

Module LNW(N)F

LNW North Route

Sectional Appendix General Instructions and Miscellaneous Items

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List of Module Pages and Dates

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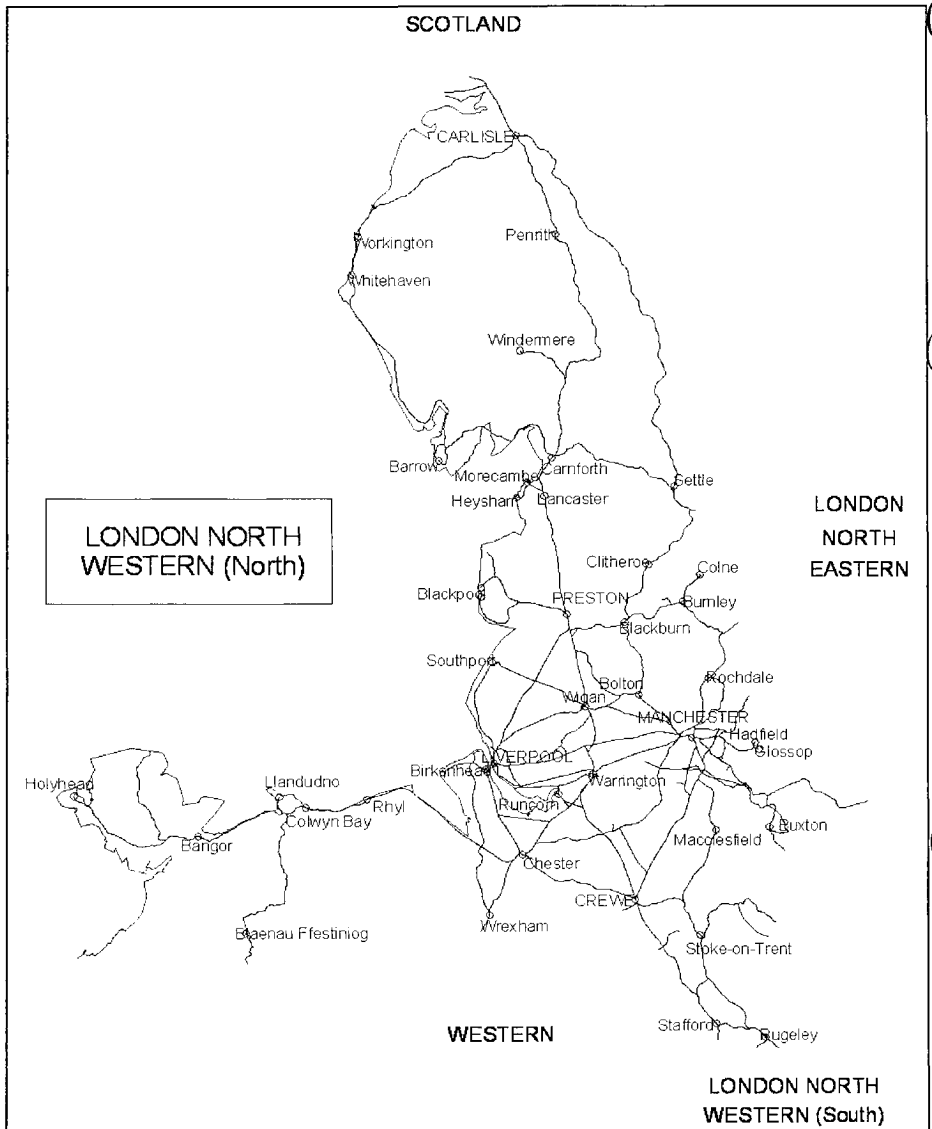
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General Instructions

Rule Book Module G1 - General safety responsibilities

Section 4, Clause 4.2 - Using mobile communications equipment

The use of mobile communications equipment is prohibited in equipment rooms, or within 3 metres of trackside location cupboards or exposed circuit boards, at the locations shown below:

At or Between

1. Merseyrail and Edge Hill signal box areas

Mann Island Jn. and West Kirby (via Loop)

Canning Street Jn. and Rock Ferry

Bidston East Jn. and New Brighton

Dee Marsh Jn. and Bidston Dee Jn.

St. James No. 1 Tunnel and Southport

Paradise Jn. and James Street

Sandhills Jn. and Ormskirk

Walton Jn. and Kirkby

Picko No. 1 Tunnel and Regent Road L.C.

Edge Hill Signal box Relay Room

2. Manchester Piccadilly signal box area

Wilmslow and Slade Lane Jn. (via Styal)

Heald Green South Jn. and Heald Green West Jn.

Manchester Airport and Heald Green North Jn.

3. Manchester South signal box area

Down and up Stoke lines between 6m 20ch and Cheadle Hulme Jn.

All lines between 158m 51ch (north of Crewe North) and 188m 70ch (north of Adswold Road Jn.)

Down and Up Manchester Independent lines between 158m 32ch and Sandbach South Jn.

Middlewich Branch line between Sandbach North Jn. and Middlewich Loop West Jn.

Down and Up Styal lines between Wilmslow South Jn. and 1m 20ch (south of Styal station)

4. Deansgate Junction signal box area

33 m.p. (between Northenden Jn. and Skelton Jn.) and Ashley.

Skelton Jn. and 29m 40ch (on Partington line).

Timperley (Metrolink) and Altrincham.

5. Stoke-on-Trent signal box area

All lines between 33m 60ch (south of Highfields LC) and 8m 40ch (south of Congleton station)

Down and up main lines Norton Bridge and Stone Jn. All lines between Stafford No.5 signal box and Basford Hall (Limits of Stoke-on-Trent signalling centre area at 154m 40ch)

Down and up Derby lines between 1m 20ch and Stoke Jn.

Down and up branch lines between Kidsgrove Jn. and 0m 50ch (Crewe side of Kidsgrove OHNS)

(Note that GSM-R IVRS hand portables are exempt from this restriction.)

6. Manchester North signal box area

Windsor Bridge South Jn. and Manchester Victoria East Jn.

Ordsall Lane Jn. and Deal Street Jn.

Manchester Victoria East Jn. and Vitriol Works

Thorpes Bridge Jn. and Oldham

Miles Platting Jn. and Baguley Fold Jn.

Philips Park West Jn. and Brewery Jn.

Philips Park West Jn. and Ashburys West Jn.

Baguley Fold Jn. and Philips Park South Jn.

7. Ditton signal box area

Carterhouse Jn. and Ditton East Jn.

Runcorn Station and Ditton East Jn.

Ditton East Jn. to Speke Jn.

LNW North Route GI - Dated: 07/10/06

Rule Book Module G2 - Personal safety when walking on or near the line, or when on the lineside

Section 8, Clause 8.2 - Lines electrified by the DC conductor system

Additional instructions concerning personal safety on lines electrified by the DC conductor rail system within Network Rail North West Region will be found as follows:

- the local operating publication titled 'Working Instructions for DC Electrified Lines in the Liverpool Area', or,
- the General Instruction shown in this publication titled 'Instructions to traincrews working other than DC electric trains and other staff who are required to work over, or in the vicinity of, DC electrified lines in the Liverpool area'.

Staff working on the DC electrified lines in the Liverpool area should refer to the '*Working Instructions for DC Electrified Lines in the Liverpool Area.*' The general instruction contained in this sectional appendix is intended primarily as a 'working over' document for traincrew and others who come into contact with the DC network at boundary locations such as Hunts Cross, Chester and Bidston and who do not work primarily on DC electrified lines.

LNW North Route GI - Dated: 07/10/06

Rule Book Module M4 - Floods and snow

Electric Point Heaters

At certain locations point heaters are switched on automatically at pre-determined 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 or wet fog, 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 as soon as 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 the signaller observes or is advised that snow is beginning to fall, the signaller must immediately operate the heater switch to the 'ON' position for the area(s) concerned.

The signaller must operate the heater switch(es) to the 'OFF' position where there is no further risk of the points being frozen or blocked by snow.

LNW North Route GI - Dated: 07/10/06

Rule Book Module M4 - Floods and snow

Section 4 - Independent snow ploughs

Propelling of snow ploughs is authorised over all lines shown in this Sectional Appendix subject to compliance with the rules for propelled movements shown in Rule Book Modules TW1, Section 13 and M4, Section 4, Clause 4.2.

LNW North Route GI - Dated: 07/10/06

Rule Book Module OTM - Working of on-track machines (OTM) outside a possession

Section 4, Clause 4.3 - OTM which cannot be relied upon to operate track circuits b) Passing over an automatic half-barrier crossing (AHBC) not fitted with treadles

All AHB level crossings on Network Rail North West Region are provided with treadles and therefore *Rule Book Module OTM, Section 4, Clause 4.3.b)* does not apply.

LNW North Route GI - Dated: 07/10/06

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

Section 1, Clause 1.2 – Exceptions, b) Track circuits or signalling equipment failure

Where working by Pilotman need not be introduced following Signalling Equipment Failure

Working by pilotman 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 T5.

Locations where this instruction is authorised

Liverpool Area

- Between Hunts Cross West Junction and Hunts Cross station (Up & Down DC Electric line).
- Between Fazakerley and Kirkby.

LNW North Route GI - Dated: 07/10/06

Rule Book Module S1 - Signals and indicators controlling train movements

Coasting Boards

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

Birkenhead Park to West Kirby

Green Lane to Chester

Bidston East Junction to New Brighton

Sandhills to Ormskirk

Hunts Cross to Southport (excl. tunnels)

Walton Junction to Kirkby

LNW North Route GI - Dated: 07/10/06

Rule Book Module S1 - Signals and indicators controlling train movements

Countdown Marker Boards

These signs are provided on the approach to signals at certain locations on Network Rail North West Region. They consist of a series of three boards as shown below:



Outer board situated 300 metres (328 yards) from the signal



Intermediate board situated 200 metres (219 yards) from the signal



Inner board situated 100 metres (109 yards) from the signal

The boards are rectangular with a white background and red stripe(s) on a 45 degree angle. The purpose of the countdown markers is to inform drivers of the distance to the signal with which they are associated.

The locations of new countdown markers will be published in Section C of the Weekly Operating Notice prior to erection.

LNW North Route GI - Dated: 07/10/06

Rule Book Module S1 - Signals and indicators controlling train movements

Signal Reminder Boards

The following sign consists of a black exclamation mark on a white background within a red triangle and may be provided on the approach to signals at certain locations on Network Rail North West Region. The supplementary information sign consists of black letters on a white background. The purpose of the sign is to remind drivers of the presence of a signal ahead in an effort to reduce the incidence of signals passed at danger.



The locations of new signal reminder boards will be published in Section C of the Weekly Operating Notice prior to erection.

LNW North Route GI - Dated: 07/10/06

Rule Book Module S1 - Signals and indicators controlling train movements

Section 3, Clause 3.4 - Semaphore subsidiary signals

At certain locations a subsidiary warning signal distinguished by a letter "W" is provided.

When cleared, a warning signal authorises the driver to proceed as far as the next stop signal. The clearing of a warning signal placed below the section signal must be taken as an indication that the section is clear only to the home signal of the signal box in advance and drivers must regulate their train speed accordingly.

LNW North Route GI - Dated: 07/10/06

Rule Book Module S4 - Trains or shunting movements detained, or vehicles left, on running lines

Section 2, Clause 2.1 - Contacting the signaller

Zero (0) Minute Plates

During times of service disruption signals may be temporarily fitted with a telephone identification plate exhibiting the number zero (0) inset on the black and white diagonal striped sign as shown in *Rule Book Module S4, Section 2, Clause 2.1.b*). Drivers must contact the signaller immediately if detained at a signal fitted with a 'zero plate'.

LNW North Route GI - Dated: 07/10/06

Rule Book Module SP - Speeds : Part A Permissible speeds and enhanced permissible speeds

Section 2, Clause 2.4 - Differential permissible speed indicators

Where differential permissible speeds apply over the same section of line, drivers of Network Rail MPV units in the number range DR98901 to DR98999 are authorised to observe the **higher permissible speed** (bottom figure) as defined in *Rule Book Module SP, Part A, Section 2, Clause 2.4*.

This authority applies to all lines electrified by the DC 3rd rail system in the Liverpool area **except** those between Birkenhead North and Rock Ferry stations inclusive via the Loop line and Brunswick and Sandhills stations inclusive via the Link line.

LNW North Route GI - Dated: 07/10/06

Rule Book Module SS2 - Shunting

Section 2, Clause 2.2 - Loose shunting

Except where specially authorised in local instructions, loose shunting of freight vehicles is prohibited on all lines and locations shown in this Sectional Appendix.

LNW North Route GI - Dated: 07/10/06

Rule Book Module SS2 - Shunting

Section 4, Clause 4.7 - Operating ground frames

1. Unlocking the ground frame from the signal box

The ground frame operator must telephone the signaller and come to a clear understanding regarding the movements to be made before requesting that the ground frame be unlocked. The signaller must inform the ground frame operator when the frame has been unlocked. Where a plunger working in connection with a release lever at the ground frame is provided, it must be pressed and held in until the lever is out of the catch.

2. Relocking the ground frame once movements are complete

The ground frame operator must inform the signaller that the ground frame can be relocked once:

- all movements have been completed, and the train is clear of the points ready to depart or has been shunted into the siding(s) clear of the running line(s), and,
- all ground frame levers have been replaced in the normal position.

The signaller must inform the ground frame operator when the ground frame has been relocked. Until this advice is received, the ground frame operator must not rejoin the train or allow it to proceed.

3. Ground frame bell codes

At ground frames where separate telephone ringing facilities are not provided, the 'Attend Telephone' bell code 3-3-3 must be used by the person requiring to speak to the signaller or vice versa.

At ground frames, where bell communication is also provided with the signal box, the following codes must be used if there is a failure of the telephone. (The call attention signal, 1 beat, must be sent and acknowledged before the required code is sent.)

To signal box

- Unlock ground frame2
- Train shunted clear of running line(s) - Lock ground frame3
- Train on running line ready to depart - Lock ground frame.....5

(These codes must be acknowledged by repetition when the ground frame has been unlocked/locked).

- Running line(s) fouled.....6

From signal box

- Clear running lines for train to pass7

(To be acknowledged by repetition and the bell code 3 sent when the line(s) have been cleared).

4. Mishaps or incidents during shunting

If the ground frame operator observes any irregularity on the running lines or should a running line be fouled, the signaller must be advised immediately. Where bell communication is provided, in order to obtain the signallers' attention without delay, six or more beats on the bell must be given in rapid succession. The ground frame operator must also carry out whatever emergency protection is required in accordance with the Rule Book.

5. If unable to relock the ground frame

Should the signaller be unable to relock the ground frame and special emergency instructions not be in force, a following train must not be allowed to proceed until an assurance has been received that the points have been firmly secured in the normal position or the failure has been rectified.

6. Ground frame unlocked by Annett's key taken from the signal box

The key must be inserted in the lock provided on the ground frame lever to release it. The key will be locked in the lever until it is restored to the normal position. The Annett's key must be returned to the signal box when the work has been completed.

LNW North Route GI - Dated: 07/10/06

Rule Book Module T1B - Working of trains during failure, maintenance and renewal of signalling equipment

Section 11 - When a train or vehicle fails to operate track circuits

These instructions apply when a train that has failed to operate track circuits during the leaf fall season is being taken from either:

- the location of the failure to operate track circuits to a suitable location at which the train is to be examined, or,
- from the location of the initial examination to a further location where the train is to be re-examined or taken out of service.

1. Safe movement of the train.

1.1

For the purpose of these instructions the train must be treated as an OTM, which cannot be relied upon to operate track circuits, and any other signallers involved in the movement of the train must be advised. The train must be signalled as shown in Rule Book Module TS1, Section 12, Clauses 12.1.2, 12.1.4 and 12.1.8.

1.2

The driver must be instructed to continue at normal speed but to approach any barrow or foot crossing with white light indications at caution not pass over them unless it is safe to do so.

1.3

In accordance with Rule Book Module TW8, Section 5, Clause 5.4 signallers/crossing keepers working level crossings with full barriers at signal boxes, including by remote control (RC) or by closed-circuit television (CCTV), which are fitted with an auto-raise switch must place this in the manual position before the 'crossing clear' button is pressed for the train.

2. Examining the train.

When the special examination is undertaken, the following procedure must be used:

2.1 Special examination where it is possible to examine all wheels on the train.

All wheels on the train must be examined.

If a wheel exhibits a continuous black band of contamination, half an inch wide or more in the centre of its tread, it is to be considered as contaminated.

If one or both wheels of an axle are contaminated the axle is to be considered as contaminated.

If more than 50% of the axles examined in the train are contaminated the train must be taken out of service at a suitable location immediately or as soon as possible.

2.2 Special examination where it is only practicable to examine all wheels on one side of the train.

All wheels on one side of the train must be examined.

If a wheel exhibits a continuous black band of contamination, half an inch wide or more in the centre of its tread, it is to be considered as contaminated.

If more than 50% of the wheels examined in one side of the train are contaminated the train must be taken out of service at a suitable location as soon as possible.

If 50% or less of the wheels examined in one side of the train are contaminated, the train may proceed to the next suitable location at which the wheels on the other side of the train may be examined. If during this further examination more than 50% of the wheels on the other side of the train are found to be contaminated, the train must be taken out of service at a suitable location immediately or as soon as possible.

When it is necessary for the train to proceed to a point at which it is to be taken out of service or further examined then it must be dealt with in accordance with clauses 1.1, 1.2 and 1.3 of this instruction.

LNW North Route GI - Dated: 07/10/06

Rule Book Module T2 - Protecting engineering work or a hand trolley on a line not under possession

Section 8 - Protection procedure T2-A (using a track circuit operating device - T-COD)

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

1. T-COD must **NOT** be used where:
 - permissive working applies, (as indicated by the 'remarks' PP, PP-A, PP-E and PF in Table A of this publication),
 - axle counters are in use,
 - check rails are present,
 - guard rails are present,
 - leafguards are present,
 - track circuits in sidings are present,
 - the Signaller considers that there is a risk of becoming route locked.
2. In some cases the table shows the location at which use of T-COD is authorised as commencing at a signal that cannot be replaced to danger. It must be understood that the signal limits shown in the table refer solely to the application of the T-COD and not to signals from which protection under Rule Book protection procedure T2-A can be obtained. A suitable signal in rear must be used for protection purposes.
3. Signallers should note that certain track circuits are equipped with time releases. When agreeing the time at which the T-COD must be removed from the line, sufficient time must be allowed for any release to operate.
4. Where a Train Operated Warning System (TOWS) is fitted it must be disabled before T-COD can be used. (Note that the location of TOWS sites are shown in Table A of this publication using the abbreviation 'FWS' – fixed warning system.)

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<p style="text-align: center;"><u>Module LNW(N)1</u></p> <p>NW1001 Armitage Jn. (incl.) to Preston (Fylde Jn.)</p> <p><u>Down lines</u></p> <ul style="list-style-type: none"> • down fast in advance of CH.135 Lichfield Trent Valley Jn (excl) to in rear of CH.69 Armitage Jn (excl) • down fast in advance of CH.126 Armitage Jn (excl) to in rear of CH.58 Rugeley Trent Valley Station (incl) • down slow in advance of CH.127 Armitage Jn (excl) to in rear of CH.65 Rugeley South Jn (excl) • down fast in advance of CH.105 Rugeley North Jn (excl) to in rear of CH.18 Colwich Jn (excl) • down slow in advance of CH.106 Rugeley North Jn (excl) to in rear of CH.23 Shugborough Tunnel (excl) • down main in advance of CH.17 Colwich Jn (incl) to in rear of SD4.104 Milford Jn (excl) • down slow in advance of SD4.227 Milford Jn (excl) to in rear of SD4.87 Trent Valley Jn No.1 (excl) • down fast in advance of Whitehouse Jn (131m 20ch) to in rear of SD4.83 Stafford No.4 (excl) • down fast in advance of Stafford No.5 (134m 40ch) to in rear of SD5.254 (excl) • down slow in advance of Stafford No.5 (134m 40ch) to in rear of SD5.253 (excl) 	

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<ul style="list-style-type: none"> between Basford Hall and Crewe South Jn. CE.101, 103 signals to CE.105, 107 signals Crewe Coal Yard CY.48, 52 signals to Birdswood WN.249 signal 200 metres in advance of Norton L.C. to Warrington South Jn. WN.217 signal between Dallam Jn. and Winwick Jn. WN.168, 169 signals to WN.159, 161 signals between Winwick Jn. and Golborne Jn. WN.153 signal to WN.149 signal between Golborne Jn. and Bamfurlong Jn. WN.144, 145 signals to WN.119, 121 signals between Wigan North Jn. and Euxton Jn. WN.8 signal to PN.16, 17 signals between Euxton Jn. and Farington Jn. PN.37, 38 signals to PN.46, 47 signals between Farington Curve Jn. and Preston Ribble Jn. PN.53, 54 signals to PN.75, 76 signals 	<ul style="list-style-type: none"> must not be used on goods lines between Bamfurlong Jn. and Wigan Station Jn. must not be used on goods lines between Skew Bridge Jn. and Fylde Jn.
<p>Up lines</p> <ul style="list-style-type: none"> between Preston Ribble Jn. and Farington Jn. PN.72, 73 signals to PN.51, 52 signals between Farington Jn. and Euxton Jn. PN.44, 45 signals to PN.35, 36 signals between Euxton Jn. and Wigan North Jn. PN.14, 15 signals to WN.11 signal between Springs Branch Jn. and Bamfurlong Jn. WN.74, 75 signals to WN.79, 84 signals between Bamfurlong Jn. and Golborne Jn. WN.122, 123 signals to WN.146, 147 signals between Golborne Jn. and Winwick Jn. WN.151 signal to WN.155 signal between Winwick Jn. and Dallam Jn. WN.162, 163 signals to WN.178, 179 signals between Acton Grange Jn. and Norton L.C. WN.242 signal to WN.246 signal 200 metres in advance of Norton L.C. to Crewe North Jn. CE.144, 146 signals between Crewe South Jn. and Basford Hall CE.102, 104 signals to BH.56, 58 signals up fast in advance of SD5.201 to in rear of SD5.139 Stafford No.5 (excl) up slow in advance of SD5.202 to in rear of SD5.135 Stafford No. 5 (excl) up fast/up main in advance of SD4.214 Stafford No.4 (excl) to in rear of CH.8 Colwich Jn (excl) up slow in advance of Trent Valley Jn No.1 (132m 60ch) to in rear of SD4.102 Whitehouse Jn (excl) up fast in advance of CH.9 Colwich Jn to in rear of CH.52 Rugeley North Jn (excl) up slow in advance of CH.118 Colwich Jn (excl) to in rear of CH.53 Rugeley North Jn (excl) up slow in advance of CH.125 Rugeley South Jn (excl) to in rear of CH.68 Armitage Jn (excl) 	<ul style="list-style-type: none"> must not be used on goods lines between Fylde Jn and Skew Bridge Jn. must not be used on goods lines between Wigan Station Jn. and Bamfurlong Jn.

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<ul style="list-style-type: none"> up fast in advance of CH.61 Rugeley South Jn (incl) to in rear of LD.3 Lichfield Trent Valley (excl) 	
NW1005 Kidsgrove Jn. to Crewe South Jn. <u>Down direction</u> <ul style="list-style-type: none"> in rear of Coopers LC (1m 20ch) to Alsager CE.183 signal 	<ul style="list-style-type: none"> must not be used on up & down goods loop at Alsager
NW1009 Basford Hall Jn. to Sandbach South Jn. (Independent lines) <u>Down Manchester Independent</u> <ul style="list-style-type: none"> Salop Goods Jn. SG.26 points to Sandbach South Jn. <u>Up Manchester Independent</u> <ul style="list-style-type: none"> Sandbach South Jn. to Salop Goods Jn. SG.62 signal 	
NW1017 Salop Goods Jn. to Crewe Coal Yard (Liverpool Independent lines) <u>Down Liverpool Independent</u> <ul style="list-style-type: none"> Salop Goods Jn. SG.26 points to section signal SG.13 	
NW1021 Winwick Jn. to Golborne Jn. (via Earlestown) <u>Down direction (incl. Up Chat Moss)</u> <ul style="list-style-type: none"> between Winwick Jn. and Earlestown South Jn. WN.547 signal to WN.548 signal between Earlestown East Jn. and Newton-le-Willows Jn. WN.537 signal to WN.533 signal <u>Up direction (incl. Down Chat Moss)</u> <ul style="list-style-type: none"> between Earlestown South Jn. and Winwick Jn. WN.544 signal to WN.154 signal 	
<p style="text-align: center;"><u>Module LNW(N)2</u></p> NW2001 Weaver Jn. to Liverpool Lime Street <u>Down main/fast/slow lines</u> <ul style="list-style-type: none"> Weaver Jn. to Runcorn RN.10 signal Runcorn RN.12 signal to Speke Jn. SE.80 signal (down fast) Ditton DN.307 signal to DN.309 signal (down slow) Allerton Jn. AN.24 signal to Allerton AN.23 signal (down slow) Allerton Jn. AN.54 signal to Allerton AN.53 signal (down fast) Allerton Jn. AN.101, 103 signals to Edge Hill LE.9, 11 signals <u>Up main/fast/slow lines</u> <ul style="list-style-type: none"> between Edge Hill and Allerton Jn. AN.114, 116 signals to AN.31, 7 signals Allerton Jn. AN.8 signal to Speke Jn. SE.9 signal (up slow) Ditton DN.314, 118 signals to DN.306, 108 signals Ditton, DN.106 signal to Runcorn RN.28 signal Runcorn RN.27 signal to Weaver Jn. 	<ul style="list-style-type: none"> must not be used on reception lines at Halewood must not be used on reception lines at Halewood

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<p>NW2015 Ordsall Lane Jn. to Edge Hill</p> <p><u>Down line</u></p> <ul style="list-style-type: none"> • between Ordsall Lane Jn. and Parkside Jn. MP.543 signal to WN.512 signal • between Earlestown and Rainhill. WN.563 signal to RL.3 signal • Roby station LE.289 signal to Edge Hill LE.45 signal <p><u>Up line</u></p> <ul style="list-style-type: none"> • Edge Hill LE.36 signal to Roby station HN.35 signal • Rainhill RL.24 signal to Earlestown West Jn. WN.539 signal • between Earlestown East Jn. and Newton-le-Willows Jn. WN.537 signal to WN.533 signal • between Parkside Jn. and Ordsall Lane Jn. WN.511 signal to MP.542 signal 	<ul style="list-style-type: none"> • must not be used on "up & down" goods loop at Earlestown • must not be used on "up & down" goods loop at Earlestown
<p>NW2023 Springs Branch Jn. to Huyton Jn. (St. Helens lines)</p> <p><u>Down line</u></p> <ul style="list-style-type: none"> • between Ince Moss Jn. and St. Helens Jn. WN.95 signal to SH.23 signal • St. Helens SH.112 signal to SH.108 signal <p><u>Up line</u></p> <ul style="list-style-type: none"> • St. Helens SH.101 signal to SH.2 signal • St. Helens SH.4 signal to Ince Moss Jn. WN.96 signal 	<ul style="list-style-type: none"> • must not be used on St. Helens down goods loop
<p><u>Module LNW(N)3</u></p> <p>NW3001 Crewe North Jn. to Holyhead</p> <p><u>Down main/fast/slow/single lines</u></p> <ul style="list-style-type: none"> • Crewe North Jn. CE.161 signal to Crewe Steel Works SW.2 signal • Beeston Castle & Tarporley BC.4 signal to Chester East Jn. CR.29 signal • Chester Roodee Jn. CR.113, 115 signals to Saltney Jn. CR.117 signal • Rockcliffe Hall home signal RH.1 to section signal RH.3 • Rhyl RL 19 points to RL.14 signal • Llysfaen LJ.49 signal to Llandudno Jn. LJ.57 signal • Bangor BR.9 signal to BR.11 signal • Holyhead HD.115 signal to HD.114 signal <p><u>Single/up main/fast/slow lines</u></p> <ul style="list-style-type: none"> • Bangor BR.58 signal to BR.56 signal • Conwy LJ.72 signal to Llandudno Jn. LJ.70 signal • between Llandudno Jn. and Llysfaen. LJ.58 signal to LJ.50 signal • Rockcliffe Hall home signal RH.8 to section signal RH.6 • Chester CR.134 signal to Chester South Jn. CR.122, 124 signals • Chester East Jn. CR.28 signal to Beeston Castle & Tarporley BC.25 signal • Crewe Steel Works SW.19 signal to Crewe North Jn. CE.142 signal 	

