

Module LNW(S)2

LNW South Route

Sectional Appendix Module 2

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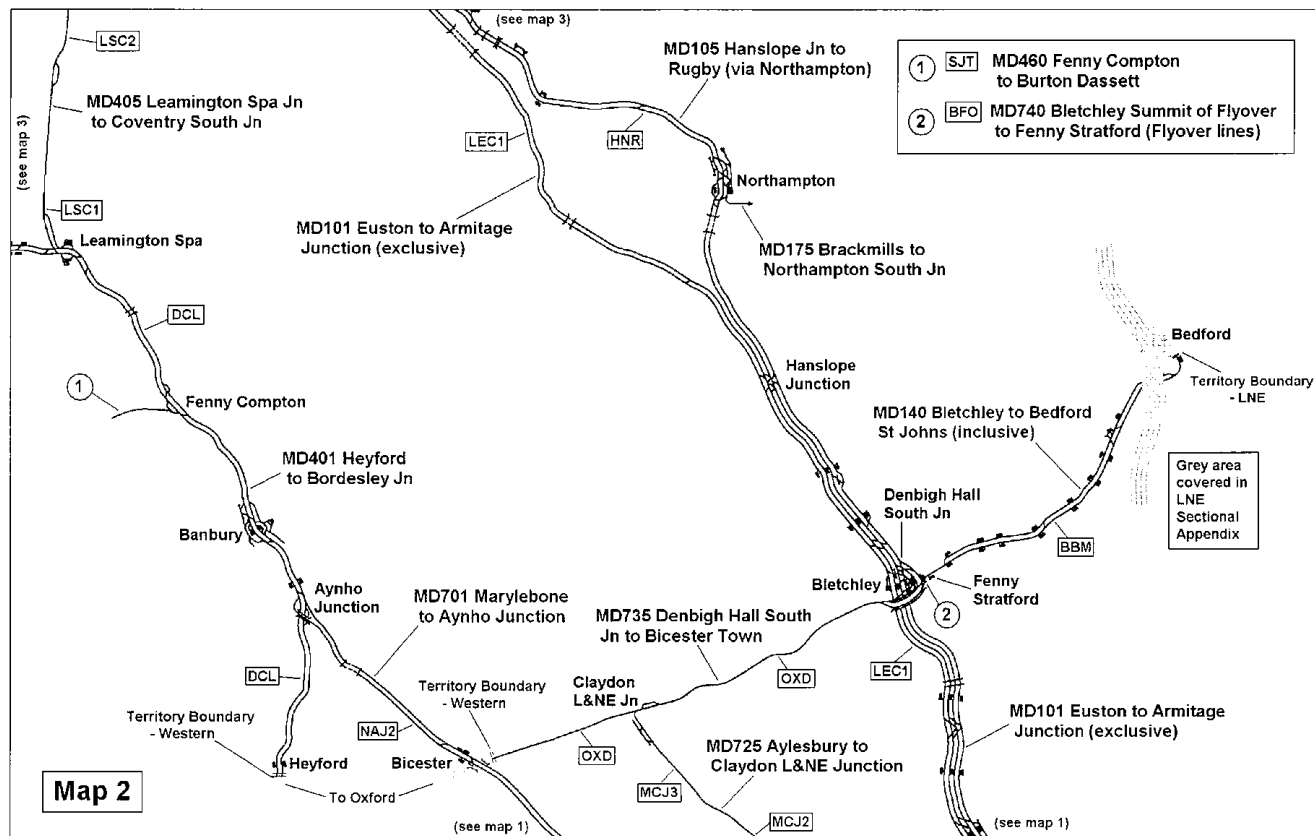
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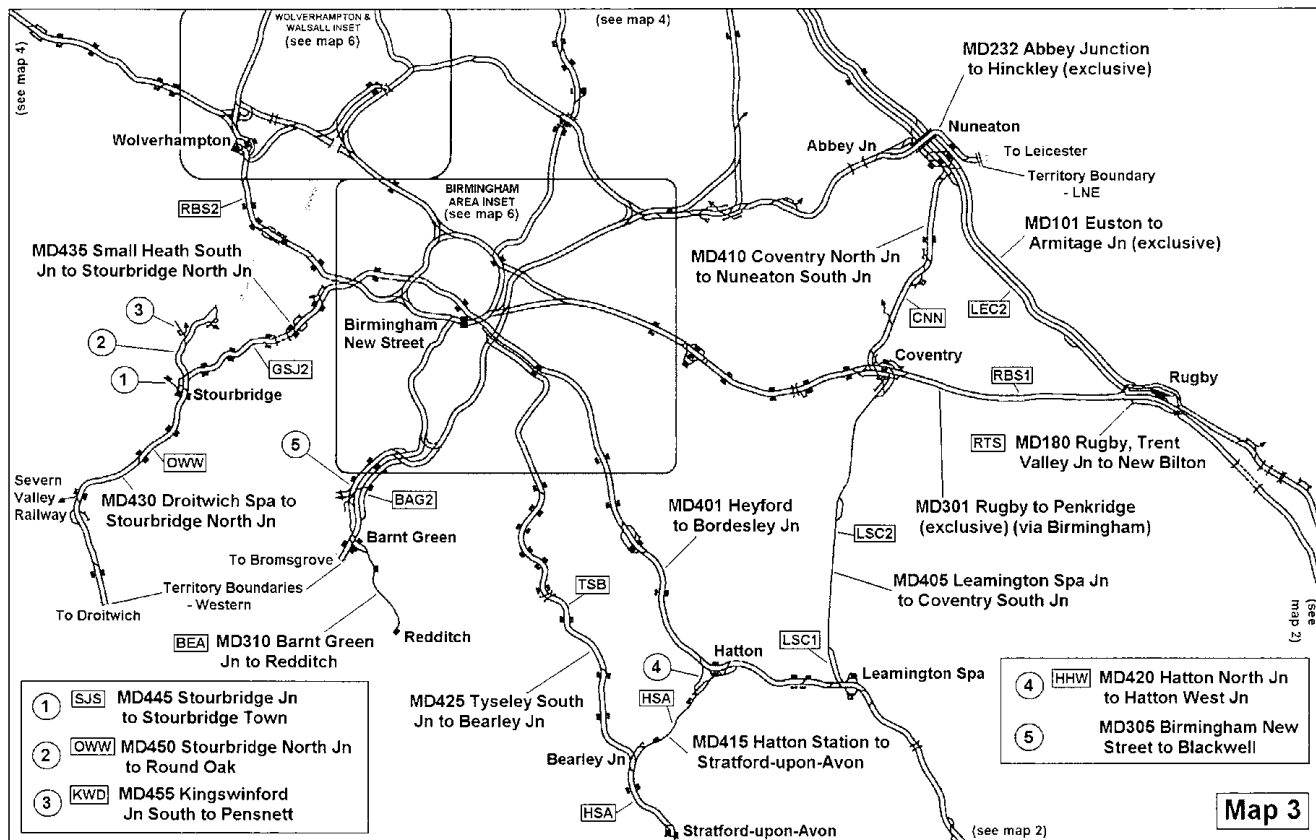
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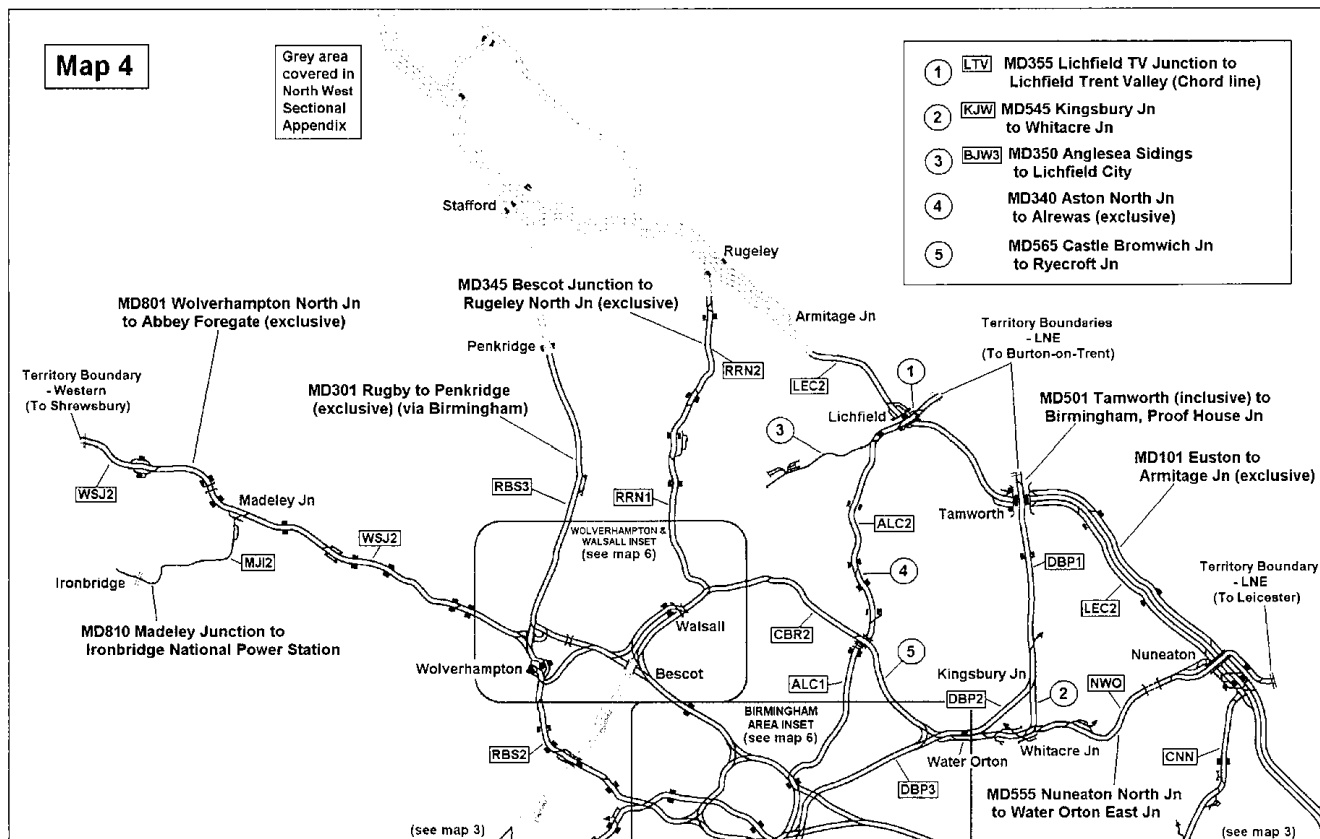
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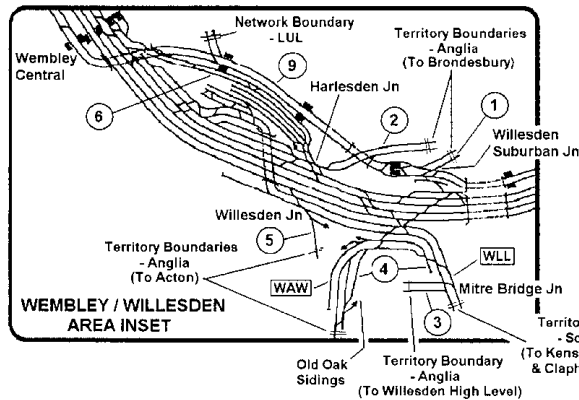




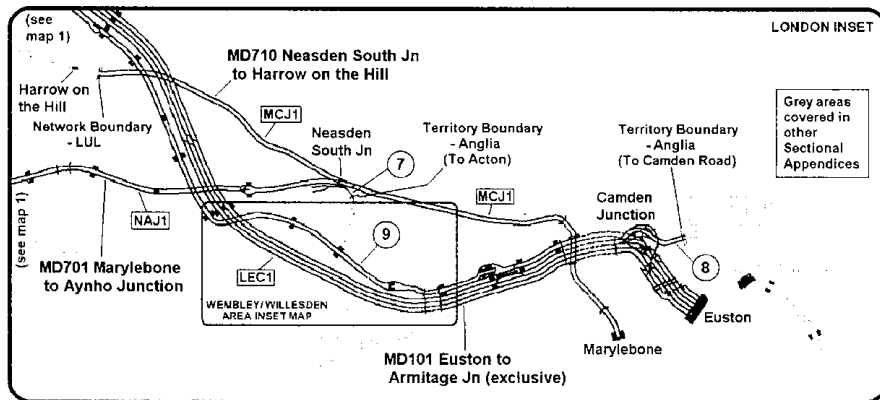




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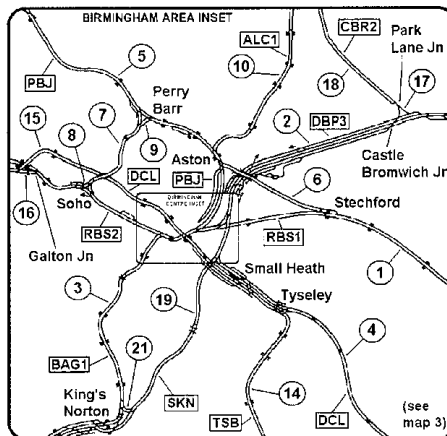
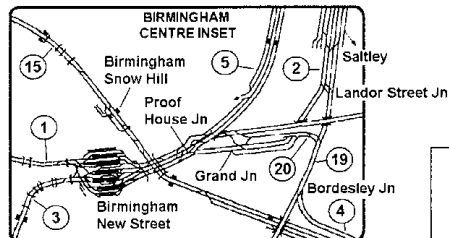
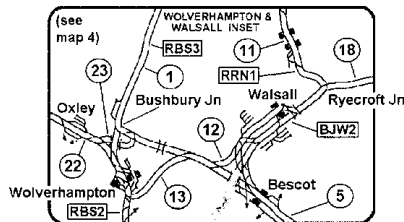


- 1 **KGW** MD150 Kensal Green Jn to Willesden Suburban Jn
- 2 **KGC** MD155 Kensal Green Jn to Harlesden Jn (City Lines)
- 3 **WMB** MD160 Willesden High Level Jn to Mitre Bridge Jn
- 4 MD165 North Pole Jn to Acton Wells Jn
- 5 **ACW** MD170 Acton Canal Wharf to Willesden Junction
- 6 **WCL** MD135 Harlesden Junction to Willesden Carriage Shed South



- 7 **NJN** MD715 Neasden South Jn to Neasden Jn
- 8 **CRC** MD145 Camden Road West Jn to Camden Junction
- 9 **CWJ** MD120 Camden Jn to Watford Jn (DC Lines)

Map 6



EXCEPTIONALLY POOR RAIL ADHESION

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MD101 (EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE))

Location	Line(s) Affected	Mileage (Between)					
Harrow & Wealdstone – Bourne End Jn.	Down Fast and Slow	10 m	60 ch	to	25 m	00 ch	
Bourne End Jn. – Harrow & Wealdstone	Up Fast and Slow	25 m	00 ch	to	11 m	20 ch	
Berkhamsted – Tring	Down Fast and Slow	27 m	40 ch	to	31 m	60 ch	
Tring – Berkhamsted	Up Fast and Slow	33 m	00 ch	to	27 m	60 ch	
Cheddington	Down Fast and Slow	35 m	40 ch	to	36 m	40 ch	
Cheddington	Up Fast and Slow	36 m	50 ch	to	35 m	50 ch	
Leighton Buzzard	Down Fast and Slow	39 m	50 ch	to	40 m	60 ch	
Leighton Buzzard	Up Fast and Slow	40 m	60 ch	to	39 m	60 ch	
Bletchley	Down Fast and Slow	45 m	00 ch	to	47 m	00 ch	
Bletchley	Up Fast and Slow	47 m	20 ch	to	46 m	00 ch	
Wolverton	Down Fast and Slow	52 m	00 ch	to	52 m	60 ch	
Wolverton	Up Fast and Slow	53 m	00 ch	to	51 m	60 ch	

Dated: 07/10/06**MD105 (HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON))**

Location	Line(s) Affected	Mileage (Between)					
Hunsbury Hill Tunnel – Northampton	Down	64 m	53 ch	to	65 m	68 ch	
Northampton – Hunsbury Hill Tunnel	Up	65 m	68 ch	to	64 m	53 ch	
Long Buckby	Down	74 m	40 ch	to	75 m	40 ch	
Long Buckby	Up	76 m	00 ch	to	75 m	20 ch	

Dated: 07/10/06**MD120 (CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES))**

Location	Line(s) Affected	Mileage (Between)					
Queen's Park	Up	04 m	00 ch	to	03 m	50 ch	
South Kenton – Kenton	Down	08 m	75 ch	to	10 m	30 ch	
Kenton – South Kenton	Up	10 m	34 ch	to	09 m	30 ch	
Harrow & Wealdstone	Down	11 m	20 ch	to	11 m	35 ch	
Harrow & Wealdstone – Carpenders Park	Down	12 m	32 ch	to	14 m	60 ch	
Carpenders Park – Harrow & Wealdstone	Up	15 m	07 ch	to	11 m	25 ch	
Bushey	Down	15 m	44 ch	to	16 m	09 ch	
Watford High Street	Down	16 m	57 ch	to	16 m	72 ch	
Watford High Street	Up	16 m	77 ch	to	16 m	00 ch	

Dated: 07/10/06

MD130 (WATFORD YARD GROUND FRAME TO ST. ALBANS ABBEY)

Location	Line(s) Affected	Mileage (Between)					
Watford North – Garston	Single	00 m	40 ch	to	02 m	20 ch	
Brickett Wood – St. Albans Abbey	Single	03 M	27 ch	to	06 m	45 ch	

Dated: 07/10/06**MD301 (RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM))**

Location	Line(s) Affected	Mileage (Between)					
Coventry – Canley	Down	94 m	00 ch	to	96 m	00 ch	
Canley – Coventry	Up	95 m	50 ch	to	94 m	00 ch	
Canley – Tile Hill	Down	96 m	60 ch	to	97 m	50 ch	
Berkswell – Hampton-in-Arden	Down	99 m	18 ch	to	102 m	66 ch	
Hampton-in-Arden – Berkswell	Up	103 m	00 ch	to	99 m	34 ch	
Marston Green – Stechford	Down	106 m	00 ch	to	109 m	20 ch	
Stechford – Marston Green	Up	109 m	40 ch	to	106 m	25 ch	

Dated: 07/10/06**MD305 (BIRMINGHAM NEW STREET TO BLACKWELL)**

Location	Line(s) Affected	Mileage (Between)					
Five Ways – Lifford West Jn.	Down	44 m	60 ch	to	46 m	60 ch	
Lifford West Jn. – Five Ways	Up	47 m	00 ch	to	43 m	20 ch	
Barnt Green – Blackwell	Down	53 m	00 ch	to	53 m	29 ch	
Blackwell – Barnt Green	Up	53 m	29 ch	to	53 m	00 ch	

Dated: 07/10/06**MD325 (SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES))**

Location	Line(s) Affected	Mileage (Between)					
Soho East Jn. – Perry Barr West Jn	Down	02 m	75 ch	to	00 m	40 ch	
Perry Barr West Jn – Soho East Jn.	Up	00 m	40 ch	to	02 m	75 ch	

Dated: 07/10/06**MD340 (ASTON NORTH JUNCTION TO ALREWAS (EXCLUSIVE))**

Location	Line(s) Affected	Mileage (Between)					
Gravelly Hill – Sutton Coldfield	Down	02 m	24 ch	to	05 m	19 ch	
Sutton Coldfield – Gravelly Hill	Up	05 m	20 ch	to	01 m	10 ch	
Four Oaks – Blake Street	Down	06 m	10 ch	to	08 m	20 ch	
Blake Street – Four Oaks	Up	07 m	60 ch	to	06 m	30 ch	

Dated: 07/10/06

MD345 (BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (EXCL))

Location	Line(s) Affected	Mileage (Between)			
Ryecroft Jn. – Bloxwich North	Down	00 m	00 ch	to	03 m 10 ch
Bloxwich North – Ryecroft Jn.	Up	03 m	30 ch	to	02 m 25 ch
Bloxwich North – Ryecroft Jn.	Up	00 m	30 ch	to	00 m 00 ch
Landywood	Down	04 m	50 ch	to	05 m 20 ch
Landywood	Up	05 m	50 ch	to	04 m 60 ch
Cannock – Hednesford	Down	06 m	60 ch	to	09 m 20 ch
Hednesford – Cannock	Up	07 m	50 ch	to	07 m 00 ch
Hednesford – Cannock	Up	09 m	40 ch	to	09 m 00 ch
Morse Gorse – Rugeley Trent Valley	Down	12 m	40 ch	to	13 m 70 ch
Rugeley Trent Valley – Morse Gorse	Up	13 m	70 ch	to	10 m 40 ch

Dated: 07/10/06**MD401 (HEYFORD TO BORDESLEY JUNCTION)**

Location	Line(s) Affected	Mileage (Between)			
Warwick – Warwick Parkway	Down	107 m	60 ch	to	109 m 70 ch
Warwick Parkway – Warwick	Up	109 m	70 ch	to	107 m 60 ch
Hatton	Up	112 m	60 ch	to	112 m 10 ch
Lapworth	Down	116 m	00 ch	to	116 m 40 ch
Lapworth	Up	116 m	60 ch	to	116 m 00 ch
Dorridge – Bentley Heath LC	Down	118 m	00 ch	to	119 m 20 ch
Bentley Heath LC – Dorridge	Up	120 m	00 ch	to	118 m 60 ch

Dated: 07/10/06**MD425 (TYSELEY SOUTH JUNCTION TO BEARLEY JUNCTION)**

Location	Line(s) Affected	Mileage (Between)			
Hall Green – Yardley Wood	Down	01 m	00 ch	to	02 m 60 ch
Yardley Wood – Hall Green	Up	03 m	00 ch	to	01 m 20 ch
Shirley	Down	03 m	40 ch	to	04 m 00 ch
Shirley	Up	04 m	20 ch	to	03 m 60 ch

Dated: 07/10/06**MD430 (DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION)**

Location	Line(s) Affected	Mileage (Between)			
Blakedown – Hagley	Down	138 m	20 ch	to	140 m 40 ch
Hagley – Blakedown	Up	140 m	60 ch	to	138 m 50 ch

Dated: 07/10/06

MD565 (CASTLE BROMWICH JUNCTION TO RYECROFT JUNCTION)

Location	Line(s) Affected	Mileage (Between)				
Park Lane Jn. – Sutton Park No.1 GF	Down	36 m	10 ch	to	38 m	00 ch
Sutton Park No.1 GF – Park Lane Jn.	Up	37 m	30 ch	to	36 m	20 ch
Park Lane Jn. – Sutton Park No.1 GF	Down	38 m	60 ch	to	42 m	50 ch
Aldridge – Sutton Park No.1 GF	Up	43 m	20 ch	to	40 m	50 ch
Sutton Park No.1 GF – Aldridge	Down	43 m	60 ch	to	45 m	00 ch
Ryecroft Jn. – Aldridge	Up	47 m	50 ch	to	45 m	00 ch

Dated: 07/10/06**MD701 (MARYLEBONE TO AYNHO JUNCTION)**

Location	Line(s) Affected	Mileage (Between)				
Neasden South Jn. – Hampstead Tunnel	Up	203 m	40 ch	to	204 m	00 ch
Wembley Stadium	Down	05 m	40 ch	to	04 m	60 ch
Wembley Stadium	Up	04 m	40 ch	to	05 m	00 ch
West Ruislip – Denham Golf Club	Down	03 m	40 ch	to	05 m	60 ch
Denham – Gerrards Cross	Down	06 m	60 ch	to	07 m	60 ch
Gerrards Cross – Denham	Up	07 m	60 ch	to	04 m	40 ch
Seer Green & Jordans	Down	09 m	20 ch	to	10 m	20 ch
Seer Green & Jordans	Up	10 m	40 ch	to	09 m	20 ch
Beaconsfield	Down	11 m	00 ch	to	11 m	60 ch
Beaconsfield	Up	12 m	00 ch	to	11 m	20 ch
Whitehouse Tunnel – High Wycombe	Down	15 m	40 ch	to	17 m	00 ch
High Wycombe – Whitehouse Tunnel	Up	17 m	60 ch	to	16 m	00 ch
Saunderton	Down	21 m	00 ch	to	21 m	40 ch
Saunderton	Up	21 m	60 ch	to	21 m	20 ch
Haddenham & Thame Parkway	Up	30 m	65 ch	to	30 m	25 ch

Dated: 07/10/06**MD710 (NEASDEN SOUTH JUNCTION TO HARROW ON THE HILL)**

Location	Line(s) Affected	Mileage (Between)				
Neasden South Jn.	Up	199 m	60 ch	to	200 m	60 ch

Dated: 07/10/06

MD712 (AMERSHAM TO AYLESBURY)

Location	Line(s) Affected	Mileage (Between)					
Great Missenden – Amersham	Up	26 m	20 ch	to	25 m	20 ch	
Great Missenden	Down	28 m	00 ch	to	29 m	40 ch	
Great Missenden	Up	29 m	60 ch	to	27 m	40 ch	
Wendover	Down	32 m	40 ch	to	34 m	00 ch	
Wendover	Up	34 m	00 ch	to	32 m	40 ch	
Stoke Mandeville	Down	35 m	20 ch	to	36 m	20 ch	
Stoke Mandeville	Up	36 m	20 ch	to	35 m	20 ch	
Aylesbury	Down	36 m	60 ch	to	38 m	00 ch	
Aylesbury	Up	38 m	00 ch	to	37 m	00 ch	

Dated: 07/10/06**MD801 (WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE (EXCLUSIVE))**

Location	Line(s) Affected	Mileage (Between)					
Oxley	Down	143 m	50 ch	to	143 m	68 ch	
Codsall – Shifnal	Down	145 m	00 ch	to	155 m	60 ch	
Shifnal – Codsall	Up	155 m	60 ch	to	145 m	00 ch	

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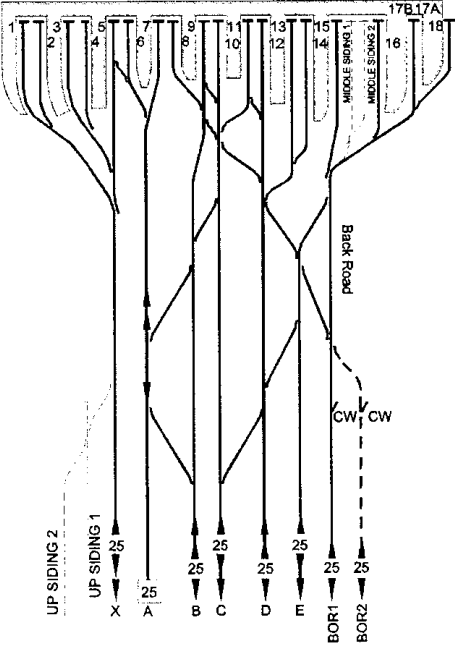
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated																																
MD101	001	Euston to Armltage Junction (Exclusive)	LEC1	LNW South	07/10/06																																
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks																																
EUSTON		0 00			<table><tr><td>TCB</td><td>Wembley Mainline SCC (WM)</td><td>NRN</td><td>CSR</td></tr><tr><td></td><td>AC: Rugby ECR</td><td>066</td><td>51</td></tr><tr><td></td><td>DC: Rugby ECR</td><td></td><td></td></tr></table> <p>Platform Lengths:</p> <table><tr><td>1- 398 metres</td><td>10- 194 metres</td></tr><tr><td>2- 376 metres</td><td>11- 258 metres</td></tr><tr><td>3- 325 metres</td><td>12- 293 metres</td></tr><tr><td>4- 321 metres</td><td>13- 304 metres</td></tr><tr><td>5- 270 metres</td><td>14- 306 metres</td></tr><tr><td>6- 268 metres</td><td>15- 402 metres</td></tr><tr><td>7- 292 metres</td><td>16- 334 metres</td></tr><tr><td>8- 254 metres</td><td>17A- 209 metres</td></tr><tr><td>9- 197 metres</td><td>17B- 284 metres</td></tr><tr><td></td><td>18- 245 metres</td></tr></table> <p>Platform lockouts on all platforms</p> <p>D.C. lines (Lines B & C, and Platforms 9 & 10) supply controlled by Rugby E.C.R.</p> <p>25 mph over all lines including connections between 0m 43ch and Euston.</p> <p>CW on BOR1 and BOR2 - 0m 38ch</p> <p>BOR1 = Backing Out Road 1 BOR2 = Backing Out Road 2</p> <p>PF is authorised on BOR1 and BOR2</p>	TCB	Wembley Mainline SCC (WM)	NRN	CSR		AC: Rugby ECR	066	51		DC: Rugby ECR			1- 398 metres	10- 194 metres	2- 376 metres	11- 258 metres	3- 325 metres	12- 293 metres	4- 321 metres	13- 304 metres	5- 270 metres	14- 306 metres	6- 268 metres	15- 402 metres	7- 292 metres	16- 334 metres	8- 254 metres	17A- 209 metres	9- 197 metres	17B- 284 metres		18- 245 metres
TCB	Wembley Mainline SCC (WM)	NRN	CSR																																		
	AC: Rugby ECR	066	51																																		
	DC: Rugby ECR																																				
1- 398 metres	10- 194 metres																																				
2- 376 metres	11- 258 metres																																				
3- 325 metres	12- 293 metres																																				
4- 321 metres	13- 304 metres																																				
5- 270 metres	14- 306 metres																																				
6- 268 metres	15- 402 metres																																				
7- 292 metres	16- 334 metres																																				
8- 254 metres	17A- 209 metres																																				
9- 197 metres	17B- 284 metres																																				
	18- 245 metres																																				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	002	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
		Location		Signalling & Remarks	
		Mileage M Ch			NRN 066 CSR 51
			Running lines & speed restrictions		
					<p>D.C. lines (Lines B & C) supply controlled by Rugby E.C.R.</p> <p>PF is authorised on BOR1 & BOR2</p> <p>DSS = Down Side Shed BOR1 = Backing Out Road 1 BOR2 = Backing Out Road 2</p> <p>①: 25 up direction 40 down direction</p> <p>②: 25 up direction 40 down direction</p> <p>③: 25 up direction 30 down direction</p> <p>Line Lockouts: Line A 1m 6ch to 0m 39ch Line B 1m 8ch to 0m 39ch Line C 0m 41ch to 0m 67ch Line D 0m 67ch to 0m 41ch Line E 0m 41ch to 0m 61ch Line E 0m 61ch to 0m 67ch Line X 0m 61ch to 0m 67ch</p>
		0 43 *			
		0 60 *			
		0 61 *			
		0 62 *			
		to			
		0 68 *			
		0 69 *			
		0 70			
					CSR 52

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	003	Euston to Armltge Junction (Exclusive)	LEC1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Camden Junction South	1 10		<div> <div>TCB</div> <div>Wembley Mainline SCC (WM)</div> <div>AC: Rugby ECR</div> <div>DC: Rugby ECR</div> </div> <div> <div>NRN</div> <div>066</div> </div> <div> <div>CSR</div> <div>52</div> </div>		
			D.C. lines (Lines B & C) supply controlled by Rugby E.C.R.		
			Line Lockouts Line A 1m 06ch to 0m 39ch Line B 1m 06ch to 0m 39ch Line D 1m 51ch to 1m 25ch Line E 1m 25ch to 1m 51ch Down Fast 1m 51ch to 2m 28ch Down Slow 1m 51ch to 2m 28ch Up Fast 2m 28ch to 1m 51ch Up Slow 2m 28ch to 1m 51ch		
Camden Jn (Down DC line)	1 36		1m 30ch. Change of line designation C to DS. US to B.		
Camden Jn (Up DC line)	1 40		1m 51ch. Change of line designation E to DF. UF to D or A.		
Camden Jn	1 51 *		TASS fitted: DF line from 2m 28ch UF line to 2m 60ch		
Primrose Hill Tunnels Fast Lines (1081 metres/1182 yards)	1 54 *		DE - Down DC Electric UE - Up DC Electric		
Slow lines (1070 metres/1170 yards)	2 27 *				
	2 30 *				

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LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
MD101	005	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06								
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks										
Willesden North Jn	5 52 6 53 *		<table><tr><td>TCB</td><td>Wembley Mainline SCC (WM)</td><td>NRN</td><td>CSR</td></tr><tr><td></td><td>AC: Rugby ECR</td><td>066</td><td>53</td></tr></table>			TCB	Wembley Mainline SCC (WM)	NRN	CSR		AC: Rugby ECR	066	53
TCB	Wembley Mainline SCC (WM)		NRN	CSR									
	AC: Rugby ECR		066	53									
Willesden Jn	[0 71] 6 00 *		TASS fitted: DF line throughout UF line throughout										
Harlesden Jn	6 01 6 02 *		Willesden Relief line mileage in [] brackets										
Brent Sidings	6 24	Line Lockouts: UWR: {1m 43ch} to {1m 22ch}. UWR: {1m 22ch} to {0m 33ch}. DWR: {0m 33ch} to {1m 22ch}. DWR: {1m 22ch} to {1m 43ch}.											
CSR change	[1 22] *		<table><tr><td>CSR</td><td>54</td></tr></table>			CSR	54						
CSR	54												
	6 50 *		U+DG1 - Up and Down Goods No.1 U+DG2 - Up and Down Goods No.2 UWR - Up Willesden Relief DWR - Down Willesden Relief BR+D1 - Brent Reception and Departure No.1 BR+D2 - Brent Reception and Departure No.2 RR - Railnet Reversible UHLG - Up High Level Goods DHLG - Down High Level Goods										

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
MD101	006	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06								
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks										
Wembley Yard South Junction	[1 46] *		<table><tr><th>TCB</th><th>Wembley Mainline SCC (WM)</th><th>NRN</th><th>CSR</th></tr><tr><td></td><td>AC: Rugby ECR</td><td>066</td><td>54</td></tr></table> <p>Main lines controlled by Wembley Mainline SCC (WM).</p> <p>Other lines controlled by Wembley Yard SB (WY)</p>			TCB	Wembley Mainline SCC (WM)	NRN	CSR		AC: Rugby ECR	066	54
	TCB		Wembley Mainline SCC (WM)	NRN	CSR								
			AC: Rugby ECR	066	54								
[1 57]													
[1 62] *													
Sudbury Junction	[2 00] *		<p>TASS fitted: DF line throughout UF line throughout</p>										
	7 12		<p>Willesden Relief line mileage in [] brackets</p> <p>Line Lockouts Up Slow: 7m 00ch to 6m 74ch. UWR: [2m 22ch] to [1m 43ch]. DWR: [1m 43ch] to [2m 22ch]. DWR & UWR / U&DWR: [2m 22ch] to [2m 77ch].</p> <p>10 mph to, over and from Reception & Departure lines and to/from Goods and Arrival/Departure lines</p> <p>U+DG1 - Up and Down Goods No.1 U+DG2 - Up and Down Goods No.2 UWR - Up Willesden Relief DWR - Down Willesden Relief BR+D1 - Brent Reception and Departure No.1 BR+D2 - Brent Reception and Departure No.2 U&DHLG - Up & Down High Level Goods SA - South Arrival Line SD - South Departure Line CS - Custom Siding</p>										

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	008	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
North Wembley Jn		9 06			<div>TCB Wembley Mainline SCC (WM) AC: Rugby ECR</div> <div>NRN 066 CSR 54</div> <div>TASS fitted: DF line throughout UF line throughout</div> <div>Line Lockout: Up Slow: 9m 00ch to 8m 23ch.</div> <div>Platform Lengths: 3 - 245 metres 4 - 245 metres 5 - 245 metres 6 - 245 metres</div>
		9 20 *			
		9 23			
OHNS		9 65 *			
HARROW & WEALDSTONE		11 30			
	OHNS	12 65			
CSR change		13 30			
<div>CSR 55</div>					

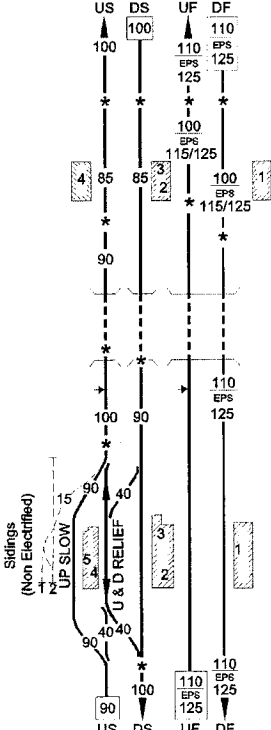

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	009	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
BUSHEY	13 71 *	<p>US DS UF DF</p> <p>100 100 110 110 1 100 125 125</p> <p>90 90 110</p> <p>80 80</p> <p>80 80</p> <p>90 90</p> <p>50 50 50</p> <p>15 15 15</p> <p>15 15 15</p> <p>75 75 110</p> <p>US DS UF DF</p> <p>To Freight Yard</p> <p>To St Albans MD130 seq 1</p> <p>To DC lines MD120 seq 9</p>	TCB		
	14 60 *		Watford Jn PSB (WJ)		
	15 20 *		AC: Rugby ECR		
			DC: Rugby ECR		
			<div>NRN</div> <div>066</div> <div>CSR</div> <div>55</div>		
	15 68 *		Platform Lengths:		
	15 79		4 - 207 metres		
	16 00 *		5 - 245 metres		
			6 - 245 metres		
	16 20 *		Down Fast platform Out Of Use (O.O.U.)		
	16 71 *	TASS fitted:			
		DF line throughout			
		UF line throughout			
	16 20 *	ATWS (Automatic Track Warning System)			
	16 71 *	provided on the DF, DS, UF & US lines			
		from 16m 03ch to 17m 30ch			
Watford South Junction	17 06	WR - Wash Road			
		SR - Siding Road			
		RS - Refuge Siding			
Watford Yard GF	17 20 *	(1) - points Out of Use			
Watford Jn PSB (WJ)	17 21	Down Fast line D.C. electrified			
	17 25	between 17m 20ch and 17m 31ch			
		See Local Instructions.			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	010	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
WATFORD JUNCTION	17 34		TCB Watford Jn PSB (WJ) AC: Rugby ECR DC: Rugby ECR		
	17 49 *		Platform Lengths: 6 - 253 metres 7 - 253 metres 8 - 253 metres 9 - 222 metres 10 - 164 metres		
	17 60 *		Down Fast line D.C. electrified between 17m 20ch and 17m 31ch		
Watford North Jn	17 74		TASS fitted: DF line throughout UF line throughout		
	18 20 *				

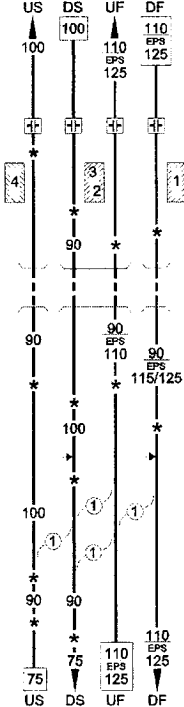


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
MD101	011	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
<div>Watford Tunnels</div> <div>Slow lines (1 km 820 metres/ 1 mile 230 yards)</div> <div>Fast lines (1 km 660 metres/ 1 mile 55 yards)</div>			<div>US</div> <div>75</div> <div>*</div> <div>90</div> <div>90</div> <div>70</div> <div>90</div> <div>US</div>	<div>DS</div> <div>75</div> <div>*</div> <div>90</div> <div>70</div> <div>90</div> <div>DS</div>	<div>UF</div> <div>110</div> <div>*</div> <div>110</div> <div>*</div> <div>110</div> <div>UF</div>	<div>DF</div> <div>110</div> <div>*</div> <div>110</div> <div>*</div> <div>110</div> <div>DF</div>	<div>TCB</div> <div>Watford Jn PSB (WJ) AC: Rugby ECR</div> <div><div>NRN</div><div>CSR</div><div>066</div><div>55</div></div> <div>TASS fitted: DF line throughout UF line throughout</div> <div>PF is authorised on Up Goods Loop: 124 SLU / 888 yards / 794 metres.</div>
		18 32 *					
		18 33 *					
		18 38					
		19 40					
		19 43 *					
		19 46 *					
		19 73 *					
20 00 *							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	012	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
KING'S LANGLEY		<div> <div>US</div> <div>90</div> <div>*</div> <div>75</div> <div>4</div> <div>90</div> <div>100</div> <div>100</div> <div>US</div> </div> <div> <div>DS</div> <div>90</div> <div>*</div> <div>75</div> <div>3</div> <div>100</div> <div>110</div> <div>100</div> <div>DS</div> </div> <div> <div>UF</div> <div>110</div> <div>125</div> <div>2</div> <div>110</div> <div>125</div> <div>UF</div> </div> <div> <div>DF</div> <div>110</div> <div>125</div> <div>1</div> <div>110</div> <div>125</div> <div>DF</div> </div>	<div> <div>TCB</div> <div>Watford Jn PSB (WJ) AC: Rugby ECR</div> <div> <div>NRN</div> <div>066</div> <div>CSR</div> <div>55</div> </div> </div>		
	20 60 *		<div>Platform Lengths: Kings Langley</div> <div> 1 - 213 metres 2 - 198 metres 3 - 245 metres 4 - 245 metres </div>		
	20 74				
	21 04 * 21 12 *				
APSLEY	21 64 *		<div>Rugby SCC (WT)</div>		
	21 74		<div> <div>CSR</div> <div>57</div> </div>		
	23 06		<div>Platform Lengths: Apsley</div> <div> 1 - 204 metres 2 - 204 metres 3 - 247 metres 4 - 247 metres </div> <div>GSM-R area</div> <div> <div>Entry: Down Fast: 21m 66ch</div> <div>Entry: Down Slow: 21m 66ch</div> <div>Exit: Up Fast: 21m 66ch</div> <div>Exit: Up Slow: 21m 66ch</div> </div> <div>TASS fitted:</div> <div> DF line - throughout UF line - throughout </div> <div>Axle Counters:</div> <div> Down Fast & Down Slow: 22m 51ch to 42m 69ch Up Fast & Up Slow: 42m 69ch to 22m 12ch </div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	013	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
HEMEL HEMPSTEAD	24 39		TCB	Rugby SCC (WT) AC: Rugby ECR	<div>NRN</div> <div>066</div> <div>CSR</div> <div>57</div>
Bourne End Junction	25 40		<p>TASS fitted: UF & DF lines.</p> <p>Platform Lengths: 1 - 245 metres 2 - 245 metres 3 - 245 metres 4 - 245 metres</p> <p>Axle Counter area</p> <p>GSM-R area</p>		
OHNS	26 30				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
MD101	014	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06				
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks					
BERKHAMSTED	27 40 *			<table><tr><td>TCB</td><td>Rugby SCC (WT, TK) AC: Rugby ECR</td><td>NRN 066</td><td>CSR 57</td></tr></table>		TCB	Rugby SCC (WT, TK) AC: Rugby ECR	NRN 066	CSR 57
	TCB	Rugby SCC (WT, TK) AC: Rugby ECR	NRN 066	CSR 57					
	27 75			Platform Lengths: Berkhamsted Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres					
	28 05 *			TASS fitted: DF & UF lines.					
	28 20 *			Axle Counter area					
28 23 *			GSM-R area 						
Northchurch Tunnels (319 metres/349 yards)	28 76			Platform Lengths: Tring Platform 1 - 275 metres Platform 2 - 253 metres Platform 3 - 269 metres Platform 4 - 269 metres Platform 5 - 269 metres					
	29 11 *								
	to 29 12 *								
Northchurch HABD	29 47								
	31 25 *								
Tring South Junction	31 30								
TRING	31 50								
	31 72 *								

