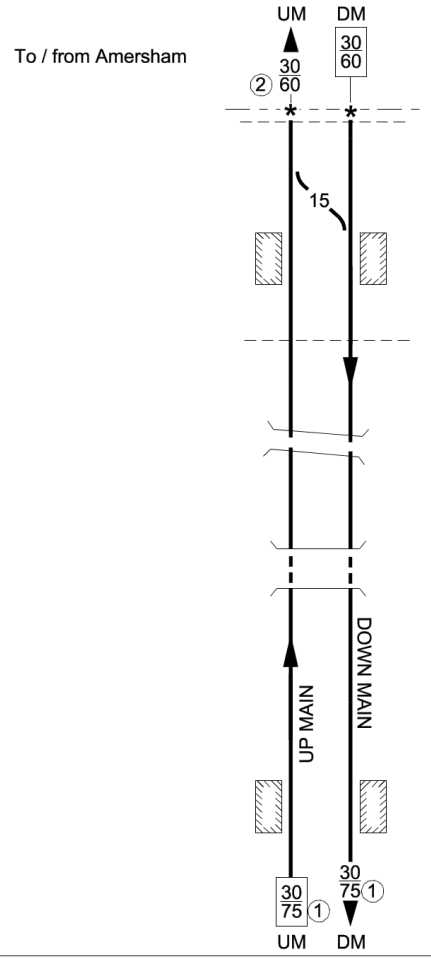
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD705	001	Greenford West Jn to South Ruislip	ANL	Central	08/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Route Boundary	8 60		GSM-R TCB Marylebone IECC (ME) South workstation D&UW: Down & Up Wycombe (Line name changes at route boundary).
Northolt Jn	10 15		DNL: Down Northolt Loop
Change of mileage	0 00		
SOUTH RUISLIP	0 07		Platform lengths: South Ruislip Down Northolt Loop: 123 metres Up Main: 141 metres

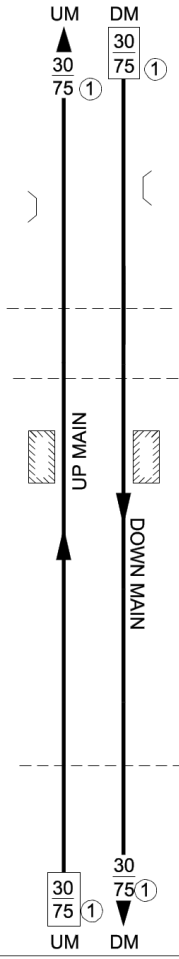
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD710	001	Neasden South Junction to Harrow on the Hill	MCJ1	Central	08/03/2025

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.

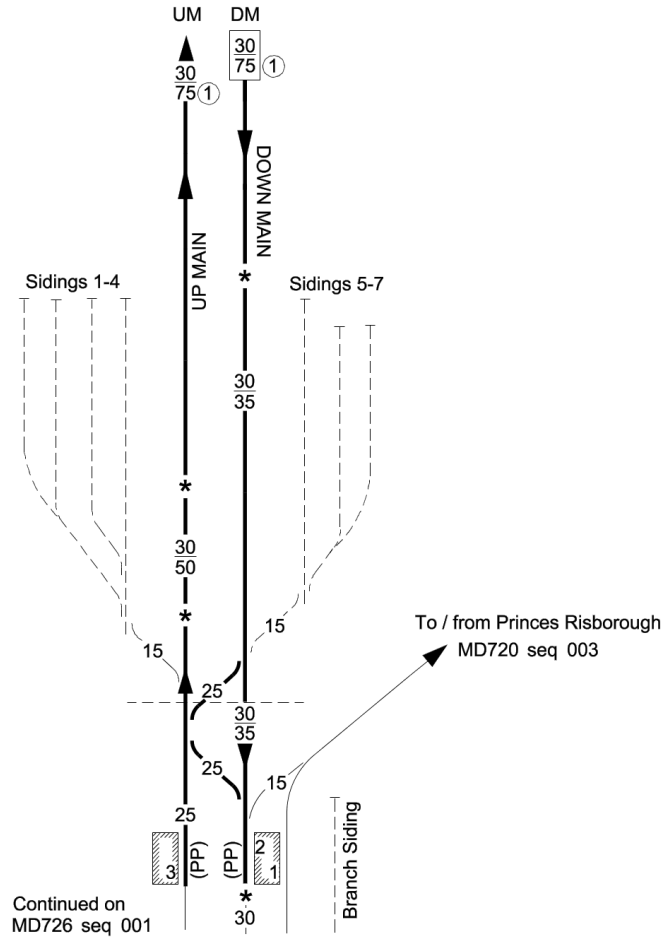
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD712	001	Amersham (Exclusive) to Aylesbury	MCJ2	Central	20/12/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Marylebone IECC (ME) North Workstation
LUL / Network Rail Boundary Pipers Wood (FP)	25 25	21 21	*		Lines between 25m 21ch and 9m 13ch (see MD710 seq 001) are maintained and controlled by LUL.
(Trailing crossover)	28	77			② Maximum permissible speed is reduced to 30/40mph during the autumn leaf fall season, on the Up line only.
GREAT MISSENDEN	29	00			Platform lengths: Great Missenden Down Main - 151 metres Up Main - 158 metres
Great Missenden No.70 (FP)	30	03			
Small Dean Viaduct, HS2 from (HS2 under construction 20 metres to 21 yards)	32 32	33 34			
Hale road overbridge (139A) from (58 metres / 63 yards) to	32 32	66 69			
WENDOVER	33	43			Platform lengths: Wendover Down Main - 168 metres Up Main - 169 metres
(End of diagram)	33	60			① 70mph for Loco hauled trains.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD712	002	Amersham (Exclusive) to Aylesbury	MCJ2	Central	20/12/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	33	60		TCB Marylebone IECC (ME) North Workstation GSM-R (1) 70mph for Loco hauled trains.
Wendover bypass vehicular overbridge 147A (31 metres / 34 yards) from to	34 34	41 43		
Wendover No.4 (FP)	35	09		
Yew Tree Farm (FP)	35	56		
STOKE MANDEVILLE	35	75		Platform lengths: Stoke Mandeville Down Main - 169 metres Up Main - 157 metres
Stoke Mandeville No.2 (FP)	36	41		
(End of diagram)	37	00		(1) 70mph for Loco hauled trains

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD712	003	Amersham (Exclusive) to Aylesbury	MCJ2	Central	20/12/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	37 00		GSM-R TCB Marylebone IECC (ME) North Workstation ① 70mph for Loco hauled trains.
	37 59 *		
	37 70 *		
	37 76 *		
Barrow Crossing (WL)	38 02		
Aylesbury Junction	38 08		
AYLESBURY	38 13		Platform lengths: Aylesbury Platform 1 - 197 metres permissive (PP) Platform 2 - 175 metres permissive (PP) Platform 3 - 187 metres permissive (PP)
	38 18 *		