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
NW3003 Chester East Jn. to Acton Grange Jn. <u>Down line</u> <ul style="list-style-type: none"> • Chester East Jn. CR.51 signal to Mickle Trafford MT.23 signal • Norton NN.9 signal to Acton Grange Jn. <u>Up line</u> <ul style="list-style-type: none"> • Acton Grange Jn. to Norton NN.3 signal • CR.38 signal to Chester East Jn. CR.32 signal 	
NW3005 Gobowen (excl.) to Saltney Jn. <u>Down main</u> <ul style="list-style-type: none"> • Croes Newydd North Fork CN 54 points to CN.6 signal <u>Up main</u> <ul style="list-style-type: none"> • Croes Newydd North Fork CN 7 points to CN.61 signal <u>Croes Newydd Up & Down Loop</u> <ul style="list-style-type: none"> • Whole line 	
NW3007 Wrexham Central to Bidston West Jn. <u>Single/down main</u> <ul style="list-style-type: none"> • Wrexham General Station, platform 4 (north end) to CN.51 signal • Dee Marsh DM.23 signal to DM.21 signal <u>Up main/single</u> <ul style="list-style-type: none"> • Dee Marsh DM.1 signal to DM.3 signal • Croes Newydd North Fork CN.75 signal to Wrexham General Station platform 4 (north end) 	<ul style="list-style-type: none"> • sequential track circuits must be reset after removal of T-COD • sequential track circuits must be reset after removal of T-COD
NW3011 Chester West Jn. to Hooton South Jn. <u>Down line</u> <ul style="list-style-type: none"> • Bache station to Hooton South Jn. HN.214 signal <u>Up line</u> <ul style="list-style-type: none"> • Hooton South Jn. 7¼ m.p. to Chester West Jn. CR.412 signal 	
NW3023 Edgeley Jn. No.2 to Mickle Trafford <u>Down main</u> <ul style="list-style-type: none"> • Northenden Jn. NJ.2 signal to Skelton Jn. DJ.3 signal • 7½ m.p. (between Navigation Road L.C. and Altrincham) to Hale DJ.27 signal • Hale 8¼ m.p. to Mobberley MY.1 signal • Plumley West PY.24 signal to Northwich East Jn. GK.31 signal • Northwich West Jn. GK.37 signal to Mickle Trafford MT.1 signal <u>Up main</u> <ul style="list-style-type: none"> • Mouldsworth MH.5 signal to Hartford West Jn. GK.6 signal • Hartford East Jn. GK.16 signal to Plumley West home signal PY.2 • Mobberley MY.4 signal to Hale L.C. DJ.38 signal • Hale 8¼ m.p. to Altrincham DJ.32 signal • Skelton Jn. DJ.18 signal to Northenden Jn. NJ.18 signal 	<ul style="list-style-type: none"> • must not be used on down goods loop at Skelton Jn. • must not be used on "down & up" goods loop at Northwich • must not be used on "down & up" and up goods loops at Northwich

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
NW3029 Sandbach North Jn. to Northwich West Jn. <u>Down main, up main and single</u> <ul style="list-style-type: none"> between Elworth Jn. and Northwich signal GK.43 	
<p style="text-align: center;"><u>Module LNW(N)4</u></p> NW4001 Preston Ribble Jn. to Cove L.C. <u>Down lines</u> <ul style="list-style-type: none"> Preston Fylde Jn. PN.149, 151 signals to Lancaster South Jn. PN.226 signal Lune Viaduct south end to Hest Bank PN.267 signal 200 metres in advance of Bolton-le-Sands L.C. to Carnforth South Jn. PN.274 signal between Carnforth North Jn. and Oxenholme. 6¼ m.p. to CE.38 signal between Oxenholme and Carlisle South Jn. CE.61 signal to CE.286 signal between Caldew Jn. and Kingmoor CE.451 signal to CE.494 signal Mossband 6¼ m.p. to CE.545 signal <u>Up lines</u> <ul style="list-style-type: none"> regional boundary (12m 30ch) to CE.509 signal (up main), CE.505 (up goods) Floriston CE.497 signal to Carlisle North Jn. CE.336 signal Upperby Jn. CE.278 signal to Carnforth North Jn. PN.294 signal Carnforth South Jn. PN.720A points to Bolton-le-Sands PN.272 signal Morecambe South Jn. PN.265 signal to Lancaster North Jn. PN.249 signal Lancaster South Jn. PN.222 signal to Preston Fylde Jn. PN.152 signal 	<ul style="list-style-type: none"> must not be used on Barton & Broughton loop and Oubeck goods loop must not be used on the following lines :- Tebay up & down goods loop, Harrisons down goods loop, down slow between Penrith South Jn., CE.186 signal and CE.188 signal. Down through goods between Upperby Bridge Jn. and Upperby Jn. must not be used on down goods/arrival/departure lines between Caldew Jn. and Floriston L.C. must not be used on up goods between CE.505 signal and Carlisle Yard, up goods/avoiding/departure lines between Carlisle Yard and Caldew Jn. must not be used on up through goods between Upperby Jn. and Upperby Bridge Jn., Plumpton loop, Eden Valley loop, Shap loop, Grayrigg up goods loop, Oxenholme up goods loop. must not be used on No.1 and 2 up & down goods loops at Carnforth. must not be used on Oubeck up goods loop and Oxheys goods loop.
NW4005 Preston Flyde Jn. to Blackpool North <u>Down main/fast/slow lines</u> <ul style="list-style-type: none"> Maudland 1 m.p. to Kirkham North Jn. KM.31 signal Kirkham North Jn. KM.49 signal to KM.51 signal Kirkham North Jn. KM.44 points to KM.38 signal 	<ul style="list-style-type: none"> must not be used on Salwick Loop

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<u>Up fast/slow/main lines</u> <ul style="list-style-type: none"> Kirkham North Jn. KM.80 signal to Preston Fylde Jn. PN.161 signal 	
NW4007 Kirkham North Jn. to Blackpool South <ul style="list-style-type: none"> between KM.36 signal and 9 m.p. 	<ul style="list-style-type: none"> sequential track circuits must be reset after removal of T-COD
NW4021 Upperby Jn. to Rome Street Jn. <u>Down through goods</u> <ul style="list-style-type: none"> CE.414 signal to Bog Jn. <u>Up through goods</u> <ul style="list-style-type: none"> Bog Jn. CE.416 signal to Upperby Jn. CE.279 signal 	
NW4025 Currock Jn. to Bog Jn. <u>Down M & C goods</u> <ul style="list-style-type: none"> whole line <u>Up M & C goods</u> <ul style="list-style-type: none"> whole line 	
NW4031 Gretna Jn. to Annan (excl.) <u>Down Dumfries/up Dumfries/up & down' Dumfries</u> <ul style="list-style-type: none"> between Gretna Jn. and regional boundary (109 m.p.) 	
NW4033 Carnforth North Jn. to Carlisle South Jn. (via Barrow) <u>Down Furness, main, M & C</u> <ul style="list-style-type: none"> Dalton Jn. home signal DJ.2 to section signal DJ.3 Maryport MS.106 signal to MS.48 signal Maryport MS 41 points and MS.44 signal Maryport down and up platform between MS.31 signal and MS 40 points 200 metres in advance of Rosewain L.C. to Dalston CE.349 signal 200 metres in advance of Low Mill L.C. to Currock Jn. CE.361 signal <u>Up M & C, main, Furness</u> <ul style="list-style-type: none"> Currock Jn. CE.365 signal to CE.359 signal 200 metres in advance of Low Mill L.C. to CE.346 signal 200 metres in advance of Rosewain L.C. to Wigton station WN.37 signal Maryport MS.14 signal to MS.18 signal Maryport down and up platform between MS 40 points and MS.31 signal Camforth Station Jn. home signal CS.52 to CS.50 signal 	
NW4041 Dalton Jn. to Park South Jn. <u>Down line</u> <ul style="list-style-type: none"> Dalton Jn. to section signal 	
<p style="text-align: center;"><u>Module LNW(N)5</u></p> NW5001 Crewe North Jn. to Manchester Piccadilly <u>Down fast/main/slow/loop lines</u> <ul style="list-style-type: none"> Crewe North signal MS.4029 to Manchester South MS.4393 Heaton Norris Jn. signals HN.32 and HN.35 to Slade Lane Jn. signals MP.25 and MP.26 Longsight signal MP.41 to signal MP.63 	

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<p><u>Up fast/main/slow/loop line</u></p> <ul style="list-style-type: none"> • Longsight signal MP.38 to signal MP.35 • Slade Lane Jn. signals MP.23 and MP. 24 to Heaton Norris Jn. signals HN.90 and HN.73 • Adswold Road Jn. to Crewe North Jn. signal CE.154 	
<p>NW5003 Wilmslow to Slade Lane Jn. (Styal lines)</p> <p><u>Down line</u></p> <ul style="list-style-type: none"> • Wilmslow Jn. to Heald Green South Jn. MP.283 signal • Heald Green 3¼ m.p. to Slade Lane Jn. MP.13 signal <p><u>Up line</u></p> <ul style="list-style-type: none"> • Mauldeth Road MP.298 signal to Heald Green North Jn. MP.286 signal • Heald Green South Jn. MP.284 signal to Wilmslow Jn. 	
<p>NW5009 Colwich Jn. to Cheadle Hulme</p> <p><u>Down main</u></p> <ul style="list-style-type: none"> • in advance of Colwich Jn (38m 40ch) to in rear of signal CH.111 (37m 00ch) • in advance of Hixon LC (35m 00ch) to in rear of signal SOT.241 (33m 09ch) • in rear of Congleton station (8½ m.p.) to Macclesfield MD.42 signal • Macclesfield MD.107 signal to Cheadle Hulme Jn. MS.385 signal <p><u>Up main</u></p> <ul style="list-style-type: none"> • Bramhall MS.384 signal to Macclesfield MD.15 signal • Macclesfield MD.124 signal to in advance of Congleton station (8½ m.p.) • in advance of Hixon LC (35m 40ch) to in rear of signal CH.5 Colwich Jn (incl) 	
<p>NW5011 Heaton Norris Jn. to Guide Bridge Station Jn.</p> <p><u>Down direction</u></p> <ul style="list-style-type: none"> • Heaton Norris Jn. 1¼ m.p. to Guide Bridge Station Jn. <p><u>Up direction</u></p> <ul style="list-style-type: none"> • Guide Bridge Station Jn. to Heaton Norris Jn. 1¼ m.p. 	<ul style="list-style-type: none"> • must not be used on up goods loop at Heaton Norris
<p>NW5015 Hadfield to Ardwick Jn.</p> <p><u>Down main/down & up passenger loop</u></p> <ul style="list-style-type: none"> • Newton station GB.861 signal to Ardwick MP 315 signal <p><u>Up main/down & up passenger loop</u></p> <ul style="list-style-type: none"> • Ardwick MP.312 signal to Godley station GB.856 signal 	
<p>NW5021 Stalybridge to Guide Bridge West Jn.</p> <p><u>Down</u></p> <ul style="list-style-type: none"> • Stalybridge Jn. to Guide Bridge West Jn. <p><u>Up</u></p> <ul style="list-style-type: none"> • Guide Bridge West Jn. to Stalybridge Jn. 	

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<p align="center"><u>Module LNW(N)6</u></p> <p>NW6001 Manchester Piccadilly East Jn. to Euxton Jn.</p> <p><u>Down lines</u></p> <ul style="list-style-type: none"> • between Manchester Piccadilly MP.1188 signal and Oxford Road MP.404 signal • Deansgate station MP 2414A points to Ordsall Lane Jn. MP.501 signal • Windsor Bridge North Jn. MP.511 signal to Burnden Jn. MP.625, 627 signals • Bolton MP.637 signal to Euxton Jn. PN.34 signal <p><u>Up lines</u></p> <ul style="list-style-type: none"> • Euxton Jn. PN.33 signal to Bolton MP.638 signal • Bolton East Jn. MP.626 signal to Windsor Bridge North Jn. MP.510 signal • Ordsall Lane Jn. 190¼ m.p. to Deansgate station MP.458 signal • between Oxford Road MP.402 signal and Manchester Piccadilly MP 238A points 	
<p>NW6003 Castlefield Jn. to Allerton Jn.</p> <p><u>Down lines</u></p> <ul style="list-style-type: none"> • Castlefield Jn. to Glazebrook East Jn. GE.38 and 50 signals • Glazebrook GE.37 signal to Birchwood station GE.36 signal • Warrington Central WC.2 signal to WC.3 signal • Warrington Central WC.4 signal to Hunts Cross HC.95 signal <p><u>Up lines</u></p> <ul style="list-style-type: none"> • Hunts Cross 7¼ m.p. to Warrington Central WC.54 signal • Warrington Central WC.51 to WC.49 signal • Glazebrook East Jn. GE.101 signal to Castlefield Jn. 	<ul style="list-style-type: none"> • must not be used on United F.C. platform line, Trafford Park reception lines and up & down electric line at Hunts Cross • must not be used on up & down electric line at Hunts Cross, Trafford Park reception lines and United F.C. platform line
<p>NW6009 Windsor Bridge South Jn. to Southport</p> <p><u>Down Atherton/main/Hindley lines</u></p> <ul style="list-style-type: none"> • Pendleton MP.561 signal to Walkden WN.20 signal • Crow Nest Jn. CN.7 signal to Wigan South Jn. WN.35 signal • 33¼ m.p. (between Pool Hey L.C. and Meols Cop) to ML.147 signal <p><u>Up Hindley/main/Atherton lines</u></p> <ul style="list-style-type: none"> • Southport ML.148 signal to 33¼ m.p. (between Meols Cop and Pool Hey L.C.) • between Wigan South Jn. and Crow Nest Jn. WN.35 signal to CN.20 signal • Pendlebury Tunnel West Portal MP.564 signal to Windsor Bridge North Jn. MP.560 signal 	
<p>NW6011 Bolton East Jn. to Blackburn Bolton Jn.</p> <ul style="list-style-type: none"> • between MP.654 signal and 15 m.p. • between 16 m.p. and PN.457, 458 signals 	<ul style="list-style-type: none"> • must not be used on 'up & down' goods between Blackburn Bolton Branch Jn. and Bolton Jn.

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
NW6013 Lostock Jn. to Crow Nest Jn. <u>Down</u> <ul style="list-style-type: none"> whole line <u>Up</u> <ul style="list-style-type: none"> whole line 	
<p style="text-align: center;">Module LNW(N)7</p> NW7001 Manchester Victoria West Jn. to Hebden Bridge <u>Down lines</u> <ul style="list-style-type: none"> Manchester Victoria East Jn. MN.705, 807 signals to Miles Platting MN.709, 811 signals Miles Platting MN.711 signal to Vitriol Works VW.52 signal Castleton CE.34 signal to home 2 CE.35 signal Littleborough PN.336 signal to regional boundary (22m 62ch) <u>Up lines</u> <ul style="list-style-type: none"> zonal boundary (22m 62ch) to Smithy Bridge SB.3 signal Castleton CE.57 signal to CE.56 signal Vitriol Works VW.29 signal to VW.30 signal Moston station VW.32 signal to Miles Platting MN.710, 850 signals Miles Platting MN.706, 808 signals to Manchester Victoria East Jn. MN.704, 806 signals 	<ul style="list-style-type: none"> must not be used on down passenger loop. must not be used on Castleton down goods loop
NW7007 Farington Curve Jn. to Ormskirk <ul style="list-style-type: none"> between PN.55 signal and Midge Hall MH.14 signal 	
NW7009 Farington Curve Jn. to Hall Royd Jn. (East Lancs. Lines) <u>Down East Lancs. Lines</u> <ul style="list-style-type: none"> between Farington Curve Jn. and Bamber Bridge PN.519 signal to PN.486 signal Hoghton East GF to Blackburn Bolton Jn. PN.451 signal Daisyfield Jn. PN.424 signal to Huncoat L.C. PN.402 signal 18¼ m.p.(between Huncoat station and Hapton) to Towneley L.C. PN.361 signal 23 m.p. (between Towneley L.C. and Towneley Tunnel) to Copy Pit PN.348 signal 200 metres in advance of Portsmouth L.C. to Hall Royd Jn. <u>Up East Lancs. Lines</u> <ul style="list-style-type: none"> Hall Royd Jn. to PN.345 signal 200 metres in advance of Portsmouth L.C. to Towneley L.C. PN.359 signal Gannow Jn PN.363 signal to Huncoat L.C. PN.401 signal PN.403 signal to Daisyfield Jn. Blackburn Taylor Street PN.417 signal to Pleasington PN.476 signal Lostock Hall Jn. PN.487 signal to Farington Curve Jn. PN.522 signal 	<ul style="list-style-type: none"> must not be used on down goods line at Rose Grove
NW7017 Gannow Jn. to Colne <ul style="list-style-type: none"> between Gannow Jn. and 21¼ m.p. 	<ul style="list-style-type: none"> sequential track circuits must be reset after removal of T-COD

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
NW7019 Thorpes Bridge Jn. to Rochdale (via Oldham) <u>Down main</u> <ul style="list-style-type: none"> Dean Lane MN.903 signal to Oldham, OM.23 signal <u>Up main</u> <ul style="list-style-type: none"> Oldham OM.18 signal to Thorpes Bridge Jn. 	
NW7021 Miles Platting Jn. to Marsden <u>Down main/down passenger loop</u> <ul style="list-style-type: none"> between Park West Jn. and Baguley Fold Jn. MN.815 signal to BF.23 signal Stalybridge SE.35 signal to Diggle Jn. DE.24 signal <u>Up main</u> <ul style="list-style-type: none"> Diggle Jn. DE.2 signal to Stalybridge SE.42 signal Baguley Fold BF.18 signal to Park West Jn. MN.812 signal 	<ul style="list-style-type: none"> must not be used on down goods line at Stalybridge must not be used on up goods line at Stalybridge
NW7025 Philips Park West Jn. to Ashburys West Jn. <u>Down Ashburys</u> <ul style="list-style-type: none"> whole line <u>Up Ashburys</u> <ul style="list-style-type: none"> whole line 	
NW7027 Baguley Fold Jn. to Philips Park South Jn. <u>Down Baguley</u> <ul style="list-style-type: none"> whole line <u>Up Baguley</u> <ul style="list-style-type: none"> whole line 	
<p style="text-align: center;"><u>Module LNW(N)8</u></p> NW8001 Hunts Cross West Jn. to Southport <u>Down Southport</u> <ul style="list-style-type: none"> Liverpool South Parkway 5¼ m.p. to Liverpool Central ML.21 signal Sandhills ML.49 signal to ML.51 signal Bootle Oriel Road ML.63 signal to Bootle New Strand ML.69 signal Marsh Lane crossover ML.79R signal to Waterloo ML.81 signal 7½ m.p. (between Hall Road and Hightown) to Eccles L.C. ML.93 signal Freshfield ML.99 signal to Ainsdale ML.101 signal <u>Up Southport</u> <ul style="list-style-type: none"> 16 m.p. (between Hillside and Ainsdale) to Ainsdale ML.102 signal Ainsdale ML.100 signal to Freshfield ML.98 signal 10¼ m.p. (between Eccles L.C. and Hesketh L.C.) to Hall Road ML.88 signal 200 metres in advance of Waterloo L.C. to 4 m.p.(between Seaforth and Marsh Lane crossover) ¾ m.p (Central tunnel Hunts Cross end portal) to Liverpool South Parkway 5¼ m.p. 	

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<p>NW8005 Sandhills Jn. to Ormskirk</p> <p><u>Down Ormskirk</u></p> <ul style="list-style-type: none"> Kirkdale No.2 tunnel (Liverpool end portal) to Walton Jn. ML.207 signal Walton station to Aintree ML.215 signal Old Roan station to Maghull ML.219 signal Maghull ML.221 signal to Town Green ML.223 signal Town Green ML.225 signal to Ormskirk ML.229 signal <p><u>Up Ormskirk</u></p> <ul style="list-style-type: none"> Ormskirk, 11¼ m.p. to Town Green ML.224 signal Town Green 9¼ m.p. to Maghull ML.220 signal 6½ m.p. (between Magull and Old Roan) to Aintree ML.218 signal Aintree ML.216 signal to Walton station ML.210 signal Kirkdale No.1 tunnel ML.208 signal to Kirkdale ML.206 signal 	
<p>NW8009 Walton Jn. to Kirkby</p> <p><u>Down Kirkby</u></p> <ul style="list-style-type: none"> Rice Lane station to Fazakerley ML.305 signal <p><u>Up Kirkby</u></p> <ul style="list-style-type: none"> Fazakerley L.C. to Rice Lane station ML.302 signal <p><u>Down & Up Kirkby</u></p> <ul style="list-style-type: none"> between ML.308 signal and Kirkby 	
<p>NW8011 Mann Island Jn. to West Kirby (via Loop)</p> <p><u>Down West Kirby</u></p> <ul style="list-style-type: none"> Birkenhead Park ML.559 signal to ML.561 signal Birkenhead North ML.571 signal to Bdiston East Jn. ML.573 signal Leasowe ML.585 signal to Melrose Avenue L.C. <p><u>Up West Kirby</u></p> <ul style="list-style-type: none"> Melrose Avenue L.C. to Leasowe ML.584 signal Birkenhead North 3¼ m.p. to Birkenhead Park ML.560 signal 	
<p>NW8013 Canning Street Jn. to Hooton South Jn.</p> <p><u>Down Chester</u></p> <ul style="list-style-type: none"> Green Lane ML.719 signal to Rock Ferry ML.721 signal Rock Ferry 13¼ m.p. to Port Sunlight station Spital station to Hooton, 8½ m.p. <p><u>Up Chester</u></p> <ul style="list-style-type: none"> Hooton 8½ m.p. to Spital ML.738 signal Port Sunlight station to Rock Ferry ML.734 signal 	
<p>NW8015 Bidston East Jn. to New Brighton (New Brighton lines)</p> <p><u>Down New Brighton</u></p> <ul style="list-style-type: none"> Bidston East Jn. 4¼ m.p. to New Brighton ML.605 signal <p><u>Up New Brighton</u></p> <ul style="list-style-type: none"> New Brighton ML.606 signal to Bidston East Jn. ML.602 signal 	

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
<p align="center"><u>Module LNW(N)9</u></p> <p>NW9001 Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)</p> <p><u>Down lines</u></p> <ul style="list-style-type: none"> Chinley East Jn. CY.157 signal to New Mills South Jn. NMS.143 signal Hazel Grove High Level Jn. HG.25 signal to Woodsmoor EY1.45 signal Davenport ¾ m.p. to Edgeley Jn. No.1 <p><u>Up lines</u></p> <ul style="list-style-type: none"> Edgeley Jn. No.1 to Davenport EY1.29 signal Woodsmoor HG.8 signal to Hazel Grove High Level Jn. HG.30 signal Chinley CY.146 signal to Chinley East Jn. CY.162 signal 	<ul style="list-style-type: none"> includes 'up & down' Hope Valley and down Cheadle loop at Hazel Grove includes 'up & down' Hope Valley at Hazel Grove
<p>NW9003 Chinley East Jn. to Chinley South Jn. (Chord line)</p> <ul style="list-style-type: none"> Whole line 	
<p>NW9005 Chinley North Jn. to Buxton</p> <p><u>Down & up goods/down goods</u></p> <ul style="list-style-type: none"> between Chinley North Jn. and CY.168 signal <p><u>Up goods/down & up goods</u></p> <ul style="list-style-type: none"> CY.165 signal and Chinley North Jn. 	
<p>NW9007 New Mills South Jn. to Ashburys East Jn.</p> <p><u>Down main</u></p> <ul style="list-style-type: none"> New Mills Central NM.3 signal to NM.6 signal New Mills Central NM.201 signal to Marple South tunnel RJ.25 signal Romiley Jn. RJ.21 signal to Ashburys East Jn. <p><u>Up main</u></p> <ul style="list-style-type: none"> Ashburys East Jn. to Romiley Jn. RJ.6 signal Marple South tunnel RJ.12 signal to new Mills Central NM.22 signal 	
<p>NW9009 Marple Wharf Jn. to Rose Hill</p> <p><u>Down line</u></p> <ul style="list-style-type: none"> RJ.13 signal to Rose Hill <p><u>Up line</u></p> <ul style="list-style-type: none"> Rose Hill to RJ.27 signal 	
<p>NW9011 Romiley Jn. to Hyde Jn.</p> <p><u>Down branch</u></p> <ul style="list-style-type: none"> whole line <p><u>Up branch</u></p> <ul style="list-style-type: none"> whole line 	
<p>NW9017 Hazel Grove High Level Jn. to Northenden Jn.</p> <p><u>Down Cheadle loop and 'up & down' Cheadle</u></p> <ul style="list-style-type: none"> whole line 	

Routes and Locations on which T-COD can be used	Remarks (including any location specific restrictions in addition to the general restrictions shown in the Rule Book)
NW9021 Buxton to Hazel Grove East Jn. <u>Down lines</u> <ul style="list-style-type: none"> Hazel Grove HG.23 signal to Hazel Grove East Jn. <u>Up lines</u> <ul style="list-style-type: none"> Hazel Grove East Jn. to HG.26 signal 	
<p style="text-align: center;"><u>Module LNWN10</u></p> NW9901 Gargrave to Carlisle South Jn. <u>Down lines</u> <ul style="list-style-type: none"> regional boundary (230 m.p.) to Hellfield home signal H.42 Kirkby Thore KT.1 signal to KT.3 signal Howe & Co's siding HS.12 signal to London Road Jn. <u>Up lines</u> <ul style="list-style-type: none"> London Road Jn. CE.406, 407 signals to Howe & Co's Siding 303 m.p. Kirkby Thore KT.4 signal to KT.2 signal Settle Jn. section signal SJ.11 to 1B home SJ.12 signal Hellfield home signal H.21 to H.23 signal 	<ul style="list-style-type: none"> must not be used on British Gypsum siding at Kirkby Thore must not be used on Hellfield up loop
NW9903 Settle Jn. to Carlforth Station Jn. <u>Up</u> <ul style="list-style-type: none"> Carlforth Station Jn. to section signal CS.10 	
NW9909 Corby Gates to Petteril Bridge Jn. <u>Down Newcastle</u> <ul style="list-style-type: none"> regional boundary (58 m.p.) to Petteril Bridge Jn. <u>Up Newcastle</u> <ul style="list-style-type: none"> Petteril Bridge Jn. to regional boundary (58 m.p.) 	
NW9911 London Road Jn. to Bog Jn. (Newcastle Goods line) <u>Down Newcastle goods</u> <ul style="list-style-type: none"> whole line <u>Up Newcastle goods</u> <ul style="list-style-type: none"> whole line 	

LNW North Route GI - Dated: 07/10/06

Rule Book Module T10 - Protecting personnel when working on rail vehicles and in sidings

Section 1, Clause 1.2 - Depot

At the following locations, sidings are used for maintenance and repairs or form part of depots. When sidings are in use by maintenance personnel, the movement of rail vehicles will be under the control of a Designated Person (DP), who is responsible for arranging protection and who will be identified by an orange arm-band endorsed "DP" in black letters. At other times, movements will be under the control of operating staff. Movements in sidings used for these arrangements must not exceed **5 mph**.