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
MD101	015	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Tring North Junction		32 00			<table><tr><td>TCB</td><td>Rugby SCC (TK) AC: Rugby ECR</td><td>NRN 066</td><td>CSR 57</td></tr></table>	TCB	Rugby SCC (TK) AC: Rugby ECR	NRN 066	CSR 57
TCB	Rugby SCC (TK) AC: Rugby ECR	NRN 066	CSR 57						
		34 20 *			TASS fitted: DF & UF lines. Axle Counter area				
Cheddington Wheel/Chax		34 60			GSM-R area 				
CHEDDINGTON		36 08			Platform Lengths: Cheddington 1 - 245 metres 2 - 245 metres 3 - 245 metres 4 - 245 metres				
Ledburn Junction		37 35							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
MD101	016	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
OHNS		39 20			<table><tr><td>TCB</td><td>Rugby SCC (TK) AC: Rugby ECR</td><td>NRN 066</td><td>CSR 57</td></tr></table> <p>All lines to/from 43m 00ch</p> <p>Platform Lengths: Leighton Buzzard 1 - 256 metres 3 - 256 metres 2 - 256 metres 4 - 257 metres</p> <p>GSM-R area </p> <p>TASS fitted: DF & UF lines.</p> <p>Axle Counters: DF & DS: 22m 51ch to 42m 69ch UF & US: 42m 69ch to 22m 12ch</p> <p>Bletchley PSB (BY) </p> <p>All lines from/to 43m 00ch</p> <p>① = Out of Use</p> <p>CSR change at 43m 12ch on Down lines, 42m 64ch on Up lines.</p>	TCB	Rugby SCC (TK) AC: Rugby ECR	NRN 066	CSR 57
TCB	Rugby SCC (TK) AC: Rugby ECR	NRN 066	CSR 57						
LEIGHTON BUZZARD		40 01 *							
		40 14							
		40 25 *							
		40 28 *							
		40 32 *							
Linslade Tunnels (262 metres/287 yards)		40 60							
		to							
		40 73							
		42 04 *							
		42 16 *							
		42 22 *							
Stoke Hammond HABD (Leighton Buzzard)		42 68							
		43 55 *							
Bletchley South Junction		45 46							
		46 00 *							
		46 18 *							
		46 21 *							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	017	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Bletchley Jn Bletchley PSB (BY)	46 37 *		<div>TCB</div> <div>Bletchley PSB (BY) AC: Rugby ECR</div> <div>NRN 066 CSR 58</div> <p>TASS fitted: DF & UF lines.</p> <p>GSM-R area</p> <p>Platform Lengths: 1 - 253 metres 2 - 253 metres 3 - 177 metres 4 - 178 metres 5 - 178 metres 6 - 129 metres</p> <p>PF is authorised on Up Goods line and on Down Goods line to Signal BY.30</p> <p>DO - Down Oxford UO - Up Oxford UA - Up Arrival line UC - Up Cambridge DC - Down Cambridge UG - Up Goods DG - Down Goods CS - Carriage Sidings</p>		
BLETCHLEY	46 43 46 46				
	46 54				
	46 62 *				
	46 68 *				
Denbigh Hall South Jn	47 52 *				

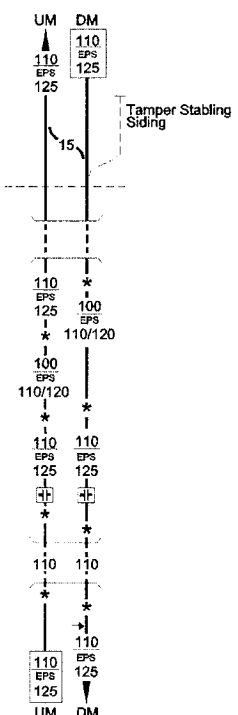
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	018	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Denbigh Hall North Jn	48 48		<div> <div>TCB</div> <div>Blatchley PSB (BY) AC: Rugby ECR</div> <div> <div>NRN</div> <div>066</div> </div> <div> <div>CSR</div> <div>58</div> </div> </div> <p>TASS fitted: DF line and UF line throughout</p> <p>GSM-R area</p> <p>Platform Lengths: 1 - 294 metres 2 - 303 metres 3 - 302 metres 4 - 302 metres 5 - 302 metres</p>		
MILTON KEYNES CENTRAL	49 65				
OHNS	51 16				
	51 20 *				

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	019	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Wolverton South GF		51 66			<div>TCB</div> <div>Bletchley PSB (BY) AC: Rugby ECR</div> <div>NRN 066</div> <div>CSR 58</div>
Wolverton HABD		51 72			TASS fitted: DF line and UF throughout.
Wolverton Centre GF Church Street LC (TMO) (Wolverton Works Siding)		52 05			GSM-R area
WOLVERTON		52 33			<div>Platform Lengths:</div> <div>1 - 245 metres</div> <div>2 - 247 metres</div> <div>3 - 254 metres</div> <div>4 - 254 metres</div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	020	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<p>TCB Blatchley PSB (BY) AC: Rugby ECR</p> <p>All lines to 53m 40ch</p> <p>Rugby SCC (KR)</p> <p>All lines from 53m 40ch</p> <p>TASS fitted: DF/DM line and UM/UF line throughout</p> <p>Axle Counter area: DF & DS: from 53m 60ch UF & US: to 54m 07ch</p> <p>GSM-R area</p> <p>To Northampton MD105 seq 1</p>
		52 40 *			NRN 066 CSR 58
		53 02 *			
		53 15			
		54 54 *			CSR 59
		54 60			
		55 00 *			
		55 63			
		56 29			
		56 66			
		58 46			
		59 00			NRN 061

LNW South Route Sectional Appendix Module LNW(S)2

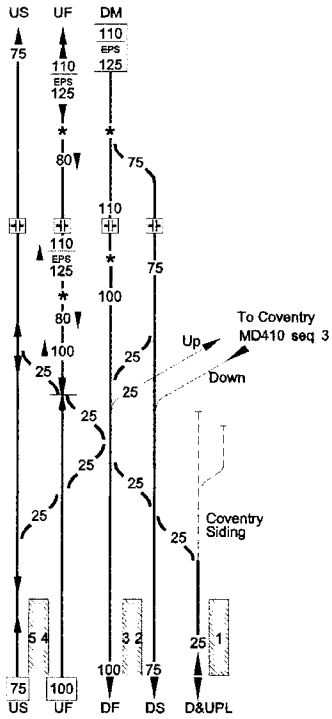
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	021	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Blisworth		62 71			<div>TCB</div> <div>Rugby SCC (KR) AC: Rugby ECR</div> <div>NRN 061 CSR 59</div> <div>TASS fitted: DM & UM lines throughout Axle Counter area</div> <div>GSM-R area</div>
Banbury Lane LC (CCTV) (Out of Use)		64 43			
Stowe Hill Tunnel (449 metres/491 yards)		68 09 to 68 32			
		68 50 *			
		68 65 *			
Weedon		69 56			
		70 36 *			
		70 53 *			
OHNS		73 40			
		76 58 *			
		76 63 *			
Kilsby Tunnel (1 mile 656 yards) (2 km 209 metres)		76 64 to 78 13			
		78 14 *			
		78 19 *			
Kilsby North HABD		78 66			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
MD101	022	Euston to Armitage Junction (Exclusive)	LEC1	LNW South	07/10/06			
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks					
OHNS	80 08	<p>Northampton Lines MD105 seq 5</p> <p>UM 110 EPS 125</p> <p>DM 110 EPS 125</p> <p>PF</p> <p>UG 25 UF 75 US 25</p> <p>(PP-C)</p> <p>DS 25 DF 75</p> <p>Sdgs 7 3 2 1</p>	<table><tr><td>TCB</td><td>Rugby SCC (KR) AC: Rugby ECR</td><td>NRN 061 CSR 59</td></tr></table> <p>to 80m 00ch</p> <p>CSR to 81m 00ch.</p> <div>Rugby PSB (RY)</div>			TCB	Rugby SCC (KR) AC: Rugby ECR	NRN 061 CSR 59
TCB	Rugby SCC (KR) AC: Rugby ECR		NRN 061 CSR 59					
Hillmorton Junction	81 09		① - Out of Use					
	81 50 *		TASS fitted: DM/DF line and UF/UM line					
	82 06 *		Axle Counter area: Down Main: to 79m 32ch. Up Main: from 79m 32ch.					
		GSM-R area Entry: Up Main: 79m 57ch Exit: Down Main: 79m 57ch						
Rugby PSB (RY) Rugby South Junction	82 25 82 26 *		Platform Lengths: 1 - 421 metres 2 - 410 metres 7 - 126 metres 8 - 166 metres					
RUGBY	82 40		U&DE - Up & Down Engine Line					

_NW South Route Sectional Appendix Module LNW(S)2

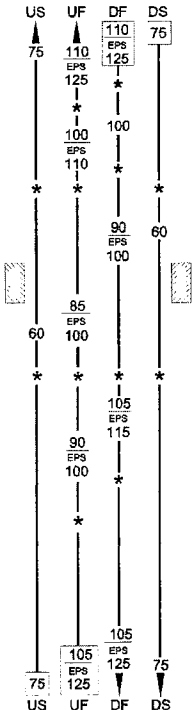
LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD101	023	Euston to Armitage Junction (Exclusive)	LEC1	LEC2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
RUGBY					<div> <div>TCB</div> <div>Rugby PSB (RY) AC: Rugby ECR</div> <div>NRN 061</div> </div> <p>Platform Lengths: 1 - 421 metres 2 - 410 metres 3 - 131 metres 6 - 131 metres</p> <p>PP-C is authorised on Up Slow and Down Slow through platforms</p> <p>UD&E - Up & Down Engine Line</p> <p>TASS fitted: DF/DM line and UF/UM line</p> <p>① - Out of Use</p> <p>ELR - LEC1 ELR - LEC2</p> <p>UB - Up Birmingham DB - Down Birmingham</p>	
Rugby S.C.C. (WT, TK, KR, HN)		82 60				
Rugby North Junction		82 65 *				
		82 70				
Trent Valley Junction		83 18				
		83 27 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	024	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
OHNS		83 64			<div>TCB</div> <div>Rugby PSB (RY) AC: Rugby ECR</div> <div>Down line to Brinklow/Up lines from Shilton</div>
OHNS		83 68 *			
		83 77 *			
		84 03 *			
		84 08 *			
		85 00 *			
High Oaks		85 20			
		87 32 *			
		87 72			
Brinklow		88 78 *			
		90 09 *			
		90 56 *		<div>Nuneaton PSB (NN)</div> <div>Down line from Brinklow/Up lines to Shilton</div>	
Shilton HABD (US & UF) Shilton HABD (DM)		91 26 91 30			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	025	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB</div> <div>Nuneaton PSB (NN) AC: Rugby ECR</div> <div>NRN 061</div> <div>AC: Crewe ECR</div> <div>TASS fitted: DM/DF & UF lines</div> <div>Platform Lengths: 1 - 171 metres 2 - 341 metres 3 - 304 metres 4 - 337 metres 5 - 245 metres (in Up direction) 5 - 190 metres (in Down direction)</div> <div>Permissive working is authorised on US & DS platform lines and on Down & Up platform line.</div> <div>D&UPL = Down & Up platform line</div>
Attleborough South Junction		94 64 *			
		95 09			
OHNS		96 30			
		96 32 *			
		96 52 *			
Nuneaton South Junction		96 64			
Nuneaton PSB (NN)		96 65			
NUNEATON		97 10			

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD101	026	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
NUNEATON			<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">TCB</div> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">Nuneaton PSB (NN)</div> <div style="border: 1px solid black; padding: 2px;">AC: Crewe ECR</div> </div> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">NRN</div> <div style="border: 1px solid black; padding: 2px;">061</div> </div> </div> <p>Permissive working is authorised on US & DS platform lines and on Down & Up platform line.</p> <p>D&UPL = Down & Up platform line</p> <p>TASS fitted: DF & UF lines</p>		
Nuneaton North Jn	97 36				
Ashby Jn	97 51 97 60 *				
Hartshill South GF	99 36 (S)				
Hartshill - Tarmac Sidings	99 42 *				
Hartshill North GF	99 48 (S)		<p>Tarmac Ltd Sdgs: (Non operational)</p> <p>30 SLU (192 metres/210 yards)</p>		

LNW South Route Sectional Appendix Module LNWS)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
MD101	027	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	07/10/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
ATHERSTONE					<div>TCB</div> <div>Nuneaton PSB (NN) AC: Crewe ECR</div> <div>NRN 061</div> <div>TASS fitted: DF line and UF lines</div> <div>Platform Lengths: Down Slow - 140 metres Up Slow - 122 metres</div>	
		101 42 *				
		101 53 *				
		102 01 *				
		102 03 *				
		102 23				
		102 43 *				
		102 75 *				
		103 20 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	028	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
POLESWORTH	106 39		<p>TCB Nuneaton PSB (NN) AC: Crewe ECR</p> <p>Down lines to Polesworth (inclusive) Up lines from Tamworth (exclusive)</p> <p>Platform Lengths: Polesworth Down Slow - 152 metres Up Slow - 138 metres</p>		
	109 50 *		<p>TASS fitted: DF/DM lines throughout UM/UF lines throughout</p>		
OHNS	109 60 *				
	109 73 *				
TAMWORTH (LOW LEVEL)	110 01		<p>Tamworth SB (TH)</p>		
	110 04 *		<p>Down lines from Polesworth (exclusive) Up lines to Tamworth (inclusive)</p>		
Tamworth SB (TH)	110 12		<p>Platform Lengths: Tamworth Down Slow - 292 metres Up Slow - 206 metres</p>		
	110 17 *				
	110 30 *				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD101	029	Euston to Armitage Junction (Exclusive)	LEC2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Tamworth Low Level HABD Hadmore Crossing SB (HC) Hadmore Crossing LC		111 19 *			NRN TCB Tamworth SB (TH) AC: Crewe ECR 061
		113 30			Lines to Hadmore Crossing
		113 40			Hadmore Crossing SB (HC)
		115 20 *			Lichfield SB (LD)
LICHFIELD TRENT VALLEY Lichfield Trent Valley SB (LD)		116 07 *	To Lichfield TV High Level MD355 seq 1		Lines from Hadmore Crossing Platform lengths: Down - 185 metres Up - 171 metres TASS fitted: DM and UM lines throughout Up Slow line to 116m 26ch U&DGL = 57 SLU (365 metres/399 yards)
		116 19			
		116 22			
		116 23 *			
Continued in LNW(N) Sectional Appendix		116 53 *	To/from Armitage Junction		
		(119 20)			

52

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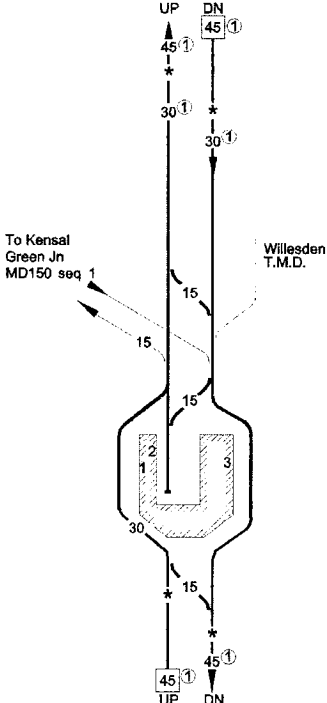
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	003	Hanslope Junction to Rugby (via Northampton)	HNR	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Mill Lane Jn	67 09 *		TCB Rugby PSB (RY) AC: Rugby ECR		
	67 16		NRN 061 CSR 60		
	67 40 *		U&DS - Up & Down Slow Line DGL - Down Goods Loop		
	68 18 *		CW. Down Northampton at 67m. 26ch.		
Althorpe Park GF Althorpe Park H&BD	71 77 T 72 04				
OHNS	74 60				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
MD105	004	Hanslope Junction to Rugby (via Northampton)	HNR	LNW South	07/10/06				
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks						
LONG BUCKBY	75 37		TCB	Rugby PSB (RY) AC: Rugby ECR	<table><tr><td>NRN</td><td>CSR</td></tr><tr><td>061</td><td>60</td></tr></table>	NRN	CSR	061	60
	NRN		CSR						
061	60								
	78 12	Platform Lengths: Down Northampton - 179 metres Up Northampton - 181 metres							
Watford Lodge	78 45	UGL - Up Goods Loop OUT OF USE 72 SLU 460 metres/504 yards							
Watford Lodge Tunnel (105 metres/115 yards)	78 47 to 78 52	FWS in Watford Lodge and Crick Tunnels							
Crick Tunnel (544 metres/595 yards)	79 20 to 79 47	Lines within the DIRFT are signalled from the DIRFT control centre							
Daventry South Jn	80 05								
Daventry International Rail Freight Terminal (DIRFT)									
Daventry North Jn	80 76								

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD105	005	Hanslope Junction to Rugby (via Northampton)	HNR	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
OHNS	82 07	<p>UN 75 DN 75 To Bletchley MD101 seq 22</p> <p>50</p> <p>40 DOWN SLOW DOWN FAST</p> <p>25 75 25</p> <p>UG UF US</p> <p>Continued on DS MD101 seq 23</p>	TCB	Rugby PSB (RY) AC:Rugby ECR	NRN 061 CSR 60
Hillmorton Junction	83 55		CSR to 84m 70ch.		
	84 05 *		① - Out of Use		
Rugby PSB (RY) Rugby South Junction	82 25 82 26 *				
RUGBY	82 40		UN - Up Northampton DN - Down Northampton U&DE - Up & Down Engine Line		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	001	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Camden Jn (Down DC line)	1 36		<p>TCB Wembley Mainline SCC (WM) DC: Rugby ECR</p> <p>NRN 066 CSR 52</p>		
Camden Jn (Up DC line)	1 40		<p>Axle counter area South Hampstead tunnels to South Hampstead.</p>		
South Hampstead Tunnels	1 49		<p>DNL - Down North London Electric UNL - Up North London Electric</p>		
Down line: 1km 328 metres/1452 yards			<p>Line Lockout Up DC Electric 2m 31ch to Camden Junction & UNL line to 5m 60ch.</p>		
Up line: 1km 156 metres/1264 yards			<p>Line Lockout Down DC Electric from 1m 48ch (5m 61ch on DNL line) to 2m 27ch.</p>		
Camden Jn (North London lines)	1 50		<p>Wembley Mainline SCC (WS)</p>		
	2 27 *		<p>① EMU's with Tripcock apparatus and LUL trains (see NOTE on MD120 seq 2)</p>		
SOUTH HAMPSTEAD	2 33		<p>Platform lengths: South Hampstead Down-123 metres Up-123 metres</p>		
CSR change	2 40		<p>CSR 56</p>		
KILBURN HIGH ROAD	3 01		<p>Kilburn High Road Down-164 metres Up-145 metres</p>		
			<p>Instructions for DC lines are given in the General Instructions of this Appendix</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	002	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
QUEEN'S PARK					
		3 45 *			
		3 55			
		3 58 *			
		Queens Park Jn	3 71		
KENSAL GREEN		4 41			
Kensal Green Tunnels (290 metres/317 yards)		4 45 to 4 59			
<p>TCB Wembley Mainline SCC (WS) DC: Rugby ECR</p> <p>①=EMU's fitted with trip cock apparatus and LUL trains</p> <p>NOTE: Class 1, 2 and 5 trains (other than EMU's fitted with trip cock apparatus and LUL trains) and light locomotives are subject to a maximum permissible speed of 25mph between Camden Jn and Harrow & Wealdstone and 45mph between Harrow & Wealdstone and Watford except where a lower speed is indicated.</p> <p>Class 3, 4, 6, 7 and 8 trains are subject to a maximum speed of 15mph between Camden Jn and Harrow & Wealdstone and 40mph between Harrow & Wealdstone and Watford except where a lower speed is indicated.</p> <p>Platform Lengths: Queens Park Down (4) - 132 metres Up (1) - 141 metres</p> <p>Platform Lengths: Kensal Green Down (N) - 123 metres Up (S) - 123 metres</p> <p>SD=Sand drag</p> <p>Instructions for DC lines are given in the General Instructions of this Appendix</p>					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
MD120	003	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06								
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks								
Willesden TMD		4 70 *	 <p>UP DN</p> <p>45 ① 45 ①</p> <p>30 ① 30 ①</p> <p>15 15</p> <p>To Kensal Green Jn MD150 seq 1</p> <p>Willesden T.M.D.</p> <p>15 15</p> <p>30</p> <p>1 2 3</p> <p>45 ① 45 ①</p> <p>UP DN</p>		<table><tr><td>TCB</td><td>Wembley Mainline SCC (WS)</td><td>NRN</td><td>CSR</td></tr><tr><td></td><td>DC: Rugby ECR</td><td>066</td><td>56</td></tr></table>	TCB	Wembley Mainline SCC (WS)	NRN	CSR		DC: Rugby ECR	066	56
TCB	Wembley Mainline SCC (WS)	NRN			CSR								
	DC: Rugby ECR	066			56								
Willesden Suburban Jn		5 00 *			<p>① EMU's with Tripcock apparatus and LUL trains (see NOTE on MD120 seq 2)</p>								
		5 28											
WILLESDEN JUNCTION LOW LEVEL		5 36											
		5 43 *											
		5 47 *											
Instructions for DC lines are given in the General Instructions of this Appendix													

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD120	004	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
HARLESDEN	6 08		<div>TCB Wembley Mainline SCC (WS) DC: Rugby ECR</div> <div> <div>NRN</div> <div>CSR</div> </div> <div> <div>066</div> <div>56</div> </div>		
STONEBRIDGE PARK	7 04		① EMU's fitted with Tripcock apparatus and LUL trains (see NOTE on MD120 seq 2)		
Stonebridge Jn	7 07		Platform Lengths: Harlesden Down - 123 metres Up- 123 metres		
Wembley Mainline SCC (WM, WS)	7 10		Platform Lengths: Stonebridge Park Down - 125 metres Up- 125 metres		
	7 54 *		Instructions for DC lines are given in the General Instructions of this Appendix		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
MD120	005	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06				
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks						
			<table><tr><td>TCB</td><td>Wembley Mainline SCC (WS) DC: Rugby ECR</td><td>NRN 066</td><td>CSR 56</td></tr></table>			TCB	Wembley Mainline SCC (WS) DC: Rugby ECR	NRN 066	CSR 56
TCB	Wembley Mainline SCC (WS) DC: Rugby ECR	NRN 066	CSR 56						
WEMBLEY CENTRAL	7 70 *		① EMU's fitted with Tripcock apparatus and LUL trains (see NOTE on MD120 seq 2)						
Wembley Central G.F.	8 09		Platform Lengths: Wembley Central Down - 127 metres Up - 127 metres						
NORTH WEMBLEY	8 69		Platform Lengths: North Wembley Down - 123 metres Up - 123 metres						
SOUTH KENTON	9 35		Platform Lengths: South Kenton Down - 121 metres Up - 121 metres						
			Instructions for DC lines are given in the General Instructions of this Appendix						

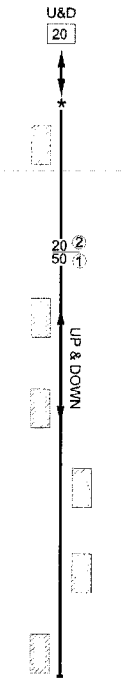
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated										
MD120	006	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06										
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks											
KENTON				<table border="1"><tr><td>TCB</td><td>Wembley Mainline SCC (WS)</td><td>DC: Rugby ECR</td><td>NRN</td><td>CSR</td></tr><tr><td></td><td></td><td></td><td>066</td><td>56</td></tr></table>		TCB	Wembley Mainline SCC (WS)	DC: Rugby ECR	NRN	CSR				066	56
	TCB	Wembley Mainline SCC (WS)		DC: Rugby ECR	NRN	CSR									
					066	56									
	10 24		Platform Lengths: Kenton Down - 121 metres Up - 121 metres ① EMU's fitted with Tripcock apparatus and LUL trains (see NOTE on MD120 seq 2)												
HARROW & WEALDSTONE				Platform Lengths: Harrow & Wealdstone Down (1) - 121 metres Up (2) - 182 metres											
	11 30														
	11 31 *			SD - Sand Drag											
	11 46 *			Instructions for DC lines are given in the General Instructions of this Appendix											

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	007	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
HEADSTONE LANE	12 45		<div>TCB Wembley Mainline SCC (WS) DC: Rugby ECR</div> <div>NRN 066 CSR 56</div>		
HATCH END	13 25		<p>Platform Lengths: Hatch End Down - 128 metres Up - 128 metres</p>		
CARPENDERS PARK	14 57		<p>Platform Lengths: Carpenders Park Down - 128 metres Up - 128 metres</p> <p>① EMU's fitted with Tripcock apparatus and LUL trains (see NOTE on MD120 seq 2)</p> <p>Instructions for DC lines are given in the General Instructions of this Appendix</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD120	008	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
BUSHEY	15 76 *	<p>UP 45 (1) 45 (1) DN</p> <p>20 35</p> <p>UP DOWN</p> <p>35 35</p> <p>UP DN</p>	<p>TCB Wembley Mainline SCC (WS) DC: Rugby ECR</p> <p>NRN 066 CSR 56</p>		
	16 04		<p>Platform Lengths: Bushey Down (1) - 134 metres Up (2) - 146 metres</p>		
	16 09 *		<p>(1) EMU's fitted with Tripcock apparatus and LUL trains (See NOTE on MD120 seq 2)</p>		
WATFORD HIGH STREET	16 67		<p>Platform Lengths: Watford High Street Down - 128 metres Up - 128 metres</p> <p>Instructions for DC lines are given in the General Instructions of this Appendix</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
MD120	009	Camden Junction to Watford Junction (DC Lines)	CWJ	LNW South	07/10/06								
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks								
WATFORD JUNCTION		17 35 *			<table><tr><td>TCB</td><td>Wembley Mainline SCC (WS)</td><td>NRN</td><td>CSR</td></tr><tr><td></td><td>DC: Rugby ECR</td><td>066</td><td>56</td></tr></table>	TCB	Wembley Mainline SCC (WS)	NRN	CSR		DC: Rugby ECR	066	56
					TCB	Wembley Mainline SCC (WS)	NRN	CSR					
	DC: Rugby ECR	066	56										
17 58		Platform Lengths: 1 - 135 metres 2 - 135 metres 3 - 135 metres 4 - 135 metres											
		Instructions for DC lines are given in the General Instructions of this Appendix											

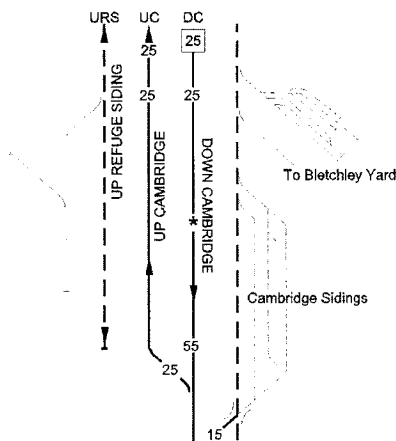
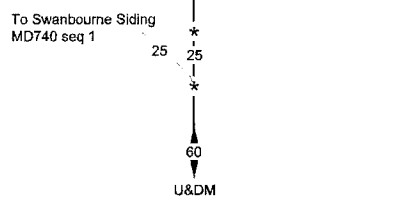
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD130	001	Watford Yard Ground Frame to St. Albans Abbey	WSA	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Watford Yard GF		17 21			TCB Watford Jn PSB (WJ) AC:Rugby ECR  
Watford Yard		17 24 0 00			One train working where a train staff is not provided applies between Watford Yard Ground Frame and St Albans Abbey
WATFORD JUNCTION (Platform 11)		0 15			See Local Instructions.
					Platform length: 70 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
MD130	002	Watford Yard Ground Frame to St. Albans Abbey	WSA	LNW South	07/10/06				
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks					
WATFORD NORTH Watford North LC (ABCL)		0 37 *		<table><tr><td>TCB</td><td>Watford Jn PSB (WJ) AC: Rugby ECR</td><td>NRN 066</td><td>CSR 55</td></tr></table> One train working where a train staff is not provided applies between Watford Yard Ground Frame and St Albans Abbey ①: EMU and DMU trains only ②: All other trains Platform Lengths: Watford North - 48 metres Garston - 36 metres Bricket Wood - 128 metres How Wood - 85 metres Park Street - 48 metres St Albans Abbey - 109 metres		TCB	Watford Jn PSB (WJ) AC: Rugby ECR	NRN 066	CSR 55
		TCB				Watford Jn PSB (WJ) AC: Rugby ECR	NRN 066	CSR 55	
0 75 0 78 T									
GARSTON		1 66							
BRICKET WOOD		3 37							
HOW WOOD		4 36							
PARK STREET		5 02							
ST ALBANS ABBEY		6 45							

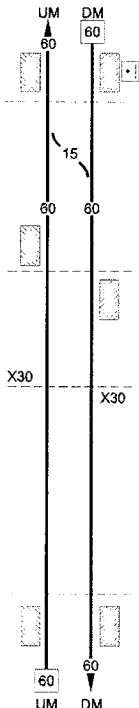
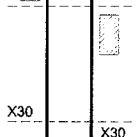
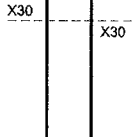
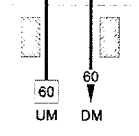
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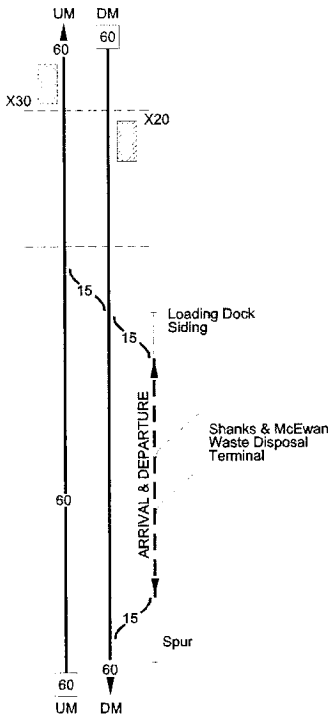

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD135	002	Harlesden Junction to Willesden Carriage Shed South	WCL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div><div>TCB Wembley Mainline SCC (WM) AC: Rugby ECR</div><div>NRN 066</div></div> <p>SD, SA, PRDC, R+D, B & C Sidings controlled by Wembley Yard (WY)</p> <p>Carriage lines controlled by Willesden Carriage Shed South (CS)</p> <p>UCL - Up Carriage line DCL - Down Carriage line RR - Railnet Reversible SD - South departure SA - South arrival R+D - Railnet Reception & Departure U+DHLG - Up & Down High Level Goods PRDC - Princess Royal Distribution Centre</p> <p>① All lines in terminal.</p> <p>PLATFORM LOCKOUTS ON ALL PLATFORMS within the PRDC.</p>		
Stonebridge Park Royal Mail Terminal (PRDC)	1 33 1 45 * 1 48 1 59 *				
Wembley Yard SB (WY)	1 72 1 73 * 1 74				
Wembley Mainline SCC (WM, WS)	2 00				
Willesden Carriage Shed South SB (CS)					

70

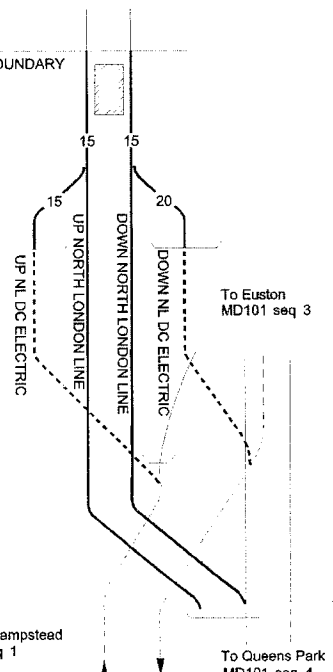
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	002	Bletchley to Bedford St Johns (Inclusive)	BBM	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
To Single Line		0 40 *			<div>TCB</div> <div>Marston Vale SCC (MV)</div> <div>NRN 066</div>
		0 49			
		0 74 *			
		0 76 *			
Fenny Stratford/Bletchley Flyover Jn					

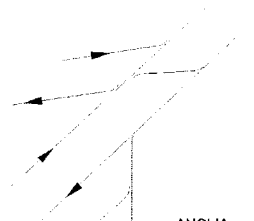
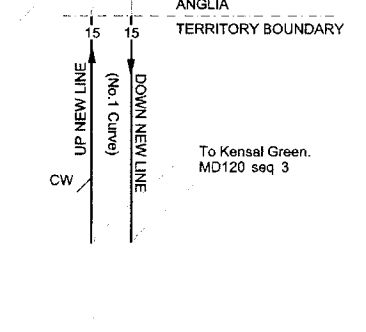
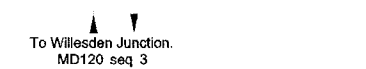
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	003	Bletchley to Bedford St Johns (Inclusive)	BBM	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div> <div>TCB</div> <div>Marston Vale SCC (MV)</div> <div> <div>NRN</div> <div>066</div> </div> </div> <p>Platform Lengths: Fenny Stratford - 76 metres</p> <p>Bow Brickhill - Down 37 metres - Up 37 metres</p> <p>Woburn Sands - Down 68 metres - Up 62 metres</p> <p>Aspley Guise - Down 37 metres - Up 50 metres</p>		
FENNY STRATFORD	1 05				
Fenny Stratford LC (CCTV)	1 13				
Single & Double Jn	1 42				
	1 44 *				
BOW BRICKHILL	2 05				
Bow Brickhill LC (CCTV)					
WOBURN SANDS	4 08				
Woburn Sands LC (CCTV)	4 11				
Aspley Guise LC (CCTV)	5 04				
ASPLEY GUISE	5 06				
Berry Lane LC (UWC)	5 33				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
MD140	004	Bletchley to Bedford St Johns (Inclusive)	BBM	LNW South	07/10/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
RIDGMONT Marston Vale SCC Ridgmont LC (CCTV)		6 59			<div>TCB</div> <div>Marston Vale SCC (MV)</div> <div>NRN</div> <div>066</div> <div>Platform Lengths:</div> <div>Ridgmont - Down 61 metres</div> <div>- Up 61 metres</div> <div>Lidlington - Down 66 metres</div> <div>- Up 51 metres</div> <div>Millbrook - Down 73 metres</div> <div>- Up 73 metres</div>				
		6 61							
		8 49							
		8 52							
Lidlington LC (CCTV)	8 49			<div>Lidlington - Down 66 metres</div> <div>- Up 51 metres</div>					
LIDLINGTON	8 52								
Marston LC (AHBC-X)	9 02								
Millbrook LC (CCTV)	10 02								
MILLBROOK	10 05								

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	005	Bletchley to Bedford St Johns (Inclusive)	BBM	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Green Lane LC (AHBC-X) STEWARTBY		11 17 11 18			<div>TCB Marston Vale SCC (MV) </div> <p>Platform Lengths: Stewartby Down - 37 metres Up - 51 metres</p>
Stewartby Brickworks LC (CCTV)		11 33			
Arrival & Departure		11 55			
Forders Sidings					
Arrival & Departure		12 02			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD140	006	Bletchley to Bedford St Johns (Inclusive)	BBM	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Wootton Broadmead LC (CCTV)	12 08		<div>TCB</div> <div>Marston Vale SCC (MV)</div> <div>NRN</div> <div>066</div>		
KEMPSTON HARDWICK	12 76		Platform Lengths: Down - 45 metres Up - 37 metres		
Kempston Hardwick LC (AHBC-X)	12 77				
	15 64 *		Platform Lengths: Bedford St. Johns - 41 metres		
Double to Single Jn	15 67				
BEDFORD ST. JOHNS	16 05				
Territory Boundary	16 07				
Continued in London North Eastern Sectional Appendix					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD145	001	Camden Road West Junction to Camden Junction	CRC	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
From/to Camden Road West Jn continued in Anglia Route Sectional Appendix					TCB Wembley Mainline S.C.C. (WM) AC: Rugby ECR DC: Rugby ECR
Territory boundary		5 42	<p>ANGLIA TERRITORY BOUNDARY</p> 		NRN 066 CSR 52
PRIMROSE HILL (closed), site of		5 49			
Primrose Hill Jn		5 57			
South Hampstead Tunnels (1km 348 metres/1474 yards)		5 68			
Camden Jn (North London DC lines)		5 78			Line Lockouts Up NL DC Electric line 5m 60ch to Up DC Electric line 2m 31ch.
Camden Jn		(1 51)			Mileages in brackets () are mainline mileages.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD150	001	Kensal Green Jn. to Willesden Suburban Jn.	KGW	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Continued on Anglia Route Sectional Appendix					TCB Wembley Mainline S.C.C. (WS) AC:Rugby ECR DC:Rugby ECR
					<div>NRN</div> <div>CSR</div> <div>066</div> <div>56</div>
Kensal Green Jn	5 10	City lines MD155 seq 1			
Territory Boundary Change of electrification	5 25	Platform lines (see Anglia Route Sectional Appendix)			
Willesden Suburban Jn	5 36				
					CW. Up at 5m 30ch
					Instructions for DC lines are given in the General Instructions of this Appendix

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD155	001	Kensal Green Jn. to Harlesden Jn. (City Lines)	KGC	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Kensal Green Jn Continued in Network Rail Anglia Route Sectional Appendix Territory Boundary	5 10 0 00			TCB Wembley Mainline SCC (WM) AC:Rugby ECR	
	0 21			NRN 066 CSR 53	
	0 47 *				
	0 52 *				
	0 76 *				
Harlesden Jn	1 00 6 01	Continued on MD101 seq 5			

Continued on MD101 seq 5

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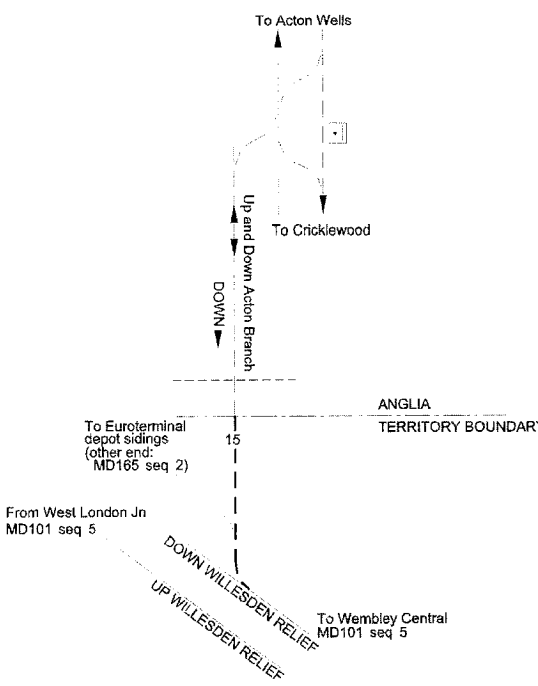

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD160	001	Willesden High Level Jn. to Mitre Bridge Jn.	WMB	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Continued on Anglia Route Sectional Appendix.			<div>TCB Wembley Mainlines SCC (WM) AC:Rugby ECR</div> <div>NRN 066 CSR 53</div>		
			AWS not provided		
Willesden High Level Jn	5 48 0 43				
Territory Boundary	0 09	<div> <div> To West London Line (see Anglia Route Sectional Appendix) </div> <div> 20 20 </div> <div> UP HIGH LEVEL </div> <div> DOWN HIGH LEVEL </div> <div> 20 20 </div> <div> To Wembley MD165 seq 1 </div> <div> C </div> <div> 20 </div> </div>			
Mitre Bridge Jn	0 00 5 67				
Territory Boundary	5 65	<div> TERRITORY BOUNDARY SOUTHERN </div>	C.Up at 0m 04ch		
Continued in Southern Sectional Appendix.					