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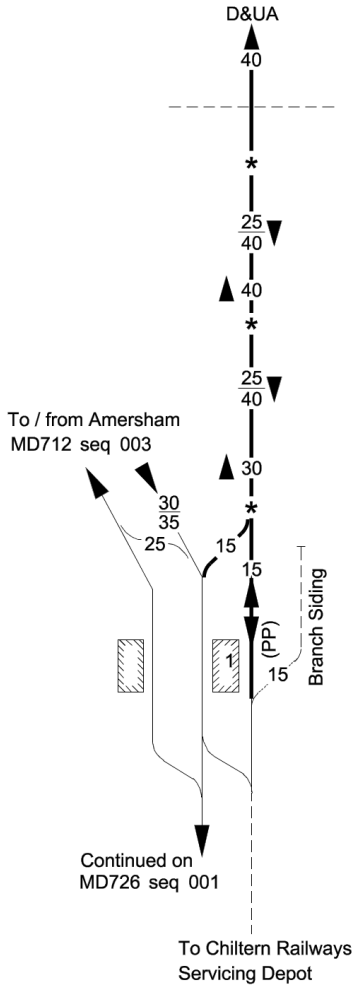
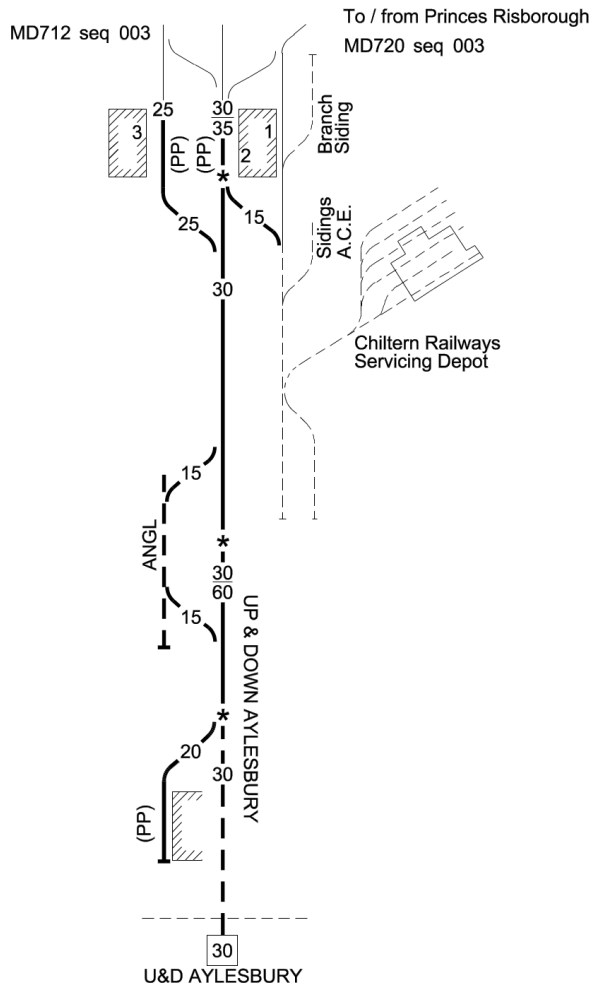
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	002	Princes Risborough to Aylesbury	PRA	Central	11/10/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	44	20	D&UA 40	TCB Marylebone IECC (ME) North Workstation; GSM-R
Great and Litlle Kimble FP No.27 (LC)	44	32		
Great and Litlle Kimble FP No.2C (LC)	44	45		
North Bucks Way FP No.2B (LC)	44	49		
Great & Litlle Kimble FP No.3B (LC)	44	55		
Great & Litlle Kimble FP No.38A (LC)	44	79		
			40	
LITTLE KIMBLE	45	14		Platform length : Little Kimble 90 metres (98 yards)
Great and Little Kimble FP No.29B (LC)	45	62	T	D&UA - Down & Up Aylesbury
			D&UA	
Apsley Manor Farm No.2 LC (UWC)	46	58	T	
Dodds Farm LC (UWC)	46	70	T	
Marsh Lane LC (Aylesbury) (MCB-OD)	47	00	T	
Stoke Mandeville FP No.4 (LC)	47	32		
(End of diagram)	47	40	40 D&UA	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	003	Princes Risborough to Aylesbury	PRA	Central	20/12/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	47	40			GSM-R  TCB Marylebone IECC (ME) North Workstation
Stoke Mandeville No.17 FP (R/G OMSL)	48	18			
	48	64	*		
	49	18	*		D&UA - Down & Up Aylesbury
Aylesbury Junction Change of mileage	49 38	35 08	*		
AYLESBURY	38	13			Platform lengths: Aylesbury Platform 1 - 197 metres (215 yards) permissive (PP)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	001	Aylesbury to Claydon West Jn	MCJ2	Central	20/12/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
AYLESBURY	38 13		GSM-R TCB Marylebone IECC (ME) North Workstation Platform lengths: Aylesbury Platform 2 - 175 metres permissive (PP) Platform 3 - 187 metres permissive (PP)
	38 18 *		
	38 38		
	38 47 *		ANGL: Aylesbury North Goods Loop. 625 metres (684 yards).
	39 01		
Aylesbury Vale Jn	40 26 *		Platform lengths: Aylesbury Vale Parkway Bay Platform: 168 metres - permissive (PP)
AYLESBURY VALE PARKWAY	40 38		
Fleet Marston Farm LC (UWC)	41 32		NSTR Marylebone IECC (CJ) From 40m 74ch. TPWS and AWS not provided.
(End of diagram)	42 00		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD726	002	Aylesbury to Claydon West Jn	MCJ2 MCJ3	Central / West Coast South	15/03/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	42	00	U&D AYLESBURY	GSM-R
			30	NSTR Marylebone IECC (CJ) North Workstaion
Lower Blackgrove No.1 Farm LC (UWC)	42	25		TPWS and AWS not provided.
(Change of linename to U&D Aylesbury Siding)	43	05 *	* U&DAS	U&D Aylesbury - Up & Down Aylesbury
North Bucks Way No.1 LC (FP)	43	53	15	Sidings
Enhanced Possession Protection	43	61		
(Baulk of timbers with stop lamp) Heritage Baulk of timbers	43	63	(1) Quainton Heritage Centre juristriction	U&DAS - Up & Down Aylesbury Siding.
QUAINTON ROAD	44	22	1 OOU	Quainton Road (Buckinghamshire Railway Society)
				(1) Line to / from Claydon West Jn is temporarily OOU.
(Change of mileage, change of ELR & Route Boundary)	44	48	MCJ2 CENTRAL ROUTE	GSM-R
	161	50	MCJ3 WCS Route HS2 worksite	Up: Start of GSM-R area at 161m 42ch Down: End of GSM-R area at 161m 42ch
Ditchburns LC (UWC)	159	33	T	
	158	09 *	*	
(Crossover)	158	04	CRS	CRS - Calvert Reception Siding
Calvert South GF	157	63		CRS - 394 metres (431 yards)
(Crossover)	157	61	CS3 CS2 CS1	CS1 - Calvert Siding 1
(Crossover CS1 to CS2)	157	31		CS2 - Calvert Siding 2
				CS3 - Calvert Siding 3
				CS4 - Calvert Siding 4
(Crossover)	157	09	CS	CS - Cripple Siding
Calvert North GF	157	05	CS4	
(End of diagram)	157	00	(1) CS4	

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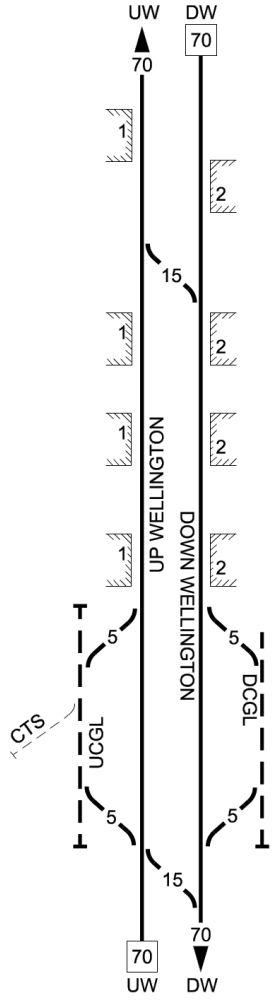
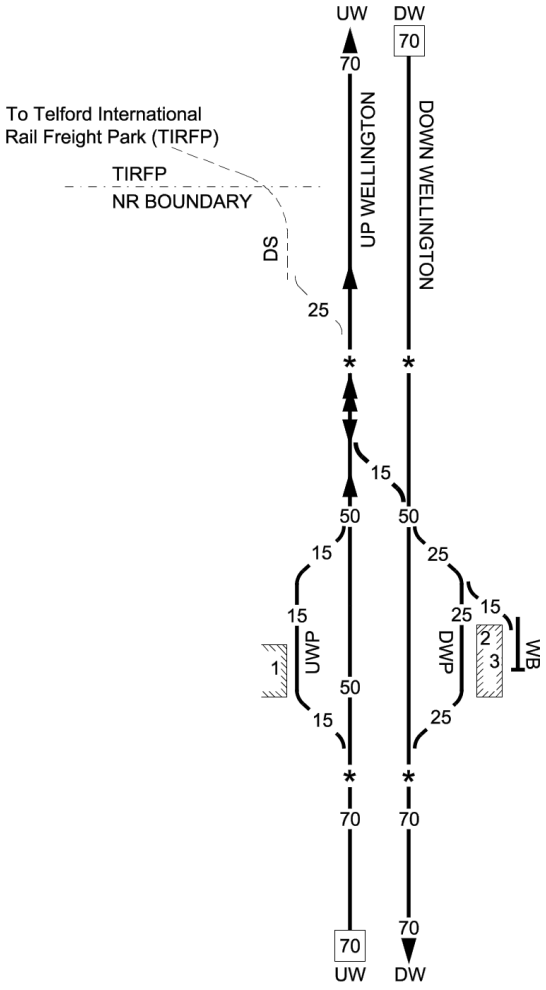
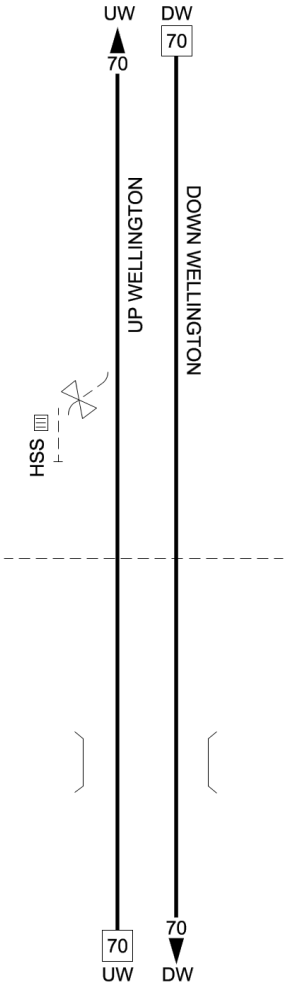
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	003	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	Central	19/07/2025