When maintenance personnel are in the sidings, visitors and staff of other departments/companies must report to the DP and must not start work until their presence has been recorded and the relevant protection has been provided.

Location	Line(s)
Crewe C.S.	Depot roads 1-7
Crewe T.M.D.	Depot roads 1-5 Depot bays 6 and 7 (North) Depot bays 6-8 (South)
Crewe Plant Maintenance Depot	No. 1 Shop Road, Crane Road, Pit Road Sidings 1-4
Crewe E.M.D.	Depot roads 1-4, Short Block Roads, Overhead Train Road, Pan Train Road, Concrete Train Road
Warrington New Found Out Sidings	Cripple Siding, Lifting Road
Wigan T.M.D.	Depot roads 1-3
Springs Branch Repair Siding	North Siding No. 12
Carlisle Upperby Carriage Maintenance Depot	A.M. & E.E. Sidings, Depot roads 1-4, Sidings 5-11
Carlisle T.M.D.	Depot roads 1-4
Fiddlers Ferry	Cripple Siding
Speke Wagon Repair Sidings	Sidings 12-14
Allerton T.M.D.	Depot roads 1-5
Allerton C.S.	Wheel Lathe Road
Edge Hill Downhill Carriage Depot	Pit Road
Edge Hill, Combermere St. P. & M. Depot	Tamper Bay
Chester Plant Maintenance Depot	Depot road
Chester Wagon Shop	Sidings 3-10, Trip Road
Holyhead F. & I. Point	Depot roads 1-4
Longsight Depot	All roads and sidings
Longsight Wheel Lathe Depot	All depot Roads
Peak Forest	Fuel Road
Newton Heath T.M.D.	Depot roads 1-10
Guide Bridge Main Sidings and Avenue Sidings	All sidings

Location	Line(s)
Birkenhead North T.M.D.	Depot roads A-C, 3-6
Dee Marsh Wagon Repair Point	Cripple Sidings 1-2
Camforth Maintenance Depot	Cripple Sidings 1 and 2, Depot Road No.3, Stabling Siding No.4
Barrow F. & I. Depot	Siding No.7
Workington F. & I. Depot	Loco Depot Nos. 5 and 6 roads, C. & W. Depot Roads 7-15
Currock Wagon Shop	Back Road, Crane Road, Depot roads 2-6, Sidings No.7

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Rule Book Module TS1 - Track circuit block regulations

Section 8 – Ground Frames

1. Unlocking the ground frame from the signal box

The ground frame operator must telephone the signaller and come to a clear understanding regarding the movements to be made before requesting that the ground frame be unlocked. The signaller must inform the ground frame operator when the frame has been unlocked. Where a plunger working in connection with a release lever at the ground frame is provided, it must be pressed and held in until the lever is out of the catch.

2. Relocking the ground frame once movements are complete

The ground frame operator must inform the signaller that the ground frame can be relocked once:

- all movements have been completed, and the train is clear of the points ready to depart or has been shunted into the siding(s) clear of the running line(s), and,
- all ground frame levers have been replaced in the normal position.

The signaller must inform the ground frame operator when the ground frame has been relocked. Until this advice is received, the ground frame operator must not rejoin the train or allow it to proceed.

3. Ground frame bell codes

At ground frames where separate telephone ringing facilities are not provided, the 'Attend Telephone' bell code 3-3-3-3 must be used by the person requiring to speak to the signaller or vice versa.

At ground frames, where bell communication is also provided with the signal box, the following codes must be used if there is a failure of the telephone. (The call attention signal, 1 beat, must be sent and acknowledged before the required code is sent.)

To signal box

- Unlock ground frame2
- Train shunted clear of running line(s) - Lock ground frame3
- Train on running line ready to depart - Lock ground frame5

(These codes must be acknowledged by repetition when the ground frame has been unlocked/locked).

- Running line(s) fouled.....6

From signal box

- Clear running lines for train to pass7

(To be acknowledged by repetition and the bell code 3 sent when the line(s) have been cleared).

4. Mishaps or incidents during shunting

If the ground frame operator observes any irregularity on the running lines or should a running line be fouled, the signaller must be advised immediately. Where bell communication is provided, in order to obtain the signallers' attention without delay, six or more beats on the bell must be given in rapid succession. The ground frame operator must also carry out whatever emergency protection is required in accordance with the Rule Book.

5. If unable to relock the ground frame

Should the signaller be unable to relock the ground frame and special emergency instructions not be in force, a following train must not be allowed to proceed until an assurance has been received that the points have been firmly secured in the normal position or the failure has been rectified.

6. Ground frame unlocked by Annett's key taken from the signal box

The key must be inserted in the lock provided on the ground frame lever to release it. The key will be locked in the lever until it is restored to the normal position. The Annett's key must be returned to the signal box when the work has been completed.

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

Section 3 - Communications

1. Description of system

GSM-R (IVRS) is a radio system, which enables users to contact the Signaller directly in the event of an emergency.

These instructions relating to GSM-R (IVRS) Radio System do not apply to trains fitted with operational Cab Secure Radio (CSR), operating over infrastructure also equipped with the appropriate shore based equipment.

The entry to and exit from a GSM-R (IVRS) radio network area will be signed as below. Areas fitted with GSM-R (IVRS) are shown in Table A of this Sectional Appendix.



ENTRY BOARD



EXIT BOARD

2. Duties of Signallers

2.1 On receipt of an EMERGENCY CALL, the Signaller shall come to a clear understanding with the caller and make the necessary protection arrangements in accordance with Rules and Regulations.

The Signaller should be aware that other users within 5 km of the caller initiating the EMERGENCY CALL will also be included in the call and, if necessary, the Signaller should instruct other Drivers hearing the call to stop in order to complete protection of the line.

2.2 If advised of an emergency requiring protection of the line via means other than GSM-R (IVRS), the Signaller must make the necessary protection arrangements in accordance with the Rules and Regulations.

2.3 If an NRN emergency broadcast is also required, the Signaller must contact Operations Control and request an NRN emergency broadcast, stating the location and nature of the broadcast required.

2.4 The Signaller must also contact any adjoining signal box/Signaller if an EMERGENCY CALL is received from a train outside the area of control to allow the appropriate Rules and Regulations to be carried out.

2.5 If the Signaller receives no verbal communication or is unable to come to clear understanding on receipt of an incoming EMERGENCY CALL, the Signaller must try to establish contact with the call originator. If no contact can be established, the Signaller must bring trains in the area to a stand in a controlled way. The Signaller must speak to the Driver of each train stopped and establish whether an emergency exists and carry out the relevant Rules and Regulations.

3. Duties of Drivers

3.1 Drivers **must** be in possession of a GSM-R (IVRS) portable handset and **must** ensure that it is switched on prior to the start of any journey that includes a GSM-R (IVRS) area. However this instruction does not apply if the train cab is fitted with operational Cab Secure Radio (CSR) and the infrastructure is similarly equipped.

3.2 Any Driver travelling over the routes described as being fitted with GSM-R (IVRS) in Table A of this Sectional Appendix, carrying a GSM-R (IVRS) hand portable, must use it to contact the Signaller in the event of an Emergency where protection of the line is required in accordance with Rules and Regulations. Once the EMERGENCY CALL has been established on GSM-R (IVRS), it should only be cleared following instruction from the Signaller. If the GSM-R (IVRS) call fails to establish contact with the Signaller within 40 seconds, the Driver must establish communication with the Signaller by any other means.

3.3 If a Driver receives an incoming EMERGENCY CALL they must act accordingly. The caller and Signaller must not be interrupted unless requested to so by the Signaller.

3.4 If an EMERGENCY CALL is received and not understood for whatever reason (call dropped/lack of clarity/no speech), the Driver must immediately reduce speed to enable the train to be stopped short of any obstruction. The Driver may then proceed to the next location where the Signaller can be contacted.

4. Fault Reporting and System Security

4.1 The Signaller should report any equipment or network faults, or system misuse to the IVRS Helpdesk using telephone number 0208 522 3322 (the IVRS network / infrastructure fault reporting number).

4.2 Lost, stolen or faulty GSM-R (IVRS) hand portables must be reported immediately by the TOC/FOC to the IVRS Helpdesk using telephone number 0208 522 3314 (the IVRS hand portable fault reporting number).

5. System failure

5.1 If advised of a system failure GSM-R (IVRS), Operations Control must arrange for a control 'wire' to be sent to the Train Operator Controls concerned. A blanket speed of 40mph for GSM-R (IVRS) fitted trains must be introduced over the affected area. Affected operators must ensure that practicable arrangements are in place for advising Drivers of the system failure.

5.2 Planned outages will be arranged by the IVRS Asset Steward and published in Section D of the Weekly Operating Notice.

5.3 In the event of a system failure trains must run at a maximum of 40mph. Drivers must contact the Signaller regarding any accident or incident by the quickest way possible using the cab radio, emergency call procedure, any available telephone or any radio system.

6. System testing

The making of Railway Emergency test calls will only be undertaken when details are published in the Weekly Operating Notice.

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

Section 7, Clause 7.1 - Authority and arrangements for movements

Up to four dead locomotives may be coupled to the hauling locomotive provided none of the locomotives have any wheels raised off the rails.

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

Section 11 - Stopping or stabling the train

The stabling of vehicles on running lines is prohibited except at terminal stations, bay platforms and when specially authorised.

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

Section 17 - Rail-head adhesion

Manual Application of Sand or Sandite

If a report is received from a driver of poor rail adhesion or if poor rail adhesion is anticipated, Operations Control may arrange for an authorised person to apply sand or sandite by means of hand held apparatus, (e.g. 'sand bomb' or 'handite' machine), provided that only a short length of rail head is involved.

After the sand or sandite has been applied using the appropriate equipment the signaller must take the following action:

1. Controlled test stop

A controlled test stop as shown in *Rule Book Module TW1, Section 17, Clause 17.3* must be made at the location concerned.

2. Operation of track circuits

Following the application of sand or sandite the requirements of *Rule Book Module TS1, Section 12, Clauses 12.1.2, 12.1.4, 12.1.5, 12.1.6, 12.1.7, 12.1.8 and 12.1.9* (as relevant to the circumstances of the movement) must be observed in respect of the next train or trains over the line concerned, until the correct operation of track circuits has been observed.

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

Section 17 - Rail-head adhesion

One Shot Sanding Equipment

The Driver of a train who has operated one-shot sanding equipment must bring the train to a stand and immediately report the reason for the operation and the location at which it was done to the signaller.

On receipt of this information the signaller must maintain the signal in rear of the affected train at danger until such time as the instructions contained in *Rule Book Module TW1, Section 17* have been carried out in liaison with Operations Control.

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

Section 17, Clause 17.6 - Sandite trains

To be read in conjunction with the 'National Sandite application and rail conditioning trains' shown in the General Instructions of this publication.

- The multi-purpose vehicle (MPV) fitted with trip cock equipment must have the equipment latched up when operating on lines other than those on the DC 3rd rail system in the Liverpool area.
- Sandite trains are prohibited on route NW8011 between Mann Island Junction and James Street via the Loop line.

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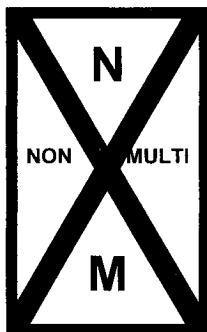
Rule Book Module TW2 - Preparation and movement of multiple-unit passenger trains : Part C During the journey

Section 10, Clause 10.1 - Multiple units coupled in multiple

To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, a yellow and black 'Non Multi' sign will be fixed to the offside windscreen of the cab concerned so that the sign will be directly opposite the driver of another train.

During normal working, no attempt should be made to couple an automatic coupler where this sign is shown.

In the event of a train equipped with automatic couplers becoming disabled and requiring assistance, the driver of the disabled train must, when requesting assistance, specifically advise the signaller whether or not a 'Non Multi' sign is displayed in either of the end cabs of the train. Similarly, the driver of the assisting train, before proceeding towards the disabled train, must specifically advise the signaller whether or not a 'Non Multi' sign is displayed in the cab at the end which would be coupled to the disabled train.



(Black and white example shown. Version in use has a black cross and text on a yellow background.)

If assistance can only be provided in such a manner that one or other of the cabs to be coupled has a 'Non-Multi' sign displayed, technical advice must be obtained. Under no circumstance should any attempt be made to couple the trains until this advice is received. Technical authority may be granted to couple the trains using the automatic couplers subject to conditions which will be specified at the time. If such authority must be granted, it will be necessary to use an emergency coupling.

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Rule Book Module TW3 - Preparation and movement of locomotive-hauled trains

Section 11, Clause 11.2 - Locomotives coupled in multiple or tandem

1. Maximum number of locomotives that may run coupled together.

Up to five locomotives under power may run coupled together, unless a lower number is shown in any publication dealing with the working of locomotives.

2. Electric locomotives coupled in multiple or tandem.

The **80 mph** maximum speed of electric locomotives running in multiple or tandem with pantographs raised on **each** locomotive is authorised only on the following sections of line.

- Armitage Jn. to Gretna Jn. (all lines),
- Crewe to Manchester,
- Wilmslow to Slade Lane (via Styal) – **up line only**.

On all other sections of line electric locomotives working in multiple or tandem with **each** pantograph raised must not exceed **60 mph**.

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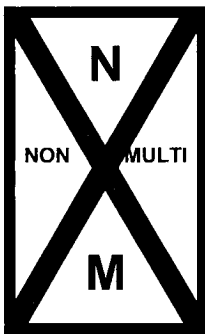
Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment - Part B : Defective on-train equipment

Section 8 - Couplers

To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, a yellow and black 'Non Multi' sign will be fixed to the offside windscreen of the cab concerned so that the sign will be directly opposite the driver of another train.

During normal working, no attempt should be made to couple an automatic coupler where this sign is shown.

In the event of a train equipped with automatic couplers becoming disabled and requiring assistance, the driver of the disabled train must, when requesting assistance, specifically advise the signaller whether or not a 'Non Multi' sign is displayed in either of the end cabs of the train. Similarly, the driver of the assisting train, before proceeding towards the disabled train, must specifically advise the signaller whether or not a 'Non Multi' sign is displayed in the cab at the end which would be coupled to the disabled train.



(Black and white example shown. Version in use has a black cross and text on a yellow background.)

If assistance can only be provided in such a manner that one or other of the cabs to be coupled has a 'Non-Multi' sign displayed, technical advice must be obtained. Under no circumstance should any attempt be made to couple the trains until this advice is received. Technical authority may be granted to couple the trains using the automatic couplers subject to conditions which will be specified at the time. If such authority must be granted, it will be necessary to use an emergency coupling.

LNW North Route GI - Dated: 07/10/06

Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment - Part B : Defective on-train equipment

Section 18 - Hot axle boxes and activation of lineside hot axle box detectors

These instructions do not apply to steam locomotives in steam and Class 101 to Class 128 Diesel Multiple Units (including those running in departmental service).

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Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment - Part B : Defective on-train equipment

Section 32 - Track circuit actuators (TCA)

An empty DMU with a defective TCA that is proceeding to a maintenance depot or other location as identified in the contingency plan, should be allocated reporting number 5Z09 for identification purposes.

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Rule Book Module TW8 - Level crossings

Level Crossings between Platforms

At stations where passengers have to cross the track from one platform to another staff must exercise the greatest possible care to prevent the risk of an accident.

At all stations where footbridges or subways are provided special care should be taken to prevent passengers using the level-crossings.

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Axle counters - lines equipped

The following lines of route are equipped with Axle Counters:

Route	Sections of line equipped
NW1001 Armitage Jn. (incl.) to Preston Fylde Jn.	Stoke-on-Trent box signalling centre area only.
NW1003 Silverdale to Madeley	'Up & down' chord line.
NW1005 Kidsgrove Jn. To Crewe South Jn.	Stoke-on-Trent box area only.
NW2027 Edge Hill Bootle Branch Jn. to Regent Road L.C.	Down and up Bootle lines between Picko No. 1 Tunnel and Bootle Branch Jn. end of Oriol Rd. Tunnel.
NW3001 Crewe North Jn. to Holyhead	Between Saltney Jn. and Rockcliffe Hall Down main line 181m. 70ch. to 188m. 58ch. and Up main line 188m. 2ch. to 182m. 35ch. Part of Down main - Colwyn Bay end of Abergele & Pensarn station to 215m. 20ch. Down main line - Little Chef L.C. to Bangor station (excl.). Up main line – Bangor station (excl.) to 224m. 60ch. Platform 2 at Holyhead station.
NW3007 Wrexham Central to Bidston West Jn.	Down Wrexham – Shotwick G.F. to signal ML.580R. Up Wrexham – approx. 1m. 30ch. to 11m. 60 ch.
NW3023 Edgeley Jn. No 2 to Mickle Trafford.	Down main / Down & Up Manchester lines from 30 miles 15 chains (signal MT.1) TO Mickle Trafford signal box. Down & Up Manchester / Up main lines from Mickle Trafford signal box to Mouldsworth Ground Frame.
NW5008 Norton Bridge to Stone Jn.	Down and up main lines between Norton Bridge and Stone Jn.
NW5009 Colwich Jn. To Cheadle Hulme	Stoke-on-Trent box area only.
NW5010 Glebe Street Jn. To Caldon Quarry	Signal SOT.463 berthing track section.
NW5012 Foley Crossing (excl.) to Stoke Jn.	Between Foley Crossing box and Stoke Jn.
NW7021 Miles Platting Jn. to Marsden	Marsden end of Standege Tunnel.
NW8011 Mann Island Jn. To West Kirby (via loop)	Loop line. Down and up West Kirby lines between James St. station and Birkenhead Park station.
NW8013 Canning Street Jn. To Hooton South Jn.	Down and up Chester lines between Canning St. Jn. and Birkenhead Central station.
NW9001 Dore West Jn. To Edgeley Jn. No. 1 (Hope Valley lines)	Through Disley Tunnel.
NW9007 New Mills South Jn. to Ashburys East Jn.	Down and up main lines between Marple and Romiley Jn.
NW9009 Marple Wharf Jn. to Rose Hill	Part of up Rose Hill line.

The following activities require axle counter heads to be disconnected or removed and must be undertaken with appropriate Rule Book, Modules T2 or T3 protection:

- Re-railing, resleepering or reballasting
- Removal of rails with axle counter heads
- Tamper operations past axle counter heads, other than:
 - those using a split-head tamping machine suitable for tamping single sleepers around axle counters
 - journeys of the tamper to or from the work site
- Stoneblower or ballast cleaner/regulator operations past axle counter heads, but not including journeys to or from the work site
- Any other work which may affect axle counter heads.

In the Stoke SCC Area, Engineering Possession Reminders must be applied for Category 1 and Category 2 possessions. A Signalling Technician must be provided for the reset in accordance with EPR procedures.

In other areas, co-operative re-setting equipment is provided. A Signalling Technician must be provided to re-set the equipment.

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

When giving up a possession, the PICOP must confirm that any affected axle counter sections are fit for use.

The following activities may be undertaken with lines open to traffic where a safe method of working has been established in advance that does not require Rule Book, Modules T2 or T3 protection:

- Rail grinding past axle counter heads
- Any work near axle counter heads with tools or any equipment which cannot impact on the operation of the axle counter heads
- Loading and unloading of materials

Co-operative re-setting equipment is provided. A Signalling Technician must be provided to re-set the equipment.

LNW North Route GI - Dated: 07/10/06

Class 92 locomotives - operational restrictions

In addition to the route availability shown in Table D4 of this Sectional Appendix the following Class 92 traction specific instructions must be carried out by all concerned:

- The locomotive electrical train supply (ETS) must not be connected.
- If two locomotives are coupled together or used in the same train formation, then only one shall be under power and connected to the traction electrical supply system.
- Regenerative braking is prohibited.
- When being dead-hauled the 'Battery Isolation Switch' must be set to the 'Isolate' position.

LNW North Route GI - Dated: 07/10/06

Cleaning of locomotive windscreens in platforms

1. Cleaning of windscreens under overhead line equipment.

Cleaning of locomotive windscreens under live overhead line equipment (OLE) can only be done where specially authorised as follows:

Location	Traction
Crewe	All locomotives
Liverpool Lime Street	All AC electric locomotives and Class 31 and 47 diesel locomotives
Manchester Piccadilly	All locomotives
Preston	All locomotives.

This work must only be done by authorised staff using equipment specially provided for this purpose. **(The equipment provided must never be raised above the top of the locomotive windscreen.)**

2. Method of work.

The following instructions apply at all locations where there is no OLE and at the 'electrified' locations specially authorised above. There are also additional instructions for cleaning of locomotive windscreens at Preston and Crewe stations in the relevant local instructions section(s) of this publication.

Whilst the work is being carried out the provisions of *Rule Book Module T10* must be applied. In addition to the requirements of *Section 6 of Module T10* the following additional protection must be provided before work commences:

- A red flag, or a red light (particularly if visibility is poor), must be exhibited 20 yards (20m) from the end of the last vehicle nearest the direction from which vehicles might be shunted against the locomotive(s) on which the cleaning is taking place. The red light may be steady or flashing.
- If it is possible for vehicles to be shunted against both ends of the locomotive(s) on which the cleaning is taking place, this protection must be provided at both ends.
- A 'NOT TO BE MOVED' board must be positioned on the driving desk in each locomotive cab. Only the staff carrying out the work are authorised to position and remove these boards. Whilst a reminder device is exhibited, the locomotive must not be moved.

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EMU stock fitted with buckeye couplers which are normally maintained in the 'up' position

Where it is necessary for any member of the staff to go between two units fitted with buckeye couplers, either of which is capable of being moved, the person concerned must take possession of the driver's brake controller key, returning it to the driver when the operation requiring the person to go between the units is completed.

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Instructions to Traincrews working other than DC electric trains and other staff who are required to work over, or in the vicinity of DC electrified lines in the Liverpool area

1. Scope of instructions.

These instructions are not intended for traincrew required to work trains during normal traffic hours over trip cock fitted areas of the DC electrified lines in the Liverpool area. Any traincrew required to work in normal traffic hours over trip cock fitted lines must be supplied with the *Working Instructions for DC Electrified Lines in the Liverpool Area*, and be competent in all relevant requirements of that publication.

2. Movement of traction units not fitted with trip cocks.

Before any train not fitted with a trip cock is allowed to enter upon the Mersey Section or the Link or Loop lines, the driver must obtain the authority of, the signaller at either Merseyrail or Hunts Cross signal boxes.

3. Description of the system.

DC electrified lines consist of one (positive) conductor rail located on the sleeper ends in the cess and/or six-foot ways in addition to the two running rails; one of the running rails is electrically bonded over the joints and acts as a conductor for the return (negative) current.

4. Danger of live equipment.

4.1 It must always be assumed that the conductor rails and connections are live.

4.2 The conductor rail is charged with electricity and it is dangerous to step upon, touch or come into contact with either the conductor rails or their connections. In addition, staff must not step upon conductor rail protection boarding.

4.3 On no account must a broken or displaced conductor rail be touched until it has been isolated

4.4 Although the traction return current flows through the running rails and the negative conductor rail where provided, these rails are not dangerous to human life.

4.5 It is dangerous to pour water on to, or in the immediate vicinity of, the line conductor rail, or to allow water issuing from locomotives, hose pipes, hydrants, etc., to come into contact therewith.

4.6 Staff are warned not to cross the conductor rail more than absolutely necessary in the discharge of their duties, and great care must be taken to avoid contact with the conductor rail. When possible use must be made of lifts, subways, over-bridges, barrow or other crossings where these are provided.

5. Emergency telephones.

5.1 Telephones for emergency use are provided at signal boxes, ground frames, passenger stations, inspection sheds and other points on the electrified lines.

These telephones are housed in cabinets identified by a white telephone on a green background with the words "EMERGENCY TELEPHONE" in white.

5.3 These telephones must only be used for communicating with the Electrical Control Operator (ECO) and all messages must be repeated back to ensure that they are correctly understood.

5.4 Contacting the Electrical Control Operator.

Contact with the ECO can be made either by the emergency telephones described above, or by ringing the numbers shown below :

<i>Location</i>	<i>British Telecom</i>	<i>E. T.D.</i>	<i>N.R.N. Band III</i>	<i>Short Code (ETD)</i>
Sandhills ECR	0151-298 2840	05-22428/29/30	#2-170	170

- If busy use "P" button to obtain priority call

6. Switching off electricity in emergency.

6.1 Any person becoming aware of a derailment, mishap or other emergency requiring or likely to require, the electricity to be switched off, must telephone the ECO at once, or arrange for this to be done.

6.2 If it would save time, radio or any lineside or other telephone may be used for communicating with the ECO as an alternative to using an emergency telephone.

6.3 When a lineside telephone communicating with a signal box is used, the messages between the person requesting the isolation and the ECO must be passed on by the signaller without delay.

6.4 Before telephoning for the electricity to be switched off, traincrews must ensure that where a line(s) other than that on which their train is standing is obstructed, such line(s) is protected in accordance with the provisions of *Rule Book Module M1*.

6.5 The person contacting the ECO must first say that 'This is an emergency call', then must state:

- (a) where they are speaking from
- (b) their name, job title and employer
- (c) the line or lines concerned
- (d) the location (e.g. the nearest bridge, station, signal or other structure)
- (e) the telephone or radio call number you are using (so the ECO can contact you if necessary)
- (f) why the isolation is required and whether any person is in danger from the conductor rail or its connections
- (g) whether police, fire, ambulance or other emergency services are waiting to give assistance

The person contacting the ECO must remain in contact until either:

- assured by the ECO that the electricity has been switched off and the equipment made safe, or
- alternative arrangements have been agreed.

6.6 The person making the request will be known as the person in charge of the isolation and this person alone must be responsible for dealing with the ECO in these circumstances. If this person is relieved, this person must advise the ECO the name and grade of the person left in charge of the isolation, who must also confirm to the ECO that this person is now in charge. The ECO must satisfy himself that the relief is fully aware of the limits of the isolation. Electricity will be restored only for, or after consultation with, the person in charge of the isolation.

7. Procedure in case of fire.

7.1 Any outbreak of fire on or near to the electrified lines must be reported immediately to the ECO.

7.2 In reporting fire, care must be taken to state the exact location and which line(s) is affected.

7.3 Urgent measures must be taken to extinguish fires likely to affect cables or other electrical equipment. In addition *Rule Book Module G1, Section 9* arrangements regarding fires must be observed as applicable. The local instructions regarding procedure in case of fire contained in the Local Information Card must also be carried out.

7.4 B.C.F. extinguishers painted yellow or with a yellow band are suitable for use on fires on, or in the immediate vicinity of, electrified lines, cables or train equipment which may be alive.

ANY EMPLOYEE INHALING OR COMING INTO CONTACT WITH THE VAPOUR FROM B.C.F. EXTINGUISHERS MUST IMMEDIATELY BE PLACED IN FRESH AIR AND, IF B.C.F. ENTERS THE EYES, THEY MUST BE FLUSHED WITH CLEAN WATER.

A.F.F.F. Spray Extinguishers painted beige, must not be directed at live electrical equipment, including overhead line equipment, conductor rails or electric train heating equipment UNTIL THE ELECTRICITY HAS BEEN SWITCHED OFF.

Exception: A.F.F.F. extinguishers may be directed at train/traction electrical equipment BUT ONLY after the electric train supply (E.T.S.) and/or main traction supply has been switched off.