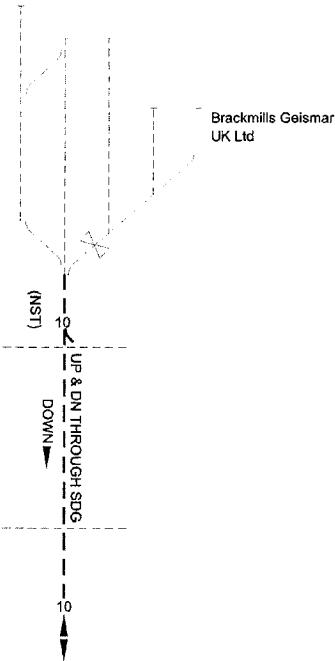
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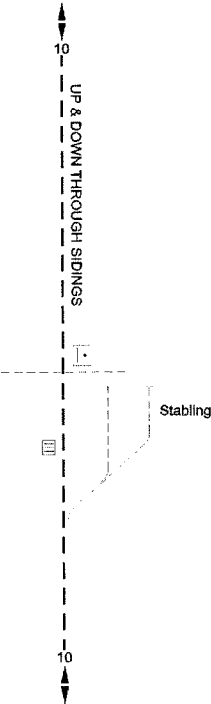
LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD165	002	North Pole Junction to Acton Wells Junction	WAW	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Willesden Euro Terminal		<p>US</p> <p>UF</p> <p>DS</p> <p>DF</p> <p>To Wembley MD101 seq 4</p> <p>UWR 15</p> <p>DWR 20</p> <p>UP/DOWN SWG (PF)</p> <p>UP/DOWN SW (PF)</p> <p>to Acton Wells Junction MD165 seq 3</p> <p>to S. W. Sidings MD165 seq 3</p> <p>to Euroterminal Sidings (other end: see MD170 seq 1)</p> <p>Reception Siding 1</p> <p>Reception Siding 2</p> <p>MD101 seq 5</p> <p>UWR 20</p> <p>DWR 15</p> <p>UWR 20</p> <p>DWR 20</p> <p>UWR 40</p> <p>DWR 40</p> <p>To Wembley MD101 seq 5</p> <p>[0 23] *</p> <p>[0 24] *</p> <p>[0 31] *</p>	<p>TCB Wembley Mainline SCC (WM) AC: Rugby ECR</p> <p>NRN 066</p> <p>CSR 53</p> <p>UWR - Up Willesden Relief DWR - Down Willesden Relief SW - South West SWG - South West Goods UWL - Up West London line DWL - Down West London line</p> <p>Willesden Relief lines mileage in [] brackets</p> <p>Line Lockouts: UWR: [1m 22ch] to [0m 33ch]. UWR/UWL: [0m 33ch] to 5m 72ch. DWL/DWR: 5m 72ch to [0m 33ch]. DWR: [0m 33ch] to [1m 22ch].</p>		

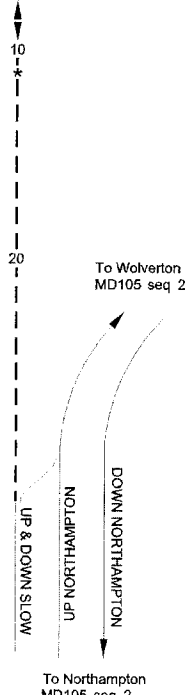
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD165	003	North Pole Junction to Acton Wells Junction	WAW	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Old Oak Sidings	5 87 *	<p>South West Sidings</p> <p>South West Through Sidings</p> <p>UP SOUTH WEST (PF)</p> <p>DOWN SOUTH WEST (PF)</p> <p>To Old Oak Sidings</p> <p>TERRITORY BOUNDARY ANGLIA</p>	TCB Wembley Mainline SCC (WM) AC:Rugby ECR		
	6 50 *		① 15 mph through points to and from Through Sidings		
	6 74 *		② Lines are not permissible in the down direction only between signals WM.623/743 and AW.149/150		
Territory boundary	6 76	TERRITORY BOUNDARY ANGLIA	To Acton Wells Junction, continued on Network Rail Anglia Sectional Appendix		

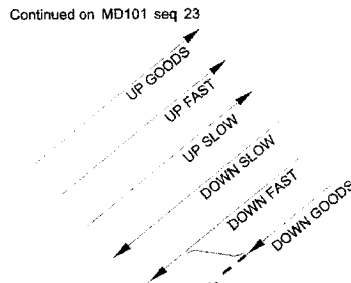
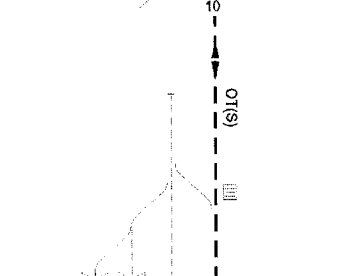
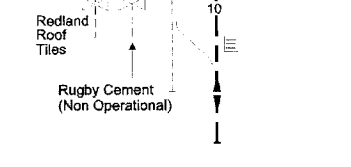
NRN	CSR
066	53

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD170	001	Acton Canal Wharf to Willesden Junction	ACW	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Continued on Network Rail Anglia Sectional Appendix					
Acton Canal Wharf Jn		(8 45)		Cricklewood lines mileages in () brackets	
Acton Canal Wharf SB		(8 41)		1 Telephone linked to Wembley Mainline SCC	
Substation LC (UWC)		0 15		TCB Wembley Mainline SCC (WM) AC: Rugby ECR	
Territory Boundary Limit of electrification		0 11		Willesden Relief lines mileage in [] brackets.	
Willesden Jn		0 00 [0 71]			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD175	001	Brackmills to Northampton South Junction	BNN BPH	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Gate Brackmills		69 64			<div>NRN</div> <div>061</div> <div>Line Non-operational</div>
Brackmills LC (TMO)		69 72			CW at 69m 70ch
Hardingstone LC (FP) Change in mileage		70 76 5 13			<div>ELR - BNN</div> <div>ELR - BPH</div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD175	002	Brackmills to Northampton South Junction	BPH	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Bridge Street SB Bridge Street LC (MCB)		4 57			<div>NRN</div> <div>061</div> Line Non-operational
		4 56			
Bridge Street GF		4 49			

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
MD175	003	Brackmills to Northampton South Junction	BPH	BDN	NMH	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Bridge Street Jn, former site of		4 29 * 0 00				<div>NRN 061</div> <p>Line Non-operational</p> <p>ELR - BPH ELR - BDN</p>	
Duston North Jn, former site of		0 18 0 29				<p>ELR - BDN ELR - NMH</p>	
Northampton South Jn		0 65 65 65				<p>ELR - NMH ELR - HNR</p> <div>TCB Rugby PSB (RY) AC: Rugby ECR</div>	

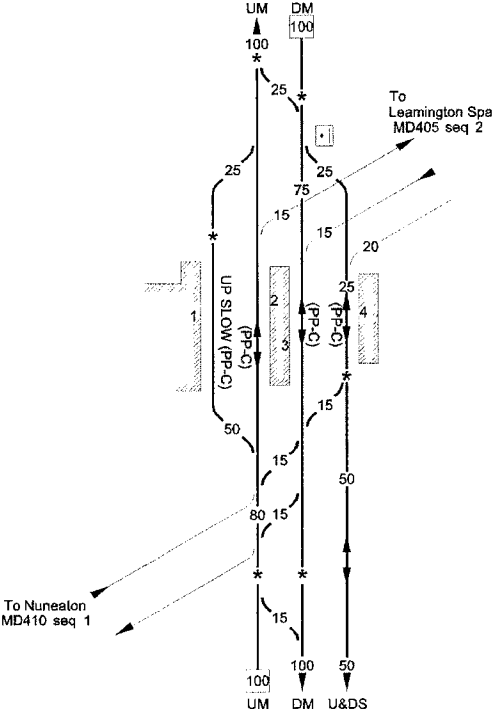
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD180	001	Rugby, Trent Valley Junction to New Bilton	RTS	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Trent Valley Junction		83 10	<div>Continued on MD101 seq 23</div> 		<div>TCB</div> <div>Rugby PSB (RY)</div> <div>NRN 061</div>
		83 19 0 00			
New Bilton East GF		0 58			
New Bilton West GF		0 71			
New Bilton (End of Line)		0 79			

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LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD232	001	Abbey Junction to Hinckley (Exclusive)	NMA	PVS	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Abbey Junction	9 60		TCB		Nuneaton PSB (NN)	NRN 061
	9 65 *					
	10 18 *					
	10 45				ELR - NMA ELR - PVS	
	10 57 *				Platform lengths: 6 - 149 metres 7 - 149 metres	
NUNEATON						

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD232	002	Abbey Junction to Hinckley (Exclusive)	PVS	WNS	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Change of mileage		10 61 0 00			TCB Nuneaton PSB (NN)	
Nuneaton PSB (NN)		(96 65)			ELR - PVS ELR - WNS	
Nuneaton South Junction, former site of		0 02			West Coast Main Line mileage in () brackets.	
		0 45 *				
Padge Hall Farm LC (UWC)		2 24			① All trains except those composed entirely of class 15X units	
Territory Boundary		2 62			② Trains composed entirely of class 15X units	
					UA - Up Arley line D&UA - Down & Up Arley line	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	001	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Trent Valley Junction	83 18 83 19 *	<p>Continued on MD101 seq 23</p> <p>UG UF US DS DF 75</p> <p>60 60</p> <p>40</p> <p>DOWN BIRMINGHAM</p> <p>60</p> <p>100 HST 125</p> <p>1 - Out Of Use</p> <p>100 HST 125</p> <p>UP BIRMINGHAM</p> <p>100 HST 125</p> <p>UM DM</p> <p>To Nuneaton MD101 seq 23</p>	<p>TCB Rugby PSB (RY) AC: Rugby ECR</p> <p>NRN 061</p>		
OHNS	83 64		<p>TASS fitted: DM line from 83m 29ch UM line to 83m 55ch</p>		
OHNS	83 65				
	83 73 *				
	83 74 *				
Brandon HABD	89 05 91 00 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	002	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Coventry PSB (CY)		93 57 *			
		93 59 *			
		93 63			
Coventry South Jn		93 68 *			
		93 71			
COVENTRY		93 79	<p>TASS fitted: DM line and UM line</p> <p>Platform lengths: Coventry Platform 1-383 metres Platform 2-352 metres Platform 3-352 metres Platform 4-280 metres</p>		
		94 08 *			
Coventry North Jn		94 19			
		94 22 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	003	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
CANLEY	95 37		<div>TCB</div> <div>Coventry PSB (CY) AC: Rugby ECR</div> <div>NRN 061</div>		
TILE HILL	97 45		<p>TASS fitted: DM line and UM line</p> <p>Platform lengths: Canley Down Main-168 metres Up Main-168 metres</p> <p>Platform lengths: Tile Hill Down Main-88 metres Up Main-88 metres</p>		

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD301	004	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1		LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<p>TCB</p> <p>Coventry PSB (CY) AC: Rugby ECR</p> <p>NRN 061</p> <p>FWS in tunnel</p> <p>TASS fitted: DM line and UM line</p> <p>DRS - Down Refuge Sliding 65 SLU = 416 metres/455 yards</p> <p>Birmingham New St. PSB (NS)</p> <p>Platform lengths: Berkswell Down Main-99 metres Up Main-99 metres</p> <p>Platform lengths: Hampton-in-Arden Down Main-184 metres Up Main-187 metres</p>	
Beechwood Tunnel (274 metres / 300 yards)		98 28 to 98 42				
OHNS		99 22				
BERKSWELL		99 38				
Bradnocks Marsh HABD		101 14				
HAMPTON-IN-ARDEN		102 61				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	005	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Birmingham International South Jn	104 20	<p>The diagram shows a vertical layout of Birmingham International station. At the top, 'UM' (Up Main) and 'DM' (Down Main) lines are marked with a '100' speed restriction. Below these, a series of '40' mph speed restriction markers are shown. Platforms 1 through 5 are indicated by numbered boxes. Platform 1 is on the right, and platforms 2 through 5 are on the left. Stairs are marked with 'UST' (Up Stair) and 'DST' (Down Stair). A '30' mph restriction is shown between the platforms. At the bottom, a '100' mph restriction is shown above the 'UST' and 'DST' labels.</p>	<p>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</p> <p>NRN 061</p>		
BIRMINGHAM INTERNATIONAL	104 55		<p>TASS fitted: DM/DST line and UST/UM line</p>		
	104 67 *		<p>Platform lengths: Platform 1-305 metres Platform 2-306 metres Platform 3-306 metres Platform 4-306 metres Platform 5-307 metres</p>		
Birmingham International North Jn	105 09				
	106 23 *	<p>The diagram shows a vertical layout of Marston Green station. At the top, a '100' mph speed restriction is marked. Below it, a '30' mph restriction is shown. At the bottom, 'UST' (Up Stair) and 'DST' (Down Stair) are marked with a '100' mph restriction above them.</p>	<p>Platform lengths: Down Stour -169 metres Up Stour -169 metres</p>		
MARSTON GREEN	106 33		<p>UST = Up Stour DST = Down Stour</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	006	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
LEA HALL	108 00		<p>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</p> <p>NRN 061</p> <p>TASS fitted: DST line and UST line</p> <p>Platform lengths: Lea Hall Down Stour-185 metres Up Stour-184 metres</p>		
Stechford South Jn	108 66				
	109 00 *				
STECHFORD	109 08		<p>Platform lengths: Stechford Down Stour-134 metres (To NS.39) Up Stour-172 metres</p>		
Stechford North Jn	109 12				
OHNS	109 33		<p>UST = Up Stour DST = Down Stour</p> <p>① 95mph - Maximum permissible speed for locomotive hauled trains from 110m 73ch (signal NS.440) to 109m 50ch (signal NS.41).</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	007	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
ADDERLEY PARK	110 79		<div> <div>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div> </div> <p>Platform lengths: Adderley Park Down Stour-96 metres Up Stour-97 metres</p> <p>① 95mph - Maximum permissible speed for locomotive hauled trains from 110m 73ch (signal NS.440) to 109m 50ch (signal NS.41).</p> <p>TASS fitted: DST line to 111m 33ch UST line 111m 74ch to 83m 55ch</p> <p>UST = Up Stour DST = Down Stour UDby = Up Derby U&DDby = Up & Down Derby DDby = Down Derby DCH = Down Camp Hill U&DCH = Up & Down Camp Hill</p>		
	111 48 *				
	111 60 *				
Grand Jn	111 72				
	111 75 *				
	111 76 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	008	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Curzon Street Jn		112 07			<p>TCB Birmingham New St, PSB (NS) AC: Rugby ECR</p> <p>NRN 061</p> <p>UST = Up Stour DST = Down Stour U&Dby = Up & Down Derby DDbby = Down Derby</p>
Proof House Jn		112 19			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	009	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
New Street South Tunnel (232 metres / 254 yards)	112 42 *		<p>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</p> <p>NRN 061</p> <p>UST = Up Stour DST = Down Stour UDby = Up Derby DDby = Down Derby</p> <p>Platform Lengths: 1 - 350 metres 2 - 322 metres 3 - 322 metres 4 - 359 metres 5 - 260 metres 6 - 315 metres 7 - 318 metres 8 - 339 metres 9 - 321 metres 10 - 321 metres 11 - 333 metres 12 - 236 metres No.1 Siding - 195 metres No.2 Siding - 237 metres No.3 Siding - 239 metres</p> <p>Maximum speed 10mph, all lines Birmingham New Street.</p> <p>AWS inductors are not provided for Birmingham New St Station platform & platform starting signals</p> <p>PP is authorised over platform lines in clear weather only except Platform 4C.</p>		
	112 43 *				
to	112 47				
	112 58 *				
BIRMINGHAM NEW ST Change of mileage	112 73				
	0 05				

100

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD301	011	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
New Street North Tunnel (687 metres / 751 yards) Tunnel continued MD301 seq 10	0 19 to 0 53 0 53 to 0 60 * 0 61		<div> <div>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div> </div>		
Arena Tunnel (161 metres / 176 yards)	0 53 to 0 60 * 0 61		UST = Up Stour DST = Down Stour		
Monument Lane (Commencement of Up Through Siding)	1 26		TASS fitted: Down Stour line - from 0m 65ch Up Stour line - to 0m 65ch		
OHNS	1 45				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD301	012	Rugby to Penkridge (Exclusive) (via Birmingham)		RBS2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Soho South Jn		2 06			<p>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</p> <p>NRN 061</p> <p>UST = Up Stour DST = Down Stour</p> <p>TASS fitted: DST and UST lines</p>	
Soho, Light Maintenance Depot						
Soho North Jn		2 38				
Telephone		2 40				
		2 62 2 64				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	013	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
SMETHWICK ROLFE STREET	3 30		<div> <div>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div> </div>		
Galton Junction	3 64		Platform lengths: Smethwick Rolfe Street Down Stour-138 metres Up Stour-152 metres UST=Up Stour DST=Down Stour TASS fitted: DST and UST lines		
SMETHWICK GALTON BRIDGE	4 05		Platform lengths: Smethwick Galton Bridge Down Stour-149 metres Up Stour-151 metres		
	4 20 *				
SANDWELL AND DUDLEY	5 28		Platform lengths: Sandwell and Dudley Down Stour-271 metres Up Stour-272 metres		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	014	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Albion Sidings		5 70 *		TCB Birmingham New St. PSB (NS) AC: Rugby ECR	
		6 20 *		UST=Up Stour DST=Down Stour USG=Up Stour Goods DSG=Down Stour Goods TASS fitted: DST and UST lines	
		7 29		Platform lengths: Down Stour-89 metres Up Stour-89 metres	
		7 35			
		7 43			
DUDLEY PORT					

NRN

061

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	015	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Watery Lane S.F. (WL)	7 75		<div>TCB</div> <div>Wolverhampton PSB (WN) AC: Rugby ECR</div> <div>NRN 061</div> <p>UST=Up Stour DST=Down Stour</p> <p>USG=Up Stour Goods DSG=Down Stour Goods</p> <p>TASS fitted: DST and UST lines</p> <p>Platform lengths: Down Stour-101 metres Up Stour-106 metres</p>		
Tipton, Owen St L.C. (CCTV)	8 16				
TIPTON	8 16				
	8 40 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	016	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
OHNS	8 60 *	<div> <div>UST</div> <div>60</div> <div>↑</div> </div> <div> <div>DST</div> <div>60</div> <div>↓</div> </div>	<div>TCB</div> <div>Wolverhampton PSB (WN)</div> <div>AC: Rugby ECR</div> <div>NRN 061</div>		
	9 12	<div> <div>75</div> <div>↑</div> </div> <div> <div>75</div> <div>↓</div> </div>	<div>UST=Up Stour</div> <div>DST=Down Stour</div>		
	9 46	<div> <div>UP STOUR</div> <div>15</div> <div>↓</div> </div> <div> <div>DOWN STOUR</div> <div>15</div> <div>↓</div> </div>	<div>TASS fitted: DST and UST lines</div>		
COSELEY			<div>Platform lengths:</div> <div>Down Stour-122 metres</div> <div>Up Stour-122 metres</div>		
Wolverhampton Steel Terminal		<div> <div>75</div> <div>UST</div> </div> <div> <div>75</div> <div>DST</div> </div>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	017	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Wolverhampton Crane Street Junction	12 40 *		<div> <div>TCB</div> <div>Wolverhampton PSB (WN)</div> <div>AC: Rugby ECR</div> <div>NRN 061</div> </div> <p>UST = Up Stour DST = Down Stour</p> <p>TASS fitted: DST/DM lines, UM/UST lines and platforms 1,2,3 & 4</p> <p>SD - Sand Drag</p> <p>PP is authorised over platform lines (excluding Up Slow line - Platform 4)</p> <p>Platform lengths: Platform 1-267 metres Platform 2-247 metres Platform 3-239 metres Platform 4-250 metres Platform 5-86 metres Platform 6-120 metres</p>		
Wolverhampton PSB (WN)	12 58 *				
	12 60				
	12 69				
WOLVERHAMPTON	12 75				
	13 10 *				
	13 14 *				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated			
MD301	018	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS2	RBS3	LNW South	07/10/06			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Wolverhampton North Jn		13 20 *			<table><tr><td>TCB</td><td>Wolverhampton PSB (WN) AC: Rugby ECR</td><td>NRN 061</td></tr></table> <p>TASS fitted: DM and UM lines</p> <p>① 20mph through connections.</p> <p>Down Goods Loop = 168 SLU - 1075 metres/1176 yards</p>		TCB	Wolverhampton PSB (WN) AC: Rugby ECR	NRN 061
		TCB					Wolverhampton PSB (WN) AC: Rugby ECR	NRN 061	
		13 32 * [T]							
		14 43							
		15 32							
15 33 *									
Bushbury Jn Change of mileage		15 34 *			<table><tr><td>TCB</td><td>Wolverhampton PSB (WN) AC: Rugby ECR</td><td>NRN 061</td></tr></table> <p>TASS fitted: DM and UM lines</p> <p>① 20mph through connections.</p> <p>Down Goods Loop = 168 SLU - 1075 metres/1176 yards</p>		TCB	Wolverhampton PSB (WN) AC: Rugby ECR	NRN 061
		TCB					Wolverhampton PSB (WN) AC: Rugby ECR	NRN 061	
		15 55 [T]							
15 55 [T]									

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD301	019	Rugby to Penkridge (Exclusive) (via Birmingham)	RBS3	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<p>TCB Wolverhampton PSB (WN) AC: Rugby ECR </p> <p>TASS fitted: DM and UM lines to/and from 28m 50ch at Trent Valley Jn. No.1 within LNW(N) area.</p> <p>UGL = Up Goods Loop: 68 SLU (440 metres/461 yards)</p> <p></p>
		17 00 *			
		17 09 *			
Up Goods Loop		19 71			
Four Ashes					
Up Goods Loop		20 20			
NRN Channel change board		21 32			
		23 30	<p>LNW(S)</p> <p>LNW(N)</p>		
To Penkridge continued in LNW(N) Sectional Appendix					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	001	Birmingham New Street to Blackwell	BAG1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
BIRMINGHAM NEW ST Change of mileage	112 73 0 05	<div>Continued on MD301 seq 10</div> <p>To Wolverhampton MD301 seq 10</p>	<div>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div> <p>Platform Lengths: see MD301 seq 10</p> <p>① Trolleys must only be placed on the line in this tunnel when the line is in the absolute possession of the Engineer.</p>		
Birmingham New St PSB (NS) Change of mileage	0 16 42 35				
Holliday Street Tunnel ① (281 metres / 307 yards)	42 40 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	002	Birmingham New Street to Blackwell	BAG1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div>		
Holiday Street Tunnel (1) (281 metres / 307 yards)	42 54 *		(1) Trolleys must only be placed on the line in this tunnel when the line is in the absolute possession of the Engineer.		
Canal Tunnel (1) (206 metres / 225 yards)	42 57 to				
	42 67				
Granville Street Tunnel (1) (74 metres / 81 yards)	42 68 to				
	42 72				
Bath Row Tunnel (1) (192 metres / 210 yards)	42 78 to		Platform lengths: Down Main-192 metres Up Main-197 metres		
	43 07				
FIVE WAYS	43 18				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	003	Birmingham New Street to Blackwell	BAG1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Church Road Tunnel (97 metres / 106 yards)	43 40 *		<div>TCB Birmingham New St. PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div>		
	43 56 to 43 61		<div>Saltley PSB (SY)</div>		
	43 61		<div>Platform lengths: University Down Main-185 metres Up Main-173 metres</div>		
UNIVERSITY	44 73				
SELLY OAK	45 10 *				
	45 50		<div>Platform lengths: Selly Oak Down Main-190 metres Up Main-190 metres</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	004	Birmingham New Street to Blackwell	BAG1 BAG2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
BOURNVILLE	46 58	<p>UM 60 DM 60</p> <p>60 60</p> <p>25 10 10</p> <p>To Lifford East Jn MD580 seq 1</p> <p>To Camp Hill lines MD570 seq 3</p> <p>45 45 30 30</p> <p>UM DM</p>	<p>TCB Saltley PSB (SY) AC: Rugby ECR</p> <p>NRN 061</p> <p>Platform lengths: Down Main-142 metres Up Main-142 metres</p>		
Lifford West Jn	47 20				
Pershire Road Tunnel (57 metres / 62 yards)	47 30 * 47 34 to 47 37				
King's Norton Station Jn	47 48 47 58 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD305	005	Birmingham New Street to Blackwell	BAG2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
KING'S NORTON	47 64		TCB Salley PSB (SY) NRN AC: Rugby ECR 061		
King's Norton Jn Change of mileage	48 02 46 77 46 79 *		Platform lengths: King's Norton Platform 1-150 metres O.O.U. - platforms Out Of Use.		
King's Norton West GF	47 40		UC - Up Camp Hill DC - Down Camp Hill		

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD305	006	Birmingham New Street to Blackwell	BAG2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
NORTHFIELD		48 12			<div>TCB</div> <div>Saltley PSB (SY) AC: Rugby ECR</div> <div>NRN 061</div>
		48 20 *			<div>Platform lengths: Northfield Down-190 metres Up-190 metres</div> <div>O.O.U. - Out Of Use</div>
LONGBRIDGE		49 12 *			<div>Platform lengths: Longbridge Down-150 metres Up-170 metres</div>
		49 21 *			<div>To Longbridge (MG Rover)</div> <div>Reversing Siding</div>
Haiesowen Jn		49 21 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD310	001	Barnt Green Junction to Redditch	BEA	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Barnt Green Jn	51 58	<p>To Longbridge MD305 seq 7</p>	<div>TCB</div> <div>Saltley PSB (SY) AC: Rugby ECR</div> <div>NRN 061</div>		
BARNT GREEN	51 67		<div>Platform lengths: Barnt Green Platform 3-151 metres Platform 4-187 metres</div>		
Signal SY.8 (Down direction)	51 72		<div>OT</div>		
Junction	52 11 *				
	53 20 *				
	53 34 *		<div>Platform length: Alvechurch-115 metres</div>		
ALVECHURCH	53 40				
Alvechurch Station LC	53 43				
	53 54 *		<div>Platform length: Redditch-161 metres</div>		
	56 08 *				
REDDITCH	56 60				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD315	001	Stechford South Junction to Aston South Junction	SAS	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Stechford South Jn		108 66	<p>Continued on MD301 seq 6</p> <p>30</p> <p>20</p> <p>To Birmingham New Street MD301 seq 6</p> <p>Vauxhall lines</p> <p>UP GRAND JUNCTION</p> <p>DOWN GRAND JUNCTION</p> <p>Continued on MD320 seq 4</p>		<div> <div>TCB Birmingham New St PSB (NS)</div> <div>AC: Rugby ECR</div> <div> <div>NRN</div> <div>061</div> </div> </div> <p>Platform Length: Stechford Up Grand Junction-134 metres</p>
STECHFORD		109 08			
Stechford North Jn		109 12			
Change of mileage		109 16			
		0 00			
		0 04 *			
		0 05 *			
OHNS		2 10			
		2 40 *			
		2 56 *			
Aston South Jn		2 81			
		1 60			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	001	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Proof House Jn		112 19	<p>From Derby MD501 seq 9</p> <p>DOWN DERBY</p> <p>UP & DN DERBY</p> <p>To Birmingham New Street MD301 seq 8</p> <p>25 30</p> <p>25 30</p> <p>25 30</p> <p>20</p> <p>DOWN STOUR</p> <p>UP STOUR</p> <p>Curzon Street Jn</p> <p>112 07</p> <p>0 00</p> <p>0 04 *</p> <p>0 05 *</p> <p>0 07 *</p> <p>MD301 seq 8</p> <p>UP VAUXHALL</p> <p>DOWN VAUXHALL</p> <p>DN VAUXHALL CHORD</p> <p>50</p> <p>50</p> <p>30</p> <p>UV</p> <p>DV</p> <p>DVC</p>		<div>TCB Birmingham New Street PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div> <div>(1) 30 mph through connections (2) 15 mph through connection</div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	002	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Vauxhall Sidings Vauxhall Junction	0 30 * 0 31 *		TCB Birmingham New Street PSB (NS) AC: Rugby ECR		

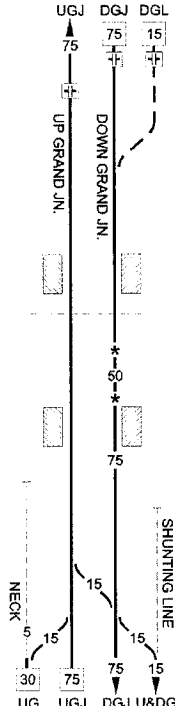
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
MD320	003	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Aston SB (AN)	0 37				<table><tr><td>TCB</td><td>Birmingham New Street PSB (NS) AC: Rugby ECR</td><td>NRN 061</td></tr></table> <p>Platform lengths: Down Vauxhall-152 metres Up Vauxhall-147 metres</p>	TCB	Birmingham New Street PSB (NS) AC: Rugby ECR	NRN 061
TCB	Birmingham New Street PSB (NS) AC: Rugby ECR					NRN 061		
DUDESTON	0 53							
	0 70 *							
OHNS	1 37							
	1 47 *							
	1 49							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	004	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Aston South Jn Change of mileage	2 61		TCB Birmingham New Street PSB (NS) AC: Rugby ECR		
	1 60		ASTON Platform lengths: Aston Down -148 metres Up -145 metres		
	1 67 *				
	1 68				
Aston North Jn	1 73		Platform lengths: Witton Down-139 metres Up-137 metres		
	1 78 *				
WITTON	2 45		DGL 55 SLU (385 yards/352 metres)		
	2 65				
Down Goods Loop					

NRN



LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD320	005	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
PERRY BARR	3 27 *		<div>TCB Birmingham New Street PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div>		
	3 33		DGL 55 SLU (385yards/352 metres) UGJ - Up Grand Junction DGJ - Down Grand Junction		
	3 39 *		Platform lengths: Perry Barr Down Grand Junction-113 metres Up Grand Junction-150 metres		
Perry Barr South Jn	3 44		To Perry Barr West Jn. MD335 seq 1		
Perry Barr North Jn	4 10		To Soho MD325 seq 1		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	006	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
OHNS		4 17			<p>TCB Birmingham New St PSB (NS) AC: Rugby ECR</p> <p>Walsall PSB (WL)</p> <p>Platform lengths: Hamstead Down-109 metres (To WL.201) Up-129 metres</p> <p>Platform lengths: Tame Bridge Parkway Down-101 metres Up-101 metres</p>
OHNS		4 22			
		4 38			
HAMSTEAD		4 76			
Charlemont Road LC (R/G)		6 74			
		7 30 *			
		7 45 *			
TAME BRIDGE PARKWAY		7 48			
Newton Jn		7 59			



Walsall PSB (WL)

Platform lengths: Hamstead
Down-109 metres (To WL.201)
Up-129 metres

Platform lengths: Tame Bridge Parkway
Down-101 metres
Up-101 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	007	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Bescot Down Tower SB (DT)	7 87 *		<p>TCB</p> <p>Walsall PSB (WL) AC: Rugby ECR</p> <p>Grand Junction lines and Up Goods line controlled by Walsall PSB (WL).</p> <p>U&DG lines / sidings controlled by Bescot Down Tower SB.</p> <p>NRN 061</p>		
	8 20				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	008	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
BESCOT STADIUM Bescot Jn		<p>UG 30 UP GOODS (PF) 15 UGJ 75 UP GRAND JUNCTION 75 DGJ 75 DOWN GRAND JUNCTION 75 U&DG 30 UP & DOWN GOODS (PF) 15 NECK 15 70 UGJ 75 DGJ</p> <p>Down Local Shunting Neck Down Sorting siding 1 Down Sorting sidings 2&3 To Down Sorting sidings roads 1-4 Diesel Depot Roads road 5</p> <p>To Walsall MD345 seq 1</p>	TCB Walsall PSB (WL) AC: Rugby ECR NRRN 061 Grand Junction lines and Up Goods line controlled by Walsall PSB (WL). U&DG lines/sidings controlled by Bescot Down Tower SB. Platform lengths: Down Grand Junction-89 metres Up Grand Junction-89 metres		
	8 40 *				
	8 47				
	8 49 *				
	8 50				
	8 56 *	To Walsall MD345 seq 1			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD320	009	Proof House Jn to Bushbury Jn (via Bescot)	PBJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB</div> <div>Walsall PSB (WL) AC; Rugby ECR.</div> <div>NRN 061</div>		
Darlaston Jn	9 65		<div>Wolverhampton PSB (WN)</div>		
OHNS	12 22				
Portobello Jn LC (CCTV) (Noose Lane)	12 47	T			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD325	001	Soho South Jn to Perry Barr North Jn (Soho Lines)	SSP	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Soho South Jn Change of mileage	2 06 2 71		<div>TCB Birmingham New St PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div>		
	2 42 *		20mph through Jn in all directions		
Soho East Jn	2 38 2 37 *				
Soho East GF	2 33				
OHNS	1 60				
OHNS	1 49				
Hamstead Tunnel (114 metres/ 125 yds)	0 71 to 0 65		CW. Up at 0m 08ch (370 metres before reaching signal NS.279)		
Perry Barr West Jn Change of mileage	0 39 0 29				
	0 07 *	From Perry Barr MD335 seq 1	DGL: 69 SLU / 442 metres / 483 yards		
Perry Barr North Jn Change of mileage	0 00 4 10	To Hamstead MD320 seq 5			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD330	001	Soho East Junction to Soho North Junction	SCL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Soho East Jn Change of mileage	2 38 0 00		TCB Birmingham New St PSB (NS) AC: Rugby ECR		
Soho North Jn Change of mileage	0 20 * 0 22 2 38				

LNW South Route Sectional Appendix Module LNWS(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD335	001	Perry Barr West Jn to Perry Barr South Jn	PBL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Perry Barr West Jn	0 39		<div>TCB Birmingham New St PSB (NS) AC: Rugby ECR</div> <div>NRN 061</div>		
Perry Barr South Jn Change of mileage	0 00 3 44				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	001	Aston North Junction to Arewas (Exclusive)	ALC1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Aston North Jn Change of mileage		1 73 0 00	<p>MD320 seq 4</p> <p>20 20</p> <p>40 40</p> <p>50 45</p> <p>25</p> <p>60 60</p> <p>25 60</p> <p>UM DM</p> <p>To Witton MD320 seq 4</p>	<p>TCB</p> <p>Aston SB (AN) AC: Rugby ECR</p> <p>NRN 061</p>	
GRAVELLY HILL		1 18 *		<p>Platform lengths: Gravelly Hill Down line - 169 metres Up line - 154 metres</p>	
ERDINGTON		2 31		<p>Platform lengths: Erdington Down line - 201 metres Up line - 201 metres</p>	
CHESTER ROAD		2 77		<p>Platform lengths: Chester Road Down line - 152 metres Up line - 152 metres</p>	
WYLDE GREEN		3 59		<p>Platform lengths: Wyde Green Down line - 153 metres Up line - 152 metres</p>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	002	Aston North Junction to Alrewas (Exclusive)	ALC2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
SUTTON COLDFIELD			<div>TCB</div> <div>Aston SB (AN) AC: Rugby ECR</div> <div>NRN 061</div>		
Sutton Coldfield Tunnel (157 metres / 172 yards)	<p>4 71 *</p> <p>4 74</p> <p>5 04 to 5 12</p> <p>5 16 *</p> <p>5 67 *</p>		<p>Platform lengths: Sutton Coldfield Down Main-151 metres Up Main-150 metres</p>		
FOUR OAKS	<p>6 26</p>		<p>Platform lengths: Four Oaks Down Main-149 metres Up Main-148 metres Bay-159 metres</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	003	Aston North Junction to Alrewas (Exclusive)	ALC2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
BUTLERS LANE	6	35 *		TCB	NRN Aston SB (AN) AC: Rugby ECR
	7	27		Platform lengths: Butlers Lane Down Main-151 metres Up Main-151 metres	
BLAKE STREET	8	08 *		Platform lengths: Blake Street Down Main-150 metres Up Main-149 metres	
	8	15			
SHENSTONE	8	40 *		Platform lengths: Shenstone Down Main-149 metres Up Main-151 metres	
	10	53			
	12	20 *			
	12	40 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD340	004	Aston North Junction to Alrewas (Exclusive)	ALC2 BJW3	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Lichfield City Jn Change of mileage		13 20 *	<p>To Brownhills (Anglesea sidings branch) MD350 seq 1</p> <p>To Lichfield Trent Valley Low Level MD355 seq 1</p> <p>TERRITORY BOUNDARY LONDON NORTH EASTERN</p>		<div>TCB</div> <div>Aston SB (AN) AC: Rugby ECR</div> <div>NRN 061</div>
		13 33			
		16 47			
		16 51 *			
		16 54 *			
LICHFIELD CITY		16 70			Platform lengths: Lichfield City Down Main-149 metres Up Main-225 metres
LICHFIELD TRENT VALLEY		17 10 *			
		18 05			Platform length: Lichfield Trent Valley-Down line 150 metres
Lichfield TV Jn		18 13			Lichfield TV Jn SB (TV)
Lichfield TV LC		18 14			
Lichfield Trent Valley Junction SB (TV)		18 15			
Hollands (Streehay) LC		18 41			AWS not provided between Lichfield Trent Valley Jn & Wichnor Jn (LNE)
Corks Farm No.2 LC		18 66			
Territory Boundary		19 00			
To Alrewas SB continued in London North Eastern Sectional Appendix					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	001	Bescot Junction to Rugeley North Junction (Excl)	BJW1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Bescot Jn Change of mileage	8 50 0 00	<p>To Bescot Stadium MD320 seq 8</p> <p>To Bescot MD320 seq 8</p> <p>To Penkridge MD320 seq 8</p> <p>UP BESCOT</p> <p>DOWN BESCOT</p> <p>45 45 15 15</p> <p>45 UM 45 DM</p>	<div>TCB</div> <div>Walsall PSB (WL) AC: Rugby ECR</div> <div>NRN 061</div> <p>① 30mph through connections</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	002	Bescot Junction to Rugeley North Junction (Excl)	BJW2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Walsall PSB (WL)	0 63 *	<p>Brook Siding UP FAST DOWN FAST UP SLOW DOWN SLOW P/W Siding P/W Depot</p> <p>45 </p>			

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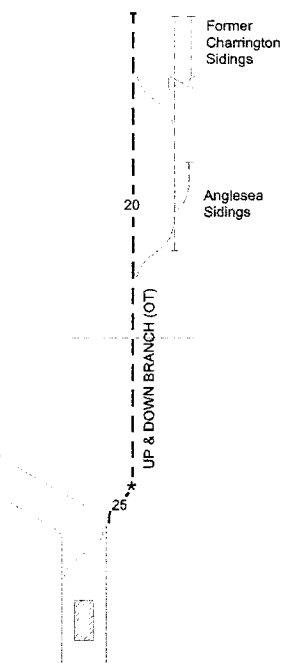

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	004	Bescot Junction to Rugeley North Junction (Excl)	RRN1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				<div> <div>AB</div> <div>Bloxwich SB (BH)</div> <div> <div>NRN</div> <div>061</div> </div> </div> <p>1. Max. permissible speed (Except for Diesel Multiple unit trains)</p> <p>2. Max. permissible speed for Diesel Multiple Unit trains</p> <p>Platform lengths: Down Main-72 metres Up Main-72 metres</p>	
		0 05 *			
		2 00 *			
Bloxwich LC (MCB)		2 05			
Bloxwich SB (BH)		2 06			
Bloxwich GF		2 22			
BLOXWICH		2 30 *			
		2 32			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	005	Bescot Junction to Rugeley North Junction (Excl)	RRN1	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
BLOXWICH NORTH	3 01		<div> <div>AB</div> <div>Bloxwich SB (BH)</div> <div> <div>NRN</div> <div>061</div> </div> </div> <p>Platform length: Bloxwich North Down Main-77 metres Up Main-77 metres</p> <p>① Max. permissible speed (Except for Diesel Multiple Unit trains)</p> <p>② Max. permissible speed for Diesel Multiple Unit trains</p>		
LANDYWOOD	5 12		<p>Platform length: Landywood Down Main-72 metres Up Main-72 metres</p>		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD345	007	Bescot Junction to Rugeley North Junction (Excl)	RRN2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
HEDNESFORD	9 05 *		<p>AB Hednesford SB</p> <p>Platform Lengths: Hednesford Down line - 79 metres Up line - 80 metres</p> <p>1) Max. permissible speed (Except for Diesel Multiple Unit trains)</p> <p>2) Max. permissible speed for Diesel Multiple Unit trains</p> <p>Brereton Sidings SB</p> <p>Platform Lengths: Rugeley Town Down line - 80 metres Up line - 80 metres</p>		
Hednesford SB	9 12		<p>NRN 061</p>		
Morse Gorse LC (UWC)	11 23				
Brereton Sidings SB	13 25				
RUGELEY TOWN	13 27				
	13 50 *				
	13 52 *				
	13 74 *				
NRN Channel Change	14 00	<p>To Rugeley 'B' Power Station</p> <p>LNW(S) LNW(N)</p> <p>To Rugeley North Jn</p>	<p>NRN 065</p>		
Continued In LNW(N) Sectional Appendix					

LNW South Route Sectional Appendix Module LNW(S)2



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD350	001	Anglesea Sidings to Lichfield City	BJW3	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Brownhills (end of line)		12 15			OT Aston SB (AN) 
Anglesea Sidings		12 64			
Fosseway LC (AHB)		15 32			
Lichfield City Jn		16 45 ★ 16 47			
LICHFIELD CITY		16 70			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD355	001	Lichfield TV Jn to Lichfield Trent Valley (Chord Line)	LTV	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Lichfield Trent Valley Junction SB (TV)		18 15	<p>To Wichnor Jn MD340 seq 4</p> <p>MD340 seq 4</p> <p>20</p> <p>20</p> <p>To Tamworth MD101 seq 29</p> <p>From Rugeley MD101 seq 29</p>	<div> <div>AB</div> <div>Lichfield TV Jn SB (TV)</div> <div>NRN 061</div> </div>	
Lichfield TV Jn Change of mileage		18 13 * 0 22		<div>Lichfield Trent Valley Jn SB (LD)</div>	
Lichfield Trent Valley Change of mileage		0 03 * 116 27			
Lichfield Trent Valley SB (LD)		116 19			

LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD360	001	Walsall, Pleck Junction to Darlaston Junction	WDJ	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Walsall Pleck Jn	5 42		TCB	Walsall PSB (WL) AC: Rugby ECR	NRN 061
Change of mileage	5 45 1 16		① 20 mph applies through connections		
Darlaston Jn	0 15				
Change of mileage	9 65				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD365	001	Portobello Jn to Wolverhampton Crane Street Jn	PJW	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Portobello Jn Change of mileage	12 64 0 04 1 00 *		<div> <div>TCB</div> <div>Wolverhampton PSB (WN) AC: Rugby ECR</div> <div> <div>NRN</div> <div>061</div> </div> </div> <p>① 30 mph through connections</p> <p>② 15 mph through connections</p> <p>UST = Up Stour DST = Down Stour</p>		
Wolverhampton Crane Street Jn Change of mileage	1 59 12 60	<p>From Wolverhampton MD301 seq 17</p> <p>To Coseley MD301 seq 17</p>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	001	Heyford to Bordesley Junction	DCL	LNW South	07/10/06
Location			Running lines & speed restrictions		Signalling & Remarks
Mileage M Ch					
Continued in Western Sectional Appendix			TCB Banbury South SB (BS)  		
Territory Boundary			Platform Lengths: Heyford Down line - 70 metres Up line - 70 metres		
HEYFORD					
Knaptons LC (UWC)			TASS fitted: DM line: from 75m 21ch to 81m 60ch UM line: from 81m 60ch to 75m 21ch		
Somerton LC (UWC)			UGL 130 SLU (832 metres/910 yards)		
Chiswells Farm LC (UWC)					
Abemethys LC (UWC)					
Boulders Farm No.2 LC (UWC)					
Aynho Junction Change of mileage			① Mileage on Bicester lines		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	003	Heyford to Bordesley Junction	DCL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
BANBURY	86 16		AB	Banbury North SB (BN)	<div>NRN</div> <div>091</div> <div>CSR</div> <div>09</div>
Banbury North SB (BN)	86 26		CSR at Banbury only.		
	86 70 *		DGL: 312 SLU / 1997 metres / 2194 yards. UGL: 298 SLU / 1907 metres / 2086 yards.		
Down Goods Loop GF	87 26				

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD401	004	Hayford to Bordesley Junction	DCL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Little Bourton LC (UWC)	88 40		TCB Learnington Spa PSB (OL)		
Jefferies LC (UWC)	88 58				
Whites LC (UWC)	88 73				
NRN Channel change	92 40				
Wormisighton LC (UWC)	93 37		DGL: 127 SLU (PF) - 818 metres/895 yards.		
Fenny Compton Jn	94 20		UGL: 72 SLU - 461 metres/504 yards.		
Down Goods Loop	94 23				
Up Goods Loop	95 27				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	005	Heyford to Bordesley Junction	DCL	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Harbury Tunnel (64 metres/70 yards)		96 00 *	<div><div>UM</div><div>DM</div><div>90</div><div>90</div><div>*</div><div>*</div><div>75</div><div>75</div><div>*</div><div>*</div><div>UP MAIN</div><div>DOWN MAIN</div><div>90</div><div>90</div><div>HST</div><div>HST</div><div>95</div><div>95</div><div>UM</div><div>DM</div></div>		TCB Leamington Spa PSB (OL) <div>NRN 061</div>
		97 17 * 97 20 *	<div>① - Emergency Crossover (located at 105m 30ch).</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	006	Heyford to Bordesley Junction	DCL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
LEAMINGTON SPA Leamington Spa PSB (LN, OL) Leamington Spa Jn	105 73 *		<p>TCB Leamington Spa PSB (LN) </p>		
	106 07		<p>Platform lengths: Leamington Spa Platform 1-150 metres Platform 2-308 metres Platform 3-246 metres Platform 4-137 metres</p>		
	106 14				
	106 25				
	106 32 *				
WARWICK Warwick GF WARWICK PARKWAY	106 38 *	<p>To Coventry MD405 seq 1</p>	<p>Saltley PSB (SY)</p>		
	108 02		<p>Platform lengths: Warwick Down Main-189 metres Up Main-186 metres</p>		
	108 20				
	109 26		<p>Platform lengths: Warwick Parkway Down Main-216 metres Up Main-216 metres</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	007	Heyford to Bordesley Junction	DCL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
DGL	111 02 111 56 *		<div>TCB</div> <div>Saltley PSB (SY)</div> <div>NRN 061</div>		
HATTON	112 14		DGL (PF) 225 SLU / 1440 metres / 1575 yards.		
Hatton Station Jn	112 18		DPL (Back Platform line) 17 SLU / 109 metres / 119 yards.		
Hatton North Jn.	112 57 112 61 * 112 62 *		Platform lengths: Hatton Platform 1 - 131 metres Platform 2 - 125 metres Platform 3 - 134 metres		
LAPWORTH	116 31		Platform lengths: Lapworth Down Main - 184 metres Up Main - 120 metres		
DORRIDGE	118 75		Platform lengths: Dorridge Platform 1 - 181 metres Platform 2 - 183 metres Platform 3 - 184 metres		
			UPL 77 SLU (493 metres/539 yards) U/DPL: Up & Down Passenger Loop		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	008	Heyford to Bordesley Junction	DCL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Bentley Heath LC (MCB)	119 43	<p>UPL UM DM U&DPL</p> <p>75 HST 100 20</p> <p>75 HST 100 20</p> <p>75 HST 90 75 HST 90</p> <p>75 HST 80 75 HST 80</p> <p>To Spring Road MD425 seq 1</p> <p>20 20 15 15</p> <p>70 70 60 60</p> <p>UP FAST DOWN FAST UP SLOW DOWN SLOW</p> <p>UF DF US DS</p> <p>1 2 3 4</p> <p>Tyseley Oil Discharge Sidings (former)</p> <p>To Tyseley BRM private sidings</p> <p>Tyseley depot</p>	<p>TCB</p> <p>Saltley PSB (SY)</p> <p>NRN 061</p> <p>Main Lines controlled by Saltley PSB.</p> <p>UPL 77 SLU/493 metres/539 yards.</p> <p>U&DPL: Up & Down Passenger Loop</p> <p>Platform lengths: Widney Manor Down Fast-129 metres Up Fast-129 metres</p> <p>Platform lengths: Solihull Down Fast-145 metres Up Fast-145 metres</p> <p>Platform lengths: Olton Down Fast-106 metres Up Fast-106 metres</p> <p>Platform lengths: Acocks Green Down Fast-152 metres Up Fast-153 metres</p> <p>1: Up Through Siding NB from Tyseley No.1 signal box 2: Down Through Siding NB</p> <p>Platform lengths: Tyseley Platform 1-152 metres Platform 2-152 metres Platform 3-152 metres Platform 4-152 metres</p>		
WIDNEY MANOR	120 66				
SOLIHULL	122 00 *				
	122 25				
OLTON	124 11				
	125 00 *				
ACOCKS GREEN	125 08				
	125 60 *				
Tyseley South Jn	125 73				
Tyseley No.3 GF	126 00				
TYSELEY	126 05				
(Birmingham Railway Museum)					
Tyseley No.1 SB (TY1)	126 40				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD401	009	Heyford to Bordesley Junction	BCV	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Small Heath South Jn	126 59		<div>TCB</div> <div>Saltley PSB (SY)</div> <div>NRN 061</div>		
SMALL HEATH	127 04		<p>① (PF) authorised between signal SY.172/185 (Down direction) and between signals SY.181/175 (Up direction)</p> <p>Platform lengths: Small Heath Platform 1-159 metres Platform 2-159 metres</p> <p>UGL (PF) 197 SLU/1261 metres/1379 yards.</p> <p>DGL (PF) 84 SLU/538 metres/588 yards.</p>		
Bordesley South Jn.	127 57 *				
Bordesley Jn	128 11 *				
Change of mileage	41 44				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD405	001	Leamington Spa Jn. to Coventry South Jn.	LSC1	LSC2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Leamington Spa Jn		106 25			<p>TCB Leamington Spa PSB (LN) </p> <p>Area to 2 m.p.</p>	
		106 28 *			<p>20mph applies though the junction</p> <p>① 20mph max 106m 43ch to 106m 54ch, all trains except passenger (loaded or empty) postal, newspaper & parcels trains composed entirely of bogie vehicles.</p>	
		106 54 *				
Change of mileage		107 06 *				
		0 00				
Milverton Jn		0 10				
		0 18 *				
Kenilworth South Jn		3 73				
Kenilworth North Jn		4 47				


