NETWORK RAIL
London North Western North Route

Week No.

LNW(N) 49

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS

MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 70 TO THE LNW(N) ROUTE
SECTIONAL APPENDIX

SATURDAY 01 MARCH 2025
to
FRIDAY 06 JUNE 2025
Inclusive

For additional items during the currency of this Notice, see Section D of the Weekly Operating Notice (WON).

Published quarterly, on the first Saturday of March, June, September and December.

This notice comprises of 30 pages

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

Published on behalf of the Route Managing Director – LNWN(N)
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ACKNOWLEDGEMENT SLIP

Please complete the Acknowledgement Slip below (if appropriate), detach it and hand it to your Supervisor/Manager.

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 70 to the LNW(N) Route Sectional Appendix effective from Saturday 01 March 2025 to Friday 06 June 2025

I undertake to familiarise myself with the contents and observe the instructions therein which apply to me.

Full Name (in capitals): _____

Signature (in full)**:** _____

Location: _____

Date: _____

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Introduction

This Periodical Operating Notice (PON) composed of two sections:-

Part 1 contains items published for the first time in the PON. Items published in this first section that have not been published in the Weekly Operating Notice (WON) are additionally noted by a vertical line in the margin.

Part 2 contains items previously published in the PON that are still valid.

Items marked *⁎* will not appear in future issues of the PON and a note must be taken of them.

Supplement to the Sectional Appendix

Attached to the back of this Notice are updates to the existing Sectional Appendix in the form of a Supplement. This is not part of the PON. It is a document in its own right. It has been physically attached to the PON to:

- ensure its effective distribution to all users
- reduce the amount of raw materials consumed in its generation and distribution
- reduce costs associated with production

The Supplement is identified as Supplement No. 70 and is dated 01 March 2025. In line with current industry standards items published in the Supplement will not appear in future PONs.

Enquiries concerning amendments to the Sectional Appendix must be e-mailed to the Planning Publications mailbox
PlanningPublications@networkrail.co.uk

Enquiries concerning amendments to the :
NATIONAL OPERATING PUBLICATIONS should be addressed to
STEVE RAY, NETWORK OPERATIONS.

Amendments to the Rule Book and Working Manuals for Railway Staff are produced by Rail Safety & Standards Board.

NETWORK RAIL LNWN ROUTE TAKE NO RESPONSIBILITY FOR ANY ERRORS THAT MAY BE CONTAINED IN THESE AMENDMENTS

Enquiries concerning amendments to the Rule Book and Working Manual should be addressed to:

RSSB
The Helicon
1 South Place
London
EC2M 2RB

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

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

This publication is printed and distributed by APS Group

Telephone:

0161 495 4515

E-mail:

nrrons@theapsgroup.com

LATE OR NON-DELIVERY

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

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

Part A - Foreword

A1 Introduction

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

A2 Scope

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

A3 Implementation

The publication date of this document is **01 March 2025**.

A4 Technical content

The technical content of this document has been approved by James Webb, Professional Head of Rail Operations, RSSB. Enquiries should be directed to RSSB at https://customer-portal.rssb.co.uk/.

A5 Definitions

Material change

Where duty holders are required by a Railway Group Standard to do something physically different.

Minor change

A minor change comprises of one of the following:

- Typographical errors or changes to administrative details such as telephone numbers, or
- Changes for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety, or
- Changes to operational documents affecting only one duty holder, provided that the duty holder consents to those changes.

National Operations Publications

These are Railway Group Standards which set out mandatory requirements for direct application in the workplace and which are subject to frequent changes. These include any modules or handbooks forming part of the Rule Book (GERT8000) or its associated information handbooks with references in the RS500 series.

Periodical Operating Notice

An official document for publishing details of changes to National Operations Publications and local operational publications to the railway industry. This is often referred to as the PON.

1. Part B - Changes since previous issue

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

2. Part C - New amendments to National Operations Publications

No new amendments

Part D - Previous amendments to National Operations Publications GERT8000 Rule Book

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

A GSM-R acknowledged safety broadcast can now be used by a signaller to inform drivers that a warning board or speed indicator for a temporary speed restriction is missing or obscured. Section 8.4 has been amended to include this. (This addition was first published in the December 2017 Periodical Operating Notice).

The '**Poor rail conditions**' section has now been changed to refer to 'reportable' railhead conditions to match the changes that have been made in Rule Book module TW1 'Preparation and movement of trains' to describe rail conditions.

8.4 Acknowledged (safety) broadcast calls

Safety broadcast calls are used to reach a clear understanding by using non verbal acknowledgement.

After listening to the message in its entirety and after the call has been terminated the driver acknowledges their understanding of the message by pressing the **ST** button.

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

- Poor rail conditions.
- Animals on the line (Not tunnels).
- Defective Emergency Indicators.
- Missing or obscured Temporary Speed Restriction (TSR) board.
- Unusual events (Not Track or Signalling).

Scripts for safety broadcasts

The following scripts set out the content of a pre-recorded safety broadcast:

Poor rail conditions

"This is a safety broadcast from the signaller at_____. There are reportable railhead conditions at/on* the approach to _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Animals on or near the line

"This is a safety broadcast from the signaller at_____. There are animals on or near the line at/between* _____ and* _____, proceed at caution. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Defective Emergency Indicators

"This is a safety broadcast from the signaller at _____. There is a defective emergency indicator for a _____ mph emergency speed restriction at _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

Missing or obscured TSR board

"This is a safety broadcast from the signaller at _____. There is a missing/obscured* warning board or speed indicator* for the _____ mph temporary speed restriction at _____**. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate

** Insert name or location.

Note: If more than one TSR board is missing or obscured for a speed restriction then a GSM-R berth-triggered broadcast message cannot be used for this purpose.

Unusual events

"This is a safety broadcast from the signaller at _____. * _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Insert details of the incident, location and any speed restriction in the main body of the broadcast.

Note: unusual events can include overcrowding on station platforms. The location of the event must be easily identifiable by the signaller and the driver.

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

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

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

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

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

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

Explanation of change

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

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

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

Rule Book module or handbook	Section or regulation	Amendment
G1 General safety responsibilities and personal track safety for non-track workers	5.3 5.6	Amend ‘pilotman’ to ‘pilot’
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	Amend ‘pilotman’ to ‘pilot’
TS3 Absolute block regulations	9.1 9.2.2 9.2.4 9.5	Amend ‘pilotman’ to ‘pilot’
TS4 Electric token block regulations	2.2 8.1.1 8.2.1 8.6.1	Amend title of module P2 to read *‘Working single and bi-directional lines by pilot’*.
TS4 Electric token block regulations	8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8	Amend ‘pilotman’ to ‘pilot’

TS5 Tokenless block regulations	8.1 8.2	Amend title of module P2 to read *'Working single and bi-directional lines by pilot'*
TS5 Tokenless block regulations	8 8.1 8.2 8.3 8.4 8.5 8.5.2	Amend 'pilotman' to 'pilot'
TS7 No-signaller token regulations	2.2 8.1.1 8.2.1 8.3.1	Amend title of module P2 to read *'Working single and bi-directional lines by pilot'*
TS7 No-signaller token regulations	3.1 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.3.1 8.3.2 8.4	Amend 'pilotman' to 'pilot'
TS8 One-train working regulations	8.1 8.4.1	Amend title of module P2 to read *'Working single and bi-directional lines by pilot'*
TS8 One-train working regulations	3.1 3.2 8 8.1 8.2 8.3 8.4.1 8.4.2	Amend 'pilotman' to 'pilot'
Handbook 5 Handsignalling duties	4 6.1	Amend 'pilotman' to 'pilot'

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

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

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

Amend: the following as shown:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1197	Extracts, liquid for flavour or aroma	3		II, III
1345	Rubber scrap or Rubber shoddy, powdered or granulated not exceeding 840 microns and rubber content exceeding 45%	4.1		II
1872	Lead dioxide	5.1		III
1891	Ethyl bromide (Bromoethane)	3	6.1	II
2015	Hydrogen peroxide, stabilized or hydrogen peroxide, aqueous solution, stabilized with more than 70% hydrogen peroxide	5.1	8	I

Add: the following new entry:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3550	Cobalt dihydroxide powder, containing not less than 10% respirable particles	6.1		I

Handbook 9 IWA or COSS setting up safe systems of work within possessions

Explanation of change
As a result of the reissue of Handbooks 6 and 7 the cross-references to those handbooks have now been changed. Sections 3.3, 3.4 and 3.5 are amended as shown below to include the new cross-references. There are no changes to any other part of section 3.

3.3 Safe system of work where all lines are blocked (safeguarded)

Before you can treat your safe system of work as safeguarded, you must agree with the ES or SWL that:

- there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

You must make sure that any other line at your site of work that is not inside the work site is blocked as shown in section 4.2 of handbook 6 or 4.3 of handbook 7.

3.4 Safe system of work using a safety barrier (fenced)

Before you can treat your safe system of work as fenced, there must be a safety barrier as described in section 3.3 of handbook 6 or section 6.5 of handbook 7 between your site of work and any open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

3.5 Safe system of work (separated)

Before you can treat your safe system of work as separated, you must carry out the instructions shown in section 6.6 of handbook 7 for any adjacent open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

A person acting as an IWA cannot use a site warden as part of this safe system of work.

Module TS1 General signalling regulations

Explanation of change
The module published in September 2024 incorrectly included a change to regulation 12.1 which it was finally decided would not be progressed. The wording of this regulation will now revert to that previously published, as shown below. There are no changes to any other part of regulation 12.

12.1 When this general signalling regulation must be used

You must carry out this regulation if you are told that a train cannot be signalled normally because a track circuit actuator (TCA) on the train has become defective.

You must pass on the details to the next signaller who is to signal that train.

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

Amend: the following as shown:

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

Add: the following new entries:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3551	Sodium ion batteries with organic electrolyte	9		
3552	Sodium ion batteries contained in equipment or sodium ion batteries packed with equipment, with organic electrolyte	9		
3553	Disilane	2.1		
3554	Gallium contained in manufactured articles	8		
3555	Trifluoromethyltetrazole-sodium salt in acetone, with not less than 68% acetone, by mass	3		II
3556	Vehicle, lithium ion battery powered	9		
3557	Vehicle, lithium metal battery powered	9		
3558	Vehicle, sodium ion battery powered	9		
3559	Fire suppressant dispersing devices	9		
3560	Tertramethylammonium hydroxide aqueous solution with not less than 25% tetramethylammonium hydroxide	6	8	I

3. Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4	02/18	June 2018
Various modules and handbooks	01/22	December 2022
Various modules and handbooks	02/22	December 2022
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/23	March 2023
GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5	01/24	December 2024
GERT8000-TS1, issue 18, General signalling regulations, regulation 12.1	02/24	December 2024
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/24	December 2024

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Work Instructions For D.C. Electrified Lines in the Liverpool Area (Nr/Wi/Elp/27051) (Dated June 2007)

Contents page 8 (Section F)
In sub-heading 21 **delete** reference to ‘Rule book module TS2 regulation 9.2’ and **substitute** ‘Rule Book Module TS1, General Signalling Regulation 20.2’.

Section F

Page 92
20 Underground axle counter sections
In Clause 20.1 **delete** reference to ‘Rule Book module TS2 Regulation 9’ and **substitute** ‘Rule Book Module TS1, General Signalling Regulation 20’.

Page 93
In sub-heading **21 delete** reference to ‘Rule book module TS2 regulation 9.2’ and **substitute** ‘Rule Book Module TS1, General Signalling Regulation 20.2’.

In Clause 21.1 **delete** reference to ‘rule book module TS2 Regulation 9.4’ and **substitute** ‘Rule Book Module TS1, General Signalling Regulation 20.6’.

Miscellaneous Instructions

LNW (NORTH) CONTACT DETAILS

The following numbers may be used to contact Network Rail Operations Controls in the area covered by the LNW North publications.

In an emergency or when safety of the line is affected, ALWAYS contact the controlling Signaller first.

NETWORK RAIL OPERATIONS CONTROL	GSM-R CONTACT NUMBER
Route Control – Manchester	74 3076 02
Route Control – West Coast South	74 3061 02

TITLE	INTERNAL DIAL		EXTERNAL DIAL	
	Telephone	Fax	Telephone	Fax
Current Operations Manager	085 51343		033 085 51343	
North West Route Control – Route Control Manager **Emergency Line**	085 51300 085 51301 085 51366	085 58065 -	033 085 51300 033 085 51301 033 085 51366	033 085 58065
Train Running Controller – Manchester	085 51302	085 58065	033 085 51302	033 085 58065
Train Running Controller – Liverpool	085 51303	085 58065	033 085 51303	033 085 58065
Train Running Controller – Lancashire & Cumbria	085 51318	085 58065	033 085 51318	033 085 58065
Incident Controller – Manchester	085 51304	085 58065	033 085 51304	033 085 58065
Incident Support Controller – Manchester	085 51470	085 58065	033 085 51470	033 085 58065
Incident Controller – Liverpool	085 51308	085 58065	033 085 51308	033 085 58065
Incident Controller – Preston	085 51312	085 58065	033 085 51312	033 085 58065
VSTP Controller	085 51316	085 58065	033 085 51316	033 085 58065
Train Delay Attributor – Liverpool and North Wales	085 51320	085 51336	033 085 51320	033 085 51336
Train Delay Attributor – Manchester North	085 51322	085 51340	033 085 51322	033 085 51340
Train Delay Attributor – Manchester South	085 51319	085 51338	033 085 51319	033 085 51338
Train Delay Attributor – West Coast North	085 51321	085 51336	033 085 51321	033 085 51336
Train Delay Attributor – Sandhills	052 2000	085 58224	0151 702 2000	033 085 58224
Sandhills Shift Signaller Supervisor (Fault Control)	052 2001	085 58224	0151 702 2001	033 085 58224
Sandhills Electrical Control Room Operator	085 52101	085 58602	033 085 52101	033 085 58602

TITLE	EMAIL ADDRESS
North West Route Control – Route Control Manager	Rcm1.lnwcontrolnorth@networkrail.co.uk
Train Running Controllers	ManchesterTRC@networkrail.co.uk
Incident Controller – Manchester	Mic.lnwcontrolnorth@networkrail.co.uk
Incident Support Controller – Manchester	isc.lnwn@networkrail.co.uk
Incident Controller – Liverpool	Lic.lnwcontrolnorth@networkrail.co.uk
Incident Controller – Preston	Pic.lnwcontrolnorth@networkrail.co.uk
VSTP Controller	Vstp.lnwcontrolnorth@networkrail.co.uk
Train Delay Attributor – Liverpool and North Wales	Trustliverpool.lnwcontrolnorth@networkrail.co.uk
Train Delay Attributor – Manchester North	Trustmanchesternorth.lnwcontrolnorth@networkrail.co.uk
Train Delay Attributor – Manchester South	Trustmanchestersouth.lnwcontrolnorth@networkrail.co.uk
Train Delay Attributor – West Coast North	Trustwestcoastnorth.lnwcontrolnorth@networkrail.co.uk
Train Delay Attributor – Sandhills	Sandhills.APC@networkrail.co.uk
Sandhills Electrical Control Room Operator	elecntrl@networkrail.co.uk

(Item continues on next page)

LNWN ROUTE PERIODICAL OPERATING NOTICE– Continued

SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS– Continued

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

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

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

SIGNAL BOX / PANEL / WORKSTATION	Internal telephone number	External telephone number	SIGNAL PREFIX	GSM -R
Appleby North SB	085 29811	033 085 29811	AN	74 6441 01
Arnside SB	085 31836	033 085 31836	AE	74 6494 01
Arpley Junction SB	085 29765	033 085 29765	AJ	74 3559 01
Askam SB	085 31831	033 085 31831	AM	74 6476 01
Astley SB	085 29728	033 085 29728	AY	74 3531 01
Bamber Bridge Station GF	085 63322	033 085 63322	-	-
Bangor SB	085 86666	033 085 86666	BR	74 5353 01
Barrow-in-Furness SB	085 31824	033 085 31824	BF	74 6478 01
Beeston Castle & Tarporley SB	085 53247	033 085 53247	BC	74 6401 01
Blea Moor SB	085 30511	033 085 30511	BM	74 6438 01
Bootle SB	085 31849	033 085 31849	BE	74 6482 01
Bransty SB	085 53359	033 085 53359	BY	74 6486 01
Bromley Cross LC	085 20201	033 085 20201	-	-
Burneside Higher LC	085 53275	033 085 53275	-	-
Burscough Bridge Junction SB	085 58491	033 085 58491	BB	74 3541 01
Buxton SB	085 29242	033 085 29242	BN	74 7147 01
Carlisle PSB Shift Signaller Manager	085 86271 085 87279 085 86267 085 86566	033 085 86271 033 085 87279 033 085 86267	-	74 6448 01
Carlisle PSB – South Panel *(Carnforth North Jn to Wreay; Oxenholme to Windermere)*	085 86268	033 085 86268	CE	74 6447 01
Carlisle PSB – Middle Panel *(Wreay to Caldew Jn; Wigton to Carlisle)*	085 86269	033 085 86269	CE	74 6446 01
Carlisle PSB – North Panel *(Caldew Jn to Cranberry / Annan; Kingmoor Complex)*	085 87280	033 085 87280	CE	74 6445 01
Carnforth Station Junction SB	085 53398	033 085 53398	CS	74 6449 01
Castleton East Junction SB	085 53054	033 085 53054	CE	74 6428 01
Chapel-en-le-Frith SB	085 29246	033 085 29246	CH	74 7146 01
Chester PSB – Chester Panel	085 53205	033 085 53205	CR	74 6402 01
Chester PSB – Hooton Panel	085 53213	033 085 53213	HN	74 6461 01
Chinley SB	085 29235	033 085 29235	CY	74 7141 01
Crewe SCC – North Panel	085 57809	033 085 57809	CE	74 6420 01
Crewe SCC – South Panel	085 57810	033 085 57810	CE	74 6421 01
Crewe Coal Yard SB	085 57812	033 085 57812	CY	74 3556 01
Crewe Steel Works SB	085 57806	033 085 57806	SW	74 6419 01
Croes Newydd North Fork SB	085 53681	033 085 53681	CN	74 5344 01
Culgaith SB	085 29813	033 085 29813	C	74 6443 01
Daisyfield SB	085 53414	033 085 53414	DS	74 6424 01
Dalton Junction SB (If closed, calls divert to Barrow-in-Furness SB)	085 31833	033 085 31833	DJ	74 6477 01
Deansgate Junction SB	085 29359	033 085 29359	DJ	74 3516 01
Dee Marsh Junction SB	085 53239	033 085 53239	DM	74 6400 01
Deganwy SB	085 87255	033 085 87255	DY	74 5341 01
Denton Junction SB	085 86266	033 085 86266	DJ	74 6468 01

(Item continues on next page)

LNWN ROUTE PERIODICAL OPERATING NOTICE– Continued

SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS– Continued

SIGNAL BOX / PANEL / WORKSTATION	Internal telephone number	External telephone number	SIGNAL PREFIX	GSM -R
Diggle Junction SB	085 53068	033 085 53068	DE	74 6472 01
Dinting SB	085 53088	033 085 53088	DG	74 6473 01
Drigg SB	085 53370	033 085 53370	DG	74 6483 01
Earles Sidings SB	085 29248	033 085 29248	ES	74 7138 01
Eccles SB	085 53092	033 085 53092	ES	74 3530 01
Edale SB	085 29247	033 085 29247	EE	74 7140 01
Edgeley Junction No.1 SB	085 29349	033 085 29349	EY1	74 3508 01
Edgeley Junction No.2 SB	085 29350	033 085 29350	EY2	74 3509 01
Ellesmere Port SB	085 53214	033 085 53214	EP	74 6409 01
Fiddlers Ferry Power Station SB	085 29755	033 085 29755	FF	74 3555 01
Foxfield SB	085 31846	033 085 31846	FD	74 6479 01
Frodsham Junction SB	085 53828	033 085 53828	FJ	74 6408 01
Furness Vale SB	085 20208	033 085 20208	FV	74 3551 01
Gaerwen SB	085 86673	033 085 86673	GN	74 5354 01
Garsdale SB	085 29803	033 085 29803	GD	74 6439 01
Glazebrook East Junction SB	085 53062	033 085 53062	GE	74 3524 01
Grange-over-Sands SB (If closed, calls divert to Arnside SB)	085 31829	033 085 31829	GO	74 6493 01
Great Rocks Junction SB	085 29243	033 085 29243	GR	74 7161 01
Greenbank PSB	085 20182	033 085 20182	GK	74 6404 01
Gresty Lane SCC	085 58135	033 085 58135	GL	74 6418 01
Hazel Grove PSB	085 29368	033 085 29368	HG	74 3513 01
Heaton Norris Junction SB	085 29378	033 085 29378	HN	74 3512 01
Hellifield SB	085 86807	033 085 86807	HD	74 6425 01
Helsby Junction SB	085 53215	033 085 53215	HY	74 6407 01
Holyhead SB	085 87211	033 085 87211	HD	74 5356 01
Horrocksford Junction SB	085 53438	033 085 53438	HJ	74 6426 01
Howe & Co's Sidings SB	085 29668	033 085 29668	HS	74 6444 01
Huncoat LC	085 53443	033 085 53443	-	-
Hunts Cross SB	085 58499	033 085 58499	HC	74 3526 01
Kirkby Stephen SB	085 29812	033 085 29812	KS	74 6440 01
Kirkby Thore SB	085 29809	033 085 29809	KT	74 6442 01
Kirksanton LC	085 25192	033 085 25192	-	-
Limestone Hall LC	085 25193	033 085 25193	-	-
Litton's Mill Crossing LC	085 29757	033 085 29757	-	-
Llandudno Junction SB	085 87272	033 085 87272	LJ	74 5339 01
Llandudno Station SB	085 86660	033 085 86660	LO	74 5338 01
Llanrwst SB	085 86681	033 085 86681	LT	74 5342 01
Low House Crossing SB	085 29681	033 085 29681	LH	74 6497 01
Manchester East SCC (*Ashburys (incl.) to Hyde Jn (incl.); Hyde Jn to Romiley Jn; Ashburys to Strines (excl.)*)	085 29375 085 29389	033 085 29375 033 085 29389	GB, AS, RJ	74 3552 01 74 4248 01
Manchester Piccadilly – Shift Signalling Manager	085 53077 085 53078	033 085 53077 033 085 53078	-	74 3500 01
Manchester Piccadilly – Station Panel *(Ardwick Jn to Manchester Piccadilly (incl.))*	085 53007	033 085 53007	MP	74 3503 01
Manchester Piccadilly – Longsight Panel *(Ardwick Jn (excl.) to Heaton Norris Jn)*	085 53008	033 085 53008	MP	74 3502 01
Manchester Piccadilly – Heald Green Panel *(Slade Lane Jn (excl.) to Manchester Airport; Heald Green North Jn to Wilmslow (excl.))*	085 53044	033 085 53044	MP	74 3501 01
Manchester Piccadilly – Windsor Bridge Panel *(Westhoughton to Lostock Jn; Bromley Cross to Bolton; Adlington to Ordsall Lane Jn (excl.); Windsor Bridge North Jn to Pendlebury Tunnel)*	085 53010	033 085 53010	MP	74 3505 01

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LNWN ROUTE PERIODICAL OPERATING NOTICE– Continued

SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS– Continued

SIGNAL BOX / PANEL / WORKSTATION	Internal telephone number	External telephone number	SIGNAL PREFIX	GSM -R
Manchester Piccadilly – Crow Nest Workstation *(Hindley to Westhoughton; Crow Nest Jn to Pendlebury Tunnel)*	085 55026	033 085 55026	MP	74 3499 01
Manchester ROC – Blackpool Workstation (*All lines from Preston Fylde Jn (exclusive) to Blackpool North and Blackpool South)*	085 58010	033 085 58010	BL	74 4444 01
Manchester ROC – Crewe Independent Lines Workstation	085 58014	033 085 58014	IL	74 3563 01
Manchester ROC – Crewe South Workstation *(Basford Hall Junction area)*	085 58015	033 085 58015	CS	74 3506 01
Manchester ROC – Lime Street Workstation *(All lines from Edge Hill (exclusive) to Liverpool Lime Street station)*	085 58008	033 085 58008	LL	74 4446 01
Manchester ROC – Liverpool Workstation *(Edge Hill West Jn (incl.) to Thatto Heath / Rainhill / Wavertree Jn)*	085 58001	033 085 58001	LL, LE	74 4440 01
Manchester ROC – Macclesfield Workstation *(Congleton to Prestbury)*	085 58009	033 085 58009	MD	74 6423 01
Manchester ROC – Manchester Central Workstation *(Eccles (excl.) through Ordsall Lane Jn to Miles Platting Jn (excl.))*	085 58002	033 085 58002	MN, MC	74 4441 01
Manchester ROC – Manchester North Workstation *(Miles Platting Jn (incl.) to Vitriol Works (excl.) / Diggle Jn (excl.) / Philips Park South Jn. (incl.))*	085 58003	033 085 58003	MN	74 4442 01
Manchester ROC – Oxford Road Workstation *(Manchester West End Platforms 13/14 to Flixton (Cheshire Lines))*	085 58004	033 085 58004	MC, MP	74 4443 01
Manchester ROC – Wavertree Workstation *(Weaver Jn (excl.) to Halewood West Jn (incl.))*	085 58007	033 085 58007	WE, DN	74 4445 01
Manchester ROC – Wavertree West Workstation *(Halewood West Jn (excl.) to Wavertree Jn (excl.))*	085 58006	033 085 58006	WE	74 4447 01
Manchester ROC – Supervisor Desk	085 58000 085 58050	033 085 58000 033 085 58050	-	-
Manchester ROC – Control Centre Technician	085 58051 085 58052	033 085 58051 033 085 58052	-	-
Manchester South *(Adswood Road Jn to Crewe North Jn (excl.); Cheadle Hulme Jn to Prestbury (excl.))*	085 29363	033 085 29363	MS	74 3507 01 74 3571 01
Maryport Station SB	085 86884	033 085 86884	MS	74 6490 01
Merseyrail SCC – Shift Signaler Manager	085 58496	033 085 58496	ML	74 6459 01
Merseyrail SCC – Northern Lines Workstation	085 58261	033 085 58261	ML	74 6457 01
Merseyrail SCC – Wirral lines Workstation	085 58264	033 085 58264	ML	74 6458 01
Mickle Trafford SB	085 53240	033 085 53240	MT	74 6403 01
Midge Hall SB	085 63351	033 085 63351	MH	74 3544 01
Millom SB	085 31832	033 085 31832	MM	74 6480 01
Mobberley SB	085 29347	033 085 29347	MY	74 6405 01
Monk's Siding SB	085 29756	033 085 29756	MS	74 8312 01
New Mills Central SB	085 53087	033 085 53087	NM	74 7142 01
New Mills South Junction SB	085 29241	033 085 29241	NMS	74 3514 01
Norbury Hollow LC	085 29379	033 085 29379	-	-
Northenden Junction SB	085 29366	033 085 29366	NJ	74 3515 01

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LNWN ROUTE PERIODICAL OPERATING NOTICE– Continued

SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS– Continued

SIGNAL BOX / PANEL / WORKSTATION	Internal telephone number	External telephone number	SIGNAL PREFIX	GSM -R
Parbold SB	085 31505	033 085 31505	PD	74 3542 01
Park South SB	085 31830	033 085 31830	PS	74 6475 01
Peak Forest South SB	085 55038	033 085 55038	PF	74 7170 01
Penmaenmawr SB	085 86662	033 085 86662	PR	74 5352 01
Penyffordd SB	085 53234	033 085 53234	PD	74 5343 01
Plumley West SB	085 20188	033 085 20188	PY	74 6406 01
Preston PSB – Shift Signaller Manager	085 63385	033 085 63385	-	74 3550 01
Preston PSB – 'A' Panel *(Blackburn to Hebden Bridge; Gannow Jn to Colne; Hall Royd Jn to Smithy Bridge)*	085 63393	033 085 63393	PN	74 3546 01
Preston PSB – 'B' Panel *(Blackburn to Bromley Cross (excl.); Blackburn to Farington Curve Jn; Coppull to Farington Curve Jn (excl.); Farington Curve Jn to Midge Hall (excl.); Euxton Jn to Blackrod (excl.))*	085 63394	033 085 63394	PN	74 3547 01
Preston PSB – 'C' Panel *(Skew Bridge to Broughton North; Preston Fylde Jn to Salwick (excl.))*	085 63397	033 085 63397	PN	74 3548 01
Preston PSB – 'D' Panel *(Broughton North to Carnforth North Jn; Morecambe South Jn / Hest Bank Jn to Heysham Port)*	085 63402	033 085 63402	PN	74 3549 01
Rainford Junction SB	085 31509	033 085 31509	RJ	74 3558 01
Rochdale West SB	085 53059	033 085 53059	TH	74 6429 01
Rufford SB	085 20193	033 085 20193	RD	74 3543 01
Rugby ROC – Colwich Workstation *(Atherstone to Colwich North Jn (incl.) (Down line) / Shugborough Tunnel (incl.) (Up line))*	085 42637	033 085 42637	LS, CM, RR	74 6170 01
Rugby ROC – Stafford Workstation *(Colwich North Jn (excl.) (Down line) / Shugborough Tunnel (excl.) (Up line) to Basford Hall Jn (excl.); Penkridge to Stafford)*	085 42543	033 085 42543	LS, SC, WS, NS	74 6180 01
St. Bees SB	085 53366	033 085 53366	SB	74 6485 01
St. Helens Station SB	085 29743	033 085 29743	SH	74 3535 01
Saltcoats LC	085 31835	-	-	-
Sellafield SB	085 53369	033 085 53369	SD	74 6484 01
Settle Junction SB	085 30512	033 085 30512	SJ	74 6437 01
Silecroft SB	085 31848	033 085 31848	ST	74 6481 01
Skelly Crag LC	085 31825	033 085 31825	-	-
Stockport No.1 SB	085 29382	033 085 29382	ST1	74 3510 01
Stockport No.2 SB	085 29345	033 085 29345	ST2	74 3511 01
Stoke-on-Trent SCC – North Panel *(Congleton to Trentham)*	085 57453	033 085 57453	SOT	74 6173 01
Stoke-on-Trent SCC – South Panel *(Trentham to Highfields LC)*	085 53988	033 085 53988	SOT	74 6172 01
Tal-y-Cafn LC	085 86658	-	-	-
Towneley LC	085 53424	033 085 53424	-	-
Ulverston SB	085 31828	033 085 31828	UN	74 6492 01
Valley SB	085 87219	033 085 87219	VY	74 5355 01
Vitriol Works SB	085 53129	033 085 53129	VW	74 6427 01

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LNWN ROUTE PERIODICAL OPERATING NOTICE– Continued

SIGNAL BOX / PANEL / WORKSTATION CONTACT DETAILS– Continued

SIGNAL BOX / PANEL / WORKSTATION	Internal telephone number	External telephone number	SIGNAL PREFIX	GSM -R
Wales ROC – Rhyl Workstation (Shotton Low Level (excl) to Llysfaen GF (excl))	085 43430	02920 641 386	FH	74 5368 01
Wales ROC – Shrewsbury North Workstation	085 80759	02920 920 759	SC	74 5366 01
Warrington PSB – Shift Signaller Manager	085 86263	033 085 86263	-	74 3539 01
Warrington PSB – North Panel (Standish to Bamfurlong Jn)	085 87278	033 085 87278	WN	74 3536 01
Warrington PSB – Middle Panel (Astley (excl.) to Rainhill (excl.); Bamfurlong Jn to Winwick Jn)	085 86264	033 085 86264	WN	74 3537 01
Warrington PSB – South Panel (Winwick Jn to Weaver Jn (excl.); Norton (excl.) to Acton Grange Jn)	085 86262	033 085 86262	WN	74 3538 01
Warrington Central SB	085 29762	033 085 29762	WC	74 3525 01
Wigan Wallgate SB	085 31506	033 085 31506	WW	74 3540 01
Wigton SB	085 29684	033 085 29684	WN	74 6491 01
Winsford SB	085 57808	033 085 57808	WD	74 3517 01
Workington Main No.2 SB	085 53363	033 085 53363	WN2	74 6488 01
Workington Main No.3 SB	085 53364	033 085 53364	WN3	74 6489 01
York ROC – Sheffield Outer Workstation (Dore West Jn to Earles Sidings (excl.))	085 42011	033 085 42011	DE	74 8165 01

ELECTRICAL CONTROL ROOM (ECR) CONTACT DETAILS

LONDON NORTH WESTERN (NORTH)

Electrical Control Room	Internal Telephone Numbers		External telephone numbers	GSM-R CONTACT NUMBER
	Short Code – TO BE USED IN AN ELECTRICAL EMERGENCY ONLY	Internal numbers		
Rugby	172 or 177	054 6422 054 6533	01788 576 256 01788 576 257 (both emergency only) 01788 555 422	74 4061 03
Crewe	175	085 41095 (emergency only) 085 41096	033 085 41095 (emergency only) 033 085 41096 01270 255 582	74 4062 03
Cathcart	176	085 41080 (emergency only) 085 41081	033 085 41080 (emergency only) 033 085 41081	74 4000 03
Sandhills	170	085 41090 (emergency only) 085 41091	033 085 41090 (emergency only) 033 085 41091	74 4063 03

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46M	07 March 2015
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46Q	**01 March 2025**
46R	**01 March 2025**
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49	**01 March 2025**
50	**01 March 2025**
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57	28 November 2020
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59	04 December 2021
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65	04 December 2021
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66A	04 December 2021
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66C	04 December 2021
66D	04 December 2021
67	04 June 2016
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69	04 June 2016
70	04 June 2016
71	04 June 2016
72	04 June 2016
73	04 June 2016
74	04 June 2016
75	30 November 2019
76	30 November 2019
77	04 June 2016
78	04 June 2016
79	04 June 2016
80	04 June 2016
81	01 December 2018
82	01 December 2018
83	03 June 2017
84	03 June 2017
85	04 June 2016
86	04 June 2016
87	04 June 2016
88	04 June 2016
89	04 June 2016
90	04 June 2016
91	04 June 2016
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Rule Book Module M2 - Train stopped by train failure

Section 1, Clause 1.1 - Telling the signaller, multiple units coupled in multiple

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

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

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

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

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

LNW North Route GI - Dated: 09/12/2023

Rule Book Module M3 - Managing incidents, floods and snow

Electric Point Heaters

At certain locations point heaters are switched on automatically at pre-determined temperature levels.

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

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

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

LNW North Route GI - Dated: 02/06/2012

Rule Book Module M3 - Managing incidents, floods and snow

Section 6- Independent snow ploughs

Propelling of snow ploughs is authorised over all lines shown in this Sectional Appendix subject to compliance with the rules for propelled movements as shown in Rule Book Module TW1, Section 26.

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

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

Section 1.2 - Exceptions

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

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

1. All track circuits are functioning correctly on the single line and associated connections.
2. All points are detected or secured in accordance with the Rule Book, Module TS11, Section 14 and Handbook 4.

Locations where this instruction is authorised

Manchester Area

- The Dean Goods line between Thorpe's Bridge Junction and the limit of Network Rail infrastructure.