Battery circuits may remain energised in order to retain emergency train lighting and communication equipment.

7.5 Dry sand or earth is suitable for extinguishing fires, but water or extinguishers containing water must NOT be used under any circumstances until electricity has been switched off from the vicinity of the fire. Even then water must not be used if other means of extinguishing the fire are available.

8. Damage to conductor rails and cables.

When damage, smoking, excessive flashing (except normal sparking caused by a passing electric train), or fusing is noticed, the matter must be reported immediately by telephone to the ECO, stating the location and which line(s) is affected.

9. Interference with electrical equipment.

All staff must exercise vigilance to prevent interference with any portion of electrical equipment.

10. Flooding of permanent way.

10.1 Whenever an electrified line is flooded up to the tops of sleepers, any person observing or becoming aware of such flooding must arrange for the ECO to be at once informed, reporting the location, depth and extent of flooding and any subsequent change of conditions.

10.2 All concerned are warned that when flood water is lying on the surface of the permanent way, they must take care not to step into the water, as it may be highly charged with electricity.

10.3 Where circumstances arise causing it to be necessary for any person to step into the water, the conductor rail must be isolated before he does so.

11. Wagon sheets.

Great care must be exercised in securing sheets on wagons routed over electrified lines so as to prevent the sheets being dislodged by wind. Sheet strings must not be allowed to hang loosely.

12. Securing of couplings and brake pins.

12.1 Guards and shunters working trains passing over electrified lines must see that brake pins or long couplings are not allowed to hang down. The attention of maintenance staff must be called to all brake levers which are found to be less than six inches from the rail level when in their lowest position. Guards and shunters are responsible for walking round their train to see that all is in order in this respect prior to leaving the last depot or yard before they pass over electrified lines. The middle link of loose couplings must be pushed up in order to clear the conductor rail.

12.2 Drivers are responsible for seeing that screw couplings attached to their locomotives are clear of the conductor rails.

12.3 Train staff when pinning or unpinning handbrakes, coupling or uncoupling vehicles, etc., must as far as practicable, work on the side of the vehicles at which there is no conductor rail.

13. Traincrew alighting from locomotive and/or examining, etc., their train.

When working over electrified lines, traincrews must not alight from the locomotive more than is necessary. Before examining, adjusting, repairing, etc., any part of a vehicle which is near to the conductor rail, arrangements must be made for the current to be switched off.

14. Detraining of passengers in emergency.

Should it be necessary for passengers to be detrained, other than at a platform, the current must be switched off before they are allowed to leave the train. The conductor rail of the line upon which the train is standing and also any conductor rails alongside or over which the passengers may have to walk must be isolated.

15. Prevention of damage and obstruction to conductor rail.

Contact must be prevented between any object or ballast and a live conductor rail and material must not be dragged across or dropped on such a rail.

16. Dangerous to touch collector shoes.

Collector shoes of an electric multiple unit are connected together by cables and whether in contact with the conductor rail or not must be considered dangerous to life.

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Procedure for the protection of lampmen

At locations where lampmen have to work alone on or near the line, and cannot carry out their duties safely without the need to block any adjoining line, the following procedure must be applied:

1. BEFORE WORK STARTS.

1.1 Agreement to be reached.

The lampman must advise the signaller concerned and agree:

- which line(s) will be affected
- the length of time required, the time when work will start and the time by which it must be completed
- that all signals protecting the location will be maintained at danger.

1.2 Reminder appliances.

The signaller must, at the time agreed for the work to start, place or maintain the protecting signals at danger and use the appropriate reminder appliances.

1.3 Entries in the train register/occurrence book.

When signal protection has been afforded, the signaller must make the following entry in his train register/occurrence book:

"As agreed with Lampman the line(s) has/have been
blocked for lamping duties. Signal/Release No(s). maintained at
Danger/Normal.
Time Date"

1.4 Entries to be endorsed.

Before work commences the lampman must ask the signaller to read back the entry and when satisfied that it is correct repeat his name and, if not present in the signal box, state the location from where he is speaking. The signaller must endorse the entry accordingly. The lampman, if present in the signal box, must endorse the entry also.

2. WHEN WORK HAS BEEN COMPLETED.

2.1 Advice to signaller

When work is completed and the lampman is clear of the line in a position of safety, he must advise the signaller accordingly.

2.2 Entries in the train register/occurrence book

When advised by the lampman that work has been completed and the line is clear, the signaller must make the following entry in his train register/occurrence book:

"Advised by Lampman that work is finished and the line(s) is/are now clear.
Time Date"

The lampman, if present in the signal box, must endorse the entry.

LNW North Route GI - Dated: 07/10/06

Recording of conversations

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

LNW North Route GI - Dated: 07/10/06

Sandite application and rail conditioning trains

1. Types of rail conditioning trains
 - 1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagons hauled by a locomotive at each end
 - 1.2 The Multi-Purpose Vehicle (MPV) consists of a specially-built unit with driving cabs at each end.
 - 1.3 Where a DMU is used this consists of a specially modified class 117 or 121.
 - 1.4 All types of train carry out conditioning of the railhead during autumn by a combination of water jetting and the application of sandite traction gel.
2. Speed
 - 2.1 The maximum speed of trains when water jetting and applying sandite is 40mph. Trials underway on West Coast South permit water jetting at 60 mph
3. Notices
 - 3.1 Notices will be produced detailing the locations where sanditing and water jetting will take place.
 - 3.2 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.
 - 3.4 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.
4. Signalling arrangements
 - 4.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.
 - 4.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.
 - 4.3 Where train descriptors are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.
 - 4.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.
 - 4.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module T1B, Clause 11 and advising Operations Control of the failure. Signalling General Instruction 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

National GI - Dated: 01/10/06

Working arrangements in connection with Metrolink

1. Details of Lines.

1.1 Manchester Victoria to Bury (former Bury lines).

The Metrolink lines run parallel to the Network Rail lines between Manchester Victoria station concourse and the entrance to Collyhurst Tunnel on the formation of the former Bury lines and are owned and maintained by Metrolink.

The former down Bury line is known as the outbound line and the former up Bury line is known as the inbound line.

A storage siding, known as Millgate siding, is provided on the approach to Manchester Victoria station, with a trailing connection into the inbound line. Between this connection and the island platform is a facing crossover between the outbound and inbound lines.

Metrolink trains are permitted to work in either direction on both inbound and outbound lines between the platform and Millgate siding.

The maximum permissible speed of Metrolink trains is **50 mph**.

The signals on the Metrolink lines are controlled from the Metrolink Control Centre at Queen's Road. Radio communication is provided between the Control Centre and all Metrolink trains.

1.2 Timperley to Altrincham (Metrolink lines).

Except as shown below, the Metrolink lines between Timperley and Altrincham are used only by Metrolink trains. The track and signalling equipment are owned and maintained by Network Rail and the overhead line equipment by Metrolink. These lines are shown in Table A of this Appendix.

The signals between Timperley (exclusive) and Altrincham are controlled by the Network Rail signaller at Deansgate Junction signal box. The SPT's are housed in vandal-resistant cabinets, (opened by a standard B.R. 1 key), provide communication with the signaller at Deansgate Junction signal box.

Non-Metrolink trains may only run over the Metrolink lines during engineering operations when a possession has been taken of the line(s) concerned in accordance with the *Rule Book Module T3*. In addition, the connection between the up main line and the outbound line at Altrincham may only be used when a possession has been taken of both lines in accordance with the *Rule Book Module T3*.

1.3 Cornbrook Jn.

The Metrolink lines run parallel to Network Rail lines. The maximum permissible speed of Metrolink trains is **50 mph**. The signals on the Metrolink lines are controlled from the Metrolink Control Centre at Queen's Road. The boundary between the outbound Metrolink Eccles line and the adjacent Network Rail up Liverpool line is marked with blue posts and boundary signs.

2. Personal Safety.

Traincrews and other staff working on Network Rail lines adjacent to Metrolink lines must be alert to trains operating on these lines.

Staff whose duties require them to go on or near the Metrolink lines must observe the requirements of *Rule Book Module G2* as necessary. Where these refer to the signaller, contact must be made with the Metrolink Controller at Queen's Road in connection with the Manchester Victoria to Collyhurst Tunnel section of line and with the Network Rail signaller at Deansgate Junction in signal box in connection with the Timperley (exclusive) to Altrincham section of line.

'Sentinel' Personal Track Safety competence cards are recognised by Metrolink and must be carried by all staff whose duties require them to go on or near the Metrolink lines.

Metrolink staff whose duties require them to go on or near Network Rail lines must be in possession of a Metrolink staff identification card and training record or contractors card.

3. Overhead Line Equipment.

The overhead line equipment associated with the Metrolink system is energised at 750 volts DC, but non-Metrolink staff must observe the provisions of *Rule Book Modules G2 and AC1* as far as practicable. Where, in those publications, reference is made to the Electrical Control Room or the Electrical Control Operator, these should be read as the Metrolink Control Centre and the Metrolink Duty Manager respectively.

4. Engineering Operations.

Arrangements for engineering operations to be undertaken by Network Rail or their contractor's staff necessitating the blockage of a Metrolink line or the isolation of the associated overhead line equipment must normally be agreed at a pre-planning meeting and details published in the appropriate Operating/Engineering Notices of each company.

Work of an urgent nature not published in such notices may be carried out with prior agreement between the Network Rail department(s) concerned and the Metrolink 'Authorised Person'.

When an isolation of the overhead line equipment is involved, a Metrolink Permit to Work must be issued to the Network Rail (or their contractor) PICOP (see specimen below).

5. Communication with the Metrolink Control Centre, Queen's Road.

On every Metrolink platform there is a push-button operated Passenger Emergency Call point which gives direct voice communication with the Metrolink Control Centre.

Additionally, there are lineside plug-points for portable telephones at Millgate siding, at the entrance to Collyhurst Tunnel, midway between Altrincham and Navigation Road stations and at Deansgate Junction.

The emergency BT telephone number of the Metrolink Control Centre is 0161 203 5619.

Anyone unable to use, or without access to, any of the above facilities should communicate with the nearest signaller or with the Network Rail Operations Control (telephone 05-85669 or 85676).

6. Tracksides Signs.

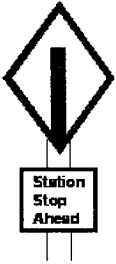
Tracksides signs are provided on the Metrolink lines as depicted on the following page. These apply only on Metrolink trains and should be ignored by non Metrolink staff.



Permanent Speed Restriction.

White diamond-shaped sign with black border and numerals.

(



Attention Sign.

White diamond-shaped sign with black border and vertical line adjoining the bottom of the border; associated notice on white rectangular sign with black border and lettering.

(



Temporary Speed Restriction Warning Indicator.

White diamond-shaped sign with black border and red letter.



Temporary Speed Restriction Speed Indicator.

White diamond-shaped sign with black border and red numerals.

(



Temporary Speed Restriction Termination Indicator.

White diamond-shaped sign with black border and red letter.

(

SPECIMEN – FRONT

Control/PICOP

METROLINK

PTW No.

A

PERMIT TO WORK (TYPE A)

N.B. This permit is required for work within 2m of the line or 2.75m of the OHLE or as specified by the Engineer.

It may only be accepted by a Metrolink trained PIC.

This Permit and your PIC badge must be produced on request.

Every section must be completed, if not applicable this must be stated.

Department or Contractor

Worksite limits

Work to be carried out

Permit to work

STARTS

Date

Time

FINISHES

Date

Time

Prepared on Date

by (name in capitals)

Signature

PROTECTION OF WORK # (Delete as applicable)**1. PHYSICAL** - Is a possession required? # YES/NO

If YES, an absolute engineers possession of the #INBOUND/OUTBOUND line(s) at the above location is required, to include worksite limits, any electrical isolation limit and additional protection in accordance with Metrolink Rule Book Section 5.

I (name in capitals)

as PICOP/on behalf of PICOP (name in capitals)

certify the above possession is in force at:

Date

Time

Signature

Other protection or precautions required:-

2. ELECTRICAL - Is any electrical protection required? # YES/NO

If YES:- Switching Program number

must be implemented to:-

I (name in capitals)

as Senior Controller/on behalf of Senior Controller

(name in capitals)

certify the above switching program has been completed

and the isolation control sheet updated with this permit.

Date

Time

Signature

3. ISSUE

Permit issued by (name in capitals)

Signature

Date

Time

SPECIMEN – BACK

4. ACCEPTANCE

I have read this permit and understand that it is only valid when parts 1, 2, 3 and 4 are complete, and then only between the times stated.

PIC Signature Date Time
(name in capitals)

5. TRANSFER

This permit may only be transferred with the consent of the PICOP, or Senior Controller if applicable. The person to whom it is transferred accepts full responsibility for it. Both the PIC and PICOP/Control copies must be updated with details of any transfer.

From PIC Signature	New PIC Print name	New PIC Signature	Or message received by (name in capitals)	Date	Time

6. CANCELLATION OF PERMIT

6.1 All tools and staff under my control have been withdrawn and staff warned that it is no longer safe to work in the area defined in the permit.

6.2 Has the equipment been returned to a normal operational state? (tick box) YES ☐ NO ☐

If NO, please specify :-

PIC (name in capitals) Signature

Date Time Dictated to

7. PERMIT ACCEPTED BACK

Accepted back by (name in capitals) Signature

Date Time

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Working of trains not fitted throughout with the continuous brake

1. May run only where authorised.

Trains not fitted throughout with the continuous brake may only run where specially authorised in Table B of this Sectional Appendix.

2. Provision of a brake van and side lamps.

A brake van, in which the guard must ride, must be provided at the rear of the train.

The guard must ensure that two side lamps are carried on the rear most brake van. During darkness, fog or falling snow or when passing through a tunnel, they must show a white light forward. The indication to the rear must be red except as follows:

- a) Trains running in the reverse direction on a bi-directional double line must exhibit a white light on the side next to the other line and a red light on the opposite side.
- b) Trains on a relief or slow line and trains on a goods line or loop adjacent to a main or fast line must exhibit a white light on the side next to the main or fast line and a red light on the opposite line.

3. Applying the handbrake.

The guard must apply the handbrake as necessary to steady the train when travelling down a gradient and take care not to lock the wheels. The guard must also apply the handbrake as soon as it becomes apparent that the driver is applying the brakes unless instructions are issued to the contrary. If the driver requires the guard to apply the handbrake, the driver must give three short blasts on the horn and repeat this as necessary.

The guard must apply the handbrake before leaving the brake van.

4. Maximum speed of movements.

Speed must not exceed 25 mph or any lower speed that may be laid down.

5. Looking back during the movement.

The driver must look back frequently, particularly when accelerating, to check that the whole train is following in order. If the train is stopped abruptly, the driver must go back and ascertain whether any vehicle is lock buffered or derailed or the guard is hurt.

6. Working over steep inclines.

The train must stop before descending any steep incline specified in the Working Timetable or loads tables and any other incline as required by the driver.

Unless the driver is satisfied that the load is small enough to ensure that the train can proceed without applying the wagon brakes; the guard must apply the number of wagon brakes required by the driver, the brakes applied must be immediately behind the locomotive or fitted head. The train may then be restarted and drawn slowly on to the incline. If there are too few (or too many) brakes applied, the driver must stop immediately and give six blasts on the horn (given 3-3). The driver must then instruct the guard to adjust the brakes accordingly.

The driver must carefully control the speed of the train down the incline and the guard must also observe the speed. The locomotive and brake van brakes must be kept in reserve and used only if necessary to stop the train. The train must stop at the foot of the incline to enable the brakes to be released.

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Explanation of Table A terms and symbols

Index & Key To Symbolology

All information is shown with the Down direction being down the page and the Up direction being up the page - unless indicated otherwise.

Location Column

Station names are shown in CAPITALS.

Ground Frames are indicated by the letters GF, Ground Switch Panels by the letters GSP, and Shunt Frames by the letters SF. Where trains may be shut in, a letter "S" in a circle is shown.

Level crossings are indicated by the letters LC and one of the following abbreviations following the name:

- Crossings operated by a Signaller or Crossing Keeper

MCG	Manned Level Crossing (gates) operated locally by a signaller or crossing keeper
MCB	Manned Level Crossing (barriers) operated locally by a signaller or crossing keeper
CCTV	Manned Level Crossing (full BARRIERS) closed circuit television
RC	Remotely Controlled Manned
- Automatic Crossings

AHBC	Automatic Half-Barrier
ABCL	Automatic Barrier Crossing - road warning lights and barriers monitored by train crew
R/G	Miniature Red/Green Warning Lights (inc. Miniature Stop Lights)
AOCL	Open Crossing - road warning lights monitored by train crew

X shown after the above abbreviations for level crossing type (e.g. AHBC-X, AOCL-X) indicates that the crossing concerned works automatically for movements in the wrong direction.

- Other crossings

TMO	Train Crew Operated
OPEN	Open crossing without road warning lights
UWC	User Worked Crossing
UWB	Crossing with User Worked Barriers
[T]	Accommodation/Occupation crossing equipped with telephone.
BW	Bridleway Crossing

Token Exchange Points on Radio Electronic Token Block lines are identified by the letters - TEP.

Overhead Line Neutral Sections are indicated by the letters OHNS.

Mileage Column

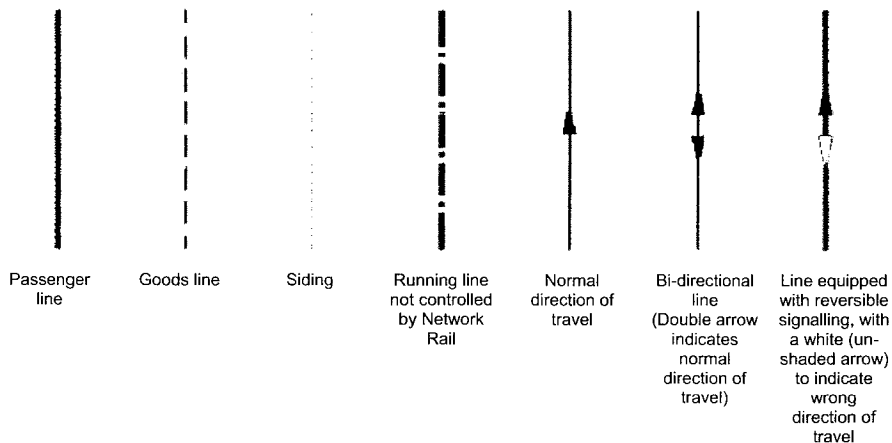
Mileage is shown in miles and chains. (1 mile = 1760 yards / 1.6 Km, 1 chain = 22 yards / 20.11 metres)

Where the lineside mileage changes, the entry is shown:

$$\frac{47 \ 02}{0 \ 00}$$

Running lines and speed restriction column

This contains a diagrammatic representation of all running lines and associated connections, but is not to scale. Lines are displayed as follows:



The following abbreviations are used:-

U	Up
UM	Up Main
UF	Up Fast
US	Up Slow
UE	Up Electric
UR	Up Relief
UA	Up Avoiding
UG	Up Goods
USB	Up Suburban
UPL	Up Passenger Loop
UGL	Up Goods Loop
URS	Up Refuge Siding
CL	Crossing Loop in Single Line

D	Down
DM	Down Main
DF	Down Fast
DS	Down Slow
DE	Down Electric
DR	Down Relief
DA	Down Avoiding
DG	Down Goods
DSB	Down Suburban
DPL	Down Passenger Loop
DGL	Down Goods Loop
DRS	Down Refuge Siding
U&D	Up & Down

Where other abbreviations are in use, details are given in the Signalling and Remarks column.

Speed Restrictions

- The maximum permitted speed is shown in Miles per Hour on each running line.
- The location of a change in Maximum Permitted Speed is indicated by a star.
- The mileage at which the speed change occurs is shown in the mileage column, along with a further star.

On bi-directional lines a star may indicate a change in speed in the wrong direction only. This will be indicated by an arrow next to the star and the speed to which it applies (see Diagrammatic explanation of symbols table).

Where a Differential Speed Restriction applies, it is indicated as in the following example:

Standard differential
speed restriction

20
40

Non-Standard
differential speed
restriction

20
SP
40

The abbreviation used in the Non-Standard differential speed restrictions is as defined in Rule Book Module SP, Section 2.5 - Permissible speed indicators with letters.

The above example of a non-standard differential speed restriction indicates that Sprinter trains are permitted to travel at 40mph and all other trains at 20mph.

On single and bi-directional lines where different speeds apply in each direction the speeds are shown together with an arrow head indicating the direction in which they apply. The arrow head for the Up direction is to the left of the running line, and that for the Down direction to the right.

On single and bi-directional lines where the same speed applies to movements in either direction, no arrows are shown.

Unless indicated otherwise by speed signs, the maximum speed over connections to sidings and yards is 15 m.p.h. and the maximum speed in Depots and Carriage Sidings is 5 m.p.h.

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

Signalling and remarks column

The Signalling and remarks column contains the following details at the top of each page, and again whenever any of the details therein change:

Mode of signalling

Controlling Signal Box, type and signal prefix

NRN radio
channel
number where
appropriate

CSR number
where
appropriate

TCB
RA8

Liverpool St IECC (L)
AC: Romford

NRN

CSR



Route availability number for the
line(s) concerned

Type of electrification where appropriate and
Electrical control room responsible for the area

GSM-R

Areas covered by GSM-R are indicated with the following symbol (Specific details are shown in the Signalling and Remarks Column);

GSM-R area



Mode of signalling

TCB	Track Circuit Block
AB	Absolute Block
AB (PF)	Permissive Block
TB	Tokenless Block
OTS	One Train Working where a staff is provided
OTNS	One Train Working where a staff is not provided

RETB	Radio Electronic Token Block (including the channel number)
ET	Electronic Block
TST	Train Staff and Ticket (Detail in Local instructions where applicable)
NSTR	No Signaller Token with Remote Crossing Loops
NB	No Block
C2	Western only (See Western General Instructions for details)

Electrification

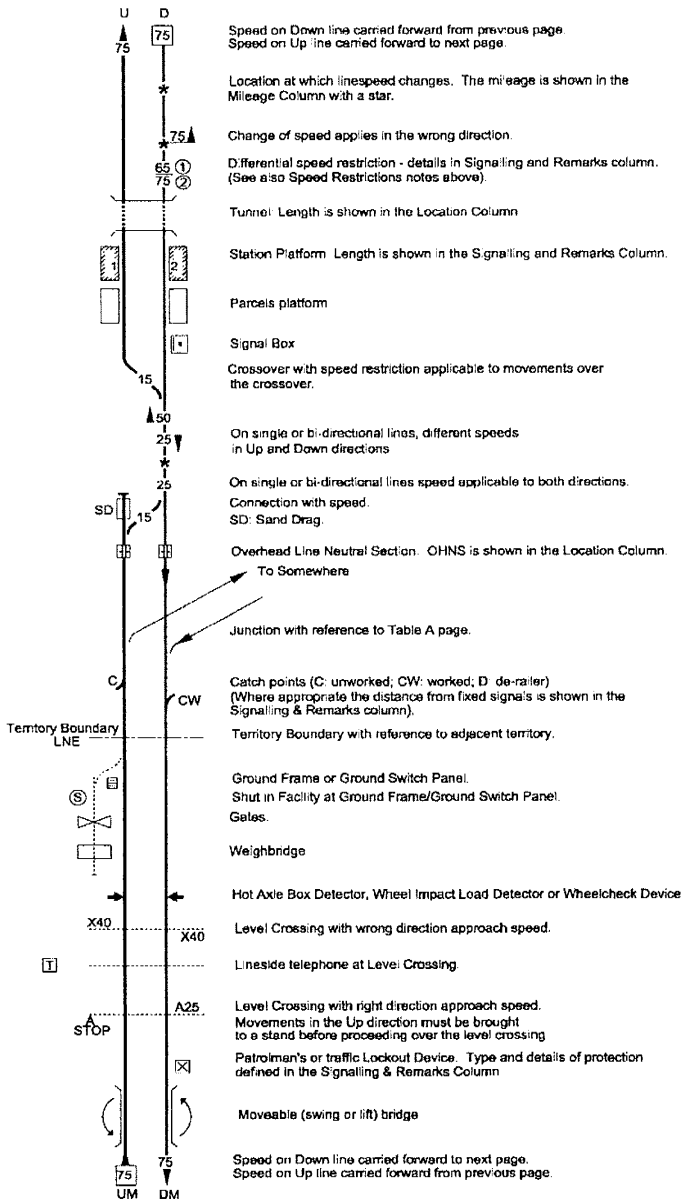
AC	Electrified with Overhead Line Equipment at 25kV Alternating Current.
DC(3)	Electrified with Third Rail at 750 volts Direct Current.
DC(4)	Electrified with Fourth Rail at 750 volts Direct Current.

Note: When Cab Secure / NRN radio channel numbers change, an additional symbol with the new channel number will appear adjacent to the point where the channel changes. The information is read DOWN the page, therefore when a change occurs the new channel number will apply to the area below the additional symbol.