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD405	002	Leamington Spa Jn. to Coventry South Jn.	LSC2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Millburn Grange LC (UWC)	5 21		<div>TCB</div> <div>Coventry PSB (CY)</div> <div>NRN 061</div>		
Park Jn	7 75				
	8 14 *				
Limit of electrification	8 20		<div>AC: Rugby ECR</div>		
	8 34 *				
	8 35 *				
Coventry South Jn Change of mileage COVENTRY	8 45 93 71 93 79	<div>From Rugby MD301 seq 2</div> <div>To Birmingham MD301 seq 2</div>	<div>U&DSL - Up and Down Slow line</div>		

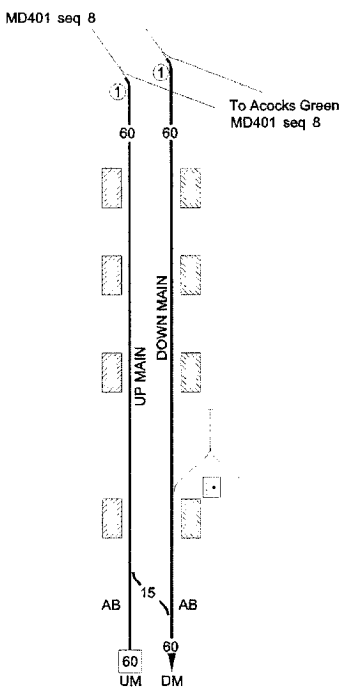

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	002	Coventry North Jn. to Nuneaton South Jn.	CNN	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Change of Mileage Prologis Park Siding	3 08 (0 00)		<div> <div>AB</div> <div>Three Spires Jn SB (TS)</div> <div>NRN 061</div> </div>		
Three Spires Junction SB (TS)	3 20		<div> <div>Only one train at a time is permitted on Prologis Park Siding</div> <div>Mileages in brackets are Prologis Park Siding mileage</div> </div>		
Network Rail boundary	(0 58)				
Up Side G.F.	4 50		<div> <div>Hawkesbury Lane SB (HL)</div> </div>		
Hawkesbury Lane SB (HL)	4 71				
Hawkesbury Lane LC (MCB)	4 72				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD410	003	Coventry North Jn. to Nuneaton South Jn.	CNN	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Calor Gas Sidings GF	5 37		<p>AB Hawkesbury Lane SB (HL) </p> <p>area to Bedworth inclusive</p>		
BEDWORTH	6 29		<p>Platform lengths: Bedworth Down - 51 metres Up - 51 metres</p>		
Nuneaton South Junction Change of mileage	9 53 96 68		<p>TCB Nuneaton PSB (NN)</p> <p>area from Bedworth (exclusive) to Nuneaton South Junction</p> <p>① 25 mph through connections</p>		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD415	002	Hatton Station to Stratford-upon-Avon	HSA	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Bearley Jn Change of mileage		12 71 *		TCB Bearley Jn. SB (BJ)	
		12 50		Platform lengths: Wilmcote Down - 123 metres Up - 123 metres	
		17 69			
		12 49 *			
		12 23		Platform lengths: Stratford-Upon-Avon Platform 1 - 168 metres Platform 2 - 168 metres Platform 3 - 168 metres See Local Instructions	
WILMCOTE	11 49				
Burton Farm No.2 LC (UWC)	10 59				
Burton Farm No.1 LC (UWC)	10 20				
STRATFORD-UPON-AVON	9 27 *				
	8 77				
	8 63				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD420	001	Hatton North Junction to Hatton West Junction	HHW	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Hatton North Jn. Change of mileage	112 57 18 25		TCB		
Hatton West Jn	17 62		Saltley PSB (SY)  SD: Sand Drag		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	001	Tyseley South Junction to Bearley Junction	TSB	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Tyseley South Jn Change of mileage		125 73 0 00			TCB Salliey PSB (SY) 
SPRING ROAD		0 56			① 15 mph through curve Platform lengths: Spring Road Down Main-109 metres Up Main-109 metres
HALL GREEN		1 22			Platform lengths: Hall Green Down Main-154 metres Up Main-154 metres
YARDLEY WOOD		2 48			Platform lengths: Yardley Wood Down Main-122 metres Up Main-122 metres
Shirley SB (SH) SHIRLEY		3 66 3 66			AB Shirley SB (SH) Platform lengths: Shirley Down Main-153 metres Up Main-153 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD425	002	Tyseley South Junction to Bearley Junction	TSB	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
WHITLOCKS END	4 60		AB Shirley SB (SH)		
WYTHALL	5 59		Platform lengths: Wythall Down Main-76 metres Up Main-76 metres		
EARLSWOOD	6 65		Platform lengths: Earlswood Down Main-115 metres Up Main-115 metres		
THE LAKES	7 50		Platform lengths: The Lakes Down Main-40 metres Up Main-40 metres		
WOOD END	8 56		Tel. Down platform Platform lengths: Wood End Down Main-122 metres Up Main-94 metres		
Wood End Tunnel (156 metres/173 yards)	8 62 to 8 70				

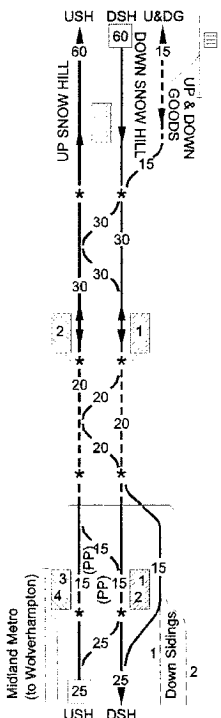
LOR Seq. Line of Route Description			ELR	Route	Last Updated
MD425 003 Tyseley South Junction to Bearley Junction			TSB	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
				<p>AB Shirley SB (SH) </p> <p>Platform lengths: Danzey Down Main-154 metres Up Main-153 metres</p> <p>Henley-in-Arden SB</p> <p>Platform lengths: Henley-In-Arden Down Main-153 metres Up Main-153 metres</p> <p>Platform lengths: Wootton Wawen Down Main-122 metres Up Main-122 metres</p> <p>Bearley Jn SB (BJ)</p>	
Beaumont Hill LC (UWC)	9 11	T			
DANZEY	10 43				
Henley-in-Arden SB	13 34				
HENLEY-IN-ARDEN	13 41				
WOOTTON WAWEN	15 22				
Sillesbourne Farm LC (UWC)	16 70	T			
	17 04 *				
Bearley Jn SB (BJ)	17 25 *				
	17 61				
Bearley Jn Change of mileage	17 69				
	12 50				

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD430	001	Droitwich Spa to Stourbridge North Junction	OWW	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<p>To Droitwich Spa station (126m 10ch) GW370 seq 1</p> <p>WESTERN TERRITORY TERRITORY BOUNDARY</p> <p>Hartlebury Depot English Property Co</p> <p>O.O.U.</p> <p>AB UP MAIN AB DOWN MAIN</p> <p>UM DM</p> <p>15</p>		<p>AB Droitwich Spa SB (DS) </p> <p>Hartlebury SB (HY)</p> <p>① 75m.p.h Max permissible speed for class 1,2 & 5 trains and 70m.p.h Max permissible speed for all other trains.</p> <p>O.O.U. - Out of Use </p> <p>Platform lengths: Down Main-74 metres Up Main-92 metres</p>
Territory Boundary NRN Channel Change		130 40 *			
Elmley Lovett GF		131 19			
HARTLEBURY		131 68			
Hartlebury LC (MCB)		131 72			
Hartlebury SB (HY)		131 72			
		134 55 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD430	002	Droitwich Spa to Stourbridge North Junction	OWW	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Down Goods Loop	134 59		<div> <div>NRN</div> <div>AB Kidderminster Jn SB (KJ)</div> <div>061</div> </div> <p>Tel. 134m 55ch Tail lamp telephone down loop</p> <p>DGL(PF) 60 SLU (384 metres/420 yards)</p> <p>Turnback Siding 31 SLU (198 metres/217 yards)</p> <p>① 75mph MAX. permissible speed for class 1,2 and 5 trains 70 mph MAX. permissible speed for all other trains</p> <p>Tail Lamp Telephone Up Platform</p> <p>Platform lengths: Kidderminster Down Main-138 metres Up Main-129 metres</p>		
Kidderminster Jn SB (KJ)	135 00 *				
	135 17				
KIDDERMINSTER	135 46				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD430	003	Droitwich Spa to Stourbridge North Junction	OWW	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Blakedown SB (BN)		138 00			<div>TCB</div> <div>Blakedown SB (BN)</div> <div>NRN 061</div> <p>① 75mph MAX. permissible speed for class 1,2 and 5 trains 70mph MAX. permissible speed for all other trains</p> <p>Platform lengths: Blakedown Down Main-120 metres Up Main-119 metres</p> <p>Platform lengths: Hagley Down Main-125 metres Up Main-122 metres</p> <div>Stourbridge Jn SB (SJ)</div> <p>Platform lengths: Stourbridge Junction Down Main-155 metres Up Main-154 metres</p> <p>DGL 39 SLU (273 yards/250 metres)</p>
Blakedown LC		138 51			
BLAKEDOWN		138 54			
HAGLEY		140 29			
		142 00 *			
STOURBRIDGE JN		142 16			
Stourbridge Middle Jn		142 21			
Stourbridge Jn GF		142 24			
Stourbridge Jn SB (SJ)		142 25			
Stourbridge North Jn		142 51 *			
			<p>To Cradley Heath MD435 seq 6</p> <p>To Round Oak MD450 seq 1</p>		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	002	Small Heath South Jn to Stourbridge North Jn	DCL	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Bordesley Down Yard GF	127 71		TCB	Saltley PSB (SY)	NRN 061
	128 03		Platform lengths: Bordesley Down-148 metres Up-148 metres		
	128 35 *				
BIRMINGHAM MOOR STREET	128 66		Platform lengths: Moor Street Down-212 metres Up-212 metres		
	Snow Hill Tunnel (581 metres/635 yards)		128 72 *	DSH - Down Snow Hill USH - Up Snow Hill	
	129 18 *				
(Snow Hill Tunnel)	129 21			Platform lengths: Snow Hill Platform 1-273 metres Platform 2-273 metres Platform 3-273 metres	
BIRMINGHAM SNOW HILL	129 36				
	129 38 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	003	Small Heath South Jn to Stourbridge North Jn	DCL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>TCB Saltley PSB (SY) </p> <p>Platform lengths: Jewellery Quarter Down-151 metres Up-151 metres</p> <p>TCB Stourbridge Jn SB (SJ)</p> <p>DSH - Down Snow Hill USH - Up Snow Hill MM - Midland Metro</p> <p>Platform lengths: The Hawthorns Down-150 metres Up-150 metres</p>		
Hockley No. 1 Tunnel (136 yards / 124 metres)	129 50 * 129 66 to 129 72				
Hockley No. 2 Tunnel (160 yards / 146 metres)	129 75 to 130 02				
JEWELLERY QUARTER	130 04				
THE HAWTHORNS	132 41 132 45 *				

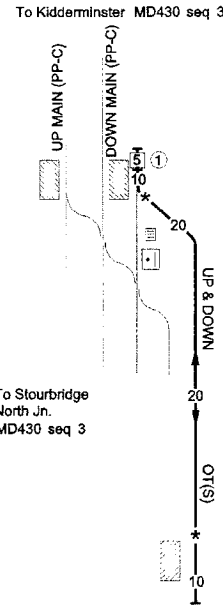

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	004	Small Heath South Jn to Stourbridge North Jn	HSJ GSJ2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
SMETHWICK GALTON BRIDGE		133 17 *			TCB Stourbridge Jn SB (SJ)
		133 21			Platform lengths: Smethwick Galton Bridge Down - 150 metres Up - 152 metres
Smethwick Jn		133 32			FWS in station area DSH - Down Snow Hill USH - Up Snow Hill DST - Down Stourbridge UST - Up Stourbridge
		133 42 *			UGL 64 SLU/410 metres/448 yards.
		134 38 *			
		134 40 *			
LANGLEY GREEN		134 46			Platform lengths: Langley Green Down - 123 metres Up - 123 metres
		134 60			
Langley Green West LC (CCTV)		135 00 *			

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD435	005	Small Heath South Jn to Stourbridge North Jn	GSJ2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
ROWLEY REGIS			<div>TCB Stourbridge Jn SB (SJ) </div>		
			DST - Down Stourbridge UST - Up Stourbridge		
			DGL: 58 SLU/371 metres/406 yards.		
			Tel. Down Platform Platform lengths: Rowley Regis Down-184 metres Up-184 metres		
OLD HILL			Tel. Up Platform Platform lengths: Old Hill Down-125 metres Up-106 metres		

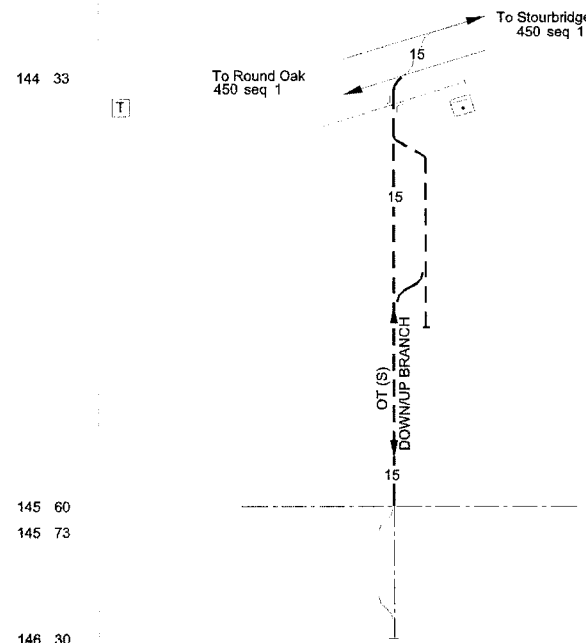
LNW South Route Sectional Appendix Module LNW(S)2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD435	006	Small Heath South Jn to Stourbridge North Jn	GSJ2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Cradley Heath LC (CCTV)		137 46 *			TCB Stourbridge Jn SB (SJ)
		138 32 *			Platform lengths: Cradley Heath Down-137 metres Up-130 metres
		138 60 *			
		138 65			
		138 70			Platform lengths: Lye Down-99 metres Up-75 metres
CRADLEY HEATH		138 20 *			
LYE		140 14			
Stourbridge North Jn Change of mileage		141 06			① 15mph through connections
		142 51			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD440	001	Galton Junction to Smethwick Junction	GSJ1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Galton Junction		3 64			<div>TCB Birmingham New Street (NS)</div> <div>NRN 061</div>
Galton Tunnel (150 metres / 164 yards)		3 71 to 3 78			Stourbridge Jn SB (SJ)
Smethwick Jn Change of mileage		4 08 133 32			

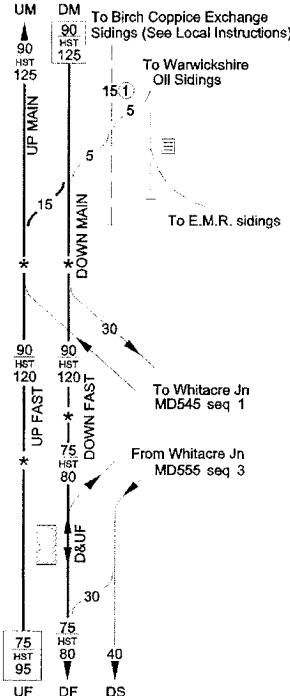
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD445	001	Stourbridge Junction to Stourbridge Town	SJS	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
STOURBRIDGE JN		142 16			<p>OT Stourbridge Jn SB (SJ) </p> <p>Platform Length: Stourbridge Junction Bay Platform - 167 metres</p> <p>① P-MO (Pre Metro Operations) lease area, located between the buffer stop and a temporary buffer stop. Movements within this area are subject to a maximum speed of 5 mph. See Local Instructions.</p>
Stourbridge Jn SB (SJ)		142 21 *			
STOURBRIDGE TOWN		142 25			Platform Length: Stourbridge Town Up & Down - 27 metres
		142 78 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD455	001	Kingswinford Junction South to Pensnett	KWD	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Kingswinford Jn South Kingswinford Jn South SB (KJ)		144 33			<div> OT(S) Kingswinford Jn South SB (KJ) NRN 061 </div> <p>OUT OF USE</p> <p>Tel. on Shunters cabin adjacent to Down Main line. (Access by carriage key).</p>
Network Rail Boundary Pensnett		145 60 145 73			
End of line		146 30			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD460	001	Fenny Compton to Burton Dassett	SJT	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Fenny Compton Jn		94 20		<div> <div>OT(S)</div> <div>Leamington Spa PSB (OL)</div> <div>NRN 061</div> </div>	
Down Goods Loop		94 23		<div>Line controlled by train staff located at Fenny Compton sidings</div>	
Change of mileage		95 00			
Kineton MOD Branch		22 60			
		23 03 *			
		25 00 *			
(Network Rail Boundary)		25 55			
Burton Dassett Kineton MOD boundary gate		25 60			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	001	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Continued in London North Eastern Sectional Appendix					<div>TCB Derby PSB (DY) </div>
		Territory Boundary 23 30			<div>Saltley PSB (SY)</div>
		TAMWORTH (HIGH LEVEL) 23 58			Platform lengths: Tamworth Down-245 metres Up-245 metres
WILNECOTE		25 47			Platform lengths: Wilnecote Down-89 metres Up-89 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	002	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP1 DBP2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Birch Coppice Exchange Sidings)					<div>TCB</div> <div>Saltey PSB (SY)</div> <div>NRN</div> <div>061</div>
Kingsbury Branch Sidings			① 15 m.p.h. applies from 0m 60ch		
Kingsbury SF (KY)		28 26			
Kingsbury Branch Jn		28 33			Train Staff for Kingsbury Branch Sidings to Birch Coppice Exchange Sidings delivered and received by the EWS Person in Charge at Kingsbury Shunt Frame
Kingsbury Jn		29 30 *			
		29 39			
Water Orton East Jn		32 37 *			
Change of mileage		33 10 *			
WATER ORTON		33 22			Platform lengths: Down Fast-103 metres Up Fast-100 metres
		34 43			
		34 54			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	003	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Water Orton West Jn	35 15	<p>UF 75 HST 95 DF 75 HST 80 DS 40</p> <p>From Whitacre Jn MD555 seq 3</p> <p>To/from Walsall MD560 seq 1</p> <p>From/to Walsall MD565 seq 1</p> <p>DN & UP SLOW</p> <p>UP FAST</p> <p>DOWN FAST</p> <p>DN & UP GOODS</p> <p>UP MAIN</p> <p>DOWN MAIN</p> <p>DOWN GOODS</p> <p>D&UG 30 UM 75 HST 95 DM 75 HST 80 DG 45</p>	TCB		
	36 08 *		Salley PSB (SY)		
	36 11 *		NRN 061		
Castle Bromwich Jn	36 14				
	36 40 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	004	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Jaguar Cars Sidings	37 10 *	<p>Diagram details: The diagram shows four tracks running vertically. From left to right: D&UG (dashed line with arrows pointing up and down), UM (solid line with arrows pointing up and down), DM (solid line with arrows pointing up and down), and DG (dashed line with arrows pointing up and down). Speed restrictions are indicated by boxes: 75 HST 95 for UM and DM, and 45 for DG. Key locations marked include Jaguar Terminal, Heartlands Power Station Sidings (O.O.U.), and Esso Sidings. The diagram also shows (O.O.U.) sections for the D&UG and DG tracks.</p>	TCB	Salley PSB (SY)	NRN 061
Heartlands Power Station Sidings (O.O.U.)	37 70 *		(O.O.U.) Out of use		
Esso Sidings	38 15 *				
Bromford Bridge	38 18				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	005	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
British Steel Sidings, former		38 40 *	<p>Diagram details:</p> <ul style="list-style-type: none">D&UG (Down & Up Goods): 75 HST 95. Distances: 30, 15, 5, 15, 45.UM (Up Main): 75 HST 95.DM (Down Main): 75 HST 95.DG (Down Goods): 20.Labels: To former British Steel Sidings (Out Of Use), To Washwood Heath Sidings, ARRIVAL LINE, DOWN THROUGH SIDING (PF), No.1 RECESS SIDING, No.2 RECESS SIDING, RMC SIDING.		
Washwood Heath East Jn		38 44			
Washwood Heath R.M.C. Sidings					
			TCB	Saltey PSB (SY)	<div>NRN 061</div>


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	006	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<div>Washwood Heath Down Sidings Signal SY.218 (See note on MD501 seq 7) Metro-Cammell GF</div>			<div><div><div>D&UG</div><div>UM</div><div>DM</div><div>DG</div></div><div><div>45</div><div>75 HST 95</div><div>75 HST 95</div><div>20</div></div><div><div>DOWN & UP GOODS (PF)</div><div>UP MAIN</div><div>DOWN MAIN</div><div>DOWN GOODS (PF)</div></div><div><div>DOWN THROUGH SIDING (PF)</div><div>No.1 RECESS SIDING</div><div>No.2 RECESS SIDING</div></div><div><div>RMC SIDING</div><div>M & EE Siding</div><div>Civil Engineer Sidings</div></div><div><div>No.1 RECEPTION</div><div>No.2 RECEPTION</div></div><div><div>5</div><div>45</div><div>15</div><div>15</div><div>75</div><div>20</div><div>5</div></div><div><div>D&UG</div><div>UM</div><div>DM</div><div>DG</div></div><div><div>75 HST 95</div><div>75</div><div>75</div><div>20</div></div></div>		
		39 30 *			
		39 40 *			
		39 44 *			
		39 50			
39 63 *					

LOR	Seq. Line of Route Description	ELR	Route	Last Updated
MD501	007 Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
<p data-bbox="95 339 274 358">Washwood Heath No.1 SF</p> <p data-bbox="95 500 263 518">Signal SY.213 (see note)</p> <p data-bbox="95 798 196 816">Duddeston Jn</p>	<p data-bbox="362 339 435 358">39 65</p> <p data-bbox="362 448 462 467">39 69 *</p> <p data-bbox="362 500 435 518">40 00</p> <p data-bbox="362 536 462 554">40 20 *</p> <p data-bbox="362 798 435 816">40 31</p>		<p data-bbox="1099 270 1345 289">TCB Salfrey PSB (SY)</p> <p data-bbox="1350 252 1397 314">NRN 061</p> <p data-bbox="1099 663 1361 743">PF 1: between Salfrey and Washwood Heath (Signal SY.213) PF 2: between Signal SY.216 and Landor Street Jn</p>	

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD501	009	Tamworth (Inclusive) to Birmingham, Proof House Junction	DBP3	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Grand Jn	41 21 * 41 22 * 41 26	<p>MD575 seq 1</p> <p>UP & DN CAMP HILL</p> <p>From Stechford MD301 seq 7</p> <p>UP DERBY</p> <p>DOWN DERBY</p> <p>DOWN CAMP HILL</p> <p>UP & DOWN DERBY</p> <p>UP VAUXHALL</p> <p>DOWN VAUXHALL</p> <p>DOWN VAUXHALL CHORD</p> <p>UP STOUR</p> <p>DOWN STOUR</p> <p>MD301 seq 8</p>	<p>TCB Birmingham New St PSB (NS) AC: Rugby ECR</p> <p>NRN 061</p> <p>Patrolmans Lockouts Up & Down Derby. Down direction moves between Grand Junction and Proof House Junction.</p>		
Proof House Jn	41 51				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD545	001	Kingsbury Junction To Whitacre Junction	KJW	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Kingsbury Jn		29 39 *		TCB	
		29 41 *		Saltley PSB (SY)	
Whitacre Jn		31 67 *			
Change of mileage		31 69 0 00			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	001	Nuneaton North Jn to Water Orton East Jn	NWO	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Nuneaton North Jn Change of mileage	97 36 10 18		<div>TCB Nuneaton PSB (NN) </div>		
Abbey Junction	10 11 * 9 62 * 9 60		<div>TCB Sallity PSB (SY)</div> <p>Trolleys must only be placed on this line in this tunnel when the line is in the Absolute Possession of the Engineer.</p>		
Arley Tunnel (709 yards / 648 metres)	9 26 * 6 55 to 6 22				
Arley HABD Windridge LC (UWC) Daw Mill GF	5 60 3 03 2 37				
Daw Mill Colliery					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD555	002	Nuneaton North Jn to Water Orton East Jn	NWO DBP3	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			TCB	Saltley PSB (SY)	NRN 061
	2 05 *		① Freight ② Passenger		
	1 50 *				
	0 20 *				
Whitacre Jn Change of mileage Whitacre GF	0 00 31 69 31 77	From Kingsbury Jn MD545 seq 1	DGL (PF) 273 metres/299 yards. See Local Instructions. ELR - NWO ELR - DBP3		
	32 07 *		Lines within the National Distribution Park controlled by Hams Hall Control Centre (HH).		
Hams Hall National Distribution Park Hams Hall Control Centre (HH)	33 05		DRS 320 metres/350 yards WA - West Arrival line AL - Arrival line D/R - Departure/Runround line Maximum permissible speed within the National Distribution Park is 15mph		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD560	001	Water Orton West Junction to Park Lane Junction	WOP	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Water Orton West Jn		35 15			TCB Sattley PSB (SY) NRN
Park Lane Jn		36 04			

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
MD565	001	Castle Bromwich Junction to Ryecroft Junction	CBR1	CBR2	LNW South	07/10/06
Location	Mileage M Ch		Running lines & speed restrictions		Signalling & Remarks	
Castle Bromwich Jn Change of mileage	36 08 0 55		TCB	Saltley PSB (SY)	NRN 061	
Park Lane Jn Change of mileage	0 05 * 0 00 36 04 36 05 *		AWS not provided			
Sutton Park No 1 GF	40 14		C.Down at 36m. 10ch			
					Walsall PSB (WL)	
						1: Lines shown as SUTTON PARK on Walsall box panel

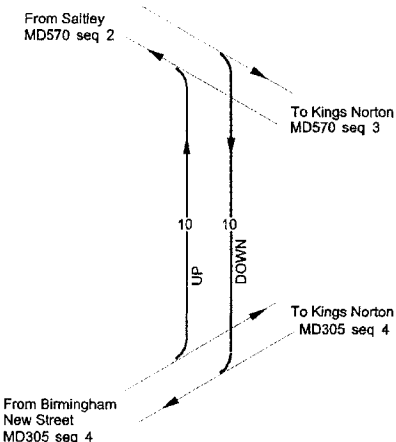
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD565	002	Castle Bromwich Junction to Ryecroft Junction	CBR2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Aldridge	44 73 46 60 *		<div>TCB</div> <div>Walsall PSB (WL)</div> <div>NRN 061</div>		
	47 00 *				
	47 47 *				
Ryecroft Junction Change of mileage	47 53 6 71				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	002	Saltley (Landor Street Jn) to King's Norton Jn (Camp Hill Lines)	SKN	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Bordesley Jn	41 44		TCB Saltley PSB (SY)		
Moseley Tunnel (142 metres / 155 yards)	43 47 to 43 54				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD570	003	Saltley (Landor Street Jn) to King's Norton Jn (Camp Hill Lines)	SKN	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Lifford East HABD		46 00			<div>TCB</div> <div>Saltley PSB (SY) AC: Rugby ECR</div> <div>NRN 061</div>
Lifford East Junction		46 11			S. Up at 46m 11ch (Junction trailing points)
		46 20 *			
		46 41 *			
King's Norton Station Jn		46 42			
KING'S NORTON		46 54 *			
		46 59			O.O.U. - Out of use Platform length: King's Norton Platform 4-150 metres
		46 69 *			
King's Norton Jn		46 77			
Change of mileage		48 02			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD575	001	St Andrew's Junction to Grand Junction	SAG	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
St Andrew's Jn Change of mileage		41 18 0 00	<p>From Water Orton MD570 seq 1</p> <p>To Kings Norton MD570 seq 1</p> <p>UP CAMP HILL 25 15</p> <p>DOWN CAMP HILL 5 15</p> <p>UP STOUR</p> <p>DOWN STOUR 25 15</p> <p>UP & DOWN CAMP HILL</p> <p>UP DERBY 25</p> <p>DOWN DERBY 25</p> <p>MD501 seq 9</p> <p>To Birmingham MD301 seq 7</p> <p>To Birmingham MD501 seq 9</p>		<div>TCB</div> <div>Saltley PSB (SY) AC: Rugby ECR</div> <div>NRN 061</div>
Grand Jn Change of mileage		0 52 41 26			<div>Patrolmans Lockout Up & Down Camp Hill, Dn direction moves 0m 0ch to 0m 52ch.</div> <div>Birmingham New St PSB (NS)</div>

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
MD580	001	Lifford East Junction to Lifford West Junction		LEL	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Lifford East Junction		46 11			<div>TCB</div> <div>Saltley PSB (SY) AC: Rugby ECR</div> <div>NRN 061</div> <p>S. Up at 46m 11ch (Junction trailing points)</p>	
Lifford West Jn Change of mileage		46 36 47 20				

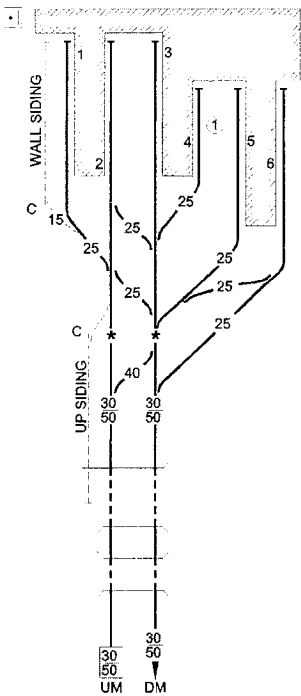
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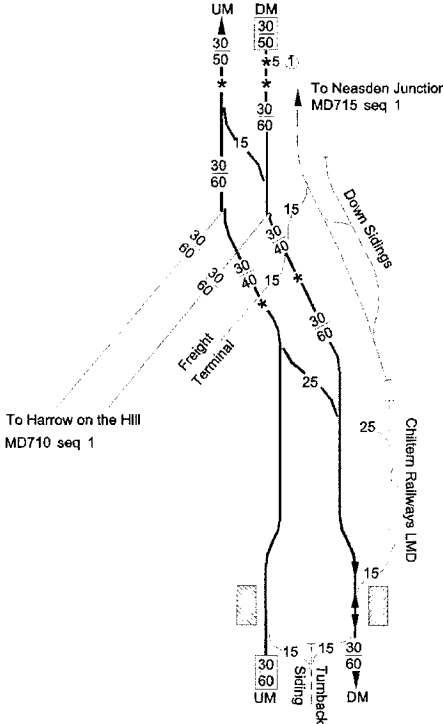
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
MD701	001	Marylebone to Aynho Junction	MCJ1	LNW South	07/10/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Marylebone IECC (ME) MARYLEBONE		205 77 205 77			<table><tr><td>TCB</td><td>Marylebone IECC (ME)</td><td>NRN 091</td><td>CSR 88</td></tr></table> <p>Platform lengths: Marylebone</p> <p>1-229 metres 2-245 metres 3-245 metres 4-128 metres 5-216 metres 6-216 metres</p> <p>① - Platforms 4 and 5 Out of Use until further notice</p> <p>C - 205m 60ch Wall siding Maximum 25mph all Platform lines.</p> <p>C - 205m 50ch Up siding</p>	TCB	Marylebone IECC (ME)	NRN 091	CSR 88
TCB	Marylebone IECC (ME)	NRN 091	CSR 88						
		205 50 *							
		205 48							
St Johns Wood Tunnel (1468 metres / 1606 yards)		205 33 to 204 40							
Hampstead Tunnel (635 metres / 694 yards)		204 35 to 204 03							


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated									
MD701	002	Marylebone to Aynho Junction	MCJ1 NAJ1	LNW South	07/10/06									
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks									
Neasden South Jn Change of mileage		202 21 *			<table><tr><td>TCB</td><td>Marylebone IECC (ME)</td><td>NRN</td><td>CSR</td></tr><tr><td></td><td></td><td>091</td><td>88</td></tr></table> <p>① applies to Class 37 movements only.</p>		TCB	Marylebone IECC (ME)	NRN	CSR			091	88
		TCB					Marylebone IECC (ME)	NRN	CSR					
								091	88					
		202 00 *												
		200 66												
		6 31												
		6 24 *												
Great Central Way Jn		5 60												
WEMBLEY STADIUM		5 00			Platform lengths: Wembley Stadium Down Main-189 metres Up Main-189 metres									

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
MD701	003	Marylebone to Aynho Junction	NAJ1	LNW South	07/10/06		
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
SUDBURY AND HARROW ROAD				TCB	Marylebone IECC (ME)	NRN 091	CSR 88
		3 52		Platform lengths: Sudbury and Harrow Road Down Main-75 metres Up Main-75 metres			
		2 57		Platform lengths: Sudbury Hill Harrow Down Main-80 metres Up Main-80 metres			
		2 30 to 2 21					
		1 57 0 43 *		Platform lengths: Northolt Park Down Main-123 metres Up Main-123 metres			
NORTHOLT PARK		0 20 *	To Greenford West Jn. MD705 seq 1				

LR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	004	Marylebone to Aynho Junction	NAJ1 NAJ2	LNW South	07/10/06
Location			Mileage M Ch		Running lines & speed restrictions
					Signalling & Remarks
					TCB Marylebone IECC (ME)
					NRN 091 CSR 68
					Change of line reference NAJ1 to NAJ2
					Platform lengths: South Ruislip Down-123 metres Up-141 metres
					1: Locomotives hauled trains must NOT exceed 70mph.
					UPL 99 SLU/634 metres/693 yards.
					Platform lengths: West Ruislip Down-141 metres Up-164 metres

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	005	Marylebone to Aynho Junction	NAJ2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
DENHAM	4 50		TCB	Marylebone IECC (ME)	<div>NRN</div> <div>091</div> <div>CSR</div> <div>88</div>
	5 14 *		Platform lengths: Denham Down-169 metres Up-165 metres		
DENHAM GOLF CLUB	5 42		Platform lengths: Denham Golf Club Down-165 metres Up-167 metres		
GERRARDS CROSS	7 18		Platform lengths: Gerrards Cross Down-167 metres Up-168 metres		
	7 30 *		① Locomotive hauled trains must NOT exceed 70mph		
SEER GREEN & JORDANS	9 75		Platform lengths: Seer Green & Jordans Down-167 metres Up-167 metres		
BEACONSFIELD	11 41		Platform lengths: Beaconsfield Down-167 metres Up-166 metres		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	006	Marylebone to Aynho Junction	NAJ2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Whitehouse Tunnel (322 metres / 352 yards)	11 54 *		<div>TCB Marylebone IECC (ME)</div> <div>NRN 091 CSR 88</div> <p>① Locomotive hauled trains must NOT exceed 70mph</p> <p>Platform lengths: High Wycombe 1 (Bay) - 145 metres 2 - 165 metres 3 - 168 metres</p>		
	11 56 *				
	13 12 to 13 28				
	15 44 *				
	16 07				
HIGH WYCOMBE	16 21 *		<p>Platform lengths: Saunderton Down-148 metres Up-148 metres</p>		
	16 29				
	16 42				
	17 20 *				
	21 27				
SAUNDERTON	23 05 *				
	23 31 to 23 35				

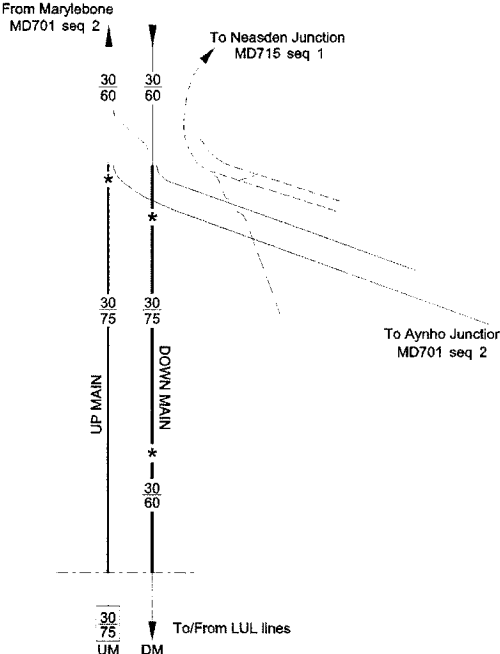
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	007	Marylebone to Aynho Junction	NAJ2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
PRINCES RISBOROUGH			<div>TCB Marylebone IECC (ME)</div> <div>NRN 091 CSR 88</div>		
	24 00 *		<p>① Locomotive hauled trains must NOT exceed 70mph</p> <p>② Maximum permissible speed for trains composed entirely of Class 150-168 units</p> <p>③ Maximum permissible speed for all other trains</p> <p>Platform lengths: Princes Risborough Platform 2 - 166 metres Platform 3 - 166 metres</p> <p>Patrolmans directional line lockouts (PDL): </p> <p>Down Main line: Starts: 9m 01ch (Bicester North) Ends: 0m 02ch (Princes Risborough)</p> <p>Up Main line: Starts: 0m 02ch (Princes Risborough) Ends: 9m 01ch (Bicester North)</p>		
	24 15 *				
	24 40				
Princes Risborough Junction	24 50 *				
Network Rail Boundary on Thames Branch	(0 50)				
	24 60 *				
	25 40 *				
	25 60 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD701	008	Marylebone to Aynho Junction	NAJ2 NAJ3	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Rose Farm LC (UWC)	26 49		TCB	Marylebone IECC (ME)	NRN 091 CSR 88
HADDENHAM AND THAME PARKWAY	30 25		Platform lengths: Haddenham and Thame Parkway Down-144 metres Up-139 metres		
Ashendon Jn, former site of Change of mileage	33 69		Change of line reference NAJ2 to NAJ3.		
Brill Tunnel (177 metres / 194 yards)	0 00		(1) Maximum permissible speed for trains composed entirely of Class 150-166 and 168 units		
	2 29		(2) Maximum permissible speed for all other trains		
	2 39		Platform lengths: Bicester North Down-154 metres Up-154 metres		
	8 71 *		Patrolmans directional line lockouts (PDL):		
	9 00 *		Down Main line: Starts: 9m 01ch (Bicester North) Ends: 0m 02ch (Princes Risborough)		
	9 27		Up Main line: Starts: 0m 02ch (Princes Risborough) Ends: 9m 01ch (Bicester North)		
BICESTER NORTH	9 40 *		Down Bicester line: Starts: 18m 23ch (Aynho Junction) Ends: 9m 66ch (Bicester North)		
	9 44 *		Up Bicester line: Starts: 9m 66ch (Bicester North) Ends: 18m 19ch (Aynho Junction)		
	9 70 *				

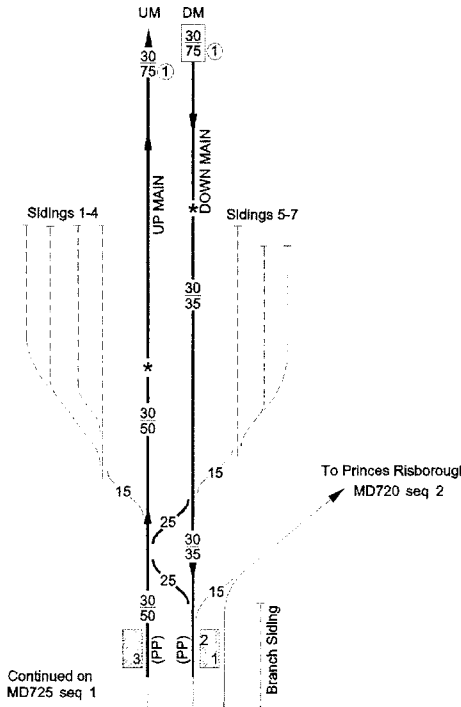


LOR	Seq	Line of Route Description	ELR	Route	Last Updated
MD701	009	Marylebone to Aynho Junction	NAJ3	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Bucknell's Farm LC (BW)		12 27 T			<div>TCB Marylebone IECC (ME)</div> <div>NRN 091 CSR 88</div>
Ardley Tunnel (1056 metres / 1155 yards)		15 13 T			<div>1: Maximum permissible speed for trains composed entirely of class 150-166 and 168 units</div> <div>2: Maximum permissible speed for all other trains</div>
		15 65 T			
		17 30 *			
Aynho Park Jn, former site of		17 45			<div>Banbury South SB (BS)</div>
					<div>Patrolmans directional line lockouts (PDL):</div> <div>Down Bicester line: Starts: 18m 23ch (Aynho Junction) Ends: 9m 66ch (Bicester North)</div> <div>Up Bicester line: Starts: 9m 66ch (Bicester North) Ends: 18m 19ch (Aynho Junction)</div>
		18 19 *			
		3:			
		18 29 *			<div>③ Mileage on Down Bicester line from Aynho Flyover varies to Up Bicester line</div>
Aynho Junction		18 26			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD705	001	Greenford West Jn to South Ruislip	ANL	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Territory Boundary	8 60	<p>To Greenford West Junction</p> <p>U&DM</p> <p>WESTERN TERRITORY</p> <p>TERRITORY BOUNDARY</p> <p>MD701 seq 3</p> <p>Hillingdon Refuse Siding</p> <p>15</p> <p>AB</p> <p>50</p> <p>30</p> <p>60</p> <p>55</p> <p>75</p> <p>20</p> <p>MD701 seq 4</p> <p>MD701 seq 4</p> <p>to Neasden</p> <p>from Neasden</p>	<p>TCB Marylebone IECC (ME)</p> <p>NRN 091 CSR 88</p> <p>① Locomotive hauled trains must NOT exceed 70mph.</p> <p>Platform length: Down-123 metres Up-141 metres</p>		
Change of mileage	10 10 *				
	10 15				
	0 00				
	00 02 *				
SOUTH RUISLIP	00 07				

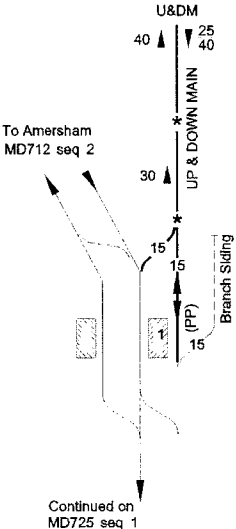
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
MD710	001	Neasden South Junction to Harrow on the Hill	MCJ1	LNW South	07/10/06								
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks										
Neasden South Jn			<table border="1"><tr><td>TCB</td><td>Marylebone IECC (ME)</td><td>NRN</td><td>CSR</td></tr><tr><td></td><td></td><td>091</td><td>88</td></tr></table>			TCB	Marylebone IECC (ME)	NRN	CSR			091	88
	TCB		Marylebone IECC (ME)	NRN	CSR								
				091	88								
	200 66												
	200 65 *												
	200 58 *												
	197 70 *												
Network Rail / LUL Boundary Change of mileage	197 05												
	9 13												
			Between 9m 13ch and 25m 21ch is LUL infrastructure										