Liverpool Area

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

West Coast North Area

- Between Norton Bridge Junction and Yarnfield Junction (Norton Bridge East Chord)

LNW North Route GI - Dated: 03/12/2022

Locations where T-COD can be used	**Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)**
NW1001 ARMITAGE JN (INCL.) TO PRESTON FYLDE JN	
Between Basford Hall Junction and Crewe South Junction: • The Down Slow line, between signals CE101 and CE105. • The Up Slow line, from ground position light signal CE547 at Crewe South Jn, to signal CS5176 on approach to Basford Hall Jn. • The Down Fast line, between signals CE103 and CE107. • The Up Fast line, from ground position light signal CE533 at Crewe South Jn, to the Basford Wood GF points connection.	
Crewe South Junction area: • All lines between all Down-direction signals and all Up-direction signals. • Down direction signals: • CE551: exit from Siding 1 • CE113: Down Salop Goods Loop • CE115: Down Nantwich • CE117: Up Nantwich • CE543: exit from South Yard • CE531: exit from Down Siding • CE105: Down Slow • CE547: Up Slow • CE107: Down Fast • CE533: Up Fast • CE535: Carriage Shed 1 • CE537: Carriage Shed 2 • CE119: Down & Up Potteries Loop • CE121: Down & Up Potteries • CE539: Headshunt • Up direction signals: • CE136: Platform 1 • CE134: Platform 2 • CE132: Platform 3 • CE130: Platform 4 • CE128: Platform 5 • CE126: Up Fast • CE124: Down Fast • CE122: Platform 6 • CE120: Platform 7 • CE118: Platform 8 • CE116: Platform 11 • CE114: Up & Down Loop • CE112: Platform 12 • CE110: Diesel Depot •	2. Due to the complex track layout at Crewe South Jn, care needs to be taken to ensure that T-CODs are placed at the right locations in order to provide the protection required and also to prevent unnecessary blocking of lines or signal routes that are to remain open. •

Crewe North Junction area: All lines between all Down-direction signals and all Up-direction signals. • Down direction signals: • CE135: Platform 12 • CE561: Holding Siding • CE137: Up & Down Loop • CE139: Platform 11 • CE141: Platform 10 • CE151: Platform 6 • CE149: Platform 6 (see Note 4) • CE153: Down fast • CE155: Up Fast • CE157: Platform 5 • CE159: Platform 1 (see Note 5) • • Up direction signals: • CE562: Down Chester • CE570: Engine Siding • CE572: Down Chester • CE142: Up Chester • CE576: Down Slow • CE578: Down Fast • CE144: Up Fast • CE146: Up Slow • CE148: Down Manchester • CE150: Up Manchester • CE152: Up Manchester Loop • CE566: EMU Stabling Siding	3. Due to the complex track layout at Crewe North Jn, care needs to be taken to ensure that T-CODs are placed at the right locations in order to provide the protection required and also to prevent unnecessary blocking of lines or signal routes that are to remain open. 4 TCODs are prohibited for use between signals CE149 and CE151 on Platform 6. 5. TCODs may also be used between signals CE147 and CE159 on Platform 1.
Between Crewe North Jn and Weaver Jn • All Down lines from Crewe North Jn to signal WD165, on the Down Main line at 173m 41ch, between Acton Bridge and Weaver Jn. • All Up lines, from signal WD162 on the Up Main line on approach to Weaver Jn, to Crewe North Jn.	
Between Norton LC and Warrington South Jn • The Down Main line from signal WN245 at 178m 21ch, north of Norton LC, to signal WN217 on approach to Warrington South Jn. • The Up Main line, from signal WN227 at 181m 14ch, between Warrington South Jn and Acton Grange Jn, to signal WN242 at 179m 50ch, south of Acton Grange Jn. • Track circuit T226 at Warrington South Jn: the Up Main line from adjacent to Down Main line points 710A, to points 710B in the Up Main line.	
Between Warrington North Jn and Wigan South Jn • The Down lines from signal WN181 (Down Slow) and signal WN182 (Down Fast) at Dallam Jn, to signal WN52 (Down Main) at Wigan South Jn. • The Up lines from signal WN56 (Up Main) at Springs Branch (Slow Lines) Jn to Down-direction signal WN176 (Up Slow) at Dallam Jn and points WN693B (Up Fast) at Warrington North Jn. • The Ince Moss Chord line between Bamfurlong Jn and Bamfurlong Sidings Jn. • The Down & Up Passenger Loop between Springs Branch (Slow Lines) Jn and points WN625B (connection to Down Siding) at Wigan South Jn.	7. TCODs must **not** be operated in any of the platforms or sidings at Dallam Royal Mail Terminal. 8. TCODs must **not** be operated on the Down Goods line between Bamfurlong Sidings Jn and Wigan South Jn, and on the Up Goods line between Wigan South Jn and signal WN112 at Bamfurlong Jn.

Between Wigan North Jn and Preston Station • The Down lines from signal WN8 on the Down Main at 7m 50ch, north of Wigan North Jn, to Up-direction signal PN106 (Down Slow) at Preston station, and Up-direction signal PN87 (Down Fast) at Preston Ribble Jn (see **Note 9**). • The Up lines from signals PN72 (Up Slow) and PN73 (Up Fast), on approach to Skew Bridge Jn, to signal WN11 on the Up Main at 7m 18ch, on approach to Wigan North Jn. • The Up Fast line between ground position light signal PN88 and ground position light signal PN77 at Preston Ribble Jn. • The Up Slow line between signal PN107 at Preston station, and ground position light signal PN78 at Preston Ribble Jn.	9. TCODs must **not** be operated on the Down Slow line between signal PN42 at Leyland station and signal PN46 at Farington Jn. 10. TCODs must **not** be operated on the Down Goods and Up Goods lines between Skew Bridge Jn and Preston Fylde Jn. 11. For details concerning Preston Fylde Jn, see entry for NW4001 below.
Locations where T-COD can be used	**Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)**
NW1005 KIDSGROVE JN TO CREWE SOUTH JN **Between Alsager and Kidsgrove** • The Up Main line, from ground position light signal CE524 at Alsager station, to distant signal SOT474R at 1m 00ch. **Between Barthomley LC and Crewe South Jn** • All lines from Down-direction signal CE191 on the Up & Down Potteries line at 6m 25ch, to Crewe South Jn inclusive.	1. TCODs must not be used on the Up & Down Goods Loop at Alsager.
Locations where T-COD can be used	**Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)**
NW1007 NANTWICH (EXCL.) TO CREWE SOUTH JN **Between Willaston LC and Crewe South Jn** • The Down Nantwich line from signal GL9003 at 1m 50ch (between Willaston LC) and Gresty Lane Jn, to Crewe South Jn inclusive. • The Up Nantwich line from Crewe South Jn inclusive, to signal GL9004 at 1m 32ch, between Gresty Lane Jn and Willaston LC. • Gresty Lane Down Sidings Neck. • Down Salop Goods Loop.	
Locations where T-COD can be used	**Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)**

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES) **Salop Goods Jn to Sandbach South Jn** • The Down lines, including the Down Manchester Independent line, from signal IL3031 (Down Fast Independent) and signal IL5033 (Down Slow Independent) at Salop Goods Jn, to Sandbach South Jn. • The Up Manchester Independent line from Sandbach South Jn to points IL390 or points IL395 at Salop Goods Jn. ***Locations where T-COD can be used***	**Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)**
NW1011 GRESTY LANE TO SALOP GOODS JN • Down Salop line from Gresty Lane Jn inclusive to Salop Goods Jn inclusive. • Up Salop line from Salop Goods Jn inclusive to Gresty Lane Jn inclusive.	
Locations where T-COD can be used	**Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)**
NW1013 CREWE SORTING SIDINGS NORTH TO GRESTY LANE • The Down Sorting line from Up-direction signal IL9024 at Salop Goods Loop Jn, to Gresty Lane Jn inclusive. • The Up Sorting line, from Gresty Lane Jn inclusive, to signal IL5026 at Salop Goods Loop Jn.	
Locations where T-COD can be used	Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)
NW1015 SALOP GOODS JN TO CREWE NORTH JN (CHESTER INDEPENDENT LINE)	
• The Chester Independent line, between Crewe North Jn inclusive and Salop Goods Jn inclusive.	
Locations where T-COD can be used	Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)
NW1017 SALOP GOODS JN TO CREWE COAL YARD (LIVERPOOL INDEPENDENT LINES)	
Salop Goods Jn • The Down Liverpool Independent line, throughout. • The Up Liverpool Independent line throughout..	
•	

NW4033 Carnforth North Jn. to Carlisle South Jn. (via Barrow) **<u>Down Furness, main, M & C</u>** • Dalton Jn. home signal DJ.2 to section signal DJ.3 • Maryport MS 41 points and MS.44 signal • Maryport down and up platform between MS.31 signal and MS 40 points • From Wigton signal WN4 to Dalston CE.349 signal • 200 metres in advance of Low Mill L.C. to Currock Jn. CE.361 signal **<u>Up M & C, main, Furness</u>** • Currock Jn. CE.365 signal to CE.359 signal • 200 metres in advance of Low Mill L.C. to Wigton station WN.37 signal • Maryport MS.14 signal to MS.18 signal • Maryport down and up platform between MS 40 points and MS.31 signal • Carnforth Station Jn. home signal CS.52 to CS.50 signal	
NW4041 Dalton Jn. to Park South Jn. **<u>Down line</u>** • Dalton Jn. to section signal	
<u>Module LNW(N)5</u> **NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY** **Between Crewe North Jn and Sandbach** • The Down Manchester / Down Wilmslow line, from Crewe North Jn to Up-direction signal MS3826 at Sandbach station. • The Up Wilmslow / Up Manchester line, from signal MS4048 at Sandbach station to Crewe North Jn. • The Up & Down Platform line through Sandbach South Jn only, as far as Up-direction signal MS3724. • The Up Manchester Loop in its entirety. **Between Sandbach and Edgeley Jn No.1** • The Down Wilmslow / Down Main line from signal MS4049 at Sandbach station, to Adswood Road Jn. • The Up Main / Up Wilmslow line from Adswood Road Jn to Down-direction signal MS3827 at Sandbach station. • The Up & Down Platform line, from signal MS3725 at Sandbach station, through Sandbach North Jn only. • The Down Chelford Loop and Up Chelford Loop in their entirety. • The Down Slow line from Adswood Road Jn to signal EY1 48 at Edgeley Jn No.1. • The Down Fast line from Adswood Road Jn to signal EY1 49 at Edgeley Jn No.1. • The Up Fast line from signal EY1 25 at Edgeley Jn No.1 to Adswood Road Jn. • The Up Slow line from signal EY1 27 at Edgeley Jn No.1 to Adswood Road Jn. **Between Heaton Norris Jn and Manchester Piccadilly** • The Down Slow line, from signal HN31 at Heaton Norris Jn, to Up-direction signal MP334 between Ardwick Jn and Manchester Piccadilly. • The Down Fast line, from signal HN34 at Heaton Norris Jn, to Up-direction signal MP326 at Ardwick Jn. • The Up Fast line, from signal MP324 at Ardwick Jn, to signal HN73 between Heaton Norris Jn and Stockport Viaduct. • The Up Slow line, from Manchester Piccadilly East Jn, to signal HN86 between Heaton Norris Jn and Stockport Viaduct. • The Up & Down Goods line / Through Siding at Longsight, between signals MP59 and MP44 only. • The Up & Down Goods line at Longsight North Jn, between signals MP73 and MP88 only. • The Arrival Road and Departure Road at Longsight North Jn, between signals MP74, MP75, MP76, MP77, and the connections with the main lines. • The Up East line, between Manchester Piccadilly and Ardwick Jn. • The Down East line, between Ardwick Jn and points MP2343A only.	1. TCODs are prohibited for use in the platforms at Sandbach station. 2. TCODs must not be used in the Up Siding or Down Siding at Alderley Edge.

NW5003 Wilmslow to Slade Lane Jn. (Styal lines) **Down line** • Wilmslow Jn. to Heald Green South Jn. MP.283 signal • Heald Green 3¾ m.p. to Slade Lane Jn. MP.13 signal **Up line** • Mauldeth Road MP.298 signal to Heald Green North Jn. MP.286 signal • Heald Green South Jn. MP.284 signal to Wilmslow Jn.	
NW5009 Colwich Jn. to Cheadle Hulme **Down direction** • From signal MS373 (on approach to Adlington station) to signal MS385 at Bramhall Jn. **Up direction** • From signal MS384 at Bramhall Jn, to signal MD134 on approach to Prestbury Tunnel.	
NW5011 Heaton Norris Jn. to Guide Bridge Station Jn. **Down direction** • From ground position light signal HN49 on the Down Branch line at Heaton Norris Jn, to Guide Bridge Station Jn. **Up direction** • Guide Bridge Station Jn to signal HN82 on the Up Branch line at Heaton Norris Jn.	• Must not be used on the Up Goods Loop or Engine Holding Siding at Heaton Norris Jn.
NW5015 Hadfield to Ardwick Jn. **Down & Up Hadfield line** • 100 metres on approach to signal DN36, to Dinting East Jn **Down Main / Down East line** • From signal GB861 on approach to Newton station, to Ardwick Jn (inclusive). **Up East / Up Main line** • From Ardwick Jn (inclusive), to signal GB856 beyond Godley station.	T-CODs may also be used on the Down & Up Passenger Loop between Hyde Jn and Guide Bridge East Jn. Use of T-CODs prohibited on the Down Goods line throughout, from Gorton Jn to Ashburys, prohibited in all sidings at Ashburys, including the Arrival / Departure, and prohibited within Ardwick Depot.
NW5019 Glossop to Dinting West Jn **Down & Up Glossop line** • 100 metres on approach to signal DN19, to Dinting South Jn	
NW5021 Guide Bridge West Jn to Stalybridge **Down Huddersfield** • Guide Bridge West Jn to signal MN4531 at 1m 21ch. **Up Huddersfield** • Signal GB847 at 0m 73ch to Guide Bridge West Jn.	
Module LNW(N)6 **NW6001 Manchester Piccadilly East Jn. to Euxton Jn.** **Down lines** • between Manchester Piccadilly MP.1188 signal and Oxford Road MP.404 signal • Windsor Bridge North Jn. MP.511 signal to Burnden Jn. MP3251 signal • Bolton MP.637 signal to Euxton Jn. PN.34 signal **Up lines** • Euxton Jn. PN.33 signal to Bolton MP.638 signal • Burnden Jn. points MP251 (9m 70ch) to Windsor Bridge North Jn. MP.510 signal • between Oxford Road MP.402 signal and Manchester Piccadilly MP 238A points	
NW6003 Castlefield Jn. to Allerton Jn. **Down lines/ Down Passenger Loop** • Signal GE103 at 26m 62ch (between Flixton and Irlam) to Glazebrook East Jn. GE.38 and GE.50 signals • Glazebrook GE.37 signal to Birchwood station GE.36 signal • Warrington Central signal WC2 to points 26A • Warrington Central WC.4 signal to Hunts Cross HC.95 signal **Up lines** • Hunts Cross signal HC90 to Warrington Central signal WC49 • Glazebrook East Jn. GE.101 signal to signal MC3646 at Urmston.	• Must not be used on the Up & Down Electric line at Hunts Cross. • Must not be used on the Up & Down Electric line at Hunts Cross.

NW8015 Bidston East Jn. to New Brighton (New Brighton lines) **Down New Brighton** • Bidston East Jn. 4¾ m.p. to New Brighton ML.605 signal **Up New Brighton** • New Brighton ML.606 signal to Bidston East Jn. ML.602 signal	
Module LNW(N)9 **NW9001 Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)** **Down lines** • Chinley East Jn. CY.157 signal to New Mills South Jn. NMS.143 signal • Hazel Grove High Level Jn. HG.25 signal to Woodsmoor EY1.45 signal • Davenport ¾ m.p. to Edgeley Jn. No.1 **Up lines** • Edgeley Jn. No.1 to Davenport EY1.29 signal • Woodsmoor HG.8 signal to Hazel Grove High Level Jn. HG.30 signal • From signal NMS8 on approach to New Mills South Jn, to Chinley East Jn. CY.162 signal	• includes 'up & down' Hope Valley and down Cheadle loop at Hazel Grove • Must not be used in Hazel Grove station • includes 'up & down' Hope Valley at Hazel Grove • Must not be used in Hazel Grove station
NW9003 Chinley East Jn. to Chinley South Jn. (Chord line) • Whole line	
NW9005 Chinley North Jn. to Buxton **Down & up goods/down goods** • between Chinley North Jn. and CY.168 signal **Up goods/down & up goods** • CY.165 signal and Chinley North Jn.	
NW9007 New Mills South Jn. to Ashburys East Jn. ·The Down Romiley line from signal NM3, on approach to New Mills Tunnel, to points 29B at the New Mills Central trailing crossover. ·The Down Romiley line from signal NM201, on approach to Strines station, to points 110A at Marple station. ·The Down Romiley line / Down Reddish Branch line, from adjacent to Up-direction signal RJ6 just south of Romiley station, through Romiley Jn to Ashburys East Jn. **Up lines** ·The Up Reddish Branch line, from Ashburys East Jn to signal RJ6 at Romiley station. ·The Up Romiley line, from signal RJ11 (at Marple station) to signal NM16 at New Mills Central.	
NW9009 Marple Wharf Jn. to Rose Hill **Down Rose Hill** • RJ.13 signal to Rose Hill **Up Rose Hill** • Rose Hill to RJ.27 signal	
NW9011 Romiley Jn. to Hyde Jn. **Down Woodley branch** • From Romiley Jn to Up-direction signal RJ34 at Woodley station • From signal RJ38 to Hyde Jn **Up Woodley branch** • whole line	• Must not be used on the Down Woodley Branch between signals RJ34 and RJ38.
NW9017 Hazel Grove High Level Jn. to Northenden Jn. **Down Cheadle loop and 'up & down' Cheadle** • whole line	
NW9021 Buxton to Hazel Grove East Jn. **Down lines** • Hazel Grove HG.23 signal to Hazel Grove East Jn. **Up lines** • Hazel Grove East Jn. to HG.26 signal	

Module LNW(N)10 **NW9901 Gargrave to Carlisle South Jn.** **Down lines** • route boundary (230 m.p.) to Hellifield home signal H.42 • Kirkby Thore KT.1 signal to KT.3 signal • Howe & Co's siding HS.12 signal to London Road Jn. **Up lines** • London Road Jn. CE.406, 407 signals to Howe & Co's Siding 303 m.p. • Kirkby Thore KT.4 signal to KT.2 signal • Settle Jn. section signal SJ.11 to 1B home SJ.12 signal • Hellifield home signal H.21 to H.23 signal	• must not be used on British Gypsum siding at Kirkby Thore • must not be used on Hellifield up loop
NW9903 Settle Jn. to Carnforth Station Jn. **Up** • Carnforth Station Jn. to section signal CS.10	
NW9909 Corby Gates to Petteril Bridge Jn. **Down Newcastle** • route boundary (58 m.p.) to Petteril Bridge Jn. **Up Newcastle** • Petteril Bridge Jn. to route boundary (58 m.p.)	
NW9911 London Road Jn. to Bog Jn. (Newcastle Goods line) **Down Newcastle goods** • whole line **Up Newcastle goods** • whole line	

When a COSS / PC wishes to take a line blockage of the lines described below, they will call the signaller in the normal manner. The signaller will then give the COSS / PC permission to activate the RTCOD and then observe that the appropriate track circuit(s) have activated prior to issuing the associated authority number. Once the work has been completed, the signaller must observe that the track circuit shows clear and normal indications are obtained before returning to normal working.
If there is a track circuit failure when the RTCOD has not been intentionally activated, the following procedure must be applied:
The signaller will report the track circuit failure in the normal manner
The signaller will then carry out the applicable rules and regulations for the movement of subsequent trains until such time that normal working can resume
Remote Track Circuit Operating Devices (RTCODs) have been installed at the following locations:

Line of Route	Controlling signal box / workstation	Line	Mileage of RTCOD	Protecting signal	Track circuit affected
NW3001 Crewe North Jn to Holyhead	Llandudno Junction	Down Main	216m 77ch	LJ49	T113
		Up Main	220m 65ch	LJ56/58	T128
	Bangor	Down Main	238m 63ch	BR3/6	T10
		Up Main	239m 40ch	BR57	T15

LNW North Route GI - Dated: 01/01/2025

Rule Book Module TS11 - Failure of, or work on, signalling equipment - signallers' regulations

Section 15 - When a train or vehicle fails to operate track circuits

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

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

1. Safe movement of the train.

1.1 Any other signallers involved in the movement of the train must be advised. The train must be signalled as shown in Rule Book Module TS1, Regulation 12.

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

1.3 In accordance with Rule Book Module TS9, Section 6.2, signallers / crossing keepers working level crossings with full barriers at signal boxes, including by remote control (RC) or by closed-circuit television (CCTV), which are fitted with an auto-raise switch must place this in the manual position before the 'crossing clear' button is pressed for the train.

2. Examining the train.

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

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

All wheels on the train must be examined.

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

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

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

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

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

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

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

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

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

LNW North Route GI - Dated: 07/12/2024

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Rule Book Module TW1 - Preparation and movement of trains

Section 28 - Rail adhesion

Manual Application of Sand or Sandite

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

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

1. Controlled test stop

A controlled test stop, as shown in *Rule Book Module TW1, Section 28.3,* must be made at the location concerned.

2. Operation of track circuits

Following the application of sand or sandite the requirements of *Rule Book Module TS1, Sections 12.2, 12.3, 12.4 and 12.5* (as relevant to the circumstances of the movement) must be observed in respect of the next train or trains over the line concerned, until the correct operation of track circuits has been observed.

3. Autumn leaf fall Initiatives

If rail head treatment has been applied as part of the autumn leaf fall initiatives without any report of poor rail head adhesion at that location, it will not be necessary for a train to perform a controlled test stop as shown above. The person who applies the rail head treatment must inform the signaller. Normal working over the treated line must not be resumed until the correct operation of track circuits has been observed as detailed in “*2. Operation of track circuits*” above.

LNW North Route GI - Dated: 07/12/2024

Rule Book Module TW1 - Preparation and movement of trains

Section 28, – Rail head adhesion

One Shot Sanding Equipment

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

On receipt of this information the signaller must maintain the signal in rear of the affected train at danger until such time as the instructions contained in *Rule Book Module TW1, Section 28.3* have been carried out in liaison with Operations Control.

LNW North Route GI - Dated: 07/12/2024

Rule Book Module TW1 - Preparation and movement of trains

Section 38 - Stopping or stabling a train

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

LNW North Route GI - Dated: 07/12/2024

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

Section 15 - Hot axle boxes and activation of lineside hot axle box detectors

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

LNW North Route GI - Dated: 07/12/2024

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

Section 22 - Track circuit actuators (TCA)

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

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

Rule Book Module SS1 – Station duties and train despatch

Level Crossings between Platforms

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

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

LNW North Route GI - Dated: 24/12/11

Rule Book Module HB8 - IWA, COSS or PC blocking a line & Module TS1 – General Signalling Regulations

Line blockage change of COSS

If you are a new COSS taking duty you must tell the Signaller.

If you are the new COSS when a signal box that has been closed is reopened, you must tell the signaller that the COSS has changed.

Where a PC is appointed, the PC must carry out the role of the COSS as described above when applicable.

LNW North Route GI - Dated: 09/12/2023

Handbook RS/521 – Signals, handsignals, indicators and signs

Section 3, Clause 3.4 - Semaphore subsidiary signals

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

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

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

Handbook RS/521 – Signals, handsignals, indicators and signs

Section 7.5 - Permissible speed indicators with letters

This is what the letters mean:

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

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

<u>National exceptions to MU trains</u>

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

National GI - Dated: 07/12/13

Handbook RS/521 – Signals, handsignals, indicators and signs

Section 12.5 Coasting Boards

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

Birkenhead Park to West Kirby
Bidston East Junction to New Brighton
Hunts Cross to Southport (excl. tunnels)
Green Lane to Chester
Sandhills to Ormskirk
Walton Junction to Kirkby

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

ANIMALS ON THE LINE

NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS

Where the rules and regulations (Rule Book Module TS1, Section 18.2 and Rule Book Module TW1 section 25) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

- domestic, for example, dogs
- deer
- not more than six sheep

However, drivers are still required to make an initial report of the animals being ‘on the line’ and maintenance response teams are mobilised to establish where the animals gained access to the line and where necessary effect repairs.

Once a report is received from a driver, then a general call will be put out via GSM-R to all trains in the area, advising them of the approximate vicinity of the incursion and that they are not required to stop to report the incident.

Drivers are advised that if they believe the safety of trains is at risk then they are instructed to carry out the relevant provisions of the Rule Book.

SWANS ON THE LINE
A train need only be cautioned for a swan on the line if the swan is reported to be within the “four foot” of the line concerned

LNW North Route GI - Dated: 03/12/16

AUTOMATIC POWER CHANGE-OVER SITES (APCO)

Automatic Power Change-Over (APCO) balises and lineside signage are provided at strategic locations where certain non-electrified lines connect with electrified lines. The track-mounted balises communicate with the train, which will automatically change traction mode between electric and diesel, either dynamically (shortly after passing the balise), or statically when the train next comes to a stand (normally at a station stop).

Signage is not normally provided for APCO pantograph raise sites, however, for pantograph lower sites, signage is usually provided as a prompt to the driver to ensure the train has transitioned from electric to diesel with pantographs safely lowered.

APCO sites and associated signage may be for all trains or only selected trains, or certain routes for which the train should respond using the information held in the headcode for the service relative to the location. The Sectional Appendix Table A diagrams show where these power change-over sites are located.

The following sign has been provided at the APCO zone. This sign is applicable to hybrid trains fitted with the equipment to allow the balises to be read, including the Class 800 and 802 trains.

Lower Pantograph change-over sign

This sign means ‘lower pantograph’ – it is used to advise drivers to lower pantographs in association with an APCO site.

At this sign, if the APCO has not worked, the driver shall commence manual traction change-over procedures.

The sign is also used for other purposes as outlined in the Rule Book.

The sign may be accompanied by additional information – this could be a directional arrow, location name, or class specific.

Trains that fail to transition at an APCO pantograph raise site (diesel to electric) must only attempt a manual transition to electric mode as outlined in the Rule Book for raising pantographs. Other reminders or prompts for traction type change-over may also be in place.

LNW North Route GI - Dated: 30/11/2024

AXLE COUNTERS - LINES EQUIPPED

The following lines of route are equipped with Axle Counters:

Route	Sections of line equipped
NW1001 Armitage Jn. (Incl.) to Preston Fylde Jn.	Down lines from LNW(S) Sectional Appendix boundary to 156m 61ch (Basford Hall Junction inclusive). Up lines from 156m 31ch (Basford Hall Junction inclusive) to LNW(S) Sectional Appendix boundary.
NW1002 Penkridge Station (Incl.) to Trent Valley Jn No. 1 (Stafford)	Down and Up lines between LNW(S) Sectional Appendix boundary and Stafford Trent Valley Junction No. 1.
NW1003 Silverdale to Madeley	'Up & Down' Chord line.
NW1004 Rugeley Town (exclusive) to Rugeley North Junction	All Down lines are equipped Up lines : to 14m 10ch on approach to Route & Sectional Appendix boundary (MD345)
NW1005 Kidsgrove Jn. To Crewe South Jn.	Stoke-on-Trent SC box area only.
NW1009 Basford Hall Jn to Sandbach South Jn (Independent Lines)	Basford Hall Up Departure Siding and Basford Hall Up Through Siding: from 156m 40ch to Basford Hall Jn. Up Independent line: from 156m 31ch to Basford Hall Jn. Down Independent lines connection: from Basford Hall Jn to 156m 19ch.
NW2001 Weaver Jn to Liverpool Lime Street	Down Ditton line from 175m 70ch (Weaver Jn excl.) to 181m 34ch (Ditton East Jn excl.). Down Ditton Slow line from 185m 70ch (Halewood West Jn excl.) to 189m 70ch (Mossley Hill) Down Ditton Fast line from 185m 70ch (Halewood West Jn excl.) to 189m 70ch (Mossley Hill) Down Ditton Fast and Down Chat Moss Slow lines from 192m 48ch (Overbury Street Tunnel) to Liverpool Lime Street station buffer stops. Up Ditton Fast and Up Chat Moss Slow lines from Liverpool Lime Street station buffer stops to 192m 55ch (Crown Street Junction inclusive). Up Ditton Fast line from 190m 40ch (Wavertree Jn excl.) to 186m 40ch (Speke East Jn incl.) Up Ditton Slow line from 190m 40ch (Wavertree Jn excl.) to 186m 40ch (Speke East Jn incl.) Up Ditton line from 181m 70ch (Ditton East Jn excl.) to 176m 08ch (Weaver Jn excl.).
NW2003 Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)	Down & Up Folly Lane from Runcorn Jn to 0m 49ch.
NW2005 Speke Jn to Garston Jn	Up & Down Garston Goods line from 186m 72ch / 22m 59ch (Speke East Jn) to 23m 0ch (Speke West Jn).
NW2007 Allerton East Jn to Garston Jn	Garston Chord Line from 0m 00ch (Allerton East Jn) to 0m 24ch (Garston Jn excl.)
NW2009 - Arpley Jn. to Ditton East Jn	Down Goods from 11m 08ch (Arpley Junction) to 11m 46ch (Monk's Siding) Up Goods from 11m 69ch (Monk's Siding) to 11m 14ch (Arpley Junction) Down Latchford Goods from 14m 46ch to 17m 70ch. Up Latchford Goods from 18m 07ch to 15m 10ch.
NW2015 Ordsall Lane Jn to Edge Hill	Down Chat Moss line from Ordsall Lane Jn to 28m 53ch (fringe with Eccles SB control area). Down Chat Moss Line/Down Chat Moss Fast Line/Down Chat Moss Slow Line from 6 m 05 ch (199metres beyond signal LL3585 on approach to Huyton Junction) to 3m 74ch (194 metres beyond signal LE295 on approach to Broad Green Station) Up Chat Moss Line / Up Chat Moss Slow Line / Up Chat Moss Fast Line from4m 44ch (180 metres beyond signal LL3592 on approach to Roby Junction) to 6m 33ch (180 metres beyond signal LL3584 at Huyton Junction) Up Chat Moss line from 28m 53ch (fringe with Manchester ROC control area) to Ordsall Lane Jn.
NW2023 Springs Branch Jn. to Huyton Jn. (St. Helens lines)	Down St Helens line from 3m 67ch (180 metres beyond signal LL3739 on approach to Thatto Heath) to Huyton Junction). Up St Helens line from Huyton Junction to 4m 20ch (at signal SH101)
NW2027 Edge Hill Bootle Branch Jn. to Liverpool Docks.	Down Bootle line from 1m 27ch to 4m 61ch (within Oriel Road Tunnel). Up Bootle line from 4m 61ch (within Oriel Road Tunnel) to 1m 02ch.
NW3001 Crewe North Jn. to Holyhead	Between Saltney Jn. and Rockcliffe Hall Down Main line 181m 70ch to 188m 58ch and Up Main line 188m 02ch to 182m 35ch. Shotton Low Level excl to Llysfaen Emergency GF excl (217m 09ch) Part of Down Main - Colwyn Bay-end of Abergele & Pensarn station to 215m 20ch. Down Main line - Little Chef L.C. to Bangor station (excl.). Up Main line – Bangor station (excl.) to 224m 60ch.
NW3007 Wrexham Central to Bidston West Jn.	Down Wrexham – Shotwick G.F. to signal ML.580R. Up Wrexham – approx. 1m 30ch to 11m 60ch.
NW3021 Frodsham Jn to Halton Jn	Frodsham Single line from 1m 33ch (Frodsham Jn excl.) to Halton Jn.
NW4005 Preston Fylde Jn to Blackpool North	Down Fylde line from 4m 40ch to Blackpool North. Up Fylde line from Blackpool North to 3m 56ch.

Route	Sections of line equipped
NW4007 Kirkham North Jn to Blackpool South	Entire line of route
NW5008 Norton Bridge to Stone Jn.	Down Norton Bridge line between Searchlight Lane Junction and Stone Junction. Up Norton Bridge line between Stone Junction and Little Bridgeford Junction. Norton Bridge East Chord throughout.
NW5009 Colwich Jn. to Cheadle Hulme	Down Stoke / Down Main / Down & Up line, from Colwich Jn to MCH 6m 00ch (Adlington (Cheshire)). Up Stoke / Up Main line, from MCH 6m 44ch (Adlington (Cheshire)) to Colwich Jn.
NW5010 Glebe Street Jn. To Caldon Quarry	Signal SOT.463 berthing track section.
NW5012 Foley Crossing (excl.) to Stoke Jn.	Between Foley Crossing box and Stoke Jn.
NW5013 Denton Jn to Ashton Moss North Jn	Down Crowthorne line from 0m 78ch (ELR: DJO2) to Ashton Moss North Jn. Up Crowthorne line from Ashton Moss North Jn to 4m 46ch (ELR: DJO1).
NW5021 Guide Bridge West Jn to Stalybridge	Down Huddersfield line, from 1m 30ch to Stalybridge. Up Huddersfield line, from Stalybridge to signal GB847 at 0m 73ch.
NW6001 Manchester Piccadilly East Jn to Euxton Jn	Down Oxford Road line / Down Bolton line, from 189m 47ch (Oxford Road West Jn) to 190m 45ch (departing Ordsall Lane Jn). Up Bolton / Up Oxford Road line, from 190m 45ch (on approach to Ordsall Lane Jn) to 189m 47ch (Oxford Road West Jn).
NW6003 Castlefield Jn to Allerton Jn	Down CLC line from Castlefield Jn to 27m 47ch. Down Hunts Cross Chord line from 0m 19ch to Allerton Jn. Up Hunts Cross Chord line from Allerton Jn to 0m 28ch. Up CLC line from 29m 21ch to Castlefield Jn. Trafford Park Reversing Line.
NW6004 Water street Jn to Deal Street Jn (Ordsall chord lines)	Entire line of route
NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn	All lines between Manchester Victoria East Jn to Salford West Jn (inclusive) (0m 67ch on the Down Salford line, 0m 71ch on the Up Salford line).
NW6007 Deal Street Jn to Ordsall Lane Jn	Up and Down Chat Moss lines between Deal Street Junction and Ordsall Lane Jn.
NW6009 Windsor Bridge North Jn. To Southport	Down Atherton line from 7m 39ch to 14m 20ch (between Walkden and Crow Nest Jn exclusive) Up Atherton line from 14m 07ch to 7m 35ch (between Crow Nest Jn and Walkden exclusive)
NW7001 Manchester Victoria West Jn to Hebden Bridge	All Down lines from Manchester Victoria West Jn to 1m 77ch, between Brewery Jn and Thorpes Bridge Jn. The Up Rochdale line from 1m 77ch, and Up Passenger Loop from 1m 67, between Thorpes Bridge Jn and Brewery Jn, to Manchester Victoria West Jn.
NW7013 Daisyfield Jn. to Hellifield	Down Hellifield / Down Main line – from signal DS.8 at 11m 61ch to 16m 17ch (between Langho and Whalley stations) Up Main line – 20m 72ch (just after Low Moor LC) to 17m 25ch (Langho-end of Whalley Viaduct).
NW7021 Miles Platting Jn. to Marsden	Down Ashton / Down Huddersfield line from Miles Platting Jn to 9m 40ch (between Stalybridge Tunnel and Scout Tunnel). Up Huddersfield / Up Ashton line from 9m 40ch (between Scout Tunnel and Stalybridge Tunnel) to Miles Platting Jn. Up and Down lines throughout Standedge Tunnel.
NW7023 Philips Park West Jn to Brewery Jn	Down Brewery line and Up Brewery line throughout.
NW7025 Philips Park West Jn to Ashburys West Jn	Down Ashburys line from Philips Park West Jn to 2m 52ch (Manchester Metrolink intersection bridge). Up Ashburys line from 2m 52ch (Manchester Metrolink intersection bridge) to Philips Park West Jn.
NW7027 Baguley Fold Jn to Philips Park South Jn	Down Baguley line and Up Baguley line throughout.
NW8011 Mann Island Jn. To West Kirby (via loop)	Loop line. Down and Up West Kirby lines between James St. station and Birkenhead Park station.
NW8013 Canning Street Jn. To Hooton South Jn.	Down and Up Chester lines between Canning St. Jn. and Birkenhead Central station.
NW9001 Dore West Jn. To Edgeley Jn. No. 1 (Hope Valley lines)	Down and Up lines throughout Disley Tunnel.
NW9007 New Mills South Jn. to Ashburys East Jn.	Down and Up Romiley lines between Marple and Romiley Jn.
NW9009 Marple Wharf Jn. to Rose Hill	Up Rose Hill line between signal RJ27 and Marple Wharf Jn.
NW9901 Gargrave to Carlisle South Jn.	Down Main line from 234m 79ch (Settle Jn excl.) to 243m 05ch (Horton-in-Ribblesdale station incl.). Up Main line from 247m 35ch (Ribblehead station incl.) to 241m 37ch (Horton-in-Ribblesdale station incl.). Up Main line from 266m 21ch (Kirkby Stephen SB excl.) to 259m 04ch (Shotlock Hill Tunnel excl.). Up Main line from 277m 09ch (Appleby station excl.) to 270m 20ch (Crosby Garrett Viaduct excl.). Down Main line from 284m 69ch (Culgaith SB excl.) to 292m 70ch (Lazonby & Kirkoswald station incl.). Up Main line from 299m 55ch (Low House Crossing SB) to 292m 22ch (Lazonby Tunnel incl.).

The following activities require axle counter heads to be disconnected or removed and must be undertaken with appropriate Rule Book, Modules TS1 or T3 protection:
•Re-railing, resleepering or reballasting

•Removal of rails with axle counter heads

•Tamper operations past axle counter heads, other than:

- those using a split-head tamping machine suitable for tamping single sleepers around axle counters
- journeys of the tamper to or from the work site

•Stoneblower or ballast cleaner/regulator operations past axle counter heads, but not including journeys to or from the work site

•Any other work which may affect axle counter heads.

In the Stoke SCC, Rugby ROC, Rugby SCC and Manchester ROC areas, and on the Warrington Low Level lines between Arpley and Monks Siding and on the St Helens lines between Thatto Heath and Huyton Junction a conditional axle counter reset applies – no technician is required. In other areas, co-operative re-setting equipment is provided. A Signalling Technician must be provided to re-set the equipment.

At Daisyfield, Horrocksford and at signal boxes along the Settle - Carlisle route (Settle Junction, Blea Moor, Appleby North, Kirkby Stephen, Culgaith and Low House Crossing) there are axle counters in the Intermediate Block signal sections. These have a preparative reset, no signalling technician is required.