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

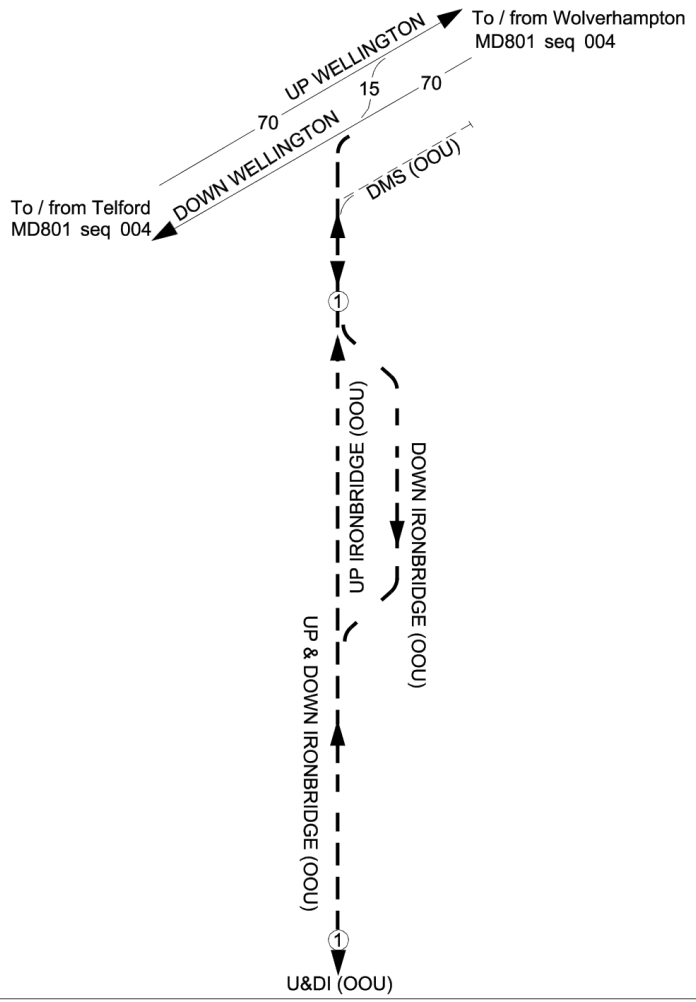
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	006	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	Central	19/07/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	160 00		GSM-R TCB Birmingham ROC (MJ) Telford Workstation
Telford International Rail Freight Park (aprox 3.5km from Donnington Jn)	(2 19)		Axle Counter area from Oakengates to Donnington Jn 160m 73ch, and from Wellington (exclusive) 164m 40ch to Route Boundary (GW731).
Network Rail boundary	(0 44)		DS - Donnington Siding, ELR is WND
Donnington Jn	160 73 0 00 161 00 *		Mileages shown in brackets () apply to the Donnigton Siding.
WELLINGTON (SHROPSHIRE)	161 27 162 00 *		DWP: Down Wellington Platform UWP: Up Wellington Platform WB: Wellington Bay DWP: 201 metres (220 yards) UWP: 150 metres (164 yards) Platform lengths: Wellington Platform 1 - 136 metres (149 yards) Platform 2 - 201 metres (220 yards) Platform 3 - 92 metres (107 yards)
(End of diagram)	162 40		

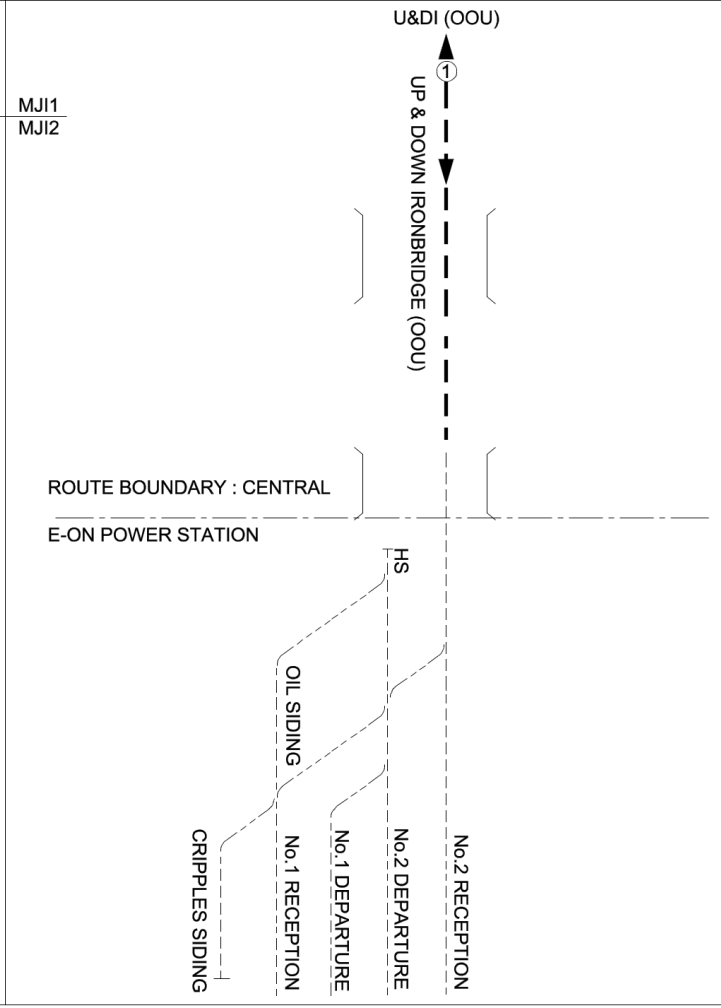
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	007	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	Central	19/07/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	162 40		GSM-R TCB Birmingham ROC (MJ) Telford Workstation Axle Counter area from Alscott LC (exclusive) 164m 40ch to Route Boundary (GW731).
(Connection to Up Wellington)	163 65		
Allscott GF	163 70		
(Buffer stop on HSS)	163 75		HSS - Hereford Storage Siding .
Alscott LC (FP)	164 03		
Bridge over river Tern 37 metres (41 yards) from	166 57		
to	166 59		
(End of diagram)	167 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD810	001	Madeley Jn to Ironbridge National Power Station	MJI1	Central	29/11/2025