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD712	001	Amersham to Aylesbury	MCJ2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
LUL / Network Rail Boundary		25 21	<div><div>To/From LUL lines</div><div><div>UM</div><div>DM</div><div>30 75 1</div><div>30 75 1</div><div>15</div><div>UP MAIN</div><div>DOWN MAIN</div><div>30 75 1</div><div>30 75 1</div><div>UM</div><div>DM</div></div></div>		<div><div>TCB</div><div>Marylebone IECC (ME)</div><div><div>NRN</div><div>CSR</div><div>091</div><div>88</div></div></div> <div>Between 25m 21ch and 9m 13ch is LUL infrastructure</div> <div>① Loco-hauled trains not to exceed 70 mph</div> <div>Platform lengths: Great Missenden Down Main-161 metres Up Main-102 metres</div> <div>Platform lengths: Wendover Down Main-170 metres Up Main-109 metres</div> <div>Platform lengths: Stoke Mandeville Down Main-170 metres Up Main-101 metres</div> <div>① Loco-hauled trains not to exceed 70 mph</div>
GREAT MISSENDEN		29 00			
WENDOVER		33 43			
STOKE MANDEVILLE		35 75			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD712	002	Amersham to Aylesbury	MCJ2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
AYLESBURY			TCB Marylebone IECC (ME)		
	37 59 *		NRN 091		
	37 70 *		CSR 88		
	38 13		① 70 for Loco hauled trains		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD715	001	Neasden South Junction to Neasden Junction	NJN	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Neasden South Jn	6 24	<p>To South Ruislip MD701 seq 2</p> <p>To Freight Terminal</p> <p>To Harrow on the Hill. MD710 seq 1</p> <p>UP MAIN</p> <p>DOWN MAIN</p> <p>Down Sidings</p> <p>15</p> <p>To Marylebone. MD701 seq 2</p> <p>PW Compound</p> <p>DOWN</p> <p>15</p> <p>UP</p> <p>TERRITORY BOUNDARY ANGLIA TERRITORY</p> <p>To Cricklewood.</p> <p>To Acton Wells.</p>	TCB	Marylebone IECC (ME)	<div>NRN</div> <div>091</div> <div>CSR</div> <div>88</div>
Territory Boundary	6 51				
Neasden Jn	6 55				
Neasden Jn SB (NJ)	6 56				
Change of mileage	7 03				
Continued in Network Rail Anglia Territory Sectional Appendix.					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	001	Princes Risborough to Aylesbury	PRA	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
PRINCES RISBOROUGH		24 40		<div>TCB Marylebone IECC (ME)</div> <div> <div>NRN</div> <div>091</div> <div>CSR</div> <div>88</div> </div>	
Change of mileage		24 48 42 31 42 36 *		Platform lengths: Princes Risborough Platform 1 - 61 metres	
MONKS RISBOROUGH		43 57		Platform length: Monks Risborough-95 metres	
LITTLE KIMBLE		45 14		Platform length: Little Kimble-90 metres	
Apsley Manor Farm No.2 LC (UWC)		46 58			
Dodds LC (UWC)		46 70			
Marsh Lane LC (ABCL)		47 00 *			
Moat Lane No.1 LC (UWC)		47 44			


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD720	002	Princes Risborough to Aylesbury	PRA	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Change of mileage	49 18 *		TCB Marylebone IECC (ME)		
	49 35 *		Platform Length: Aylesbury Platform 1 - 197 metres		
	38 08 *				
AYLESBURY	38 13	Continued on MD725 seq 1			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD725	001	Aylesbury to Claydon L&NE Junction	MCJ2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
AYLESBURY	38 13 38 18 *		TCB Marylebone IECC (ME)		
			Platform lengths: Aylesbury 2-175 metres 3-187 metres		
Aylesbury North GF	39 10		ET Claydon L&NE Jn SB		
QUAINTON ROAD Change of mileage	44 28 161 50		Quainton Road (Buckinghamshire Railway Society)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD725	002	Aylesbury to Claydon L&NE Junction	MCJ3	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
			<p>U&D AYLESBURY</p> <p>30</p> <p>Ditchburns Crossing LC</p> <p>159 33</p> <p>Calvert South GF</p> <p>157 63</p> <p>Shanks McEwan Private Siding</p> <p>Calvert North GF</p> <p>157 05</p> <p>157 00 *</p> <p>Calvert Jn Change of mileage</p> <p>156 72</p> <p>0 00</p> <p>Claydon L&NE Jn Change of mileage</p> <p>0 41</p> <p>12 57</p> <p>SHUNT NECK</p> <p>UP & DOWN AYLESBURY</p> <p>Shanks McEwan Private Siding</p> <p>From Bletchley MD735 seq 2</p> <p>To Oxford MD735 seq 2</p>	<p>ET Clayton L&NE Jn SB</p> <p>NRN 091</p>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD735	001	Denbigh Hall South Jn to Bicester Town	BFO	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Denbigh Hall South Jn Change of mileage		47 52 * 1 71			TCB Bletchley PSB (BY)
Flyover Junction Change of mileage		0 00 0 64			
Stop Block		1 31			

222

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD740	001	Bletchley, Summit of Flyover to Fenny Stratford (Flyover Lines)	BFO	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<p>Flyover Junction</p> <p>Change of mileage</p> <p>Summit of Flyover</p>	<p>0 00</p> <p>0 64</p> <p>0 68</p>	<p>From Swanbourne Sliding MD735 seq 1</p> <p>To Milton Keynes MD735 seq 1</p> <p>To Bletchley MD140 seq 2</p> <p>From Bedford MD140 seq 2</p> <p>UCF 25</p> <p>DCF 25</p> <p>U & DF 25</p> <p>CW 25</p>	<p>TCB Bletchley PSB (BY) </p> <p>DCF - Down Cambridge Flyover</p> <p>UCF - Up Cambridge Flyover</p> <p>U & DF - Up & Down Flyover</p> <p>Marston Vale SCC (MV)</p> <p>CW. Single at 1m. 46ch</p>		
<p>Change of mileage</p> <p>Fenny Stratford/Bletchley Flyover Jn</p>	<p>1 48</p> <p>0 76</p>				

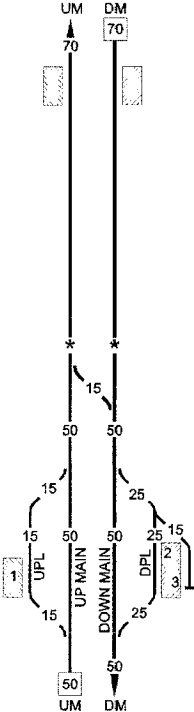

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	001	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ1 WSJ2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Wolverhampton North Jn Change of mileage	13 32 143 52		<div> <div>TCB</div> <div>Wolverhampton PSB (WN) AC: Rugby ECR</div> <div> <div>NRN</div> <div>061</div> </div> </div> <p>① - Through junction.</p> <div>Oxley SB (OY)</div>		
Oxley, Stafford Road Jn Change of mileage	142 79 143 02				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	002	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Oxley SB (OY)	143 14		AB Oxley SB (OY) AC: Rugby ECR		
	143 40 *		DGL (PF) 74 SLU/474 metres/518 yards. UGL (PF) 74 SLU/474 metres/518 yards.		
	143 45 T				
Limit of electrification	143 65				

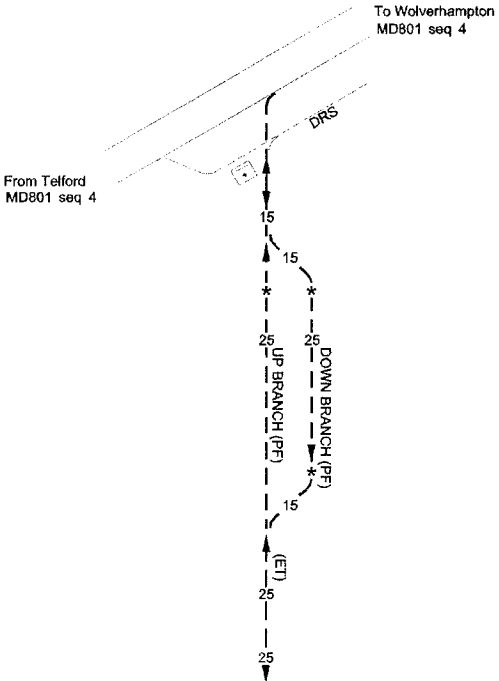
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	003	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	07/10/06
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks	
BILBROOK	145	66		AB Codsall SB (CL)	
Codsall SB (CL)	146	26		Platform lengths: Bilbrook Down-68 metres Up-64 metres	
CODSALL	146	41		Platform lengths: Codsall Down-94 metres Up-97 metres	
Stocking Farm LC (UWC)	147	32		Platform lengths: Albrighton Down-92 metres Up-138 metres	
ALBRIGHTON	149	38		Cosford SB	
NRN Channel change board	149	40			
COSFORD	150	69		Platform lengths: Cosford Down-122 metres Up-122 metres	
Cosford SB	151	07		DGL 57 SLU (365 metres/399 yards) UGL 57 SLU (365 metres/399 yards)	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	004	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
SHIFNAL		154 24		<p>AB Cosford SB </p> <p>Platform lengths: Shifnal Down-83 metres Up-115 metres</p> <p>TCB Madeley Jn SB (MJ)</p>	
Madeley Jn		156 19		DRS 60 SLU/384 metres/420 yards	
Madeley Jn SB (MJ)		156 26			
TELFORD CENTRAL		157 40		Platform lengths: Telford Central Down-271 metres Up-271 metres	
Oakengates Tunnel (431 metres / 471 yards)		157 76 to 158 17			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	005	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
OAKENGATES		158 31			<p>TCB Madeley Jn (MJ) </p> <p>Platform lengths: Oakengates Down-78 metres Up-78 metres</p> <p>DPL (Down Platform line) 31 SLU/ 198 metres/217 yards UPL (Up Platform line) 24 SLU/ 154 metres/168 yards</p> <p>Platform lengths: Wellington Platform 1-141 metres Platform 2-208 metres</p>
WELLINGTON		161 00 *			
		161 27			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD801	006	Wolverhampton North Jn to Abbey Foregate (Exclusive)	WSJ2	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Allscott GF		162 00 *			TCB Madeley Junction (MJ)
		163 70			
Territory Boundary To Abbey Foregate continued in Western Territory Sectional Appendix		170 46			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD805	001	Oxley, Stafford Road Jn to Bushbury Oxley Jn (Oxley Chord Lines)	OXC	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Oxley, Stafford Road Jn Change of mileage		142 79 1 02		<div>TCB</div> <div>Oxley SB (OY)</div> <div>NRN 061</div>	
Bushbury (Oxley) Jn Change of mileage		0 00 15 23		<div>Wolverhampton PSB (WN)</div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD810	001	Madeley Junction to Ironbridge National Power Station	MJI1	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Madeley Jn		156 19			<div>TCB</div> <div>Madeley Jn SB (MJ)</div> <div>NRN 065</div> <div>Auxiliary Electric Token Instrument located at Lightmoor end of Down Loop (the token is withdrawn by the train crew)</div>
Madeley Jn SB (MJ)		156 26			
		156 30 *			
		156 47 *			
Madeley South Jn		156 51			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
MD810	002	Madeley Junction to Ironbridge National Power Station	MJ12	LNW South	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Lightmoor Jn SB (LJ) Change of mileage Lightmoor Jn		160 15 162 25 162 21		<div>AB</div> <div>Lightmoor Jn SB (LJ)</div> <div>NRN 065</div>	
Chunes LC (UWC)		160 59 160 34 *			
Network Rail Boundary		160 29 *			
Ironbridge Power Station Sidings					

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SPECIAL WORKING ARRANGEMENTS

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MD101 (EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE))

From	To	Type of Train	Line(s)	Remarks
Connections to Backing Out Roads 1 & 2, south of Park Street Tunnel south portal	Camden Carriage Sidings	All	Backing Out Roads 1 and 2 Line 'E' and Line 'X'	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Brent Sidings		All	Down Willesden Relief line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)

Dated: 07/10/06**MD135 (HARLESDEN JUNCTION TO WILLESDEN CARRIAGE SHED SOUTH)**

From	To	Type of Train	Line(s)	Remarks
Harlesden Jn.	former High Level Sidings	Coaching Stock.	Down Carriage line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Harlesden Jn.	former High Level Sidings	Coaching stock or 55 freight vehicles without brakevan.	Down High Level Goods line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Harlesden Jn.	former High Level Sidings	12 Coaching stock or 16 freight vehicles.	Up High Level Goods line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Harlesden Jn.	former High Level Sidings	Non Coaching stock Down direction only. Coaching stock in both directions.	Up Carriage line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Harlesden Jn.	Willesden Carriage Sidings South	Non Coaching stock Down direction only. Coaching stock in both directions.	Down Empty Carriage line and Up Empty Carriage line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)

Dated: 07/10/06**MD155 (KENSAL GREEN JN. TO HARLESDEN JN. (CITY LINES))**

From	To	Type of Train	Line(s)	Remarks
Kensal Green Jn.	Harlesden Jn.	8 Coaching stock or 16 freight vehicles.	Down City line, Up City line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Willesden Up Carriage line	Up High Level Goods line and signal WM.672	11 Coaching stock vehicles.	Up City line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)

Dated: 07/10/06

MD165 (NORTH POLE JUNCTION TO ACTON WELLS JUNCTION)

From	To	Type of Train	Line(s)	Remarks
Mitre Bridge Jn.	Willesden	16 freight vehicles.	Down/Up lines	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Old Oak Sidings	Acton Wells Jn	Freight vehicles A brakevan (in which a Guard or Shunter must ride) must be formed as the leading vehicle both directions.	Up and Down South West lines and Up and Down South West Goods lines	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)

Dated: 07/10/06**MD170 (ACTON CANAL WHARF TO WILLESDEN JUNCTION)**

From	To	Type of Train	Line(s)	Remarks
Willesden	Acton Canal Wharf	24 SLU in clear weather only. Both directions.	Up and Down Acton Branch lines	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)

Dated: 07/10/06**MD345 (BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (EXCL))**

From	To	Type of Train	Line(s)	Remarks
Brook Siding	signal WL.90	Coaching Stock and Freight Vehicles. A brakevan (in which a Guard or Shunter must ride) must be formed as the leading vehicle.	Walsall, Up Fast line to 'Limit of Shunt' board in rear of signal WL.81	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a) Movement must not exceed 30 SLUS.
Walsall, signal WL.82	Brook Siding, to 'Stop and Telephone' board	Coaching Stock and Freight Vehicles. A brakevan (in which a Guard or Shunter must ride) must be formed as the leading vehicle.	Down Fast line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a) Movement must not exceed 30 SLUS.

Dated: 07/10/06**MD365 (PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN)**

From	To	Type of Train	Line(s)	Remarks
WN.134 signal	'Limit of Shunt' indicator	Freight vehicles equal to 45 SLU.	Up Branch line	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)

Dated: 07/10/06

MD401 (HEYFORD TO BORDLESLEY JUNCTION)

From	To	Type of Train	Line(s)	Remarks
Banbury South	Banbury North	Without brakevan.	Up Main line, Up Goods line, Down Main line, Down Relief line	Working in the wrong direction over lines worked by the Absolute Block System is authorised Where a signal is not provided the provisions of Rule Book, Module TW7, apply.
Dated: 07/10/06				

MD715 (NEASDEN SOUTH JUNCTION TO NEASDEN JUNCTION)

From	To	Type of Train	Line(s)	Remarks
Neasden Jn.	Neasden South Jn.	11 coaching stock or 15 freight vehicles or not more than 20 fully fitted oil tanks. In clear weather only.	Up & Down line, Down direction	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Neasden Jn.	Neasden South Jn.	Freight trains and coaching stock trains. In clear weather only.	Up & Down line, Up direction	Trains or vehicles may be propelled in accordance with Rule Book, Module TW1 Section 13.3 a)
Dated: 07/10/06				

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ROUTE CLEARANCE

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LNW SOUTH

GENERAL NOTES

ROUTE CLEARANCE

Where route clearances are published (indicated Y in the 'Route Availability Table' pages), these clearances apply to all running lines and loops on that line of route, unless specifically stated. Published clearances are shown for interim or full service operation. Refer to the relevant Certificate of Authority for Service Operation, Weekly Operating Notice, Special Traffic Notice or Special Notice for any additional routes cleared for test train operations or special movements.

COMMERCIAL AUTHORITY

The 'Route Availability Table' pages contain operational information relating to route clearances and for example does not differentiate between sub-classes of Class 170 units. Each Train Operating Company should refer to the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation for information on the routes they may access for commercial purposes.

WORKING OF PASSENGER TRAINS OVER GOODS LINES

Except in an emergency, loaded passenger trains may only run over Goods Lines when Special instructions have been issued for each movement approved. The provisions of Rule Book, Module TS1, Instruction 9.2 and instruction 11 must be observed.

STATIONS WITH SHORT PLATFORMS

Multiple unit trains equipped with sliding doors must not call to set down or pick up passengers at any platform which does not fully accommodate them, except when:-

- Permitted by Location Specific Instruction of this Appendix, or
- Dispensation is given for a particular train(s) in the Weekly Operating Notice, Special Traffic Notice or Special Notice.
- Arrangements are made at the start of the trains journey for any unit not fully platformed to be locked out of passenger use for the whole of the journey, and for that unit to be conveyed at the rear of the train, or
- A platform has been temporarily shortened for engineering/reconstruction work and special arrangements have been made and published in the Weekly Operating Notice

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Table D1 – Route clearance of diesel multiple unit trains.

To be read in conjunction with General Notes.

CLASS 220 TRAINS

Full details of clearances and restrictions are published in the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation.

CLASS 221 TRAINS

The sections of route indicated by the letter 'T' in the 'Route Availability Table' pages, indicate where Class 221 and Class 390 trains are permitted to operate with the Tilt system operational and TASS system configured to authorise tilt and supervise speed. Details of the lines where TASS Balises are provided are published in the Table A pages of this Appendix. Full details of clearances and restrictions are published in the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation.

Table D1 – Route clearance of diesel multiple unit trains

Trains formed of these units are permitted (Y) or prohibited (N) over the routes shown in the following table:

Line of route	Line of Route / Sector Description	121	142 – 144	150/ 153	155/ 156	158/ 159	165/ 166	168	170	171	175	180	220/ 221	222	Notes
MD101	Euston to Armitage Junction (Exclusive)	Y	N	Y	Y	R1	R2	N	R3	N	R4	R5	R6 / T	R7	<p>R1 PROHIBITED Platforms 1 & 3 at Euston.</p> <p>R2 Camden Jn. to West London Jn. ECS movements ONLY.</p> <p>R3 Rugby to Armitage Jn.</p> <p>R4 Including into and out of Wembley WCTC Depot & Wolverton Works. PROHIBITED Platform 10 at Watford Junction and Platform 5 at Bletchley.</p> <p>R5 West London Jn. to Nuneaton North Jn. including into and out of Wembley WCTC Depot for ECS movements ONLY. PROHIBITED Platform 10 at Watford Junction and Platform 5 at Bletchley.</p> <p>R6 PROHIBITED Platform 1 at Nuneaton except for 1 x 4/5 formation.</p> <p>R7 Camden Jn. to Wembley Yard. ECS movements ONLY</p>

Table D1 – Route clearance of diesel multiple unit trains

Trains formed of these units are permitted (Y) or prohibited (N) over the routes shown in the following table:

Line of route	Line of Route / Sector Description	121	142 – 144	150/ 153	155/ 156	158/ 159	165/ 166	168	170	171	175	180	220/ 221	222	Notes
MD105	Hanslope Jn. to Rugby (via Northampton)	Y	N	Y	Y	Y	N	N	Y	N	Y	R	Y	N	R ECS movements ONLY.
MD120	Camden Jn. to Watford Jn. (DC Lines)	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	
MD130	Watford Yard Ground Frame to St. Albans Abbey	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	
MD135	Harlesden Jn. to Willesden Carriage Shed South	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	
MD140	Bletchley to Bedford St. Johns (Inclusive)	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	
MD145	Camden Road Jn. to Camden Jn.	Y	N	Y	Y	N	Y	N	N	N	N	N	N	N	
MD150	Kensal Green Jn. to Willesden Suburban Jn.	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	
MD155	Kensal Green Jn. to Harlesden Jn. (City Lines)	Y	N	Y	Y	N	N	N	N	N	N	N	N	R	R ECS movements ONLY.
MD160	Willesden High Level Jn. to Mitre Bridge Jn.	Y	N	Y	Y	N	N	N	N	R	N	N	N	N	R ECS movements ONLY.
MD165	North Pole Jn. to Acton Wells Jn.	Y	N	Y	Y	Y	N	N	N	N	R1	R2	R1	R3	R1 West London Jn. to Acton Wells Jn. ONLY. R2 West London Jn. to Acton Wells Jn. for ECS movements ONLY. R3 ECS movements between Mitre Bridge Jn. and West London Jn. ONLY
MD170	Acton Canal Wharf to Willesden	Y	N	Y	Y	N	N	N	N	N	Y	R	Y	N	R ECS movements ONLY.
MD232	Abbey Junction to Hinckley (Exclusive)	Y	N	Y	Y	Y	N	N	Y	N	N	N	Y	N	
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	Y	N	Y	Y	Y	R1 / R2	R1	Y	N	R3	N	Y T	N	R1 Coventry to Galton Jn. R2 Class 165 ONLY, Bushbury Jn. to Penkridge for ECS movements ONLY. R3 PROHIBITED Platforms 5 & 6 at Wolverhampton

Table D1 – Route clearance of diesel multiple unit trains

Trains formed of these units are permitted (Y) or prohibited (N) over the routes shown in the following table:

Line of route	Line of Route / Sector Description	121	142 – 144	150/ 153	155/ 156	158/ 159	165/ 166	168	170	171	175	180	220/ 221	222	Notes
MD305	Birmingham New Street to Blackwell	Y	R	Y	Y	Y	Y	N	Y	N	N	N	Y	N	R Permitted between King's Norton Jn. and Blackwell ONLY
MD310	Barnt Green Jn. to Redditch	Y	N	Y	Y	Y	N	N	N	N	N	N	N	N	
MD315	Stechford South Jn. to Aston South Jn.	Y	N	Y	Y	Y	N	N	Y	N	N	N	Y	N	
MD320	Proof House Jn. to Bushbury Jn. (via Bescot)	Y	N	Y	Y	Y	R1 / R2	N	Y	N	Y	N	Y	N	R1 Proof House Jn. to Perry Barr South Jn. R2 Class 165 ONLY, Darlaston Jn. to Bushbury Jn. for ECS movements ONLY.
MD325	Soho South Jn. to Perry Barr North Jn. (Soho Lines)	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	Y	N	
MD330	Soho East Jn. to Soho North Jn. (Soho Curve Lines)	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	Y	N	
MD335	Perry Barr West Jn. to Perry Barr South Jn. (Perry Barr Lines)	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	Y	N	
MD340	Aston North Jn. to Alrewas (Exclusive)	Y	N	Y	Y	Y	N	N	Y	N	N	N	Y	N	
MD345	Bescot Jn. to Rugeley North Jn. (Exclusive)	Y	N	Y	Y	Y	R1	N	Y	N	R2	N	Y	N	R1 Class 165 ONLY, Ryecroft Jn. to Pleck Jn. for ECS movements ONLY. R2 Ryecroft Jn. to Pleck Jn.
MD355	Lichfield T.V. Jn. to Lichfield T.V.	Y	N	Y	Y	Y	N	N	Y	N	N	N	Y	N	
MD360	Walsall, Pleck Jn. to Darlaston Jn. (Darlaston Lines)	Y	N	Y	Y	Y	R	N	Y	N	Y	N	Y	N	R Class 165 ONLY for ECS movements ONLY.
MD365	Portobello Jn. to Wolverhampton (Crane Street Jn.)	Y	N	Y	Y	Y	N	N	Y	N	Y	N	Y	N	

Table D1 – Route clearance of diesel multiple unit trains

Trains formed of these units are permitted (Y) or prohibited (N) over the routes shown in the following table:

Line of route	Line of Route / Sector Description	121	142 – 144	150/ 153	155/ 156	158/ 159	165/ 166	168	170	171	175	180	220/ 221	222	Notes
MD401	Heyford to Bordesley Jn.	Y	N	Y	Y	Y	R1	R1	R2	R3	R4	R5	Y T	N	R1 Banbury North Down Bay cleared for ECS movements ONLY. R2 Leamington Spa to Bordesley Jn. R3 ECS movements ONLY. R4 Heyford to Banbury ONLY. R5 ECS movements ONLY. PROHIBITED Up Bay Platform at Banbury and Platform 3 at Dorridge.
MD405	Leamington Spa to Coventry South Jn.	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	Y	N	
MD410	Coventry North Jn. to Nuneaton South Jn.	Y	N	Y	Y	Y	N	N	Y	N	N	N	Y	N	
MD415	Hatton Station to Stratford upon Avon	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	N	N	
MD420	Hatton North Jn. to Hatton West Jn.	Y	N	Y	Y	R	Y	Y	Y	N	N	N	N	N	R Class 158 ONLY.
MD425	Tyseley South Jn. to Bearley Jn.	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	N	N	
MD430	Droitwich Spa to Stourbridge North Jn.	Y	N	Y	Y	Y	Y	R	Y	N	N	N	Y	N	R Stourbridge North Jn. to Kidderminster only. ECS movements ONLY are permitted between Kidderminster and Hartlebury.
MD435	Small Heath South Jn. to Stourbridge North Jn.	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	R	N	R Smethwick Jn. to Stourbridge North Jn.
MD440	Galton Jn. to Smethwick Jn.	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	Y	N	
MD445	Stourbridge Junction to Stourbridge Town	N	N	R	N	N	N	N	N	N	N	N	N	N	R Class 153 ONLY.
MD450	Stourbridge North Jn. to Round Oak	Y	N	Y	Y	N	R	R	N	N	N	N	N	N	R Cleared for ECS movements ONLY between Stourbridge North Junction and Kingswinford Junction South

Table D1 – Route clearance of diesel multiple unit trains

Trains formed of these units are permitted (Y) or prohibited (N) over the routes shown in the following table:

Line of route	Line of Route / Sector Description	121	142 – 144	150/ 153	155/ 156	158/ 159	165/ 166	168	170	171	175	180	220/ 221	222	Notes
MD501	Tamworth (Inclusive) to Birmingham, Proof House Jn.	Y	R1	Y	Y	Y	N	R2	Y	R3	N	N	Y	N	R1 Permitted between Tamworth (inclusive) and Landor Street Jn. ONLY. R2 Tamworth to Landor St Jn. ECS movements ONLY. R3 Water Orton East Jn. to Birmingham, Proof House Jn. including into and out of Washwood Heath Alstom Works.
MD545	Kingsbury Jn. to Whitacre Jn.	Y	N	Y	Y	Y	N	R	Y	N	N	N	Y	N	R ECS movements ONLY, with footboards removed.
MD555	Nuneaton North Jn. to Water Orton East Jn.	Y	N	Y	Y	Y	N	R1	Y	N	Y	R2	Y	N	R1 ECS movements ONLY, with footboards removed. R2 ECS movements ONLY.
MD560	Water Orton West Jn. to Park Lane Jn.	Y	N	Y	Y	Y	N	N	Y	N	N	N	Y	N	
MD565	Castle Bromwich Jn. to Ryecroft Jn.	Y	N	Y	Y	Y	R	N	Y	N	Y	N	Y	N	R Class 165 ONLY and for ECS movements ONLY.
MD570	Saltley (Landor St. Jn.) to King's Norton Jn. (Camp Hill Lines)	Y	Y	Y	Y	Y	R1	R2	Y	R4	N	R5	Y	N	R1 St. Andrews Jn. to Bordesley Jn. R2 St. Andrews Jn. to Bordesley Jn. for passenger movements, also cleared for ECS movements ONLY between Landor Street Jn. and St. Andrews Jn. R4 Between Landor Street Jn. and Bordesley Jn. ONLY. R5 Landor Street Jn. to St. Andrews Jn. ECS movements ONLY.
MD575	St Andrews Jn. to Grand Jn.	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	Y	N	
MD580	Lifford East Jn. to Lifford West Jn.	Y	N	Y	Y	Y	N	N	Y	N	N	N	Y	N	

Table D1 – Route clearance of diesel multiple unit trains

Trains formed of these units are permitted (Y) or prohibited (N) over the routes shown in the following table:

Line of route	Line of Route / Sector Description	121	142 – 144	150/ 153	155/ 156	158/ 159	165/ 166	168	170	171	175	180	220/ 221	222	Notes
MD701	Marylebone to Aynho Jn.	R1	N	Y	Y	N	R2	Y	N	N	N	N	R3	N	R1 Cleared for non passenger movements ONLY. R2 Class 165/0 ONLY cleared between Marylebone and South Ruislip. R3 South Ruislip to Aynho Jn. ONLY.
MD705	Greenford West Jn. to South Ruislip	R1	N	Y	Y	N	Y	Y	N	N	N	R2	Y	N	R1 Cleared for non passenger movements ONLY. R2 ECS movements ONLY.
MD710	Neasden South Jn. to Harrow on the Hill	R1	N	R2	R2	N	R3	Y	N	N	N	N	N	N	R1 Cleared for non passenger movements ONLY and PROHIBITED over LUL section (9m 13ch to 25m 21ch). R2 PROHIBITED over LUL section (9m 13ch to 25m 21ch). R3 Class 165/0 ONLY (Tripcocks must be fitted for running over LUL lines).
MD712	Amersham to Aylesbury	R1	N	R2	R2	N	R3	Y	N	N	N	N	N	N	R1 Cleared for non passenger movements ONLY. R2 PROHIBITED over LUL section (9m 13ch to 25m 21ch). R3 Class 165/0 ONLY (Tripcocks must be fitted for running over LUL lines).
MD715	Neasden South Jn. to Neasden Jn.	R	N	Y	Y	N	N	N	N	N	N	N	N	N	R Cleared for non passenger movements ONLY.

Table D1 – Route clearance of diesel multiple unit trains

Trains formed of these units are permitted (Y) or prohibited (N) over the routes shown in the following table:

Line of route	Line of Route / Sector Description	121	142 – 144	150/ 153	155/ 156	158/ 159	165/ 166	168	170	171	175	180	220/ 221	222	Notes
MD720	Princes Risborough to Aylesbury	R1	N	Y	Y	N	R2	Y	N	N	N	N	N	N	R1 Cleared for passenger operation but restricted to Platform 1 at Princes Risborough and Platform 1 at Aylesbury. No restriction throughout for any non passenger movements. R2 Class 165/0 ONLY.
MD725	Aylesbury to Claydon L&NE Jn.	R	N	Y	Y	N	Y	Y	N	N	N	N	N	N	R Cleared for passenger operation between Aylesbury and Quainton Road (BRS) ONLY. No restriction throughout for any non passenger movements.
MD735	Denbigh Hall South Jn. to Bicester Town	R1	N	Y	Y	N	R2	R3	N	N	N	N	N	N	R1 Cleared for ECS movements ONLY. R2 Cleared for ECS movements ONLY with footboards removed. R3 Between Claydon L & N.E. Jn. and Bicester Town
MD740	Bletchley, Summit of Flyover to Fenny Stratford (Flyover Lines)	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	
MD801	Wolverhampton North Jn. to Abbey Foregate (exclusive)	Y	N	Y	Y	Y	N	N	Y	N	Y	N	N	N	
MD805	Oxley, Stafford Road Jn. to Bushbury, Oxley Jn. (Oxley Chord)	Y	N	Y	Y	Y	N	N	Y	N	Y	N	Y	N	

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Table D2 – Route clearance of electrical multiple unit trains

To be read in conjunction with General Notes.

CLASS 350/1 TRAINS

Full details of clearances and restrictions are published in the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation.

CLASS 390 TRAINS

The sections of route indicated by the letter 'T' in the 'Route Availability Table' pages, indicate where Class 221 and Class 390 trains are permitted to operate with the Tilt system operational and TASS system configured to authorise tilt and supervise speed. Details of the lines where TASS Balises are provided are published in the Table A pages of this Appendix. Full details of clearances and restrictions are published in the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation.

Note 1: Cleared for locomotive hauled movements, all pantographs must be lowered and locked down.

Note 2: Cleared for locomotive hauled movements, pantograph must be lowered and shoe gear fully retracted and secured. Also the switch connecting the AC rectifier must be in the 'open' position.

Note 3: **Class 313 units** working in **AC MODE ONLY** with the DC current collector shoes fitted may only run on the following AC electrified lines:

1. Euston Platforms 1 to 18 and over all AC electrified running lines and sidings to Camden Junction - Willesden Junction. - Harrow & Wealdstone - Watford Junction Platforms 6 to 10. Shunting movements over the connections at Watford South and Watford North Junctions - Hemel Hempstead - Tring. Shunting movements at Ledburn Junction - Bletchley - Bletchley TMD and over the Slow Lines to Milton Keynes Central Bay Platform.
2. Willesden TMD via South, Middle and North ends.
3. Euston Up side Carriage Sidings.
4. Bletchley to Wolverton Slow Lines only and shunting movements into and out of Wolverton Sidings.
5. Watford Junction/Watford Yard to St. Albans Abbey.
6. Wembley Central (Slow Lines) to Mitre Bridge Junction via Willesden Relief Lines.
7. Willesden High Level Junction to Mitre Bridge Junction.

Class 313 units working in **DC MODE** are cleared between Euston (Platforms 9 and 10) and Camden Junction.

Electrical Feeding Restrictions - Class 323

Class 323 units may only operate up to a maximum of 6 cars formation, unless additional units have their traction equipment isolated.

Table D2 – Route clearance of electrical multiple unit trains

Trains formed of these units are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown:-

Line of Route	Line of Route / Sector Description	313	315	317	319	321 322	323	325	350/1	373/2	377	390	508	Notes
MD101	Euston to Armitage Junction (exclusive)	R1	R8	Y	R2	Y	R3	Y	R4	R9	R5	R6	R7	<p>R1 See Note 3 above.</p> <p>R2 West London Jn. to Rugby ONLY.</p> <p>R3 Bletchley (inclusive) to Armitage Jn.</p> <p>R4 PROHIBITED platforms 5,11 and 18 at Euston under Permissive Working and for 3x4 formations. Also PROHIBITED platform 14 at Euston. Only 1x4 formations permitted at Wembley Central and platform 10 at Watford Junction.</p> <p>R5 Between West London Jn. and Watford Junction. ECS movements ONLY between Watford Junction and Tring, including King's Langley Up Goods loop.</p> <p>R6 Prohibited Platforms 5 & 6 at Bletchley, Bletchley TMD. Cleared for ECS movements only at Wolverton Centre Sidings and Wolverton Alston.</p> <p>R7 Between Euston and Camden Jn. DC lines ONLY</p> <p>R8 Permitted between West London Jn. and Wolverton ONLY.</p> <p>R9 Permitted on the following lines ONLY: Down Willesden Relief between West London Jn and Willesden Freightliner Reception No.2; Up Slow and Down Slow between West London Jn and Camden Jn; Up & Down Goods Loop at Kilburn; Fast to Slow crossovers at 5m 00ch.</p>

Table D2 – Route clearance of electrical multiple unit trains

Trains formed of these units are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown:-

Line of Route	Line of Route / Sector Description	313	315	317	319	321 322	323	325	350/1	373/2	377	390	508	Notes
MD105	Hanslope Jn. to Rugby (via Northampton)	N	N	Y	Y	Y	Y	Y	Y	N	N	Y	N	
MD120	Camden Jn. to Watford Jn. (D.C. Electric Lines)	Y	N	N	N	N	N	N	N	N	N	N	Y	
MD130	Watford Yard Ground Frame to St. Albans Abbey	R	N	N	N	Y	N	N	N	N	N	N	N	R See Note 3 above.
MD135	Harlesden Jn. to Willesden Carriage Shed South	Y	N	Y	N	Y	N	Y	Y	N	N	Y	N	
MD140	Bletchley to Bedford St. Johns (Inclusive)	N	N	N	D / R	N	N	N	N	N	N	N	N	R Valid during periods of a line blockage via Farringdon. Subject to a maximum of 2 x 4 units.
MD145	Camden Road Jn. to Camden Jn.	Y	N	Y	N	Y	N	Y	N	R	N	N	N	R PROHIBITED on North London DC Electric lines.
MD150	Kensal Green Jn. to Willesden Suburban Jn.	Y	N	N	N	N	N	N	N	N	N	N	N	
MD155	Kensal Green Jn. to Harlesden Jn. (City Lines)	Y	N	Y	N	Y	N	Y	N	N	N	D	N	
MD160	Willesden High Level Jn. to Mitre Bridge Jn.	R	N	Y	N	Y	N	Y	N	Y	N	N	N	R See Note 3 above.
MD165	North Pole Jn. to Acton Wells Jn.	R1	R2	R2	R2	R2	N	R2	N	R2	R2	N	N	R1 See Note 3 above. R2 Permitted between North Pole Jn. and West London Jn. ONLY.
MD232	Abbey Junction to Hinckley (Exclusive)	N	N	N	N	N	N	N	N	N	N	D / R	N	R See Note 1 above.
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	N	N	Y	N	R	Y	Y	R	N	N	Y T	N	R PROHIBITED platform 6 at Wolverhampton.
MD305	Birmingham New Street to Blackwell	N	N	R	N	R	R	N	N	N	N	N	N	R Between Birmingham New Street and Barnt Green.
MD310	Barnt Green Jn. to Redditch	N	N	Y	N	Y	Y	N	N	N	N	N	N	
MD315	Stechford South Jn. to Aston South Jn.	N	N	Y	N	Y	Y	Y	Y	N	N	Y	N	
MD320	Proof House Jn. to Bushbury Jn. (via Bescot)	N	N	Y	N	Y	Y	Y	Y	N	N	Y	N	

Table D2 – Route clearance of electrical multiple unit trains

Trains formed of these units are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown:-

Line of Route	Line of Route / Sector Description	313	315	317	319	321 322	323	325	350/1	373/2	377	390	508	Notes
MD325	Soho South Jn. to Perry Barr North Jn. (Soho Lines)	N	N	Y	N	Y	Y	N	Y	N	N	Y	N	
MD330	Soho East Jn. to Soho to Soho North Jn. (Soho Curve Lines)	N	N	Y	N	Y	Y	N	Y	N	N	Y	N	
MD335	Perry Barr West Jn. to Perry Barr South Jn. (Perry Barr Lines)	N	N	Y	N	Y	Y	N	Y	N	N	Y	N	
MD340	Aston North Jn. to Alrewas (Exclusive)	N	N	R	N	R	R	N	N	N	N	N	N	R Between Aston North Jn. and Lichfield Trent Valley.
MD345	Bescot Jn. to Rugeley North Jn. (Exclusive)	N	N	R	N	R	R	N	R	N	N	N	N	R Between Bescot Jn. and Walsall.
MD355	Lichfield Trent Valley Jn. to Lichfield Trent Valley	N	N	N	N	N	N	N	N	N	N	D / R	N	See Note 1 above.
MD360	Walsall, Pleck Jn. to Darlaston Jn. (Darlaston Lines)	N	N	Y	N	Y	Y	N	Y	N	N	N	N	
MD365	Portobello Jn. to Wolverhampton (Crane Street Jn.)	N	N	Y	N	Y	Y	Y	Y	N	N	Y	N	
MD501	Tamworth (Inclusive) to Birmingham, Proof House Jn.	N	N	N	N	N	N	D / R1	N	N	N	D / R2	N	R1 See Note 2 above. R2 When travelling between Tamworth and Wilnecote in either direction, the opposite line must be blocked to traffic. See also Note 1 above.
MD545	Kingsbury Jn. to Whitacre Jn.	N	N	N	N	N	N	N	N	N	N	D / R	N	R See Note 1 above.
MD555	Nuneaton North Jn. to Water Orton East Jn.	N	N	N	N	N	N	D / R1	N	N	N	D / R2	N	R1 See Note 2 above. R2 See Note 1 above.
MD560	Water Orton West Jn. to Park Lane Jn.	N	N	N	N	N	N	D / R	N	N	N	N	N	R See Note 2 above.
MD565	Ryecroft Jn. to Castle Bromwich Jn.	N	N	N	N	N	N	D / R	N	N	N	N	N	R See Note 2 above.
MD801	Wolverhampton North Jn. to Abbey Foregate (Exclusive)	N	N	R2	N	R2	R2	D / R1	R2	N	N	R2	N	R1 See Note 2 above. R2 Permitted between Wolverhampton North Jn. and Oxley CMD only.

Table D2 – Route clearance of electrical multiple unit trains

Trains formed of these units are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown:-

Line of Route	Line of Route / Sector Description	313	315	317	319	321 322	323	325	350/1	373/2	377	390	508	Notes
MD805	Oxley, Stafford Road Jn. to Bushbury, Oxley Jn.	N	N	N	N	N	N	N	N	N	N	D / R	N R	See Note 1 above.

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Table D3 - Route clearance of coaching stock

Locomotive-hauled coaching stock and HST vehicles are divided into four groups:

- Bogie Coaching Stock without restriction (including NPCCS vehicles).
- Stock marked 'C1' on the vehicle ends including Mark 1 and Mark 2 (BR Standard Stock) which are a maximum of 64' 0.75" (19.526 m) long over headstocks.
- Stock marked 'C3' on the vehicle ends, Mark 3 or C3+ (HST vehicles) which are 72' 8" (22.150m) long over headstocks.
- Stock Marked C4 (Mark 4 coaches).

C4 coaching stock - please refer to the Network Rail Access Planning Manager.