The signalling and remarks column contains additional information as follows:

- Special Speed restrictions where denoted by ① (or other number in a circle) in the Running Lines and Speed Restrictions column.
- Automatic Staff Warning Systems using the abbreviation FWS - Fixed Warning System (applies to lines as indicated in the Signalling & Remarks column)
- AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted. Goods lines are not AWS fitted unless otherwise indicated.
- TPWS – Train Protection Warning System. Detail is given for those lines of route where the system is not fitted.
- TASS – Tilt Authorisation and Speed Supervision system.
- Loop and Refuge Siding Standage, given in metres and yards.
- Locations of catch points.
- Other additional remarks e.g. telephones where provided for traffic purposes.
- Length of station platforms in metres and yards.
- Local Instructions are referred to where appropriate.
- Locations of Hot Axle Box Detectors.
- Locations of Lockout Devices (LOD):
 - LOD (P) - Patrolman's Lockout Device - inhibits movements in one direction only on designated bi-directional line(s)
 - LOD (T) - Traffic Lockout Device - inhibits all movements on designated line(s)
 - NB: Full details of the protection afforded is as defined in the lineside case.
- Locations where Permissive Working is authorised:
 - PP - Permissive Working - full use for class 1, 2, 5 and 0 trains.
 - PP-C - Permissive Working - Contingency use only for class 1, 2, 5 and 0 trains.
 - PP-A - Permissive Working - Attaching and Contingency use only for class 1, 2, 5 and 0 trains.
 - PF - Permissive Working for class 3 to 8 and 0 trains

Diagrammatic explanation of symbols



Dated: 07/10/06

Index of Locations

Location	Table A - Module
Abbey LC (TMO)	NW5010-001-LNW(N)5
Aber Bull LC (UWC)	NW3001-017-LNW(N)3
Aber Emergency GF	NW3001-017-LNW(N)3
ABERGELE & PENSARN	NW3001-013-LNW(N)3
Abergele SB (AE)	NW3001-013-LNW(N)3
ACCRINGTON	NW7009-007-LNW(N)7
Accrington EGF	NW7009-007-LNW(N)7
Ackers HABD	NW5009-009-LNW(N)5
ACTON BRIDGE	NW1001-012-LNW(N)1
Acton Bridge Jn	NW1001-012-LNW(N)1
Acton Grange GF No. 1	NW1001-014-LNW(N)1
Acton Grange GF No. 3	NW1001-014-LNW(N)1
Acton Grange GF No.2	NW3003-004-LNW(N)3
Acton Grange Jn	NW1001-014-LNW(N)1, NW1019-001-LNW(N)1, NW3003-004-LNW(N)3
ADLINGTON	NW5009-011-LNW(N)5, NW6001-007-LNW(N)6
Admiralty Siding GF	NW4001-021-LNW(N)4
Adswold Road Jn	NW5001-005-LNW(N)5
Agecroft North Jn	NW6001-004-LNW(N)6
Agecroft South Jn	NW6001-004-LNW(N)6
AIGBURTH	NW8001-002-LNW(N)8
AINSDALE	NW8001-010-LNW(N)8
Ainsdale LC (CCTV)	NW8001-010-LNW(N)8
AINTREE	NW8005-003-LNW(N)8, NW8007-002-LNW(N)8
Aintree Emergency GF	NW8005-003-LNW(N)8, NW8007-002-LNW(N)8
Aintree West L.C. (UWC)	NW8007-002-LNW(N)8
ALDERLEY EDGE	NW5001-004-LNW(N)5
Alderley Edge North Jn	NW5001-004-LNW(N)5
Alderley Edge South Jn	NW5001-004-LNW(N)5
Alexandra Dock Tunnel	NW2027-002-LNW(N)2
Allerton East Jn	NW2001-005-LNW(N)2, NW2007-001-LNW(N)2
Allerton Jn	NW2001-005-LNW(N)2, NW6003-006-LNW(N)6
Allerton Jn SB (AN)	NW2001-005-LNW(N)2, NW6003-006-LNW(N)6
Allerton West Jn	NW2001-005-LNW(N)2
ALSAGER	NW1005-002-LNW(N)1
Alsager Station LC (CCTV)	NW1005-002-LNW(N)1
ALTRINCHAM	NW3023-004-LNW(N)3, NW3027-003-LNW(N)3
Amlwch	NW3019-001-LNW(N)3
Angerton Hall LC (UWC)	NW4033-010-LNW(N)4
Angerton Hall No.2 LC (UWC)	NW4033-010-LNW(N)4
Angerton Hall No.3 LC (UWC)	NW4033-010-LNW(N)4
ANNAN	NW4031-002-LNW(N)4
ANSDELL & FAIRHAVEN	NW4007-002-LNW(N)4
Apesford LC (MCG)	NW5010-002-LNW(N)5
APPLEBY	NW9901-007-LNW(N)10
Appleby East LC (TMO)	NW9907-001-LNW(N)10
Appleby North SB	NW9901-007-LNW(N)10, NW9907-001-LNW(N)10
APPLEY BRIDGE	NW6009-004-LNW(N)6
ARDWICK	NW5015-005-LNW(N)5
Ardwick Jn	NW5001-010-LNW(N)5, NW5015-005-LNW(N)5
ARMATHWAITE	NW9901-010-LNW(N)10
Armathwaite Tunnel	NW9901-010-LNW(N)10
Armitage Jn	NW1001-001-LNW(N)1
ARNSIDE	NW4033-003-LNW(N)4
Arnside SB	NW4033-003-LNW(N)4

Location	Table A - Module
Arpley Grid Iron Jn North	NW2011-001-LNW(N)2
Arpley Grid Iron Jn South	NW2011-001-LNW(N)2
Arpley Jn	NW2009-001-LNW(N)2, NW2011-001-LNW(N)2
Arpley Jn SB (AJ)	NW2009-001-LNW(N)2
Arpley Yard	NW2011-001-LNW(N)2
ASHBURYS	NW5015-004-LNW(N)5
Ashburys East Jn	NW5015-004-LNW(N)5, NW9007-004-LNW(N)9
Ashburys SB (AS)	NW5015-004-LNW(N)5, NW9007-004-LNW(N)9
Ashburys West Jn	NW5015-005-LNW(N)5, NW7025-001-LNW(N)7
ASHLEY	NW3023-005-LNW(N)3
ASHTON	NW7021-003-LNW(N)7
Ashton Moss North Jn	NW5013-001-LNW(N)5
Ashton Moss North Jn SB	NW5013-001-LNW(N)5, NW7021-002-LNW(N)7
Ashwood Dale Tunnel	NW9005-004-LNW(N)9
ASKAM	NW4033-009-LNW(N)4
Askam SB LC (MCB)	NW4033-009-LNW(N)4
ASPATRIA	NW4033-022-LNW(N)4
Aspatia Tunnel	NW4033-022-LNW(N)4
Astley Bridge Jn	NW6011-001-LNW(N)6
Astley LC (UWC)	NW2015-002-LNW(N)2
Astley SB (AY)	NW2015-002-LNW(N)2
Aston-by-Stone LC (CCTV)	NW5009-001-LNW(N)5
ATHERTON	NW6009-002-LNW(N)6
Atherton Goods Yard SB	NW6009-002-LNW(N)6
AUGHTON PARK	NW8005-004-LNW(N)8
Aughton Rd LC (CCTV)	NW8001-011-LNW(N)8
BACHE	NW3011-002-LNW(N)3
Bagillt LC (UWC)	NW3001-009-LNW(N)3
Baguley Fold Jn	NW7021-002-LNW(N)7, NW7027-001-LNW(N)7
Baguley Fold Jn SB	NW7021-002-LNW(N)7, NW7027-001-LNW(N)7
Bainbridge No.2 LC (UWC)	NW4033-023-LNW(N)4
Balderton LC (AHBC)	NW3005-004-LNW(N)3
Balderton Tunnel	NW3005-004-LNW(N)3
Balfour LC (UWC)	NW4033-023-LNW(N)4
Balshaw Lane Jn	NW1001-021-LNW(N)1
BAMBER BRIDGE	NW7009-003-LNW(N)7
Bamber Bridge LC (MCB)	NW7009-003-LNW(N)7
Bamber Bridge Stn GF	NW7009-002-LNW(N)7
BAMFORD	NW9001-002-LNW(N)9
Bamfurlong Jn	NW1001-018-LNW(N)1
Bamfurlong Sidings Jn	NW1001-018-LNW(N)1, NW1025-001-LNW(N)1
BANGOR	NW3001-018-LNW(N)3
Bangor SB (BR)	NW3001-018-LNW(N)3
Bangor Tunnel	NW3001-018-LNW(N)3
BANK HALL	NW8001-007-LNW(N)8
Bank Head LC (UWC)	NW7009-003-LNW(N)7
BARE LANE	NW4011-001-LNW(N)4
Bare Lane Jn	NW4011-001-LNW(N)4, NW4013-001-LNW(N)4
Bare Lane LC (MCB)	NW4011-001-LNW(N)4
Bare Lane SB	NW4011-001-LNW(N)4
BARLASTON	NW5009-003-LNW(N)5
Barlaston HABD	NW5009-003-LNW(N)5
Barlaston LC (CCTV)	NW5009-002-LNW(N)5
Barmoor Clough Tunnel	NW9021-001-LNW(N)9
Baron Wood No.1 Tunnel	NW9901-010-LNW(N)10
Baron Wood No.2 Tunnel	NW9901-010-LNW(N)10
BARROW-IN-FURNESS	NW4033-007-LNW(N)4

Location	Table A - Module
Barrow-In-Furness SB	NW4033-008-LNW(N)4
Barthomley Jn	NW1005-002-LNW(N)1
Barthomley LC (R/G)	NW1005-002-LNW(N)1
Barton & Broughton Loop	NW4001-004-LNW(N)4
Barton & Broughton North GF	NW4001-004-LNW(N)4
Barton & Broughton South GF	NW4001-004-LNW(N)4
Basford Hall Jn	NW1009-001-LNW(N)1
Basford Hall Jn SB (BH)	NW1001-007-LNW(N)1
Basford Wood GF	NW1001-007-LNW(N)1
Bathing Pool LC (UWC)	NW4033-004-LNW(N)4
Bay Horse North and South GF's	NW4001-005-LNW(N)4
Beaverpool Tunnel	NW3015-003-LNW(N)3
BEBINGTON	NW8013-003-LNW(N)8
Beeches Farm LC (UWC)	NW3001-007-LNW(N)3
Beeston Castle & Tarporley SB (BC)	NW3001-002-LNW(N)3
Bell House L.C. (UWC)	NW4033-015-LNW(N)4
BELLE VUE	NW9007-004-LNW(N)9
Belmont Tunnel	NW3001-019-LNW(N)3
BENTHAM	NW9903-002-LNW(N)10
Bertheos Tunnel	NW3015-004-LNW(N)3
BESCAR LANE	NW6009-006-LNW(N)6
Bescar Lane LC (AHBC)	NW6009-006-LNW(N)6
BETWS-Y-COED	NW3015-003-LNW(N)3
BIDSTON	NW3007-006-LNW(N)3, NW8011-006-LNW(N)8
Bidston Dee Jn	NW3007-006-LNW(N)3, NW8011-006-LNW(N)8
Bidston East Jn	NW8011-005-LNW(N)8, NW8015-001-LNW(N)8
Bidston West Jn	NW3007-006-LNW(N)3, NW8011-006-LNW(N)8
BIRCHWOOD	NW6003-003-LNW(N)6
Birdswood Tunnel	NW1001-013-LNW(N)1
BIRKDALE	NW8001-011-LNW(N)8
Birkdale LC (CCTV)	NW8001-011-LNW(N)8
BIRKENHEAD CENTRAL	NW8013-001-LNW(N)8
BIRKENHEAD NORTH	NW8011-004-LNW(N)8
Birkenhead North TMD	NW8011-005-LNW(N)8
BIRKENHEAD PARK	NW8011-004-LNW(N)8
Birkett Tunnel	NW9901-005-LNW(N)10
Black Dyke LC (AHBC)	NW4033-003-LNW(N)4
BLACKBURN	NW7009-005-LNW(N)7
Blackburn Bolton Branch Jn.	NW6011-003-LNW(N)6
Blackburn Bolton Jn	NW6011-003-LNW(N)6, NW7009-005-LNW(N)7
Blackburn GF	NW7009-005-LNW(N)7
Blackburn Tunnel	NW7009-005-LNW(N)7
BLACKPOOL NORTH	NW4005-005-LNW(N)4
Blackpool North No.1 SB	NW4005-004-LNW(N)4
BLACKPOOL PLEASURE BEACH	NW4007-002-LNW(N)4
BLACKPOOL SOUTH	NW4007-002-LNW(N)4
BLACKROD	NW6001-007-LNW(N)6
Blackrod Jn SB (BJ)	NW6001-007-LNW(N)6
BLAENAU FFESTINIOG	NW3015-005-LNW(N)3
Blaenau Ffestiniog GF No.2	NW3015-005-LNW(N)3
Blaenau Ffestiniog GF No.3	NW3015-005-LNW(N)3
Blainscough Emergency GF	NW1001-021-LNW(N)1
Blea Moor SB	NW9901-003-LNW(N)10
Blea Moor Tunnel	NW9901-003-LNW(N)10
BLUNDELLSANDS & CROSBY	NW8001-009-LNW(N)8
Bod Hyfryd LC (UWC)	NW3015-001-LNW(N)3
Bodlonddeb LC (UWC)	NW3001-010-LNW(N)3

Location	Table A - Module
BODORGAN	NW3001-021-LNW(N)3
Bodorgan No.1 Tunnel	NW3001-021-LNW(N)3
Bodorgan No.2 Tunnel	NW3001-021-LNW(N)3
Bog Jn	NW4021-002-LNW(N)4, NW4025-001-LNW(N)4, NW9911-001-LNW(N)10
BOLTON	NW6001-005-LNW(N)6, NW6011-001-LNW(N)6
Bolton East Jn	NW6001-005-LNW(N)6, NW6011-001-LNW(N)6
Bolton West Jn	NW6001-005-LNW(N)6, NW6011-001-LNW(N)6
Bolton-le-Sands LC (CCTV)	NW4001-007-LNW(N)4
BOOTLE	NW4033-012-LNW(N)4
Bootle Branch Jn	NW2015-006-LNW(N)2, NW2027-001-LNW(N)2
Bootle Junction	NW2027-002-LNW(N)2, NW8001-007-LNW(N)8, NW8007-001-LNW(N)8
BOOTLE NEW STRAND	NW8001-008-LNW(N)8, NW8007-001-LNW(N)8
BOOTLE ORIEL ROAD	NW8001-007-LNW(N)8, NW8007-001-LNW(N)8
Bootle SB L.C. (MCG)	NW4033-012-LNW(N)4
Bowness LC (UWC)	NW9903-003-LNW(N)10
Bradshawgate Tunnel	NW6011-001-LNW(N)6
Bradwell Jn	NW5009-007-LNW(N)5
BRAMHALL	NW5009-011-LNW(N)5
Bramhall Jn	NW5009-012-LNW(N)5
Bransty Junction	NW4033-017-LNW(N)4
Bransty SB	NW4033-017-LNW(N)4
BRAYSTONES	NW4033-014-LNW(N)4
BREDBURY	NW9007-003-LNW(N)9
Bredbury GF	NW9007-003-LNW(N)9
Bredbury High Level Tunnel	NW9007-003-LNW(N)9
Bredbury Sidings	NW9013-001-LNW(N)9
Brewery Jn	NW7001-003-LNW(N)7, NW7023-001-LNW(N)7
Brickfield LC (UWC)	NW3015-001-LNW(N)3
BRIERFIELD	NW7017-001-LNW(N)7
Brierfield LC (MCB)	NW7017-001-LNW(N)7
Brierfield Tunnel	NW7017-001-LNW(N)7
Brierlow Sidings GF	NW9019-001-LNW(N)9
Brigg's GF	NW9019-002-LNW(N)9
Brindle Heath Sidings	NW6001-004-LNW(N)6
BRINNINGTON	NW9007-004-LNW(N)9
Britannia Bridge	NW3001-019-LNW(N)3
British Salt GF	NW3029-001-LNW(N)3
BROAD GREEN	NW2015-006-LNW(N)2
Broad Oak LC (AHBC)	NW3005-004-LNW(N)3
BROADBOTTOM	NW5015-002-LNW(N)5
Brock LC (R/G)	NW4001-004-LNW(N)4
BROMBOROUGH	NW8013-004-LNW(N)8
BROMBOROUGH RAKE	NW8013-003-LNW(N)8
BROMLEY CROSS	NW6011-002-LNW(N)6
Bromley Cross LC (FP)	NW6011-002-LNW(N)6
Brook Hall Rd LC (CCTV)	NW8001-009-LNW(N)8
BRUNSWICK	NW8001-002-LNW(N)8
Brunthill Branch Jn	NW4027-001-LNW(N)4
BRYN	NW2023-002-LNW(N)2
Bryn LC (UWC)	NW3015-001-LNW(N)3
BUCKLEY	NW3007-003-LNW(N)3
Bullocks No.1 LC (UWC)	NW9021-003-LNW(N)9
BURNAGE	NW5003-002-LNW(N)5
Burnden Jn	NW6001-005-LNW(N)6
BURNESIDE	NW4019-001-LNW(N)4

Location	Table A - Module
Burnside Higher LC (MCG)	NW4019-001-LNW(N)4
Burnside Lower LC (AOCL)	NW4019-002-LNW(N)4
Burnside Station LC (UWC)	NW4019-001-LNW(N)4
BURNLEY BARRACKS	NW7017-001-LNW(N)7
BURNLEY CENTRAL	NW7017-001-LNW(N)7
BURNLEY MANCHESTER ROAD	NW7009-009-LNW(N)7
BURSCOUGH BRIDGE	NW6009-006-LNW(N)6
Burscough Bridge Jn SB (BB)	NW6009-006-LNW(N)6
BURSCOUGH JN	NW7007-002-LNW(N)7
Burtonwood GF	NW6003-004-LNW(N)6
Bush-on-Esk	NW4029-001-LNW(N)4
Bush-on-Esk No.2 LC (AOCL)	NW4029-001-LNW(N)4
Bush-on-Esk No.4 LC (OC)	NW4029-001-LNW(N)4
BUXTON	NW9021-001-LNW(N)9
Buxton SB	NW9005-005-LNW(N)9, NW9019-001-LNW(N)9,
CAERGWRLE	NW3007-002-LNW(N)3
Caldew Jn	NW4001-019-LNW(N)4
Caldon Low GF	NW5010-002-LNW(N)5
Caldon Quarry	NW5010-002-LNW(N)5
Canning Street Junction	NW8011-003-LNW(N)8, NW8013-001-LNW(N)8
Canning Street North SB	NW8017-001-LNW(N)8
CAPENHURST	NW3011-002-LNW(N)3
CARK & CARTMEL	NW4033-005-LNW(N)4
Carleton Crossing SB LC (MCB)	NW4005-004-LNW(N)4
CARLISLE	NW4001-018-LNW(N)4
Carlisle North Junction	NW4001-018-LNW(N)4
Carlisle SB (CE)	NW4001-018-LNW(N)4, NW4033-024-LNW(N)4
Carlisle South Jn	NW4001-018-LNW(N)4, NW4033-024-LNW(N)4,
Carlton Lane L.C. (UWC)	NW9901-012-LNW(N)10
CARNFORTH	NW8011-007-LNW(N)8
Carnforth North Jn	NW4033-001-LNW(N)4
Carnforth South Jn	NW4001-007-LNW(N)4
Carnforth Station Jn	NW4033-001-LNW(N)4, NW9903-003-LNW(N)10
Carnforth Station Jn SB	NW4033-001-LNW(N)4, NW9903-003-LNW(N)10
Carr Lane L.C. (UWC)	NW8011-007-LNW(N)8
Carrs LC (UWC)	NW4033-023-LNW(N)4
Cart Lane LC (UWC)	NW4033-004-LNW(N)4
Carterhouse Jn SB	NW2009-003-LNW(N)2
Carterhouse Jn SB LC (UWC)	NW2009-003-LNW(N)2
Castle Farm No.1 L.C. (UWC)	NW4033-011-LNW(N)4
Castle Hill Tunnel	NW7001-008-LNW(N)7
Castlefield Jn	NW6001-002-LNW(N)6, NW6003-001-LNW(N)6
CASTLETON	NW7001-006-LNW(N)7
Castleton East Jn	NW7001-005-LNW(N)7, NW7005-001-LNW(N)7
Castleton East Jn SB	NW7001-005-LNW(N)7, NW7005-001-LNW(N)7
Castleton North Jn	NW7005-001-LNW(N)7
Castleton South Jn	NW7001-005-LNW(N)7
Cavendish Street Tunnel	NW8011-004-LNW(N)8
CEFN-Y-BEDD	NW3007-002-LNW(N)3
Cement Depot No.1 LC (OC)	NW4023-001-LNW(N)4
Central Tunnel	NW7019-003-LNW(N)7
Chaffers LC (TMO)	NW7017-001-LNW(N)7
Chapel L.N.W. Tunnel	NW9005-001-LNW(N)9
Chapel Lane LC (MCG)	NW6009-005-LNW(N)6
CHAPEL-EN-LE-FRITH	NW9021-002-LNW(N)9

Location	Table A - Module
Chapel-en-le-Frith LC (UWC)	NW9021-002-LNW(N)9
Chapel-en-le-Frith SB	NW9021-002-LNW(N)9
CHASSEN ROAD	NW6003-002-LNW(N)6
CHEADLE HULME	NW5001-005-LNW(N)5, NW5009-012-LNW(N)5
Cheadle Hulme North Jn	NW5001-005-LNW(N)5, NW5009-012-LNW(N)5
Cheadle Jn	NW9017-001-LNW(N)9
Cheadle Wood Farm LC (UWC)	NW9017-001-LNW(N)9
CHELFORD	NW5001-003-LNW(N)5
Chelford North Jn	NW5001-003-LNW(N)5
Chelford South Jn	NW5001-003-LNW(N)5
CHERRY TREE	NW7009-004-LNW(N)7
Cherry Tree GF	NW7009-004-LNW(N)7
CHESTER	NW3001-004-LNW(N)3
Chester East Jn	NW3001-003-LNW(N)3, NW3003-001-LNW(N)3
Chester North Jn	NW3009-001-LNW(N)3, NW3011-001-LNW(N)3
Chester SB (CR)	NW3001-004-LNW(N)3
Chester South Jn	NW3001-005-LNW(N)3, NW3009-001-LNW(N)3
Chester West Jn	NW3001-004-LNW(N)3, NW3011-001-LNW(N)3
CHINLEY	NW9001-005-LNW(N)9
Chinley East Jn	NW9001-005-LNW(N)9, NW9003-001-LNW(N)9
Chinley North Jn	NW9001-005-LNW(N)9, NW9005-001-LNW(N)9
Chinley SB (CY)	NW9001-005-LNW(N)9, NW9005-001-LNW(N)9
Chinley South Jn	NW9003-001-LNW(N)9, NW9005-001-LNW(N)9
CHIRK	NW3005-001-LNW(N)3
Chirk Tunnel	NW3005-001-LNW(N)3
CHORLEY	NW6001-007-LNW(N)6
Chorley LC (MCG)	NW6001-007-LNW(N)6
Chorley Tunnel	NW6001-008-LNW(N)6
Christleton Tunnel	NW3001-003-LNW(N)3
CHURCH & OSWALDTWISTLE	NW7009-006-LNW(N)7
Church Lane LC (CCTV)	NW5009-002-LNW(N)5
CLAPHAM	NW9903-002-LNW(N)10
Clayton Bridge LC (CCTV)	NW7021-002-LNW(N)7
Cleatop LC (UWC)	NW9903-001-LNW(N)10
Cleiflog Uchaf LC (UWC)	NW3001-022-LNW(N)3
Cliffe Vale Jn	NW5009-006-LNW(N)5
CLIFTON	NW6001-004-LNW(N)6
Clifton and Lowther No.1 GF	NW4001-013-LNW(N)4
Clifton and Lowther No.2 GF	NW4001-013-LNW(N)4
Clints Field LC (UWC)	NW9903-002-LNW(N)10
CLITHEROE	NW7013-002-LNW(N)7
Club Lane LC (UWC)	NW7007-001-LNW(N)7
COLNE	NW7017-001-LNW(N)7
Colwich Jn	NW1001-002-LNW(N)1, NW5009-001-LNW(N)5
COLWYN BAY	NW3001-013-LNW(N)3
CONGLETON	NW5009-009-LNW(N)5
CONWAY PARK	NW8011-003-LNW(N)8
CONWY	NW3001-015-LNW(N)3
Conwy Tubular Bridge	NW3001-015-LNW(N)3
Conwy Tunnel	NW3001-015-LNW(N)3
Coopers L.C. (UWC)	NW1005-001-LNW(N)1
Coopers LC (UWC)	NW7009-003-LNW(N)7
Coppull Hall HABD	NW1001-021-LNW(N)1
Copy Pit crossover	NW7009-009-LNW(N)7
Corby Gates SB LC (CG)	NW9909-001-LNW(N)10
CORKICKLE	NW4033-016-LNW(N)4
Corporation Road Tunnel	NW8011-004-LNW(N)8

Location	Table A - Module
Cove LC (CCTV)	NW4001-022-LNW(N)4
Cowburn Tunnel	NW9001-004-LNW(N)9
Crabtree LC (R/G)	NW6009-006-LNW(N)6
Crag Hill Farm LC (UWC)	NW9901-002-LNW(N)10
Crescent Rd LC (AHBC)	NW8001-011-LNW(N)8
CRESSINGTON	NW8001-001-LNW(N)8
CREWE	NW1001-009-LNW(N)1, NW3001-001-LNW(N)3
Crewe Coal Yard SB (CY)	NW1001-010-LNW(N)1, NW1017-002-LNW(N)1
Crewe Electric Traction Depot	NW3001-001-LNW(N)3
Crewe North Jn	NW1001-009-LNW(N)1, NW1015-001-LNW(N)1, NW3001-001-LNW(N)3, NW5001-001-LNW(N)5
Crewe SB (CE)	NW1001-009-LNW(N)1, NW3001-001-LNW(N)3
Crewe Sorting Sidings North SB (NH)	NW1009-002-LNW(N)1, NW1013-001-LNW(N)1
Crewe South Jn	NW1001-008-LNW(N)1, NW1005-003-LNW(N)1, NW1007-003-LNW(N)1
Crewe Steel Works SB (SW)	NW3001-002-LNW(N)3
Croes Newydd North Fork SB LC (MCB) (CN)	NW3005-003-LNW(N)3
Cronkisons Farm LC (UWC)	NW1007-001-LNW(N)1
Crook Wheel LC (UWC)	NW4033-005-LNW(N)4
Crosby Garrett Tunnel	NW9901-006-LNW(N)10
Crosfield's Crossing SB LC (MCB)	NW2009-001-LNW(N)2
Crosfield's GF	NW2009-001-LNW(N)2
CROSTON	NW7007-001-LNW(N)7
Crow Nest Jn	NW6009-002-LNW(N)6, NW6013-001-LNW(N)6
Crow Nest Jn SB (CN)	NW6009-002-LNW(N)6, NW6013-001-LNW(N)6
Crown St. Tunnel	NW2001-007-LNW(N)2
CUDDINGTON	NW3023-010-LNW(N)3
Culcheth Farm LC (UWC)	NW2015-002-LNW(N)2
Culgaith SB LC (MCB)	NW9901-008-LNW(N)10
Culgaith Tunnel	NW9901-008-LNW(N)10
Currock Jn	NW4025-001-LNW(N)4, NW4033-024-LNW(N)4
Dairy House Farm LC (UWC)	NW3001-002-LNW(N)3
DAISY HILL	NW6009-002-LNW(N)6
Daisyfield Jn	NW7009-006-LNW(N)7, NW7013-001-LNW(N)7
Daisyfield SB LC (DS) (MCG)	NW7013-001-LNW(N)7
Dale Lane GSP	NW6015-002-LNW(N)6
Dallam Jn	NW1001-015-LNW(N)1
Dalrymple LC (UWC)	NW4033-023-LNW(N)4
DALSTON	NW4033-023-LNW(N)4
Dalston Oil Depot GF	NW4033-023-LNW(N)4
Dalston Station No.1 GF	NW4033-023-LNW(N)4
Dalston Station No.2 GF	NW4033-023-LNW(N)4
DALTON	NW4033-006-LNW(N)4
Dalton Jn	NW4033-006-LNW(N)4, NW4041-001-LNW(N)4
Dalton Jn SB	NW4033-006-LNW(N)4, NW4041-001-LNW(N)4
Dalton Tunnel	NW4033-006-LNW(N)4
DARWEN	NW6011-003-LNW(N)6
DAVENPORT	NW9001-009-LNW(N)9
Deal Street Jn.	NW6005-001-LNW(N)6, NW6007-001-LNW(N)6
DEAN LANE	NW7019-001-LNW(N)7
Dean Lane LC (AHBC-X)	NW6009-005-LNW(N)6
Dean Royd Tunnel	NW7001-007-LNW(N)7
DEANS GATE	NW6001-002-LNW(N)6
Deansgate Jn	NW3023-003-LNW(N)3, NW3027-002-LNW(N)3
Deansgate Jn LC (MCB)	NW3023-003-LNW(N)3, NW3027-002-LNW(N)3
Deansgate Jn SB (DJ)	NW3023-003-LNW(N)3, NW3027-002-LNW(N)3
Dee Marsh Jn SB (DM)	NW3007-004-LNW(N)3