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

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

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

•Rail grinding past axle counter heads

•Any work near axle counter heads with tools or any equipment which cannot impact on the operation of the axle counter heads

•Loading and unloading of materials

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

LNW North Route GI - Dated: 01/01/2025

Block to Electric Trains Instructions

For dual mode traction including diesel-electrics or other combined traction types

When a section of line is blocked to electric trains the following procedure shall be followed before any vehicle capable of running as an electric train under 25 KV OHLE is allowed to pass through the affected section of railway line.

This procedure applies to all movements with the following traction units

Class 88 electro diesel locomotives

Class 800 Super Express multiple units

Class 319 (proposed)

The train must be brought to a stand at the protecting signal

The driver must be advised that the line ahead has been blocked to electric trains, giving the limits of the blockage and an assurance obtained from the driver that the pantograph has been lowered and will remain lowered until the entire train is clear of the affected area.

Note that where a non-electrified line joins an electrified line, the signaller must also apply reminders on the signal protecting the junction from the non-electrified lines.

Where there is authority to divert trains via alternative routes without advising the driver, dual mode traction types must be stopped and the driver advised.

LNW North Route GI - Dated: 08/07/2017

Class 92 locomotives - operational restrictions

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

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

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

CLASS 390 PENDOLINO LED ROOF LIGHTS

A number of Class 390 Pendolino's are fitted with CCTV cameras near both pantographs. Each camera has a high intensity LED light which will be illuminated irrespective of whether the nearby pantograph is in use or not.

Anyone observing these LED lights on the roof of Class 390 trains do not need to arrange to stop the train specially unless there is something else unusual affecting the train.

The cameras are intended to help monitor the condition of the OHLE and provide evidence if OHLE problems occur.

LNW North Route GI - Dated: 01/08/15

Cleaning of locomotive windscreens in platforms

1. Cleaning of windscreens under overhead line equipment.

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

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

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

2. Method of work.

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

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

a) A red flag, or a red light (particularly if visibility is poor), must be exhibited 20 yards (20m) from the end of the last vehicle nearest the direction from which vehicles might be shunted against the locomotive(s) on which the cleaning is taking place. The red light may be steady or flashing.

b) If it is possible for vehicles to be shunted against both ends of the locomotive(s) on which the cleaning is taking place, this protection must be provided at both ends.

c) A 'NOT TO BE MOVED' board must be positioned on the driving desk in each locomotive cab. Only the staff carrying out the work are authorised to position and remove these boards. Whilst a reminder device is exhibited, the locomotive must not be moved.

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

Duties of Competent person

AOCL+B Level Crossings LNW North Route

If you are acting as competent person at an AOCL+B crossing and it is necessary to restore the crossing to auto working, you must ensure the barriers are fully lowered before placing the switch into the central position and closing and locking the door on the Local Control Unit. Whilst using the Local Control Unit at the crossing, you must ensure the crossing has fully responded to each operation of the switch before moving the switch to another position. Failure to do this will result in the crossing failing and S&T attendance will be required to restore it to normal operation.

LNWN Route GI - Dated: 09/02/19

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

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

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

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

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

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

GSM-R - Cab Radio Registration

AREA SPECIFIC 99X LOCATION CODES

When required to use a 99X location code to pre-register or to register the cab radio as shown in the GSM-R user procedures the following area specific location code must be used in the areas covered by this Sectional Appendix:

996 London North Western Route

LNW North Route GI - Dated: 02/09/09

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GSM-R - CAB RADIO REGISTRATION AT MAIN AND POSITION LIGHT SIGNALS- LOCATION CODES

DRIVERS ARE TO REGISTER USING THE LAST 3 DIGITS OF THE SIGNAL ID, ADDING LEADING ZEROS WHERE REQUIRED (E.G. FOR SIGNAL SN23, REGISTER USING 023) EXCEPT WHERE THE SIGNAL IS LISTED BELOW. IN SUCH CASES, THE CORRESPONDING LOCATION CODE IN THIS SECTION IS TO BE USED.

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW1001 ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.					
Crewe South Jn	Down Siding from Down Slow	CE531	996@	Crewe North Panel	74 6420 01
Crewe South Jn	Up Fast - Down	CE533	996@	Crewe North Panel	74 6420 01
Crewe South Jn	Carriage Sheds	CE535	996@	Crewe North Panel	74 6420 01
Warrington South Jn	Up direction	WN215	996@	Warrington PSB - South Panel	74 3538 01
Warrington Bank Quay	Crossfield Private Siding Exit	WN203	996@	Warrington PSB – South Panel	74 3538 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Warrington Bank Quay	Platform 3 - Up	WN202	996@	Warrington PSB – South Panel	74 3538 01
Warrington Bank Quay	Platform 4 - Up	WN197	996@	Warrington PSB – South Panel	74 3538 01
Warrington Bank Quay	Down Slow - Up	WN198	996@	Warrington PSB – South Panel	74 3538 01
Warrington Bank Quay	Goods Yard Exit	WN186	996@	Warrington PSB – South Panel	74 3538 01
Haydock Branch Jn	Up direction	WN115	996@	Warrington PSB - North Panel	74 3536 01
Bamfurlong Jn	Down direction	WN113	996@	Warrington PSB - North Panel	74 3536 01
Springs Branch No.1 Jn	Distribution depot exit	WN69	996@	Warrington PSB – North Panel	74 3536 01
Spring Branch Loco Siding	Siding Exit	WN66	996	Warrington PSB – North Panel	74 3536 01
Wigan South Jn	Up direction	WN49	996@	Warrington North Panel	74 3536 01
Wigan North Western	Platform 4 - Down	WN15	996	Warrington PSB – North Panel	74 3536 01
Wigan North Western	Platform 5 - Up	WN24	996	Warrington PSB – North Panel	74 3536 01
Wigan North Western	Exchange Siding No.1 Exit	WN19	996	Warrington PSB – North Panel	74 3536 01
Wigan North Western	Exchange Siding No.2 Exit	WN18	996	Warrington PSB – North Panel	74 3536 01
Preston	South Sidings 1	PN166	996@	Preston Panel C	74 3548 01
Preston	Sidings south No.2 - Up	PN157	996@	Preston Panel C	74 3548 01
Preston	Sidings south No.3 - Up	PN103	996@	Preston Panel C	74 3548 01
Preston	No.1 Sidings	PN129	996@	Preston Panel C	74 3548 01
Preston North Jn	Parcel Sidings North Bay - Down	PN122	996@	Preston Panel C	74 3548 01
Preston North Jn	Carriage Sidings - Down	PN137	996@	Preston Panel C	74 3548 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW1003 SILVERDALE TO MADELEY					
Madeley Jn	Siding No.1 (Stop Board)	SC1343	996	Ruby ROC – Stafford Workstation	74 6180 01
NW1005 KIDSGROVE JN TO CREWE SOUTH JN					
Coopers LC	Up Main Potteries - Down	CE521	996@	Crewe South Panel	74 6421 01
Alsager	Up Main Potteries	CE524	996@	Crewe South Panel	74 6421 01
NW1007 NANTWICH (EXCL.) TO CREWE SOUTH JN.					
Nantwich Crossover	Down Main (Up direction)	SC8478	995@	SWCC Shrewsbury North Workstation	74 5366 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW1019 ACTON GRANGE JN TO WARRINGTON SOUTH JN (HELSBY LINES)					
Walton Old Jn	Walton Traffic Siding Exit	WN226	996@	Warrington South	74 3538 01
Walton Old Jn	M.S.C. Sidings Exit	WN225	996@	Warrington South	74 3538 01
NW1021 WINWICK JN. TO GOLBORNE JN. (VIA EARLESTOWN)					
Earlestown South Jn	Up direction	WN545	996@	Warrington Middle Panel	74 3537 01
Newton-le-Willows Jn	Down direction	WN519	996@	Warrington Middle Panel	74 3537 01
NW2001 WEAVER JN. TO LIVERPOOL LIME STREET					
Edge Hill	Edge Hill Bridge Siding 2 - exit	LE127	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Edge Hill Bridge Siding 1 - exit	LE129	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Edge Hill Carriage Siding A - exit	LE123	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Edge Hill Carriage Siding B - exit	LE125	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	D.C.E. Tamper Siding - exit	LE133	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Gullet Siding - exit	LE126	996	Manchester ROC – Liverpool Workstation	74 4440 01
Edge Hill	Waterloo Siding 4 – Down direction	LE47	996	Manchester ROC – Liverpool Workstation	74 4440 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
NW2005 SPEKE JN. TO GARSTON JN.					
Speke West Jn	Down Garston Goods	WE1852	996	Manchester ROC – Wavertree West Workstation	74 4447 01
Speke West Jn	Garston Through Siding	WE1848	996	Manchester ROC – Wavertree West Workstation	74 4447 01
Speke West Jn	Speke Access Line	WE1850	996	Manchester ROC – Wavertree West Workstation	74 4447 01
Garston Jn	Garston Departure line	WE1862	996	Manchester ROC – Wavertree West Workstation	74 4447 01
NW2009 ARPLEY JN TO DITTON EAST JN					
Arpley Jn SB	Up Latchford Siding	AJ1/20	996@	Arpley Junction	74 3559 01
Arpley Jn SB	Football Field Sidings	AJ18	996@	Arpley Junction	74 3559 01
Arpley Jn SB	Football Field Sidings	AJ19	996@	Arpley Junction	74 3559 01
Arpley Jn SB	Up Latchford Siding	AJ9	996@	Arpley Junction	74 3559 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Walkden	Up Atherton - Down	MP821	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Walkden	Down Atherton - Up	MP822	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Crow Nest Jn	Down Atherton - Down	MP805	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Crow Nest Jn	Down Hindley - Up	MP804	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Crow Nest Jn	Up Hindley - Down	MP807	996	Manchester Piccadilly – NOS NW workstation	74 3499 01
Wigan Wallgate	Carriage Siding Exit	WW208	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Up direction	WW201	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate SB	Down direction	WW202	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Platform 1 - Down	WW103	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Platform 2 - Up	WW104	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Bay Platform Exit	WW105	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Southport Up Siding Exit	WW142	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate	Up Through Siding - Down	WW141	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate SB	Down direction	WW143	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate SB	Down direction	WW206	996@	Wigan Wallgate	74 3540 01
Parbold SB	Up direction	PD4	996@	Parbold	74 3542 01
NW6015 WIGAN WALLGATE TO HEADBOLT LANE					
Wigan Wallgate SB	Down Liverpool (Up direction)	WW210	996@	Wigan Wallgate	74 3540 01
Wigan Wallgate SB	Up Liverpool	WW106	996@	Wigan Wallgate	74 3540 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Dale Lane Jn	Down & Up Line	-	996@	Rainford Jn	74 3558 01
NW7001 MANCHESTER VICTORIA WEST JN. TO HEBDEN BRIDGE					
Castleton South Jn	Down Rochdale	CE34	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Down Goods Loop	CE27	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Sidings No 2,3,4	CE16	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Up & Down Through Sidings	CE30	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Up & Down Through Sidings	CE36	998@	Castleton East Jn	74 6428 01
Castleton South Jn	Down Rochdale	CE50	998@	Castleton East Jn	74 6428 01
Rochdale	Rochdale Platform 4	TH7302	998@	Rochdale West	74 6429 01
Rochdale East Jn	Rochdale Turnback / Metronet Access	TH7304	998@	Rochdale West	74 6429 01
Rochdale	Platform 2(Down Direction)	TH7305	998@	Rochdale West	74 6429 01
Rochdale East Jn	Up Rochdale	TH7306	998@	Rochdale West	74 6429 01
Todmorden	Up L&Y	PN317	996@	Preston Panel A	74 3546 01
NW7007 FARINGTON CURVE JN. TO ORMSKIRK					
Rufford	Up & Down Main (Up Direcition)	RD101	996@	Rufford	74 3543 01
Ormskirk	End of the line	-	996@	Rufford	74 3543 01
NW7009 FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)					
Accrington	Up direction	PN412	996@	Preston Panel A	74 3546 01
NW7013 DAISYFIELD JN TO HELLIFIELD					
Horrocksford Jn	Clitheroe Station Up Platform	HJ3	998@	Horrocksford Jn	74 6426 01
Horrocksford Jn	Down Sidings	HJ4	998@	Horrocksford Jn	74 6426 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Settle Jn	Down Main (Up Direction)	SJ23	996@	Settle	74 6437 01
Settle Jn	Down Branch (Up Direction)	SJ25	996@	Settle	74 6437 01
Blea Moor	Up Goods Loop	BM19	996@	Blea Moor	74 6438 01
Garsdale	Up Main (Down direction)	GD32	996@	Garsdale	74 6439 01
Garsdale	Down Main (Up direction)	GD34	996@	Garsdale	74 6439 01
Garsdale	Up Refuge Sidings	GD38	996@	Garsdale	74 6439 01
Kirkby Stephen	Up Siding	KS7	996@	Kirkby Stephen	74 6440 01
Kirkby Stephen	Down Siding	KS14	996@	Kirkby Stephen	74 6440 01
Kirkby Stephen	Up Main (Down Direction)	KS15	996@	Kirkby Stephen	74 6440 01
Kirkby Stephen	Down Main (Up Direction)	KS12	996@	Kirkby Stephen	74 6440 01
Appleby North	Up Main (Down Direction)	AN15/16	996@	Appleby North	74 6441 01
Appleby North	Up Sidings	AN6	996@	Appleby North	74 6441 01
Appleby North	Runround Siding	AN5	996@	Appleby North	74 6441 01
Appleby North	Down & Up Through Siding	AN8	996@	Appleby North	74 6441 01

Note: @ indicates Alias Plate provided.

LNW North Route GI - Dated: 01/01/2025

GSM-R GENERAL INSTRUCTION

TW5 SECTION 25 – KNOWN SEARCHING NETWORK LOCATIONS

The locations in the table below have encountered a temporary reduction in radio coverage with the GSM-R system which may result in registration problems and the ability of the driver to contact the signaller. This will be presented to the Driver on the DCP as 'searching for network'.

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

Location	Fault Number	Comments	Outcome
Manchester Airport	FMS BCA 647345	Coverage issues Previously decommissioned GSM-R site has now been returned to service	Currently awaiting feedback
Lancaster Station	18122	Coverage issues	Broken antenna mounting bracket found and repaired

TW5 Section 25 - Known Misrouted Call Locations

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

Drivers are instructed to use the phone book to contact the signaller from these locations.

Location	Fault Number	Comments	Outcome
Lancaster Station	18122	Misrouted calls	Broken antenna mounting bracket found and repaired.

LIMITED COVERAGE ON FREIGHT ONLY BRANCH LINES

The freight-only branch lines listed in the table below are sections of permanent poor GSM-R coverage. These areas of poor coverage are in tunnels and deep cuttings resulting in GSM-R calls may be unreliable. If a train is in a poor coverage area at the time the emergency call is initiated, the train radio will receive the emergency call as soon as there is sufficient GSM-R coverage.

SECTION	Line of Route code	ELR	Mileages	GSM-R predicted poor coverage details	SECTION
Salop Goods Junction to Crewe Coal Yard (Liverpool Independent lines)	NW1017	LLI	157m 71ch to 158m 73ch	Poor coverage through tunnel under WCML LLI 158m 14ch - 158m 29ch	Salop Goods Junction to Crewe Coal Yard (Liverpool Independent lines)
Preston South Junction to Strand Road	NW1027	PSR2	0m 00ch to 0m 40ch	Poor coverage from Fishergate Tunnel to the NR boundary PSR2 0m 22ch – 0m 40ch	Preston South Junction to Strand Road
Edge Hill Bootle Branch Junction to Atlantic Dock Junction (former)	NW2027	SCT1	0m 14ch to 4m 49ch	Poor coverage through Spellow No. 2 Tunnel SCT1 4m 04ch - 4m 19ch & Westminster Tunnel SCT1 4m 35ch - 4m 49ch	Edge Hill Bootle Branch Junction to Atlantic Dock Junction (former)
Atlantic Dock Junction (former) to Liverpool Docks (NR Boundary)	NW2027	SCT2	4m 49ch to 5m 53ch	Poor coverage through Oriel Road Tunnel SCT2 4m 55ch - 4m 68ch and Alexandra Dock Tunnel SCT2 5m 25ch - 5m 38ch	Atlantic Dock Junction (former) to Liverpool Docks (NR Boundary)
Chinley North to Buxton	NW9005	CNB1	168m 39ch to 161m 05ch	Poor coverage in the cutting and through Dove Holes Tunnel: CNB1 164m 28ch – 166m 19ch	Chinley North to Buxton
Chinley North to Buxton	NW9005	CNB3	161m 54ch to 164m 52ch	Poor coverage through Ashwood Dale and Pic Tor Tunnels inclusive: CNB3 163m 73ch – 162m 32ch	Chinley North to Buxton
Buxton to Hindlow Brigg's Sidings (NR boundary)	NW9019	BUX	0m 00ch to 4m 70ch	Poor coverage: BUX 2m 55ch - 4m 70ch	Buxton to Hindlow Brigg's Sidings (NR boundary)

GSM-R FAULTS AND FAILURES RESPONSE

VERSION 1.1

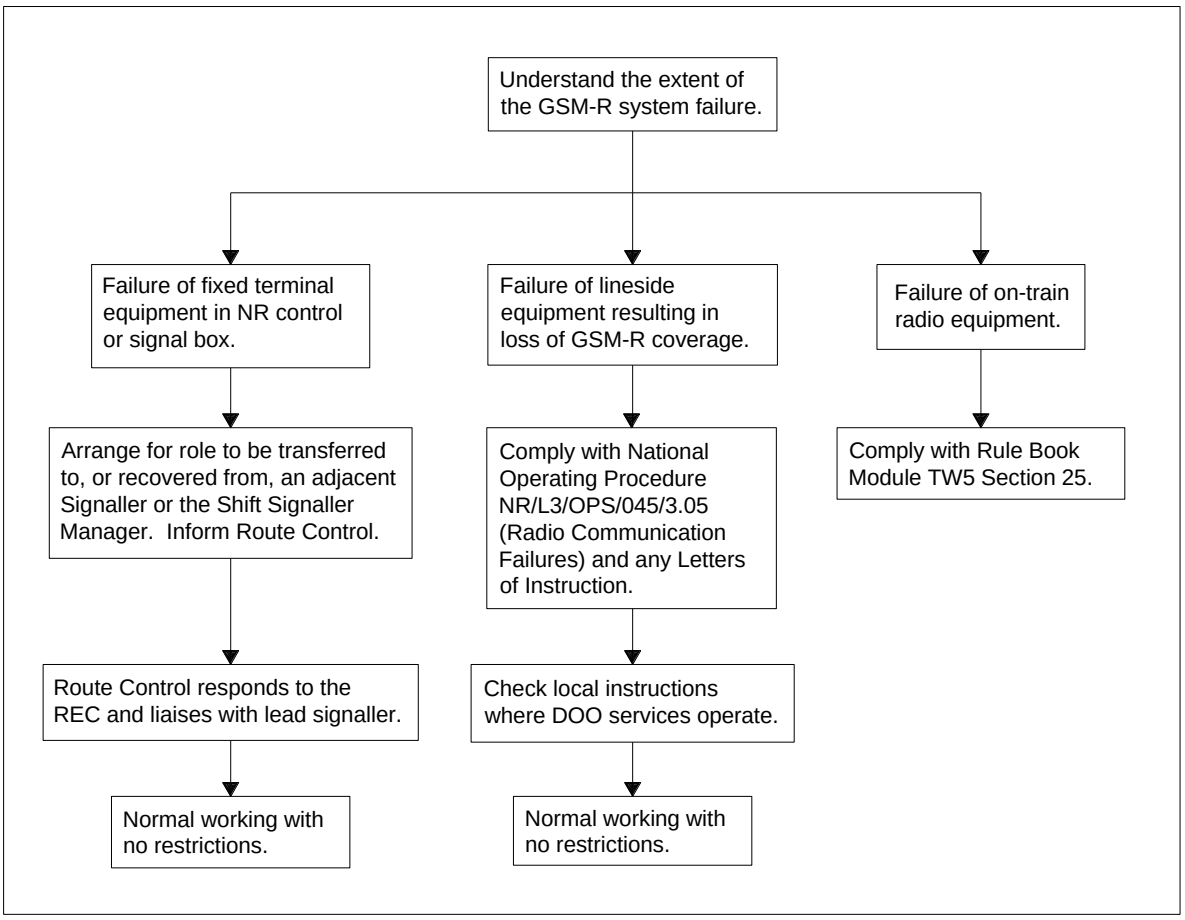
PURPOSE

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

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

APPENDIX

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



LNW North Route GI Dated: 07/12/2024

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

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

14. Detraining of passengers in emergency.

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

15. Prevention of damage and obstruction to conductor rail.

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

16. Dangerous to touch collector shoes.

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

LNW North Route GI - Dated: 03/12/16

Level crossings protected by non-block signals

Proceeding over a manually controlled level crossing equipped with non-block signals operated by a crossing keeper during signal failure / disconnection of equipment or single line working.

At the level crossings listed below, the protecting signals are not part of the block signalling and are only provided to protect the level crossing.

During a signal failure / disconnection of equipment, the driver will receive a green handsignal from the crossing keeper as authority to proceed over the level crossing irrespective of the aspect / indication shown at that protecting signal.

The driver having received the green handsignal must regulate the speed of the train in accordance with the aspect / indication previously displayed at the section signal.

NW3001 Crewe North Jn to Holyhead

Ty Croes LC (254m 31ch)

NW4019 Oxenholme to Windermere

Burneside Higher LC (3m 62ch)

NW4033 Carnforth North Jn to Carlisle South Jn (via Barrow)

Kirksanton LC (47m 08ch)

Limestone Hall LC (47m 43ch)

NW9021 Buxton to Hazel Grove East Jn

Norbury Hollow LC (3m 60ch) (See Local Instructions for further details)

Rule Book Module P1

During Single Line Working at those locations shown below a green handsignal will be displayed at the crossing as authority for movements to proceed over the crossing in the right direction (where required) and the wrong direction.

NW3001 Crewe North Jn to Holyhead

Ty Croes LC (254m 31ch)

NW4033 Carnforth North Jn to Carlisle South Jn (via Barrow)

Kirksanton LC (47m 08ch)

Limestone Hall LC (47m 43ch)

NW9021 Buxton to Hazel Grove East Jn

Norbury Hollow LC (3m 60ch). (See Local Instructions for further details)

LNW North Route GI - Dated: 19/02/2024

Line Clear Verification (LCV)

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

The LCV process applies to the following line of routes.

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

Route	Sections of line equipped
NW1001 Armitage Jn. (Incl.) to Preston Fylde Jn.	Down Lines from LNW(S) Sectional Appendix boundary to 156m 61ch (Basford Hall Junction inclusive) Up lines from 156m 31ch (Basford Hall Junction inclusive) to LNW(S) Sectional Appendix Boundary
NW1002 Penkridge Station (Incl.) to Trent Valley Jn No. 1 (Stafford)	Down and Up lines between LNW(S) Sectional Appendix boundary and Stafford Trent Valley Junction No. 1.
NW1003 Silverdale to Madeley	'Up & Down' Chord line.
NW1004 Rugeley Town (exclusive) to Rugeley North Junction	All Down lines are equipped Up lines : to 14m 10ch on approach to Route & Sectional Appendix boundary (MD345)
NW1005 Kidsgrove Jn. To Crewe South Jn.	Stoke-on-Trent SC box area only.
NW1009 Basford Hall Jn to Sandbach South Jn (Independent Lines)	Basford Hall Up Departure Siding and Basford Hall Up Through Siding: from 156m 40ch to Basford Hall Jn. Up Independent line: from 156m 31ch to Basford Hall Jn. Down Independent lines connection: from Basford Hall Jn to 156m 19ch.
NW2001 Weaver Jn to Liverpool Lime Street	Down Ditton line from 175m 70ch (Weaver Jn excl.) to 181m 34ch (Ditton East Jn excl.). Down Ditton Slow line from 185m 70ch (Halewood West Jn excl.) to 189m 70ch (Mossley Hill) Down Ditton Fast line from 185m 70ch (Halewood West Jn excl.) to 189m 70ch (Mossley Hill) Down Ditton Fast and Down Chat Moss Slow lines from 192m 48ch (Overbury Street Tunnel) to Liverpool Lime Street station buffer stops. Up Ditton Fast and Up Chat Moss Slow lines from Liverpool Lime Street station buffer stops to 192m 55ch (Crown Street Junction inclusive). Up Ditton Fast line from 190m 40ch (Wavertree Jn excl.) to 186m 40ch (Speke East Jn incl.) Up Ditton Slow line from 190m 40ch (Wavertree Jn excl.) to 186m 40ch (Speke East Jn incl.) Up Ditton line from 181m 70ch (Ditton East Jn excl.) to 176m 08ch (Weaver Jn excl.).
NW2005 Speke Jn to Garston Jn	Up & Down Garston Goods line from 186m 72ch / 22m 59ch (Speke East Jn) to 23m 0ch (Speke West Jn).
NW2007 Allerton East Jn to Garston Jn	Garston Chord Line from 0m 00ch (Allerton East Jn) to 0m 24ch (Garston Jn excl.)
NW2015 Ordsall Lane Jn. to Edge Hill	Down Chat Moss line from Ordsall Lane Jn to 28m 53ch (fringe with Eccles SB control area). Down Chat Moss Line/Down Chat Moss Fast Line/Down Chat Moss Slow Line from 6 m 05ch (199metres beyond signal LL3585 on approach to Huyton Junction) to 3m 74ch (194 metres beyond signal LE295 on approach to Broad Green Station) Up Chat Moss Line / Up Chat Moss Slow Line / Up Chat Moss Fast Line from 4m 44ch (180 metres beyond signal LL3592 on approach to Roby Junction) to 6m 33ch (180 metres beyond signal LL3584 at Huyton Junction) Up Chat Moss line from 28m 53ch (fringe with Manchester ROC control area) to Ordsall Lane Jn.
NW2023 Springs Branch Jn. to Huyton Jn. (St. Helens lines)	Down St Helens line from 3m 67ch (180 metres beyond signal LL3739 on approach to Thatto Heath) to Huyton Junction Up St Helens line from Huyton Junction to 4m 20ch (at signal SH101
NW3001 Crewe North Jn to Holyhead	Up Holyhead Signal LJ50 to FH6004 Down Holyhead Signal FH6001 to Signal LJ49
NW3021 Frodsham Jn to Halton Jn	Frodsham Single line from 1m 33ch (Frodsham Jn excl.) to Halton Jn.
NW4005 Preston Fylde Jn to Blackpool North	Down Fylde line from 4m 40ch to Blackpool North. Up Fylde line from Blackpool North to 3m 56ch.
NW4007 Kirkham North Jn to Blackpool South	Entire line of route

Route	Sections of line equipped
NW5008 Norton Bridge to Stone Jn.	Down Norton Bridge line between Searchlight Lane Junction and Stone Junction Up Norton Bridge line between Stone Junction and Little Bridgeford Junction. Norton Bridge East Chord throughout.
NW5009 Colwich Jn. to Cheadle Hulme	Down Stoke / Down Main / Down & Up line, from Colwich Jn to MCH 6m 00ch (Adlington (Cheshire)). Up Stoke / Up Main line, from MCH 6m 44ch (Adlington (Cheshire)) to Colwich Jn.
NW5010 Glebe Street Jn. To Caldon Quarry	Signal SOT.463 berthing track section.
NW5012 Foley Crossing (excl.) to Stoke Jn.	Between Foley Crossing box and Stoke Jn.
NW5021 Guide Bridge West Jn to Stalybridge	Down Huddersfield line, from 1m 30ch to Stalybridge. Up Huddersfield line, from Stalybridge to signal GB847 at 0m 73ch.
NW5013 Denton Jn to Ashton Moss North Jn	Down Crowthorne line from 0m 78ch (ELR: DJO2) to Ashton Moss North Jn. Up Crowthorne line from Ashton Moss North Jn to 4m 46ch (ELR: DJO1).
NW6001 Manchester Piccadilly East Jn to Euxton Jn	Down Oxford Road line / Down Bolton line, from 189m 47ch (Oxford Road West Jn) to 190m 45ch (departing Ordsall Lane Jn). Up Bolton / Up Oxford Road line, from 190m 45ch (on approach to Ordsall Lane Jn) to 189m 47ch (Oxford Road West Jn).
NW6003 Castlefield Jn to Allerton Jn	Down CLC line from Castlefield Jn to 27m 47ch. Down Hunts Cross Chord line from 0m 19ch to Allerton Jn. Up Hunts Cross Chord line from Allerton Jn to 0m 28ch. Up CLC line from 29m 21ch to Castlefield Jn.
NW6004 Water Street Jn to Deal Street Jn (Ordsall Chord lines)	Entire line of route
NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn	All lines between Manchester Victoria East Jn to Salford West Jn (inclusive) (0m 67ch on the Down Salford line, 0m 71ch on the Up Salford line).
NW6007 Deal Street Jn to Ordsall Lane Jn	Up and Down Chat Moss lines between Deal Street Junction and Ordsall Lane Jn.
NW6009 Windsor Bridge North Jn. to Southport	Down Atherton line from 7m 39ch to 14m 20ch (between Walkden and Crow Nest Jn exclusive) Up Atherton line from 14m 07ch to 7m 35ch (between Crow Nest Jn and Walkden exclusive)
NW7001 Manchester Victoria West Jn to Hebden Bridge	All Down lines from Manchester Victoria West Jn to 1m 77ch, between Brewery Jn and Thorpes Bridge Jn. The Up Rochdale line from 1m 77ch, and Up Passenger Loop from 1m 67, between Thorpes Bridge Jn and Brewery Jn, to Manchester Victoria West Jn
NW7021 Miles Platting Jn. to Marsden	Down Ashton / Down Huddersfield line from Miles Platting Jn to 9m 40ch (between Stalybridge Tunnel and Scout Tunnel). Up Huddersfield / Up Ashton line from 9m 40ch (between Scout Tunnel and Stalybridge Tunnel) to Miles Platting Jn.
NW7023 Philips Park West Jn to Brewery Jn	Down Brewery line and Up Brewery line throughout.
NW7025 Philips Park West Jn to Ashburys West Jn	Down Ashburys line from Philips Park West Jn to 2m 52ch (Manchester Metrolink intersection bridge). Up Ashburys line from 2m 52ch (Manchester Metrolink intersection bridge) to Philips Park West Jn.
NW7027 Baguley Fold Jn to Philips Park South Jn	Down Baguley line and Up Baguley line throughout.

LNW North Route GI - Dated: 01/01/2025

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LORAM C21 RAIL GRINDER

General

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

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

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

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

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

Route prohibitions or restrictions

All relevant instructions must be adhered to when operating on Merseyrail routes.

Transit moves

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

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

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

Grinding Operations

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

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

The speed when grinding is approximately 5 mph.

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

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

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

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

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

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

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

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

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

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

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

Modified Working

In the event of signalling equipment failure on the single lines listed in the table below, modified working may be authorised by the Network Rail Route Control Manager, for a period of up to two hours, without introducing working by pilot.
In exceptional circumstances the period of up to two hours may be extended subject to the agreement of the Network Rail Route Control Manager, the Responsible Person and the train / freight operating companies involved.
Modified working may be introduced providing:

- The signaller is able to work the points giving access to / egress from the single line or they can be set and detected for the passage of trains.
- Direct verbal communication is available between all signallers involved and the Responsible Person.

At the locations listed below, a train is allowed to pass over the single line concerned without working by pilot being introduced in accordance with the regulations of Rule Book Module P2 Section 7 *Modified working arrangements*.

Lines where Modified Working is authorised

Route	Line name	Between these locations	Remarks
NW3001	Britannia Bridge	Menai Bridge South Jn. and Menai Bridge North Jn.	
NW4011	Down & Up Morecambe	Between Bare Lane and Morecambe Station	
NW4033	Up & Down Main	Between Parton and Parton North Jn	
NW4033	Up & Down Main	Between St Bees and Bransty	Must not be authorised if Modified Working between Sellafield and St Bees has already been implemented.
NW4033	Up & Down Main	Between Sellafield and St Bees	Must not be authorised if Modified Working between St Bees and Bransty has already been implemented.
NW4033	Up & Down Main	Between Barrow-in-Furness and Park South	
NW5015	Down & Up Hadfield / Down & Up Main	Between Hadfield and Dinting	
NW5019	Down & Up Glossop	Between Glossop and Dinting	
NW6011	Down & Up Darwen	Between Blackburn Bolton Junction and Darwen Station	
NW6011	Down & Up Darwen	Between Darwen Station and Bromley Cross	
NW6011	Up & Down Darwen	Between Bolton West Jn and Astley Bridge Jn.	
NW7007	Up & Down Main	Between Rufford and Ormskirk	
NW7013	Up & Down Hellifield	Between Daisyfield Jn and Daisyfield signal box	
NW7017	Up & Down Colne	Between Gannow Jn and Colne	
NW9003	Down & Up Chord	Between Chinley East Jn and Chinley South Jn	
NW9005	‘Down & Up’ Goods	Between Chinley North Jn and Chinley South Jn	
NW9005	‘Down & Up’ Goods / ‘Up & Down’ Great Rocks	Between Great Rocks Jn SB and Buxton SB	
NW9009	Up & Down Rose Hill	Between Green Meadows Jn and Rose Hill Station	
NW9017	Up & Down Cheadle	Between Hazel Grove High Level Jn. and Northenden Jn.	
NW9901	Down & Up Main (Ribblehead viaduct)	Between Ribblehead and Blea Moor signal box	

The drivers of all trains working over the lines listed above must be in possession of a supply of Modified Working tickets RT3177.

LNW North Route GI - Dated: 04/05/2024

Obstacle Detection (OD) Level Crossings on LNW Route

OD level crossings work automatically and are similar to CCTV crossings in that they have full barriers, road traffic signals and have protecting signals with telephones linked to the signalbox. Instead of a CCTV camera they use a combination of Radar and Lidar (laser radar) to check that there are no objects or persons within the level crossing before a train approaches. The normal position of the barriers is raised.

The following modules contained within GE/RT8000 are amended when working with OD level crossings:

Duties of a level crossing attendant Handbook 18

Qualified level Crossing attendants are not permitted to operate an OD crossing until they have been instructed on the use of OD crossings. A copy of the attendant's instructions showing the method of working can be found in the REB at the crossing.

LNW North Route GI - Dated: 06/12/14

REPORT OF STONE / OBJECT – THROWING AND AIR RIFLES

On receiving a report from a Driver of stones or other objects being thrown, or use of air rifles, the Signaller must, in addition to advising Route Control and the BT Police:

1. Advise the Driver of the first train requiring to proceed through the area concerned, on any line, of the circumstances and request them to report back once the train has passed through the area whether stone-throwing / shooting occurred or not. **The train must not be cautioned**.

2. Where another Signaller is involved, advise that Signaller of the circumstances and ask the Signaller to advise Drivers as shown in this procedure, and to pass on any message received from the Driver of a train which has passed through the affected area.

3. Before the Driver of the first train reports back, the Signaller must also stop and advise the Driver of each further train that requires to pass the area concerned, on any line.

4. If the Driver of the first train reports that their train was targeted, the Drivers of subsequent trains must be advised in accordance with clause 1 above.

5. If no further report is received about stone-throwing / shooting from the Driver of any train dealt with above, Network Rail Route Control must be advised, and normal working resumed.

LNW North Route GI - Dated: 22/04/2023

Opening Droplight or Quarterlight Windows

Where vehicles are operating with manually opening droplight or quarterlight windows, the Train Operating Company must have a suitable safe system of work to mitigate the risk of injury associated with persons leaning out of windows

LNW North Route GI - Dated: 16/09/2024

Operational Decision-Making Tool

The purpose of the Operational Decision-Making Tool is to provide a continuous assessment of risk in the rapidly changing circumstances of an operational incident, in order to implement control measures necessary to make certain of an acceptable level of safety.

Its application should be applied by operational management staff seeking to assess operational system risk, and identify control measures that deliver a safety benefit in rapidly changing operational incidents affecting the normal operation of the railway.

The Operational Decision-Making Tool can only be facilitated and implemented by those trained to do so.

LNW North Route GI - Dated: 07/12/2024

Overlay Miniature Stop Light (OMSL) level crossings

Certain level crossings are provided with overlay miniature stop light equipment. Like conventional Miniature Stop Light (MSL) crossings, these provide indications to the users of the crossings on whether it is safe to cross (green) or not safe to cross (red). The system is designed to overlay existing infrastructure without interacting with it, however permissible speeds in the wrong direction on the approach should be identified on multiple track lines by wrong direction speed boards. The system is usually activated by wheel sensors that operate in a similar way to axle counters – when they detect a train they set the lights to red, when the train hits the strike out sensor the lights go to green.