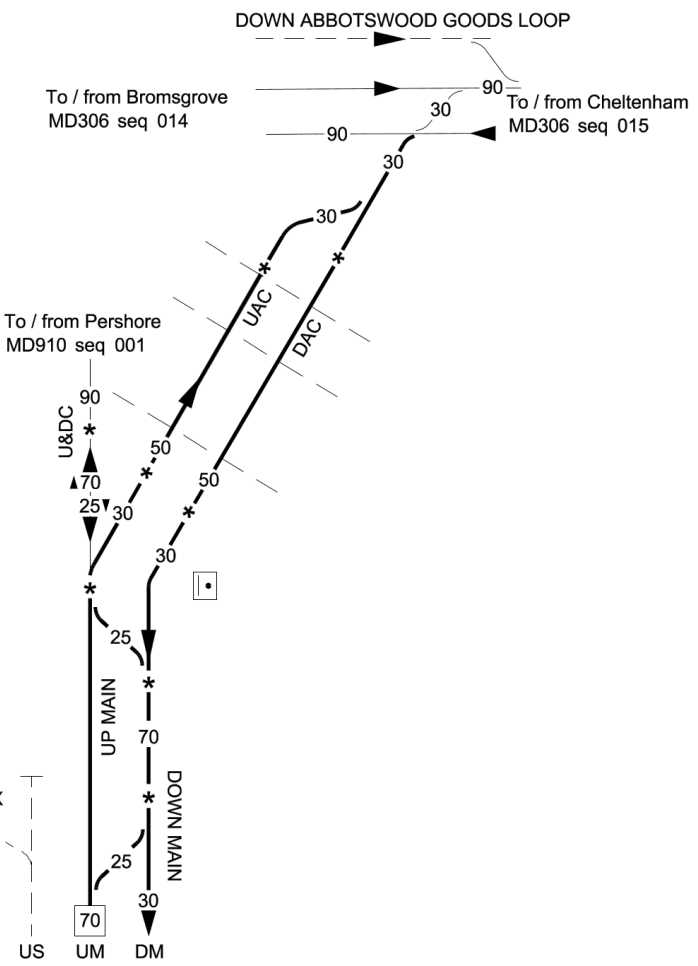
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Madeley Jn (Shropshire)	156 19		GSM-R TCB Birmingham ROC (MJ) Telford Workstation UW: Up Wellington DW: Down Wellington OTS
(Points MJ1347)	156 23		① Up Ironbridge, Down Ironbridge, Up & Down Ironbridge and Down Madeley Siding are out of use. DMS: Down Madeley Siding DMS: 362 metres (396 yards) TPWS not provided.
Madeley South Jn	156 51		Axle Counter area between 156m 75ch and 160m 14ch.
	156 62		
	159 79		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD810	002	Madeley Jn to Ironbridge National Power Station	MJI1 MJI2	Central	29/11/2025

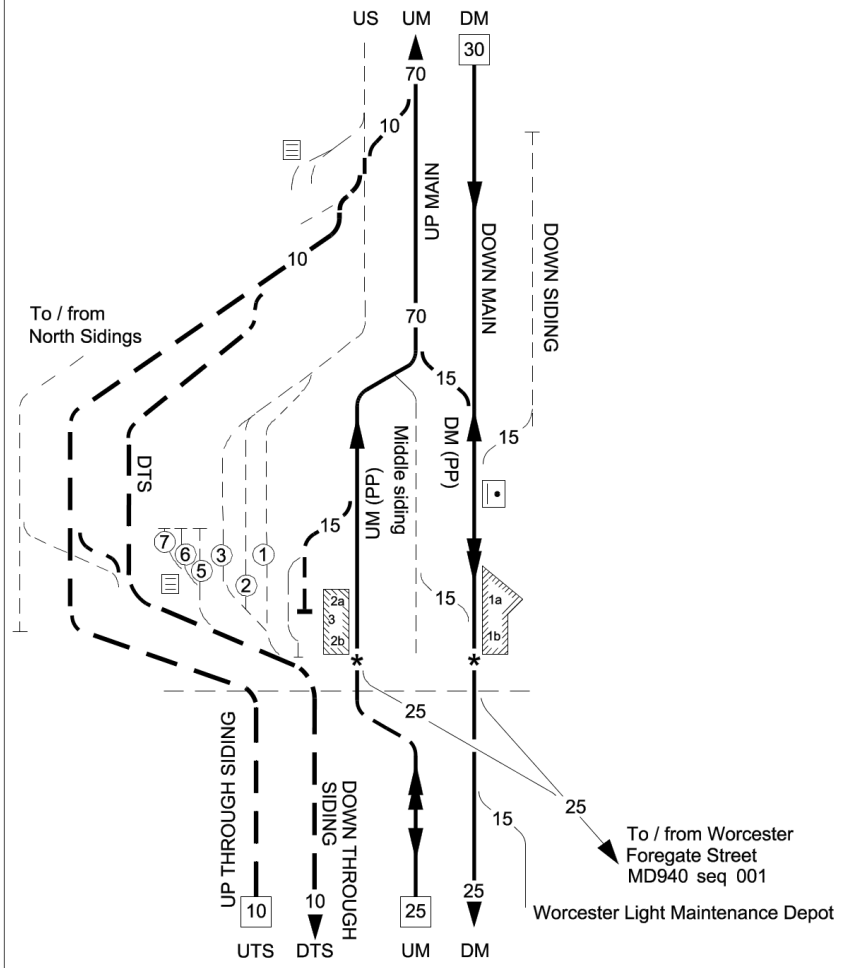
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Lightmoor Jn, former site of (Change of mileage & change of ELR)	160 15 MJI1 162 25 MJI2		OTS GSM-R Axle Counter area between 156m 75ch and 160m 14ch on MJI1. (1) Up Ironbridge, Down Ironbridge and Up & Down Ironbridge are out of use.
Coalbrookdale Viaduct 255 metres (279 yards)	161 37 to 161 24		TPWS not provided. Mileage on MJI2 Decreases down the page.
Chunes LC (UWC) , former site of	160 59		
Albert Edward Viaduct 99 metres (108 yards)	160 34 to 160 29		GSM-R Up: Start of GSM-R area at 160m 29ch Down: End of GSM-R area at 160m 29ch
(Headshunt Stop Block)	160 29 160 28		HS - Headshunt
Ironbridge e-on Power Station Sidings	159 78		

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD900	001	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill	ABW OWW	Central	15/11/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Abbotswood Jn	68 61 -0 01		GSM-R TCB Birmingham ROC (BA) Bromsgrove Workstation Axle Counter area: UAC : from 0m 20ch DAC : to 0m 09ch. Abbotswood Junction is at ABW -0m 22 yards, ie negative 22 yards before 0MP.
Single Line Jn	0 04		UAC: Up Abbotswood Curve DAC: Down Abbotswood Curve
(Speed change in Down direction)	0 08 *		
Drakes Broughton LC (FP) and (Speed change in Up direction)	0 09 *		Norton Jn SB (NJ)
Cooksholme LC (UWC)	0 25	T	DAC : from 0m 08ch UAC : to 0m 31ch.
Norton LC (FP)	0 42 (117 20) *		U&DC: Up & Down Cotswolds single line
(Speed change in Up direction)	0 58 *		
(Speed change in Down direction)	0 59 *		
Norton Jn and SB	0 62 *	ABW	AB
Change of ELR, mileage & Change of linenames	117 26 *	OWW	
	117 33 *		Worcester Shrub Hill SB (SH)
(Buffer stop on Up Siding)	120 03 120 04 *		To / from 118m 65ch.
Wylds Lane Jn	120 14		US: Up Siding
(End of diagram)	120 14		

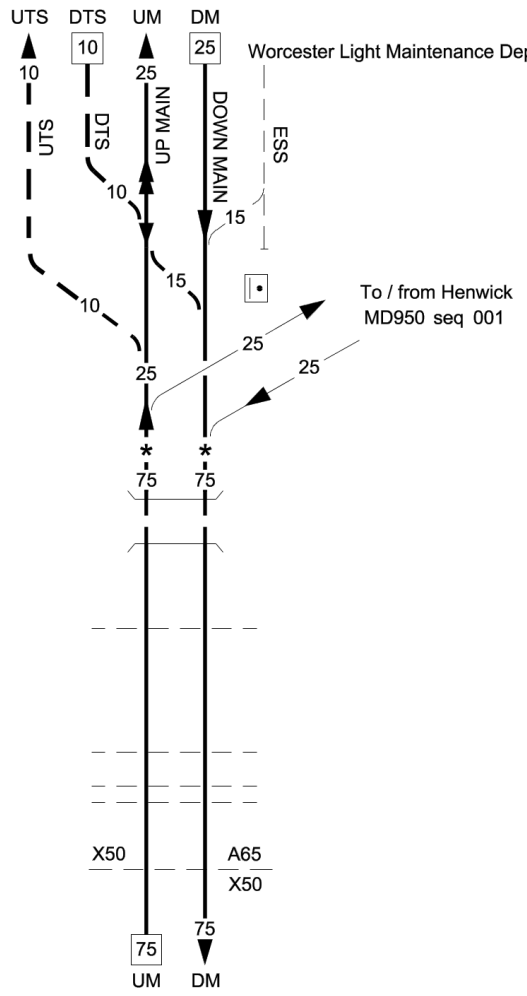
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD900	002	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill	OWW	Central	25/10/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Buffer Stop on Down Siding)	120	15			GSM-R AB Worcester Shrub Hill SB RA8 (SH) US: Up Siding
North Sidings GF	120	17			
Worcester Shrub Hill Through Sidings	120	20			No Block on Through Sidings ①,②,③ Hereford Sidings (GWR) ⑤,⑥,⑦ Hereford Sidings (WMT)
Worcester Shrub Hill SB	120	31			
(Buffer stops on Hereford Sidings 5-7)	120	37			
Through Sidings Intermediate Signals GF	120	40			Platform 1a - 106m (116 yards) Platform 1b - 147m (161 yards) Platform 2 - 259m (283 yards) Platform 3 - 70m (77 yards)
WORCESTER SHRUB HILL	120	42			
Shrub Hill Jn	120	46	*		
Barrow crossing (WL) (across UTS, DTS, UM, UB and DM)	120	47			
(Connection to LMD on Down Main)	120	50			
Worcester Light Maintenance Depot	120	54			Acceptance Working (TCB) on UM from Worcester Tunnel Jn to Worcester Shrub Hill (Bi-directional).