Table D3 - Route clearance of coaching stock

Line of Route	Line of Route / Sector Description	C1 (Mk.1/Mk.2) & unrestricted	C3 (Mk.3/HST)	Notes
MD101	Euston to Armitage Junction (Exclusive)	Y	Y	
MD105	Hanslope Junction to Rugby (via Northampton)	Y	Y	
MD120	Camden Junction to Watford Junction (DC Lines)	Y	Y	
MD130	Watford Yard Ground Frame to St. Albans Abbey	Y	Y	
MD135	Harlesden Junction to Willesden Carriage Shed South	Y	Y	
MD140	Bletchley to Bedford St. Johns (Inclusive)	Y	Y	
MD145	Camden Road West Junction to Camden Junction	Y	Y	
MD150	Kensal Green Junction to Willesden Suburban Junction	Y	Y	
MD155	Kensal Green Junction to Harlesden Junction (City Lines)	Y	Y	
MD160	Willesden High Level Junction to Mitre Bridge Junction	Y	Y	
MD165	North Pole Junction to Acton Wells Junction	Y	Y	

Table D3 - Route clearance of coaching stock

Line of Route	Line of Route / Sector Description	C1 (Mk.1/Mk.2) & unrestricted	C3 (Mk.3/HST)	Notes
MD170	Acton Canal Wharf to Willesden Junction	Y	Y	
MD175	Brackmills to Northampton South Junction	Y	Y	
MD180	Rugby, Trent Valley Junction to New Bliton	Y	Y	
MD232	Abbey Junction to Hinckley (Exclusive)	Y	Y	
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	Y	Y	
MD305	Birmingham New Street to Blackwell	Y	Y	
MD310	Barnt Green Junction to Redditch	Y	Y	
MD315	Stechford South Junction to Aston South Junction	Y	Y	
MD320	Proof House Junction to Bushbury Junction (via Bescot)	Y	Y	
MD325	Soho South Junction to Perry Barr North Junction	Y	Y	
MD330	Soho East Junction to Soho North Junction	Y	Y	
MD335	Perry Barr West Junction to Perry Barr South Junction	Y	Y	
MD340	Aston North Junction to Alrewas (Exclusive)	Y	Y	
MD345	Bescot Junction to Rugeley North Junction (Exclusive)	Y	Y	
MD350	Anglesea Sidings to Lichfield City	Y	Y	
MD355	Lichfield TV Junction to Lichfield Trent Valley (Chord Line)	Y	Y	
MD360	Walsall, Pleck Junction to Darlaston Junction	Y	Y	
MD365	Portobello Jn. to Wolverhampton, Crane Street Jn.	Y	Y	

Table D3 - Route clearance of coaching stock

Line of Route	Line of Route / Sector Description	C1 (Mk.1/Mk.2) & unrestricted	C3 (Mk.3/HST)	Notes
MD401	Heyford to Bordesley Junction	Y	Y	
MD405	Leamington Spa Junction to Coventry South Junction	Y	Y	
MD410	Coventry North Junction to Nuneaton South Junction	Y	Y	
MD415	Hatton Station to Stratford-upon-Avon	Y	Y	
MD420	Hatton North Junction to Hatton West Junction	Y	Y	
MD425	Tyseley South Junction to Bearley Junction	Y	Y	
MD430	Droitwich Spa to Stourbridge North Junction	Y	Y	
MD435	Small Heath South Junction to Stourbridge North Junction	Y	Y	
MD440	Galton Junction to Smethwick Junction	Y	Y	
MD445	Stourbridge Junction to Stourbridge Town	Y	N	
MD450	Stourbridge North Junction to Round Oak	Y	Y	
MD455	Kingswinford Junction South to Pensnett	Y	Y	
MD460	Fenny Compton to Burton Dassett	Y	Y	
MD501	Tamworth (Inclusive) to Birmingham, Proof House Junction	Y	Y	
MD545	Kingsbury Junction to Whitacre Junction	Y	Y	
MD555	Nuneaton North Junction to Water Orton East Junction	Y	Y	
MD560	Water Orton West Junction to Park Lane Junction	Y	Y	

Table D3 - Route clearance of coaching stock

Line of Route	Line of Route / Sector Description	C1 (Mk.1/Mk.2) & unrestricted	C3 (Mk.3/HST)	Notes
MD565	Castle Bromwich Junction to Ryecroft Junction	Y	Y	
MD570	Saltley (Landor Street Jn.) to Kings Norton Jn. (Camp Hill Lines)	Y	Y	
MD575	St Andrew's Junction to Grand Junction	Y	Y	
MD580	Lifford East Junction to Lifford West Junction	Y	Y	
MD701	Marylebone to Neasden South Jn	Y	Y	
MD701	Neasden South Jn to Aynho Jn	Y	Y	
MD705	Greenford West Junction to South Ruislip	Y	Y	
MD710	Neasden South Junction to Harrow on the Hill	Y	Y	
MD712	Amersham to Aylesbury	Y	Y	
MD715	Neasden South Junction to Neasden Junction	Y	Y	
MD720	Princes Risborough to Aylesbury	Y	Y	
MD725	Aylesbury to Claydon L&NE Junction	Y	Y	
MD735	Denbigh Halt South Junction to Bicester Town	Y	Y	
MD740	Bletchley, Summit of Flyover to Fenny Stratford (Flyover Lines)	Y	Y	
MD801	Wolverhampton North Junction to Abbey Foregate (Exclusive)	Y	Y	
MD805	Oxley Stafford Road Jn. to Bushbury Oxley Jn. (Oxley Chord Lines)	Y	Y	
MD810	Madeley Junction to Ironbridge National Power Station	Y	Y	

Table D4A - Route clearance of diesel locomotives

To be read in conjunction with General Notes.

ROUTE AVAILABILITY OF LOCOMOTIVES

- Where route clearances are published (indicated Y in the 'Route Clearance Table' pages), these clearances apply to all running lines and loops on that line of route, unless specifically stated. Published clearances are shown for interim or full service operation. Refer to the relevant NRAP certificate, (or published special instructions in the Weekly Operating Notice, Special Traffic Notice or Special Notice for any additional routes cleared for test train operations or special movements.
- All entries refer to both right and wrong line movements unless otherwise stated.
- The Route Clearance classification of a running line or loop also applies to a terminal or sidings connected thereto unless shown otherwise.
- The attention of all concerned is drawn to the contents of the Table A's of this Appendix, where Permanent Speed Restrictions relating to the movement of locomotives, over particular sections of line are published.
- The coupling together of locomotives and also AC locomotives running in multiple or tandem must be in accordance with the instructions laid down in this Appendix.
- Instances of doubt or difficulty concerning running lines or sidings must be referred to the Access Planning Manager, 8th Floor, Axis, Holliday Street, Birmingham B1 1TE.
- Requests for the movement of locomotives which have a pair of wheels removed or lifted must be submitted to the Operational Planning Manager, 8th Floor, Axis, Holliday Street, Birmingham B1 1TE, for authority and conditions of passage.
- Freight vehicle route clearances, are published in the Network Rail, former Midlands Region, 'Route Availability of Heavy Axle Weight Vehicles and Containers' booklet, and the Network Rail, former Midlands Region, Freight Train Loads Book.

Table D4A - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	08	09	20	31/1	31/4 31/5 31/6	33	37/0	37/3 37/4	37/5 37/6	37/7 37/9	43 HST	46	Notes
MD101	Euston to Armitage Junction (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD105	Hanslope Junction to Rugby (via Northampton)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	Camden Junction to Watford Junction (DC Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD130	Watford Yard Ground Frame to St. Albans Abbey	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD135	Harlesden Junction to Willesden Carriage Shed South	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4A - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	08	09	20	31/1	31/4 31/5 31/6	33	37/0	37/3 37/4	37/5 37/6	37/7 37/9	43 HST	46	Notes
MD140	Bletchley to Bedford St. Johns (Inclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD145	Camden Road West Junction to Camden Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD150	Kensal Green Junction to Willesden Suburban Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD155	Kensal Green Junction to Harlesden Junction (City Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD160	Willesden High Level Junction to Mitre Bridge Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD165	North Pole Junction to Acton Wells Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD170	Acton Canal Wharf to Willesden Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD175	Brackmills to Northampton South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD180	Rugby, Trent Valley Junction to New Bilton	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD232	Abbey Junction to Hinckley (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD305	Birmingham New Street to Blackwell	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD310	Barnt Green Junction to Redditch	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD315	Stechford South Junction to Aston South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	Proof House Junction to Bushbury Junction (via Bescot)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD325	Soho South Junction to Perry Barr North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD330	Soho East Junction to Soho North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4A - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	08	09	20	31/1	31/4	33	37/0	37/3	37/5	37/7	43	46	Notes
						31/5	31/5			37/4	37/6	37/9	HST		
MD335	Perry Barr West Junction to Perry Barr South Junction		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	Aston North Junction to Airewas (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	Bescot Junction to Rugeley North Junction (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD350	Anglesea Sidings to Lichfield City	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD355	Lichfield TV Junction to Lichfield Trent Valley (Chord Line)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD360	Walsall, Pleck Junction to Darlaston Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD365	Portobello Jn. to Wolverhampton, Crane Street Jn.	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	Heyford to Bordesley Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD405	Leamington Spa Junction to Coventry South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD410	Coventry North Junction to Nuneaton South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD415	Hatton Station to Stratford-upon-Avon	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD420	Hatton North Junction to Hatton West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD425	Tyseley South Junction to Bearley Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD430	Droitwich Spa to Stourbridge North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD435	Small Heath South Junction to Stourbridge North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD440	Galton Junction to Smethwick Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD445	Stourbridge Junction to Stourbridge Town	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4A - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	08	09	20	31/1	31/4 31/5 31/6	33	37/0	37/3 37/4	37/5 37/6	37/7 37/9	43 HST	46	Notes
MD450	Stourbridge North Junction to Round Oak	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD455	Kingswinford Junction South to Pensnett	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD460	Fenny Compton to Burton Dassett	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	Tamworth (Inclusive) to Birmingham, Proof House Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD545	Kingsbury Junction to Whitacre Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD555	Nuneaton North Junction to Waterlorton East Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD560	Waterlorton West Junction to Park Lane Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD565	Castle Bromwich Junction to Ryecroft Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD570	Saltley (Landor Street Jn.) to Kings Norton Jn. (Camp Hill Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD575	St Andrew's Junction to Grand Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD580	Lifford East Junction to Lifford West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD701	Marylebone to Neasden South Jn	8	Y	Y	Y	Y	Y	Y	R	R	R	R	Y	Y	R Class 37 subject to 5 mph maximum permissible speed on the Down Main line between 202m 21ch and 202m 00ch.
MD701	Neasden South Jn to Aynho Jn	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD705	Greenford West Junction to South Ruislip	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD710	Neasden South Junction to Harrow on the Hill	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4A - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	08	09	20	31/1	31/4 31/5 31/6	33	37/0	37/3 37/4	37/5 37/6	37/7 37/9	43 HST	46	Notes
MD712	Amersham to Aylesbury	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD715	Neasden South Junction to Neasden Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD720	Princes Risborough to Aylesbury	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	Aylesbury to Claydon L&NE Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD735	Denbigh Hall South Junction to Bicester Town	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD740	Bletchley, Summit of Flyover to Fenny Stratford (Flyover Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD801	Wolverhampton North Junction to Abbey Foregate (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD805	Oxley Stafford Road Jn. to Bushbury Oxley Jn. (Oxley Chord Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD810	Madeley Junction to Ironbridge National Power Station	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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Table D4B - Route clearance of diesel locomotives

To be read in conjunction with General Notes.

ROUTE AVAILABILITY OF LOCOMOTIVES

1. Where route clearances are published (indicated Y in the 'Route Availability Table' pages), these clearances apply to all running lines and loops on that line of route, unless specifically stated. Published clearances are shown for interim or full service operation. Refer to the relevant NRAP certificate, (or published special instructions in the Weekly Operating Notice, Special Traffic Notice or Special Notice for any additional routes cleared for test train operations or special movements.
2. All entries refer to both right and wrong line movements unless otherwise stated.
3. The Route Availability classification of a running line or loop also applies to a terminal or sidings connected thereto unless shown otherwise.
4. The attention of all concerned is drawn to the contents the Table A's of this Appendix, where Permanent Speed Restrictions relating to the movement of locomotives, over particular sections of line are published.
5. The coupling together of locomotives and also AC locomotives running in multiple or tandem must be in accordance with the instructions laid down in this Appendix.
6. Instances of doubt or difficulty concerning running lines or sidings must be referred to the Access Planning Manager, 8th Floor, Axis, Holliday Street, Birmingham B1 1TE.
7. Requests for the movement of locomotives which have a pair of wheels removed or lifted must be submitted to the Operational Planning Manager, 8th Floor, Axis, Holliday Street, Birmingham B1 1TE, for authority and conditions of passage.
8. Freight vehicle route clearances, are published in the Network Rail, former Midlands Region, 'Route Availability of Heavy Axle Weight Vehicles and Containers' booklet, and the Network Rail, former Midlands Region, Freight Train Loads Book.

CLASS 43 LOCOMOTIVES (CLASSES 253 AND 254 TRAINS)

TRAINS WORKING ON ONE ENGINE ONLY

These instructions supplement Clause 21 of the working instructions of Class 253/254 trains when only one power car is available for traction purposes.

Class 253/254 trains comprising of 7 or 8 trailer vehicles are permitted to enter the section of line between Cradley Heath and Rowley Regis when only one power car is available for traction purposes except when any of the following circumstances apply:

- (i) The train comprises more than 8 trailer vehicles.
- (ii) Rail conditions in the area are poor, for example during falling snow, severe frost, drizzle or leaf fall.
- (iii) Other technical problems exist with the train (to which the Driver will request attention).
- (iv) Temporary or emergency speed restrictions or signalling failures prevent an unchecked run over the section of line.

Assistance must be provided before entering the section of line if any other conditions than (i) to (iv) apply.

1. Network Rail Control must obtain permission of the Train Operating Company's Unit Maintenance Control before the movement takes place.
2. Network Rail Control must also arrange with the Signaller concerned for a clear run to be provided as far as practical between Stourbridge Junction and Rowley Regis.
3. The Driver is reminded that in the event of the train coming to a stand on the gradient, no attempt must be made to restart the train, and assistance must be provided.

Table D4B - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	47/0 47/1 47/2	47/3	47/4 47/5	47/7	47/8	55	56	57	58	59	60	66	67	73	Notes
MD101	Euston to Armitage Junction (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD105	Hanslope Junction to Rugby (via Northampton)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD120	Camden Junction to Watford Junction (DC Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD130	Watford Yard Ground Frame to St. Albans Abbey	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	
MD135	Harlesden Junction to Willesden Carriage Shed South	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD140	Bletchley to Bedford St. Johns (Inclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD145	Camden Road West Junction to Camden Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD150	Kensal Green Junction to Willesden Suburban Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD155	Kensal Green Junction to Harlesden Junction (City Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD160	Willesden High Level Junction to Mitre Bridge Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD165	North Pole Junction to Acton Wells Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD170	Acton Canal Wharf to Willesden Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD175	Brackmills to Northampton South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD180	Rugby, Trent Valley Junction to New Bilton	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	
MD232	Abbey Junction to Hinckley (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4B - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	47/0 47/1 47/2	47/3	47/4 47/5	47/7	47/8	55	56	57	58	59	60	66	67	73	Notes
MD305	Birmingham New Street to Blackwell	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD310	Barnt Green Junction to Redditch	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD315	Stechford South Junction to Aston South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD320	Proof House Junction to Bushbury Junction (via Bescot)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD325	Soho South Junction to Perry Barr North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD330	Soho East Junction to Soho North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD335	Perry Barr West Junction to Perry Barr South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD340	Aston North Junction to Alrewas (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD345	Bescot Junction to Rugeley North Junction (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD350	Anglesea Sidings to Lichfield City	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD355	Lichfield TV Junction to Lichfield Trent Valley (Chord Line)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD360	Walsall, Pleck Junction to Darlaston Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD365	Portobello Jn. to Wolverhampton, Crane Street Jn.	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD401	Heyford to Bordesley Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD405	Leamington Spa Junction to Coventry South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD410	Coventry North Junction to Nuneaton South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD415	Hatton Station to Stratford-upon-Avon	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD420	Hatton North Junction to Hatton West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4B - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	47/0 47/1 47/2	47/3	47/4 47/5	47/7	47/8	55	56	57	58	59	60	66	67	73	Notes
MD425	Tyseley South Junction to Bearley Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD430	Droitwich Spa to Stourbridge North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD435	Small Heath South Junction to Stourbridge North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD440	Galton Junction to Smethwick Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD445	Stourbridge Junction to Stourbridge Town	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD450	Stourbridge North Junction to Round Oak	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD455	Kingswinford Junction South to Pensnett	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD460	Fenny Compton to Burton Dassett	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD501	Tamworth (Inclusive) to Birmingham, Proof House Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD545	Kingsbury Junction to Whitacre Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD555	Nuneaton North Junction to Water Orton East Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD560	Water Orton West Junction to Park Lane Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD565	Castle Bromwich Junction to Ryecroft Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD570	Saltley (Londor Street Jn.) to Kings Norton Jn. (Camp Hill Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD575	St Andrew's Junction to Grand Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD580	Lifford East Junction to Lifford West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4B - Route clearance of diesel locomotives

Locomotives are permitted (Y) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	47/0 47/1 47/2	47/3	47/4 47/5	47/7	47/8	55	56	57	58	59	60	66	67	73	Notes
MD701	Marylebone to Neasden South Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD701	Neasden South Jn to Aynho Jn	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD705	Greenford West Junction to South Ruislip	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD710	Neasden South Junction to Harrow on the Hill	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD712	Amersham to Aylesbury	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD715	Neasden South Junction to Neasden Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD720	Princes Risborough to Aylesbury	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD725	Aylesbury to Claydon L&NE Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD735	Denbigh Hall South Junction to Bicester Town	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	
MD740	Bletchley, Summit of Flyover to Fenny Stratford (Flyover Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD801	Wolverhampton North Junction to Abbey Foregate (Exclusive)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD805	Oxley Stafford Road Jn. to Bushbury Oxley Jn. (Oxley Chord Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
MD810	Madeley Junction to Ironbridge National Power Station	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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Table D4C - Route clearance of electric locomotives

All AC electric locomotives are permitted to work or be hauled 'dead' over all AC electrified routes. When 'dead', the pantograph(s) are to be in the lowered position but not locked. Class 92, with pantograph(s) lowered but not locked AND shoe gear raised, may be hauled dead over

AC electrified routes indicated (D) below.

Class 92 locomotives may be dead hauled on any route shown as 'D' on the following tables that meets RA7 requirements, provided that the 'Battery Isolation Switch' is set to the 'Isolate' position. Also refer to the NRAB Certificate for full details of Class 92 locomotive clearances and restrictions.

All AC electric locomotives may, additionally, be hauled dead over the routes shown (D) below, subject to the conditions shown above and the restrictions listed below.

Locomotives are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown in the following table:-

Table D4C - Route clearance of electric locomotives

Locomotives are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown in the following table:-

Line of Route	Line of Route / Sector Description	RA	86	87	90	91	92	Notes
MD101	Euston to Armitage Junction (Exclusive)	8	Y	Y	Y	D / R	Y	R Between Kensal Green Jn. and Wembley Traincare Depot ONLY.
MD105	Hanslope Jn. to Rugby (via Northampton)	8	Y	Y	Y	N	Y	
MD120	Camden Jn. to Watford Jn. (D.C. Electric Lines)	8	N	N	N	N	D	
MD130	Watford Yard Ground Frame to St. Albans Abbey	7	Y	Y	Y	N	N	
MD135	Harlesden Jn. to Willesden Carriage Shed South	8	Y	Y	Y	N	D	R Between Bletchley and Bletchley TMD ONLY.
MD140	Bletchley to Bedford St. Johns (Inclusive)	8	D / R	D / R	D / R	N	D / R	
MD145	Camden Road Jn. to Camden Jn.	8	Y	Y	Y	N	Y	
MD150	Kensal Green Jn. to Willesden Suburban Jn.	8	N	N	N	N	D	
MD155	Kensal Green Jn. to Harlesden Jn. (City Lines)	8	Y	Y	Y	N	Y	
MD160	Willesden High Level Jn. to Mitre Bridge Jn.	8	Y	Y	Y	Y	D	
MD165	North Pole Jn. to Acton Wells Jn.	8	R	R	R	N	R	

Table D4C - Route clearance of electric locomotives

Locomotives are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	86	87	90	91	92	Notes
MD170	Acton Canal Wharf to Willesden	8	D	D	D	N	D	
MD175	Brackmills to Northampton South Jn.	8	N	N	N	N	N	
MD180	Rugby Trent Valley Jn. to New Bliton	7	N	N	N	N	N	
MD301	Rugby to Penkridge (Exclusive) (via Birmingham)	8	Y	Y	Y	N	Y	
MD305	Birmingham New Street to Blackwell	8	R	R	R	N	D / R	R. Between Birmingham New Street and Barnt Green ONLY
MD310	Barnt Green Jn. to Redditch	8	Y	Y	Y	N	N	
MD315	Stechford South Jn. to Aston South Jn.	8	Y	Y	Y	N	Y	
MD320	Proof House Jn. to Bushbury Jn. (via Bescot)	8	Y	Y	Y	N	Y	
MD325	Soho South Jn. to Perry Barr North Jn. (Soho Lines)	8	Y	Y	Y	N	Y	
MD330	Soho East Jn. to Soho North Jn. (Soho Curve Lines)	8	Y	Y	Y	N	Y	
MD335	Perry Barr West Jn. to Perry Barr South Jn. (Perry Barr Lines)	8	Y	Y	Y	N	Y	
MD340	Aston North Jn. to Lichfield Trent Valley	8	Y	Y	Y	N	D	
MD340	Lichfield Trent Valley to Alrewas (Exclusive)	8	D	D	D	N	D	
MD345	Bescot Jn. to Walsall	8	Y	Y	Y	N	D	
MD345	Walsall to Rugeley North Jn. (Exclusive)	8	D	D	D	N	D	
MD350	Anglesea Sidings to Lichfield City	8	N	N	N	N	N	
MD355	Lichfield T.V. Jn. to Lichfield Trent Valley	8	N	N	N	N	D	
MD360	Walsall, Pleck Jn. to Darlaston Jn. (Darlaston Lines)	8	Y	Y	Y	N	D	
MD365	Portobello Jn. to Wolverhampton, Crane Street Jn.	8	Y	Y	Y	N	Y	

Table D4C - Route clearance of electric locomotives

Locomotives are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	86	87	90	91	92	Notes
MD401	Heyford to Bordesley Jn.	8	D / R	D / R	D / R	N	D	R Between Fenny Compton and Leamington Spa Jn. and also between Tyseley and Bordesley Jn.
MD405	Leamington Spa Jn. to Coventry South Jn.	8	D	D	D	N	D	
MD410	Coventry North Jn. to Nuneaton South Jn.	8	D	D	D	N	D	
MD415	Hatton Station to Stratford upon Avon	8	N	N	N	N	D	
MD420	Hatton North Jn. to Hatton West Jn.	8	N	N	N	N	D	
MD425	Tyseley South Jn. to Bearley Jn.	8	N	N	N	N	D	
MD430	Droitwich Spa to Stourbridge North Jn.	8	N	N	N	N	D	
MD435	Small Heath South Jn. to Stourbridge North Jn.	8	D / R	D / R	D / R	N	D	R Between Smethwick Jn. and Rowley Regis ONLY.
MD440	Galton Jn. to Smethwick Jn.	8	D	D	D	N	D	
MD445	Stourbridge Jn. to Stourbridge Town	8	N	N	N	N	N	
MD450	Stourbridge North Jn. to Round Oak	8	N	N	N	N	N	
MD455	Kingswinford Junction South to Pensnett	8	N	N	N	N	N	
MD501	Tamworth (Inclusive) to Birmingham, Proof House Jn.	8	D	D	D	N	D	
MD545	Kingsbury Jn. to Whitacre Jn.	8	N	N	N	N	D	
MD555	Nuneaton North Jn. to Water Orton East Jn.	8	D	D	D	N	D	
MD560	Water Orton W. Jn. to Park Lane Jn.	8	D	D	D	N	D	
MD565	Castle Bromwich Jn. to Ryecroft Jn.	8	D	D	D	N	D	

Table D4C - Route clearance of electric locomotives

Locomotives are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	86	87	90	91	92	Notes
MD570	Landor Street Jn. to King's Norton Jn. (Camp Hill Lines)	8	D / R	D / R	D / R	N	D	R Between St. Andrews Jn. and Bordesley Jn. ONLY.
MD575	St Andrews Jn. to Grand Jn.	8	D	D	D	N	D	
MD580	Lifford East Jn. to Lifford West Jn.	8	N	N	N	N	D	
MD701	Marylebone to Aynho Jn.	8	N	N	N	N	D	
MD705	Greenford West Jn. to South Ruislip	8	N	N	N	N	D	
MD710	Neasden South Jn. to Harrow on the Hill	8	N	N	N	N	N	
MD712	Amersham to Aylesbury	8	N	N	N	N	N	
MD715	Neasden South Jn. to Neasden Jn.	8	N	N	N	N	N	
MD720	Princes Risborough to Aylesbury	8	N	N	N	N	N	
MD725	Aylesbury to Claydon L & N.E. Jn.	8	N	N	N	N	N	
MD735	Denbigh Hall South Jn. to Bicester Town	7	N	N	N	N	N	
MD740	Bletchley, Summit of Flyover to Fenny Stratford (Flyover Lines)	8	N	N	N	N	N	
MD801	Wolverhampton North Jn. to Oxley West Coast TCD	8	Y	Y	Y	N	D / R	R Between Wolverhampton North Jn. and Oxley, excluding Oxley West Coast TCD.

Table D4C - Route clearance of electric locomotives

Locomotives are permitted (Y), permitted dead hauled (D) or prohibited (N) over routes shown in the following table:

Line of Route	Line of Route / Sector Description	RA	86	87	90	91	92	Notes
MD801	Oxley West Coast TCD to Abbey Foregate		D / R	D / R	D / R	N	D / R	R PROHIBITED over the Down Main line between Oxley and Costford (Bridge No.359 at 145m 65ch), but authorised over the Up Main line in both directions, under Single Line Working arrangements over the Up Main line for Down direction movements. Restriction in the Down direction of 20 mph over Bridge No.415 between Wellington and Allscott GF at 163m 70ch.
MD805	Oxley, Stafford Road Jn. to Bushbury, Oxley Jn. (Oxley Chord)	8	D	D	D	N	D	

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MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

EUSTON To WOLVERTON

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

Euston	Platforms 9, 10 and 17a
Watford Junction	Platform 10
King's Langley	Platforms 1 and 2
Apsley	Platforms 1 and 2
Bletchley	Platforms 4 and 5, a 12 car formation of Electric Multiple Unit stock is authorised to enter passenger service towards Euston from these platforms. A notice stating 'Passengers must not board train beyond this point' must be positioned at the rear passenger door of the leading 8 cars.

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

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

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

EUSTON

Starting of trains. Rule Book, Module SS1, Section 6.5

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

Working into and out of the Passenger Platform Lines. When a locomotive is programmed to remain coupled for supplying electric train heating current, the Responsible Person must make arrangements to have it uncoupled before the train locomotive is attached. If the locomotive of an incoming train has to remain coupled to propel the coaches to the backing out roads, the Responsible Person must inform the Driver what is required. If the locomotive of an incoming train is not required to propel the coaches from the platform, it must (after being detached from the train) remain stationary at the buffer stops until the departing train has drawn clear of the platform starting signal. Any subsequent movement of the locomotive must only be made after the permission of the Signaller has been obtained. The Driver of the locomotive will be responsible for advising the Signaller when ready to move.

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

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

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

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

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

Shunt Neck to Backing Out road 2 and Down Side Shed. An 'OFF' indicator is provided adjacent to the stop block on the Shunt Neck, when illuminated will be the authority for the Driver to commence the propelling movement.

Working into and out of Euston Down Side Shed. The Person in Charge of the Sidings is responsible for authorising all movements into and out of the Sidings in conjunction with the Signaller at Wembley Mainline SCC and arranging for all hand points to be in the correct position for the movement. Drivers of train movements approaching and entering the Sidings must bring the movement to a stand at the first set of handpoints and receive instructions from the Shunter before proceeding. However, propelled movements may proceed without stopping provided the Shunter in Control of the propelled movement has set all handpoints for the movement and has obtained prior permission from the Person in Charge. The speed of movements entering the Down Side Shed must not exceed 5 mph.

When vehicles are worked on to a Backing Out road the locomotive must remain attached until the Shunter gives the Driver permission for it to be detached. Before the Shunter does so he must put on and chain the hand brakes in at least two brakevans and place at least four scotches under the wheels of the two vehicles nearest the station. The continuous brake must be destroyed and in the case of a vacuum braked train, the vacuum hose pipe removed from the dummy coupling of the vehicle at the station end. He must also see that a red light is placed on the vehicle at both ends of the train after sunset and during fog or falling snow.

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

After sunset and during fog or falling snow, trains from the Down Side Shed or the Backing Out roads to the station must have a red light on the front end of the leading vehicle.

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

Ordinary Coaching stock may be either propelled or hauled into these sidings as required. When a locomotive has been put into the sidings to bring a train out, it must be at once coupled. Locomotive hauled trains and E.M.U.'s must not move

towards the exit signal until the Shunter has advised the Signaller at Wembley Mainline SCC that the train is ready, where the coaches are for, and has obtained the necessary permission. Trains being propelled from the sidings by a locomotive must have a shunter in the leading vehicle fitted with a brake valve and a route must be set up into the station before any movement is made.

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

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

Propelled movements between Camden and Euston over Backing Out Road 1 or 2 (via Line E or Line X). If it is not possible to illuminate the relevant "OFF" indicator for the propelled movement to commence, the Person in Charge of the Movement must instruct the Driver regarding the commencement of the propelling movement. **Note:** This instruction does not apply to Engineers trains which will be controlled by the Trainman and/or the Network Rail Possession co-ordinator.

Working of Class 253/254 trains. Class 253/254 trains are prohibited from using platforms 1 to 3, 8 to 11 and 16 to 18.

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

All movements from the Shunt Neck into the Downside Carriage Shed must be made with the South end power car shut down. All movements from the Downside Carriage Shed to the station must be made with the South end power car shut down. Both power cars must be shut down whilst stabled in the Downside Carriage Shed.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Primrose Hill Tunnels To Kensal Green Tunnels

The use of any equipment (such as trolleys, rail mounted plant) that may affect the normal operation of axle counters is prohibited unless the line is protected in accordance with Rule Book Module T2 or T3 and a technician is in attendance to reset the axle counter equipment.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Primrose Hill Tunnels

Axle Counters

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

If a train is stopped by an incident that may have caused an adjacent line(s) to have become obstructed, the Driver must immediately use the fixed radio equipment on the train to contact the Operations Controller (if using NRN radio) or the Signaller at Wembley Mainline SCC (if using Cab Secure Radio), using the appropriate Emergency Call Procedure.

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

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

Process for using the NRN radio system.

Driver's Instructions. The Driver must use the Emergency Call Procedure to contact the Operations Controller. The Driver must first state, 'This is a Primrose Hill tunnel emergency call', give the train headcode and describe very briefly details of the incident.

Operations Controller's Instructions. To ensure that the passage of all trains is stopped immediately, the Operations Controller must:-

- Inform the Signaller at Wembley Mainline SCC, using the direct emergency telephone, by stating, 'This is a Primrose Hill tunnel emergency call' and initiate a NRN emergency broadcast 'Stop' message using the base station that is held by the Driver's incoming message, commencing with the words 'This is a Primrose Hill tunnel Emergency Call' and repeat the message to the adjacent base stations.
- Confirm to the Driver that the Signaller at Wembley Mainline SCC has been informed and request further details if required.

Signaller's Instructions. On receiving the Operations Controller's emergency telephone message, the Signaller at Wembley Mainline SCC must:-

- Replace to Danger signals WM.113 (Down Fast line), WM.317 (Down Slow line), WM.114 (Up Fast line) and WM.318 (Up Slow line).
- Initiate a CSR general 'Stop' message.

On receiving confirmation that the Signaller at Wembley Mainline SCC has been informed, the Driver must end the NRN emergency call and make direct contact with the Signaller at Wembley Mainline SCC on 00 46104 to give full details.

Process for using the Cab Secure Radio (CSR) system. The Driver must use the Emergency Call Procedure to contact the Signaller at Wembley Mainline SCC. The Driver must first state, 'This is a Primrose Hill tunnel emergency call' and advise the train headcode and describe very briefly, details of the incident.

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

- Replace to Danger signals WM.113 (Down Fast line), WM.317 (Down Slow line), WM.114 (Up Fast line) and WM.318 (Up Slow line).
- Initiate a CSR general 'Stop' message.
- Inform the Operations Controller, using the direct emergency telephone, by stating, 'This is a Primrose Hill tunnel Emergency Call'.
- Confirm to the Driver that the passage of trains has been stopped.
- Obtain full details from the Driver.

On receiving the emergency telephone message from the Signaller at Wembley Mainline SCC, the Operations Controller must initiate an NRN emergency broadcast 'Stop' message to the Euston, Willesden and Primrose Hill base stations, commencing with the words 'This is a Primrose Hill tunnel emergency call'.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Brent Sidings

Working at the North end of Brent Sidings. Notice boards comprising black numerals on a yellow background lettered '35 SLU', '50 SLU', '60 SLU' and '70 SLU' are provided adjacent to the Down Willesden Relief line. Drivers of trains for Brent Sidings must bring their trains to a stand with the locomotive cab adjacent to the appropriate board.

When the 'OFF' indicators working in conjunction with signal WM.932 are illuminated the Driver may commence the propelling movement into Brent Sidings. No further hand signal will be received until the train has passed the advance signal and is under the control of the Yard Staff.

When the trains are required to set back from signal WM.932 to Up & Down Goods line No.1 or No.2 for stabling purposes, the Signaller at Wembley Mainline SCC will arrange for the Driver to be advised of the movement to be made and the Driver must bring the train to a stand when inside, clear of the outward signal concerned.

Brent Sidings North End - Rule Book, Module TW1, Section 4. A train is authorised to propel out of the sidings on to the Down Willesden Relief line with a red light exhibited on the leading vehicle.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

WEMBLEY CENTRAL

Wembley Yard. The telephones at Wembley Mainline S.C.C. signals WM.1252, WM.1254 and WM.1256 situated at the Wembley Central end of the yard at the exit from Loco Sidings 'M', Loco Sidings 'L' and the Shunt Neck respectively are connected to Wembley Yard (WY) signal box.

Down Slow Platform. When an 8 car train comprised of sliding door stock is required to set down or pick up passengers in platform 5 at Wembley Central, the rear passenger door on the rear vehicle must be locked out of use by means of the parcel door isolating switch in the rear driving cab. This must be done before the train commences its journey. In the case of a train which has to make an unscheduled stop at Wembley Central, the train must be stopped on the Down Slow line at Queen's Park Station and the Driver requested to lock the door out of use.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

WATFORD JUNCTION

Trains starting from Platform 10

Drivers must advise the Signaller at Watford P.S.B. when they are "Ready to Start" from Platform 10 at Watford Junction station by pressing the SG (standing at signal) button on the Cab Secure Radio TWO minutes before departure time, unless the appropriate signal has already been cleared.

If the train is already late for departure, the Driver must operate the SG button immediately he/she is ready, unless the appropriate signal has already been cleared.

The Signaller at Watford P.S.B. must reply to the "Standing at Signal" message with "Wait Signal". The Signaller will only contact the Driver with further information about the departure time if necessary.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

HEMEL HEMPSTEAD

Hot Axle Box Detectors. If the examination of the axle, by the Train Crew reveals any trace of overheating, the train must not go through Watford Tunnel until the vehicle has been examined and given any necessary attention by technical staff on whose authority the train may be worked forward. Only if the Train Crew are satisfied that there is no evidence whatsoever of overheating may the train be worked forward at caution to Watford Junction for technical examination.

The Signaller/Team Leader at Watford Junction box must be advised the results of the examination immediately.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)**TRING****South End Shunt Neck.** Vehicles must not be stabled on the South End Shunt Neck.**Dated: 07/10/06****MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)****TRING To CHEDDINGTON**

Wheel Impact Load Detector (Wheelchex). This equipment analyses the dynamic wheel loads produced by each passing train. The data obtained may result in an alarm being received in Network Rail, London North Western Route Control in Birmingham. A Wheelchex system is installed on the Down Fast, Up Fast, Down Slow and Up Slow lines between Tring and Cheddington at 34m 60ch. If an alarm is received from the detector, the train will be stopped by signals and the Driver may be instructed by the Signaller to proceed at a reduced speed to a location where the train can be taken out of service.

Dated: 07/10/06**MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)****LEIGHTON BUZZARD To BLETCHLEY**

The Automatic Track Warning System (ATWS) is provided between 41m 20ch and 42m 60ch between Leighton Buzzard and Bletchley, and is applicable to all lines. Drivers should be aware that the physical notification to track workers will be fixed flashing amber lights placed on the overhead line stanchions in the cess of the Down Fast line and the overhead line stanchions in the cess of the Up Slow line.

Dated: 07/10/06**MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)****BLETCHLEY**

Provided that signal BY.28 is showing a proceed aspect, the Driver of a Down train conveying more than 12 vehicles must overrun the Down Fast platform a sufficient distance to enable the rear vehicle on the train to be platformed.

Up Arrival Line. When the yard staff are not on duty, Trainmen must contact the Signaller at Bletchley box for permission to pass the 'Stop and Await Instructions' board.

Dated: 07/10/06**MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)****Denbigh Hall South Jn**

Electric trains routed from signal BY.39 to the Up Flyover Line. Electric trains must be prepared to stop at the "Electric Trains Stop and use telephone" board co-located with ground position light signal BY.81. No further movement must be made on the Up Flyover line without the permission of the Signaller at Bletchley box.

Dated: 07/10/06**MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)****MILTON KEYNES CENTRAL**

Trains Starting from Platforms 1 and 2. The Conductor must press the 'Train Ready To Start' plunger 2 minutes before the train is ready to start.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Wolverton Works Siding

Working of movements to/from Wolverton Works Alstom Siding via Wolverton Centre Sidings

Before a movement is authorised to proceed towards Wolverton Alstom Siding via Wolverton Centre Sidings from the Down Slow line or the Up Slow line, the Signaller at Bletchley box must contact the Alstom Person in Charge at Wolverton Works Alstom Siding and obtain an assurance that all movements towards Wolverton Centre Sidings have ceased and that Wolverton Centre Sidings are clear. Upon receiving such assurance the Signaller may authorise the movement to proceed towards Wolverton Centre Sidings. The Alstom Person in Charge must then proceed to Wolverton Centre Sidings and work to the instructions of the Signaller and obtain the release and operate South or Central ground frame, as appropriate, to enable the movement to enter Wolverton Centre Sidings. When the movement has come to a stand in Wolverton Centre Sidings the Alstom Person in Charge must restore the appropriate ground frame to the Normal position and surrender the release to the Signaller. When the movement has passed from Wolverton Centre Sidings to Wolverton Works Alstom Siding, the Alstom Person in Charge must advise the Signaller at Bletchley box accordingly and also give an assurance that Wolverton Centre Sidings are clear.

Before a movement is authorised to proceed from Wolverton Works Alstom Siding towards Wolverton Centre Sidings the Alstom Person in Charge must contact the Signaller at Bletchley box and request permission for the movement to proceed. If no conflicting movement has been authorised from the Down Slow line or the Up Slow line, the Signaller may give permission for the movement to proceed towards Wolverton Centre Sidings. The Alstom Person in Charge must then proceed to Wolverton Centre Sidings and work to the instructions of the Signaller and obtain the release and operate South or Central ground frame, as appropriate, to enable the movement to proceed to the Down Slow line or the Up Slow line. When the movement has cleared Wolverton Centre Sidings and has passed to the Down Slow line or the Up Slow line the Alstom Person in Charge must restore South or Centre ground frames, as appropriate, to the Normal position and surrender the release to the Signaller. The Alstom Person in Charge must also give an assurance that Wolverton Centre Sidings are clear.

Working of Wolverton South and Centre ground frames. The Alstom Person in Charge must advise the Signaller at Bletchley box of any failure affecting the operation of the South or Centre ground frames. Should the Alstom Person in Charge not be able to close South or Centre ground frame then the Signaller at Bletchley box will instruct the Alstom Person in Charge to clip and padlock the appropriate ground frame points in the normal position.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Hanslope South Jn To RUGBY

Trains diverted via Northampton. Down and Up trains booked to run via Weedon may be diverted via Northampton without previous warning and Drivers so routed need not observe the requirements of Rule Book, Module S2, Section 5.

Trains booked to run via Northampton may similarly be diverted via Weedon. Drivers need not observe the requirements of Rule Book, Module S2, Section 5, unless their train is booked to call at Northampton and/or Long Buckby.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)

Kilsby Tunnel

When it is necessary to examine the line inside Kilsby Tunnel, the Signaller must instruct any unaccompanied Driver to turn on the tunnel lights by using the switch on the signal post at KR.3336 on the Up Main line or, KR.3329 on the Down Main line and report back once this has been done (the switches are located inside cabinets on the signal posts and are locked with number one keys). When the Driver confirms that the tunnel lights are on, the Signaller can give the Driver the necessary instructions to examine the line. The Signaller must then arrange for the lights to be switched off by a member of the Production staff.

Dated: 07/10/06

MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)**RUGBY**

No.1 Down Platform Stop board. When a train, conveying more than 11 vehicles, is booked to call at No.1 Down Platform, the Driver must overrun the 'Stop' board by the length of the remaining vehicles to ensure the rear vehicle on the train is platformed.

Up Reception Line. When the yard staff are not on duty, Trainmen must contact the Signaller at Rugby box for permission to pass the 'Stop and Await Instructions' board.

Dated: 07/10/06**MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)****NUNEATON**

The Signaller at Nuneaton box will, when possible, route a diverted Virgin Trains West Coast Up direction service, hauled by a diesel locomotive from the Birmingham direction, into platform 5. In these circumstances the Driver must bring the train to a stand at signal NN.45 at the south end of the platform, where the diesel locomotive will be detached. This movement is to ensure that the whole train is platformed.

The Signaller at Nuneaton box will, when possible, route any diverted Virgin Trains Cross Country Up direction service from the Tamworth direction, for a reversal movement at Nuneaton, formed of either 2 x Class 220 or 2 x Class 221 units, conveying 8/9 or 10 vehicles into platform 5.

If the Signaller at Nuneaton box is in a position to clear the position light signal associated with signal NN.45 at the south end of platform 5, he will do so. In these circumstances the Driver of such a train, must bring the train to a stand at the far (south) end of platform 5. The train doors may then be released for station duties.

If the Signaller at Nuneaton box is unable to clear the position light signal associated with signal NN.45 at the south end of platform 5, then the Driver must bring the train to a stand at signal NN.45. The Signaller at Nuneaton box must be advised when station duties have been completed. Upon clearance of the position light signal associated with signal NN.45 the Driver may draw the train forward and bring the train to a stand at the far (south) end of platform 5.

These movements are to ensure that the rear of such a train is standing inside clear of signal NN.35 at the north end of platform 5.

Dated: 07/10/06**MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)****Hartshill - Tarmac Sidings**

These sidings are non operational and may only be used on the authority of the Network Rail, London North Western Route, Route Director. Operational instructions will be issued for each movement approved.

Dated: 07/10/06**MD101 - EUSTON TO ARMITAGE JUNCTION (EXCLUSIVE)****Lichfield TV SB (LD)****Staff Crossing**

Staff requiring to use the crossing in order to gain access to the Signal Box **must before crossing**, use the direct line telephone situated on the north end of the Down side platform to contact the Signaller for authority. On receiving such a request the Signaller will advise the person wishing to cross whether it is safe to do so or not.

Dated: 07/10/06

MD105 - HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON)

Hanslope North Junction To RUGBY

Trains diverted via Weedon. Trains booked to run via Northampton may be diverted via Weedon. Drivers need not observe the requirements of Rule Book, Module S2, Section 5, unless their train is booked to call at Northampton and/or Long Buckby.

Dated: 07/10/06

MD105 - HANSLOPE JUNCTION TO RUGBY (VIA NORTHAMPTON)

NORTHAMPTON

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

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

Stabling of E.M.U. trains. E.M.U. trains must be stabled with the pantograph in the raised position and saloon lighting set unless instructed otherwise, and when necessary, the hand points must be operated by Station Staff. Drivers of trains entering 'B' siding, must bring their train to a stand 6 feet clear of the foot crossing (located just short of the buffer stops).

Riverside Sidings - departing trains. Drivers must not move their train towards Signal RY.1211 without first contacting the Signaller. This may be done either by C.S.R. radio, telephone (North end of "B" siding), or signal post telephone. The Signaller will confirm that no train has been signalled towards the sidings. Once this confirmation has been obtained, the Driver should ascertain, as far as is practical, that no conflicting movement will take place in the siding. The Driver must then bring his train to a stand, short of Signal RY.1211, to await its clearance, and must not stand foul of the other siding. The provisions of Rule Book, Module TW1, Section 9.1 are hereby amended.

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

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

Dated: 07/10/06

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)

Camden Jn To SOUTH HAMPSTEAD

BETWEEN CAMDEN JUNCTION AND SOUTH HAMPSTEAD

South Hampstead tunnels. In the event of a failure of the radio equipment rendering the Driver of a (D.O.O.) DC passenger train unable to communicate with Wembley Mainline SCC, the following conditions will apply. The train must not be allowed to proceed through either of the single bores of South Hampstead Tunnel until arrangements have been made either for the passengers to be detained or for the train to be accompanied by a competent person. The Competent Person must travel with the train between Euston and South Hampstead to assist the Driver and work to his instructions in the event of an emergency arising. Clauses 3.1, 3.2 and 3.3 on page 5 of the Driver Only Operation (Passenger) General Instructions are modified accordingly.

During an emergency when a train or trains may be detained between stations for an excessive amount of time, authority may be given to move such trains to the stations in advance or in rear where the platform may already be occupied. In such circumstances, communication between the Signaller and Drivers must be by the Signal Post Telephone in the case of London Underground Limited trains or by D.O.O. radio or Signal Post Telephone in the case of Silverlink train services.

When it is required to move a detained passenger train into an already occupied platform, the Signaller will contact the Driver of the train occupying the platform and advise him of the circumstances and from which direction the detained train will approach. The Signaller will request the Driver of the train occupying the platform for assurances that:-

- + All passengers have been detained.
- + There is sufficient room in the platform to accommodate at least one vehicle of the detained train plus a 2 metre gap between the two trains.