Where a system failure is detected or operational scenario (e.g. train failure, engineering works) may incur the red indication for excessive periods, user indications are suppressed and the lights go into 'dark mode'. On encountering this mode the user is directed on safe operation by the signage provided, however they can be reactivated by another train passing or through a manual reset.

All staff should note that, like axle counters, using metal tools or simply passing within a metre wearing safety boots can cause activation of these sensors, and should be avoided.

LNW North Route GI - Dated: 22/12/18

Protecting a stabled train on a platform line

The following location is permitted to have trains stabled in the platform during a blockage using Rule Book Module TS1, Regulation 13.2:

- Holyhead

When a platform line is to be blocked under Rule Book Module TS1, Regulation 13.2 and a train is stabled on that line, the COSS must supply and ensure that the following protection is placed on the train before authorising the work to start:

During daylight – a NOT TO BE MOVED board or a red flag.

During darkness, fog, or falling snow – a red light (steady or flashing).

The COSS must make sure the protection is displayed on the platform side of the train:

- at the end from which the train is to be driven, or
- at both ends of the train if it can be driven from either end.

LNW North Route GI - Dated: 07/12/2024

Recording of conversations

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

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

RAILWAY CRIME

All railway staff must be vigilant to railway crime and cable theft, and report any suspicious activity on the operational railway, or in the area of electrical substations, to the controlling signaller.

Some examples of suspicious activity could be:

- Anyone not wearing appropriate PPE, or that do not appear to have a safe system of work.
- Anyone not responding to a train drivers warning, or appearing to hide as trains or people approach.
- Vehicles that do not have any company markings or logos
- Signalling location cabinets with doors open or missing, or troughing lids newly disturbed, with no staff nearby.
- People 'loitering' in the area of electrical substations.

In such cases, please inform the controlling signaller as quickly as possible giving precise location details. Drivers do not need to stop their trains immediately to report this, unless they consider it a safety of the line issue.

National GI - Dated: 30/08/2014

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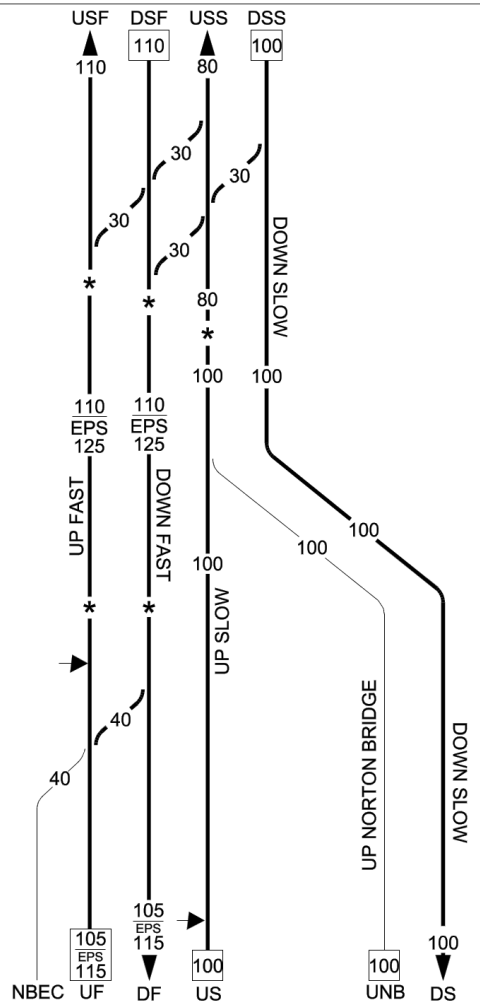
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	005	Armitage Jn (Incl.) to Preston Fylde Jn.	LEC3 LEC4 LEC6	West Coast South	27/01/2024

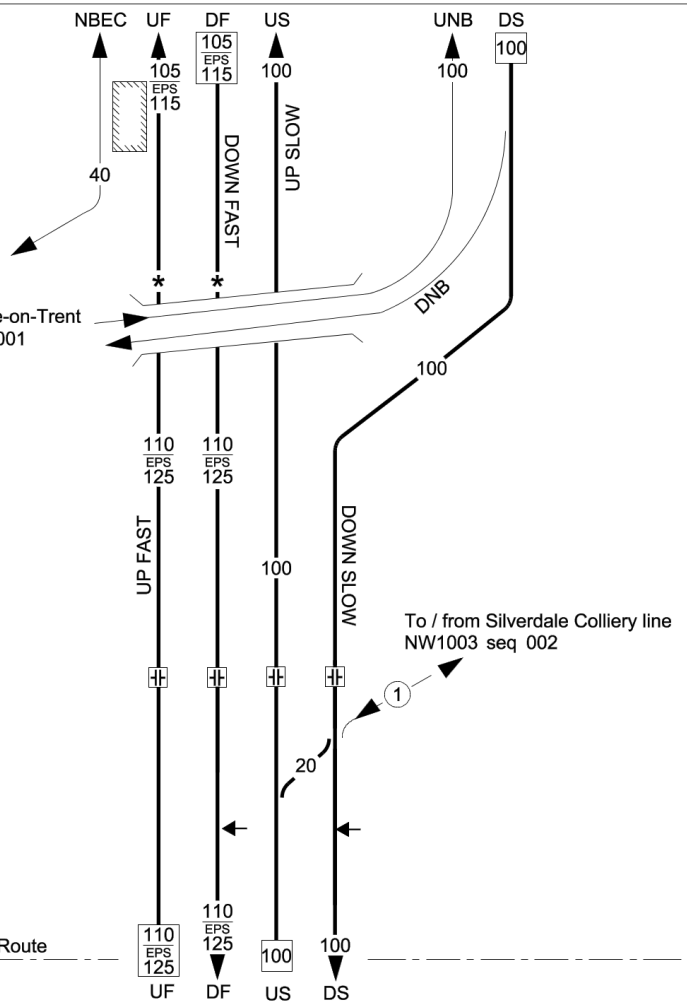
Location	Mileage M Ch	Signalling & Remarks
Change of ELR	133 70	TCB Rugby ROC (SC) Stafford Workstation AC: Crewe GSM-R Axle Counter area.
Doxey Junction	134 00	
	134 05 *	TASS fitted: Down Stafford Fast / Down Fast line throughout. Up Fast / Up Stafford Fast line throughout.
	134 09 *	
	134 20 *	
Little Bridgeford Junction (Change of ELR - Down Slow only to) LEC6)	137 42	USF: Up Stafford Fast. DSF: Down Stafford Fast. USS: Up Stafford Slow. DSS: Down Stafford Slow.
	137 78 *	Down Slow line and Up Norton Bridge line has ELR: LEC6 from Little Bridgeford Junction to the bottom of the diagram.
Shallowford HABD (Up Fast)	138 30	
Norton Bridge Junction	138 41	UNB: Up Norton Bridge. NBEC: Norton Bridge East Chord.
Shallowford HABD (Up Slow)	138 62	

Running lines & speed restrictions



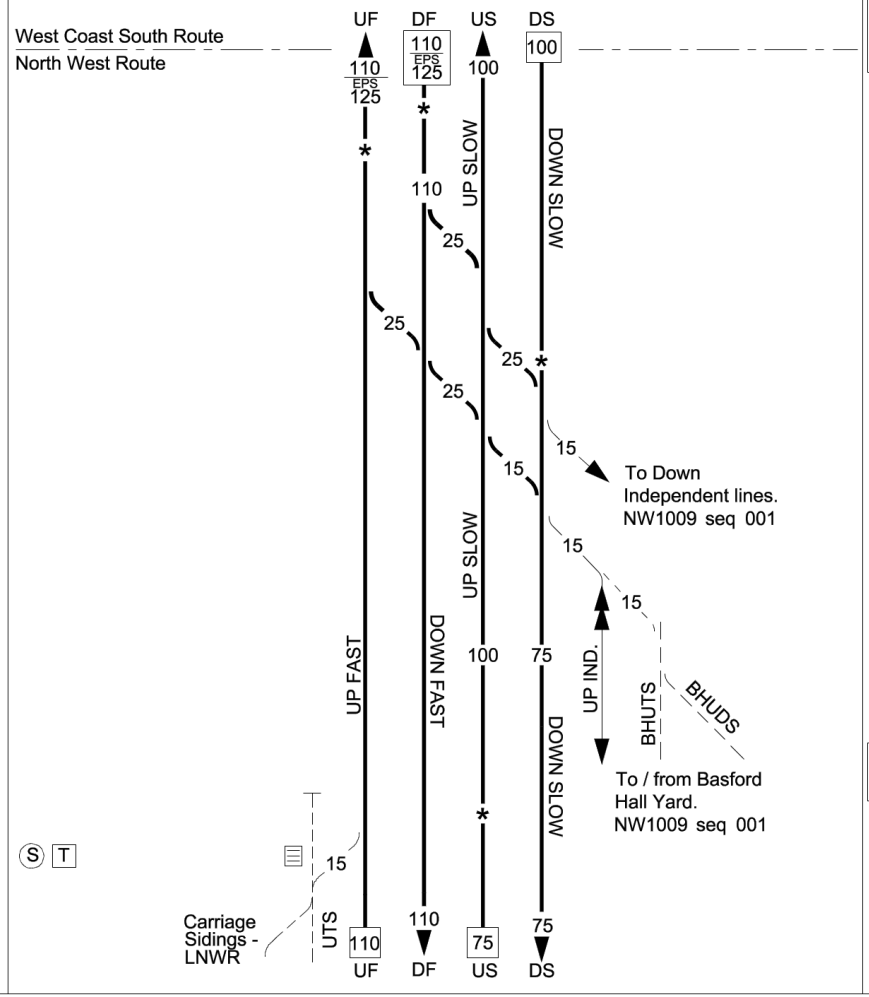
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	006	Armitage Jn (Incl.) to Preston Fylde Jn	LEC4 LEC6	West Coast South	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	138 65		TCB Rugby ROC (SC) Stafford Workstation AC: Crewe GSM-R
NORTON BRIDGE	138 68		
Searchlight Lane Jn	(138 55)		Up Norton Bridge line has ELR: LEC6 from the top of diagram to Searchlight Lane Jn. The Down Slow line has ELR: LEC6 from the top of diagram to 140m 00ch (Heamies Bridge). LEC6 mileages given in ( ) brackets.
Norton Bridge North Jn (former site of)	139 00		
	139 29 *		Norton Bridge station out of use.
Heamies Bridge (Change of ELR / mileage - Down Slow line only)	(139 64)	LEC6	
	140 00	LEC4	TASS fitted: Down Fast line and Up Fast line throughout
Whitmore OHNS	145 78		UNB: Up Norton Bridge. DNB: Down Norton Bridge. NBEC: Norton Bridge East Chord.
Whitmore	147 00		(1) Out of use (temporary).
Madeley Jn	149 42		
Madeley HABD	149 74		
Betley Road (former site of SB)	153 13		Axle counter area throughout.
Route boundary (Start / end of diagram)	154 30 154 30	West Coast South Route / North West Route	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	007	Armitage Jn (Incl.) to Preston Fylde Jn	LEC4	North West	01/01/2025

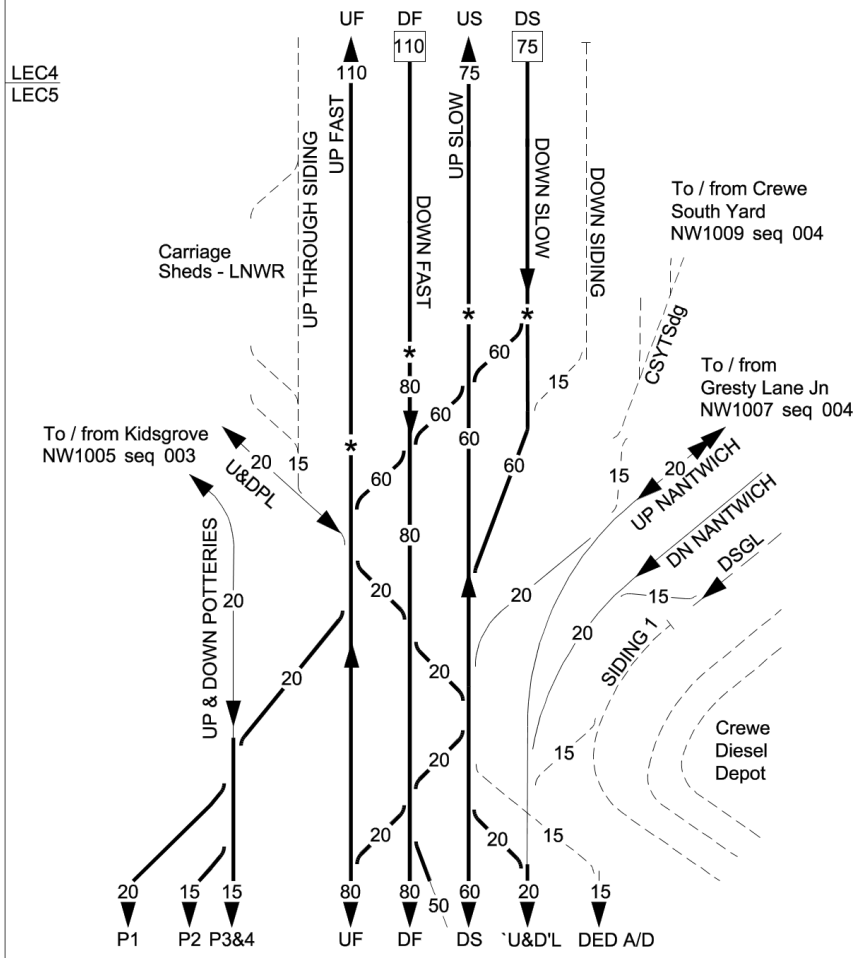
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	154 30		TCB Manchester ROC Crewe South Workstation (CS) AC: Crewe GSM-R
Route boundary	154 30		
	155 48 *		TASS fitted: Down Fast line and Up Fast line throughout.
	155 58 *		
(Crossover)	156 05		
	156 12 *		
Basford Hall Jn	156 16		
(Up Independent line connection)	156 20		Axle counter area: Down Fast / Down Slow lines: to 156m 61ch. Up Fast / Up Slow lines: from 156m 31ch.
(Up Independent line starts / ends adjacent to Down Slow line)	156 45		Crewe SCC (CE)
	156 77 *		
Basford Wood GF	157 03		BHUDS: Basford Hall Up Departure Siding. BHUTS: Basford Hall Up Through Siding. UTS: Up Through Siding.
(Start / end of diagram)	157 10		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	008	Armitage Jn (Incl.) to Preston Fylde Jn	LEC4 LEC5	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	157 10
(Change of ELR)	157 20
	157 27 *
	157 32 *
	157 44 *
(Up & Down Potteries Loop connection)	157 54
(Down Slow / Up Slow connection)	157 56
Crewe South Jn	157 61
(Start / end of diagram)	157 66

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB — Crewe SCC (CE)
AC: Crewe

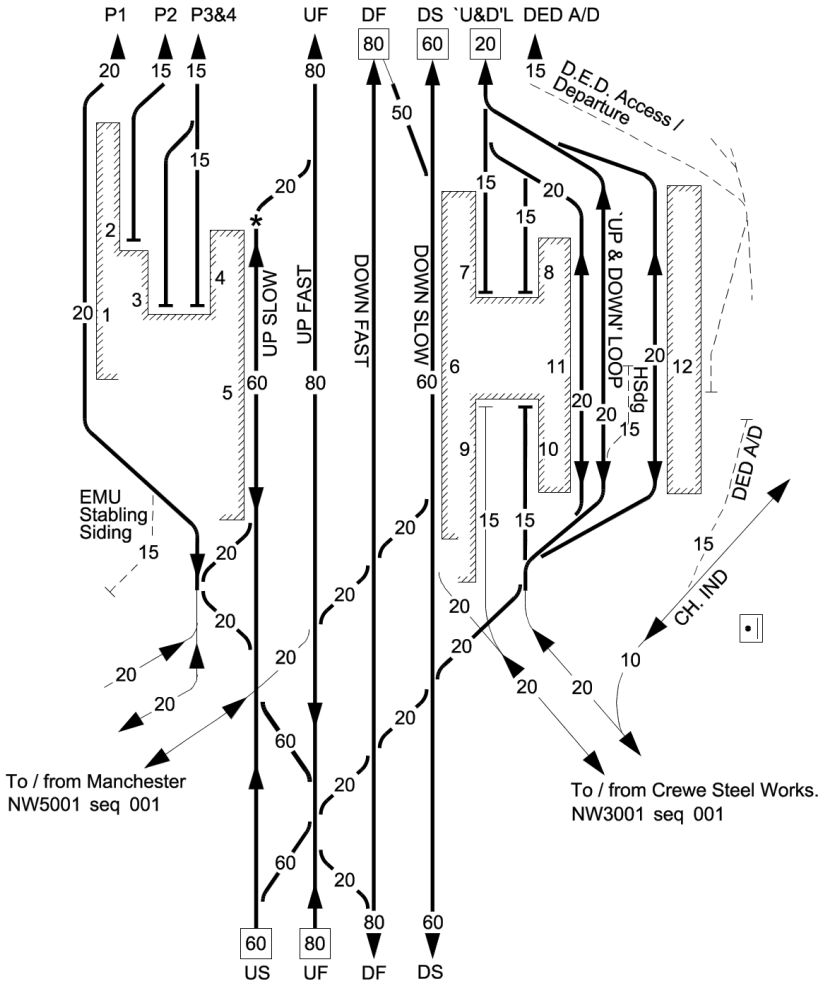
TASS fitted: Down Fast and Up Fast lines throughout.

CSYTSdg: Crewe South Yard Through Siding.
DSGL: Down Salop Goods Loop.
'U&D'L: 'Up & Down' Loop.
P1: Platform 1 line.
P2: Platform 2 line.
P3&4: Line leading towards Platforms 3 and 4.
DED A/D: D.E.D. Access / Departure.
U&DPL: Up & Down Potteries Loop.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	009	Armitage Jn (Incl.) to Preston Fylde Jn	LEC5	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	157 66
	157 71 *
CREWE	158 00
Crewe North Jn	158 18
Crewe SCC	158 21
Gresty Lane SCC	158 21
(Start / end of diagram)	158 41

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB — Crewe SCC (CE)
AC: Crewe

Platform lengths: Crewe.
Platform 1 (Up): 311m (340yds).
Platform 1 (Down): 332m (363yds).
Platform 2: 159m (174yds).
Platform 3: 90m (98yds).
Platform 4: 132m (144yds).
Platform 5 (Up): 273m (299yds).
Platform 5 (Down): 256m (280yds).
Platform 6 to/from Manchester (Up): 254m (278yds).
Platform 6 to/from Manchester (Dn): 313m (342yds).
Platform 6 full length (Up): 387m (423yds).
Platform 6 full length (Down): 446m (488yds).
Platform 7: 163m (178yds).
Platform 8: 116m (127yds).
Platform 9: 202m (221yds).
Platform 10: 80m (87yds).
Platform 11 (Up): 299m (327yds).
Platform 11 (Down): 308m (337yds).
Platform 12 (Up): 424m (464yds).
Platform 12 (Down): 432m (472yds).

Permissive working:
PP authorised on Platform 1 (both directions), Platforms 2, 3, 4, 7, 8, 9 and 10.
PP-A authorised in both directions on Platforms 5, 11 and 12, and Down direction only on Platform 6 (except between signals CE149 and CE151).
PF authorised on the 'Up & Down' Loop.

Standage:
'Up & Down' Loop: 361 metres (395 yards).

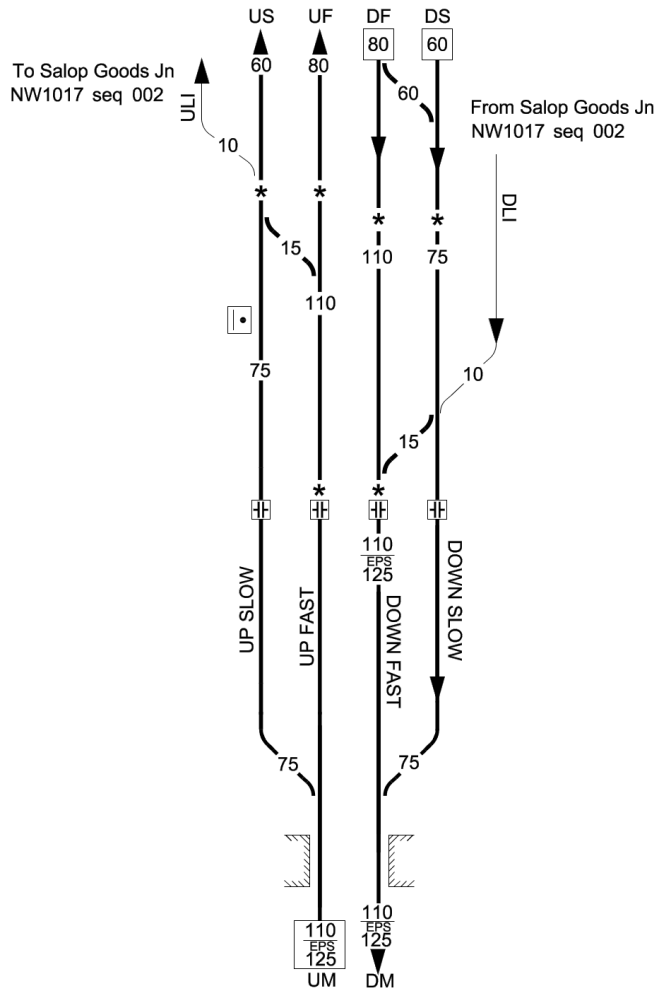
TASS fitted: Down Fast and Up Fast lines throughout.

HSdg: Holding Siding.
CH. IND: Chester Independent line.
DED A/D: D.E.D. Access / Departure.

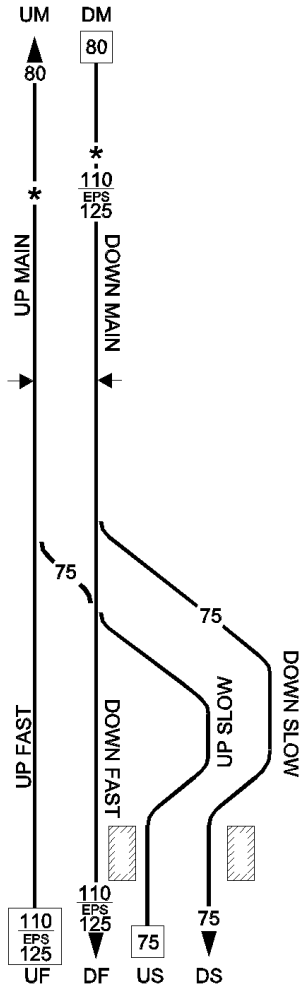
Note: Crewe SCC and Gresty Lane SCC are located within the same building.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	010	Armitage Jn (Incl.) to Preston Fylde Jn	LEC5 CGJ1	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	158 41		TCB Crewe SCC (CE) AC: Crewe; GSM-R
			Crewe Coal Yard SB (CY)
(Start of Up Liverpool Independent)	158 54 158 56 * 158 59 *		ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.
Crewe Coal Yard SB	158 68		TASS fitted Down Fast / Down Main line and Up Main / Up Fast line throughout.
(End of Down Liverpool Independent)	158 73		
Crewe Coal Yard OHNS (and change of ELR)	159 00 *	LEC5 / CGJ1	Winsford SB (WD)
Winsford South Jn	165 11		
WINSFORD	165 41		Platform lengths: Winsford. Up platform: 86 metres (94 yards). Down platform: 86 metres (94 yards).
(Start / end of diagram)	166 00		

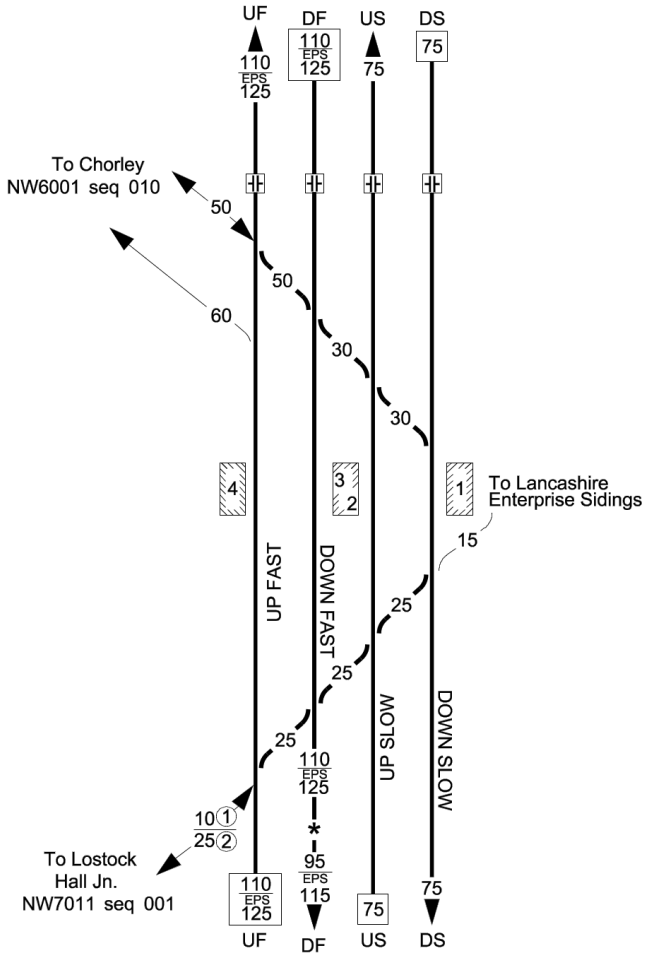


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	021	Armitage Jn (Incl.) to Preston Fylde Jn.	CGJ5	LNW North	02/04/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Warrington SB (WN) AC: Crewe GSM-R TASS fitted: DM/DF line and UF/UM line throughout
	7 21 *		
	7 37 *		
Coppull Hall HABD	10 60		Preston SB (PN)
Blainscough (former site of GF)	12 13		
Balshaw Lane Jn	14 02		Slow lines diverge from Fast lines between Balshaw Lane Jn and Euxton Balshaw Lane station.
EUXTON BALSHAW LANE	14 77		Platform Lengths: Euxton Balshaw Lane Up: 88 metres (96 yards) Down: 88 metres (96 yards)

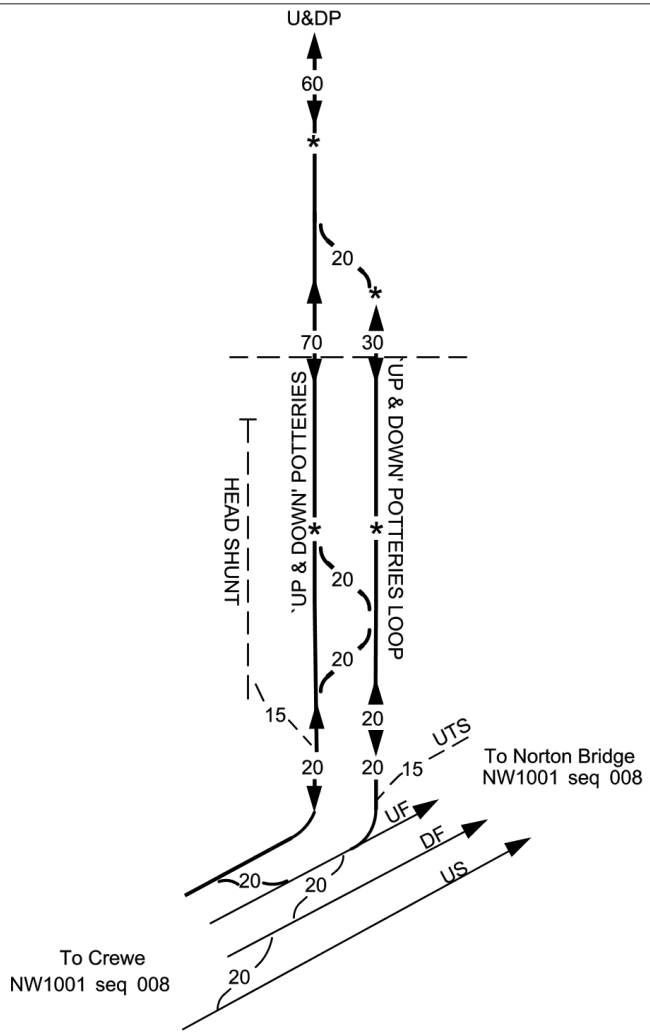
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1001	022	Armitage Jn (Incl.) to Preston Fylde Jn	CGJ5	North West	07/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	15 40		TCB Preston PSB (PN) 'B' Panel AC: Crewe GSM-R
Euxton OHNS	16 12		
Euxton Jn	16 21		
	16 32		TASS fitted: DF line and UF line throughout
LEYLAND	17 54		Platform Lengths: Leyland Platform 1: 151 metres (165 yards) Platform 2: 145 metres (159 yards) Platform 3: 145 metres (159 yards) Platform 4: 143 metres (156 yards)
	18 63		
Farington Jn	18 76		
	19 24 *		① Applies to passenger trains only ② Applies to all other trains
(Start / end of diagram)	19 40		



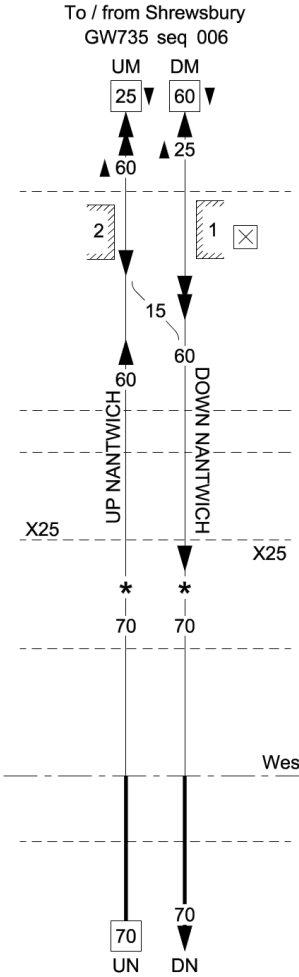
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1005	003	Kidsgrove Jn. to Crewe South Jn.	KCS1	LNW North	05/08/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Crewe SB (CE) AC: Crewe — GSM-R
	7 00 *		
North Stafford Jn	7 52		
	7 53 *		
Crewe Carriage Sidings LC (UWC)	7 70	T	
	8 08 *		Up & Down Potteries Loop 430 metres (1411 feet) in Down direction 360 metres (1181 feet) in Up direction
	8 27		UTS = Up through siding
	157 55		
Crewe South Jn	157 60		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1007	001	Nantwich (Excl.) to Crewe South Jn	SYC	Wales / North West	01/01/2025

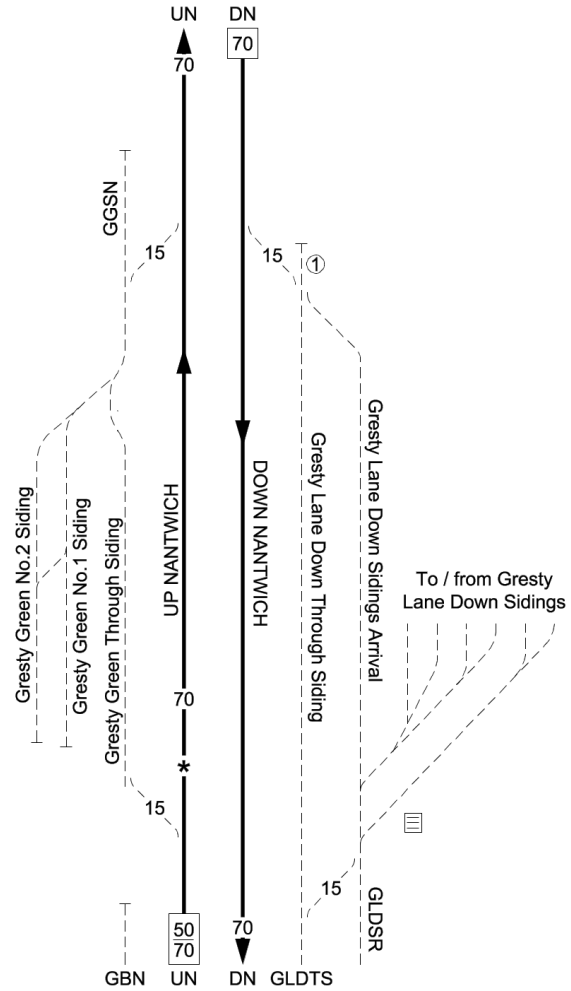
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To / from Shrewsbury GW735 seq 006	GSM-R TCB Wales ROC Shrewsbury North Workstation (SC)
Nantwich LC (MCB-OD)	4 19		Platform lengths: Nantwich. See diagram GW735 seq 006 for details.
NANTWICH	4 14		LOD(K) Lockouts: See diagram GW735 seq 006 for details.
Nantwich Crossover	4 07		
Cronkinsons LC (FP)	3 65		
Cronkinsons Farm LC (FP)	3 60		
Newcastle Road LC (AHBC-X)	3 46		
	3 38 *		Axle counter area: Down Main / Down Nantwich: to 3m 18ch. Up Nantwich / Up Main: from 2m 50ch.
Newcastle LC (FP)	3 23		Gresty Lane SCC (GL)
Route boundary and Sectional Appendix boundary	2 60	Wales Route / North West Route — Western & Wales Sectional Appendix / LNW(N) Sectional Appendix	(From approx. 3m 00ch).
Willaston LC (CCTV)	2 41		
(Start / end of diagram)	1 60		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1007	002	Nantwich (Excl.) to Crewe South Jn	SYC	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	1 60
(Limit of electrification on Up Nantwich line)	1 44
(Buffer stops)	1 22
(Limit of electrification on Down Nantwich line)	1 20
Gresty Green West Jn	1 17
	0 62 *
Gresty Lane Down Sidings GSP	0 60
Gresty Green East Jn	0 59
(Start / end of diagram)	0 53

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB — Gresty Lane SCC (GL)

AC: Crewe

① Gresty Lane Down Sidings Neck.

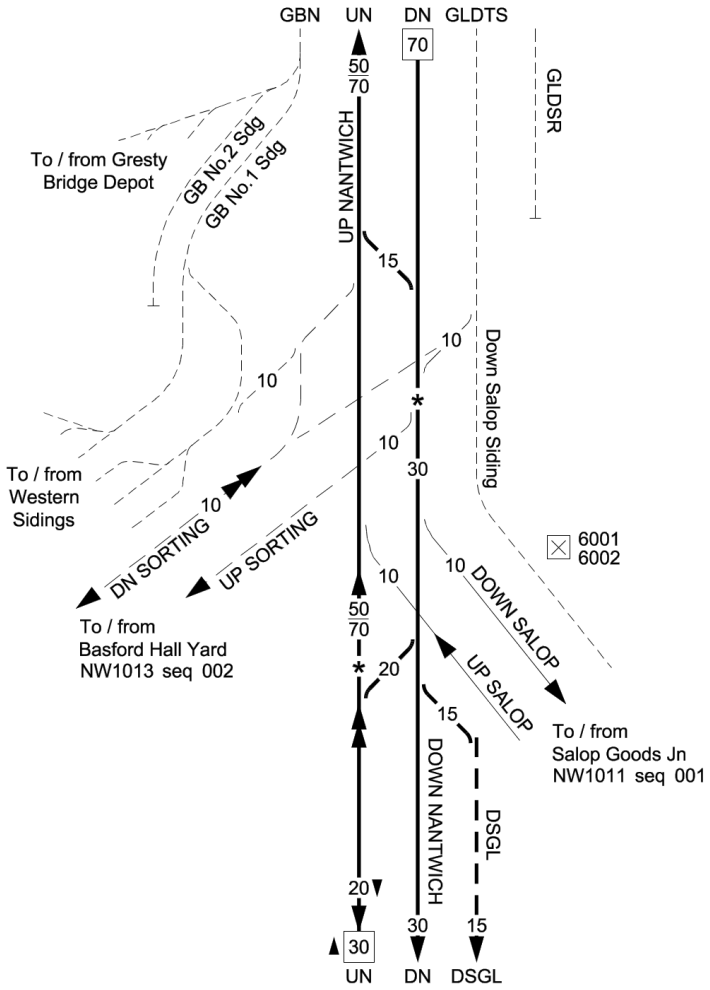
GGSN: Gresty Green Sidings Neck.

Gresty Green No.1 and No.2 Sidings, Gresty Lane Down Sidings and Gresty Bridge Neck, are not provided with AC overhead electrification.

Gresty Lane Down Sidings also referred to as 'The PAD' (Pre-Assembly Depot).

GBN: Gresty Bridge Neck.
GLDTS: Gresty Lane Down Through Siding.
GLDSR: Gresty Lane Down Sidings Reception.