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD900	003	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill	OWW	Central	10/01/2026

Location	Mileage M	Mileage Ch	
(Start of diagram)	120	55	
(Main to main crossover)	120	71	
Worcester Tunnel Jn SB	120	72	
(Start of Up Through Siding on Up Main)	120	75	
Worcester Tunnel Jn	120	78	
	120	78	*
Rainbow Hill Tunnel (194 metres, 212 yards) from	120	79	
to	121	09	
Brickfields LC (FP)	121	20	
	123	13	T
Ladywood LC (FP)	123	50	
Bilford Road LC (FP)	124	16	
Fernhill Heath LC (FP)	124	38	
Chawson LC (FP) (R/G-X)	125	24	
(End of diagram)	126	00	



GSM-R

AB Worcester Tunnel Jn SB
RA8 (TJ)

Worcester Light Maintenance Depot
ESS : Engine Shed Siding

UTS : Up Through Siding
DTS : Down Through Siding

NB on Through Sidings

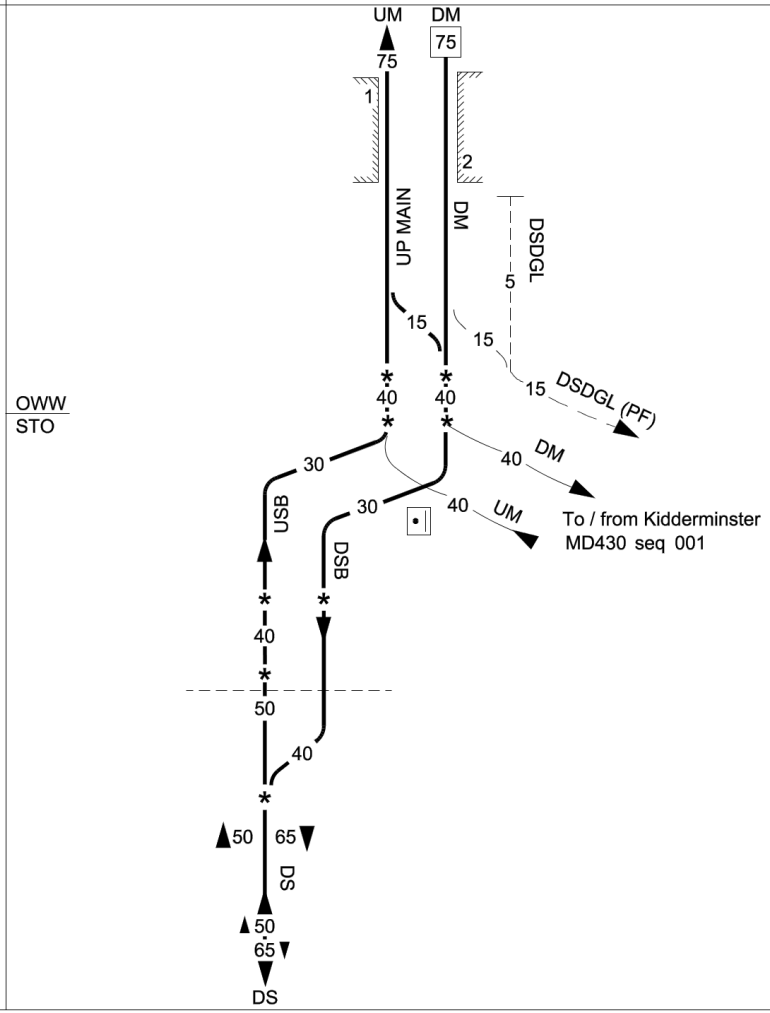
Acceptance Working (TCB) on UM from Worcester Tunnel Jn to Worcester Shrub Hill (Bi-directional).

TCB Droitwich Spa SB (DS)

From aprox 123m 20ch.

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD900	004	Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill	OWW STO	Central	25/10/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start of diagram)	126	00			TCB Droitwich Spa SB (DS) GSM-R
DROITWICH SPA	126	10			Down platform : 144m, 157yds Up platform : 143m, 156yds
Buffer stop on DSDGL	126	13			
(Main to Main crossover)	126	16			
(DM to DSDGL crossover)	126	17			
	126	19	*		DSDGL (PF) - Droitwich Spa Down Goods Loop (Permissive working for Class 3 to 8 and 0 trains) DM - Down Main UM - Up Main.
Droitwich Spa Jn (Change of linenames and ELR)	126	21	*	OWW / STO	
(UK and DSB cross)	126	24			USB - Up Stoke Branch DSB - Down Stoke Branch
Droitwich Spa (DS) SB	126	26			
	126	30	*		
Bays Meadow LC (FP)	126	51	*		
	126	53			
Single line	126	67	*		
(End of diagram)	127	20			DS - Droitwich Single

SPECIAL WORKING ARRANGEMENT

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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 of Sidings (GBRf PICOS) of the reporting number of the train and request acceptance of the train.

Before accepting the train, the GBRf PICOS must ensure that the Siding is clear of any staff or obstructions.
When satisfied the above requirements are met, the GBRf PICOS 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 PICOS 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 PICOS must return the Shunters Acceptance Release to the 'ON' position. The PICOS 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 PICOS 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 PICOS.

When the train is ready to depart from HS2 Siding 1, the GBRf PICOS 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: 10/02/2026

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

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

BETWEEN LICHFIELD TRENT VALLEY JUNCTION AND LICHFIELD TRENT VALLEY

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

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

Dated: 31/01/2026

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

LICHFIELD TRENT VALLEY

Stafford and Lichfield Trent Valley – LS1301 and LS1303 duplicate signal numbers. Following the re-signalling of the Stafford area and the Colwich area, there are two pairs of signals with the same identities, one pair at Lichfield Trent Valley, controlled from Colwich Workstation in Rugby ROC, and the other pair at Stafford station, controlled from Stafford Workstation in Rugby ROC.

To reduce the risk of miscommunication, all persons calling from any of these signals (whether using the signal post telephone or any other means) or referring to these locations, must state either “Stafford” or “Colwich”, as appropriate, before stating the signal prefix and number when referring to signal LS1301 or LS1303. These instructions also apply to written records and forms.

The signals will be plated as follows:
- Stafford LS1301
- Colwich LS1301
- Stafford LS1303
- Colwich LS1303

Dated: 17/02/2024

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Hanslope South Jn To RUGBY

Trains diverted via Northampton. Down and Up trains booked to run via Weedon may be diverted via Northampton without previous warning and Drivers so routed need not observe the requirements of Rule Book, Module S7, Section 1.2.

Trains booked to run via Northampton may similarly be diverted via Weedon. Drivers need not observe the requirements of Rule Book, Module S7, Section 1.2, unless their train is booked to call at Northampton and/or Long Buckby.

Dated: 07/12/13

MD105 - HANSLOPE SOUTH JN TO RUGBY (VIA NORTHAMPTON)

Entire line of route

Trains diverted via Weedon. Trains booked to run via Northampton may be diverted via Weedon. Drivers need not observe the requirements of Rule Book, Module S7, Section 1.2, unless their train is booked to call at Northampton and/or Long Buckby.

Dated: 08/06/24

MD105 - HANSLOPE SOUTH JN TO RUGBY (VIA NORTHAMPTON)

NORTHAMPTON

Trains Starting from Platforms 1 to 4. The 'Train Ready To Start' plunger must be pressed two minutes before the train is ready to start.