If there is not sufficient room, the Signaller will instruct the Driver to draw forward, in accordance with Rule Book, Module S5 Part A, Section 1.1, if appropriate, or set back until sufficient room is available. The Driver must advise the Signaller when the movement is complete and give further assurances that:-

- + One or more tail lights are illuminated in the direction in which the detained train will approach.
- + That the Driver will make no further movement until instructed to do so by the Signaller regardless of any signal aspect displayed.

The Signaller will then contact the Driver of the detained train and advise him/her of the circumstances and instruct him/her to draw forward in accordance with Rule Book, Module S5 Part A, Section 1.1, or set back as appropriate.

When instructed to proceed, the Driver of the detained train must:-

- + Drive from the leading cab in the direction of travel.
- + Proceed at caution prepared to stop short of any obstruction.
- + Bring the train to a stand immediately before entering the platform.
- + Proceed with extreme caution into the platform bringing the train to a stand not less than 2 metres (2 yards) clear of the train already in the platform.
- + Release the doors only of those vehicles which are completely accommodated in the platform.
- + Advise the Signaller that the movement is complete and give an assurance that he/she will make no further movement until instructed by the Signaller regardless of any signal aspect displayed.

When it is possible to resume normal working, Drivers will be authorised individually by the Signaller and the provisions of Rule Book, Module S5 Part A, Section 1.1, will be applied where appropriate.

Dated: 07/10/06

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)

KILBURN HIGH ROAD

Reversal of trains

When requested by London Underground (L.U.L.) Baker Street Control to reverse a train at Kilburn High Road on the Up D.C. line due to service disruption or any other reason, the Signaller at Wembley Mainline S.C.C. will, before authorising the particular train to approach platform 1 at Queens Park, confirm with L.U.L. Baker Street Control that a Competent Person will be on site to join the particular train at Queens Park. The Signaller at Wembley Mainline S.C.C. will then authorise the particular train to proceed to signal WS.7 for a reversal movement. The Competent Person must advise the train operator when signal WS.7 is cleared. If a second person is not immediately available, then the Signaller at Wembley Mainline S.C.C. will advise the L.U.L. Baker Street Control to despatch any such train into Queens Park for a reversal movement.

Dated: 07/10/06

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES)

QUEEN'S PARK

QUEEN'S PARK

In no circumstances must a T.O.C. train be allowed to run on to London Underground Limited (L.U.L.) lines.

Detraining of passengers onto infrastructure. If a Silverlink Metro or a L.U.L. train is disabled and is unable to be assisted and passengers are required to be de-trained, then they will be required to walk under escort to Queen's Park station. The Signaller at Wembley Mainline S.C.C. must ensure, before authorising the Person in Charge responsible for the de-training of passengers to commence, that the following conditions have been complied with:-

- + Network Rail Control Birmingham has given authority for the de-training of passengers.
- + L.U.L. Control/Silverlink Metro Control has been advised and a clear understanding has been reached.
- + All train movements are stopped on the Down and Up DC lines.
- + The Electrical Control Room Operator at Rugby has given the assurance that the DC current on both Down and Up DC lines has been discharged for the area between Willesden Sub-station to Queen's Park Sub-station.
- + Metro Sub-station Control Room Officer has given the assurance, via L.U.L. Signalling Control Centre Baker Street, that the L.U.L. current supply at Queen's Park has been discharged.
- + A clear understanding must be reached with the Person in Charge of the de-training as to the route the passengers must use to reach Queen's Park station.

Dated: 07/10/06

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES) STONEBRIDGE PARK

In no circumstances must a T.O.C. train be allowed to run on to London Underground Limited (L.U.L.) lines at Stonebridge Park L.U.L. Depot.

Detraining of passengers on infrastructure in the vicinity of Stonebridge Park. If a Silverlink Metro or a L.U.L. train is disabled and is unable to be assisted and passengers are required to be de-trained, then they will be required to walk under escort to Stonebridge Park station. The Signaller at Wembley Mainline S.C.C. must ensure, before authorising the Person in Charge responsible for the de-training of passengers to commence, that the following conditions have been complied with:-

- Network Rail, London North Western Route, Birmingham, Section 1 Control has given authority for the de-training of passengers.
- L.U.L. Control/Silverlink Metro Control has been advised and a clear understanding has been reached.
- Stonebridge Park Control Tower has been advised and a clear understanding has been reached.
- All train movements are stopped on the Down and Up DC lines.
- All train movements are stopped on 21 and 22 roads at the L.U.L. depot at Stonebridge Park.
- The Electrical Control Room Operator at Rugby has given the assurance that the DC current on both Down and Up DC lines has been discharged for the area between Wembley Sub-station to Harlesden Sub-station.
- The L.U.L. Baker Street Signalling Control Centre has given the assurance, via L.U.L. Metro Sub-station Control Room Officer, that the L.U.L. current supply at Stonebridge Park has been discharged.
- A clear understanding must be reached with the Person in Charge of the de-training as to the route the passengers must use to reach Stonebridge Park station.

Dated: 07/10/06

MD120 - CAMDEN JUNCTION TO WATFORD JUNCTION (DC LINES) HARROW & WEALDSTONE

A 'Train Ready to Start' plunger is provided at the exit from the Middle (Reversing) Siding for a Train Operating Company/London Underground Limited trains. Drivers of trains standing at signal WS.307 must press the plunger when the train is ready to depart.

A 'Train Ready to Start' plunger is provided on the Down platform and must be operated when an Up train is ready to depart from that platform.

Dated: 07/10/06

MD130 - WATFORD YARD GROUND FRAME TO ST. ALBANS ABBEY Watford Yard

Before making any movement, including shunting movements, the Driver must obtain authority from the Signaller at Watford Junction box. The Driver must also advise the Signaller at Watford Junction box when the movement concerned has been completed.

Dated: 07/10/06

MD130 - WATFORD YARD GROUND FRAME TO ST. ALBANS ABBEY WATFORD NORTH

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

Dated: 07/10/06

MD130 - WATFORD YARD GROUND FRAME TO ST. ALBANS ABBEY HOW WOOD

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

Dated: 07/10/06

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE) FENNY STRATFORD

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

Dated: 07/10/06

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE) RIDGMONT

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

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

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

Dated: 07/10/06

MD140 - BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE) Kempston Hardwick LC (AHBC-X)

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

Dated: 07/10/06

MD165 - NORTH POLE JUNCTION TO ACTON WELLS JUNCTION Willesden Euro Terminal

Shunting in and out of the Terminal. Set back white lights, normally out, are provided adjacent to the Up and Down South West, Up and Down South West Goods and Up West

London lines, to assist Drivers of movements being propelled into the Terminal. SLU boards are also provided on these lines.

When the appropriate white lights are illuminated, the Driver may commence the setting back movement into the terminal, or onto the Depot line or the Reception line. The speed of the propelling movement must not exceed **5 mph**.

Should the nearest white light facing the Driver not be illuminated, or become extinguished, the Driver must immediately bring the movement to a stand and await further instructions.

When the locomotive is between the North London line overbridge and Willesden Euro Terminal, the Driver must look out for, and thereafter work to, handsignals from the person controlling the movement on the ground. 'Locomotive Stop and Await Instructions' boards are provided at the entrance to each berthing line and the Driver must bring the train to a stand when the locomotive reaches this board.

Dated: 07/10/06

MD165 - NORTH POLE JUNCTION TO ACTON WELLS JUNCTION

Old Oak Sidings

During the time that the Person in Charge of the sidings is not on duty the Person in Charge of a movement requiring to enter the sidings must first ensure that the hand points have been correctly set and that the movement may be made with safety and he must then advise the Signaller at Wembley Mainline S.C.C. accordingly.

Dated: 07/10/06

MD175 - BRACKMILLS TO NORTHAMPTON SOUTH JUNCTION

Brackmills To Northampton South Jn

This line is **non operational** and is out of use until further notice.

Dated: 07/10/06

MD180 - RUGBY, TRENT VALLEY JUNCTION TO NEW BILTON

Rugby, Trent Valley Junction To New Bilton

Rugby Portland Cement Company's Private Siding at New Bilton is non operational and may only be used on the authority of the Network Rail, London North Western Route, Route Director. Operational instructions will be issued for each movement approved.

Dated: 07/10/06

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

COVENTRY

Platforming of Trains. Drivers of locomotive hauled passenger trains conveying 12 coaches must bring their trains to a stand in platform 1 (Up Slow line) or, 3 (Down Fast line) with the front of the locomotive adjacent to the '12 car Stop' board.

Dated: 07/10/06

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

BIRMINGHAM NEW ST To Bushbury Jn

Down and Up Virgin Cross Country services not booked to stop at Wolverhampton may be diverted without warning from Soho South Junction via Soho East Junction, Perry Barr North Junction, Portobello Junction to Bushbury Junction and vice versa. Drivers so routed need not observe the second sentence of Rule Book, Module S2, Section 5.

Dated: 07/10/06

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

BIRMINGHAM NEW ST

Working in the station. After a train has come to a stand at any portion of a platform it must not again be moved until proper warning has been given to passengers, who may be getting in or out or near the train and Drivers must then receive a signal from the Person in Charge before moving again.

Drivers having brought their trains to a stand on Through Sidings No.1 or No.2 must obtain the permission of the Signaller at Birmingham New Street signal box before any movement is made towards the outlet signal. The Driver of a north bound Driving Van Trailer (D.V.T.) operated train standing in Platform 5, 6 or 7 and marshalled with the locomotive at the rear, awaiting departure to the Down Stour line, must contact the Signaller at Birmingham New Street box prior to departure and advise him/her of the train formation.

No.1 Through Siding. Virgin Trains 4, 5 or 8 car Voyagers/Super Voyagers may be stabled in the whole siding. The siding is restricted to a 1 x 4 car Voyager between signals NS.173 and NS.196.

No. 2 and 3 Through Sidings. Virgin Trains 4 or 5 car Voyagers/Super Voyagers may be stabled in these sidings.

Shunting of Empty Multiple Units (other than Virgin Voyager/Super Voyagers - see separate item below).

Movements proceeding from the station which require to return into the station must be driven from the trailing cab to the rear of the fixed signal relative to the forward movement into the station or siding to ensure that the Driver is at the leading end on return.

Shunting Requirements for Virgin Trains Voyagers/Super Voyagers.

Shunting movements are **NOT** authorised into the South Tunnel on the Down Derby line, or into the North Tunnel on the Up Stour line towards the 'Limit of Shunt' Indicators.

Shunting movements towards the Limit of Shunt indicator in the South Tunnel Down Stour Line are limited to a maximum of an 8 car Voyager/Super Voyager.

Shunting movements with two or more units must always be carried out with a Driver in each driving cab that will become leading. Units must always be driven from the leading cab.

Shunting movements with a single 4 or 5 car Voyager/Super Voyager must always be driven from the leading cab. A Driver/Shunter/Train Manager must be provided in the rear cab to assist the Driver.

Changing of tail lamps on reversing trains. Shunters detaching the inwards locomotive of trains which reverse must, after the locomotive has been detached and before it departs, place a tail lamp on the vehicle behind the detaching locomotive. The tail lamp on the rear of the train must not then be detached until the locomotive has been re-attached at that end.

Starting of Trains - Rule Book, Module SS1, Section 6.5. The Ready to Start signal must not be given by means of the bell/buzzer communication, it must be given for all trains by means of the **Ready to Start** indicator.

Fire Alarm. In the event of the fire alarms sounding, Train Crew on trains which are unable to depart immediately, must leave their trains with power doors open, or central locking released and all train lighting left switched on. This is to facilitate passenger egress and assist the Fire Evacuation Wardens in carrying out their duties.

To prevent unnecessary Fire Alarm activation, the Driver of any locomotive or High Speed Train Power Cars (that is not providing Electric Train Supply), which are booked to stand in the station for more than 15 minutes, must shut the engine(s) down until such time so as to enable a punctual departure.

Dated: 07/10/06

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

New Street North Tunnel

The location lights on the Up Stour line associated with signal NS.244 comprise of two horizontal white lights affixed to the tunnel wall at cab height and are positioned 200 yards in rear of signal NS.244. If Drivers observe one of the white lights not illuminated they must report the fact to the Signaller at New Street box upon arrival in New Street station. If both white lights are not illuminated this causes a failure situation resulting in Drivers having to be authorised to pass signal NS.245 at Danger thereby causing unnecessary delays.

Dated: 07/10/06

MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)**Soho, Light Maintenance Depot**

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

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

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

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

Movements off the Sidings. Before a movement departs from the L.M.D. requiring to proceed beyond signal NS.329, the Designated Person must obtain the permission of the Signaller. The Designated Person must also advise the Signaller of the headcode, train identification and destination of the movement.

Dated: 07/10/06**MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)****Albion Sidings**

These sidings are non operational and may only be used on the authority of the Network Rail, London North Western Route, Route Director. Operational instructions will be issued for each movement approved.

Dated: 07/10/06**MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)****Wolverhampton Steel Terminal**

The 'Stop Await Instructions' board provided at the entrance to the Terminal allows trains of 60 SLU to stand clear of the Up Stour line.

Dated: 07/10/06**MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)****WOLVERHAMPTON**

Siding adjacent to Bay Platform 6. When a train requiring to enter this siding has arrived complete with tail lamp clear inside signal WN.75 a member of the Train Crew must advise the Signaller at Wolverhampton box accordingly.

Dated: 07/10/06**MD301 - RUGBY TO PENKRIDGE (EXCLUSIVE) (VIA BIRMINGHAM)****Soho North Junction**

Down Sidings. Vehicles left in these sidings must be clear of the Through Siding, and the points must be left set for that line after work has finished.

Dated: 07/10/06

MD305 - BIRMINGHAM NEW STREET TO BLACKWELL**FIVE WAYS**

If a train, which is comprised of locomotive hauled stock is not fitted with 'Secondary Door Locking' which is not booked to call at Five Ways station, is brought to a stand at signal NS.453 (immediately in advance of the Up Platform), then the Person in Charge of the train must move to such a position that he can keep a sharp lookout for passengers joining the train and exchange handsignals with the Driver in accordance with Rule Book, Module SS1, Sections 6 and 8.1.

Dated: 07/10/06**MD305 - BIRMINGHAM NEW STREET TO BLACKWELL****KING'S NORTON To BIRMINGHAM NEW ST**

Up direction Virgin Cross Country services may be diverted without warning from King's Norton via Lifford East Junction and Bordesley Junction. Drivers so routed need not observe the second sentence of Rule Book, Module S2, Section 5.

Dated: 07/10/06**MD305 - BIRMINGHAM NEW STREET TO BLACKWELL****Blackwell To KING'S NORTON**

If the Bromsgrove banking locomotive that has assisted an autocoupler fitted freight train coupled in the rear fails to uncouple at Blackwell, then the Driver of the Bromsgrove banking locomotive must contact the Signaller at Saltley box and advise him accordingly. The Signaller at Saltley box must then route the train to the Arrival & Departure Line at King's Norton where the Bromsgrove banking locomotive can be detached.

The Drivers of the Bromsgrove banking locomotive and the train locomotive must then come to a clear understanding regarding the detaching of the Bromsgrove banking locomotive. When the Bromsgrove banking locomotive has been detached the Driver of the Bromsgrove banking locomotive must advise the Signaller at Saltley box accordingly. If the Arrival & Departure Line is not available for the purpose of detaching the Bromsgrove banking locomotive, then the train must be routed to Washwood Heath Up Yard where the banking locomotive will be detached.

Dated: 07/10/06**MD310 - BARNT GREEN JUNCTION TO REDDITCH****BARNT GREEN**

Drivers of trains detained at signal SY.9, must immediately telephone the Signaller at Saltley box. The conditions of Rule Book, Module S4, Sections 2.1 and 2.2, are amended accordingly.

Drivers of trains with the Emergency Bypass Switch operated must stop at signal SY.9 and confirm to the Signaller at Saltley box that their train is complete with tail lamp.

Dated: 07/10/06**MD320 - PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)****Curzon Street Jn**

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

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

Dated: 07/10/06

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

Vauxhall Junction To Aston South Jn

The Down and Up Vauxhall Goods lines between Aston South Junction and Vauxhall are non operational and are out of use until further notice.

Dated: 07/10/06

MD325 - SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)

Soho East Jn To Perry Barr North Jn

Between Soho East Junction and Perry Barr South/North Junctions

Banking of freight trains. Freight trains requiring assistance over the Up Soho line must be brought to a stand at signal NS.283 on the Soho side of Hampstead Tunnel. When the assisting locomotive has been brought to the rear of the train, the Driver of the assisting locomotive must press the plunger at the double sided 'Right Away' indicator situated on the Perry Barr side of the tunnel and then rejoin his locomotive.

The clearing of signal NS.283 will cause the 'Ready to Start' (RS) indication on the signal to be illuminated and the Driver of the train locomotive must then press the plunger at the signal and re-join his locomotive. After one minute has elapsed, the 'Right Away' (R) indications of signal NS.283 and at the double sided 'Right Away' indicator will be illuminated and the train may depart.

Trains for the Stour Line via Soho North Junction may be assisted in rear as far as signal NS.323. The assisting locomotive must not pass this signal and the Driver must communicate with the Signaller at Birmingham New Street box and act on his instructions.

Dated: 07/10/06

MD330 - SOHO EAST JUNCTION TO SOHO NORTH JUNCTION

Soho East Jn To Soho North Jn

Between Soho East Junction and Perry Barr South/North Junctions

Banking of freight trains. Freight trains requiring assistance over the Up Soho line must be brought to a stand at signal NS.283 on the Soho side of Hampstead Tunnel. When the assisting locomotive has been brought to the rear of the train, the Driver of the assisting locomotive must press the plunger at the double sided 'Right Away' indicator situated on the Perry Barr side of the tunnel and then rejoin his locomotive.

The clearing of signal NS.283 will cause the 'Ready to Start' (RS) indication on the signal to be illuminated and the Driver of the train locomotive must then press the plunger at the signal and re-join his locomotive. After one minute has elapsed, the 'Right Away' (R) indications of signal NS.283 and at the double sided 'Right Away' indicator will be illuminated and the train may depart.

Trains for the Stour Line via Soho North Junction may be assisted in rear as far as signal NS.323. The assisting locomotive must not pass this signal and the Driver must communicate with the Signaller at Birmingham New Street box and act on his instructions.

Dated: 07/10/06

MD335 - PERRY BARR WEST JN TO PERRY BARR SOUTH JN**Perry Barr West Jn To Perry Barr South Jn**

Banking of freight trains. Freight trains requiring assistance over the Up Soho line must be brought to a stand at signal NS.283 on the Soho side of Hampstead Tunnel. When the assisting locomotive has been brought to the rear of the train, the Driver of the assisting locomotive must press the plunger at the double sided 'Right Away' indicator situated on the Perry Barr side of the tunnel and then rejoin his locomotive.

The clearing of signal NS.283 will cause the 'Ready to Start' (RS) indication on the signal to be illuminated and the Driver of the train locomotive must then press the plunger at the signal and re-join his locomotive. After one minute has elapsed, the 'Right Away' (R) indications of signal NS.283 and at the double sided 'Right Away' indicator will be illuminated and the train may depart.

Trains for the Stour Line via Soho North Junction may be assisted in rear as far as signal NS.323. The assisting locomotive must not pass this signal and the Driver must communicate with the Signaller at Birmingham New Street box and act on his instructions.

Dated: 07/10/06**MD345 - BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (EXCL)
WALSALL**

Drivers of trains arriving in the unoccupied Platform 3 at Walsall station **MUST** bring the train to a stand at the 'EMU/DMU' Stop Board provided. When the train has been brought to a stand, and, before changing ends, the Driver must immediately advise the Signaller at Walsall signal box, as follows:

- a) the train headcode.
- b) confirm that the train is at a stand at the 'EMU/DMU' Stop Board.
- c) that the train consists of (state number) vehicles.

Note: The preferred method of contacting the Signaller at Walsall station is from the signal post telephone located at signal WL.74, the direct line telephone to the Signaller at Walsall box located in the mess room on Platform 3, or by use of the National Radio Network.

Dated: 07/10/06**MD345 - BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (EXCL)
BLOXWICH**

Working into Thomas's or Imperial Smelting Corporation Private Sidings. All shunting movements into Thomas's Siding or Imperial Smelting Corporation Siding must, if possible, be set back within the appropriate 'Stop' board concerned. If this is not possible, the Driver must not move towards the level crossing without first obtaining the Signaller's permission.

A propelled movement must not be allowed to proceed towards the Imperial Smelting Corporation's Siding until the I.S.C. representative has advised the Signaller that the level crossing over the siding has been closed to road traffic.

Dated: 07/10/06**MD345 - BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (EXCL)
HEDNESFORD**

Trains terminating in the Up platform. Immediately a train, booked to terminate in the Up platform arrives, a member of the Train Crew must use the telephone at the Walsall end of the platform to contact the Signaller at Hednesford box and advise that the train has arrived complete with tail lamp.

Dated: 07/10/06

MD345 - BESCOT JUNCTION TO RUGELEY NORTH JUNCTION (EXCL) RUGELEY TOWN

If it is necessary for the Conductor of a Down passenger train to arrange transfer of mobility impaired passengers to the Up platform, the Signaller at Brereton Sidings box must be requested, by the most expeditious means, to re-classify the empty coaching stock movement to and from Rugeley Trent Valley station, as a passenger train (Class 2).

The Conductor must also advise the Driver of the change of train classification, before giving the 'Train Ready to Start' Signal.

Dated: 07/10/06

MD350 - ANGLESEA SIDINGS TO LICHFIELD CITY LICHFIELD CITY To Anglesea Sidings

A Competent Person must be in attendance at Fosseyway A.H.B. level crossing to authorise a movement to proceed over the level crossing before the movement is authorised to proceed to and return from the Anglesea Sidings Branch.

Before the Signaller at Aston box clears signal AN.160 on the Up Main line or signal AN.162 on the Down Main line at Lichfield Trent Valley for a movement to proceed towards signal AN.154 at Lichfield City, he must receive an assurance from the Competent Person that he is in attendance at Fosseyway A.H.B. level crossing. Upon receiving such assurance the Signaller at Aston box will clear signal AN.160 or signal AN.162 for the movement to proceed towards signal AN.154 at Lichfield City. Upon clearance of signal AN.154 at Lichfield City the Driver must proceed cautiously towards Fosseyway A.H.B. level crossing and be prepared to stop short of Fosseyway A.H.B. level crossing adjacent to the Competent Person exhibiting a Red Handsignal. The Competent Person will authorise the Driver to proceed over the level crossing.

Before returning from Anglesea Sidings to Lichfield City the Driver of a movement must contact the Signaller at Aston box and obtain permission to proceed. The Driver must then proceed cautiously towards Fosseyway A.H.B. level crossing and bring the train to a stand adjacent to the Competent Person exhibiting a Red Handsignal. The Competent Person will authorise the Driver to proceed over the level crossing. If the telephone at Anglesea Sidings should fail, then the Driver may leave Anglesea Sidings without the permission of the Signaller at Aston box and work to the same instructions published in this paragraph.

Before the Signaller at Aston box clears signal AN.157 for the movement to proceed to the Down Main line, he will obtain an assurance from the Driver that the movement is complete with tail lamp.

Dated: 07/10/06

MD355 - LICHFIELD TV JN TO LICHFIELD TRENT VALLEY (CHORD LINE) Lichfield TV Jn To Lichfield Trent Valley

Down and Up Chord line. If the section signal cannot be cleared but all track circuits in respect of the line are indicating correctly, the Driver will be instructed by the Signaller to pass the signal at Danger. If, however, there is a failure of any other signalling equipment, working by Pilotman will be introduced in accordance with the Instructions for the Working of Single lines by Pilotman, contained in the Rule Book, Module P2.

Dated: 07/10/06

MD401 - HEYFORD TO BORDESLEY JUNCTION BANBURY To Small Heath South Jn

Between Banbury and Kidderminster

Upon departing from Banbury and if there is a requirement for a Down direction Chiltern Railways service to stop at any station between Leamington Spa and Birmingham Snow Hill and between Birmingham Snow Hill and Kidderminster, that cannot accommodate the whole train length, then the Guard is responsible for moving any passengers forward from the affected portion of the train. The Guard must then lock the required number of vehicles out of use between Banbury and Leamington Spa until arrival at Birmingham Snow Hill, Stourbridge Junction or Kidderminster, as appropriate.

Dated: 07/10/06

MD401 - HEYFORD TO BORDESLEY JUNCTION

BANBURY

Before the Signaller at Banbury South box clears ground shunting signal No.30 for a movement to proceed to the Mileage Sidings/Goods Shed Sidings via the Down Neck, he must reach a clear understanding with the Driver of the movement required and ensure that no conflicting movement has been authorised.

Middle Road between Banbury South signal box and Banbury North signal box. Before an Up train or locomotive is allowed to leave the yard via this siding, the Train Crew must obtain the permission of the Signaller at Banbury South box for authority to pass the "Stop" board.

Banbury South Down Main Home 1 signal BS.86. Should a train be detained at this signal and the telephone at the signal has failed, the Driver may proceed in accordance with the provisions of Rule Book, Module S5 Part B. For the purpose of this instruction, this signal may be considered an Intermediate Block Home Signal.

Dated: 07/10/06

MD401 - HEYFORD TO BORDESLEY JUNCTION

LEAMINGTON SPA

Carriage Sidings. The Down Bay line and Depot Siding are designated as Carriage Cleaning/Serviceing Sidings. No movement must take place in these sidings without the Driver obtaining the authority of the Signaller. Whilst carriage cleaning is taking place the Signaller will instruct the Driver to obtain permission from the Person Responsible for Protection.

Before shunting commences from these sidings, the Driver of the shunting movement must have a clear understanding with the Signaller or, during carriage cleaning, the Person Responsible for Protection.

Dated: 07/10/06

MD401 - HEYFORD TO BORDESLEY JUNCTION

DORRIDGE

If it is necessary to route a train formed of a Chiltern Railways 8 car sliding door train to the Up & Down Platform (3) Loop, then the Driver must instruct the Person in Charge of the train to 'lock out' the doors on the rear vehicle and to advise any customers that wish to detrain at Dorridge to do so from an appropriate vehicle.

Dated: 07/10/06

MD401 - HEYFORD TO BORDESLEY JUNCTION

TYSELEY

Tyseley, Maintrain Depot

Tyseley Maintrain Depot comprises the following:-

Carriage Sidings. Wash Road, Stabling Sidings 1 to 12, Fuel Roads 13 to 15, South end shunting neck.

Through Sidings. Situated between the Carriage Sidings and the Factory Sidings.

Oil Discharge and Scrap yard Sidings. Connection from the Through Sidings.

Factory area. Factory and Shed, Factory Sidings, Factory Depot Protection.

Tyseley Depot Complex. Diesel Multiple Units (D.M.U.'s) must be driven from the leading cab except where the D.M.U. cannot be driven from the leading cab due to a defect. Where the leading cab cannot be used, the provisions of Rule Book, Module TW1, Section 10.4 must be observed. Movements must only be made from other than the leading end with the Shunter controlling the movement from the ground and another Driver in the leading cab, if a functional brake is operative. All locomotives and diesel multiple units must be shut down when being left unattended. Every effort must be made to keep noise to a minimum during all train movements.

Carriage Sidings. Before a movement is allowed to enter the sidings from the south end, the Signaller at Sattley box must obtain permission from the Operations Supervisor at the Carriage Sidings, who must give an assurance that the line for which the points are set is clear sufficiently to accommodate the movement. The Signaller at Tyseley No.1 box will, before authorising a movement beyond No.3 signal, obtain the Shunter's permission. All empty diesel multiple units arriving at Tyseley Carriage Sidings from the North direction must stop at the 'Stop and Await Instructions' boards and not proceed without the Shunter's permission.

Fuel Roads. 'Stop and Await Instructions' boards are located at the ends of each of the Fuel Roads 13,14,15 and are under the control of the Designated Person, who will be identified by a yellow arm band endorsed D.P. in black letters. Drivers arriving at the North Shunters 'Stop and Await Instruction' boards will receive instructions from the North End Shunter to proceed towards the Fuel Roads "Stop and Await Instruction" boards. Drivers arriving at the Fuel Roads 'Stop and Await Instruction' board will receive authorisation from the Designated Person. However if the Designated Person is not immediately available he may delegate the North End Shunter to authorise the Driver to pass the "Stop and Await Instruction" boards to the appropriate Fuel Road. Drivers who have not received specific authority from the north end Shunter to proceed, onto the fuel roads shall stop on arrival at the 'Stop and Await Instructions' boards on the Fuel Roads 13,14,15 and must not proceed until authorised to do so by the Designated Person. Telephones for the use of Train Crew to contact the Operations Supervisor on extension 05 44258 when assistance is required, have been located as follows:-

- At the Birmingham end of No.1 road.
- On the 5th overhead lighting stanchion between No.4 and No.5 roads.
- On the 5th overhead lighting stanchion between No.8 and No.9 roads.

Factory area. Drivers must not proceed from the shunting signals Nos.7, 8, 21, or 22, located on the Factory side of Tyseley No.1 box towards the Factory sidings unless authorised by the Factory Shunter, even though the appropriate signal may have been cleared. Points are clipped for movement only onto No.1 Road Factory. Entry to the Brook Road is by authorisation of the Senior Traction Maintenance Supervisor (Designated Person) and the Factory Shunter, who will precede the movement on the ground.

Factory Shed. Movements must not be made beyond the protecting signals until the Factory Shunter has obtained the permission of the Designated Person and ensured that the appropriate derailer has been lowered and the associated signal is displaying a proceed aspect. The movement may be controlled by the Factory Shunter or Designated Person. Before authorising any movement out of the Factory the Shunter must obtain the permission of the Designated Person and ensure that the appropriate derailer has been lowered.

Dated: 07/10/06

MD401 - HEYFORD TO BORDESLEY JUNCTION

Small Heath South Jn To BANBURY

Between Kidderminster and Banbury

Prior to departing from the originating station and if there is a requirement for a Chiltern Railways service to stop at any station between Kidderminster and Birmingham Snow Hill and between Birmingham Snow Hill and Leamington Spa, that cannot accommodate the whole train length, then the Guard is responsible for locking the required number of vehicles out of use until arrival at Leamington Spa.

Dated: 07/10/06

MD405 - LEAMINGTON SPA JN. TO COVENTRY SOUTH JN.

Leamington Spa Jn To COVENTRY

Up & Down Loop between Kenilworth South Junction and Kenilworth North Junction. If a track circuit fails ahead of a train, other than for a Class 1 or a Class 2 train and the train concerned can be signalled into the Up & Down Loop from either the Up or Down direction, then this must be carried out. The Driver must immediately confirm the arrival of the train in the Up and Down Loop complete with tail lamp. The train must remain in the Up and Down Loop until authority to proceed is given by the Pilotman under Pilotman Working or the fault is rectified and normal working is resumed.

Modified working arrangements between Leamington Spa box and Coventry box. Prior to the introduction of Pilot Working, ticket working may be introduced by issue of 'Modified Working' tickets, when specially authorised by the Designated Operations Officer.

Drivers of Up direction trains worked under these arrangements will be instructed to open the emergency cabinet at the side of signal CY.6 and complete a Modified Working Ticket at the dictation of the Signaller at Coventry box.

Drivers of Down direction trains worked under these arrangements will be instructed to open the emergency cabinet at the side of signal LN.51 and complete a Modified Working Ticket at the dictation of the Signaller at Leamington Spa box.

Drivers must follow the instructions of the Signaller and when instructed to do so, cancel the ticket and hand it to his/her Supervisor at the earliest opportunity.

Dated: 07/10/06

MD410 - COVENTRY NORTH JN. TO NUNEATON SOUTH JN.

Coventry Yard

Stabling of Central Trains units

Sidings 1 and 2 will be used for the stabling of Central Trains units.

Arriving trains. Drivers of units requiring to stable in the Yard must contact the Signaller in Coventry box and advise him/her details of the train formation (unit number(s) and number of vehicles) and agree with the Signaller which siding the train will be stabled in. Upon clearance of the appropriate signal controlling movements into the Yard, the Driver may proceed and bring the train to a stand at the 'Check Handpoints' board adjacent to ground signal CY.43 and ensure that any handpoints within the required route to Siding 1 or 2 are set in the correct position. Drivers must stable the unit(s) at the extreme (Nuneaton) end of Siding 1 or 2 and ensure that vehicles are not left standing foul of any adjoining siding. The Driver of unit(s) arriving into an already occupied siding must stable the unit(s) at least 2 metres (6'6") away from any other stabled unit(s), ensuring that the rear of their train formation is not left standing foul of any adjoining siding. If pantographs are to be lowered on Electric Multiple Units after stabling, then the Driver must ensure that an emergency tail lamp is placed on the rear vehicle.

Departing trains. All trains will normally depart from the station end of the Yard. Drivers of trains which are ready to depart must bring their train to a stand at the 'Stop - Await Instructions' board and contact the Signaller at Coventry by use of the telephone provided and obtain permission to pass the 'Stop - Await Instructions' board before proceeding towards ground signal CY.43. The Driver must also advise the Signaller details of the train formation (unit number(s) and number of vehicles). Upon clearance of ground signal CY.43 the Driver may proceed towards Coventry station.

Dated: 07/10/06

MD410 - COVENTRY NORTH JN. TO NUNEATON SOUTH JN.

Calor Gas Sidings GF

The Person in Charge of a movement requiring to operate Calor Gas Sidings Ground Frame must clip and scotch the Ground Frame points before authorising the movement to proceed.

Dated: 07/10/06

MD415 - HATTON STATION TO STRATFORD-UPON-AVON

HATTON To Bearley Jn

Prior to the introduction of Pilot Working, ticket working may be introduced by issue of 'Modified Working' tickets, when specially authorised by the Designated Operations Officer. Drivers of Up direction trains worked under these arrangements will be instructed to open the emergency cabinet at the side of signal BJ.25 and complete a Modified Working Ticket at the dictation of the Signaller at Bearley Junction box. Drivers of Down direction trains worked under these arrangements will be instructed to open the emergency cabinet at the side of signal SY.116 and complete a Modified Working Ticket at the dictation of the Signaller at Saltley box.

Drivers must follow the instructions of the Signaller and when instructed to do so, cancel the ticket and hand it to his/her Supervisor at the earliest opportunity.

Dated: 07/10/06

MD415 - HATTON STATION TO STRATFORD-UPON-AVON

STRATFORD-UPON-AVON

Working of locomotive hauled passenger trains in platform 1. The vehicles comprising a locomotive hauled train must not exceed 265 metres in length.

Drivers of trains which exceed 8 vehicles (or vehicles up to 158 metres in length) must draw the train forward and bring the train to a stand as appropriate to ensure that the rear 8 vehicles (or vehicles up to 158 metres in length) are platformed. Suitable On Train announcements must be made for passengers in the vehicles which will not be platformed to move accordingly to detrain. On certain train formations the rear vehicle of the train may encroach the fence with locked gate and associated trespass guards at the Bearley Junction end of the platform. In these circumstances suitable On Train announcements must be made for passengers in the rear vehicle to move forward to detrain. The locomotive will then be detached to run round the train.

Working of locomotive hauled passenger trains in platforms 1 and 2. The vehicles comprising a locomotive hauled passenger train must not exceed 265 metres in length.

Drivers of trains which exceed 8 vehicles (or vehicles up to 158 metres in length) must draw the train forward and bring the train to a stand as appropriate to ensure that the rear 8 vehicles (or vehicles up to 158 metres in length) are platformed. Vehicles are not permitted to stand beyond the 'Stop and Telephone' board. Suitable On Train announcements must be made for passengers in the vehicles which will not be platformed to move accordingly to detrain.

On certain train formations the rear vehicle of the train may encroach the fence with locked gate and associated trespass guards at the Bearley Junction end of the platform. In these circumstances suitable On Train announcements must be made for passengers in the rear vehicle to move forward to detrain. Upon arrival in platform 1 and after customers have detrained, the Person in Charge of the Train, who will be in possession of two way radio handsets, will retain one and issue the other two way radio handset to the Driver. A satisfactory radio transmission test must be conducted between the Person in Charge of the Train and the Driver. All shunting movements must then be controlled by radio.

The Person in Charge of the Train must then position himself in the leading vehicle, maintaining strict radio discipline with the Driver. Upon clearance of the position light signal associated with signal No. BJ.436 the Person in Charge of the Train will authorise the Driver to propel the train via the crossover to the Up Main line. The Driver must bring the train to a stand inside clear of ground position light signal BJ.511. Upon clearance of ground position light signal BJ.511 the Driver must draw the train forward into platform 2 and bring the train to a stand as appropriate to ensure that the rear 8 vehicles (or vehicles up to 158 metres in length) are platformed. Vehicles are not permitted to stand beyond the 'Stop and Telephone' board.

The Driver of a train arriving in platform 2 which exceeds 245 metres in length must contact the Signaller and obtain permission to draw the locomotive beyond the 'Stop and Telephone' board to ensure the first vehicle comes to a stand at the 'Stop and Telephone board' and to run round the train.

No vehicle, locomotive or On Track machine must be stabled in the headshunt, however a steam locomotive which is being coaled and/or watered in platform 1, is permitted to stable in the headshunt to allow access to platform 1. The Signaller must be advised when the movement to the headshunt has come to a stand clear of the hand points. No movement must be made from the headshunt without the permission of the Signaller.

The telephone located at the stop block end of the station building on platform 1 is fitted with a loud sounding bell to enable the Signaller at Bearley Junction box to communicate with Train Crew. When this bell sounds, Train Crew must immediately contact the Signaller at Bearley Junction box by the most expeditious means.

When a train is ready for departure the Conductor must press the 'Train Ready To Start' plunger 2 minutes before the train is due to depart.

Dated: 07/10/06

MD430 - DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION

KIDDERMINSTER To Stourbridge North Jn

Between Kidderminster and Banbury

Prior to departing from the originating station and if there is a requirement for a Chiltern Railways service to stop at any station between Kidderminster and Birmingham Snow Hill and between Birmingham Snow Hill and Leamington Spa, that cannot accommodate the whole train length, then the Guard is responsible for locking the required number of vehicles out of use until arrival at Leamington Spa.

Dated: 07/10/06

MD430 - DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION KIDDERMINSTER

Trains terminating in the Up platform. Immediately an Up train, booked to terminate in the Up platform arrives, a member of the Train Crew must contact the Signaller at Kidderminster Junction box and advise that the train has arrived complete with tail lamp.

Up direction movements that require to reverse at Kidderminster will normally carry out this movement in the Turnback Siding.

Dated: 07/10/06

MD430 - DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION

STOURBRIDGE JN

Rule Book, Module P1. When Single Line Working is in operation over the Up Main line between Stourbridge Junction and Blakedown, the Signaller at Stourbridge Junction box is authorised to allow a terminating passenger train or, a light locomotive required to assist a train in rear, to occupy the Single line without the Pilotman being present to authorise such movement, provided he has obtained the Pilotman's permission.

Drivers requiring to depart Stourbridge Down Sidings, at Stourbridge North Junction, must bring their train to a stand at the 'Stop and Await Instructions' Board then use the telephone provided to contact the Signaller at Stourbridge Junction signal box to obtain permission to draw forward to the outlet signal (SJ.641).

When there is a requirement to attach and detach a bank engine to assist a freight train in the rear between Stourbridge Junction and Rowley Regis in accordance with Section 1, 'Locomotives assisting in rear of trains', then the following method of working will apply.

The bank engine will be positioned at Stourbridge Junction and when the freight train that requires assistance in the rear has arrived on the Down Siding at Stourbridge Junction the bank engine will be attached on the rear of the freight train to be assisted in the Down Siding. The bank engine will be detached at signal SJ.32 on the Up Stourbridge line at Rowley Regis.

The Driver of the freight train that requires assistance in the rear must obtain the permission of the Signaller at Stourbridge Junction box to pass the 'Stop' board on the Down Siding to draw the train forward towards the elevated ground position light signal SJ.641. The elevated ground position light signal SJ.641 will then be cleared, if necessary, to enable the freight train that requires to be assisted in the rear to draw forward towards the Up Stourbridge line to allow the bank engine to be attached on the rear. When the bank engine is positioned at the rear of the train at Stourbridge Junction and before the bank engine is coupled to the rear of the freight train being assisted, the Driver of the freight train being assisted in the rear and the Driver of the bank engine must communicate with each other and reach a clear and safe understanding in respect of the coupling up of the bank engine at Stourbridge Junction. After a brake continuity test has been carried out the 'Train Ready to Start' signal can be exchanged between the Drivers. If it was not necessary for the freight train that requires assistance in the rear to proceed beyond elevated ground position light signal SJ.641 to attach the bank engine on the rear then elevated ground position light signal SJ.641 will be cleared to enable the freight train that requires assistance in the rear to proceed towards the Up Stourbridge line.

In the event that communication is not available between the Driver of the freight train being assisted in the rear and the Driver of the bank engine, then the Driver of the freight train being assisted in the rear must communicate with the Signaller at Stourbridge Junction box.

The Driver of the bank engine must proceed to Stourbridge Junction box where he will be able to communicate with the Driver of the freight train to be assisted in the rear and give an assurance that the bank engine has been coupled to the rear of the train and after completion of a brake continuity test the train will be ready to depart.

In the event that it is not possible to draw the freight train that requires assistance in the rear forward onto the Up Stourbridge line to attach the bank engine on the rear then the Driver of the freight train that requires assistance in the rear must obtain the permission of the Signaller at Stourbridge Junction box to pass the 'Stop' board on the Down Siding to draw the train forward towards elevated ground position light signal SJ.641. The freight train that requires assistance in the rear will, upon clearance of elevated ground position light signal SJ.641, proceed onto the Neck for the bank engine to be attached on the rear. When coupling up of the bank engine has been completed the freight train will draw back to stand inside clear of elevated ground position light signal SJ.641. Upon clearance of elevated ground position light signal SJ.641 the freight train that requires assistance in the rear will proceed to the Up Stourbridge line.

The Driver of the bank engine must not apply power until the freight train that is being assisted in the rear has cleared Stourbridge North Junction. The Driver of the bank engine must also be prepared for signals between Stourbridge Junction and Rowley Regis to have returned to Danger before the bank engine passes them.

When the freight train being assisted in the rear by the bank engine arrives at Rowley Regis, the Driver of the freight train being assisted in the rear and the Driver of the bank engine must communicate with each other and reach a clear and safe understanding before the uncoupling of the bank engine is carried out at Rowley Regis.

During the period when the Chiltern Railways Light Maintenance Depot (L.M.D.) Person in Charge is on duty the Signaller at Stourbridge Junction box must not clear signals SJ.630 or SJ.632 to authorise a movement to proceed onto the L.M.D. until he has obtained the authority of the Chiltern Railways Person in Charge of the L.M.D. and also ensured that no conflicting movement has been authorised. The Chiltern Railways Person in Charge will advise the Signaller at Stourbridge Junction box when the movement has passed into the L.M.D. and the hand points are set for the Down Reception line.

When there is a requirement for a movement to proceed into the L.M.D. when the Chiltern Railways Person in Charge is not on duty, then the Signaller at Stourbridge Junction box must contact your Network Rail Control and request permission to authorise the movement. When the Signaller at Stourbridge Junction box has obtained permission he must advise the

Driver that the Chiltern Railways Person in Charge is not on duty. The Signaller at Stourbridge Junction box may then clear signal SJ.630 or SJ.632 for the movement to proceed.

During the period when the Chiltern Railways Person in Charge is on duty, or the Driver when the Chiltern Railways Person in Charge is not on duty, will advise the Signaller at Stourbridge Junction box when a movement is ready to depart from the L.M.D. The Signaller at Stourbridge Junction box will give your permission provided he has not authorised a conflicting movement and clear signal SJ.641 for the movement to proceed.