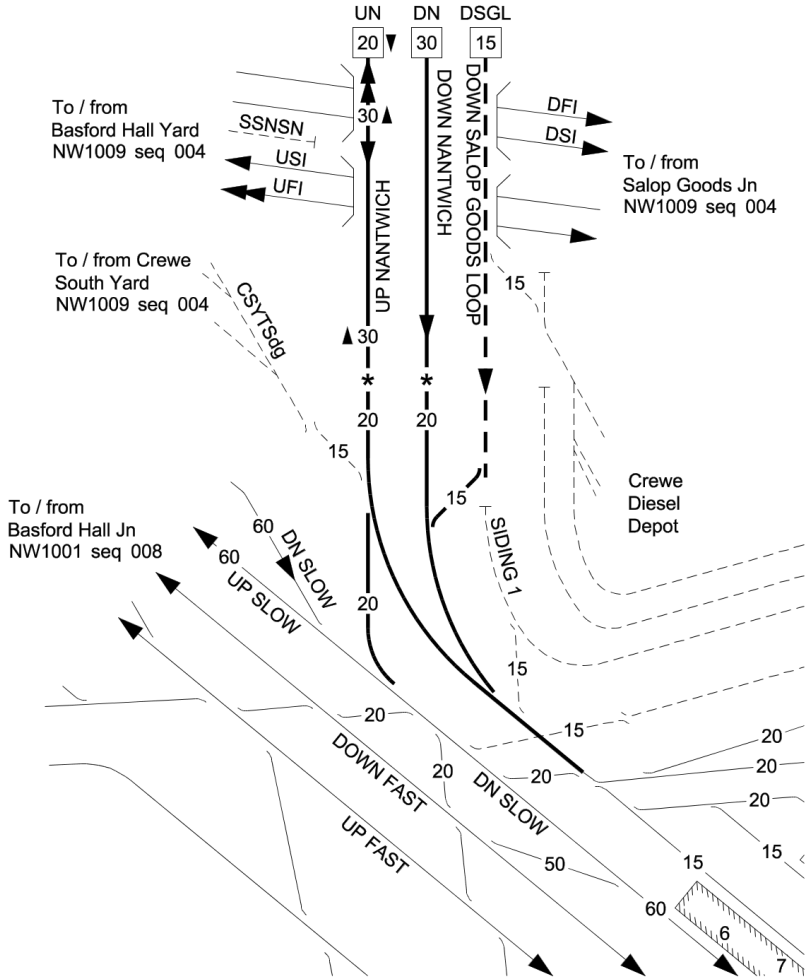
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1007	003	Nantwich (Excl.) to Crewe South Jn	SYC	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 53		GSM-R TCB Gresty Lane SCC (GL) AC: Crewe
(Crossover)	0 43		GB: Gresty Bridge. GBN: Gresty Bridge Neck. GLDTS: Gresty Lane Down Through Siding. GLDSR: Gresty Lane Down Sidings Reception.
	0 38 *		LOD(K) Lockouts: 6001: The Down Nantwich line, from 0m 44ch, through Gresty Lane Jn, to 0m 11ch. 6002: The Up Nantwich line, from 0m 11ch, through Gresty Lane Jn, to 0m 44ch.
Gresty Lane Jn	0 33		
	0 28 *		Gresty Bridge Neck, Gresty Bridge Depot, Gresty Bridge No.1 and No.2 Sidings, and Down Salop Siding, are not provided with AC overhead electrification.
			DSGL: Down Salop Goods Loop. Standage: Down Salop Goods Loop: 258 metres (282 yards).
(Start / end of diagram)	0 22		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1007	004	Nantwich (Excl.) to Crewe South Jn	SYC	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	0 22
from	0 21
(Intersection bridges)	
to	0 18
	0 12 *
(Connection to Crewe South Yard Through Siding)	0 09
Crewe South Jn	0 00 (157 61)
(End of ELR: SYC)	-0 05 (157 66)
CREWE	(158 00)

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB — Gresty Lane SCC (GL)
AC: Crewe

DFI: Down Fast Independent.
DSI: Down Slow Independent.
SSNSN: Sorting Sidings North Shunting Neck.
USI: Up Slow Independent.
UFI: Up Fast Independent.

☒ LOD(K) Lockouts:
6001: The Down Nantwich line, from 0m 44ch, through Gresty Lane Jn, to 0m 11ch.
6002: The Up Nantwich line, from 0m 11ch, through Gresty Lane Jn, to 0m 44ch.

Crewe SCC (CE)

CSYTSdg: Crewe South Yard Through Siding.

Standage:
Down Salop Goods Loop: 258 metres (282 yards).

Mileages in round ( ) brackets are NW1001 mileages with ELR: LEC5.

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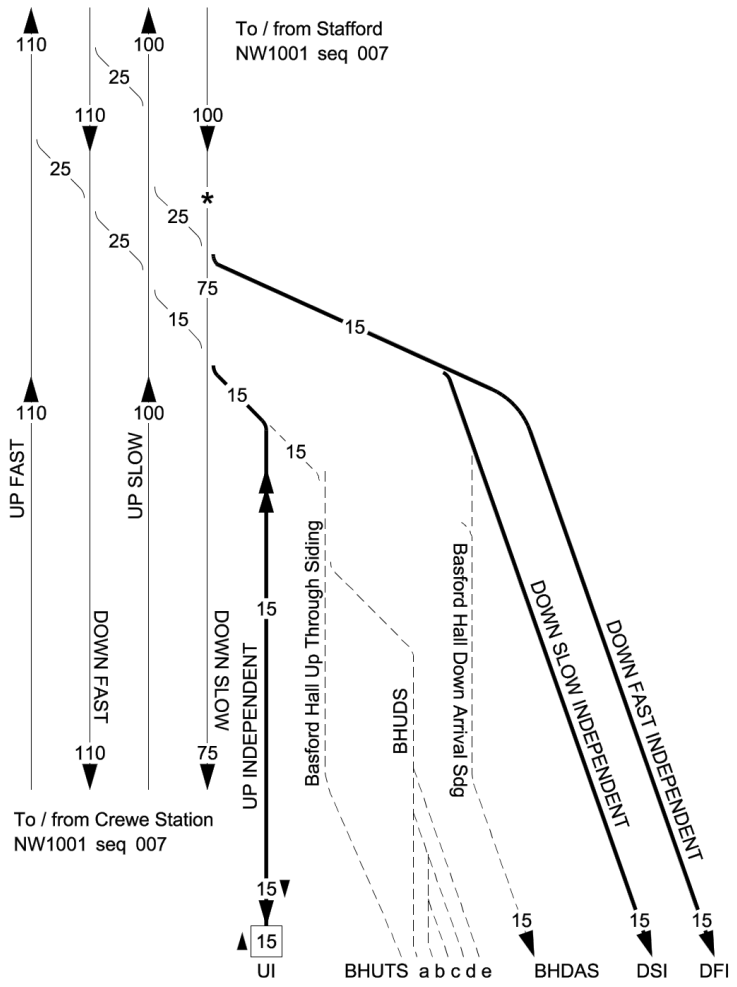
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	001	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI CSG	North West	01/01/2025

Location	Mileage M Ch
(Crossover)	156 05
	156 12 *
Basford Hall Jn	156 16
(Up Independent line connection)	156 20
(Basford Hall Up Departure Siding connection)	156 33
(Fast and Slow lines start / end adjacent to Up Independent line)	156 45
(Start / end of diagram)	156 50

Running lines & speed restrictions



Signalling & Remarks

TCB	Manchester ROC Crewe South Workstation (CS) AC: Crewe	GSM-R

For *Explanation of Table A terms and symbols*, see NW0001 seq 001

Axle counter area at Basford Hall Jn:
- Basford Hall Up Departure Siding and Basford Hall Up Through Siding: from 156m 40ch.
- Up Independent line: from 156m 31ch.
- Down Independent lines connection: to 156m 19ch.

Engineer's Line References:
- Basford Hall Up Departure Siding ('BHUDS'), Basford Hall Up Departure No.2 ('e'), Basford Hall Up Departure No.1 ('d') and Up Reception No.1 ('c') all have ELR: CSG.
- Up Fast, Down Fast, Up Slow and Down Slow lines have ELR: LEC4 - see NW1001 seq 007 for details.
- All other lines and sidings shown have ELR: BHI.

Permissive working:
PF authorised on the Down Fast Independent line up to signal IL3003, and on the Down Slow Independent line up to signal IL5005.

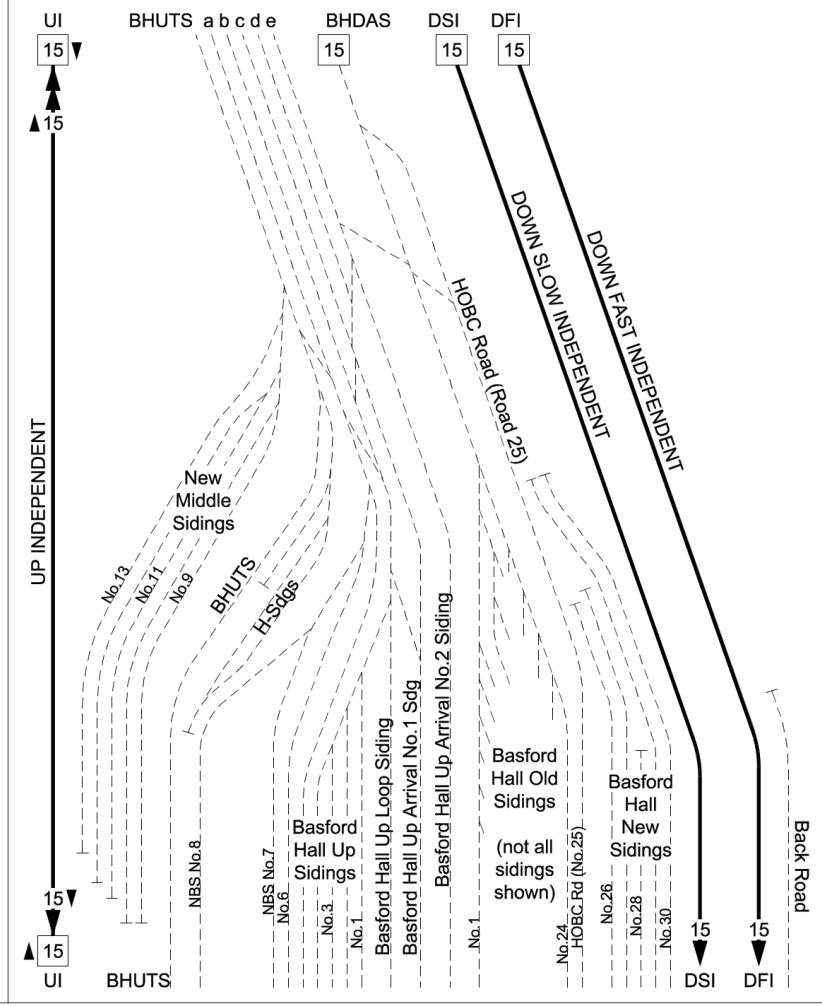
BHUTS: Basford Hall Up Through Siding.
BHUDS: Basford Hall Up Departure Siding.
BHDAS: Basford Hall Down Arrival Siding.

a: Up Neck.
b: Neck.
c: Up Reception No.1.
d: Basford Hall Up Departure No.1.
e: Basford Hall Up Departure No.2.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	002	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI CSG	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	156 50
(Limit of Electrification - Basford Hall Down Arrival Siding)	156 63
(Limit of Electrification - Basford Hall Up Sidings)	157 08
(Start / end of diagram)	157 09

Running lines & speed restrictions



Signalling & Remarks

TCB — Manchester ROC, Crewe South Workstation (CS), AC: Crewe

GSM-R

BHUTS: Basford Hall Up Through Siding.
BHDAS: Basford Hall Down Arrival Siding.
a: Up Neck. b: Neck.
c: Up Reception No.1.
d: Basford Hall Up Departure No.1.
e: Basford Hall Up Departure No.2.

Manchester ROC
Crewe Independent Lines Workstation (IL)

Engineer's Line References:
- Up Departure No.2 ('e'), Up Departure No.1 ('d'), Up Reception No.1 ('c'), Basford Hall Up Loop Siding, Basford Hall Up Arrival No.1 Siding and Basford Hall Up Arrival No.2 Siding all have ELR: CSG.
- All other lines and sidings shown have ELR: BHI.

Permissive working:
PF authorised on the Down Fast Independent line up to signal IL3003, and on the Down Slow Independent line up to signal IL5005.

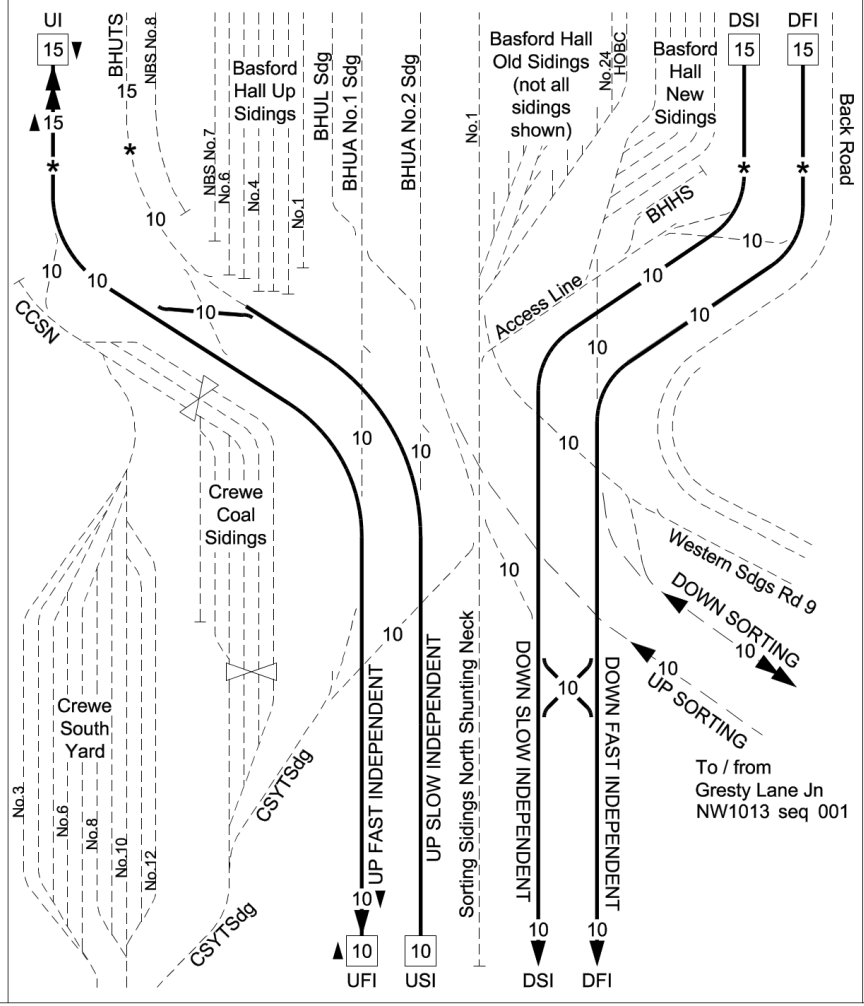
On this diagram, only the following lines and sidings are electrified:
- Down Fast Independent, Down Slow Independent and Up Independent lines.
- Basford Hall Up Through Siding.
- Up Neck, Neck, Up Reception No.1, Up Departure No.1 and Up Departure No.2.
- Basford Hall Down Arrival Siding (to limit of electrification).
- Basford Hall Up Sidings (to limit of electrification).
- Basford Hall Up Arrival No.2 and No.1 Sidings, and Basford Hall Up Loop Siding.

NBS: New Ballast Stockpile sidings.
HOBC: High Output Ballast Cleaner.
H-Sdgs: Holding Sidings.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	003	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI CSG	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	157 09
(Limit of Electrification - Basford Hall New Sidings)	157 14 * 157 15 *
Crewe Sorting Sidings North SB, former site of	157 23
Salop Goods Loop Jn	157 25
(Limit of Electrification - Crewe South Yard (Sidings 10, 11 & 12))	157 34
(Start / end of diagram)	157 44

Running lines & speed restrictions



Signalling & Remarks

TCB Manchester ROC
Crewe Independent Lines Workstation (IL)
AC: Crewe

GSM-R

On this diagram, only the following lines and sidings are electrified:

- Up and Down, Fast and Slow, Independent lines.
- Basford Hall Up Through Siding.
- Basford Hall Up Arrival No.2 and No.1 Sidings, and Basford Hall Up Loop Siding.
- Access Line and Basford Hall Holding Siding.
- Sorting Sidings North Shunting Neck.
- Down Sorting and Up Sorting lines.
- Crewe South Yard Through Siding.
- Crewe South Yard Sidings 10, 11 & 12, from north end connection to limit of electrification.
- Basford Hall New Sidings to limit of electrification.

Engineer's Line References:

- Basford Hall Up Loop Siding, Basford Hall Up Arrival No.1 Siding, Basford Hall Up Arrival No.2 Siding, Western Sidings Road 9, Down Sorting line and Up Sorting line all have ELR: CSG.
- All other lines and sidings shown have ELR: BHI.

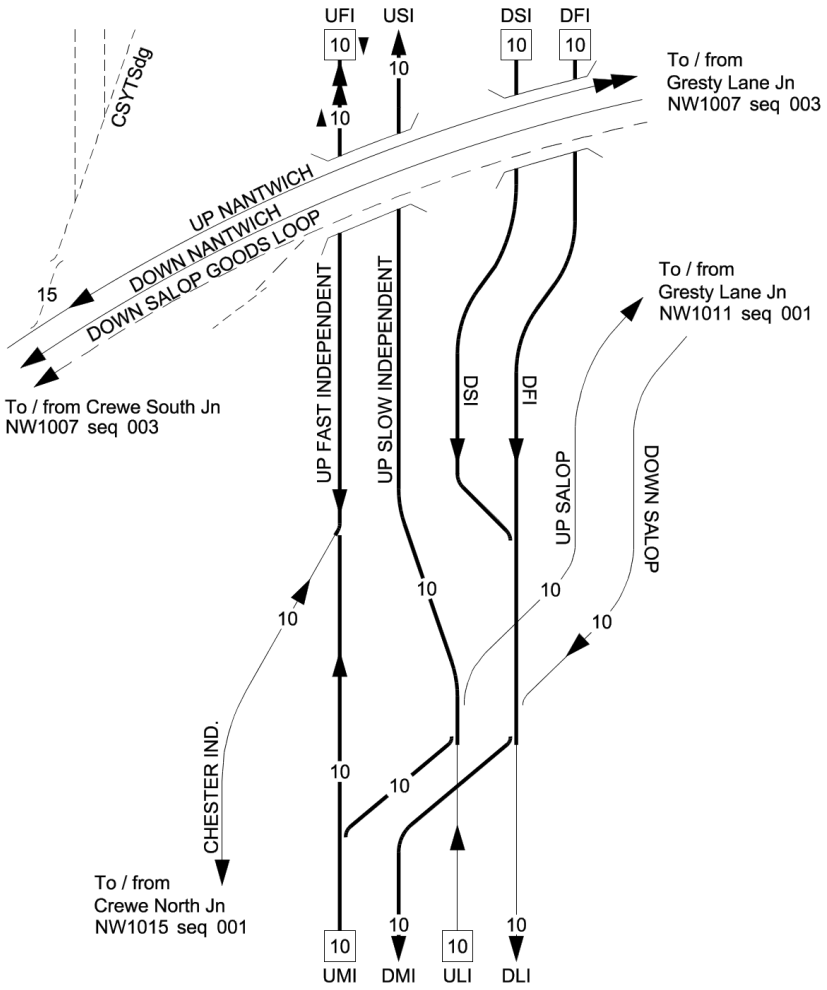
NBS: New Ballast Stockpile sidings.
HOBC: High Output Ballast Cleaner (Road No.25).
BHUL Sdg: Basford Hall Up Loop Siding.
BHUA: Basford Hall Up Arrival (No.1 & No.2 Sdgs).
BHHS: Basford Hall Holding Siding.
CSYTSdg: Crewe South Yard Through Siding.
CCSN: Crewe Coal Siding Neck.

Permissive working:
PF authorised on the Down Fast Independent line up to signal IL3031, on the Down Slow Independent line up to signal IL5033, on the Up Fast Independent line (Up direction) up to signal IL3018, and on the Up Slow Independent line up to signal IL5022.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	004	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI	North West	01/01/2025

Location	Mileage M Ch
(Start / end of diagram)	157 44
(Intersection bridges)	157 46
(Connection with Up Nantwich line)	157 52
(Chester Independent line connection)	157 63
Salop Goods Jn	157 71
(Connections to Liverpool Independent lines)	157 72
(Start / end of diagram)	158 10

Running lines & speed restrictions



Signalling & Remarks

TCB Manchester ROC
Crewe Independent Lines Workstation (IL)
AC: Crewe

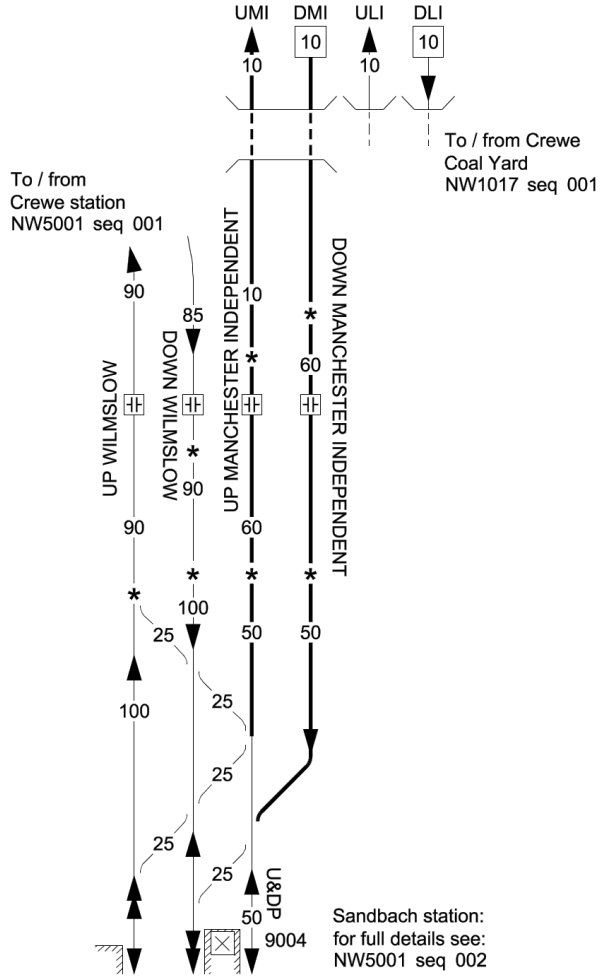
GSM-R

Up Nantwich, Down Nantwich and Down Salop Goods Loop are provided with AC overhead electrification, controlled from Crewe ECR.

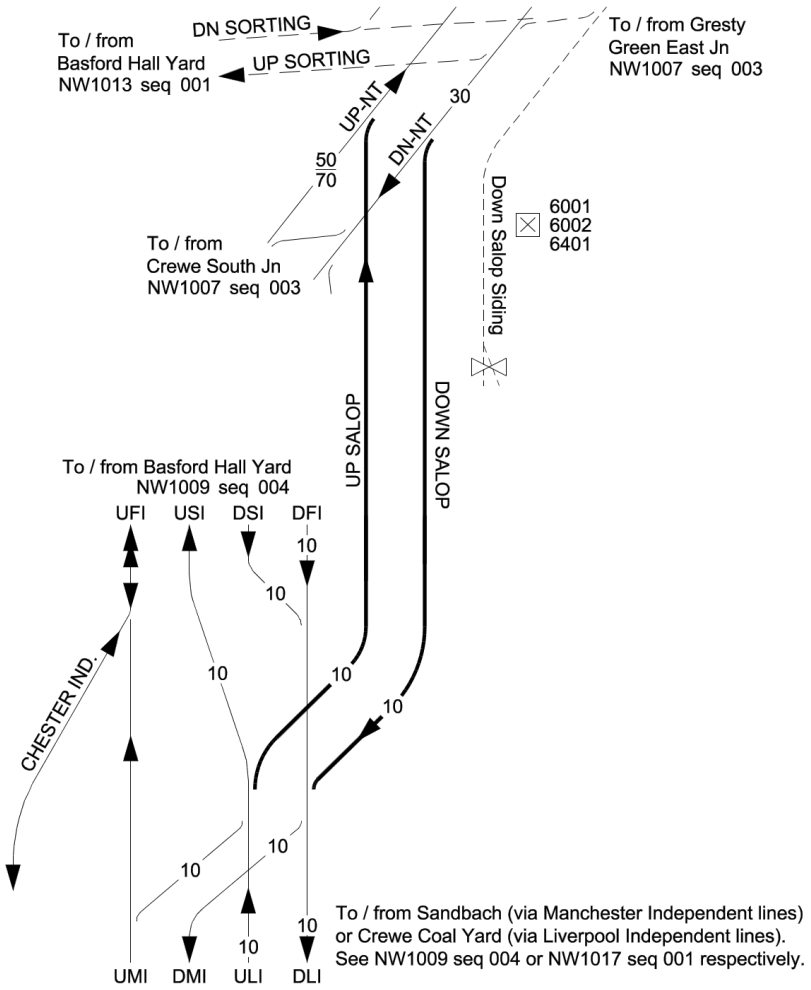
CSYTSdg: Crewe South Yard Through Siding.
DSI: Down Slow Independent.
DFI: Down Fast Independent.

UMI: Up Manchester Independent.
DMI: Down Manchester Independent.
ULI: Up Liverpool Independent.
DLI: Down Liverpool Independent.

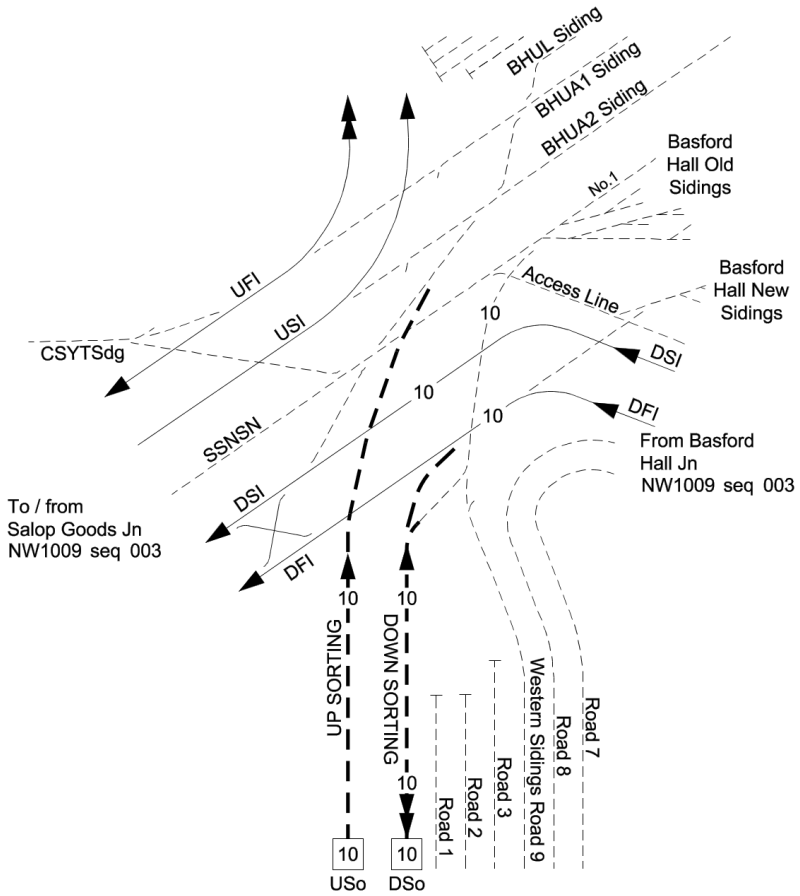
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1009	005	Basford Hall Jn to Sandbach South Jn (Independent Lines)	BHI CMP1	North West	01/01/2025

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	158 10			TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R
from Manchester Independent Goods Tunnel (380 metres / 416 yards)	158 15			ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.
to	158 34			Manchester South SCC (MS)
(Independent and Wilmslow lines start / end adjacent to each other (approx.))	158 55			
	158 68 *			
Sydney Bridge Jn, former site of (Change of mileage & ELR)	158 79 *	BHI		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
	158 77	CMP1		
Sydney Bridge OHNS	158 79			
	159 24 *			
	162 16 *			
	162 17 *			
Sandbach South Jn	162 28			U&DP: Up & Down Platform.
				☒ Line Blocked Lockout: 9004: Down Manchester Independent line from 162m 17ch, Up Manchester Independent line to 162m 23ch, Up & Down Platform line, and Up Middlewich Branch and Up & Down Middlewich Branch lines as far as Elworth Jn.
SANDBACH	162 50			

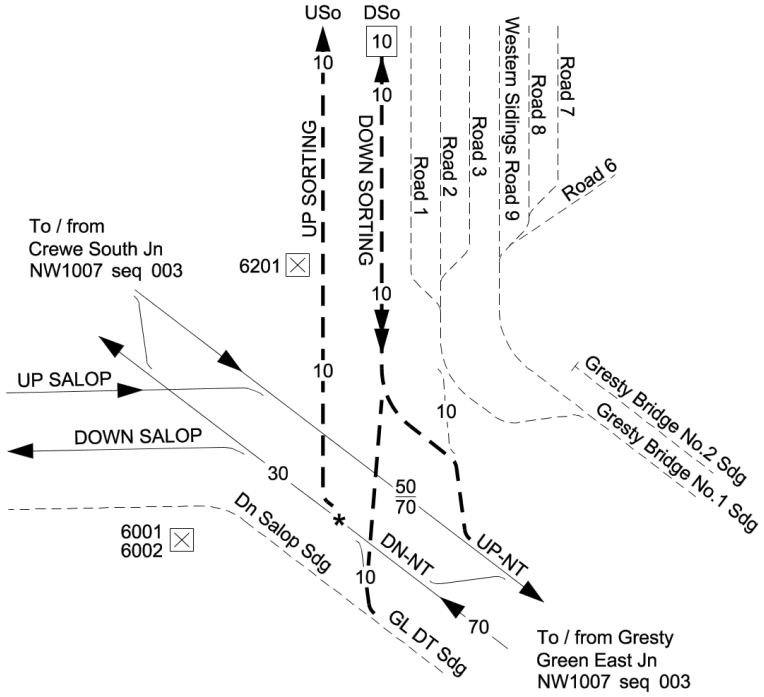
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1011	001	Gresty Lane to Salop Goods Jn	GSG	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gresty Lane Jn	(0 33) 0 00		GSM-R TCB Gresty Lane SCC (GL) AC: Crewe Mileage in round ( ) brackets is NW1007 mileage with ELR: SYC. ☒ LOD(K) Lockouts: 6001: The Down Nantwich through Gresty Lane Jn. 6002: The Up Nantwich through Gresty Lane Jn. 6401: The Up Salop and Down Salop lines between Gresty Lane Jn (excl.) and Salop Goods Jn (excl.). UP-NT: Up Nantwich. DN-NT: Down Nantwich.
(Gates)	0 09		Manchester ROC Crewe Independent Lines Workstation (IL)
Salop Goods Jn	0 37 [157 71]		UFI: Up Fast Independent. USI: Up Slow Independent. DSI: Down Slow Independent. DFI: Down Fast Independent. Mileage in square [ ] brackets is NW1009 mileage with ELR: BHI. UMI: Up Manchester Independent. DMI: Down Manchester Independent. ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1013	001	Crewe Sorting Sidings North to Gresty Lane	CSG	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Crewe Sorting Sidings North SB, former site of	157 23		TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R BHUL: Basford Hall Up Loop (Siding). BHUA1: Basford Hall Up Arrival No.1 (Siding). BHUA2: Basford Hall Up Arrival No.2 (Siding). All lines shown are electrified with the exception of: • Western Sidings Roads 7, 8 and 9. • Basford Hall Old Sidings and its connections to Western Sidings Road 9 and Down Sorting line.
Salop Goods Loop Jn	157 25		UFI: Up Fast Independent. USI: Up Slow Independent. DSI: Down Slow Independent. DFI: Down Fast Independent. SSNSN: Sorting Sidings North Shunting Neck. USo: Up Sorting. DSo: Down Sorting.
(Start / end of diagram)	157 40		☒ LOD(K) Lockouts: 6201: The Up Sorting and Down Sorting lines between Gresty Lane Jn (excl.) and Salop Goods Loop Jn (excl.).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1013	002	Crewe Sorting Sidings North to Gresty Lane	CSG	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	157 40		GSM-R TCB Gresty Lane SCC AC: Crewe
Gresty Lane Jn (Down Nantwich connection)	157 52 (0 38) *		All lines shown are electrified with the exception of: • Down Salop Siding. • Gresty Bridge No.1 and No.2 Sidings. • Western Sidings Roads 6, 7, 8 and 9.
(Up Nantwich connection)	157 55 (0 41)		☒ LOD(K) Lockouts: 6001: The Down Nantwich through Gresty Lane Jn. 6002: The Up Nantwich through Gresty Lane Jn. 6201: The Up Sorting and Down Sorting lines between Gresty Lane Jn (excl.) and Salop Goods Loop Jn (excl.). USo: Up Sorting. DSo: Down Sorting. UP-NT: Up Nantwich. DN-NT: Down Nantwich. GL DT Sdg: Gresty Lane Down Through Siding. Mileages in round ( ) brackets are NW1007 mileages with ELR: SYC.

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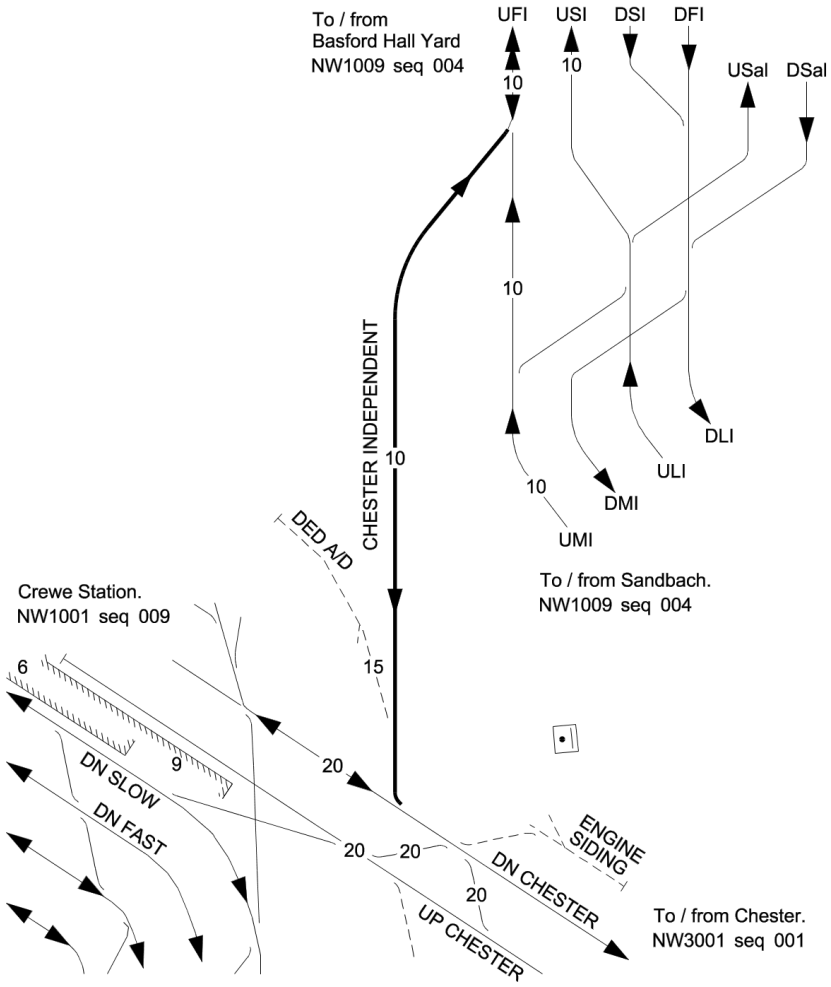
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1015	001	Salop Goods Jn to Crewe North Jn (Chester Independent Line)	CIL LEC5	North West	01/01/2025

Location	Mileage M Ch
(Connection with Up Fast Independent)	157 63
Salop Goods Jn	157 71
(Connection with DED A/D)	158 20
Crewe SCC	158 21
Gresty Lane SCC	158 21
Crewe North Jn	158 24
	(158 25)

Running lines & speed restrictions



Signalling & Remarks

TCB Manchester ROC
Crewe Independent Lines Workstation (IL)
AC: Crewe

GSM-R

UFI: Up Fast Independent.
USI: Up Slow Independent.
DSI: Down Slow Independent.
DFI: Down Fast Independent.
USal: Up Salop.
DSal: Down Salop.