Electric Multiple Units. Twelve car formations of sliding door stock must only use platforms 1, 2, 3 and 4 to take up or set down passengers.

Stabling of E.M.U. trains. E.M.U. trains must be stabled with the pantograph in the raised position and saloon lighting set unless instructed otherwise.

Riverside Sidings. Drivers coupling two units together in sidings A and B must ensure that the stationary train is near the buffer stop end (south end), to ensure sufficient sighting.

Riverside Sidings - departing trains. Drivers must not move their train towards signals RY.1211 or RY.1213 without first contacting the Signaller. The Signaller will confirm that no train has been signalled towards the sidings. Once this confirmation has been obtained, the Driver should ascertain, as far as is practical, that no conflicting movement will take place in the siding. The Driver must then bring their train to a stand, short of signal RY.1211 or RY.1213, to await its clearance. The provisions of Rule Book, Module TW1, Section 34.1 are hereby amended.

Before the Driver of an 8 car Class 321 E.M.U. departs to shunt into the station, the Signaller must be informed that the train consists of an 8 car Class 321 E.M.U. Movements comprised of an 8 car Class 321 E.M.U. must be routed via the Down Goods Loop or the Up & Down Slow line.

Northampton North Junction. The illumination of the 'OFF' indicator working in conjunction with signal RY.1038 controlling set back movements from the 'Up & Down' Slow line, will be the Driver's authority to commence the setting back movement. The setting back movement must be made at walking pace and the Driver must be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

Dated: 08/06/24

MD105 - HANSLOPE SOUTH JUNCTION TO RUGBY (VIA NORTHAMPTON)

Northampton Up Sidings

General: Northampton Up Sidings complex comprised of 5 through sidings, accessed from the Reception Line to the North of Northampton Station. Sidings 1, 2 and 5 are electrified.

Person in Charge (PIC): When taking up duty the PIC must provide their name and mobile telephone number to the Northampton Panel Signaller at Rugby SCC on telephone 01788 513610 and report to the Signaller when their turn of duty is completed. The PIC may contact the Signaller for signalled shunt moves.

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

Arrivals:

The PIC must advise the Signaller that they are on site prior to any inward bound service passing Rugby (if arriving from the North) or Bletchley (if arriving from the South) and advise they are ready to accept the service.

The Signaller shall contact the PIC and ask them to accept the train. The PIC shall ensure that the hand points are set into the correct siding. Trains arriving from the Rugby direction are signalled on to the Reception Line from Signal RY1044 on the Up and Down Slow. Trains arriving from the Northampton direction are signalled on to the Reception Line from Signal RY1033.

Departures:

The PIC shall marshal the train within the sidings and complete a brake test. The PIC shall contact the Signaller to obtain permission for a movement to draw the train towards Signal RY1227 for Northbound departures or Signal RY1224 for Southbound departures.

Dated: 08/06/2024

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

Soho, Light Maintenance Depot

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

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

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

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

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

Dated: 01/02/2025

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

WOLVERHAMPTON CARRIAGE SIDING

Trains Arriving

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

Trains Departing

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

Dated: 01/02/2025

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

Wolverhampton Steel Terminal

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

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

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

Arrivals:

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

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

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

Departures:

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

Dated: 28/11/2020

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

WOLVERHAMPTON

Shunting Movements

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

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

Dated: 01/02/25

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

Tipton - Penkridge

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

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

Dated: 24/01/2026

MD310 - BARNT GREEN JUNCTION TO REDDITCH

Barnt Green Single Line Junction To REDDITCH

Method Of Working The Redditch Branch During Failure Situations

Description

The Redditch Branch consists of the following:

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

Train Detection

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

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

Reset / Restoration of a failed Axle Counter section

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

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

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

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

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

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

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

Dated: 31/01/2026

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

Perry Barr North Jn - Bushbury Jn

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

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

Dated: 24/01/2026

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

Curzon Street Jn

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

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

Dated: 27/05/2018

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

Duddeston To Aston South Jn

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

Dated: 27/12/17

MD345 – BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (Excl)

Walsall Midland Yard/Tasker Street Sidings

General:

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

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

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

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

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

Arrivals:

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

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

Departures:

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

Shunt moves.

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

DATED: 01/02/2025

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

BETWEEN LICHFIELD TRENT VALLEY JUNCTION AND LICHFIELD TRENT VALLEY

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

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

Dated: 31/01/2026

MD370 - BESCOT CURVE JN TO WALSALL, PLECK JN

Bescot Curve Jn To Walsall, Pleck Jn

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

Dated: 20/07/14

MD365 - PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN

Portobello Jn To Wolverhampton Crane Street Jn

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

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

Dated: 24/01/2026

MD401 - HEYFORD TO BORDESLEY JUNCTION

BANBURY

Up direction

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

Down direction

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

Dated: 25/03/17

MD401 - HEYFORD TO BORDESLEY JUNCTION

BANBURY

Working Of Banbury Depot Reception Line / Banbury Depot Departure Line

Arrivals

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

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

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

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

Departures

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

Shunting Movements Behind Signal OL9111 Up Cherwell Valley

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

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

Dated: 01/02/2025

MD401 - HEYFORD TO BORDESLEY JUNCTION

Banbury Reservoir Sidings

General:

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

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

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

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

Maintenance of On Track Machines is authorised on Reservoir Siding 4

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

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

Aggregate Trains: - Reservoir Siding No 2 Arrivals

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

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

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

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

Aggregate Trains: - Reservoir Siding No 2 Departures

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

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

On Track Machines

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

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

Reservoir Sidings No 3 & 4:- Arrivals

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

MD726 AYLESBURY TO CLAYDON WEST JUNCTION

BETWEEN AYLESBURY VALE PARKWAY AND QUAINTON ROAD

General:

The HS2 materials by rail unloading point is located adjacent to the Up & Down Aylesbury Siding on the approach to Quainton Road (Buckinghamshire Railway Society).

The Up & Down Aylesbury Siding between Claydon Token Cabin and the Stop Block at Quainton Road is under the control of the HS2 PIC. No train movements will take place to or from the Up & Down Aylesbury Siding without the PIC's permission.

Person in Charge (PIC):

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

Method of Working:

The customary method of working between Aylesbury Vale Parkway Station and Quainton Road will be a one train operation, with the Driver retaining possession of the Token for the section of Up and Down Aylesbury Goods line between Aylesbury Vale Parkway and Claydon Token Cabin.

However, if an operational need arises for a second train/loco to serve the HS2 unloading point at Quainton Road, after the PIC has confirmed to the Marylebone North Signaller that there is sufficient room to accommodate the second train/loco, then the Token must be replaced in the machine at Claydon Token Cabin by the Driver of the train stabled at Quainton Road.

Arrivals:

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

However, if it is planned to arrive a second train/loco at the Quainton Road unloading point then the Token must be replaced in the Claydon Token Cabin machine after the train has drawn clear of the Claydon Token Cabin Stop Board complete with tail lamp. The replacement of the Token must be carried out by the Driver.

Departures:

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

Dated: 27/05/2024

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Drivers must inform signallers when train preparation duties are complete. No other movements must be permitted towards, within or from the Hereford sidings until train preparation duties are complete.

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

Dated: 23/04/2021

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

Worcester Shrub Hill - Hereford Sidings 5 to 7 Operating Instructions

Hereford Sidings 5, 6 & 7 (WMT)

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

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: 20/11/2021

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

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

HENWICK TURNBACK LINE

Due to limited clearance on the Turnback line, HST's conveying passengers are prohibited from using this running line

Dated: 04/05/2024

MD940 – WORCESTER SHRUB HILL TO SHELWICK JN

Malvern Wells SB to Ledbury

Rule Book, Module P2 - Working of Single and Bi-directional Lines by Pilot

Section 1.1 (c) item 2 of these instructions does not apply between Malvern Wells and Ledbury and vice versa.

Working of Single Line

1. A train failing in the section must not be divided, but an assisting locomotive must be obtained to remove the train complete.

2. When it is necessary to examine the line through both Colwall and Ledbury Tunnels the following procedure must be adopted:-

The section of line between the signalbox, where the train to be used to examine the line will enter the section, and the far end of the first tunnel must be examined on foot. The train may then be allowed to enter the section on receipt of information that the line is clear to that point, but the Driver must be instructed not to proceed beyond that point until authorised by the person examining the line, who must then ride with the Driver to the entrance of the second tunnel.