Dated: 07/10/06

MD430 - DROITWICH SPA TO STOURBRIDGE NORTH JUNCTION

Stourbridge North Jn To KIDDERMINSTER

Between Banbury and Kidderminster

Upon departing from Banbury and if there is a requirement for a Down direction Chiltern Railways service to stop at any station between Leamington Spa and Birmingham Snow Hill and between Birmingham Snow Hill and Kidderminster, that cannot accommodate the whole train length, then the Guard is responsible for moving any passengers forward from the affected portion of the train. The Guard must then lock the required number of vehicles out of use between Banbury and Leamington Spa until arrival at Birmingham Snow Hill, Stourbridge Junction or Kidderminster, as appropriate.

Dated: 07/10/06

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

Small Heath South Jn To Stourbridge North Jn

Between Banbury and Kidderminster

Upon departing from Banbury and if there is a requirement for a Down direction Chiltern Railways service to stop at any station between Leamington Spa and Birmingham Snow Hill and between Birmingham Snow Hill and Kidderminster, that cannot accommodate the whole train length, then the Guard is responsible for moving any passengers forward from the affected portion of the train. The Guard must then lock the required number of vehicles out of use between Banbury and Leamington Spa until arrival at Birmingham Snow Hill, Stourbridge Junction or Kidderminster, as appropriate.

Dated: 07/10/06

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

BIRMINGHAM MOOR STREET

An additional A.W.S. magnet is located immediately in advance of Signal SY.194. It will normally be suppressed when the signal is cleared. If a Driver is authorised to pass the signal at Danger, the A.W.S. horn (warning indicator) will sound when the train passes the signal. If the A.W.S. horn (warning indicator) sounds on any other occasion as a train passes the signal, the train must be stopped immediately and the Driver must contact the Signaller.

Dated: 07/10/06

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

BIRMINGHAM SNOW HILL

No.1 and No.2 Sidings

Drivers working trains from these sidings, must, after completion of the required cab preparation duties, contact the Signaller at Saltley box and advise that their train is ready to leave the sidings.

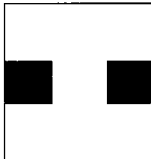
Dated: 07/10/06

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN BIRMINGHAM SNOW HILL

Movements proceeding from the Stourbridge Junction end of the station, which require to return into the station, must be driven from the trailing cab to the rear of the fixed signal relative to the forward movement into the station, to ensure that the Driver is at the leading end on the return.

Terminating trains on Platform 1 that are booked to shunt to the sidings. Once station work has been completed the Person in Charge of the platform must contact the Signaller at Saltley box and request permission for the train to draw forward to signal SY.198.

Mid Platform Marker Boards. A white square board with a black horizontal broken line, known as a mid platform marker board is provided on platform 2 and is applicable to Down direction trains only. A similar board is positioned in the six foot.



These boards are situated 25 metres in rear of the A.W.S. magnet associated with signal SY.200. When a Driver receives a position light proceed aspect at signals SY.194 or SY.196 at Moor Street Station this must be taken as authority to proceed as per Rule Book, Module S1, Section 2.7 and not proceed further than the mid platform marker board. If a train exceeds 4 vehicles in length the Driver must inform the Signaller immediately and await further instructions.

The Driver of a train booked to terminate in platform 2 in the Down direction must be prepared to move the train to signal SY.200 if instructed to do so by a member of the station staff, who must first obtain the Signaller's authority. When the train has come to a stand the member of the station staff must advise the Signaller accordingly.

A mid platform marker board is provided on platform 3 and is applicable to Up direction trains only. A similar board will be positioned in the six foot. These boards are situated 25 metres in rear of the A.W.S. magnet associated with signal SY.197. When a Driver receives a position light proceed aspect at signals SY.211 or SY.459 this must be taken as authority to proceed as per Rule Book, Module S1, Section 2.7 and not proceed further than the mid platform marker board. If a train exceeds 4 vehicles, or 89 metres in length, the Driver must inform the Signaller immediately and await further instructions.

These boards are only applicable to trains entering platforms 2 and 3 under the authority of a position light proceed aspect.

Dated: 07/10/06

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN LANGLEY GREEN

Langley Green Sidings

Albright & Wilson's Siding, Up Sidings, Oldbury Branch Sidings and the I.C.I. Depot Sidings are all non operational and may only be used on the authority of the Network Rail, London North Western Route, Route Director. Operational instructions will be issued for each movement approved.

Dated: 07/10/06

MD435 - SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN Stourbridge North Jn To Small Heath South Jn

Between Kidderminster And Banbury

Prior to departing from the originating station and if there is a requirement for a Chiltern Railways service to stop at any station between Kidderminster and Birmingham Snow Hill and between Birmingham Snow Hill and Leamington Spa, that cannot accommodate the whole train length, then the Guard is responsible for locking the required number of vehicles out of use until arrival at Leamington Spa.

Dated: 07/10/06

MD445 - STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN

STOURBRIDGE JN To STOURBRIDGE TOWN

Operation of the line by Pre Metro Operations (PMO)

Movements within the PMO Depot. The Parry People Mover (number 999 900) will be stabled within the PMO Depot located at the Kidderminster end of the Bay platform. The Stourbridge Town branch will be protected against unauthorised movements from the PMO Depot by a temporary buffer stop. The key to the temporary buffer stop is retained in the custody of the Signaller at Stourbridge Junction box and will not be issued unless authorised.

The Parry People Mover is authorised to operate at 5 mph within the PMO Depot, provided that the nominated PMO Person in Charge has given the Signaller at Stourbridge Junction box an assurance that the temporary buffer stop is still in position and that any movement of the Parry People Mover towards the temporary buffer stop will not encroach within 2 metres (2 yards) of the temporary buffer stop and that the headlights and tail lights of the Parry People Mover are extinguished. Upon completion of movements within the PMO Depot the nominated PMO Person in Charge must advise the Signaller at Stourbridge Junction box accordingly and give an assurance that the temporary stop block is still in position. The Parry People Mover is authorised to operate within the confines of the PMO Depot at any time.

Movements on the Stourbridge Town branch line. On **Sundays only** the Parry People Mover is also authorised to convey passengers and to operate at 20 mph between Stourbridge Junction and Stourbridge Town in both directions, 10 mph at Stourbridge Junction station and 5 mph at Stourbridge Town station, subject to strict observance of any lower Permanent, Temporary or Emergency speed restrictions. The Driver must not use a mobile telephone whilst the Parry People Mover is moving.

The Parry People Mover is not equipped with NRN and the method of contact with the Parry People Mover will be via the nominated PMO Person in Charge who will be in possession of a mobile telephone.

The nominated PMO Person in Charge, in conjunction with the Signaller at Stourbridge Junction box, will lock No.3 and No.4 points in the Normal position before the Parry People Mover is authorised to proceed from the PMO Depot.

Prior to commencement of operations, and before the Parry People Mover departs from the PMO Depot positioned at the Kidderminster end of the Bay platform, the nominated PMO Person in Charge will report in person to the Signaller at Stourbridge Junction box and request the Train Staff for the Stourbridge Town branch and the key to the temporary stop block. Provided that the Signaller at Stourbridge Junction box is in possession of the Train Staff, will issue the Train Staff and the key to the temporary stop block to the nominated PMO Person in Charge. Being as the Parry People Mover is not equipped with NRN, the Signaller at Stourbridge Junction box will ascertain that the nominated PMO Person in Charge is in possession of a mobile telephone for contact purposes. A successful test must then be carried out. The Signaller at Stourbridge Junction box will record this mobile telephone number in the Train Register and issue the Train Staff and the key to the temporary stop block and record the fact in the Train Register. The entry must be countersigned by the nominated PMO Person in Charge.

When the nominated PMO Person in Charge is in possession of the Train Staff and the key to the temporary stop block, and subject to the Signaller at Stourbridge Junction box receiving assurance from the nominated Person in Charge that the temporary buffer stop at Stourbridge Town has been correctly erected and is in place, the nominated PMO Person in Charge will then remove the temporary stop block and erect any further equipment required for operation of the Stourbridge Town branch by the Parry People Mover.

Failure in service. On no account is the Parry People Mover to be assisted with a normal rail vehicle, it must be recovered by a Road Rail vehicle in a T3 possession. Birmingham Network Rail Control must arrange for a Competent Person to supervise the evacuation of the Parry People Mover, in accordance with Rule Book Module M, Section 7. This evacuation must take place before the T3 possession is granted for recovery of the Parry People Mover. The nominated PMO Person in Charge must advise the Signaller at Stourbridge Junction box when passengers have been detained to a position of safety, and also the identity of the PICOP for the T3 possession. On the instructions of the PMO Person in Charge and the PICOP, the Road Rail vehicle will recover the Parry People Mover. The Signaller at Stourbridge Junction box must be advised when the failed Parry People Mover and the Road Rail vehicle have been removed from the line and the T3 possession given up.

Completion of operations. Upon completion of operations and when the Parry People Mover is secured within the PMO Depot, the temporary stop block will be restored and all other PMO equipment removed from the Stourbridge Town branch. The nominated PMO Person in Charge will then return the Train Staff and the temporary buffer stop key to the custody of the Signaller at Stourbridge Junction box. When the Signaller at Stourbridge Junction box receives the Train Staff and the key to the temporary stop block, he will obtain an assurance from the nominated PMO Person in Charge that the Stourbridge Town branch is clear and safe to run on and that all PMO equipment has been removed. When that assurance has been received, the Signaller at Stourbridge Junction box will record the return of the Train Staff and the key to the temporary stop block in the Train Register. The entry must be countersigned by the nominated PMO Person in Charge.

Dated: 07/10/06

MD445 - STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN

STOURBRIDGE JN To STOURBRIDGE TOWN

(OTHER THAN PRE-METRO OPERATIONS)

No traction unit with a brake defect is to be allowed to travel in the Down direction from Stourbridge Junction to Stourbridge Town. Under no circumstances must single car diesel multiple units, other than Class 153 units operate between Stourbridge Junction and Stourbridge Town stations.

Working of Class 153 Diesel Multiple Units. In the event of the failure of the track circuit actuator on a Class 153 Diesel Multiple Unit working between Stourbridge Junction and Stourbridge Town, the unit may continue in service normally between these points.

When the unit has completed its diagram between these points it must be worked E.C.S. to a maintenance depot in accordance with the instructions contained in Rule Book, Module TW5.

An Annetts Key Lock is provided to operate Ground Frame Lever No.1 controlling the entrance/exit from the Stourbridge Town Branch. The key forms an integral part of the train staff that is provided for the Stourbridge Town Branch.

The Conductor is authorised to transfer the train staff between the Signaller and Driver in accordance with Rule Book, Module TS8, Regulation 2.

The ground frame will be operated by the Conductor. The Driver of a train waiting to enter/leave the Stourbridge Town Branch must await advice from the Conductor that the ground frame is correctly set for the safe movement of the train.

Dated: 07/10/06

MD450 - STOURBRIDGE NORTH JUNCTION TO ROUND OAK

Kingswinford Jn South To Round Oak Sidings

Working of Down/Up Round Oak Lines 1 and 2 and Round Oak Sidings. The Shunter at Round Oak Sidings must, prior to any departing movement taking place, advise the Signaller at Kingswinford Junction box the line over which a movement will proceed towards Kingswinford Junction South. Vehicles must not be stabled on the Headshunt between Round Oak North and the Stop Block. On completion of movements the Shunter must ensure that the handpoints for Up Sidings No.1 and Up Sidings No.2 are set and padlocked towards Round Oak Sidings.

Dated: 07/10/06

MD460 - FENNY COMPTON TO BURTON DASSETT

Fenny Compton Jn To Burton Dassett Kineton MOD

Access to the Kineton Branch will be given by the release of a captive key instrument (lockout device or similar) positioned in a lock fast cabinet at the entrance to the branch, by the Signaller at Leamington Spa signal box. The Train Crew will request a release from the Signaller by a telephone positioned adjacent to the instrument, on giving a release a flashing 'Branch Occupied' Indication will appear on the Signaller's screen and the Train Crew will get a 'Free' indication at the Instrument. The Train Crew will release the key by pressing a 'Release Push' and turning the Key (the Key will have a unique address); upon release of the key the flashing 'Branch Occupied' indication on the Signallers screen will steady.

The Train Crew will keep the Key token with the train until they return to Fenny Compton. On arrival at Fenny Compton the Train Crew will before replacing the Key Token in the Instrument, contact the Signaller at Leamington Spa to confirm the rear of the train is clear of the Branch complete with tail lamp. On replacing the Key and locking it in the instrument the 'Branch Occupied' indication will flash, the Signaller will acknowledge the return of the key and the flashing indication will be extinguished.

Working of Movements between Fenny Compton Sidings and Burton Dassett. The Driver must bring his train to a stand at the 'Start of Token Section' board located at the Burton Dassett end of Fenny Compton Sidings and obtain a token from the token instrument machine located within the lockable cabinet. Before the Signaller at Leamington Spa box gives the release he will contact the M.O.D. Traffic Controller at Kineton and obtain an assurance that all M.O.D. movements in the exchange sidings towards the Boundary Gate have ceased and the Single line is clear to the 'Start of Token Section' board at Burton Dassett. Upon receiving such assurances the Signaller at Leamington Spa box will give the 'release' to enable the Driver to withdraw the token. The Driver may then proceed and bring the train to a stand at the 'End of Token Section' board at Burton Dassett and work to the instructions of the M.O.D. Traffic Controller at Kineton.

The Driver must retain custody of the token until arrival back at Fenny Compton Sidings, except in cases of the circumstances described below regarding additional movements.

Working of Movements between Burton Dassett and Fenny Compton Sidings. Before the M.O.D. Traffic Controller at Kineton authorises a movement for Fenny Compton Sidings to depart from Kineton M.O.D. Sidings he must contact the Signaller at Leamington Spa box and advise that a movement is ready to depart and obtain authority for that movement to proceed. Upon arrival at the 'End of Token Section' board at Fenny Compton the Driver must contact the Signaller at Leamington Spa box for permission to proceed into Fenny Compton sidings. When the movement has come to a stand in Fenny Compton Sidings, clear of the Single line, the Driver must return the Token to the Token Instrument Machine and confirm to the Signaller at Leamington Spa box that the rear of the train is clear of the Branch complete with tail lamp. On replacing the Token and locking it in the instrument machine, the 'Branch Occupied' indication will flash, the Signaller will acknowledge the return of the Token and the flashing indication will be extinguished.

Additional Movement between Fenny Compton Sidings and Burton Dassett. In the event that a second movement is required to operate between Fenny Compton Sidings and the 'End of Token Section' board at Burton Dassett the M.O.D. Traffic Controller at Kineton must confirm to the Signaller at Leamington Spa box that the previous train has departed clear of the Single line and is inside Kineton M.O.D. Sidings. The Driver of that train will then surrender the token to the nominated M.O.D. representative (who must be competent in Personal Track Safety and be in possession of a valid Sentinel Card) who will return the token by road transport to the token instrument machine located within the lockable cabinet at the Burton Dassett end of Fenny Compton Sidings and replace the token.

In the event that a second movement is required to operate between Kineton M.O.D. Sidings and Fenny Compton Sidings then the Driver of the first movement will replace the token in the token instrument machine located within the lockable cabinet at the Burton Dassett end of Fenny Compton Sidings. The nominated M.O.D. representative (who must be competent in Personal Track Safety and be in possession of a valid Sentinel Card), who will have arrived by road transport, will then withdraw the token from the token instrument machine located within the lockable cabinet and convey the token by road transport and issue to the Driver of the second movement.

Dated: 07/10/06

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

Kingsbury Branch Sidings To Birch Coppice Exchange Sidings

The maximum permissible speed between Kingsbury Branch Sidings (0m 60ch) and Birch Coppice, Exchange Sidings (2m 40ch) is 15 mph. The maximum permissible speed within Birch Coppice Exchange Sidings complex is 5 mph.

A Train Staff is provided and is under the custody of the EWS Person in Charge at Kingsbury Branch Sidings Shunt Frame who will issue the Train Staff to the Driver.

The Driver of a movement from Birch Coppice, Exchange Sidings must bring the movement to a stand in Kingsbury Branch Sidings to enable the Train Staff to be delivered by the EWS Person in Charge at Kingsbury Branch Sidings. No movement must be permitted to pass the 'End of Staff Section' board at Birch Coppice Exchange Sidings until permission is obtained from the TNT Rail Person in Charge. An assurance must also be received from the TNT Rail Person in Charge that the TNT Unimog machine is clear of the Exchange Sidings complex and is stabled within the TNT Warehouse sidings.

The Driver of a movement from Birch Coppice, Exchange Sidings must bring the movement to a stand at the 'Start of Staff Section and Telephone for Instructions' board at the Kingsbury Branch Sidings end of Birch Coppice Exchange Sidings and obtain permission to proceed from the EWS Person in Charge at Kingsbury Branch Sidings. The Driver must bring the movement to a stand in Kingsbury Branch Sidings to surrender the Train Staff to the EWS Person in Charge at Kingsbury Branch Sidings.

Dated: 07/10/06

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

Kingsbury SF (KY)

Warwickshire Fuel Oil Private Sidings, setting back from the Down Main Line. When the 'OFF' indicator working in conjunction with the shunting signal controlling the movement is cleared, the Driver may commence the setting back movement without receiving a handsignal from the Shunter but he must proceed cautiously, keeping a sharp lookout, and be prepared to act on a handsignal when the Shunter comes into view.

Dated: 07/10/06

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

Kingsbury Jn To WATER ORTON

Trains diverted via Whitacre Junction. Down and Up trains booked to travel direct, may be diverted via Whitacre Junction without previous warning. Drivers so routed need not observe the requirements of Rule Book, Module S2, Section 5.

Dated: 07/10/06

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

Washwood Heath R.M.C. Sidings

The Person in Charge of all movements in the sidings is the Designated R.M.C. Person in Charge (Sidings Supervisor) referred hitherto as the R.M.C. P.I.C.

The site consists of an Arrival line which allows access to four through sidings. No. 1 and No.2 Sidings are within a security compound, No.3 Siding is the Discharge and Loading line with a discharge hopper for the discharging of aggregate trains. No.4 Siding is the Engine line for stabling of locomotives. An overhead gantry crane spans Nos.1,2 and 3 Sidings for the loading/unloading of sleeper trains. 'Stop' boards are provided and all points are hand operated. A shunt locomotive operates within the sidings and is manned by R.M.C. staff who are not qualified to operate on Network Rail infrastructure.

Arriving aggregate trains. Trains will be routed to the 'STOP contact sidings Supervisor to proceed' board located 420 metres from the Down Goods line. The Driver must then telephone the R.M.C. P.I.C. on 07904 917485 and obtain permission to pass the 'Stop' board. Before giving permission to proceed the R.M.C. P.I.C. must ensure that the handpoints are set for the required route and that no other conflicting movements are taking place. The R.M.C. P.I.C. will then give authority to the Driver to pass the 'Stop' board and draw forward to the 'Stop Await Instructions' board which protects the discharge hopper. Permission to pass this board will be also be given by the R.M.C. P.I.C.

Discharge of aggregate trains. On arrival at the 'Stop' board protecting the discharge hopper the R.M.C. P.I.C. will hand a radio handset to the Driver and a satisfactory radio transmission test must then be carried out before any movement takes place. The R.M.C. P.I.C. will then authorise the Driver to pass the 'Stop' board and position the leading wagon over the Discharge Hopper. Discharge will be one vehicle at a time and all movements will be controlled by radio. The local radio call signs will be 'R.M.C. Shunter to Train headcode' and vice versa. Strict radio discipline must be maintained at all times.

When the train arrives at the 'Stop' board protecting the loading crane, the Driver must bring the train to a stand and contact the R.M.C. P.I.C. who must ensure that crane movements are suspended before authorising the Driver to pass the 'Stop' board.

When the unloading of the aggregate train has been completed, the R.M.C. P.I.C. must advise the Driver of the train accordingly. The Driver must return the radio handset to the R.M.C. P.I.C.

Arriving sleeper trains. Trains will be routed to the 'Stop contact sidings Supervisor to proceed' board located 420 metres from the Down Goods line. The Driver must then telephone the R.M.C. P.I.C. on 07904 917 485 and obtain permission to pass the 'Stop' board. Before giving permission the R.M.C. P.I.C. must ensure that the handpoints are set for the required route and that no other conflicting movements are taking place. The R.M.C. P.I.C. will then give authority to pass the 'Stop' board and advise the Driver which siding the route is set for. If the train is required on No.3 Siding then the R.M.C. P.I.C. will authorise the Driver to pass the 'Stop Await Instructions' board, which protects the discharge hopper, and instruct the Driver to draw the train to the 'Stop and contact siding Supervisor' board protecting the loading/unloading pad.

Loading and unloading sleeper trains. Once the train arrives in the siding the R.M.C. P.I.C. will advise the Driver if he is to assist in loading operations, or detach and release the train engine and use the EWS shunt locomotive to position wagons for loading. One sleeper wagon is loaded at a time and the R.M.C. P.I.C. will be responsible for ensuring they are set according to R.M.C. requirements.

Should it be necessary to proceed beyond the 'Stop and Telephone' board at either end of the sidings, the Driver must contact the Signaller at Saitley box and obtain permission to pass the appropriate 'Stop and Telephone' board. The movement is authorised to proceed to the 'limit of R.M.C. movement' board only. The Driver must ensure that the movement returns within the 'Stop and Telephone' board and advise the Signaller at Saitley box accordingly.

Departing of aggregate and sleeper trains. When loading/unloading has been completed the R.M.C. P.I.C. will advise the Driver accordingly. When train preparation duties have been completed the Driver will contact the Signaller at Saitley box for permission to pass the 'Stop and Telephone' board. The Driver must reach a clear understanding with the Signaller at Saitley box that the movement is leaving the site and state their destination and train headcode.

All departing trains are subject to load examination by suitably qualified staff before departure.

Additional movements. In the event that a movement is unable to proceed beyond the 'Stop and Obtain Permission to Proceed' board on the Arrival line then the Driver must advise the Signaller at Saitley box. In these circumstances if a movement is required to enter the sidings from the Washwood Heath No.1 Shunt Frame end of the sidings, the Signaller at Saitley box will obtain the permission of the R.M.C. P.I.C. before authorising the movement to proceed. This instruction is applicable to movements working with a locomotive at each end of the train, light locomotives or trains which are equipped with a platform and brake valve to control the propelling movement.

Emergency Procedure. In the event of an accident requiring the attendance of the Emergency Services they can be summoned via the locomotive cab to shore radio or via a mobile telephone whichever is appropriate. Any accident on site must be reported to the R.M.C. P.I.C. in addition to normal Train Operating Company reporting procedures.

In the event of the need to evacuate the R.M.C. site, staff must obey the instructions of the R.M.C. P.I.C.

Dated: 07/10/06

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

Saltley Loco Servicing Depot, former

Former EWS Locomotive Inspection Point

Arriving locomotives. The Driver of an arriving locomotive must bring the movement to a stand at the 'Stop and Check Points' board. The Driver must check that all points are in the correct position and proceed onto No.2 Fuel Road.

Departing locomotives. The Driver of a departing locomotive must obtain permission to proceed towards signal SY.457 from the Signaller at Saltley box by use of the telephone on the wall of the Train Crew Depot adjacent to the foot crossing. When permission has been obtained the Driver must ensure that no other movements are taking place before proceeding cautiously towards signal SY.457. If the Signaller is unable to give permission for the movement, he will instruct the Driver to report again after a given period.

Shunting movements. The permission of the Signaller at Saltley box must be obtained by use of the telephone on the wall of the Train Crew Depot adjacent to the foot crossing, before a shunting movement is made towards signal SY.457. When the movement has been completed the Driver must inform the Signaller in Saltley box.

Dated: 07/10/06

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

European Metals Recycling Sidings

When shunting movements are required the Shunter in Charge must advise the Signaller at Saltley box by telephone (05 43089), that a shunting movement is about to commence. The Signaller will give permission providing no other movement has been authorised. When all shunting movements have been completed the Shunter must advise the Signaller at Saltley box by telephone.

Dated: 07/10/06

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

Lawley Street Freightliner Terminal

Propelling of trains from the Up & Down Lawley Street Siding into the Freightliner Terminal.

Driver's Instructions. A radio handset is provided in a cabinet at the 60 wagon marker board located on the Up & Down Lawley Street Through Siding for the use of the Driver. Upon arrival on the Up & Down Lawley Street Through Siding, the Driver must bring the train to a stand 100 yards in advance of the 60 wagon marker board and unlock the Freightliner cabinet and collect the radio handset. On return to the locomotive the Driver must conduct a satisfactory radio transmission test with the Freightliner Terminal Shunter over Channel 2. After completion of the satisfactory radio transmission test and upon clearance of signal SY.462, the 'Set Back' lights will be illuminated and the Driver may commence the propelling movement into the Freightliner Terminal. When the leading vehicle comes into view of the Freightliner Terminal Shunter he will advise the Driver accordingly by means of the radio handset. The Driver will then continue to propel the train into the Freightliner Terminal observing all signals and under constant radio communication with the Freightliner Terminal Shunter.

Freightliner Terminal Shunter's Instructions. When advice is received from the Driver that he/she is ready to undertake the propelling movement, and a satisfactory radio transmission test has taken place. The Freightliner Terminal Shunter must advise the Driver when the leading vehicle is visible at which point the propelling movement is then controlled by the Freightliner Terminal Shunter who must then work in accordance with Rule Book, Module SS2. Section 4.2b). Upon completion of all shunting operations, the Freightliner Terminal Shunter must arrange for a fully charged battery to be placed into the Drivers radio handset, ready for the Driver to return the radio handset to the cabinet at the 60 wagon marker board on departure of the Driver's next service.

Trains requiring to depart in the Down direction **conveying more than 10 freightliner vehicles** must be drawn to the Up Reception Sidings at Washwood Heath where the locomotive must run round the train under the control of the EWS Person in Charge at Washwood Heath. Trains requiring to depart in the Down direction **conveying 10 freightliner vehicles or less** must be propelled from signal SY.209 on to the Up and Down Lawley Street Through Siding to stand clear and in rear of signal SY.462 for a reversal movement.

Dated: 07/10/06

MD545 - KINGSBURY JUNCTION TO WHITACRE JUNCTION

Kingsbury Jn To Whitacre Jn

Between Kingsbury Junction and Water Orton

Trains diverted via Whitacre Junction. Down and Up trains booked to travel direct, may be diverted via Whitacre Junction without previous warning. Drivers so routed need not observe the requirements of Rule Book, Module S2, Section 5.

Dated: 07/10/06

MD555 - NUNEATON NORTH JN TO WATER ORTON EAST JN

Daw Mill Colliery

Working of Daw Mill Colliery Reception/Departure Lines

The EWS Shunter will advise the Signaller at Saltley box when he takes up and leaves duty at Daw Mill. He will also supply the telephone number of the Shunter's Cabin. When on duty the EWS Shunter is the Person in Charge at the colliery.

Working of trains conveying up to 17 HTA/32 HAA vehicles to the Reception/Departure lines. The Driver will obtain authority to pass the Stop board at the colliery end of the Reception/Departure line from the EWS Person in Charge at the colliery whilst the locomotive is running round the train in the Saltley area or in Washwood Heath Up Yard. If the EWS Person in Charge at the colliery is not on duty, then the Driver will obtain authority to pass the Stop board from the Person in Charge at the colliery Control Office.

Working of trains conveying more than 17 HTA/32 HAA vehicles to the Reception/Departure lines. The Driver will obtain authority to pass the Stop board at the colliery end of the Reception/Departure line from the EWS Person in Charge at the colliery whilst the locomotive is running round the train in the Saltley area or in Washwood Heath Up Yard. If the EWS Person in Charge at the colliery is not on duty, then the Driver will obtain authority to pass the Stop board from the Person in Charge at the colliery Control Office whilst the locomotive is running round the train in the Saltley area or in Washwood Heath Up Yard.

Once a train is ready to depart from either the Saltley area or Washwood Heath Up Yard, and before the Signaller at Saltley box clears the appropriate signal for a train to proceed to Daw Mill Reception / Departure lines, the Driver must give an assurance that he has obtained authority to pass the Stop board at the colliery end of the Reception/Departure lines at Daw Mill.

Working of departing trains from the Reception/Departure lines. A train will not pass the Stop board at the exit from the colliery sidings until the EWS Person In Charge obtains the permission from the Signaller at Saltley box. When the EWS Person In Charge is not on duty, the Driver will obtain permission from the Signaller at Saltley box.

Dated: 07/10/06

MD555 - NUNEATON NORTH JN TO WATER ORTON EAST JN

Whitacre Jn

Working of the Down Goods Loop at Whitacre

Owing to a problem regarding the obstruction by trains of the public footpath crossing over the Down Goods Loop, trains consisting of a length **exceeding 897 feet/273 metres) including the locomotive, will not** be routed into the Down Goods Loop. Any train that requires to run round in the Down Goods Loop will be accompanied by a Trainman.

Before clearing signal SY.318 for a train that requires to proceed to the Down Goods Loop for a run round movement, the Signaller at Saltley box will clear the subsidiary signal associated with signal SY.302 at the Coleshill end of the Down Goods Loop towards the Neck Siding.

After a train that requires to run round in the Down Goods Loop has been brought to a stand at signal SY.302, the Driver or the Trainman will contact the Signaller at Saltley box and supply a mobile telephone contact number or other means of contact. The Signaller at Saltley box will then replace the subsidiary signal associated with signal SY.302. The Driver or the Trainman will advise the Signaller at Saltley box when the locomotive has been uncoupled and is ready to run round the train.

When the locomotive has run round the train and is ready to depart, the Driver or the Trainman must advise the Signaller at Saltley box accordingly. If the Signaller at Saltley box is in a position to clear signal SY.516, then he will do so. If he cannot immediately clear signal SY.516, then he will advise the Driver or the Trainman accordingly and instruct him not to draw the train forward to signal SY.516 until authorised by him.

When the Signaller at Saltley box is in a position to clear signal SY.516 he will then contact the Driver or the Trainman and authorise him to proceed towards the signal.

Dated: 07/10/06

MD701 - MARYLEBONE TO AYNHO JUNCTION**MARYLEBONE**

Wall Siding - Starting of trains. Before making a movement, the Driver must contact the Signaller and advise which service/destination the train is to work. The Driver must additionally obtain authority from the Signaller to move towards the exit signal ME.501.

Staff Crossing spanning Platform 1 and the Wall Siding. In the event that the white light indications on the staff crossing do not appear to operate, staff should contact the signaller at Marylebone IECC and await his/her permission before proceeding.

The walking route along the Up Siding between the connection at the Marylebone end and the 'STOP' board (ME.512) is of **Limited Clearance** (Rule Book Module G2 Section 7) and is signed as such. A telephone is provided at both ends of this section for staff to contact the signaller at Marylebone IECC for permission to proceed. Once clear of the Limited Clearance section, staff must again use the telephone(s) provided to advise the Signaller that they are clear.

Dated: 07/10/06**MD701 - MARYLEBONE TO AYNHO JUNCTION****WEST RUISLIP**

Exchange of traffic from Network Rail to L.U.L. Before a movement is made from the Down Spur to the Connecting line, the Person in Charge of the movement must obtain the permission of the Signaller at West Ruislip (London Underground Limited) (L.U.L.) by means of the telephone situated under Ickenham Road bridge (Network Rail bridge 12, L.U.L. bridge R55). On receipt of such permission the movement may be propelled as far as the notice board lettered 'Stop and Telephone LT Signaller'. EWS Locomotives may pass the 'Stop' board provided the Driver is conducted by a competent member of L.U.L. staff. When the vehicles have been secured and the locomotive has returned on to the Down Spur the Person in Charge of the movement must advise the Signaller at West Ruislip (L.U.L.) that the movement has been completed.

Exchange of traffic from L.U.L. to Network Rail. Before a locomotive proceeds from the Down Spur to the Connecting line, the Person in Charge of the movement must obtain the permission of the Signaller at West Ruislip (L.U.L.) by means of the telephone situated under Ickenham Road bridge.

Dated: 07/10/06**MD701 - MARYLEBONE TO AYNHO JUNCTION****PRINCES RISBOROUGH**

When stabling movements on the Thame Branch. Drivers must bring the movement to a stand at the stop block. Before departing movements commences from the stop block towards signal ME.174, Drivers must contact the Signaller at Marylebone IECC and obtain his/her authority for the movement to proceed towards the signal.

Dated: 07/10/06**MD701 - MARYLEBONE TO AYNHO JUNCTION****BICESTER NORTH**

Trains arriving at Bicester North station on the Up Main line from the Aynho Junction direction which require to access Bicester North Siding must stop at the 2 car marker board or beyond before making a movement into the siding. This is to allow the treadle associated with signal ME.2033 to be activated which permits the movement to take place.

Dated: 07/10/06

MD710 - NEASDEN SOUTH JUNCTION TO HARROW ON THE HILL

Working of Engineering Trains to and from London Underground Limited Infrastructure

When a possession of the line is taken between Harrow on the Hill (exclusive) and Amersham (inclusive), the application of two Rule Books will apply between Network Rail staff and London Underground staff. To prevent confusion, where reference is made in GE/RT8000 Rule Book Modules T3 and T11 to the 'Engineering Supervisor' then this person will be known as the 'Possession Master'. The PICOP must carry out all the requirements in relation to the 'Engineering Supervisor' with the 'Possession Master'.

Dated: 07/10/06

MD712 - AMERSHAM TO AYLESBURY

AYLESBURY

Aylesbury South Sidings - starting of trains

The Driver must contact the Signaller at Marylebone IECC via the Cab Secure Radio, or by use of the signal post telephone if for any reason the Cab Secure Radio is not available, and request authority to proceed towards an exit signal. The Driver must not proceed towards the exit ground position light signal without the authority of the Signaller at Marylebone IECC. The Driver must also additionally advise the Signaller at Marylebone IECC on which siding the train is standing and what service the train is to form, or the location that the train is required to proceed to.

Dated: 07/10/06

MD712 - AMERSHAM TO AYLESBURY

Working of Engineering Trains to and from London Underground Limited Infrastructure

When a possession of the line is taken between Harrow on the Hill (exclusive) and Amersham (inclusive), the application of two Rule Books will apply between Network Rail staff and London Underground staff. To prevent confusion, where reference is made in GE/RT8000 Rule Book Modules T3 and T11 to the 'Engineering Supervisor' then this person will be known as the 'Possession Master'. The PICOP must carry out all the requirements in relation to the 'Engineering Supervisor' with the 'Possession Master'.

Dated: 07/10/06

MD720 - PRINCES RISBOROUGH TO AYLESBURY

Marsh Lane LC (ABCL)

The instructions for A.B.C.L. Level Crossings in Rule Book, Module TW8, Section 4 apply at this crossing with the following modifications. The crossing is operated by approaching trains or the operation of the Driver's plunger. In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (Driver's No.1 Key) on the white light post to activate the crossing. When the light is flashing the Driver may proceed as normal. If after the operation of the plunger the white light still does not flash the Driver must treat the crossing as failed. A telephone to the Signaller at Marylebone IECC is provided.

Dated: 07/10/06

MD720 - PRINCES RISBOROUGH TO AYLESBURY

Entire Line Of Route

Modified working arrangements between Princes Risborough and Aylesbury.

Prior to the introduction of Pilot Working, ticket working may be introduced by issue of "Modified Working" tickets, when specially authorised by the Designated Operations Officer.

Drivers of Up direction trains worked under these arrangements will be instructed to open the emergency cabinet at the side of signal ME.386 or ME.388 and complete a Modified Working Ticket at the dictation of the Signaller at Marylebone IECC.

Drivers of Down direction trains worked under these arrangements will be instructed to open the emergency cabinet at the side of signal ME.165 or ME.167 and complete a Modified Working Ticket at the dictation of the Signaller at Marylebone IECC.

Drivers must follow the instructions of the Signaller and when instructed to do so, cancel the ticket and hand it to his/her Supervisor at the earliest opportunity.

Dated: 07/10/06

MD725 - AYLESBURY TO CLAYDON L&NE JUNCTION

Shanks McEwan Private Siding

An intermediate key token instrument is provided in the mess room of Shanks McEwan.

The Signaller at Claydon L. & N.E. Junction box will, before allowing an Up train to proceed towards the siding, advise the Train Crew if he is unable to contact the Shanks McEwan Person in Charge. In this case, on arrival at Calvert, the Train Crew must obtain the necessary permission to enter the Sidings from the Person in Charge. During the period when no staff are on duty at the sidings, the Train Crew must satisfy themselves that the siding on which the train is to run is clear before authorising any movement from the running line.

When a train complete with tail lamp has been shunted into the sidings clear of the Single line and the token has been placed into the intermediate token instrument, the Train Crew must advise the Signaller at Marylebone IECC in respect of a Down train or the Signaller at Claydon L. & N.E. Junction box in respect of an Up train accordingly. When a train is ready to leave the sidings, the Train Crew must advise the Signaller at Marylebone IECC in the case of a Down train or Claydon L. & N.E. Junction box in the case of an Up train and obtain his permission to withdraw a token from the intermediate token instrument.

Dated: 07/10/06

MD735 - DENBIGH HALL SOUTH JN TO BICESTER TOWN

Flyover Junction To Claydon L&NE Jn

Between Bletchley (1m 29ch) and Claydon (12m 00ch)

The portion of line between Bletchley (1m 29ch) and Claydon (12m 00ch) is non operational and is out of use until further notice.

Dated: 07/10/06

MD735 - DENBIGH HALL SOUTH JN TO BICESTER TOWN

Claydon L&NE Jn To BICESTER TOWN

BETWEEN CLAYDON L.& N.E. JUNCTION AND BICESTER TOWN

Through trains. This section of line is divided into tokenless block sections by signals at Bicester Town, each side of London Road Level Crossing. When a through train arrives complete at Bicester, the Guard must unlock the control cupboard on the signal post using a No.1 key, and press the 'Train arrived complete' button. If the White 'Normal' light is illuminated, he must then press the 'Offer' button. If the train can be accepted, the green 'Train accepted' light will be illuminated. The Guard must then operate the level crossing barriers. When the barriers are correctly lowered the signal will clear and the train may proceed after the Guard has locked the cupboard. If the signal does not clear after the barriers have been correctly lowered, the Guard must telephone the Signaller. If the telephone has failed, the Guard must raise the barriers and contact the Signaller by the most expeditious means. In the event of failure of the signalling equipment, Working by Pilotman must be instituted in accordance with Rule Book, Module P2.

Signals BT.100 and BT.200. These signals, which control the entrance to each Single line section, must be considered as stop signals directly controlled from a signal box in accordance with the Rules and Regulations.

Dated: 07/10/06

MD735 - DENBIGH HALL SOUTH JN TO BICESTER TOWN

Claydon L&NE Jn

The Driver of any movement that requires to proceed from the Up Loop beyond No 2 signal to return towards Claydon L.& N.E. Junction box must first contact the Signaller at that box to obtain instructions.

Dated: 07/10/06

MD735 - DENBIGH HALL SOUTH JN TO BICESTER TOWN

Bicester Eastern Perimeter Rd LC (TMOB)

Lineside equipment is provided to enable the Driver to initiate the lowering of the barriers from his cab as follows:

A control wire is provided at driving cab height on the nearside of the line adjacent to the 'Stop' board. The train must be stopped at the control wire. The Driver must pull and release the control wire to initiate the lowering sequence of the barriers. Operating the wire a second time will stop the lowering sequence of the barriers. Pulling the control wire a third time will continue the lowering sequence. When the lowering sequence is complete the Driver's white light will flash.

A cupboard is also provided at the approaches to the level crossing which contains a manual control unit with three push buttons:

'Raise'
'Lower'
'Stop'

When the 'Lower' button has been pressed, the 'Up' indicator will be extinguished, showing that the barrier lowering sequence had commenced and the road traffic signals will commence to operate. Red indicator lights will show that the 'Stop' button must be pressed. Further operation of the 'Lower' button will continue the lowering sequence. When all barriers are fully lowered, the 'Down' indicator will illuminate. Momentary depression of the 'Raise' button will cause the barriers to rise from whatever position they may be in and the red traffic signal may be extinguished. If it is necessary to stop the barriers rising, the 'Stop' button must be pressed. When the barriers are correctly lowered, the Drivers white light will flash. The Driver **must then re-lock the cupboard** and rejoin the train. As the barriers are designed to rise automatically following the passage of the train, the train may proceed on its journey. Approximately quarter of a mile in advance of the crossing is an elevated indicator which, when illuminated, displays the letters 'BU' to signify that the barriers have risen behind a train which has passed clear of the crossing.

Failure of Equipment. The Signaller at Claydon L. & N.E. Junction box must be immediately advised of the failure of any equipment at this level crossing. If it has been necessary to gain access to the RKB222 and Allen Keys, the Signaller must be advised of the reasons for their use. The Signaller must notify Network Rail Control, who must notify the Maintenance Contractor, who must then replace the protecting glass.

Failure of White Light. If the White light on the 'Stop' board fails to flash, the train may proceed over the crossing provided it has first been established that the barriers are fully lowered.

Failure of barriers. If the barriers fail to lower, but the road traffic signals are operating, a second attempt must be made to lower the barriers from the control unit on the other side of the crossing. If the barriers still fail to lower, the train may proceed over the crossing provided the Driver is satisfied it is safe to do so.

Failure of barriers and Red road traffic signals. If the barriers and red traffic signals fail, trains may pass over the crossing in clear weather during daylight hours provided that the Guard can give the Driver an assurance that it is safe to do so. During the hours of darkness, or during fog or falling snow, trains must not pass over the crossing until the failure has been rectified.

Failure of 'BU' Indication. If the 'BU' indication has not been illuminated by the time the train is about to pass it, the train must stop and the Driver must return to either of the cupboards and observe that the 'Up' indicator is illuminated. If it is not, he must attempt to raise the barriers by pressing the 'Raise' button on the control unit. Should this be unsuccessful, he must try the corresponding button on the other control unit. If after these attempts, one or more barriers fail to rise completely, the following action must be taken:

- (i) Break the glass of the glass fronted box located in the control cupboard and remove the keys to the hydraulic equipment covers.
- (ii) Unlock and open the hinged door on the rear of the barrier control mechanism (side away from the road).
- (iii) Extend the telescopic hand pump handle and pump to raise the barrier (approximately 20 pumps required).
- (iv) Raise each barrier in turn:
NOTE: Barriers YN1 and ZN1 must not be raised until or unless YO and ZO are fully raised.
- (v) If after following these instructions, the barriers return to the lowered position the Shunter must contact the Signaller at Claydon L. & N.E. Junction box and advise him of the failure and request the provision of an Attendant at the crossing.
The train must not then leave until:
 - (a) the Attendant has arrived or,
 - (b) the failure has been rectified by the Signalling Technician.
- (vi) Move the handle to the "Up" position, stow the handle and close and lock the access door.

Dated: 07/10/06

MD801 - WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE (EXCLUSIVE)

COSFORD

Tamper Stabling Siding. The points of the trailing connection in the Up Goods loop leading to the Tamper Stabling Siding must be kept normally clipped and padlocked for movements along the Up Goods loop and the padlock key retained in Cosford signal box.

When it is necessary for a movement to be made to or from the Tamper Stabling Siding, the Engineering Department Supervisor must obtain the key for the padlock from the Signaller at Cosford box.

When the movement has been completed, the Engineering Department Supervisor must, before returning the key to the box, ensure that the access gate across the siding has been closed and satisfy himself that the points have been clipped and padlocked in the normal position and that any machine(s) left in the siding has been properly secured to prevent movement.

Dated: 07/10/06

MD801 - WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE (EXCLUSIVE)

Madeley Jn

An indicator, not normally illuminated, is provided 460 yards in rear of signal 33 located on the Up Loop line. When the shunting signal for a movement from the Up Loop to the Down Siding is cleared to enable the movement to be propelled to the Down siding, the Person in Charge of the movement must press the plunger to display the letters 'XR', indicating to the Driver that the signal has been cleared and the movement may proceed.

Dated: 07/10/06

MD810 - MADELEY JUNCTION TO IRONBRIDGE NATIONAL POWER STATION

Lightmoor Jn To Ironbridge Power Station Sidings

When it is considered that there is a possibility of a train on the Up Goods line being subject to wheel slip due to the condition of the rail surfaces, such trains may be assisted from Ironbridge Power Station Sidings by a locomotive which does not need to be coupled to the train.

Dated: 07/10/06

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