UMI: Up Manchester Independent.
DMI: Down Manchester Independent.
ULI: Up Liverpool Independent.
DLI: Down Liverpool Independent.

The down direction on the Chester Independent line is reading down the diagram, towards Crewe North Jn.

Crewe SCC (CE)

DED A/D: D.E.D. Access / Departure.
D.E.D. Access / Departure has ELR: LEC5.

DED A/D: 128 metres (140 yards).

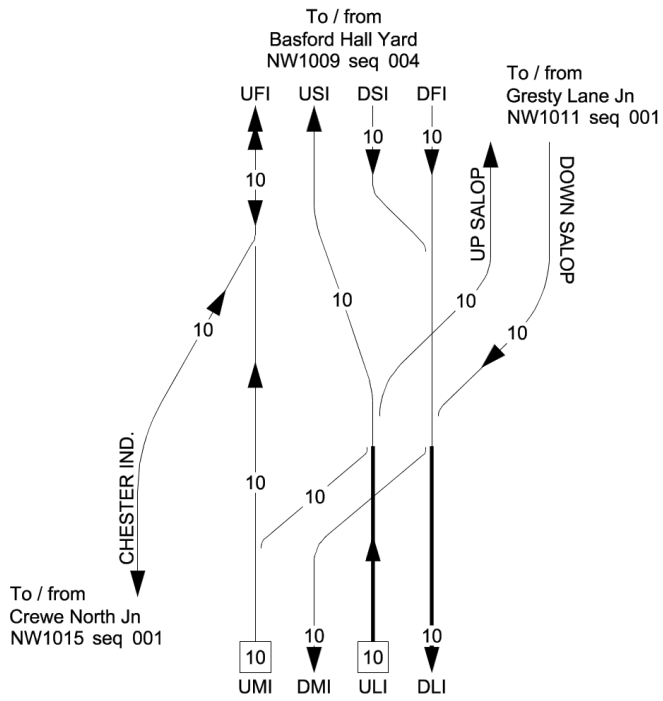
Note: Crewe SCC and Gresty Lane SCC are located within the same building.

Mileage in round brackets ( ) is the Chester lines mileage, ELR: CNH1.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1017	001	Salop Goods Jn to Crewe Coal Yard (Liverpool Independent lines)	LLI	North West	01/01/2025

Location	Mileage M	Mileage Ch
Salop Goods Jn	157	71
(Connections to Liverpool Independent lines)	157	72
(Start / end of diagram)	158	10

Running lines & speed restrictions



Signalling & Remarks

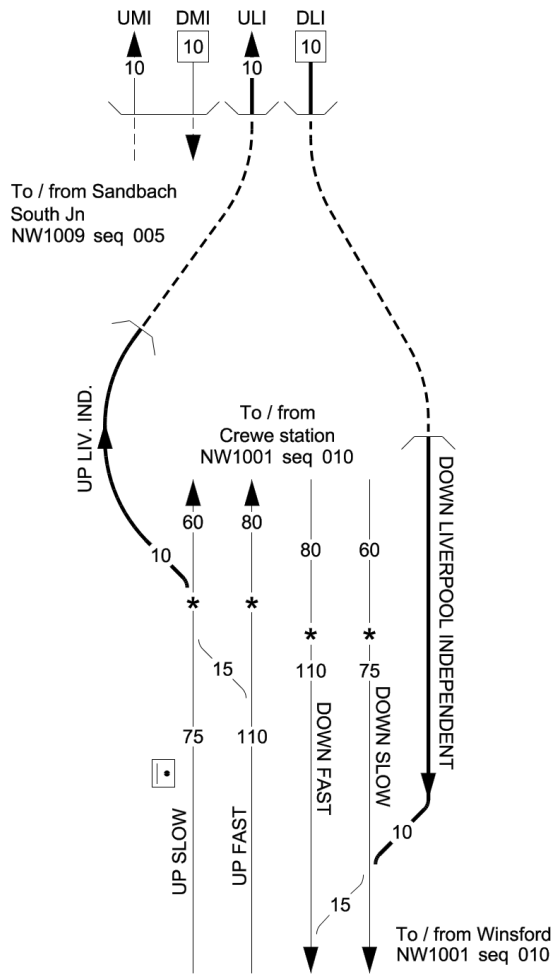
TCB Manchester ROC
Crewe Independent Lines Workstation (IL)
AC: Crewe

GSM-R

UFI: Up Fast Independent.
USI: Up Slow Independent.
DSI: Down Slow Independent.
DFI: Down Fast Independent.

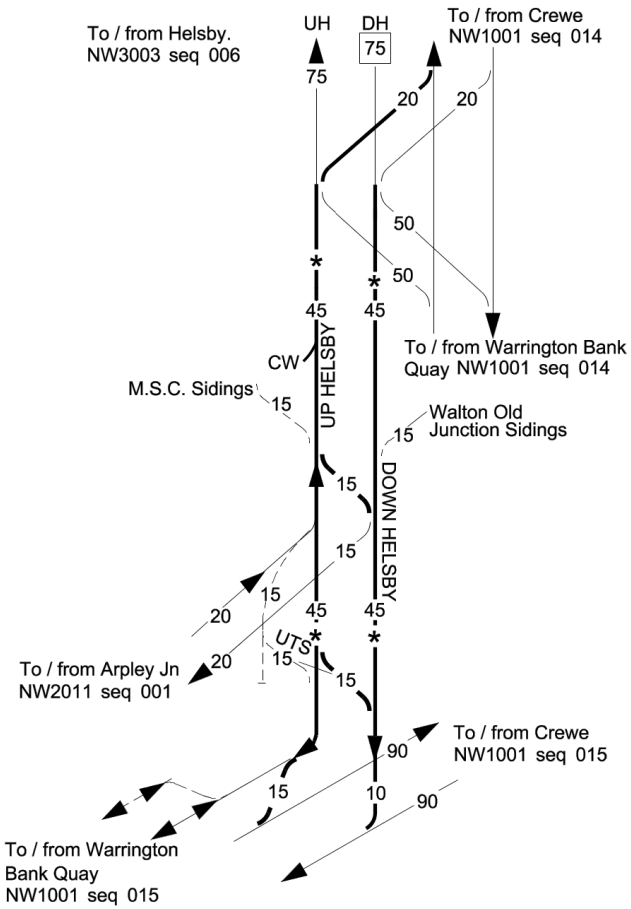
UMI: Up Manchester Independent.
DMI: Down Manchester Independent.
ULI: Up Liverpool Independent.
DLI: Down Liverpool Independent.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1017	002	Salop Goods Jn to Crewe Coal Yard (Liverpool Independent lines)	LLI	North West	01/01/2025

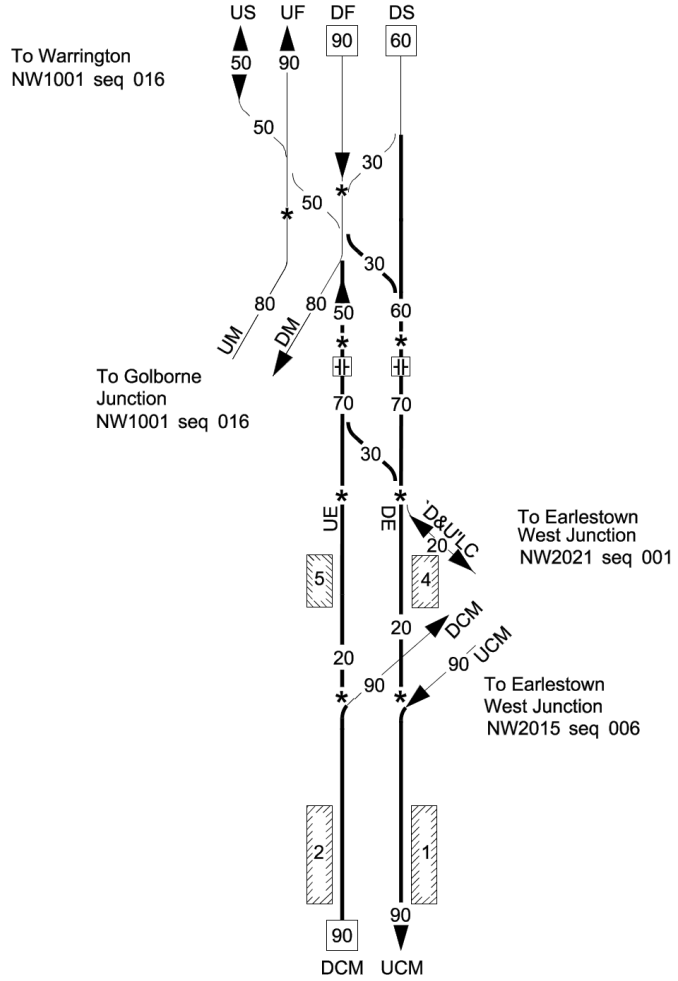
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	158 10		TCB Manchester ROC Crewe Independent Lines Workstation (IL) AC: Crewe GSM-R
from Up Liverpool Independent Goods Tunnel (267 metres / 292 yards)	158 15		
Down Liverpool Independent Goods Tunnel (293 metres / 320 yards)			Crewe Coal Yard SB (CY)
to	158 28		UMI: Up Manchester Independent. DMI: Down Manchester Independent. ULI: Up Liverpool Independent. DLI: Down Liverpool Independent.
to	158 30		
(Start of Up Liverpool Independent)	158 55 158 56 * 158 59 *		
(Down Liverpool Independent becomes level with Down Slow)	158 62		
Crewe Coal Yard SB	158 68		
(End of Down Liverpool Independent)	158 73		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1019	001	Acton Grange Jn to Warrington South Jn (Helsby Lines)	CHW1 CHW2	North West	23/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Warrington PSB (WN) South Panel AC: Crewe GSM-R
Acton Grange Jn	16 19		
	16 26 *		
	16 27 *		
	17 16		C.W. Up at 17m 03ch
Walton Old Jn (Change of ELR)	17 23	CHW1 / CHW2	
	17 68 *		UTS: Arpley Up Through Siding.
Warrington South Jn	17 76		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW1021	001	Winwick Jn to Golborne Jn (via Earlestown)	WEE DSE	North West	11/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Warrington PSB (WN) AC: Crewe GSM-R
	185 41 *		
	185 43 *		
Winwick Jn	185 49		
	185 55 *		
Winwick OHNS	185 59		UE=Up Earlestown DE=Down Earlestown 'D&U'LC = 'Down & Up' Liverpool Curve
	186 66		
Earlestown South Jn	186 74 *		Platform Lengths: Earlestown Platform 4 Down 145m (159yards) Platform 5 Up 112m (122yards)
EARLESTOWN	187 03		
Earlestown East Jn	187 10 *		Between Earlestown East Jn and Newton-le-Willows Jn line direction is up towards Newton-le-Willows Jn (see NW1021 seq 002)
	14 75		
NEWTON-LE-WILLOWS	15 60		Platform Lengths: Newton-le-Willows Platform 1: 132 metres (144 yards) Platform 2: 148 metres (162 yards) DCM: Down Chat Moss UCM: Up Chat Moss
(Start / end of diagram)	16 00		

NW1001 (ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.)

From	To	Type of Train	Line(s)	Remarks
Stafford South Junction	Stafford North Junction	Any	All	Propelling authorised
Farington Jn (signal PN.46)	Preston Ribble Jn (in rear of signal PN.84)	Coaching stock	Down slow/Down goods/Up goods	Propelling of single vehicles authorised
Preston Ribble Jn (signal PN.84)	Farington Jn (in rear of signal PN.46)	Coaching stock	Up goods/Up slow/Down slow	Propelling of single vehicles authorised
Preston Station	Preston Ribble Jn (in rear of signals PN.77/78/79)	Any	All	Propelling authorised
Preston Ribble Jn (signals PN.77/78/79)	Preston Station	Any	All	Propelling authorised
Preston Station	Preston Fylde Jn (in rear of signals PN 142/144/145/147/153/)	Any	All	Propelling authorised
Preston Fylde Jn (signals PN.142/144/145/147/ 153)	Preston Station	Any	All	Propelling authorised

Dated: 01/09/15

NW1007 (NANTWICH (EXCL.) TO CREWE SOUTH JN.)

From	To	Type of Train	Line(s)	Remarks
Gresty Green Sidings/Gresty Lane Down Sidings	Gresty Lane Jn	Freight	All	Propelling authorised.
Gresty Lane Jn	Gresty Green Sidings/Gresty Lane Down Sidings	Freight	All	Propelling authorised.
Crewe Stn	Gresty Lane Jn	Coaching Stock	All	Propelling of single vehicles authorised.
Gresty Lane Jn	Crewe Stn	Coaching Stock	All	Propelling of single vehicles authorised.

Dated: 24/10/2020

NW1009 (BASFORD HALL JN. TO SANDBACH SOUTH JN. (INDEPENDENT LINES))

From	To	Type of Train	Line(s)	Remarks
Basford Hall Jn	Salop Goods Loop Jn	Freight	Down Fast and Down Slow Independent	Propelling authorised

Dated: 01/01/2025

NW1013 (CREWE SORTING SIDINGS NORTH TO GRESTY LANE)

From	To	Type of Train	Line(s)	Remarks
Gresty Lane Jn	Crewe Sorting Sidings North	Freight	Up Sorting	Propelling authorised.
Crewe Sorting Sidings North	Gresty Lane Jn	Freight	Down Sorting	Propelling authorised.
Gresty Lane Jn	Crewe Sorting Sidings North	Coaching Stock	Up Sorting	Propelling of single vehicles authorised.
Crewe Sorting Sidings North	Gresty Lane Jn	Coaching Stock	Down Sorting	Propelling of single vehicles authorised.

Dated: 24/10/2020

NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

CREWE

Crewe Carriage Sheds. Locomotive propelled movements from Crewe Carriage Shed are prohibited unless defective equipment prevents a locomotive hauled movement from taking place.

Crewe South Yard includes the Crewe South Yard Sidings 3 - 12, the Crewe Coal Sidings and the Crewe South Yard Through Siding. The Crewe South Yard Through Siding between Salop Goods Loop Jn and signal CE543 is under the control of the signaller at Manchester ROC Crewe Independent Lines workstation.

Cleaning of windscreens. If the driver of an up train from Manchester, Liverpool or Preston (or beyond) to Birmingham or London (or beyond) requires the locomotive/unit windscreen to be cleaned at Crewe station the driver must give prior notice as follows:

In the case of a train from Preston or beyond at the last booked calling point. (In an emergency, a special stop may be made at Warrington to give notice).

In the case of a train from Manchester or beyond at Wilmslow.

In the case of a train from Liverpool at Runcorn.

Note: GSM-R must be used to give notice.

The train will be routed to platform 1 or 11 and must be brought to a stand at the platform exit signal, where cleaning will be carried out. Before cleaning commences, the driver must fully apply the automatic brake and, in the case of electric traction, lower the pantograph.

On completion of cleaning, the driver must obtain an assurance from the cleaner that the work has been completed and that all materials are clear. In the case of electric traction, the pantograph must not be raised until this assurance has been received. The driver must advise the signaller at Crewe S.C.C. when cleaning is complete.

Note: Training/instruction in windscreen cleaning duties may be carried out in platform 12 provided prior advice is given to the signaller and the safety procedures applicable to platforms 1 and 11, shown above, are carried out.

Locomotive and traincrew changes. Locomotive and traincrew changes must not be carried out on the Down or Up Fast lines in Crewe station.

Working of Class 253/254 trains. Drivers of Class 253/254 trains booked to call at platform 11 in the down direction, must bring their trains to a stand with the leading power car at signal CE139.

Dated: 01/01/2025

NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

Wigan North Western

Wigan North Western Station Platform 1 – Working of Class 390 (Pendolino) Units. Train services consisting of a Class 390 Pendolino unit may be routed through Platform 1 at Wigan North Western Station providing the train does not require to set down or pick up passengers.

Dated: 20/11/2021

NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

PRESTON

Relief of traincrew working passenger and empty coaching stock trains not booked to stop at Preston station, and provision of conductor driver/guards. Relief of traincrew and the provision of conductors will be made at Preston station, all traincrew must report to the signing on point before relieving and after being relieved.

Drivers of all trains stopping for relief must bring their trains to a stand at the following signals in order to ensure clearing the connections in rear of the train:

Up trains

PN115, PN114, PN113, PN112, PN107, PN106, PN105, PN104.

Down trains

PN134, PN133, PN132, PN131, PN127, PN126, PN125, PN124, PN123.

Preston station. Passenger trains having come to a stand at any portion of the platform must not be moved again until proper warning has been given to passengers who may be getting in or out of, or near the train.

Drivers of trains or shunting movements having brought their train to a stand at any portion of the platform, must obtain permission from the person in charge of the platform before making any further movement.

Cleaning of windscreens. If a driver requires the locomotive/unit windscreen cleaning at Preston station the driver must give prior notice at the last calling point, or in extreme emergency at the first signal in the Preston signal box control area. The GSM-R equipment must be used to give notice. The train will be routed to platform 3, 4, 5 or 6 and must proceed to the platform exit signal concerned for the cleaning to be carried out.

Before cleaning commences, the driver must fully apply the automatic brake and in the case of electric traction, lower the pantograph.

On completion of cleaning, the driver must obtain an assurance from the cleaner that the work has been completed and any materials are clear. In the case of electric traction, the pantograph must not be raised until this assurance is received.

The driver must advise the signaller at Preston signal box when cleaning is complete.

Down & Up Goods Loop (Parcels Platform), stabling of trains. It is permitted to stable electric or diesel multiple units coupled together on the Down & Up Goods Loop (Parcels Platform line) at Preston Station. This authorisation only applies overnight between the last train of the day and the first train of the following day. It is only allowed by prior arrangement for engineering works or other circumstances.

The Driver must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train for the duration of time the train is stabled.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Dated: 07/12/2024

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NW1001 - ARMITAGE JN (INCL.) TO PRESTON FYLDE JN.

PRESTON CROFT STREET SIDINGS

Preston Croft Street Sidings, located in front of Preston PSB, may be used as a light servicing depot. A Person in Charge will be appointed to operate the site. To support this, a fold down "STOP" board will be placed in the 4-foot beyond ground position light signal PN138 at the entry to Croft Street Sidings. This fold down "STOP" board will form part of the protection for the sidings.

During the times when Preston Croft Street Sidings are being operated, the following will apply:

South End Arrivals

The Signaller will advise the Driver of the ECS movement, prior to departure from Preston station, that there is a Person in Charge on duty at Preston Croft Street Sidings.

The Signaller will signal the ECS movement towards Preston Croft Street Sidings as per existing arrangements.

The Person in Charge will operate the necessary hand points.

The Person in Charge will meet the train at the fold down "STOP" Board.

The Driver will stop at the fold down "STOP" Board and obey instructions from the Person in Charge.

South End Departures

There will be a sign on the pedestrian access gate denoting that a Person in Charge is on duty.

The Driver will report to the Person in Charge

The Person in Charge will operate the necessary hand points and give the Driver permission to proceed to the "STOP & TELEPHONE" stop board on approach to ground position light signal PN143 controlling south end departures from the sidings.

The Driver will contact the Signaller from the "STOP & TELEPHONE" stop board for further instructions.

North End Arrivals & Departures

During the times of operation, north end arrivals and departures on and off Preston Croft Street Sidings will not be authorised and the points will be secured in the direction of the Shunting Line.

The Person in Charge can be contacted on 07980 999 779.

When the Person in Charge is not on duty

When the Person in Charge is not on duty, the sidings revert to network sidings; any movements requiring to access / egress Croft Street Sidings will be after a clear understanding between the Signaller and Driver has been reached.

Dated: 10/09/2016

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)

Penkridge - Rickerscote

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

‘To drivers of electric trains: Where possible, please ensure that no more than power notch 3 (or equivalent) is used between Perry Barr or Tipton and Ricksercote neutral sections’.

This broadcast is for information only and does not require acknowledgement.

Dated: 09/04/2022

NW1003 - SILVERDALE TO MADELEY

Madeley Chord Reversing Sidings

The line must not be used without the specific permission of the Network Rail Area Operations Manager.

Dated: 07/10/06

NW1005 - KIDSGROVE JN. TO CREWE SOUTH JN.

Barthomley LC (R/G)

Rule Book Module S4, Section 1.1. If a train is brought to a stand at signal CE.189 or CE.190, the driver must immediately advise the signaller at Crewe signal box.

Dated: 07/12/13

NW1007 - NANTWICH (EXCL.) TO CREWE SOUTH JN.

Gresty Lane Sidings

Gresty Green Through Siding. Trains up to 627 metres (approximately 2058 feet) in length may be run-round on the Up Gresty Green Through Siding. When the exit signal at the Nantwich end of the siding clears, the incoming train must be drawn forward until the leading vehicle is opposite the signal before the locomotive is detached. Trains over this length must be routed to the Gresty Lane Down Through Siding to run-round.

Propelling of engineers trains from Gresty Green sidings. Engineers' trains which require to be propelled to Crewe North Junction must not exceed 224 metres (approximately 735 feet).

Dated: 01/01/2025

NW1007 - NANTWICH (EXCL.) TO CREWE SOUTH JN.

Gresty Lane Down Sidings

General Arrangements

Access and egress to Gresty Lane Down Sidings is controlled by the Gresty Lane SCC signaller. The sidings are operational 24 hours a day. Speeds in the sidings are 5 mph maximum and 3mph maximum when propelling.

Reflectorised Stop and Await Instructions Boards are provided on the Gresty Lane Down Sidings Arrival (GLP1); Gresty Lane Down Sidings Reception (GLP6) and controlling movements from Gresty Lane Down Sidings.(GLP5 and GLP3)

When shunting movements are to be made beyond these Stop Boards a Person in Charge (PIC) must be appointed before any movement is authorised.

Gresty Lane Down sidings Ground Switch panel

A Ground Switch Panel (GSP) is provided to control movements to and from Gresty Lane Down Through Siding to the Down Sidings and to and from the Gresty Lane Down Sidings Arrival.

Signals GL9014 and GL9015 are provided with a dual control function. When the Ground Switch Panel is locked these signals are controlled by the signaller at Gresty Lane SCC. When the Ground Switch Panel release is given to the PIC the signals can be operated from the Ground Switch panel.

Method of Operation

Appointment of a PIC

To undertake the role of PIC the person must also be competent to operate the Ground Switch Panel. Before making a train movement beyond any of the Stop Boards identified by the GLP prefix the person responsible for the movement must contact the signaller to ascertain whether or not a PIC has already been appointed

If a PIC has not been appointed the person concerned must appoint themselves as PIC and give their name company and contact details to the signaller at Gresty Lane SCC and advise the signaller that they are now acting as the PIC for Gresty Lane Sidings. The PIC must reach a clear understanding with the signaller on what movements will be made during the time they are acting as PIC and if the GSP will require to be operated for the movements.

If a PIC has already been appointed the signaller at Gresty lane SCC must give the contact details of the PIC to the person wishing to undertake the movement. The PIC must then be contacted by that person and a clear understanding reached on what movements are to be made. If the PIC is satisfied that the movement can be made safely the PIC will authorise the movement and advise the signaller at Gresty Lane SCC of the movement.

Change of PIC or giving up the duties of PIC

When a PIC is no longer required, the PIC must advise the signaller at Gresty Lane SCC of this. The signaller must make a suitable entry in the Occurrence book detailing the PIC giving up the role.

If another competent person is present who requires to undertake the role of PIC they must reach a clear understanding with the PIC giving up the role on the status of the sidings. The signaller at Gresty Lane SCC must be advised of the change of PIC by the newly appointed PIC who must give their name company and contact details.. The signaller at Gresty Lane SCC must record the details of the change of PIC in the Occurrence book.

Operation of the Ground Switch Panel (GSP)

When the Ground Switch Panel requires to be operated the PIC must contact the signaller at Gresty Lane SCC and request the GSP release. The signaller at Gresty lane SCC must only operate the release when signals GL9014 and GL9015 are at danger and any approaching movement is confirmed to be at a stand. In addition the PIC must confirm that no movement has been authorised to pass Stop Boards GLP1; GLP3; GLP5 and GLP6.

Once the GSP release has been given to the PIC by the signaller at Gresty Lane SCC signals GL9014 and signals GL9015 will be operated by the PIC. Before clearing either signal for a movement to be made the PIC must be satisfied that no other conflicting movement has been authorised and that the movement can be made safely.

Unless an emergency arises that requires either signal to be returned to danger immediately once signal GL9014 or GL9015 have been cleared for a movement to be made the PIC must not replace either signal to danger in front of a movement until the driver is at a stand and the driver is aware that the signal will be returned to danger.

When the GSP is no longer required for movements the PIC must, before returning the GSP release to the signaller, make certain that all movements have been completed and that no movement has been authorised to pass Stop Boards GLP1; GLP3; GLP5 and GLP6. Signals GL9014 and GL9015 must be at danger and track circuits SHE and SJD must be clear. The PIC must not leave the GSP until the signaller at Gresty lane SCC confirms that they have detection in the GSP points and the GSP release is showing a Normal Indication.

Dated: 05/12/2015

NW1009 - BASFORD HALL JN. TO SANDBACH SOUTH JN. (INDEPENDENT LINES)

Basford Hall Yard

Tail lamps on terminating freight trains. Guards of freight trains terminating at Basford Hall Up Arrival No.1 Siding, Basford Hall Up Arrival No.2 Siding or the Basford Hall Up Loop Siding must not remove the tail lamps

Dated: 01/01/2025

NW1023 - HAYDOCK BRANCH JN. TO KELBIT P.S.

Kelbit Private Sidings

Trains are permitted to make propelled movements from the staff section of the single line via the hand points into Kelbit Private Sidings. Trains are permitted to propel out of Kelbit Private Sidings onto the staff section of the single line. No propelled movements are to be made from the End of Staff Section board in the Up direction towards WN128 signal.

If a train fails on the Staff section of the single line or inside Kelbit Private Sidings, the driver must retain the token and meet the assisting locomotive at the Stop and Obtain Staff board. The assisting driver does not need to contact the signaller for permission to pass the Stop and Obtain Staff board if the driver of the failed train is present with the staff.

Dated: 29/09/2018

NW1027 - PRESTON SOUTH JN. TO STRAND ROAD

Preston South Jn

Shunting movements on to the Strand Road Branch at the Preston end must always have the locomotive leading.

Dated: 07/10/06

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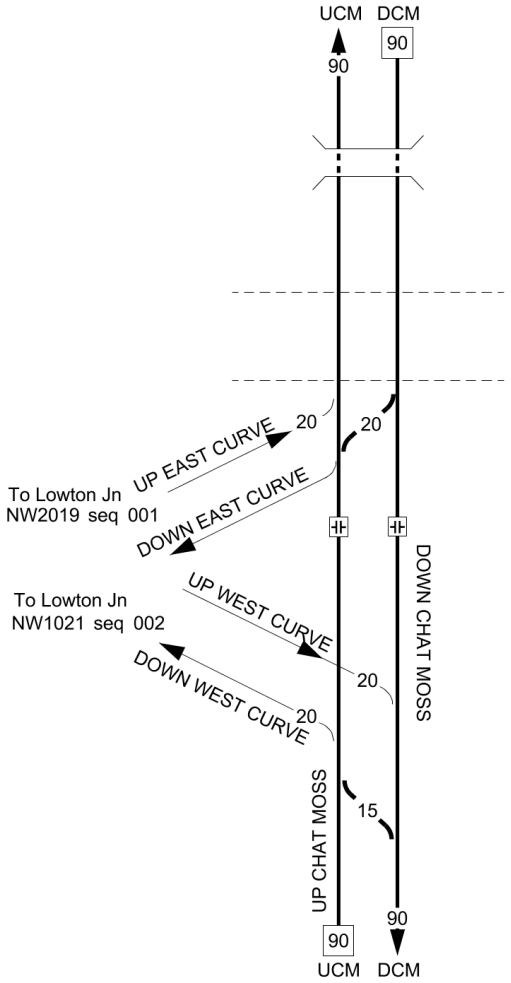
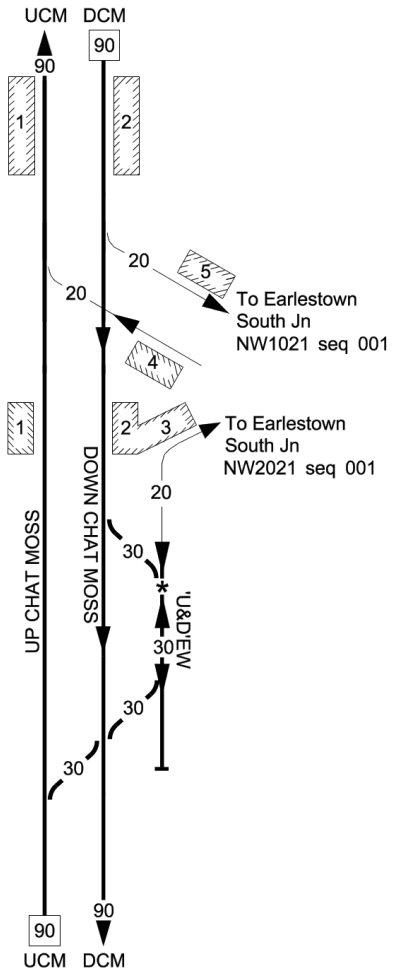
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	005	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	27/11/2021

Location		Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
Kenyon Tunnel (31 metres / 34 yards)	from	18	11		TCB Warrington PSB (WN) AC: Crewe; GSM-R
	to	18	09		
Lowton Moss LC (FP)		17	22		
Parkside No.1 LC (FP)		16	60		
Parkside Jn		16	56		
OHNS		16	46		
Newton-le-Willows Jn		16	19		



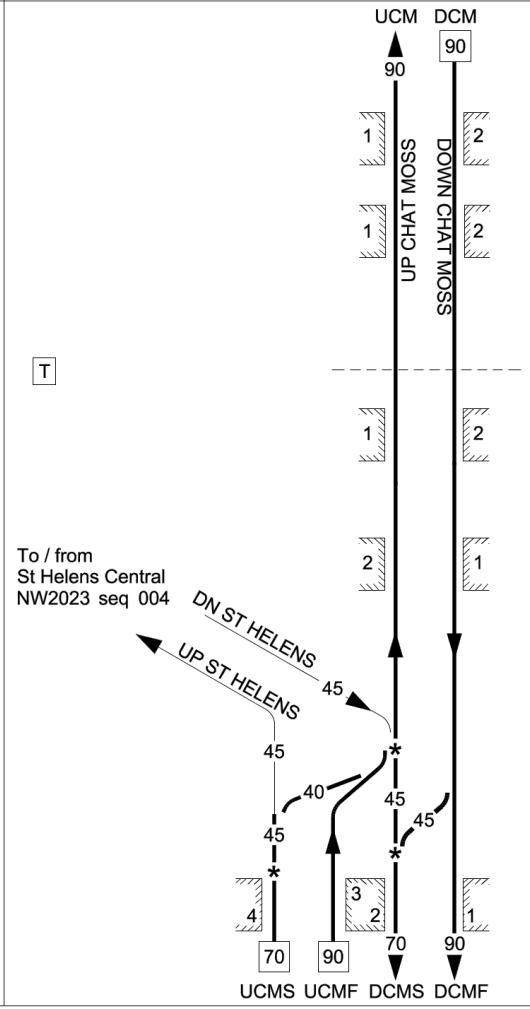
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	006	Ordsall Lane Jn to Edge Hill	DSE	North West	11/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	16 00		TCB Warrington PSB (WN) AC: Crewe GSM-R
NEWTON-LE-WILLOWS	15 60		Platform Lengths: Newton-le-Willows Platform 1: 132 metres (144 yards) Platform 2: 148 metres (162 yards)
Earlestown East Jn	14 75		
EARLESTOWN	14 58		Platform Lengths: Earlestown Platform 1: 160 metres (175 yards) Platform 2: 115 metres (126 yards)
Earlestown West Jn	14 51 14 50 *		'U&D'EW: Up & Down Earlestown West 'U&D'EW: 354 metres (387 yards)
Sankey Jn	14 20		
(Start / end of diagram)	12 20		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	007	Ordsall Lane Jn to Edge Hill	DSE	North West	01/02/2025

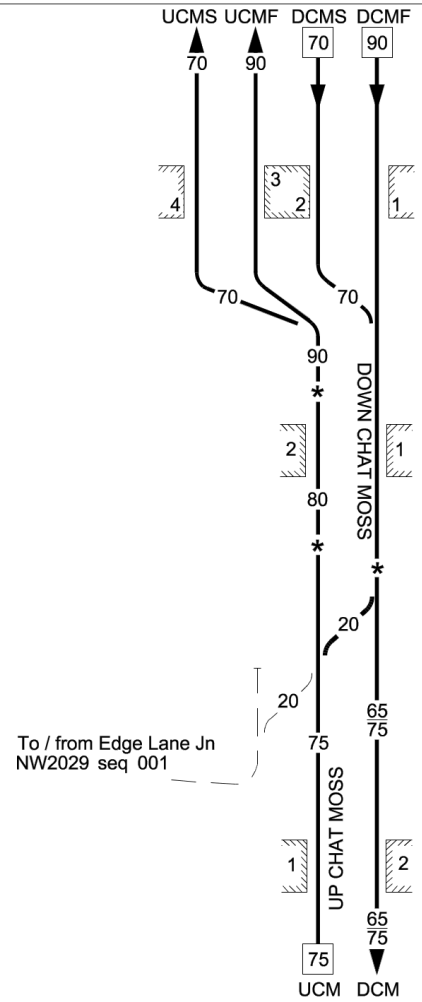
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	12	20		TCB — Warrington PSB (WN), Middle Panel, AC: Crewe; GSM-R
ST HELENS JUNCTION	11	70		Platform lengths: St Helens Junction Platform 1: 118 metres (129 yards) Platform 2: 120 metres (131 yards)
LEA GREEN	10	57		Platform lengths: Lea Green Platform 1: 147 metres (161 yards) Platform 2: 147 metres (161 yards)
				Manchester ROC Liverpool Workstation (LL)
Lea Green LC (UWC)	9	41	T	
RAINHILL	8	72		Platform lengths: Rainhill Platform 1: 179 metres (196 yards) Platform 2: 134 metres (147 yards) Exceptionally Poor Rail Adhesion: All Chat Moss lines between 8m 72ch and 3m 47ch.
WHISTON	7	52	To / from St Helens Central NW2023 seq 004	Platform lengths: Whiston Platform 1: 107 metres (117 yards) Platform 2: 107 metres (117 yards) Axle Counter area: Down lines: from 6m 05ch. Up lines: to 6m 33ch.
	6	03 *		Platform lengths: Huyton Platform 1: 154 metres (168 yards) Platform 2: 143 metres (156 yards) Platform 3: 120 metres (131 yards) Platform 4: 100 metres (109 yards)
Huyton Jn	5	73		
	5	67 *		Down direction trains can turn back in Platforms 2 and 4 at Huyton.
HUYTON	5	59 *		
	5	55		
(Start / end of diagram)	5	40		DCMF: Down Chat Moss Fast DCMS: Down Chat Moss Slow UCMF: Up Chat Moss Fast UCMS: Up Chat Moss Slow



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	008	Ordsall Lane Jn to Edge Hill	DSE	North West	06/04/2024

Location	Mileage M Ch
(Start / end of diagram)	5 40
ROBY	5 14
Roby Jn	4 60
	3 72 *
BROAD GREEN	3 47
	3 08 *
	2 78 *
Olive Mount Jn	2 55
WAVERTREE TECHNOLOGY PARK	2 29
(Start / end of diagram)	2 20

Running lines & speed restrictions



Signalling & Remarks

TCB — Manchester ROC
Liverpool Workstation (LL)
AC: Crewe

GSM-R

Exceptionally Poor Rail Adhesion:
All Chat Moss lines between 8m 72ch and 3m 47ch.

Platform lengths: Roby
Platform 1: 117 metres (128 yards)
Platform 2: 153 metres (167 yards)
Platform 3: 100 metres (109 yards)
Platform 4: 100 metres (109 yards)

Manchester ROC
Liverpool Workstation (LE)

Axle Counter area:
Down lines: to 3m 74ch.
Up line: from 4m 44ch.

Platform lengths: Broad Green.
Platform 1: 117 metres (128 yards).
Platform 2: 109 metres (119 yards).

DCMF: Down Chat Moss Fast.
DCMS: Down Chat Moss Slow.
UCMF: Up Chat Moss Fast.
UCMS: Up Chat Moss Slow.