The train must wait at this point until examination on foot of the second tunnel has been made and the person concerned has arrived at the other signalbox. The Signaller there, on receipt of information that the line is clear to the signalbox, must advise the Driver by telephone and authorise them to proceed.

Colwall and Ledbury Tunnels - Alarm wire. An alarm bell wire connected to Malvern Wells signalbox (Colwall Tunnel) and Ledbury signalbox (Ledbury Tunnel) is fixed to the wall on the Up side of each tunnel 4ft 6ins above ground level.

The wire is provided for the purpose of immediately attracting the attention of the Signaller if staff observe anything which may affect the safety of the line, or if a train is stopped by failure, accident or other exceptional cause in either tunnel.

When it is necessary to attract the Signaller's attention, the wire must be broken and this will cause a bell in the signalbox to ring. The person who severs the wire must not leave the loose ends hanging down, but must coil each end into a large loop in such a manner that the metal core does not touch the ground or the wet tunnel wall, otherwise the bell will cease ringing. They must also, as soon as practicable, advise the Signaller the approximate position at which this action was taken.

This equipment does not relieve traincrew of carrying out normal protection arrangements.

Ledbury Tunnel. Owing to the restricted clearance, the following arrangements must apply:

Traincrews and passengers on slam door stock other than HSTs must have access to an inwards-opening door or end gangway door in case of emergency. Slam door stock without gangway connections, either throughout or within each set, is therefore prohibited for use on passenger trains requiring to pass through the tunnel.

The section of line between the signalbox, where the train to be used to examine the line will enter the section, and the far end of the first tunnel must be examined on foot. The train may then be allowed to enter the section on receipt of information that the line is clear to that point, but the Driver must be instructed not to proceed beyond that point until authorised by the person examining the line, who must then ride with the Driver to the entrance of the second tunnel.

The train must wait at this point until examination on foot of the second tunnel has been made and the person concerned has arrived at the other signalbox. The Signaller there, on receipt of information that the line is clear to the signalbox, must advise the Driver by telephone and authorise them to proceed.

Dated: 31/01/2026

MD950 – WORCESTER TUNNEL JN TO HENWICK

WORCESTER TUNNEL JN TO HENWICK SB (HK)

Starting of Trains – Rule Book, Module SS1, Section 3.1 does not apply when dispatching on the Up & Down Droitwich towards signal TJ20. The method of working requires trains to activate a treadle, located beyond the end of Worcester Foregate Street platform 2. This will inform the signaller at Tunnel Junction when a train is approaching TJ20.

Dated: 23/03/2024

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Table D1B – Route clearance of diesel multiple units

Last Updated: 27/09/2025

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD101	LEC1	London Euston – Camden Jn DC Lines	0	00	1	36	N	N	N	N	N	R1 R2	Y	N	N	N	N	Y	T	R1 Prohibited Euston platform 17 R2 Prohibited Euston platform 3 when laden
MD101	LEC1	Camden Jn DC Lines – Camden Jn (NLL)	1	36	1	51	N	N	N	N	N	Y	Y	N	N	N	N	Y	T	
MD101	LEC1	Camden Jn – West London Jn (Willesden)	1	51	5	23	E R1	N	N	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LLG	West London Jn (Willesden) – Sudbury Jn (Willesden Relief Lines)	0	12	2	03	E R1	N	E	N	N	Y	Y	R2	N	N	N	Y	Y	R1 Route prohibited to Class 165/1 R2 For access to Wembley Yard
MD101	LEC1	West London Jn (Willesden) – Harlesden Jn	5	23	6	01	E R1	N	E	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LEC1	Harlesden Jn – Watford South Jn	6	01	17	06	E R1	N	E	N	N	Y	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1
MD101	LEC1	Watford South Jn – Bletchley South Jn	17	06	46	41	E R1	N	E	N	N	R2	Y	N	N	N	N	Y	T	R1 Route prohibited to Class 165/1 R2 ECS only between Watford Junction and Bletchley Jn
MD101	LEC1	Bletchley South Jn – Bletchley (platforms 1-5) – Denbigh Hall South Jn	46	41	47	52	E R1 R2 R3	N	Y	N	N	E	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited Bletchley Up Slow platform 4 with deflated suspension R3 Prohibited Sign Equipment 47m 34ch Down Slow line
MD101	LEC1	Denbigh Hall South Jn – Hanslope North Jn	47	52	56	66	E R1 R3 R4	N	R4	E R2	N	E	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited between Denbigh Hall South Jn and Wolverton Works R3 Prohibited Ground Signal 49m 29ch Up Fast line R4 ECS only Milton Keynes North Jn to Hanslope North Jn
MD101	LEC1	Hanslope North Jn – Hillmorton Jn	56	66	81	28	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD101	LEC1	Hillmorton Jn – Rugby Trent Valley Jn	81	28	83	18	E R1 R2	N	E	Y	N	E R3	Y	N	N	Y	N	Y	T	R1 Route prohibited to Class 165/1 R2 Prohibited between Rugby and Rugby Trent Valley Jn R3 Route prohibited to Class 172/2 and 172/3

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD101	LEC2	Rugby Trent Valley Jn – Armitage Jn (NW1001 Sectional Appendix Boundary)	83	18	119	20	N	N	N	Y	N	R1 R2	Y	N	N	Y	E R3	Y	T	R1 Prohibited Rugby Trent Valley Jn to Nuneaton South Jn R2 Prohibited Nuneaton to Armitage Jn (NW1001 Sectional Appendix Boundary) R3 Prohibited Rugby Trent Valley Jn to Lichfield Chord Jn
MD105	HNR	Hanslope Jn (MD101) – Northampton South Jn	56	66	65	55	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD105	HNR	Northampton South Jn – Northampton North Jn	65	55	66	12	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD105	HNR	Northampton North Jn – Rugby South Jn	66	12	83	54	E R1	N	E	Y	N	E R2	Y	N	N	Y	N	Y	Y	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD120	CWJ	Camden Jn DC lines (Down DC line mileage) – Kilburn High Road (DC Lines)	1	36	3	01	N	N	N	N	N	E R1	N	N	N	N	N	N	N	R1 Prohibited to Class 172/2 and 172/3
MD120	CWJ	Kilburn High Road – Willesden Suburban Jn (DC Lines)	3	01	5	28	N	N	N	N	N	E R1	N	N	N	N	N	N	N	R1 Prohibited to Class 172/2 and 172/3
MD120	CWJ	Willesden Suburban Jn – Harrow and Wealdstone (Sand Drag) (DC Lines)	5	28	11	46	E R1 R2	N	E R2	N	N	R2 R3 R4	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Permitted Willesden Junction Low Level for access to Willesden TMD R3 Prohibited between Willesden Junction Low Level and Harrow and Wealdstone R4 Prohibited to Class 172/2 and 172/3 when laden
MD120	CWJ	Harrow and Wealdstone (Sand Drag) – Watford Jn (DC Lines)	11	46	17	58	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD130	WSA	Watford Junction – St Albans Abbey	0	00	6	45	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD136	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD136	WCL	Railnet Jn – Willesden Carriage Shed South	1	11	2	00	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD136	WCL	Willesden Carriage Shed South – Connection with Yard line	2	00	2	60	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD136	WEF1	Connection with Yard line – Wembley Central Jn	2	60	2	76	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD137	WCL	Harlesden Jn – Railnet Jn	1	00	1	11	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD137	UHL	Railnet Jn – Wembley Yard South Jn	1	11	1	62	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD137	WEF1	Wembley Yard South Jn – Wembley Central Jn	1	62	2	76	N	N	N	N	N	E	N	N	N	N	N	N	Y	
MD140	LEC1	Bletchley South Jn – Bletchley North Jn (Change of Mileage)	46	41	46	59	R2 R3	N	Y	N	N	E R1	N	N	N	Y	N	N	N	R1 Prohibited with footsteps fitted R2 Class 165/0 only R3 Prohibited Bletchley platform 6 with deflated suspension