Location	Table A - Module
Deepdale Jn	NW4003-001-LNW(N)4
Deepdale Tunnel No.1	NW4003-001-LNW(N)4
Deepdale Tunnel No.2	NW4003-001-LNW(N)4
Deepdale Tunnel No.3	NW4003-001-LNW(N)4
DEGANWY	NW3017-001-LNW(N)3
Deganwy Quay LC (CCTV)	NW3017-001-LNW(N)3
Deganwy SB LC (MCB)	NW3017-001-LNW(N)3
DELAMERE	NW3023-010-LNW(N)3
DENT	NW9901-004-LNW(N)10
DENTON	NW5011-002-LNW(N)5
Denton Jn	NW5013-001-LNW(N)5
Denton Jn SB (DJ)	NW5011-002-LNW(N)5, NW5013-001-LNW(N)5
Depot Jn	NW5001-009-LNW(N)5
Derby Square Jn	NW8003-001-LNW(N)8
DERKER	NW7019-003-LNW(N)7
Derwent Junction	NW4033-020-LNW(N)4
Diggle Junction SB	NW7021-005-LNW(N)7
Dingle Tunnel	NW8001-002-LNW(N)8
DINTING	NW5015-001-LNW(N)5, NW5019-001-LNW(N)5
Dinting East Jn	NW5015-001-LNW(N)5, NW5017-001-LNW(N)5
Dinting Lane LC (UWC)	NW5019-001-LNW(N)5
Dinting SB (DG)	NW5015-001-LNW(N)5
Dinting South Jn.	NW5017-001-LNW(N)5, NW5019-001-LNW(N)5
Dinting West Jn	NW5015-001-LNW(N)5, NW5019-001-LNW(N)5
DISLEY	NW9021-003-LNW(N)9
Disley Tunnel	NW9001-007-LNW(N)9, NW9021-003-LNW(N)9
Ditton East Jn	NW2001-003-LNW(N)2, NW2009-004-LNW(N)2
Ditton SB (DN)	NW2001-003-LNW(N)2, NW2009-004-LNW(N)2
Ditton West Jn	NW2001-003-LNW(N)2
Dock Branch GF	NW4033-020-LNW(N)4
Dodd's L.C. (UWC)	NW4033-010-LNW(N)4
Dolfadog LC (UWC)	NW3015-002-LNW(N)3
DOLGARROG	NW3015-001-LNW(N)3
DOLWYDDELAN	NW3015-004-LNW(N)3
Dore West Junction	NW9001-001-LNW(N)9
DOVE HOLES	NW9021-001-LNW(N)9
Doves Holes Tunnel	NW9005-001-LNW(N)9
Drayton Manor Farm (UWC)	NW1002-001-LNW(N)1
DRIGG	NW4033-013-LNW(N)4
Drigg SB L.C. (MCG)	NW4033-013-LNW(N)4
Duckworths LC (UWC)	NW7013-003-LNW(N)7
Duke Street LC (CCTV)	NW8001-011-LNW(N)8
Dukes Wood LC (UWC)	NW6015-002-LNW(N)6
Dunnerholme LC (UWC)	NW4033-009-LNW(N)4
Dytto Farm LC (UWC)	NW3015-001-LNW(N)3
Earles Sidings SB	NW9001-003-LNW(N)9
EARLESTOWN	NW1021-001-LNW(N)1, NW2015-004-LNW(N)2, NW2021-001-LNW(N)2
Earlestown East Jn	NW1021-001-LNW(N)1, NW2015-004-LNW(N)2
Earlestown South Jn	NW1021-001-LNW(N)1, NW2021-001-LNW(N)2
Earlestown West Jn	NW2015-004-LNW(N)2, NW2021-001-LNW(N)2
EAST DIDSBURY	NW5003-002-LNW(N)5
East Didsbury GF	NW5003-002-LNW(N)5
EASTHAM RAKE	NW8013-004-LNW(N)8
Eaves Tunnel	NW9021-001-LNW(N)9
ECCLES	NW2015-001-LNW(N)2
Eccles L.C. (CCTV)	NW8001-010-LNW(N)8

Location	Table A - Module
Eccles SB (ES)	NW2015-001-LNW(N)2, NW2017-001-LNW(N)2
Eccles Station Jn	NW2017-001-LNW(N)2
ECCLESTON PARK	NW2023-003-LNW(N)2
EDALE	NW9001-004-LNW(N)9
Edale SB (EE)	NW9001-004-LNW(N)9
Eden Valley	NW4001-014-LNW(N)4
EDGE HILL	NW2001-007-LNW(N)2
Edge Hill East Jn	NW2001-007-LNW(N)2
Edge Hill SB (LE)	NW2001-007-LNW(N)2, NW2015-006-LNW(N)2
Edge Hill West Jn	NW2001-007-LNW(N)2
Edgeley Jn	NW3023-001-LNW(N)3
Edgeley Jn No.1 SB (EY1)	NW3023-001-LNW(N)3, NW5001-006-LNW(N)5
Edgeley Jn No.2 SB (EY2)	NW3023-001-LNW(N)3, NW5001-006-LNW(N)5
Edgeley Junction No.1	NW9001-009-LNW(N)9
ELLESMERE PORT	NW3013-002-LNW(N)3
Ellesmere Port SB (EP)	NW3013-002-LNW(N)3
Elm Grove L.C. (UWC)	NW8011-007-LNW(N)8
Elworth Jn	NW3029-001-LNW(N)3
Endon LC (AOCL)	NW5010-001-LNW(N)5
ENTWISTLE	NW6011-002-LNW(N)6
EUXTON BALSHAW LANE	NW1001-022-LNW(N)1
Euxton Jn	NW1001-022-LNW(N)1, NW6001-008-LNW(N)6
Euxton ROF GF	NW6001-008-LNW(N)6
FAILSWORTH	NW7019-001-LNW(N)7
FAIRFIELD	NW5015-003-LNW(N)5
Farington Curve Jn	NW1001-023-LNW(N)1, NW7007-001-LNW(N)7,
Farington Curve Jn GF	NW7009-001-LNW(N)7
Farington Jn	NW1001-022-LNW(N)1, NW7011-001-LNW(N)7
Farmer Johnsons LC (UWC)	NW3023-012-LNW(N)3
FARNWORTH	NW6001-004-LNW(N)6
Farnworth Tunnels	NW6001-004-LNW(N)6
FAZAKERLEY	NW8009-001-LNW(N)8
Fazakerley L.C. (UWC)	NW8009-001-LNW(N)8
Fenton Manor Tunnel	NW5010-001-LNW(N)5
Ferret Lane LC (UWC)	NW6009-005-LNW(N)6
Ffestiniog Tunnel	NW3015-004-LNW(N)3
FFLINT	NW3001-009-LNW(N)3
Fiddlers Ferry LC (UWC)	NW2009-002-LNW(N)2
Fiddlers Ferry Power Station SB	NW2009-002-LNW(N)2
Field House Farm LC (UWC)	NW3023-006-LNW(N)3
Finney Lane LC (UWC)	NW7007-001-LNW(N)7
Fishergate Tunnel	NW1027-001-LNW(N)1
Fisherman Path L.C (UWC)	NW8001-010-LNW(N)8
Fishpool Farm LC (UWC)	NW3001-009-LNW(N)3
FLIMBY	NW4033-020-LNW(N)4
FLIXTON	NW6003-002-LNW(N)6
Floriston HABD	NW4001-021-LNW(N)4
Floriston LC (CCTV)	NW4001-021-LNW(N)4
FLOWERY FIELD	NW5015-002-LNW(N)5
Foley Crossing SB	NW5012-001-LNW(N)5
Forest House Farm LC (UWC)	NW3023-010-LNW(N)3
FORMBY	NW8001-010-LNW(N)8
Four Lane Ends LC (R/G)	NW6009-006-LNW(N)6
FOXFIELD	NW4033-010-LNW(N)4
Foxfield LC (UWC)	NW4033-010-LNW(N)4
Foxfield SB	NW4033-010-LNW(N)4

Location	Table A - Module
FRESHFIELD	NW8001-010-LNW(N)8
Freshfield LC (CCTV)	NW8001-010-LNW(N)8
Friday Street GF	NW6001-007-LNW(N)6
FRODSHAM	NW3003-002-LNW(N)3
Frodsham Jn	NW3003-003-LNW(N)3, NW3021-001-LNW(N)3
Frodsham Jn SB	NW3003-003-LNW(N)3, NW3021-001-LNW(N)3
Frodsham Tunnel	NW3003-002-LNW(N)3
Frog Lane LC (UWC)	NW6009-005-LNW(N)6
Fulwood Tunnel	NW8001-002-LNW(N)8
Furness Abbey LC (UWC)	NW4033-007-LNW(N)4
Furness Abbey Tunnel	NW4033-007-LNW(N)4
FURNESS VALE	NW9021-002-LNW(N)9
Furness Vale SB LC (MCB)	NW9021-002-LNW(N)9
Gaerwen GF	NW3019-001-LNW(N)3
Gaerwen Isa LC (UWC)	NW3001-020-LNW(N)3
Gaerwen Jn	NW3001-020-LNW(N)3, NW3019-001-LNW(N)3
Gaerwen SB LC (MCB)	NW3001-020-LNW(N)3
Gaerwen Uchaf No.1 LC (UWC)	NW3001-020-LNW(N)3
Gannow Jn	NW7009-008-LNW(N)7, NW7017-001-LNW(N)7
GARGRAVE	NW9901-001-LNW(N)10
Gargrave HABD	NW9901-001-LNW(N)10
GARSDALE	NW9901-005-LNW(N)10
Garsdale SB	NW9901-005-LNW(N)10
Garstang and Catterall North GF	NW4001-005-LNW(N)4
Garstang and Catterall South GF	NW4001-005-LNW(N)4
Garston Jn	NW2005-001-LNW(N)2, NW2007-001-LNW(N)2
Garston L.C. (UWC)	NW2007-001-LNW(N)2
GARSWOOD	NW2023-002-LNW(N)2
GATHURST	NW6009-004-LNW(N)6
GATLEY	NW5003-002-LNW(N)5
Gerards Bridge Jn GF	NW2023-002-LNW(N)2
GIGGLESWICK	NW9903-001-LNW(N)10
Gilets LC (UWC)	NW6001-007-LNW(N)6
Gisburn Tunnel	NW7013-003-LNW(N)7
Gladstone Dock / Seaforth Container Terminal	NW2027-003-LNW(N)2
GLAN CONWY	NW3015-001-LNW(N)3
Glan Conwy LC (AHBC)	NW3015-001-LNW(N)3
Glan-y-Mor Elias LC (UWC)	NW3001-017-LNW(N)3
GLAZEBROOK	NW6003-003-LNW(N)6
Glazebrook East Jn. SB (GE)	NW6003-002-LNW(N)6
Glebe Street Jn.	NW5009-004-LNW(N)5, NW5010-001-LNW(N)5
GLOSSOP	NW5019-001-LNW(N)5
Gobowen North SB LC (GN) (MCB)	NW3005-001-LNW(N)3
GODLEY	NW5015-002-LNW(N)5
Golborne Jn	NW1001-017-LNW(N)1, NW1021-002-LNW(N)1
Goldmire Quarry L.C. (UWC)	NW4041-001-LNW(N)4
Goods Yard GF	NW6009-007-LNW(N)6
GOOSTREY	NW5001-003-LNW(N)5
Goostrey Jn	NW5001-003-LNW(N)5
GORTON	NW5015-004-LNW(N)5
Gorton Jn	NW5015-004-LNW(N)5
Grange Jn.	NW5009-006-LNW(N)5
GRANGE-OVER-SANDS	NW4033-004-LNW(N)4
Grange-over-Sands SB	NW4033-004-LNW(N)4
Grassendale Tunnel	NW8001-002-LNW(N)8
Grayrigg Loops	NW4001-010-LNW(N)4
Great Bridgeford HABD	NW1001-005-LNW(N)1

Location	Table A - Module
Great Rocks Junction SB	NW9005-003-LNW(N)9
Great Rocks Tunnel	NW9005-003-LNW(N)9
GREEN LANE	NW8013-002-LNW(N)8
Green Lane LC (AHBC)	NW3005-004-LNW(N)3
Green Lane Tunnel	NW8013-002-LNW(N)8
GREEN ROAD	NW4033-010-LNW(N)4
Green Road LC (AOCL)	NW4033-010-LNW(N)4
GREENBANK	NW3023-009-LNW(N)3
Greenbank SB (GK)	NW3023-009-LNW(N)3
GREENFIELD	NW7021-004-LNW(N)7
Gregson Lane LC (UWC)	NW7009-003-LNW(N)7
Gresty Lane Down Sidings GF	NW1007-002-LNW(N)1
Gresty Lane SB (GL)	NW1007-002-LNW(N)1, NW1011-001-LNW(N)1, NW1013-001-LNW(N)1
GREтна GREEN	NW4031-001-LNW(N)4
Gretna Jn	NW4001-022-LNW(N)4, NW4031-001-LNW(N)4
GRINDLEFORD	NW9001-002-LNW(N)9
Grindleford SB	NW9001-002-LNW(N)9
Griseburn LC (UWC)	NW9901-006-LNW(N)10
Grisedale LC (UWC)	NW9901-005-LNW(N)10
GUIDE BRIDGE	NW5011-002-LNW(N)5, NW5015-003-LNW(N)5
Guide Bridge East Jn	NW5015-003-LNW(N)5
Guide Bridge SB (GB)	NW5015-003-LNW(N)5
Guide Bridge Station Jn	NW5011-002-LNW(N)5, NW5015-003-LNW(N)5
Guide Bridge West Jn	NW5015-003-LNW(N)5, NW5021-001-LNW(N)5
Gutterby L.C. (UWC)	NW4033-012-LNW(N)4
GWERSYLLT	NW3007-001-LNW(N)3
H.A.B.D. Bolton-le-Sands	NW4001-007-LNW(N)4
H.A.B.D. Hest Bank	NW4001-007-LNW(N)4
HADFIELD	NW5015-001-LNW(N)5
HAG FOLD	NW6009-002-LNW(N)6
HALE	NW3023-005-LNW(N)3
Hale LC (CCTV)	NW3023-005-LNW(N)3
HALEWOOD	NW6003-004-LNW(N)6
Halewood East Jn	NW2001-004-LNW(N)2
Halewood West Jn	NW2001-004-LNW(N)2
Hall Carleton L.C. (UWC)	NW4033-013-LNW(N)4
HALL 'I' TH' WOOD	NW6011-001-LNW(N)6
HALL ROAD	NW8001-009-LNW(N)8
Hall Road LCE (CCTV)	NW8001-009-LNW(N)8
Hall Royd DCE Siding GF	NW7001-008-LNW(N)7
Hall Royd Jn	NW7001-008-LNW(N)7, NW7009-010-LNW(N)7
Halton Jn	NW2001-002-LNW(N)2, NW3021-001-LNW(N)3
Halton Jn SB (HN)	NW2001-002-LNW(N)2, NW3021-001-LNW(N)3
HAMILTON SQUARE	NW8011-003-LNW(N)8, NW8013-001-LNW(N)8
Hamilton Square Jn	NW8011-003-LNW(N)8, NW8013-001-LNW(N)8
HANDFORTH	NW5001-005-LNW(N)5
HAPTON	NW7009-008-LNW(N)7
Harecastle Tunnel	NW5009-008-LNW(N)5
HARRINGTON	NW4033-018-LNW(N)4
Harrison's Siding HABD	NW4001-012-LNW(N)4
Harrison's Sidings	NW4001-013-LNW(N)4
Harrison's Sidings GF	NW4001-013-LNW(N)4
HARTFORD	NW1001-011-LNW(N)1
Hartford CLC Jn	NW3023-010-LNW(N)3, NW3037-001-LNW(N)3
Hartford East Jn	NW3023-009-LNW(N)3, NW3033-001-LNW(N)3
Hartford Jn	NW1001-012-LNW(N)1, NW3037-001-LNW(N)3

Location	Table A - Module
Hartford North Jn	NW3033-001-LNW(N)3, NW3035-001-LNW(N)3
Hartford West Jn	NW3023-009-LNW(N)3, NW3035-001-LNW(N)3
HATHERSAGE	NW9001-002-LNW(N)9
HATTERSLEY	NW5015-002-LNW(N)5
Haverigg L.C. (AHBC)	NW4033-011-LNW(N)4
Haw Lane LC (UWC)	NW9901-001-LNW(N)10
HAWARDEN	NW3007-003-LNW(N)3
HAWARDEN BRIDGE	NW3007-003-LNW(N)3
Haybank LC (UWC)	NW4001-011-LNW(N)4
Haydock Branch Jn	NW1001-018-LNW(N)1, NW1023-001-LNW(N)1
Haymarket Tunnel	NW8017-001-LNW(N)8
HAZEL GROVE	NW9001-008-LNW(N)9
Hazel Grove East Jn	NW9001-008-LNW(N)9, NW9021-003-LNW(N)9
Hazel Grove High Level Jn	NW9001-007-LNW(N)9, NW9017-001-LNW(N)9
Hazel Grove SB (HG)	NW9001-008-LNW(N)9
Hazel Grove West Jn	NW9001-008-LNW(N)9
HEALD GREEN	NW5003-001-LNW(N)5
Heald Green North Jn	NW5003-001-LNW(N)5, NW5007-001-LNW(N)5
Heald Green South Jn	NW5003-001-LNW(N)5, NW5005-001-LNW(N)5
Heald Green West Jn	NW5005-001-LNW(N)5, NW5007-001-LNW(N)5
Heathfield LC (UWC)	NW4033-022-LNW(N)4
HEATON CHAPEL	NW5001-008-LNW(N)5
Heaton Norris Jn	NW5001-008-LNW(N)5, NW5011-001-LNW(N)5
Heaton Norris Jn SB (HN)	NW5001-008-LNW(N)5
HEBDEN BRIDGE	NW7001-009-LNW(N)7
HELLIFIELD	NW9901-001-LNW(N)10
Hellifield SB	NW7013-003-LNW(N)7, NW9901-001-LNW(N)10
Helm Tunnel	NW9901-006-LNW(N)10
HELSEBY	NW3003-002-LNW(N)3, NW3013-005-LNW(N)3
Helsby Jn	NW3013-005-LNW(N)3
Helsby Junction SB	NW3003-002-LNW(N)3, NW3013-005-LNW(N)3
Hendre Waelod No.1 LC (UWC)	NW3015-001-LNW(N)3
Henfaes Farm LC (UWC)	NW3001-017-LNW(N)3
Heritage G.F.	NW3001-001-LNW(N)3
Hesketh L.C. (UWC)	NW8001-010-LNW(N)8
Hest Bank Jn	NW4001-007-LNW(N)4, NW4013-001-LNW(N)4
Hest Bank L.C. (MCB)	NW4001-007-LNW(N)4
Hestham Hall L.C. (UWC)	NW4033-011-LNW(N)4
HESWALL	NW3007-005-LNW(N)3
HEYSHAM PORT	NW4017-001-LNW(N)4
Heysham Power Station Sidings GF	NW4017-001-LNW(N)4
High Lane LC (UWC)	NW7007-002-LNW(N)7
Higher Delacre LC (UWC)	NW3029-001-LNW(N)3
Highfields LC (UWC)	NW5009-001-LNW(N)5
HIGHTOWN	NW8001-010-LNW(N)8
Hillhouse No.3 GF	NW4009-002-LNW(N)4
Hillhouse No.4 GF	NW4009-002-LNW(N)4
Hillhouse No.5 GF	NW4009-002-LNW(N)4
HILLSIDE	NW8001-011-LNW(N)8
Hilly Laid LC (TMO)	NW4009-001-LNW(N)4
Hinderton Field Tunnel	NW8013-002-LNW(N)8
HINDLEY	NW6009-003-LNW(N)6
Hindlow Brigg's Sidings	NW9019-002-LNW(N)9
Hindlow No.1 GF	NW9019-001-LNW(N)9
Hindlow No.2 GF	NW9019-001-LNW(N)9
Hindlow Tunnel	NW9019-001-LNW(N)9
Hoghton East EGF	NW7009-004-LNW(N)7

Location	Table A - Module
Hoghton LC (AHBC)	NW7009-004-LNW(N)7
Hoghton West EGF	NW7009-004-LNW(N)7
HOLLINWOOD	NW7019-001-LNW(N)7
Holme Tunnel	NW7009-009-LNW(N)7
HOLMES CHAPEL	NW5001-003-LNW(N)5
HOLYHEAD	NW3001-023-LNW(N)3
Holyhead SB (HD)	NW3001-023-LNW(N)3
Holywell Junction SB	NW3001-010-LNW(N)3
Home Farm LC (UWC)	NW1005-002-LNW(N)1
HOOTON	NW8013-004-LNW(N)8
Hooton North Jn.	NW8013-004-LNW(N)8
Hooton SB (HN)	NW3011-002-LNW(N)3, NW8013-004-LNW(N)8
Hooton South Jn	NW3011-002-LNW(N)3, NW3013-001-LNW(N)3, NW8013-004-LNW(N)8
HOPE	NW3007-002-LNW(N)3, NW9001-002-LNW(N)9
Hopwood GF	NW7005-001-LNW(N)7
Horrocks LC (UWC)	NW9901-010-LNW(N)10
Horrocksford Jn	NW7013-003-LNW(N)7
Horrocksford Jn SB	NW7013-003-LNW(N)7
Horsfall Tunnel	NW7001-008-LNW(N)7
HORTON-IN-RIBBLESDALE	NW9901-002-LNW(N)10
HORWICH PARKWAY	NW6001-007-LNW(N)6
HOSCAR	NW6009-005-LNW(N)6
Hoscar LC (AHBC-X)	NW6009-005-LNW(N)6
Hospital LC (CCTV)	NW7009-003-LNW(N)7
HOUGH GREEN	NW6003-004-LNW(N)6
Howe & Co. Sdg SB (HS)	NW9901-011-LNW(N)10
HOYLAKE	NW8011-008-LNW(N)8
Hoylake LC (CCTV)	NW8011-008-LNW(N)8
HUMPHREY PARK	NW6003-001-LNW(N)6
HUNCOAT	NW7009-007-LNW(N)7
Huncoat LC (MCB)	NW7009-007-LNW(N)7
HUNTS CROSS	NW6003-005-LNW(N)6
Hunts Cross SB (HC)	NW6003-005-LNW(N)6
Hunts Cross West Jn	NW6003-005-LNW(N)6, NW8001-001-LNW(N)8
HUYTON	NW2015-005-LNW(N)2
Huyton Jn	NW2015-005-LNW(N)2, NW2023-004-LNW(N)2
Huyton SB (HN)	NW2015-005-LNW(N)2
HYDE CENTRAL	NW9011-001-LNW(N)9
Hyde Jn	NW5015-002-LNW(N)5, NW9011-002-LNW(N)9
HYDE NORTH	NW9011-002-LNW(N)9
INCE	NW6009-003-LNW(N)6
INCE & ELTON	NW3013-005-LNW(N)3
Ince & Elton LC (R/G)	NW3013-005-LNW(N)3
Ince Moss Jn	NW1025-001-LNW(N)1, NW2023-001-LNW(N)2
Ince Moss Sidings	NW2023-001-LNW(N)2
IRLAM	NW6003-002-LNW(N)6
JAMES STREET	NW8003-001-LNW(N)8, NW8011-001-LNW(N)8, NW8011-002-LNW(N)8
Jaum Field Farm LC (UWC)	NW7021-002-LNW(N)7
Johnsons No2 LC (UWC)	NW4033-009-LNW(N)4
Katherine Street Tunnel	NW7021-003-LNW(N)7
KEARSLEY	NW6001-004-LNW(N)6
Keele Tunnel	NW1003-001-LNW(N)1
Keerholme LC (UWC)	NW9903-003-LNW(N)10
Kelbit Private Sidings	NW1023-001-LNW(N)1
KENDAL	NW4019-001-LNW(N)4

Location	Table A - Module
KENTS BANK	NW4033-004-LNW(N)4
Kents Bank LC (UWC)	NW4033-004-LNW(N)4
KIDSGROVE	NW1005-001-LNW(N)1, NW5009-008-LNW(N)5
Kidsgrove Jn.	NW5009-008-LNW(N)5
King L.C. (UWC)	NW4033-011-LNW(N)4
Kingmoor Jn	NW4001-020-LNW(N)4
Kingmoor Sidings	NW4001-020-LNW(N)4
KIRKBY	NW6015-002-LNW(N)6, NW8009-001-LNW(N)8
KIRKBY STEPHEN	NW9901-006-LNW(N)10
Kirkby Stephen SB	NW9901-006-LNW(N)10
Kirkby Thore SB (KT)	NW9901-008-LNW(N)10
KIRKBY-IN-FURNESS	NW4033-010-LNW(N)4
KIRKDALE	NW8005-001-LNW(N)8
Kirkdale No.1 Tunnel	NW8005-002-LNW(N)8
Kirkdale No.2 Tunnel	NW8005-002-LNW(N)8
Kirkdale North Junction	NW8005-001-LNW(N)8
Kirkdale South Junction	NW8005-001-LNW(N)8
KIRKHAM & WESHAM	NW4005-002-LNW(N)4
Kirkham North Jn	NW4005-002-LNW(N)4, NW4007-001-LNW(N)4
Kirkham SB (KM)	NW4005-002-LNW(N)4
Kirkham South Junction	NW4005-002-LNW(N)4
Kirksanton L.C. (MCG)	NW4033-011-LNW(N)4
Kitson Wood Tunnel	NW7009-010-LNW(N)7
KNUTSFORD	NW3023-006-LNW(N)3
Kronospan GF	NW3005-001-LNW(N)3
Ladyhall LC (UWC)	NW4033-010-LNW(N)4
Lambrigg GF	NW4001-009-LNW(N)4
LANCASTER	NW4001-006-LNW(N)4
Lancaster North Jn	NW4001-006-LNW(N)4
Lancaster South Jn	NW4001-006-LNW(N)4
LANGHO	NW7013-002-LNW(N)7
Langthwaite L.C. (UWC)	NW4033-011-LNW(N)4
LANGWATHBY	NW9901-009-LNW(N)10
Lawsing LC (UWC)	NW9903-001-LNW(N)10
LAYTON	NW4005-004-LNW(N)4
LAZONBY & KIRKOSWALD	NW9901-009-LNW(N)10
Lazonby Tunnel	NW9901-009-LNW(N)10
LEA GREEN	NW2015-005-LNW(N)2
Leaming LC (UWC)	NW4033-003-LNW(N)4
LEASOWE	NW8011-006-LNW(N)8
Leasowe LC (CCTV)	NW8011-006-LNW(N)8
Leeds St. Portal	NW8001-005-LNW(N)8
Leeds Street Jn.	NW8001-005-LNW(N)8
Leek Brook Jn., former site of	NW5010-002-LNW(N)5
LEVENSHULME	NW5001-008-LNW(N)5
LEYLAND	NW1001-022-LNW(N)1
Lidgate LC (UWC)	NW4033-009-LNW(N)4
Lime Street Tunnel	NW2001-008-LNW(N)2
Limestone Hall L.C. (MCG)	NW4033-011-LNW(N)4
Lindal Tunnel	NW4033-006-LNW(N)4
Little Chef LC (UWC)	NW3001-016-LNW(N)3
LITTLE SUTTON	NW3013-001-LNW(N)3
LITTLEBOROUGH	NW7001-006-LNW(N)7
Littleborough GF	NW7001-007-LNW(N)7
Litton's Mill Crossing SB LC (MCG)	NW2009-002-LNW(N)2
LIVERPOOL CENTRAL	NW8001-004-LNW(N)8, NW8011-002-LNW(N)8
Liverpool Central North Jn.	NW8001-004-LNW(N)8