Platform lengths: Wavertree Technology Park
Platform 1: 96 metres (105 yards)
Platform 2: 96 metres (105 yards)

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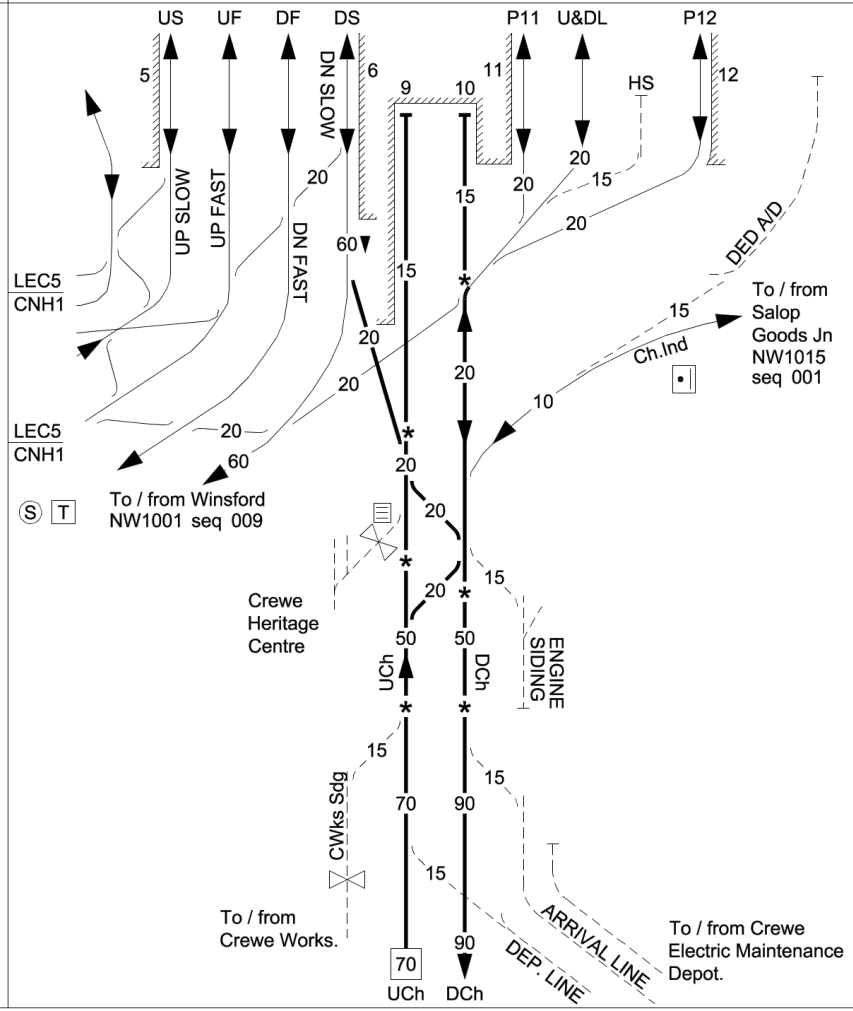
104	05 March 2011

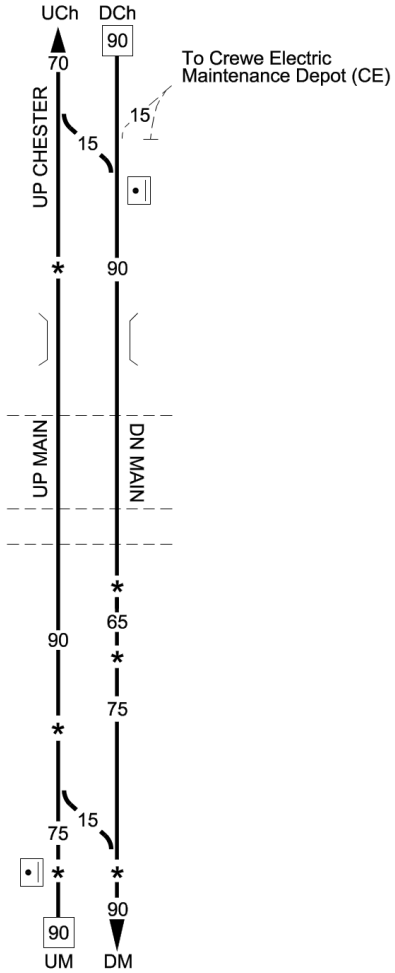
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	001	Crewe North Jn to Holyhead	LEC5 CNH1	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
CREWE (See NW1001 seq 009 for details)	158 00		GSM-R TCB Crewe SCC (CE) AC: Crewe
			U&DL: Up & Down Loop. HS: Holding Siding. DED A/D: D.E.D. Access / Departure. Ch.Ind: Chester Independent line.
Crewe North Jn (ELR change: Plat.10 / Dn Chester line)	158 17 *	LEC5 / CNH1	Platform lengths: Crewe. Platform 9: 202 metres (221 yards). Platform 10: 80 metres (87 yards).
Crewe SCC Gresty Lane SCC	158 21 158 21		For other platform lengths, see NW1001 seq 009.
(ELR change: Plat.9 / Up Chester line)	158 23 *	LEC5 / CNH1	Standage between Platform 10 buffer stops and platform starting signal: 123 metres (135 yards).
(Connection to Up Chester Independent)	158 25		PP authorised in Platforms 9 and 10.
Heritage GF	158 28	Ⓢ T	Note: The connection between Platform 6 (Down Slow line) and the Up Chester line has ELR: CNH1.
	158 32 *		
	158 37 *		Note: Crewe SCC and Gresty Lane SCC are located within the same building.
(Crewe Works Siding connection) (Arrival Line connection)	158 75 * 158 76 158 77		UCh: Up Chester. DCh: Down Chester.
			CWks Sdg: Crewe Works Siding.
(Departure Line connection)	159 02		The siding adjacent to the Arrival Line is not electrified.
(Gates)	159 04		
(Start / end of diagram)	159 20		



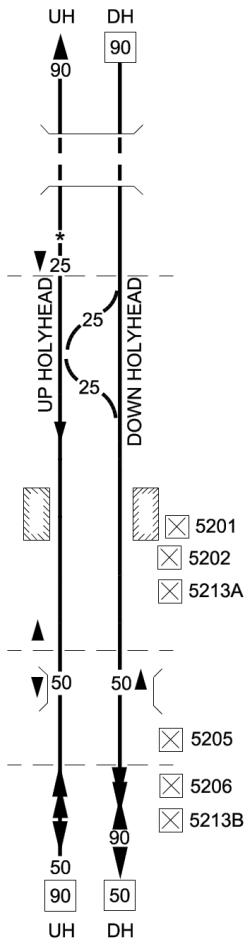
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	002	Crewe North Jn. to Holyhead	CNH1	North West	08/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	159 20		GSM-R TCB Crewe Steel Works SB (SW) AC: Crewe DCh: Down Chester. UCh: Up Chester.
Crewe Steel Works SB	159 41		AB
(Limit of Electrification)	159 55		Down Chester line electrified as far as 159m 55ch. Up Chester line electrified from the trailing crossover at Crewe Steel Works SB.
	160 72 *		
Worleston Viaduct (148 metres / 162 yards) from	161 05		Beeston Castle & Tarporley SB (BC)
to	161 12		
Dairy House Farm LC (UWC)	161 42	T	
Parkfield House LC (FP)	165 17		
Wardle Bridge LC (FP)	165 52		
	167 28 *		
	167 48 *		TCB Beeston Castle & Tarporley SB (BC)
	168 40 *		
	168 53		
Beeston Castle & Tarporley SB	168 60 *		
(Start / end of diagram)	169 00		



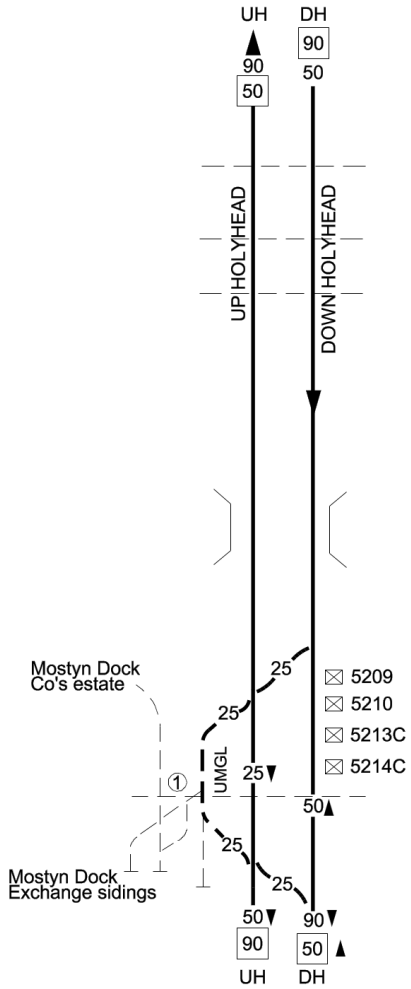
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	009	Crewe North Jn. to Holyhead	CNH3	Wales	18/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB RA8 Wales Rail Operating Centre (Rhyl) (FH)
	189 03		Axle Counter Area
Rockcliffe Hall Tunnel (90m/99yds)	189 47 to 189 51		UH - Up Holyhead DH - Down Holyhead
	190 62 *		
Pentre LC (UWC)	190 67	T	
Flint Junction	191 00		End of Bi-directional signalling at Flint Junction
FLINT	191 47		Platform Lengths: Flint Platform Up 178m (195yds) Platform Down 209m (229yds) LOD (K) 5201 - Down Holyhead LOD (K) 5202 - Up Holyhead LOD (P) 5213 A - Reversible
	192 20 *		
Bagillt LC (UWC)	193 52	T	
Dee Bank Viaduct (20m, 22yds)	194 24 to 194 25		LOD (K) 5205 - Down Holyhead LOD (K) 5206 - Up Holyhead LOD (P) 5213 B - Reversible
Fishpool Farm LC (UWC)	194 61	T	
	195 00		

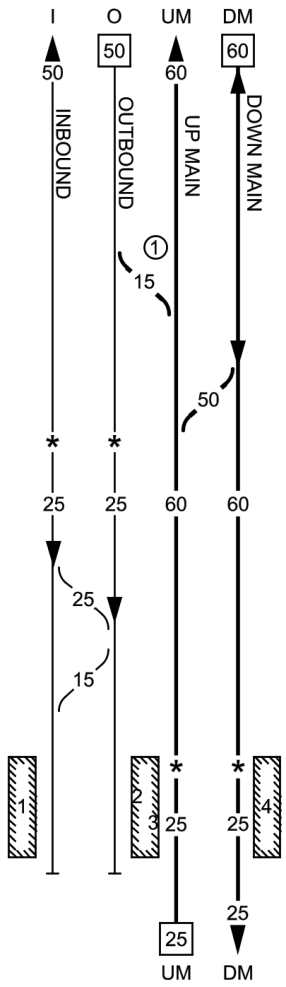


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	010	Crewe North Jn. to Holyhead	CNH3	LNW North	18/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	195 00		TCB Wales Rail Operating Centre RA8 (Rhyl) (FH) GSM-R Axle Counter Area
Bodlondeb LC (UWC) (R/G)	196 09	T	DH - Down Holyhead UH - Up Holyhead
Maesteg LC (UWC) (NW3001)	196 24	T	
Stokyn Lodge (UWC)	196 55	T	
Llanerchymor Viaduct (60m, 66yds)	197 26 to 197 29		
Mostyn East Jn	198 42		LOD (K) 5209 - Down Holyhead LOD (K) 5210 - Up Holyhead LOD (P) 5213C - Reversible LOD (P) 5214A - Reversible
Mostyn LC (UWC)	199 12	T	UMGL - Up Mostyn Goods Loop 775m, 847 yds ① Out of Use
Mostyn Dock Exchange Sidings (NW3001)			
Mostyn West Jn	199 23 199 29		

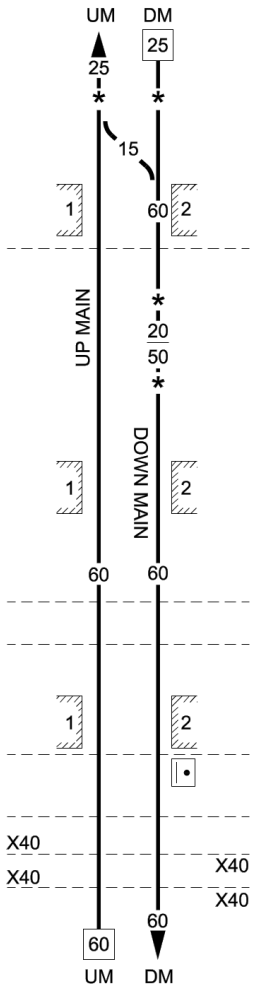


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	004	Edgeley Jn. No.2 to Mickle Trafford	CDM1 CDM2	LNW North	22/09/2018

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Deansgate Jn SB (DJ) DC: Trafford Depot (applies on Inbound and Outbound lines only). Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions. 1 See General Instructions.
	7 55		
	7 62 *		
	7 70 *		Platform Lengths: Altrincham Platform 3 Up 167m (183 yds) Platform 4 Down 141m (1154 yds)
ALTRINCHAM	7 74		
Change of mileage & ELR	8 00	CDM1	
	7 69	CDM2	

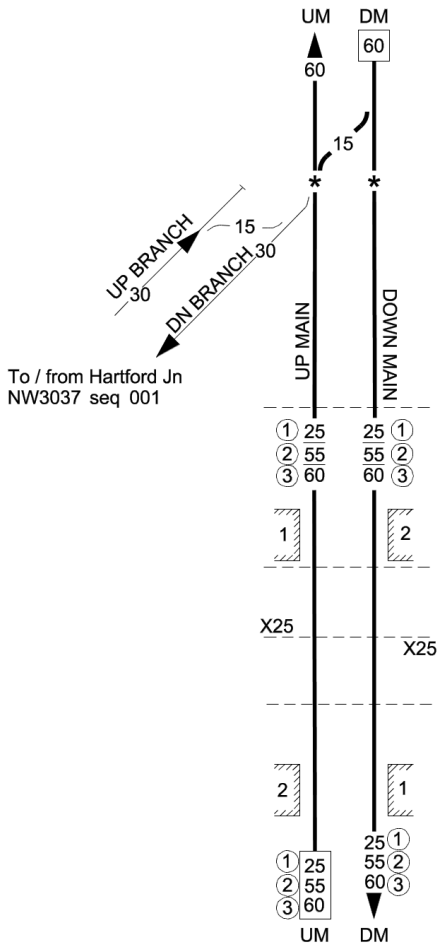
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	005	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	8 00		TCB Deansgate Junction SB (DJ) GSM-R
	8 05 *		
HALE	8 31		Platform lengths: Hale. Platform 1: 130 metres (142 yards). Platform 2: 126 metres (138 yards).
Hale LC (CCTV)	8 36		
	8 78 *		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 8m 60ch and 9m 10ch.
	9 02 *		
ASHLEY	10 05		Platform lengths: Ashley. Platform 1: 85 metres (93 yards). Platform 2: 83 metres (91 yards).
Sugar Brook LC (FP)	11 20		Mobberley SB (MY)
Mercers LC (UWC & FP)	11 37	T	
MOBBERLEY	11 71		Platform lengths: Mobberley. Platform 1: 109 metres (119 yards). Platform 2: 101 metres (110 yards).
Mobberley LC (MCB)	11 74		
Mobberley SB	11 75		AB Mobberley SB (MY)
Broad Oak Farm North LC (FP)	12 22		
Broad Oak Farm South LC (FP) (R/G-X)	12 46		
Brook House Lane LC (FP) (R/G-X)	12 68		
(Start / end of diagram)	13 00		

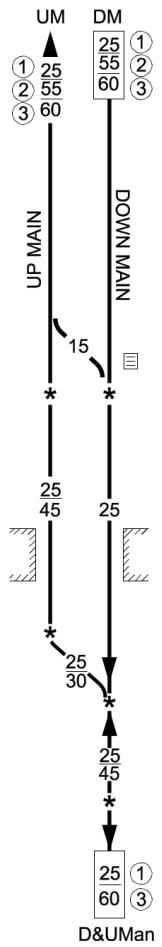


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	010	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	06/04/2024

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	22	60		TCB Greenbank PSB (GK) GSM-R Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 22m 70ch and 23m 00ch.
Hartford CLC Jn	23	09 *		
Moss Farm LC (FP)	24	19		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 24m 00ch and 26m 00ch.
CUDDINGTON	25	15		Platform lengths: Cuddington. Platform 1: 87 metres (95 yards). Platform 2: 79 metres (86 yards).
Cuddington Station LC (SPC)	25	17		
Waste Lane LC (FP) (R/G)	25	49	T	① Applies to Class 7 and 8 trains only ② Applies to light locomotives only ③ Applies to Class 1 to 6 trains only
Forest House Farm LC (UWC)	26	74	T	
DELAMERE	28	11		Platform lengths: Delamere. Platform 1: 78 metres (85 yards). Platform 2: 77 metres (84 yards).
(Start / end of diagram)	28	60		

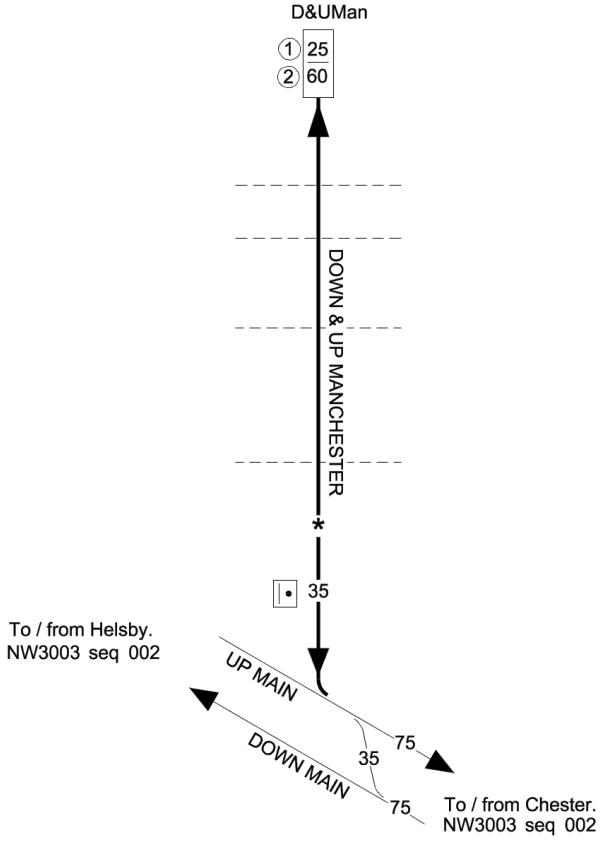


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	011	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	01/02/2025

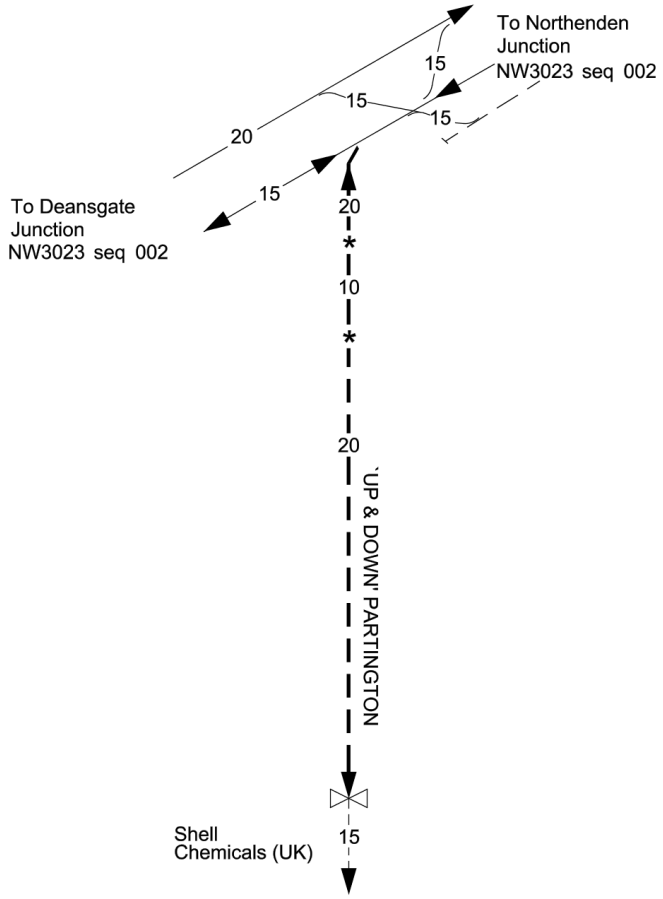
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	28 60		TCB Mickle Trafford SB (MT) GSM-R ① Applies to Class 7 and 8 trains only ② Applies to light locomotives only ③ Applies to Class 1 to 6 trains only Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 29m 60ch and 29m 70ch.
Mouldsworth GF	30 60		Ground frame released from Mickle Trafford SB.
	30 62 *		
MOULDSWORTH	31 02		Platform lengths: Mouldsworth. Up platform: 77 metres (84 yards). Down platform: 51 metres (56 yards).
	31 09 *		Axle counter area: Down Main / Down & Up Manchester line from 30m 15ch (signal MT1) to Mickle Trafford SB. Down & Up Manchester / Up Main line from Mickle Trafford SB to Mouldsworth GF crossover.
	31 13 *		
	31 40 *		
(Start / end of diagram)	32 00		D&UMan: Down & Up Manchester.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	012	Edgeley Jn No.2 to Mickle Trafford	CDM2	North West	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	32 00		TCB Mickle Trafford SB (MT) GSM-R ① Applies to Class 7 and 8 trains only ② Applies to Class 1 to 6 trains only
Swinford Mill LC (FP)	32 64		D&UMan: Down & Up Manchester.
Broomhill LC (FP)	33 26		Exceptionally Poor Rail Adhesion: Down & Up Manchester line between 33m 60ch and 33m 70ch.
Farmer Johnsons LC (UWC)	34 06	T	Axle counter area: Down Main / Down & Up Manchester line from 30m 15ch (signal MT1) to Mickle Trafford SB. Down & Up Manchester / Up Main line from Mickle Trafford SB to Mouldsworth GF crossover.
Plemstall LC (UWC)	34 45	T	
	35 23 *		
Mickle Trafford SB	35 35		
Mickle Trafford Jn	35 40		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3025	001	Skelton Jn. to Partington	WJP	LNW North	14/05/2016

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Skelton Jn	30 12		OT Deansgate Jn SB (DJ) Line out of use from signal DJ.7 to the Network Rail Boundary
	29 71 *		
	29 70 *		
Partington Jn Network Rail Boundary	27 20		

NW3001 - CREWE NORTH JN. TO HOLYHEAD

Heritage G.F.

The ground frame which controls access to Crewe Heritage Centre siding is kept normally locked and the key retained in Crewe box.

All movements to and from the Heritage Centre siding via the ground frame must be under the control of the Network Rail Area Operations Managers representative.

Dated: 07/10/06

NW3001 - CREWE NORTH JN. TO HOLYHEAD

Crewe Electric Traction Depot

Incoming movements. The signaller at Crewe signal box must be advised of the description and length of all movements for the Electric Traction Depot (ETD), prior to departure.

When trains require to leave the ETD at the Crewe North Junction end, the ETD person in charge (PIC), after ensuring that the facing hand points have been properly set and secured, must advise the signaller at Crewe signal box that the train is ready to depart.

The speed of trains within the ETD must not exceed **10 mph.**

The PIC, when making arrangements for the arrival and departure of trains, will be responsible for instructing the drivers of any locomotives in the ETD sidings not to move towards the fouling point.

Dated: 07/10/06

NW3001 – CREWE NORTH JN. TO HOLYHEAD

CHESTER

Working of the barrow crossing. The barrow crossing at the Crewe end of the station must only be used when the station lifts have failed and an attendant has been appointed. The attendant must obtain permission of the signaller at Chester PSB before allowing any persons to cross.

Stabling of trains. When it is deemed necessary due to engineering works or other related circumstances, then not more than 2 x Class 507 or Class 777 electric multiple units coupled together are authorised to be stabled on the Up Slow line (Platforms 7A and 7B) at Chester. This authorisation only applies overnight between the last train of the day and the first train of the following day.

During the period when the Class 507, Class 508 or Class 777 electric multiple units coupled together are stabled on the Up Slow line (Platforms 7A and 7B) at Chester, the Driver concerned must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Chester Diesel Depot. Movements onto the depot must normally be made from the station end and movements off the depot from the Birkenhead end.

All movements on the depot and service roads between the board worded `Stop & Telephone' on the depot road and signal CR554, and between the east end headshunt and signal CR543, are under the control of the depot supervisor. The depot supervisor must authorise all movements between these points except for any movement made on service road No.1 or the depot road towards signal CR106 for which the authority of the signaller at Chester signal box is needed.

Chester Diesel Depot – East Headshunt. The portion of line between the board worded, `Stop and Telephone' and the stop block is designated a Jarvis siding. Movements from the Jarvis siding must not be made without the authority of the depot supervisor.

Movements leaving the depot at the Birkenhead end. On arrival at signal CR554, the driver must advise the signaller at Chester signal box by telephone of the description and destination of the movement.

Method of working at Chester Train Care Centre

General

Under no circumstances must trains be stabled on Siding 5.

Movements departing Chester Train Care Centre. When a movement requires to depart the Train Care Centre via Siding 5, to enter Chester Middle Yard, the driver must obtain permission from the signaller in Chester signal box before passing the 'Stop & Telephone' board at the exit of the Train Care Centre.

The signaller at Chester signal box may give permission for the movement to pass the 'Stop & Telephone' board to enter Chester Middle Yard, and the driver advised that they must comply with Rule Book Module SS2 Section 4.1 and Section 4.2 as applicable.

If the movement requires to proceed along Siding 6, providing no other conflicting movement has been authorised, the Person in Charge of the movement may authorise the driver to pass the 'Stop & Telephone' board for shunting purposes only.

Movements required to enter Chester Train Care Centre. The signaller at Chester signal box must obtain the permission of the Person in Charge at Chester Train Care Centre, before authorising a movement to enter Chester Station Yard Siding 5.

The Person in Charge must only give permission for the movement if no other conflicting movement has been authorised.

If a movement requires to enter the Train Care Centre from Siding 6 the permission of the Person in Charge at Chester Train Care Centre must first be obtained before passing the 'Stop and Telephone' Board.

The Person in Charge must only give permission for the movement if no other conflicting movement has been authorised.

Dated: 07/12/2024

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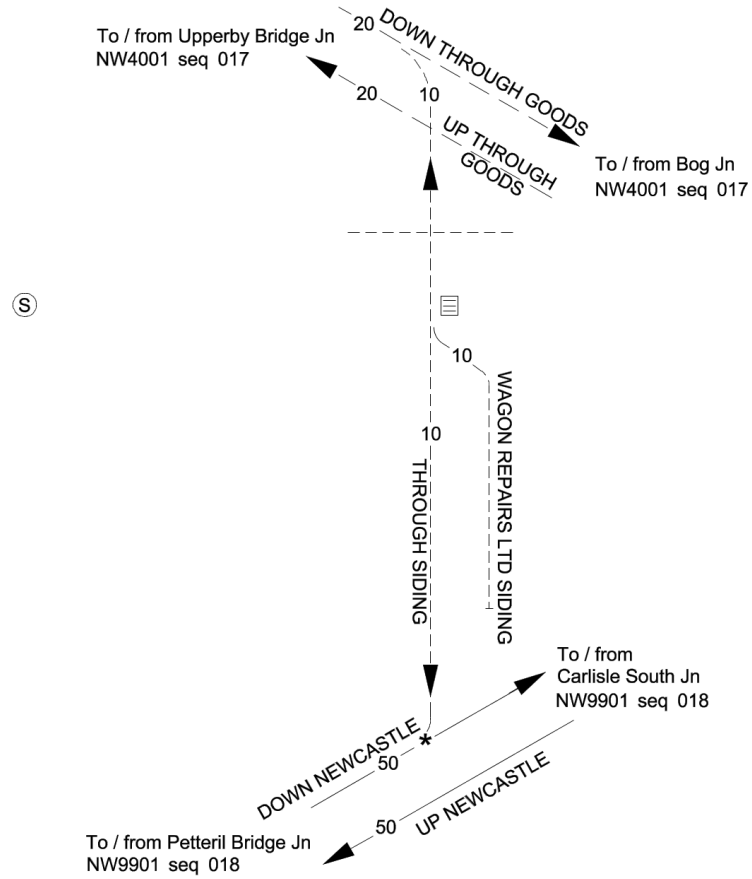
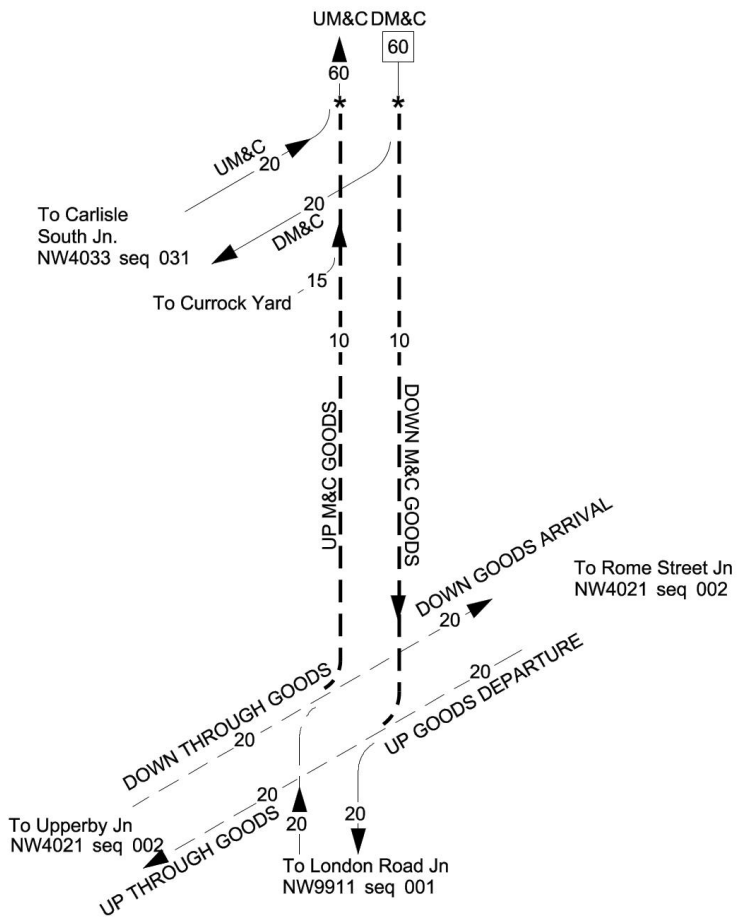
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4023	001	Upperby Jn to London Road Jn	ULR	North West	09/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Upperby Jn	0 40 0 00		TCB Carlisle PSB (CE) Panel B GSM-R NOTE: Down Through Goods line and Up Through Goods line provided with overhead AC electrification, controlled from Cathcart ECR.
Cement Depot No.1 LC (OC)	0 14		
Wagon Repairs GF	0 16		AWS and TPWS not provided. Permissive working: PF is authorised in both directions between Upperby Jn and London Road Jn.
London Road Jn	0 34 * 59 44		

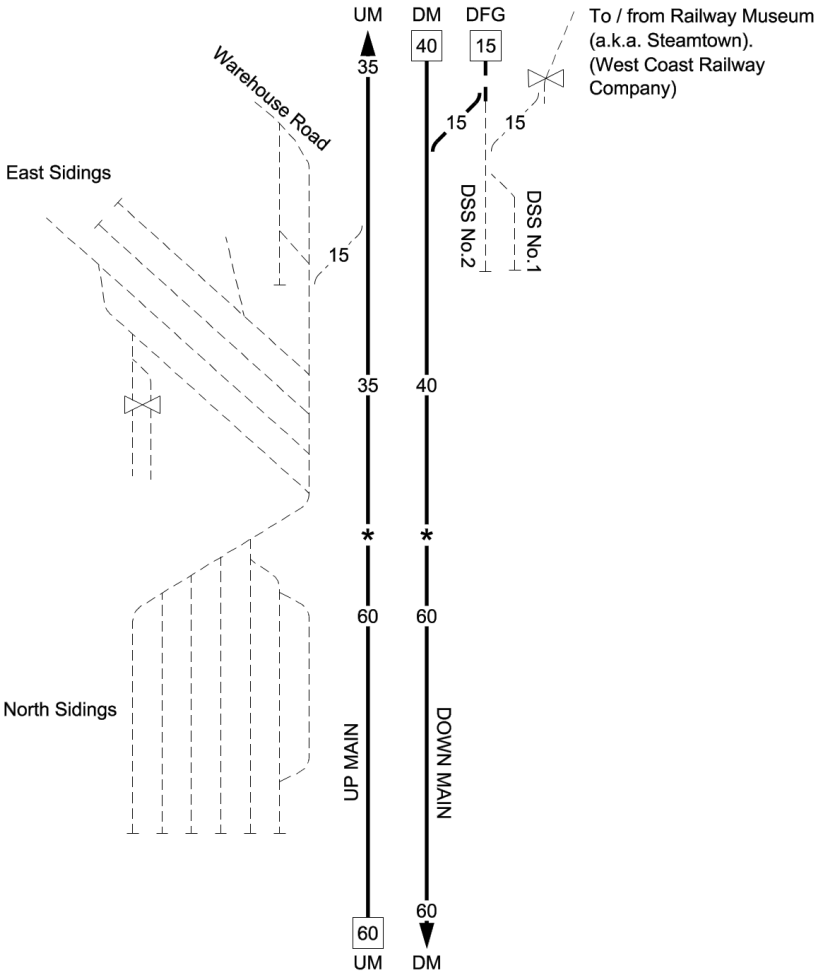


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4025	001	Currock Jn. to Bog Jn.	MCG	LNW North	28/09/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Currock Jn	26 74 *		TCB Carlisle PSB (CE) AC: Cathcart; GSM-R
	0 00		TPWS not provided.
			UM&C: Up M&C DM&C: Down M&C
Bog Jn	0 44		
	1 07		

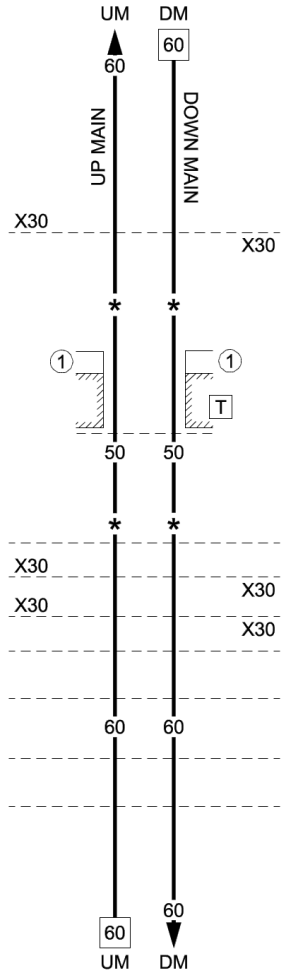


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	002	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1 SJC	North West	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 50		GSM-R TCB Carnforth Station Junction SB (CS) AC: Crewe
(Down Furness Goods connection)	0 52		On this diagram, only the Down Furness Goods line and both Downside Sidings are provided with 25kV OLE.
(Connection to North Sidings)	0 59		DSS No.1: 64 metres (70 yards). DSS No.2: 64 metres (70 yards).
Limit of Electrification (i.e. Downside Sidings buffer stops)	0 60		AB / TCB (AB from 0m 59ch on the Down Main line. TCB from 1m 25ch on the Up Main line).
	0 69 *		DFG: Down Furness Goods. DSS: Downside Siding.
Carnforth Furness & Midland Jn, former site of	0 71		East Sidings have ELR: SJC
(End of North Sidings)	1 14		
(End of AB / start of TCB on Up Main)	1 25		AB
(Start / end of diagram)	1 40		

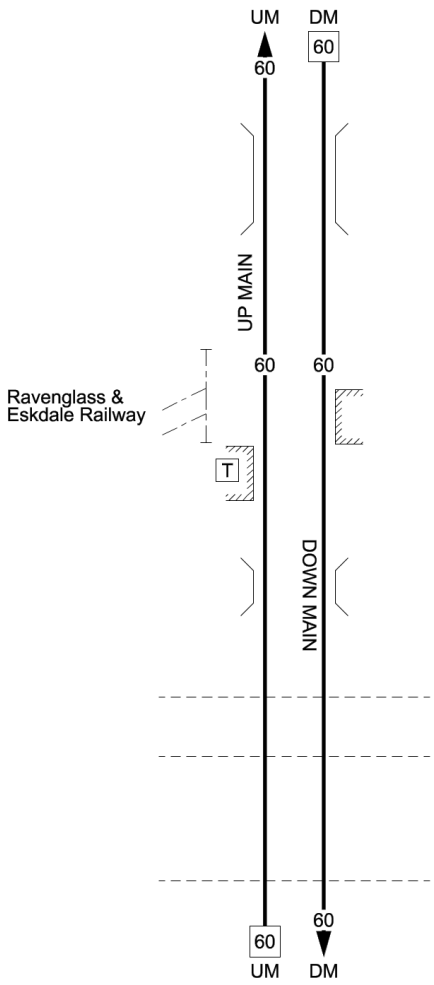
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	003	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	11/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 40		AB Carnforth Station Junction SB (CS) GSM-R
Silverdale LC (AHBC-X)	3 11	T	
	3 37 *		(1) Out of use platform area.
SILVERDALE	3 55		Platform lengths: Silverdale. Up platform: 103 metres (113 yards). Down platform: 101 metres (110 yards).
Silverdale Station LC (SBC)	3 60		Telephone on Silverdale Down platform connects to Arnside SB.
	4 20 *		Arnside SB (AE)
Leaming LC (UWC)	4 22	T	
Challan Hall LC (R/G-X) (FP)	4 28		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 4m 00ch and 4m 70ch.
Waterslack Eaves LC (R/G-X) (FP)	4 43	T	
Walkers LC (FP)	4 49		
Waterslack Quarry LC (UWC & FP)	4 74	T	
Black Dyke LC (AHBC)	5 58	T	
Wilkinsons LC (UWC & FP)	5 68		
(Start / end of diagram)	6 00		



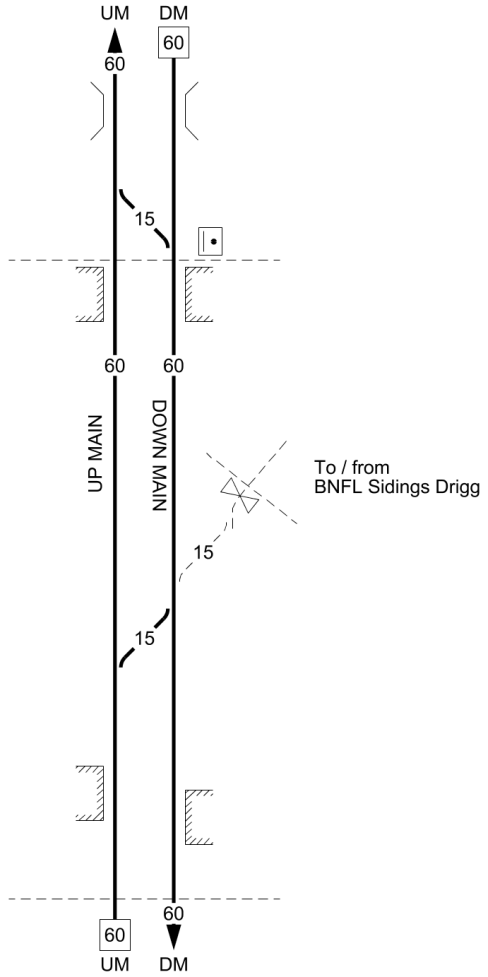
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	018	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	North West	01/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	56 00		GSM-R AB Drigg SB (DG)
from	56 43		
Eskmeals Viaduct (287 metres / 314 yards)			
to	56 58		
(Ravenglass & Eskdale Railway start / end adjacent to main line)	57 69		Exceptionally Poor Rail Adhesion: Up Main and Down Main lines between 57m 40ch and 57m 50ch.
RAVENGLASS FOR ESKDALE	57 79		Platform lengths: Ravenglass for Eskdale. Up platform: 94 metres (103 yards). Down platform: 93 metres (102 yards). Telephone provided on the Up platform, connected to Sellafield SB.
Ravenglass Viaduct (66 metres / 72 yards) from	58 10		
to	58 14		
Saltcoats Field LC (UWC)	58 31		
Saltcoats LC (MCB-CCTV)	58 49		
Hall Carleton LC (UWC)	59 25	T	
(Start / end of diagram)	59 40		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	019	Carnforth North Jn to Carlisle South Jn (via Barrow)	CBC1	LNW North	03/10/2020

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB — Drigg SB (DG)
Drigg Viaduct (56 metres / 61 yards) from	59 50		Drigg Viaduct (Br.151): maximum speed of 30mph applies to loco-hauled trains and RA9/10 vehicles over this bridge on both lines - see Route Clearance tables.
to	59 53		
(Crossover)	59 78		
Drigg SB	59 79		
Drigg LC (MCG)	59 79		
DRIGG	60 02		Platform lengths: Drigg. Up platform: 85 metres (93 yards). Down platform: 84 metres (92 yards).
			Sellafield SB (SD)
			BNFL: British Nuclear Fuels Ltd.
(Siding connection)	60 40		
(Crossover)	60 45		
SEASCALE	62 13		Platform lengths: Seascale. Up platform: 73 metres (80 yards). Down platform: 67 metres (73 yards).
Seascale Golf Course LC (FP)	63 05		



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NW4001 - PRESTON RIBBLE JN TO COVE L.C.