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD140	BBM	Bletchley North Jn (Change of Mileage) – Limit of electrification (Bletchley TMD)	0	11	0	21	R2	N	Y	N	N	E R1	N	N	N	Y	N	N	N	R1 Prohibited with footsteps fitted R2 Class 165/0 only
MD140	BBM	Limit of electrification (Bletchley TMD) – Route Boundary (LN3140) (Bedford)	0	21	16	07	R2 R3	N	R3	N	N	E R1	N	N	N	Y	N	N	N	R1 Prohibited with footsteps fitted R2 Class 165/0 only R3 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	Y	N	N	Y	N	E	N	N	N	N	N	N	E	
MD150	KGW	Route Boundary (EA1310) (Kensal Green Jn) – Willesden Suburban Jn	5	25	5	36	E R1	N	E	N	N	R2	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited to Class 172/2 and 172/3 when laden
MD155	KGC	Route Boundary (EA1310) (Kensal Green Jn) – Harlesden Jn	0	21	1	00	N	N	N	N	N	E R1	N	E	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD160	WMB	Route Boundary (EA1310) (Willesden High Level Jn) – Mitre Bridge Jn	0	09	0	00	N	N	N	E	E	Y	N	N	N	N	N	N	N	
MD166	WLL	Route Boundary (SO250) (North Pole Jn) – Mitre Bridge Jn	5	65	5	67	N	N	N	N	Y	Y	N	Y	N	N	N	Y	Y	
MD166	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	N	N	Y	Y	N	Y	N	N	N	Y	Y	
MD166	LLG	West London Jn (Willesden) – Wembley Central Jn (Willesden Relief lines)	0	12	2	59	E R1	N	E	N	N	Y	Y	R2	N	N	N	Y	Y	R1 Route prohibited to Class 165/1 R2 For access to Wembley Yard
MD167	WLL	Mitre Bridge Jn – West London Jn (Willesden)	5	67	6	19	N	N	N	N	Y	Y	N	Y	N	N	N	Y	Y	
MD167	WAW	West London Jn (Willesden) – Route Boundary (EA1360) (Acton Wells)	6	19	6	76	N	N	N	N	Y	N	N	Y	N	N	N	Y	Y	
MD170	ACW	Route Boundary (EA1360) (Acton Canal Wharf Jn) – Willesden Jn	0	11	0	00	E R1 R2	N	E	Y	N	E R3	Y	Y	N	N	N	Y	Y	R3 Route prohibited to Class 165/1 R4 Prohibited with footsteps fitted. R5 Route prohibited to Class 172/2 and 172/3
MD175	BPH	Bridge Street LC – Site of Former Bridge Street Jn	4	56	4	29	N	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	BDN	Site of Former Bridge Street Jn – Site of Former Duston North Jn	0	00	0	18	N	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD175	NMH	Site of Former Duston North Jn – Northampton South Jn	0	29	0	65	N	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2014/LNW443v2
MD180	RTS	Rugby Trent Valley Jn – New Bilton	0	00	0	79	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD232	WNS	Route Boundary (LN3232) (Hinckley) – Nuneaton South Jn	2	62	0	05	N	N	N	Y	N	N	N	N	N	N	N	Y	Y	
MD232	WNS	Limit of Electrification (Down direction) – Nuneaton South Jn	0	39	0	05	N	N	N	Y	N	N	N	N	N	N	N	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD701	NAJ3	Site of Former Ashendon Jn (Change of Mileage) – Aynho Jn	0	00	18	35	Y	N	Y	N	N	R1	Y	Y	N	Y	N	Y	Y	R1 Route prohibited to Class 172/2 and 172/3
MD705	ANL	Route Boundary (GW110) (Greenford West Jn) – Northolt Jn (South Ruislip)	8	60	10	15	Y	N	Y	N	N	Y	Y	Y	N	N	N	Y	Y	
MD710	MCJ1	Neasden South Jn – Network Rail Boundary (LUL) (Harrow-on-the-Hill South Jn)	200	66	197	05	R1 R2	N	Y	N	N	R3 R4	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited unless fitted with tripcocks R3 Prohibited from being the leading unit between on the LUL section Harrow on the Hill and Amersham (9m 13ch to 25m 21ch) due to the non-fitment of tripcocks R4 Route prohibited to Class 172/2 and 172/3
MD712	MCJ2	Network Rail Boundary (LUL) (Amersham, Mantles Wood) – Aylesbury Jn	25	21	38	08	R1 R2	N	Y	N	N	R3 R4	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Prohibited on LUL section unless fitted with tripcocks R3 Prohibited from being the leading unit on the LUL section between Harrow on the Hill and Amersham (9m 13ch to 25m 21ch) due to the non-fitment of tripcocks R4 Route prohibited to Class 172/2 and 172/3
MD712	MCJ2	Aylesbury Jn – Aylesbury	38	08	38	13	R1	N	Y	N	N	R2	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD715	NJN	Neasden South Jn – Route Boundary (EA1360) (Neasden Jn)	6	30	6	51	E R1	N	E	N	N	E	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1
MD720	NAJ2	Princes Risborough – Change of Mileage (Princes Risborough Jn)	24	40	24	48	R1	N	Y	N	N	Y	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1
MD720	PRA	Change of Mileage (Princes Risborough Jn) – Aylesbury Jn	42	31	49	35	R1	N	Y	N	N	Y	N	N	N	E	N	N	N	R1 Route prohibited to Class 165/1
MD725	MCJ2	Aylesbury – Aylesbury Vale Parkway	38	13	40	38	R1	N	Y	N	N	R2	N	N	N	N	N	N	N	R1 Route prohibited to Class 165/1 R2 Route prohibited to Class 172/2 and 172/3
MD725	MCJ2	Aylesbury Vale Parkway – Change of Mileage (Quainton Road)	40	38	44	28	Y	N	E	N	N	E R1	N	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD725	MCJ3	Change of Mileage (Quainton Road) – Calvert Jn (Change of Mileage)	161	50	156	72	Y	N	E	N	N	E R1	N	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD725	MCJ4	Calvert Jn (Change of Mileage) – Claydon L&NE Jn	0	00	0	41	Y	N	E	N	N	E R1	N	N	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
MD736	OXD	Route Boundary (GW277) –Gavray Jn	29	25	19	00	Y	N	Y	N	N	Y	N	N	N	Y	N	N	N	
MD736	OXD	Gavray Jn – Flyover Jn (Change of ELR)	19	00	0	62	R1	N	Y	N	N	R1	N	N	N	Y	N	N	N	R1 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	R1 R2	N	Y	N	N	N	N	N	N	Y	N	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	165	166 RHM	168	170	171	172	175	180	195	196	197	220	221	Notes
MD736	DHF	Flyover Junction Summit – Limit of Electrification	0	68	1	37	R1 R2	N	Y	N	N	N	N	N	N	Y	N	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	R1 R2	N	Y	N	N	N	N	N	N	Y	N	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	R1 R2	N	Y	N	N	N	N	N	N	Y	N	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	R1	N	Y	N	N	N	N	N	N	Y	N	N	N	R1 Class 165/0 only
MD745	BSG	Bicester South Junction – Gavray Junction	0	00	0	52	Y	N	Y	N	N	Y	N	N	N	Y	N	N	N	
MD801	WSJ1	Wolverhampton North Jn – Oxley, Stafford Road Jn (Change of Mileage)	143	52	142	79	N	N	Y	Y	N	N	Y	N	EH	Y	Y	Y	Y	
MD801	WSJ2	Oxley, Stafford Road Jn (Change of Mileage) – Limit of Electrification	143	02	143	65	N	N	Y	Y	N	N	Y	N	EH R1	Y	Y	Y	Y	R1 Prohibited between Oxley TRSMD and Limit of Electrification
MD801	WSJ2	Limit of Electrification – Madeley Jn	143	65	156	19	N	N	Y	Y	N	N	Y	N	N	Y	Y	N	R1	R1 3mph Shifnal Down platform with deflated suspension
MD801	WSJ2	Madeley Jn – Route Boundary (GW731) (Abbey Foregate)	156	19	170	46	N	N	Y	Y	N	N	Y	N	N	Y	Y	N	R1 R2	R1 3mph Oakengates Up platform with deflated suspension R2 3mph Wellington Down Loop platform with deflated suspension
MD805	OXC	Bushbury (Oxley) Jn – Stafford Road Jn	1	02	0	00	N	N	N	Y	N	N	Y	N	EH	Y	Y	Y	Y	
MD810	MJI1	Madeley Junction – Site of Former Lightmoor Jn	156	19	160	29	N	N	N	N	N	N	N	N	N	N	N	N	N	
MD810	MJI2	Site of Former Lightmoor Jn – Ironbridge Power Station (NR Boundary)	156	19	160	29	N	N	N	N	N	N	N	N	N	N	N	N	N	

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

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