Location	Table A - Module
Liverpool Central South Jn.	NW8001-004-LNW(N)8
LIVERPOOL LIME STREET	NW2001-008-LNW(N)2, NW8011-001-LNW(N)8
Liverpool Lime Street SB (LS)	NW2001-008-LNW(N)2
LIVERPOOL SOUTH PARKWAY	NW2001-005-LNW(N)2, NW8001-001-LNW(N)8
Llandaniel LC (R/G)	NW3001-020-LNW(N)3
Llandegai Tunnel	NW3001-018-LNW(N)3
LLANDUDNO	NW3017-002-LNW(N)3
Llandudno Jn	NW3015-001-LNW(N)3
LLANDUDNO JUNCTION	NW3001-014-LNW(N)3
Llandudno Junction SB (LJ)	NW3001-014-LNW(N)3, NW3017-001-LNW(N)3
Llandudno Station SB	NW3017-002-LNW(N)3
Llanfair LC (MCG)	NW3001-020-LNW(N)3
LLANFAIRFECHAN	NW3001-017-LNW(N)3
LLANFAIRPWLL	NW3001-020-LNW(N)3
LLANRWST	NW3015-002-LNW(N)3
LLANRWST NORTH	NW3015-002-LNW(N)3
Llanrwst SB	NW3015-002-LNW(N)3
Llanrwst Tunnel	NW3015-002-LNW(N)3
Llysfaen Emergency GF	NW3001-013-LNW(N)3
London Road Jn	NW4023-001-LNW(N)4, NW9901-012-LNW(N)10, NW9911-001-LNW(N)10
Long Ashes LC (UWC)	NW4001-015-LNW(N)4
Long Marsh L.C. (UWC)	NW4033-011-LNW(N)4
LONG PRESTON	NW9901-001-LNW(N)10
LONGPORT	NW5009-007-LNW(N)5
Longport Jn.	NW5009-007-LNW(N)5
Longsight Depot Jn	NW5001-010-LNW(N)5
Longsight South Jn	NW5001-009-LNW(N)5
LOSTOCK	NW6001-006-LNW(N)6
LOSTOCK GRALAM	NW3023-007-LNW(N)3
LOSTOCK HALL	NW7009-002-LNW(N)7
Lostock Hall Depot	NW7009-001-LNW(N)7
Lostock Hall Jn	NW7009-002-LNW(N)7, NW7011-001-LNW(N)7
Lostock Jn	NW6001-006-LNW(N)6, NW6013-001-LNW(N)6
Low Gill Emergency No.1 GF	NW4001-010-LNW(N)4
Low Gill Emergency No.2 GF	NW4001-010-LNW(N)4
Low Gill HABD	NW4001-010-LNW(N)4
Low House Crossing SB LC (MCB)	NW9901-010-LNW(N)10
Low Mill HABD	NW4033-024-LNW(N)4
Low Mill LC (R/G)	NW4033-024-LNW(N)4
Low Moor LC (CCTV)	NW7013-002-LNW(N)7
Lower Radway Green LC (UWC)	NW1005-002-LNW(N)1
Lowton Jn	NW1021-002-LNW(N)1, NW2019-001-LNW(N)2
LYTHAM	NW4007-002-LNW(N)4
MACCLESFIELD	NW5009-010-LNW(N)5
Macclesfield SB (MD)	NW5009-010-LNW(N)5
Macclesfield Tunnel	NW5009-010-LNW(N)5
Madeley Chord Junction	NW1003-002-LNW(N)1
Madeley Chord Reversing Sidings	NW1003-002-LNW(N)1
Madeley HABD	NW1001-006-LNW(N)1
Madeley Junction	NW1003-002-LNW(N)1
Madryn Farm LC (UWC)	NW3001-017-LNW(N)3
Maesteg LC (UWC)	NW3001-010-LNW(N)3
MAGHULL	NW8005-003-LNW(N)8
Magull L.C. (CCTV)	NW8005-003-LNW(N)8
MANCHESTER AIRPORT	NW5007-001-LNW(N)5
Manchester North SB (MN)	NW6001-003-LNW(N)6

Location	Table A - Module
MANCHESTER PICCADILLY	NW5001-011-LNW(N)5, NW6001-001-LNW(N)6
Manchester Piccadilly East Jn	NW5001-011-LNW(N)5, NW6001-001-LNW(N)6
Manchester Piccadilly SB (MP)	NW5001-011-LNW(N)5
Manchester Piccadilly West Jn	NW6001-001-LNW(N)6
Manchester South SB (MS)	NW5001-006-LNW(N)5
MANCHESTER VICTORIA	NW6005-001-LNW(N)6, NW7001-001-LNW(N)7
Manchester Victoria East Jn.	NW6005-001-LNW(N)6
Manchester Victoria East Junction	NW7001-001-LNW(N)7
Manchester Victoria West Jn	NW7001-001-LNW(N)7
Manchester Victoria West Jn.	NW6005-001-LNW(N)6
Mann Island Jn	NW8003-001-LNW(N)8, NW8011-001-LNW(N)8, NW8011-002-LNW(N)8
MANOR ROAD	NW8011-007-LNW(N)8
MARPLE	NW9007-002-LNW(N)9
Marple North Tunnel	NW9007-002-LNW(N)9
Marple South Tunnel	NW9007-002-LNW(N)9
Marple Wharf Junction	NW9007-003-LNW(N)9, NW9009-001-LNW(N)9
MARSDEN	NW7021-005-LNW(N)7
Marsh House LC (CCTV)	NW2009-002-LNW(N)2
Marsh Lane Crossover	NW8001-008-LNW(N)8
Martins Lane LC (UWC)	NW6009-006-LNW(N)6
MARYPORT	NW4033-021-LNW(N)4
Maryport LC (CCTV)	NW4033-021-LNW(N)4
Maryport Station SB (MS)	NW4033-021-LNW(N)4
MAULDETH ROAD	NW5003-002-LNW(N)5
Meaford Crossing LC (CCTV)	NW5009-002-LNW(N)5
Meddiant Isaf LC (UWC)	NW3015-001-LNW(N)3
Meddiant No.5 LC (UWC)	NW3015-001-LNW(N)3
Melling Tunnel	NW9903-002-LNW(N)10
Melrose Avenue L.C. (UWC)	NW8011-007-LNW(N)8
Menai Bridge North Jn	NW3001-019-LNW(N)3
Menai Bridge South Jn	NW3001-019-LNW(N)3
MEOLS	NW8011-007-LNW(N)8
MEOLS COP	NW6009-007-LNW(N)6
Mercer s LC (UWC)	NW3023-005-LNW(N)3
Merchants Quay LC (UWC)	NW4033-019-LNW(N)4
Mersey Tunnel	NW8011-004-LNW(N)8, NW8013-001-LNW(N)8
Merseyrail SB (ML)	NW8001-006-LNW(N)8
Mickle Trafford SB (MT)	NW3003-001-LNW(N)3, NW3023-012-LNW(N)3
Middleton Place L.C. (UWC)	NW4033-012-LNW(N)4
Middlewich Loop East Jn	NW3029-002-LNW(N)3
Middlewich Loop West Jn	NW3029-002-LNW(N)3
MIDDLEWOOD	NW9021-003-LNW(N)9
Middlewood Tunnel	NW9021-003-LNW(N)9
Midge Hall SB LC (MH) (MCB)	NW7007-001-LNW(N)7
Miles Platting Jn	NW7001-002-LNW(N)7, NW7021-001-LNW(N)7
Milford & Brocton HABD	NW1001-003-LNW(N)1
Milford Junction	NW1001-003-LNW(N)1
Mill Dam L.C. (UWC)	NW4033-011-LNW(N)4
MILL HILL	NW7009-004-LNW(N)7
Millers L.C. (UWC)	NW4033-011-LNW(N)4
MILLOM	NW4033-011-LNW(N)4
Millom SB	NW4033-011-LNW(N)4
MILLS HILL	NW7001-004-LNW(N)7
Millwood Tunnel	NW7001-008-LNW(N)7
MILNROW	NW7019-004-LNW(N)7
Milnthorpe GF's	NW4001-008-LNW(N)4

Location	Table A - Module
Mintholme LC (CCTV)	NW7009-003-LNW(N)7
MOBBERLEY	NW3023-005-LNW(N)3
Mobberley LC (MCB)	NW3023-005-LNW(N)3
Mobberley SB	NW3023-005-LNW(N)3
Moel Llys Tunnel	NW3001-016-LNW(N)3
Mona LC (UWC)	NW3001-017-LNW(N)3
Monk's Siding SB LC (MCB)	NW2009-002-LNW(N)2
Moor Farm No.1 L.C. (UWC)	NW4033-011-LNW(N)4
Moor Lane Tunnels	NW6001-006-LNW(N)6
Moorcock Tunnel	NW9901-005-LNW(N)10
MOORFIELDS	NW8001-005-LNW(N)8, NW8011-001-LNW(N)8
MOORSIDE	NW6009-001-LNW(N)6
MORECAMBE	NW4011-001-LNW(N)4
Morecambe Jn GF	NW4011-001-LNW(N)4, NW4017-001-LNW(N)4
Morecambe South Jn	NW4001-007-LNW(N)4, NW4011-001-LNW(N)4
MORETON	NW8011-007-LNW(N)8
Morfa-Rhydd-y-Pwll LC (UWC)	NW3015-001-LNW(N)3
MOSES GATE	NW6001-005-LNW(N)6
Moses Gate Jn	NW6001-005-LNW(N)6
Moss (Tip) L.C. (UWC)	NW4033-012-LNW(N)4
Moss Lane LC (UWC)	NW7021-002-LNW(N)7
MOSS SIDE	NW4007-001-LNW(N)4
Moss Side LC (ABCL)	NW4007-001-LNW(N)4
Mossband Jn	NW4001-021-LNW(N)4, NW4029-001-LNW(N)4
MOSSLEY	NW7021-004-LNW(N)7
MOSSLEY HILL	NW2001-006-LNW(N)2
MOSTON	NW7001-004-LNW(N)7
Mostyn Dock Exchange Sidings	NW3001-010-LNW(N)3
Mostyn SB	NW3001-010-LNW(N)3
MOULDSWORTH	NW3023-011-LNW(N)3
Mouldsworth GF	NW3023-011-LNW(N)3
Mount Pleasant Tunnel	NW2001-008-LNW(N)2
Mow Cop L.C. (CCTV)	NW5009-009-LNW(N)5
Muirhouse Farm LC (UWC)	NW4031-002-LNW(N)4
NANTWICH	NW1007-001-LNW(N)1
Nantwich Emergency GF	NW1007-001-LNW(N)1
Nantwich SB LC (MCB)	NW1007-001-LNW(N)1
NAVIGATION ROAD	NW3023-003-LNW(N)3, NW3027-002-LNW(N)3
Navigation Road LC (CCTV)	NW3023-003-LNW(N)3, NW3027-002-LNW(N)3
NELSON	NW7017-001-LNW(N)7
NESTON	NW3007-005-LNW(N)3
NETHERTOWN	NW4033-015-LNW(N)4
NEW BRIGHTON	NW8015-002-LNW(N)8
NEW HEY	NW7019-004-LNW(N)7
NEW LANE	NW6009-006-LNW(N)6
New Lane LC (AHBC)	NW6009-006-LNW(N)6
NEW MILLS CENTRAL	NW9007-001-LNW(N)9
New Mills Central SB	NW9007-001-LNW(N)9
NEW MILLS NEWTOWN	NW9021-003-LNW(N)9
New Mills South Jn	NW9001-006-LNW(N)9
New Mills South Jn SB	NW9001-006-LNW(N)9, NW9007-001-LNW(N)9
New Mills Tunnel	NW9007-001-LNW(N)9
Newcastle Jn	NW5009-005-LNW(N)5
Newcastle L.C. (AHBC)	NW1007-001-LNW(N)1
NEWTON	NW5015-002-LNW(N)5
NEWTON-LE-WILLOWS	NW1021-001-LNW(N)1, NW2015-004-LNW(N)2
Newton-le-Willows Jn	NW1021-002-LNW(N)1, NW2015-003-LNW(N)2

Location	Table A - Module
Newtown Tunnel	NW9001-007-LNW(N)9
Norbury Hollow LC (MCG)	NW9021-003-LNW(N)9
North Stafford Jn	NW1005-003-LNW(N)1
Northenden GF	NW3023-002-LNW(N)3
Northenden Jn	NW3023-002-LNW(N)3, NW9017-001-LNW(N)9
Northenden Jn SB (NN)	NW3023-002-LNW(N)3, NW9017-001-LNW(N)9
Northgate Street Tunnels	NW3001-006-LNW(N)3
NORTHWICH	NW3023-008-LNW(N)3, NW3031-001-LNW(N)3
Northwich East Jn	NW3023-007-LNW(N)3
Northwich South Jn	NW3029-002-LNW(N)3, NW3031-001-LNW(N)3
Northwich Station Jn	NW3023-008-LNW(N)3, NW3031-001-LNW(N)3
Northwich West Jn	NW3023-008-LNW(N)3, NW3029-002-LNW(N)3
NORTON BRIDGE	NW1001-006-LNW(N)1, NW5008-001-LNW(N)5
Norton Bridge Jn	NW5008-001-LNW(N)5
Norton Bridge North Jn	NW1001-006-LNW(N)1
Norton Bridge South Jn	NW1001-005-LNW(N)1
Norton LC (R/G)	NW1001-014-LNW(N)1
Norton SB	NW3003-003-LNW(N)3
Octel Sidings GF	NW3023-006-LNW(N)3
OLD ROAN	NW8005-003-LNW(N)8
OLDHAM MUMPS	NW7019-003-LNW(N)7
Oldham SB (OM)	NW7019-003-LNW(N)7
OLDHAM WERNETH	NW7019-002-LNW(N)7
Oram's No.1 LC (UWC)	NW7009-003-LNW(N)7
Oram's No.3 LC (UWC)	NW7009-003-LNW(N)7
Ordsail Lane Jn	NW2015-001-LNW(N)2, NW6001-002-LNW(N)6, NW6007-001-LNW(N)6
Oriel Road Tunnel	NW2027-002-LNW(N)2
ORMSKIRK	NW7007-002-LNW(N)7, NW8005-004-LNW(N)8
ORRELL	NW6015-001-LNW(N)6
ORRELL PARK	NW8005-002-LNW(N)8
Oubeck	NW4001-005-LNW(N)4
Overbury St. Tunnel	NW2001-007-LNW(N)2
OVERPOOL	NW3013-001-LNW(N)3
OXENHOLME	NW4001-009-LNW(N)4, NW4019-001-LNW(N)4
Oxenholme Emergency GF	NW4001-009-LNW(N)4
Oxenholme Junction	NW4019-001-LNW(N)4
OXFORD ROAD	NW6001-001-LNW(N)6
Oxheys Loop	NW4001-004-LNW(N)4
PADGATE	NW6003-003-LNW(N)6
Padiham Power Station Sidings	NW7015-001-LNW(N)7
Pages LC (UWC)	NW7007-001-LNW(N)7
Paradise Jn	NW8001-004-LNW(N)8, NW8003-001-LNW(N)8
PARBOLD	NW6009-005-LNW(N)6
Parbold SB LC (MCB)	NW6009-005-LNW(N)6
Park House Farm LC (R/G)	NW4033-007-LNW(N)4
Park North LC (UWC)	NW4033-009-LNW(N)4
Park South Jn	NW4033-009-LNW(N)4, NW4041-001-LNW(N)4
Park South SB LC (MCB)	NW4033-009-LNW(N)4, NW4041-001-LNW(N)4
Parkhouse LC (UWC)	NW4033-023-LNW(N)4
Parkside GF	NW2015-003-LNW(N)2
Parkside Jn	NW2015-003-LNW(N)2, NW2019-001-LNW(N)2
Parrot's LC (UWC)	NW5008-001-LNW(N)5
Parrott's No. 1 LC (UWC)	NW1002-002-LNW(N)1
Parrott's No. 2 LC (UWC)	NW1002-002-LNW(N)1
Partington Jn.	NW3025-001-LNW(N)3
PARTON	NW4033-017-LNW(N)4

Location	Table A - Module
Parton North Junction	NW4033-018-LNW(N)4
Parton SB	NW4033-017-LNW(N)4
PATRICROFT	NW2015-002-LNW(N)2
Peak Forest South SB	NW9005-002-LNW(N)9
Peak Forest Tunnel	NW9005-003-LNW(N)9
Peakstone Private Sidings GF	NW9005-002-LNW(N)9
PEMBERTON	NW6015-001-LNW(N)6
Pemberton Tunnel	NW6015-001-LNW(N)6
Pendlebury Tunnel	NW6009-001-LNW(N)6
Pendleton Tunnel	NW6009-001-LNW(N)6
Penketh Hall LC (UWC)	NW2009-002-LNW(N)2
PENKRIDGE	NW1002-001-LNW(N)1
Penkridge H.A.B.D.	NW1002-001-LNW(N)1, NW1002-001-LNW(N)1
Penmaenbach Tunnel	NW3001-016-LNW(N)3
PENMAENMAWR	NW3001-016-LNW(N)3
Penmaenmawr SB (PR)	NW3001-016-LNW(N)3
Penmaenrhos Tunnel	NW3001-013-LNW(N)3
PENRITH	NW4001-014-LNW(N)4
Penrith GF	NW4001-014-LNW(N)4
Penrith South Jn	NW4001-014-LNW(N)4
Pentre Ddu LC (UWC)	NW3001-017-LNW(N)3
Pentre LC (UWC)	NW3001-009-LNW(N)3
Pen-y-Clip Avalanche Tunnel	NW3001-017-LNW(N)3
PENYFFORDD	NW3007-002-LNW(N)3
Penyffordd GF	NW3007-003-LNW(N)3
Penyffordd LC (UWC)	NW3007-002-LNW(N)3
Penyffordd SB	NW3007-002-LNW(N)3
Petteril Bridge Jn	NW9901-011-LNW(N)10, NW9909-001-LNW(N)10
Philips Park South Jn	NW7025-001-LNW(N)7, NW7027-001-LNW(N)7
Philips Park West Jn	NW7021-001-LNW(N)7, NW7023-001-LNW(N)7, NW7025-001-LNW(N)7
Pic Tor Tunnel	NW9005-004-LNW(N)9
Picko No.1 Tunnel	NW2027-001-LNW(N)2
Picko No.2 Tunnel	NW2027-001-LNW(N)2
Pilkington's Oil Sidings	NW2023-003-LNW(N)2
PLEASINGTON	NW7009-004-LNW(N)7
Pleasington Golf Club No.1 LC (UWC)	NW7009-004-LNW(N)7
Plemstall LC (UWC)	NW3023-012-LNW(N)3
PLUMLEY	NW3023-006-LNW(N)3
Plumley West SB	NW3023-006-LNW(N)3
Plumpton No.1 GF	NW4001-015-LNW(N)4
Plumpton No.2 GF	NW4001-015-LNW(N)4
PONT-Y-PANT	NW3015-003-LNW(N)3
Pont-y-Pant Lower Tunnel	NW3015-003-LNW(N)3
Pont-y-Pant Upper Tunnel	NW3015-003-LNW(N)3
Pool Hey LC (AHBC)	NW6009-007-LNW(N)6
Port of Heysham LC (UWC)	NW4017-001-LNW(N)4
PORT SUNLIGHT	NW8013-003-LNW(N)8
Portland St LC (CCTV)	NW8001-011-LNW(N)8
Portsmouth LC (R/G)	NW7009-009-LNW(N)7
Poulton Jn	NW4005-003-LNW(N)4, NW4009-001-LNW(N)4
Poulton SB (PT)	NW4005-003-LNW(N)4, NW4009-001-LNW(N)4
POULTON-LE-FYLDE	NW4005-003-LNW(N)4
POYNTON	NW5009-011-LNW(N)5
PRESCOT	NW2023-004-LNW(N)2
Prescot SB	NW2023-004-LNW(N)2
PRESTATYN	NW3001-011-LNW(N)3

Location	Table A - Module
Prestatyn SB	NW3001-011-LNW(N)3
PRESTBURY	NW5009-011-LNW(N)5
Prestbury Tunnel	NW5009-011-LNW(N)5
PRESTON	NW1001-024-LNW(N)1, NW4001-002-LNW(N)4
Preston Brook Tunnel	NW1001-013-LNW(N)1
Preston Fyde Jn	NW1001-025-LNW(N)1, NW4001-003-LNW(N)4, NW4003-001-LNW(N)4, NW4005-001-LNW(N)4
Preston North Jn	NW1001-025-LNW(N)1, NW4001-003-LNW(N)4
Preston Ribble Jn	NW1001-023-LNW(N)1, NW4001-001-LNW(N)4
Preston SB (PN)	NW1001-025-LNW(N)1, NW4001-003-LNW(N)4, NW4005-001-LNW(N)4
Preston South Jn	NW1001-024-LNW(N)1, NW1027-001-LNW(N)1, NW4001-002-LNW(N)4
Pulford LC (AHBC)	NW3005-004-LNW(N)3
Pump House L.C. (UWC)	NW4033-015-LNW(N)4
Quintshill EGF	NW4001-022-LNW(N)4
Radway Green LC (CCTV)	NW1005-002-LNW(N)1
RAINFORD	NW6015-002-LNW(N)6
Rainford Junction SB	NW6015-002-LNW(N)6
RAINHILL	NW2015-005-LNW(N)2
Rainhill SB (RL)	NW2015-005-LNW(N)2
RAMSGREAVE & WILPSHIRE	NW7013-001-LNW(N)7
RAVENGLASS	NW4033-013-LNW(N)4
Ravenhead Jn	NW2025-001-LNW(N)2
REDDISH NORTH	NW9007-004-LNW(N)9
REDDISH SOUTH	NW5011-002-LNW(N)5
Regent Road LC (AOCL)	NW2027-003-LNW(N)2
RHOSNEIGR	NW3001-022-LNW(N)3
RHYL	NW3001-012-LNW(N)3
Rhyl SB (RL)	NW3001-012-LNW(N)3
RIBBLEHEAD	NW9901-003-LNW(N)10
Ribblehead GF	NW9901-003-LNW(N)10
RICE LANE	NW8009-001-LNW(N)8
Rickerscote	NW1002-002-LNW(N)1
Riggmoor LC (UWC)	NW4031-001-LNW(N)4
Risehill Tunnel	NW9901-004-LNW(N)10
RISHTON	NW7009-006-LNW(N)7
Rishton Tunnel	NW7009-006-LNW(N)7
ROBY	NW2015-005-LNW(N)2
ROCHDALE	NW7001-006-LNW(N)7
Rochdale East Jn	NW7001-006-LNW(N)7, NW7019-004-LNW(N)7
Rochdale SB	NW7001-006-LNW(N)7
ROCK FERRY	NW8013-002-LNW(N)8, NW8017-001-LNW(N)8
Rock Ferry North Jn	NW8013-002-LNW(N)8, NW8017-001-LNW(N)8
Rock Ferry South Jn.	NW8013-003-LNW(N)8, NW8017-001-LNW(N)8
Rockcliffe Hall SB (RH)	NW3001-008-LNW(N)3
Rockcliffe Hall Tunnel	NW3001-009-LNW(N)3
ROMAN BRIDGE	NW3015-004-LNW(N)3
Roman Bridge Tunnel	NW3015-004-LNW(N)3
Rome Street Jn	NW4021-002-LNW(N)4
ROMILEY	NW9007-003-LNW(N)9
Romiley Junction	NW9007-003-LNW(N)9, NW9011-001-LNW(N)9
Romiley Junction SB (RJ)	NW9007-003-LNW(N)9
Roodee Jn	NW3001-006-LNW(N)3
ROOSE	NW4033-007-LNW(N)4
ROSE GROVE	NW7009-008-LNW(N)7
Rose Grove West Jn	NW7009-008-LNW(N)7, NW7015-001-LNW(N)7

Location	Table A - Module
ROSE HILL	NW9009-001-LNW(N)9
Rosewain LC (R/G)	NW4033-022-LNW(N)4
Rossett LC (R/G)	NW3005-004-LNW(N)3
Rothery LC (UWC)	NW4033-023-LNW(N)4
RUABON	NW3005-002-LNW(N)3
Ruabon Road Tunnel	NW3005-002-LNW(N)3
RUFFORD	NW7007-002-LNW(N)7
Rufford SB LC (RD) (MCB)	NW7007-002-LNW(N)7
Rugeley Engineers Siding GF	NW1001-002-LNW(N)1
Rugeley No.1 GF	NW1004-001-LNW(N)1
Rugeley No.2 GF	NW1004-001-LNW(N)1
Rugeley North Jn	NW1001-002-LNW(N)1, NW1004-001-LNW(N)1
Rugeley South Jn	NW1001-001-LNW(N)1
RUGELEY TRENT VALLEY	NW1001-002-LNW(N)1, NW1004-001-LNW(N)1
RUNCORN	NW2001-002-LNW(N)2
RUNCORN EAST	NW3003-003-LNW(N)3
Runcorn SB (RN)	NW2001-002-LNW(N)2, NW2003-001-LNW(N)2
Russell Street Tunnel	NW2001-008-LNW(N)2
RYDER BROW	NW9007-004-LNW(N)9
SALFORD CENTRAL	NW6005-002-LNW(N)6
SALFORD CRESCENT	NW6001-003-LNW(N)6
Salford Hope Street Sidings	NW6005-002-LNW(N)6
Salford West Jn.	NW6005-002-LNW(N)6
Salop Goods Jn	NW1011-001-LNW(N)1, NW1015-001-LNW(N)1
Salop Goods Jn SB (SG)	NW1009-003-LNW(N)1, NW1011-001-LNW(N)1, NW1015-001-LNW(N)1, NW1017-001-LNW(N)1
Salop Goods Loop Jn	NW1009-002-LNW(N)1, NW1013-001-LNW(N)1
Saltcoats L.C. (MCG)	NW4033-013-LNW(N)4
Salthouse Junction	NW4033-007-LNW(N)4
Salthouse No.1 L.C. (UWC)	NW4033-011-LNW(N)4
Salthouse No.3 L.C. (UWC)	NW4033-011-LNW(N)4
Saltney Jn	NW3001-006-LNW(N)3, NW3005-004-LNW(N)3
SALWICK	NW4005-002-LNW(N)4
Salwick SB (SK)	NW4005-002-LNW(N)4
SANDBACH	NW5001-002-LNW(N)5
Sandbach North Jn	NW3029-001-LNW(N)3, NW5001-002-LNW(N)5
Sandbach South Jn	NW1009-003-LNW(N)1, NW5001-002-LNW(N)5
Sandbank Road LC (UWC)	NW3001-012-LNW(N)3
SANDHILLS	NW8001-006-LNW(N)8
Sandhills Jn	NW8001-006-LNW(N)8, NW8005-001-LNW(N)8
Sandringham Avenue L.C. (UWC)	NW8011-007-LNW(N)8
Sandscale LC (AOCL) (a.k.a. British Cellophane)	NW4033-008-LNW(N)4
Sandy Lane LC (UWC)	NW3001-012-LNW(N)3
SANKEY	NW6003-004-LNW(N)6
Scholes Tunnel	NW2023-003-LNW(N)2
Scotby LC (UWC)	NW9909-001-LNW(N)10
Scout Tunnel	NW7021-004-LNW(N)7
SEAFORTH & LITHERLAND	NW8001-008-LNW(N)8
SEASCALE	NW4033-013-LNW(N)4
SELLAFIELD	NW4033-014-LNW(N)4
Sellafield SB	NW4033-014-LNW(N)4
SETTLE	NW9901-002-LNW(N)10
Settle Junction SB	NW9901-002-LNW(N)10, NW9903-001-LNW(N)10
Shap Hardendale Quarry	NW4001-012-LNW(N)4
Shap Summit GF	NW4001-012-LNW(N)4
Shap Summit Up GF	NW4001-011-LNW(N)4

Location	Table A - Module
SHAW & CROMPTON	NW7019-004-LNW(N)7
Shaw Station LC (MB)	NW7019-003-LNW(N)7
Shaw Station SB (SW)	NW7019-003-LNW(N)7
Shaws LC (R/G)	NW6009-006-LNW(N)6
Shell (UK) Ltd LPG Siding	NW3013-003-LNW(N)3
Shell GF	NW3019-001-LNW(N)3
Shell Sidings GF	NW3013-003-LNW(N)3
Shore House Farm LC (UWC)	NW7013-001-LNW(N)7
Shotlock Hill Tunnel	NW9901-005-LNW(N)10
SHOTTON (High Level)	NW3007-003-LNW(N)3
SHOTTON (Low Level)	NW3001-008-LNW(N)3
Shotwick GF	NW3007-005-LNW(N)3
Shugborough Tunnel	NW1001-002-LNW(N)1
Sideway Jn	NW5009-003-LNW(N)5
SILECROFT	NW4033-012-LNW(N)4
Silecroft SB L.C. (MCB)	NW4033-012-LNW(N)4
SILVERDALE	NW4033-003-LNW(N)4
Silverdale Colliery	NW1003-001-LNW(N)1
Silverdale LC (AHBC)	NW4033-003-LNW(N)4
Silverdale Tunnel	NW1003-001-LNW(N)1
Skeffington Road LC (TMO)	NW4003-001-LNW(N)4
Skelly Crag LC (MCG)	NW4033-010-LNW(N)4
Skelton Jn	NW3023-002-LNW(N)3, NW3025-001-LNW(N)3
Skew Bridge Jn	NW1001-023-LNW(N)1
Slade Lane Jn	NW5001-008-LNW(N)5, NW5003-002-LNW(N)5
Slutchers Lane LC (FP)	NW2009-001-LNW(N)2
Smithdown Lane Tunnel	NW2001-007-LNW(N)2
SMITHY BRIDGE	NW7001-006-LNW(N)7
Smithy Bridge SB LC (MCB)	NW7001-006-LNW(N)7
Sod Hall LC (UWC)	NW7007-001-LNW(N)7
Sough Tunnel	NW6011-002-LNW(N)6
SOUTHPORT	NW6009-007-LNW(N)6, NW8001-012-LNW(N)8
Southwaite HABD	NW4001-015-LNW(N)4
Southwaite No.1 GF	NW4001-015-LNW(N)4
Southwaite No.2 GF	NW4001-015-LNW(N)4
Speke Jn GF	NW2001-004-LNW(N)2, NW2005-001-LNW(N)2
Speke Jn SB (SE)	NW2001-005-LNW(N)2, NW2005-001-LNW(N)2
Spellow No.1 Tunnel	NW2027-001-LNW(N)2
Spellow No.2 Tunnel	NW2027-001-LNW(N)2
Spencers LC (UWC)	NW9903-002-LNW(N)10
SPITAL	NW8013-003-LNW(N)8
Springs Branch Jn	NW1001-019-LNW(N)1, NW2023-001-LNW(N)2
Springs Branch Sidings	NW1001-019-LNW(N)1
SQUIRES GATE	NW4007-002-LNW(N)4
ST BEES	NW4033-015-LNW(N)4
St Bees SB L.C. (MCB)	NW4033-015-LNW(N)4
ST HELENS CENTRAL	NW2023-002-LNW(N)2
ST HELENS JUNCTION	NW2015-004-LNW(N)2
St Helens Station Jn	NW2023-002-LNW(N)2, NW2025-001-LNW(N)2
St Helens Station SB (SH)	NW2023-002-LNW(N)2
ST. ANNES-ON-THE-SEA	NW4007-002-LNW(N)4
St. James No.1 Tunnel	NW8001-003-LNW(N)8
St. James No.2 Tunnel	NW8001-003-LNW(N)8
St. James No.3 Tunnel	NW8001-003-LNW(N)8
St. James No.4 Tunnel	NW8001-003-LNW(N)8
ST. MICHAEL'S	NW8001-002-LNW(N)8
St. Michael's Tunnel	NW8001-002-LNW(N)8

Location	Table A - Module
STAFFORD	NW1001-004-LNW(N)1
Stafford No.4 SB (SD 4)	NW1001-004-LNW(N)1
Stafford No.5 SB (SD 5)	NW1001-004-LNW(N)1
Stainforth Tunnel	NW9901-002-LNW(N)10
Stainton Jn	NW4027-001-LNW(N)4
STALYBRIDGE	NW5021-001-LNW(N)5, NW7021-003-LNW(N)7
Stalybridge Jn	NW5021-001-LNW(N)5, NW7021-003-LNW(N)7
Stalybridge SB (SE)	NW5021-001-LNW(N)5, NW7021-003-LNW(N)7
Stalybridge Tunnel	NW7021-004-LNW(N)7
Stalybridge Tunnel Jn	NW7021-004-LNW(N)7
Standedge Tunnel	NW7021-005-LNW(N)7
Stanfield Farm LC (UWC)	NW4031-002-LNW(N)4
Stangrah Farm L.C. (UWC)	NW4033-012-LNW(N)4
STANLOW & THORNTON	NW3013-004-LNW(N)3
Stanlow & Thornton SB	NW3013-004-LNW(N)3
Star LC (UWC)	NW3001-020-LNW(N)3
STAVELEY	NW4019-002-LNW(N)4
Staveley LC (AHBC)	NW4019-002-LNW(N)4
STOCKPORT	NW5001-007-LNW(N)5
Stockport No1 SB (ST1)	NW5001-007-LNW(N)5
Stockport No2 SB (ST2)	NW5001-007-LNW(N)5
Stockton Brook Tunnel	NW5010-001-LNW(N)5
Stoke Jn	NW5009-003-LNW(N)5, NW5012-001-LNW(N)5
Stoke North Jn.	NW5009-005-LNW(N)5
STOKE-ON-TRENT	NW5009-004-LNW(N)5
Stoke-on-Trent S.C.(SOT)	NW5009-005-LNW(N)5
STONE	NW5008-002-LNW(N)5
Stone Cabin L.C. (UWC)	NW4033-011-LNW(N)4
Stone Jn	NW5008-002-LNW(N)5, NW5009-002-LNW(N)5
Stoney Low Tunnel	NW1003-001-LNW(N)1
Strand Road LC (OC) (M.D.H.C)	NW2027-003-LNW(N)2
STRINES	NW9007-002-LNW(N)9
STYAL	NW5003-001-LNW(N)5
Styal Jn	NW5003-001-LNW(N)5
Sullivan Siding GF	NW2009-002-LNW(N)2
Summit East Tunnel	NW7001-007-LNW(N)7
Summit Tunnel	NW7001-007-LNW(N)7
Summit West Tunnel	NW7001-007-LNW(N)7
Sutton Tunnel	NW3003-003-LNW(N)3
Sutton Weaver GF	NW2001-002-LNW(N)2
SWINTON	NW6009-001-LNW(N)6
Switches Farm LC (UWC)	NW9901-001-LNW(N)10
Syke Foot LC (UWC)	NW9901-010-LNW(N)10
Tai Line LC (UWC)	NW3001-020-LNW(N)3
Tai'r Melbion Farm LC (UWC)	NW3001-017-LNW(N)3
Talacre SB (TE)	NW3001-011-LNW(N)3
TAL-Y-CAFN	NW3015-001-LNW(N)3
Tal-y-Cafn LC (MCG)	NW3015-001-LNW(N)3
Tamper Siding GF	NW3001-014-LNW(N)3
Tan Lan LC (UWC)	NW3015-002-LNW(N)3
Tan-y-Tallt LC (UWC)	NW3015-001-LNW(N)3
Tarn Gate LC (UWC)	NW4009-001-LNW(N)4
Tarnbrick LC (UWC)	NW4007-001-LNW(N)4
Tatterthwaite LC (UWC)	NW9903-001-LNW(N)10
Taylor Street GF	NW7009-004-LNW(N)7
Tebay LC (OC)	NW4001-011-LNW(N)4
Tebay North Jn	NW4001-011-LNW(N)4

Location	Table A - Module
Tebay South Jn	NW4001-011-LNW(N)4
THATTO HEATH	NW2023-003-LNW(N)2
The Oaks LC (UWC)	NW6011-001-LNW(N)6
Thorpes Bridge Jn	NW7001-003-LNW(N)7, NW7019-001-LNW(N)7
Thorton LC (TMO)	NW4009-001-LNW(N)4
TIMPERLEY	NW3027-001-LNW(N)3
TODMORDEN	NW7001-008-LNW(N)7
Tolans L.C. (UWC)	NW8011-007-LNW(N)8
Topley Pike GF	NW9005-004-LNW(N)9
Totley Tunnel	NW9001-001-LNW(N)9, NW9001-002-LNW(N)9
Totley Tunnel East SB	NW9001-001-LNW(N)9
Towers Farm LC (UWC)	NW9021-003-LNW(N)9
TOWN GREEN	NW8005-004-LNW(N)8
Towneley LC (MCB)	NW7009-009-LNW(N)7
Towneley Tunnel	NW7009-009-LNW(N)7
TRAFFORD PARK	NW6003-001-LNW(N)6
Trafford Park East Jn	NW6003-001-LNW(N)6
Trafford Park Sidings	NW6003-001-LNW(N)6
Trafford Park West Jn	NW6003-001-LNW(N)6
Trent Valley Jn No. 1	NW1001-003-LNW(N)1, NW1002-002-LNW(N)1
Troed yr Rhin LC (UWC) (Morfa No.2)	NW3015-001-LNW(N)3
Tunnel Rd Tunnel	NW2001-007-LNW(N)2
Tunstead Sidings GF	NW9005-003-LNW(N)9
Turton LC (A.O.C.L)	NW6011-002-LNW(N)6
TY CROES	NW3001-021-LNW(N)3
Ty Croes LC (MCG)	NW3001-021-LNW(N)3
Tyddyn Morfa LC (UWC)	NW3001-021-LNW(N)3
Tyn-Ddol LC (UWC)	NW3015-002-LNW(N)3
Tyn-y-Morfa LC (MCG)	NW3001-011-LNW(N)3
ULVERSTON	NW4033-006-LNW(N)4
Ulverston SB	NW4033-006-LNW(N)4
Underhill L.C. (UWC)	NW4033-011-LNW(N)4
UNITED FC HALT	NW6003-001-LNW(N)6
UPHOLLAND	NW6015-002-LNW(N)6
Upholland Tunnel	NW6015-001-LNW(N)6
Upperby Bridge Jn	NW4001-016-LNW(N)4
Upperby Jn	NW4001-017-LNW(N)4, NW4021-001-LNW(N)4, NW4023-001-LNW(N)4
Upperby Yard GF	NW4001-016-LNW(N)4
UPTON	NW3007-006-LNW(N)3
URMSTON	NW6003-002-LNW(N)6
VALLEY	NW3001-022-LNW(N)3
Valley SB (VY) LC (MCB)	NW3001-022-LNW(N)3
Vitriol Works SB	NW7001-004-LNW(N)7
WALKDEN	NW6009-002-LNW(N)6
Walkden SB	NW6009-002-LNW(N)6
WALLASEY GROVE RD	NW8015-002-LNW(N)8
WALLASEY VILLAGE	NW8015-001-LNW(N)8
WALSDEN	NW7001-007-LNW(N)7
Waltham Nurseries L.C. (UWC)	NW4033-011-LNW(N)4
WALTON	NW8005-002-LNW(N)8
Walton Jn	NW8005-002-LNW(N)8, NW8009-001-LNW(N)8
Walton Old Jn	NW1019-001-LNW(N)1, NW2011-001-LNW(N)2
Warcop	NW9907-001-LNW(N)10
Wards LC (UWC)	NW9903-003-LNW(N)10
WARRINGTON BANK QUAY	NW1001-015-LNW(N)1
WARRINGTON CENTRAL	NW6003-003-LNW(N)6

Location	Table A - Module
Warrington Central SB (WC)	NW6003-003-LNW(N)6
Warrington North Jn	NW1001-015-LNW(N)1
Warrington SB (WN)	NW1001-015-LNW(N)1
Warrington South Jn	NW1001-015-LNW(N)1, NW1019-001-LNW(N)1
Waste Bank Tunnel	NW9901-009-LNW(N)10
WATERLOO	NW8001-009-LNW(N)8
Waterloo LC (CCTV)	NW8001-009-LNW(N)8
Waterslack Quarry LC (UWC)	NW4033-003-LNW(N)4
Watery Road GF	NW3005-002-LNW(N)3
Wavertree Jn	NW2001-006-LNW(N)2
WAVERTREE TECHNOLOGY PARK	NW2015-006-LNW(N)2
Weasel Hall Tunnel	NW7001-009-LNW(N)7
Weaver Emergency Facing Crossover GF	NW1001-013-LNW(N)1
Weaver Emergency Trailing Crossover GF	NW1001-013-LNW(N)1
Weaver Jn	NW1001-012-LNW(N)1, NW2001-001-LNW(N)2
WEDGWOOD	NW5009-003-LNW(N)5
Wedgwood LC (CCTV)	NW5009-003-LNW(N)5
WENNINGTON	NW9903-002-LNW(N)10
Werneth Tunnel	NW7019-002-LNW(N)7
WEST ALLERTON	NW2001-006-LNW(N)2
WEST KIRBY	NW8011-008-LNW(N)8
WESTHOUGHTON	NW6013-001-LNW(N)6
Westhoughton GF	NW6013-001-LNW(N)6
Westminster Tunnel	NW2027-002-LNW(N)2
Weston Rhyn LC (AHBC)	NW3005-001-LNW(N)3
WETHERAL	NW9909-001-LNW(N)10
Wetheral HABD	NW9909-001-LNW(N)10
WHALEY BRIDGE	NW9021-002-LNW(N)9
WHALLEY	NW7013-002-LNW(N)7
Wheelchex (Dallam)	NW1001-016-LNW(N)1
WHISTON	NW2015-005-LNW(N)2
Whitbeck L.C. (AOCL)	NW4033-012-LNW(N)4
WHITEHAVEN	NW4033-017-LNW(N)4
Whitehaven Tunnel	NW4033-016-LNW(N)4
Whitehouse Junction	NW1001-003-LNW(N)1
Whitehurst LC (UWC)	NW3005-002-LNW(N)3
Whitehurst Tunnel	NW3005-002-LNW(N)3
Whitmore	NW1001-006-LNW(N)1
Whittle International GF	NW7009-002-LNW(N)7
WIDNES	NW6003-004-LNW(N)6
Wig Farm LC (UWC)	NW3001-017-LNW(N)3
Wig LC (UWC)	NW3001-017-LNW(N)3
Wigan North Jn	NW1001-021-LNW(N)1
WIGAN NORTH WESTERN	NW1001-020-LNW(N)1
Wigan South Jn	NW1001-020-LNW(N)1
Wigan Station Jn	NW1001-020-LNW(N)1, NW6009-003-LNW(N)6
WIGAN WALLGATE	NW6009-003-LNW(N)6
Wigan Wallgate Jn	NW6009-004-LNW(N)6, NW6015-001-LNW(N)6
Wigan Wallgate SB (WW)	NW6009-004-LNW(N)6, NW6015-001-LNW(N)6
WIGTON	NW4033-022-LNW(N)4
Wigton GF	NW4033-022-LNW(N)4
Wigton SB	NW4033-022-LNW(N)4
Willaston L.C. (CCTV)	NW1007-001-LNW(N)1
WILMSLOW	NW5001-004-LNW(N)5, NW5003-001-LNW(N)5
Wilmslow North Jn	NW5001-005-LNW(N)5
Wilmslow South Jn	NW5001-004-LNW(N)5, NW5003-001-LNW(N)5
Wilpshire Tunnel	NW7013-001-LNW(N)7

Location	Table A - Module
WINDERMERE	NW4019-002-LNW(N)4
Windmill Lane Tunnel	NW3001-005-LNW(N)3
Windsor Bridge North Jn	NW6001-003-LNW(N)6, NW6009-001-LNW(N)6
Windsor Bridge South Jn	NW6001-003-LNW(N)6, NW6005-002-LNW(N)6
WINSFORD	NW1001-010-LNW(N)1
Winsford SB (WD)	NW1001-011-LNW(N)1
Winsford South Junction	NW1001-010-LNW(N)1
Winterbutlee Tunnel	NW7001-007-LNW(N)7
Winwick Jn	NW1001-016-LNW(N)1, NW1021-001-LNW(N)1
WOODLEY	NW9011-001-LNW(N)9, NW9013-001-LNW(N)9
Woodley Jn	NW9011-001-LNW(N)9, NW9013-001-LNW(N)9
Woods Tenement Farm LC (UWC)	NW3023-006-LNW(N)3
WOODSMOOR	NW9001-009-LNW(N)9
Woodsmoor L.C. (CCTV)	NW9001-009-LNW(N)9
Woolton Rd. Tunnel	NW8001-001-LNW(N)8
WORKINGTON	NW4033-019-LNW(N)4
Workington Main No.2 SB	NW4033-019-LNW(N)4
Workington Main No.3 SB	NW4033-019-LNW(N)4
Wraysholme LC (AOCL)	NW4033-005-LNW(N)4
WREXHAM CENTRAL	NW3007-001-LNW(N)3
Wrexham Exchange Jn	NW3005-003-LNW(N)3, NW3007-001-LNW(N)3
WREXHAM GENERAL	NW3005-003-LNW(N)3, NW3007-001-LNW(N)3
Wrexham North Jn	NW3005-003-LNW(N)3
Wyke Cop LC (AHBC)	NW6009-006-LNW(N)6
Ynys LC (UWC)	NW3015-001-LNW(N)3

List Of Routes

Table A Diagram	Line Of Route	Module	Page
NW1001	Armitage Jn (incl.) to Preston Fylde Jn.	LNW(N)1	9
NW1002	Penkridge Station (incl.) To Trent Valley Jn No. 1 (Stafford)	LNW(N)1	34
NW1003	Silverdale to Madeley	LNW(N)1	36
NW1004	Rugeley Town (Excl.) to Rugeley North Jn	LNW(N)1	38
NW1005	Kidsgrave Jn. to Crewe South Jn.	LNW(N)1	39
NW1007	Nantwich (Excl.) to Crewe South Jn.	LNW(N)1	42
NW1009	Basford Hall Jn. to Sandbach South Jn. (Independent Lines)	LNW(N)1	45
NW1011	Gresty Lane to Salop Goods Jn.	LNW(N)1	48
NW1013	Crewe Sorting Sidings North to Gresty Lane	LNW(N)1	49
NW1015	Salop Goods Jn. to Crewe North Jn. (Chester Independent Lines)	LNW(N)1	50
NW1017	Salop Goods Jn. to Crewe Coal Yard (Liverpool Independent Lines)	LNW(N)1	51
NW1019	Acton Grange Jn. to Warrington South Jn (Helsby Lines).	LNW(N)1	53
NW1021	Winwick Jn. to Golborne Jn. (Via Earlestown)	LNW(N)1	54
NW1023	Haydock Branch Jn. to Kelbit P.S.	LNW(N)1	56
NW1025	Bamfurlong Sidings Jn. to Ince Moss Jn. (Ince Moss Goods Lines)	LNW(N)1	57
NW1027	Preston South Jn. to Strand Road	LNW(N)1	58
NW2001	Weaver Jn. to Liverpool Lime Street	LNW(N)2	11
NW2003	Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)	LNW(N)2	19
NW2005	Speke Jn. to Garston Jn.	LNW(N)2	20
NW2007	Allerton East Jn. to Garston Jn.	LNW(N)2	21
NW2009	Arpley Jn. to Ditton East Jn.	LNW(N)2	22
NW2011	Walton Old Jn. to Arpley Jn.	LNW(N)2	26
NW2015	Ordsall Lane Jn. to Edge Hill	LNW(N)2	27
NW2017	Eccles to Weaste	LNW(N)2	33
NW2019	Parkside Jn. to Lowton Jn. (East Curve lines)	LNW(N)2	34
NW2021	Earlestown South Jn. to Earlestown West Jn. (Liverpool Curve)	LNW(N)2	35
NW2023	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	LNW(N)2	36
NW2025	St Helens Station Jn. to Ravenhead Jn.	LNW(N)2	40
NW2027	Edge Hill Bootle Branch Jn. to Regent Road L.C.	LNW(N)2	41
NW3001	Crewe North Jn. to Holyhead	LNW(N)3	11
NW3003	Chester East Jn. to Acton Grange Jn.	LNW(N)3	34
NW3005	Gobowen (Excl.) to Saltney Jn.	LNW(N)3	38
NW3007	Wrexham Central to Bidston West Jn	LNW(N)3	42
NW3009	Chester North Jn. to Chester South Jn.	LNW(N)3	48
NW3011	Chester West Jn. to Hooton South Jn.	LNW(N)3	49
NW3013	Hooton South Jn. to Helsby Jn.	LNW(N)3	51
NW3015	Llandudno Jn. to Blaenau Ffestiniog	LNW(N)3	56
NW3017	Llandudno Jn. to Llandudno	LNW(N)3	61
NW3019	Gaerwen to Amlwch	LNW(N)3	63
NW3021	Frodsham Jn. to Halton Jn.	LNW(N)3	64
NW3023	Edgeley Jn. No.2 to Mickle Trafford	LNW(N)3	65
NW3025	Skelton Jn. to Partington	LNW(N)3	77
NW3027	Timperley to Altrincham (Metrolink lines)	LNW(N)3	78
NW3029	Sandbach North Jn. to Northwich West Jn.	LNW(N)3	81
NW3031	Northwich South Jn. to Northwich Station Jn.	LNW(N)3	83
NW3033	Hartford East Jn. to Hartford North Jn. (East Goods Line)	LNW(N)3	84
NW3035	Hartford West Jn. to Hartford North Jn. (West Goods Line)	LNW(N)3	85
NW3037	Hartford C.L.C. Jn. to Hartford Jn.	LNW(N)3	86
NW4001	Preston Ribble Jn to Cove L.C.	LNW(N)4	11
NW4003	Preston Fylde Jn. to Deepdale Jn.	LNW(N)4	33
NW4005	Preston Fylde Jn. to Blackpool North	LNW(N)4	34
NW4007	Kirkham North Jn. to Blackpool South	LNW(N)4	39
NW4009	Poulton to Burn Naze	LNW(N)4	41
NW4011	Morecambe South Jn. to Morecombe	LNW(N)4	43

Table A Diagram	Line Of Route	Module	Page
NW4013	Hest Bank to Bare Lane	LNW(N)4	44
NW4017	Morecambe Jn. to Heysham Port	LNW(N)4	45
NW4019	Oxenholme to Windermere	LNW(N)4	46
NW4021	Upperby Jn. to Rome Street Jn.	LNW(N)4	48
NW4023	Upperby Jn. to London Road Jn.	LNW(N)4	50
NW4025	Currock Jn. to Bog Jn.	LNW(N)4	51
NW4027	Carlisle Yard Recess Sidings to Brunthill	LNW(N)4	52
NW4029	Mossband Jn. to Bush - on - Esk	LNW(N)4	53
NW4031	Gretna Jn. to Annan (Excl.)	LNW(N)4	54
NW4033	Carnforth North Jn. to Carlisle South Jn. (Via Barrow)	LNW(N)4	56
NW4041	Dalton Jn. to Park South Jn.	LNW(N)4	80
NW5001	Crewe North Jn. to Manchester Piccadilly	LNW(N)5	11
NW5003	Wilmslow to Slade Lane Jn. (Styal lines)	LNW(N)5	22
NW5005	Heald Green South Jn. to Heald Green West Jn.	LNW(N)5	24
NW5007	Manchester Airport to Heald Green North Jn.	LNW(N)5	25
NW5008	Norton Bridge to Stone Jn.	LNW(N)5	26
NW5009	Colwich Jn to Cheadle Hulme	LNW(N)5	28
NW5010	Glebe Street Jn. to Caldon Quarry	LNW(N)5	40
NW5011	Heaton Norris Jn. to Guide Bridge Station Jn.	LNW(N)5	42
NW5012	Foley Crossing (excl.) to Stoke Jn.	LNW(N)5	44
NW5013	Denton Jn to Ashton Moss North Jn	LNW(N)5	45
NW5015	Hadfield to Ardwick Jn.	LNW(N)5	46
NW5017	Dinting South Jn. to Dinting East Jn.	LNW(N)5	51
NW5019	Glossop to Dinting West Jn.	LNW(N)5	52
NW5021	Stalybridge to Guide Bridge West Jn.	LNW(N)5	53
NW6001	Manchester Piccadilly East Jn. to Euxton Jn.	LNW(N)6	11
NW6003	Castlefield Jn. to Allerton Jn.	LNW(N)6	19
NW6005	Manchester Victoria East Jn. to Windsor Bridge South Jn.	LNW(N)6	25
NW6007	Deal Street Jn. to Ordsall Lane Jn.	LNW(N)6	27
NW6009	Windsor Bridge North Jn. to Southport	LNW(N)6	28
NW6011	Bolton East Jn. to Blackburn Bolton Jn.	LNW(N)6	35
NW6013	Lostock Jn. to Crow Nest Jn.	LNW(N)6	38
NW6015	Wigan Wallgate to Kirkby	LNW(N)6	39
NW7001	Manchester Victoria West Jn. to Hebden Bridge	LNW(N)7	7
NW7005	Castleton East Jn. to Hopwood G.F.	LNW(N)7	16
NW7007	Farington Curve Jn. to Ormskirk	LNW(N)7	17
NW7009	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	LNW(N)7	19
NW7011	Farington Jn. to Lostock Hall Jn. (Lostock Hall lines)	LNW(N)7	29
NW7013	Daisyfield Jn. to Hellifield	LNW(N)7	30
NW7015	Padiham Power Station Sidings to Rose Grove West Jn.	LNW(N)7	33
NW7017	Gannow Jn. to Colne	LNW(N)7	34
NW7019	Thorpess Bridge Jn. to Rochdale (Via Oldham)	LNW(N)7	35
NW7021	Miles Platting Jn. to Marsden	LNW(N)7	39
NW7023	Philips Park West Jn. to Brewery Jn.	LNW(N)7	44
NW7025	Philips Park West Jn. to Ashburys West Jn.	LNW(N)7	45
NW7027	Baguley Fold Jn. to Philips Park South Jn.	LNW(N)7	46
NW8001	Hunts Cross West Jn. to Southport	LNW(N)8	11
NW8003	Paradise Jn. to James Street (Stock Interchange/Holding line)	LNW(N)8	23
NW8005	Sandhills Jn. to Ormskirk	LNW(N)8	24
NW8007	Bootle Jn. to Aintree Emergency G.F.	LNW(N)8	28
NW8009	Walton Jn. to Kirkby	LNW(N)8	30
NW8011	Mann Island Jn. to West Kirby (Via Loop)	LNW(N)8	31
NW8013	Canning Street Jn. to Hooton South Jn.	LNW(N)8	39
NW8015	Bidston East Jn. to New Brighton (New Brighton lines)	LNW(N)8	43
NW8017	Canning Street North to Rock Ferry South Jn.	LNW(N)8	45

Table A Diagram	<u>Line Of Route</u>	<u>Module</u>	<u>Page</u>
NW9001	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	LNW(N)9	11
NW9003	Chinley East Jn. to Chinley South Jn. (Chord line)	LNW(N)9	20
NW9005	Chinley North Jn. to Buxton	LNW(N)9	21
NW9007	New Mills South Jn. to Ashburys East Jn.	LNW(N)9	26
NW9009	Marple Wharf Jn. to Rose Hill	LNW(N)9	30
NW9011	Romiley Jn. to Hyde Jn.	LNW(N)9	31
NW9013	Woodley Jn. to Bredbury Sidings	LNW(N)9	33
NW9017	Hazel Grove High Level Jn. to Northenden Jn.	LNW(N)9	34
NW9019	Buxton to Brigg s Sidings	LNW(N)9	35
NW9021	Buxton to Hazel Grove East Jn	LNW(N)9	37
NW9901	Gargrave to Carlisle South Jn.	LNW(N)10	7
NW9903	Settle Jn. to Carnforth Station Jn.	LNW(N)10	19
NW9907	Warcop to Appleby	LNW(N)10	22
NW9909	Corby Gates to Petteril Bridge Jn.	LNW(N)10	23
NW9911	London Road Jn. to Bog Jn. (Newcastle Goods lines)	LNW(N)10	24

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