PRESTON

Relief of traincrew working passenger and empty coaching stock trains not booked to stop at Preston station, and provision of conductor driver/guards. Relief of traincrew and the provision of conductors will be made at Preston station, all traincrew must report to the signing on point before relieving and after being relieved.

Drivers of all trains stopping for relief must bring their trains to a stand at the following signals in order to ensure clearing the connections in rear of the train:

Up trains

PN115, PN114, PN113, PN112, PN107, PN106, PN105, PN104.

Down trains

PN134, PN133, PN132, PN131, PN127, PN126, PN125, PN124, PN123.

Preston station. Passenger trains having come to a stand at any portion of the platform must not be moved again until proper warning has been given to passengers who may be getting in or out of, or near the train.

Drivers of trains or shunting movements having brought their train to a stand at any portion of the platform, must obtain permission from the person in charge of the platform before making any further movement.

Cleaning of windscreens. If a driver requires the locomotive/unit windscreen cleaning at Preston station the driver must give prior notice at the last calling point, or in extreme emergency at the first signal in the Preston signal box control area. The GSM-R equipment must be used to give notice. The train will be routed to platform 3, 4, 5 or 6 and must proceed to the platform exit signal concerned for the cleaning to be carried out.

Before cleaning commences, the driver must fully apply the automatic brake and in the case of electric traction, lower the pantograph.

On completion of cleaning, the driver must obtain an assurance from the cleaner that the work has been completed and any materials are clear. In the case of electric traction, the pantograph must not be raised until this assurance is received.

The driver must advise the signaller at Preston signal box when cleaning is complete.

Down & Up Goods Loop (Parcels Platform), stabling of trains. It is permitted to stable electric or diesel multiple units coupled together on the Down & Up Goods Loop (Parcels Platform line) at Preston Station. This authorisation only applies overnight between the last train of the day and the first train of the following day. It is only allowed by prior arrangement for engineering works or other circumstances.

The Driver must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train for the duration of time the train is stabled.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Dated: 07/12/2024

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

Shap Summit GF

Vehicles placed in the up siding must whenever possible be placed beyond the board lettered '9 feet clearance'.

Vehicles must not be stabled on the down siding for any purpose other than running round or proceeding to the quarry.

A block train of empty wagons for the quarry must be drawn into the reception sidings and brought to a stand clear of the connection to the private siding. The person in charge of the movement (PIC) must then request permission from the quarry staff, using the telephone at the 'Stop & Telephone' board, for the movement to enter the private siding.

Before giving permission for the movement to proceed, the quarry staff will ensure that the road barrier is lowered and locked and that the siding is clear. The PIC will then be handed two shunting radios and cards of instructions and the key to the road barrier. One of the radio handsets and card of instructions must be handed to the driver.

When permission has been given for the movement to proceed, the train may propel into the siding for loading, all movements being controlled by radio on instruction from the quarry staff.

On completion of loading, the train must return to the reception sidings and the guard must return the radios, cards of instructions and road barrier key to the quarry staff in the weighbridge office.

Dated: 07/10/06

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

Eden Valley

Under no circumstances can trains be left stabled or unattended in the Up Goods Loop.

Dated: 04/06/07

NW4001 PRESTON RIBBLE JN TO COVE L.C.

PENRITH – NEWTON/CURRIE OHNS

When there is major disruption and/or alternative electrical feeding arrangements are in operation at any feeder station within the above area, there is a risk that this can cause excessive power draw on the OLE: When this issue arises, drivers will receive the following message relevant for the area affected on the day via GSMR:

"***This is a general broadcast from the Signaller at Edinburgh WS4 / Carlisle SB / Motherwell SC. Drivers of 390 trains, could you please ensure that no more than power notch 3 is used between neutral section x and neutral section y where possible. Out"***

This broadcast is for information only and does not require acknowledgement.

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NW5001 (CREWE NORTH JN TO MANCHESTER PICCADILLY)

Location	Line(s) Affected	Mileage (Between)				
Goostrey – Peover Viaduct	Up Wilmslow, Down Wilmslow	168 m	30 ch	*to*	170 m	00 ch
Heaton Norris Jn – Levenshulme	Up Slow, Up Fast, Down Fast, Down Slow	183 m	56 ch	*to*	185 m	60 ch

Dated: 11/05/2024

NW5003 (WILMSLOW TO SLADE LANE JN (STYAL LINES)

Location	Line(s) Affected	Mileage (Between)				
Styal Jn – Styal station	Up Styal, Down Styal	0 m	60 ch	*to*	1 m	30 ch
Heald Green – Slade Lane Jn	Up Styal, Down Styal	4 m	07 ch	*to*	8 m	30 ch

Dated: 11/05/2024

NW5009 (COLWICH JN TO CHEADLE HULME)

Location	Line(s) Affected	Mileage (Between)				
Barlaston LC (CCTV) and Stone Jn	Up main	25 m	60 ch	*to*	27 m	00 ch
Macclesfield Tunnel and Cheadle Hulme	Down Stoke, Up Stoke (Stoke lines)	7 m	40 ch	*to*	0 m	00 ch

Dated: 24/08/2024

NW5011 (HEATON NORRIS JN TO GUIDE BRIDGE STATION JN)

Location	Line(s) Affected	Mileage (Between)				
Heaton Norris Jn – Ash Bridge Jn	Up Goods Loop, Up Branch, Down Branch	0 m	10 ch	*to*	0 m	50 ch

Dated: 01/06/2024

NW5012 (FOLEY CROSSING (EXCL.) TO STOKE JN.)

Location	Line(s) Affected	Mileage (Between)				
Foley Crossing SB and Stoke Jn	Down (Derby line)	0 m	40 ch	*to*	0 m	00 ch

Dated: 07/10/06

NW5015 (HADFIELD TO ARDWICK JN)

Location	Line(s) Affected	Mileage (Between)				
Dinting West Jn – Hattersley	Up Main, Down Main	10 m	20 ch	*to*	9 m	20 ch

Dated: 25/05/2024

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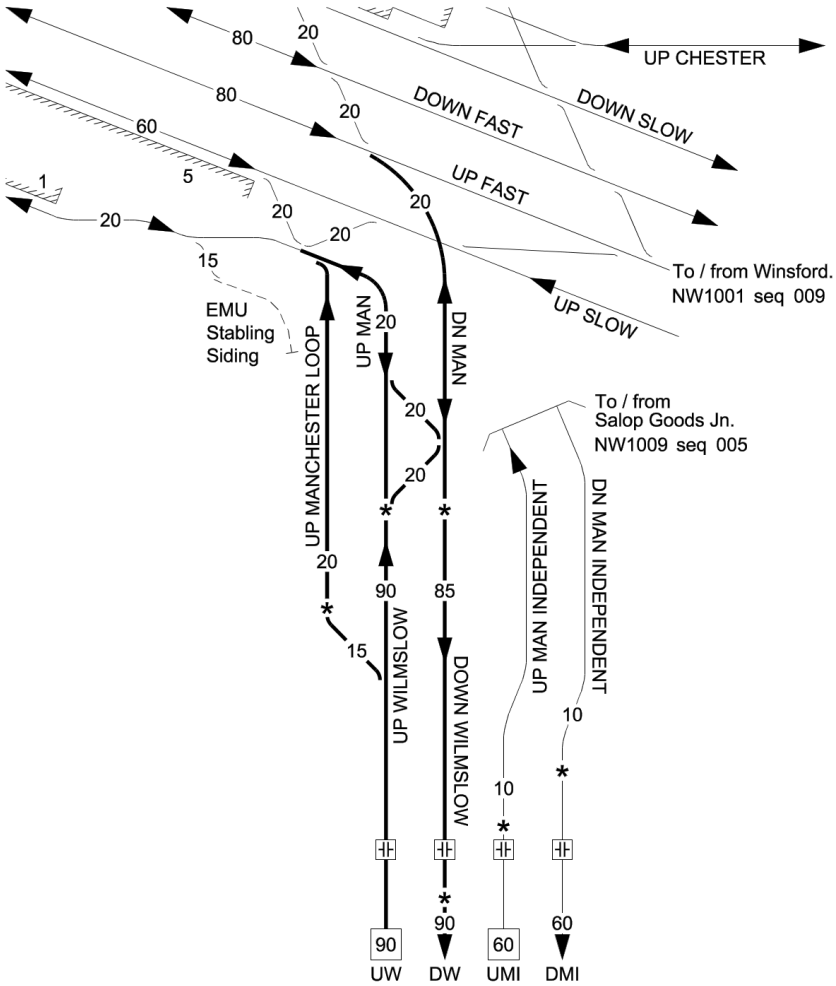
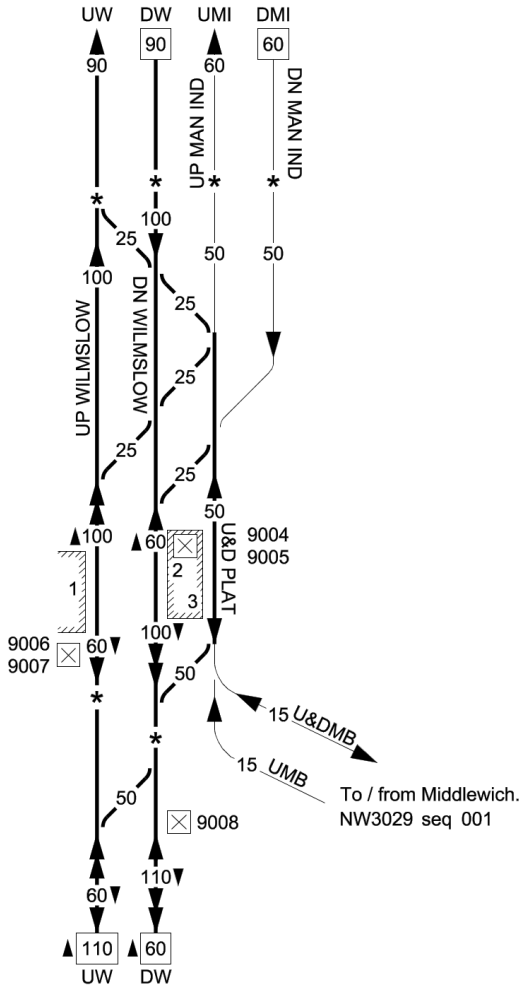
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	001	Crewe North Jn to Manchester Piccadilly	CMP1	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
CREWE (See NW1001 seq 009 for details)	158 00		TCB Crewe SCC (CE) AC: Crewe GSM-R
Crewe North Jn	158 18		**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001
(EMU Stabling Siding buffer stops)	158 22		DN MAN: Down Manchester. UP MAN: Up Manchester.
(Crossover)	158 31		
(Crossover)	158 35		Up Manchester Loop standage: 448 metres (490 yards).
	158 37 *		
	158 47 *		
(Up Manchester Loop connection)	158 51		
(Wilmslow and Independent lines start / end adjacent to each other (approx.))	158 54		Manchester South SCC (MS) (From approx. 158m 54ch)
	158 67 *		
Sydney Bridge Jn, former site of	158 76		
	158 77 *		NOTE: Speed change mileages for the Manchester Independent lines are CMP1 -equivalent mileages.
Sydney Bridge OHNS	158 79		
	159 24 *		For full details of the Manchester Independent lines, see NW1009 seq 005.
(Start / end of diagram)	160 00		

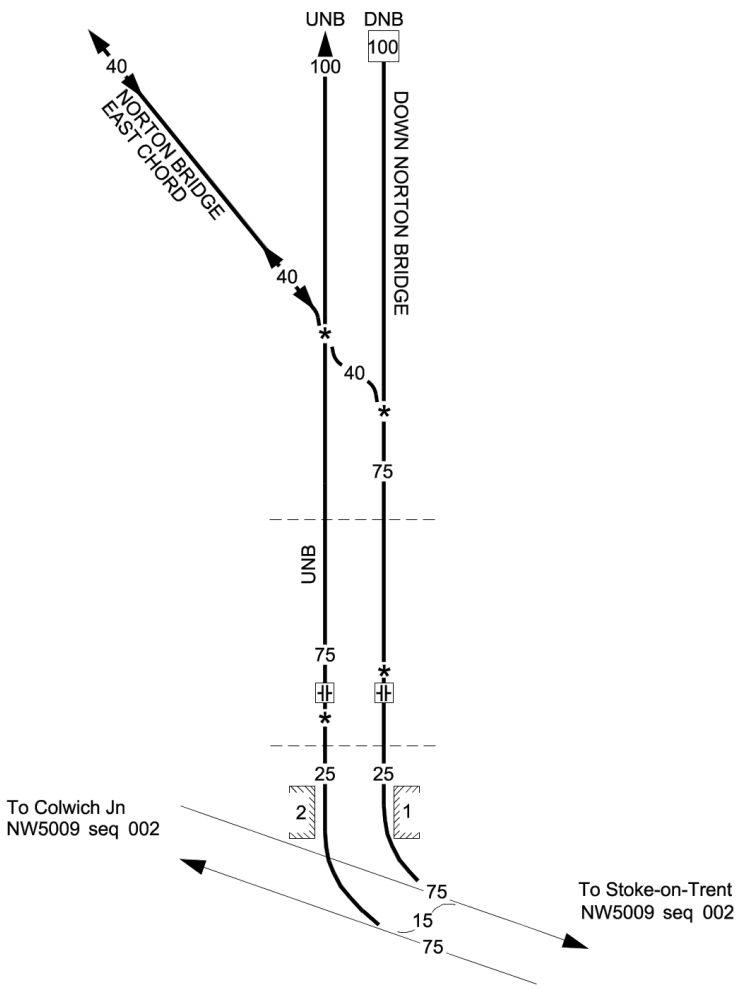


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	002	Crewe North Jn to Manchester Piccadilly	CMP1	North West	01/01/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	160	00		TCB Manchester South SCC (MS) AC: Crewe — GSM-R
	162	16 *		DMI / DN MAN IND: Down Manchester Independent. UMI / UP MAN IND: Up Manchester Independent.
	162	17 *		For full details of the Manchester Independent lines, see NW1009 seq 005.
(Crossover between Wilmslow lines)	162	19		
Sandbach South Jn	162	28		Platform lengths: Sandbach. Platform 1 (both directions): 165 metres (180 yards). Platform 2 (both directions): 168 metres (184 yards). Platform 3 (both directions): 168 metres (184 yards).
(Crossover between Down Wilmslow and Up & Down Platform line)	162	37		☒ Line Blocked Lockouts: 9004: Down Manchester Independent line from 162m 17ch, Up Manchester Independent line to 162m 23ch, Up & Down Platform line, and Up Middlewich Branch and Up & Down Middlewich Branch lines as far as Elworth Jn.
SANDBACH	162	50		9005: Down Wilmslow line from 162m 17ch to signal MS4049 at north end of Platform 2. 9006: Down Wilmslow line from signal MS4049 at north end of Platform 2, to crossover at 162m 73ch.
Sandbach North Jn	162	62		9007: Up Wilmslow line, from crossover at 162m 73ch, to 162m 17ch.
	162	63 *		
(Middlewich Branch and Wilmslow lines start / end adjacent to each other)	162	66 *		U&DMB: Up & Down Middlewich Branch. UMB: Up Middlewich Branch. U&D PLAT: Up & Down Platform.
(Crossover)	162	73		☒ Patroller's Directional Lockout: 9008: Up Wilmslow and Down Wilmslow lines between crossover at 162m 73ch and Goostrey Jn.
(Start / end of diagram)	164	00		



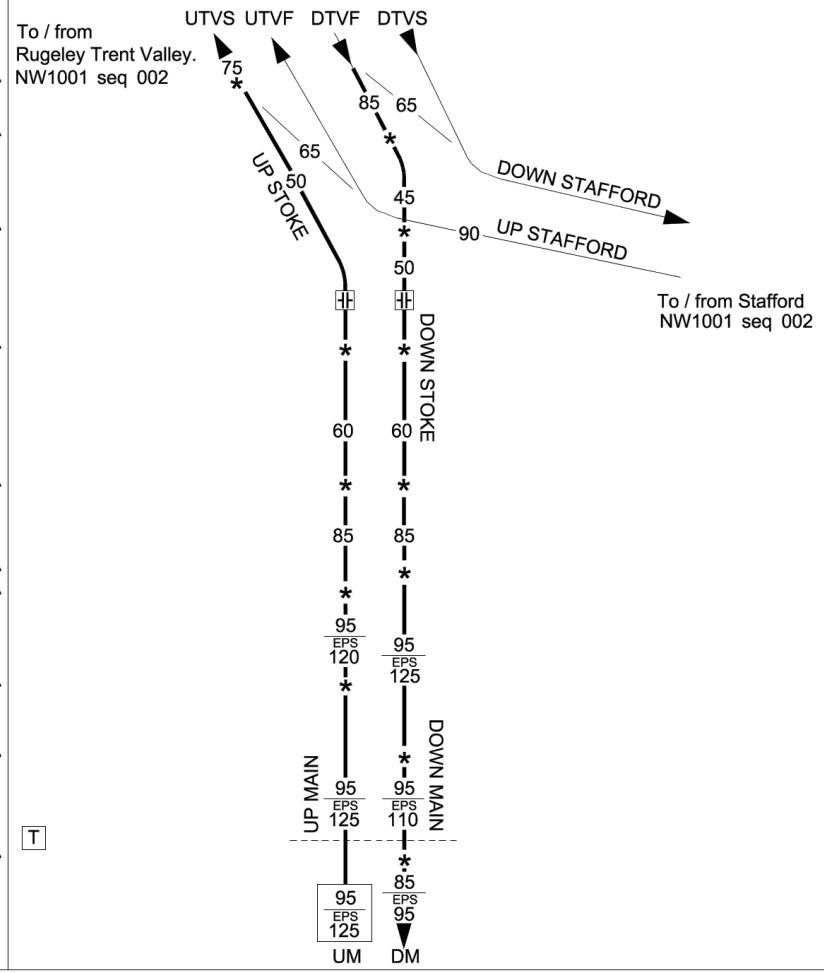
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5008	002	Norton Bridge to Stone Jn	NBS NBS1	LNW North	26/03/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Rugby R.O.C. (NS) Stafford Workstation AC: Crewe ECR GSM-R Axle Counter area. Norton Bridge East Chord has ELR: NBS1.
Yarnfield Jn	2 51 *		
	2 44 *		Stoke-on-Trent SCC (SOT) South Workstation from aprox. 2m 20ch
Cold Norton LC (FP)	2 15		UNB - Up Norton Bridge Exceptional Rail Head Conditions: Up Norton Bridge between 0m 00ch and 0m 10ch. Down Norton Bridge between 0m 40ch and 0m 05ch.
	0 18 *		
Stone OHNS	0 17		
	0 15 *		
Lime Kiln LC (FP)	0 12		
STONE	0 07		Platform Lengths: Stone Platform 1: 104 metres (114 yards). Platform 2: 131 metres (143 yards).
Stone Jn	0 00		
	27 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	001	Colwich Jn to Cheadle Hulme	CMD2	West Coast South	23/01/2024

Location	Mileage M	Mileage Ch	
Colwich Jn (known as Colwich North Jn)	(127	05)	
	(127	07)	
	38	63	*
	(127	10)	
	38	59	*
	38	49	*
Colwich OHNS	38	45	
	38	36	*
Great Haywood (former site of)	37	30	
	37	27	*
	36	33	*
	36	16	*
Hixon LC (former site of)	35	20	
	33	61	*
(Linenames change from 'Stoke' to 'Main')	33	40	
	29	11	*
Aston-by-Stone LC (CCTV)	28	63	
	27	66	*

Running lines & speed restrictions



Signalling & Remarks

TCB — Rugby ROC (CM)
Colwich Workstation
AC: Crewe ECR

GSM-R

Axle Counter area.

TASS fitted on both lines.

UTVS: Up Trent Valley Slow.
UTVF: Up Trent Valley Fast.
DTVS: Down Trent Valley Slow.
DTVF: Down Trent Valley Fast.

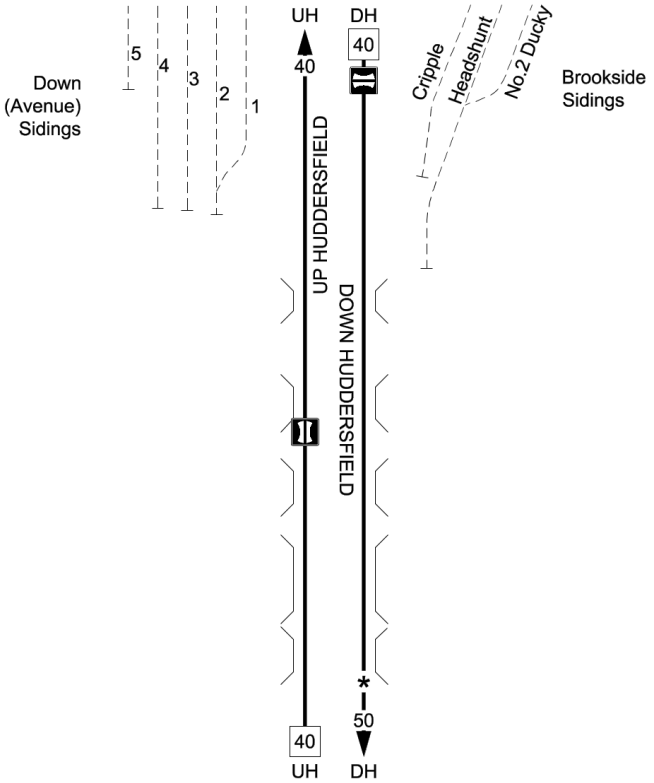
Mileages in brackets ( ) refer to NW1001 mileages with ELR: LEC2.

Note ELR CMD2 mileages decrease down the page.

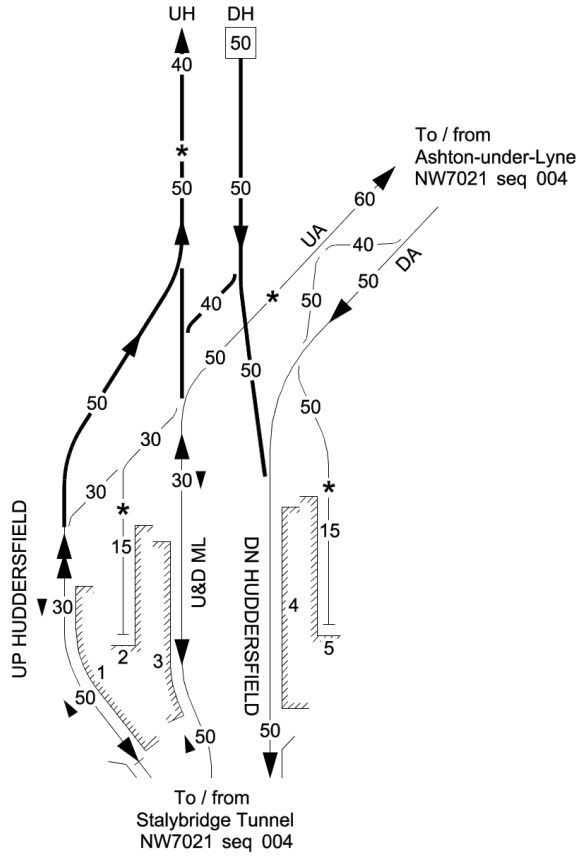
Stoke-On-Trent SCC (SOT)
South Workstation

From Down : 33m 64ch
Up : 33m 22ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5021	002	Guide Bridge West Jn to Stalybridge	SAJ GBS1 GBS2	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 40		TCB Manchester East SCC (GB) AC: Crewe GSM-R
(Start of APCO zone - pantograph lower)	0 42		NOTE: Only the Down Huddersfield and Up Huddersfield lines are electrified.
(Buffer stops)	0 48		Brookside Sidings have ELR: GBS1. Down (Avenue) Sidings have ELR: GBS2.
(Buffer stops)	0 50		
Tame Viaduct (40 metres / 44 yards) from	0 51		
to	0 53		
Dukinfield West Viaduct (103 metres / 113 yards) from	0 60		
to	0 65		
(Start of APCO zone - pantograph raise)	0 65		
Dukinfield East Viaduct (100 metres / 109 yards) from	0 68		
to	0 73		
Ashton Viaduct No.1 (254 metres / 278 yards) from	0 78		Manchester ROC (MN) Manchester North Workstation
to	1 11		
Ashton Viaduct No.2 (178 metres / 195 yards) from	1 12		Axle counter area: Up Huddersfield: to 0m 72ch. Down Huddersfield: from 1m 30ch.
to	1 21 *		
(Start / end of diagram)	1 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5021	003	Guide Bridge West Jn to Stalybridge	SAJ	North West	03/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 40		TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R Axle counter area throughout.
	1 60 *		
Stalybridge West Jn	2 11 (7 50)		DA: Down Ashton. UA: Up Ashton. U&D ML: Up & Down Middle Line.
(Platform 4 connection)	2 16		Platform lengths: Stalybridge. Platform 1 (through trains and turnback): 224 metres (245 yards). Platform 2: 121 metres (132 yards). Platform 3 (both directions): 224 metres (245 yards). Platform 4 (through trains and turnback): 249 metres (272 yards). Platform 5: See NW7021 seq 004.
(Platform 1 connection)	2 20		
STALYBRIDGE	(7 68)		Permissive working: PP-A authorised in Platforms 1, 3 and 4 in both directions. PP authorised in Platforms 2 and 5. Mileages in round brackets ( ) are NW7021 mileages with ELR: MVL2.

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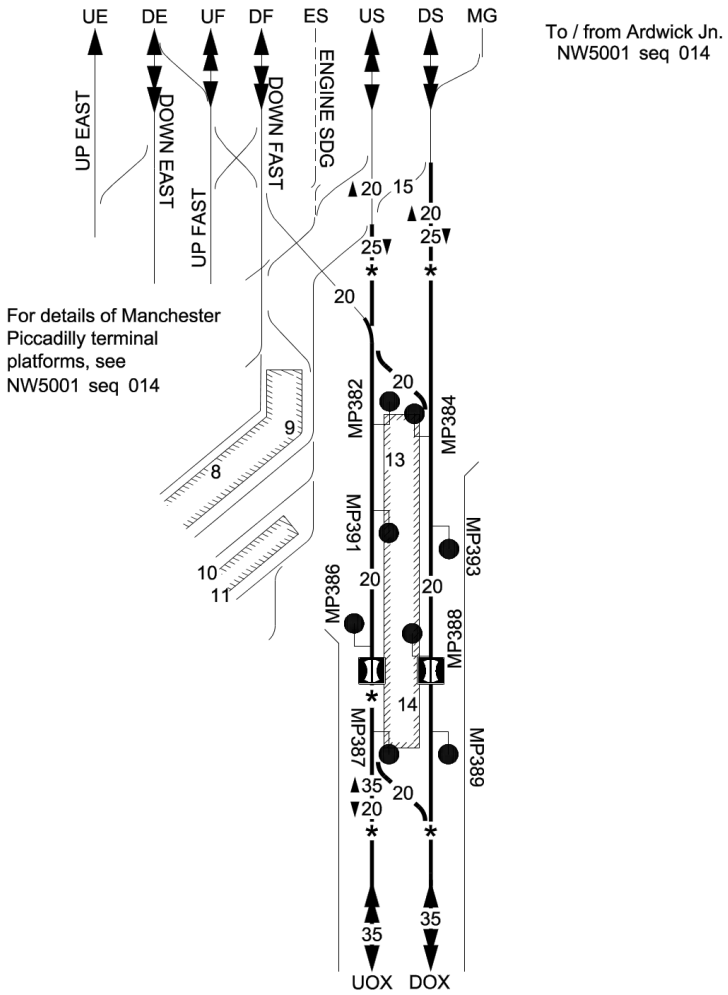
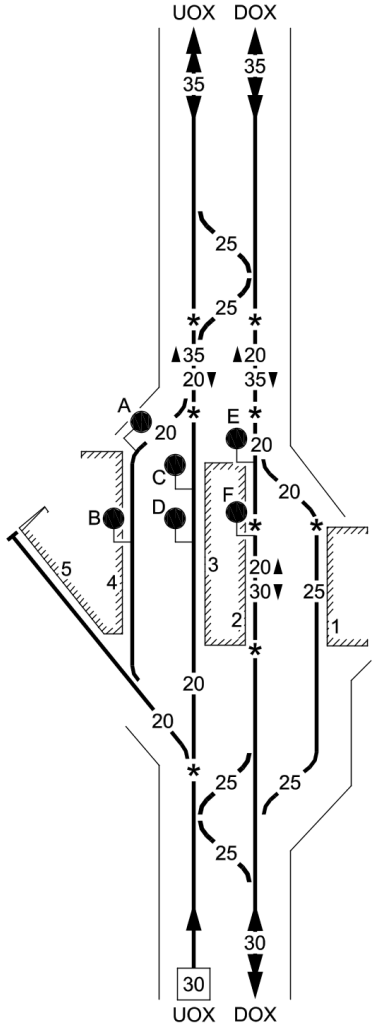
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	001	Manchester Piccadilly East Jn. to Euxton Jn.	CMP2 COL	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Change of ELR - Down line only)	188 42		TCB Manchester Piccadilly SCC (MP) Station Panel AC: Crewe GSM-R US: Up Slow. DS: Down Slow. MG: Mayfield Goods Loop.
Manchester Piccadilly East Jn	188 48 *		
(Change of ELR - Up line only)	188 58		Platform Lengths: Manchester Piccadilly. Platforms 1 - 12: see NW5001-011 for details. Plat. 13 (Up direction): 277 metres (303 yards). Plat. 13 (Down direction): 277 metres (303 yards). Plat. 14 (Down direction): 269 metres (294 yards). Plat. 14 (Up direction): 269 metres (294 yards).
MANCHESTER PICCADILLY (Platforms 13 and 14)	188 65		PP-C authorised: • between signals MP386 and MP382 on Platform 13 in the Up direction. • between signals MP391 and MP387 on Platform 13 in the Down direction. • between signals MP393 and MP389 on Platform 14 in the Down direction. • between signals MP388 and MP384 on Platform 14 in the Up direction.
	188 67 *		
Manchester Piccadilly West Jn	188 71		Start of APCO zone - pantograph raise - on both lines in the Up direction only, from 188m 66ch.
	188 72 *		All lines on viaducts between 188m 56ch and 190m 15ch.
(Start / end of diagram)	189 00		DOX: Down Oxford Road. UOX: Up Oxford Road.

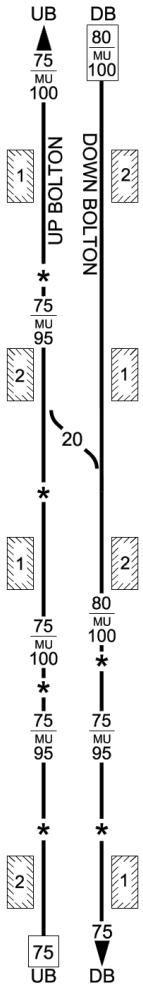


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	002	Manchester Piccadilly East Jn. to Euxton Jn.	COL	LNW North	21/01/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxford Road East Jn	189 17		GSM-R TCB Manchester ROC Oxford Road Workstation (MP) AC: Crewe DOX: Down Oxford Road. UOX: Up Oxford Road. All lines on viaducts between 188m 56ch and 190m 15ch. Signals: A: MP414. C: MP418. E: MP416. B: MP436. D: MP438. F: MP422. Platform Lengths: Manchester Oxford Road. Plat. 1 (both directions): 105m (115 yds). Plat. 2: Down direction: 160m (175 yds). Up direction (to signal MP422): 111m (121yds). Up direction (to signal MP416): 160m (175yds). Plat. 3: Down direction: 160m (175yds). Up direction (to signal MP438): 94m (103yds). Up direction (to signal MP418): 137m (150yds). Plat. 4: Down direction: 162m (177yds). Up direction (to signal MP436): 91m (100yds). Up direction (to signal MP414): 162m (177yds). Platform 5: 105 metres (115 yards). PP-A authorised in Platform 1 in both directions. PP-A authorised in Platform 2 in both direction except between signals MP422 and MP416. PP-A authorised in Platform 3 in both directions except between signals MP438 and MP418. PP-A authorised in Platform 4 in both directions except between signals MP436 and MP414. PP authorised in Platform 5.
	189 20 *		
	189 22 *		
	189 27 *		
MANCHESTER OXFORD ROAD	189 29		
	189 33 *		
	189 37 *		
Oxford Road West Jn	189 40		

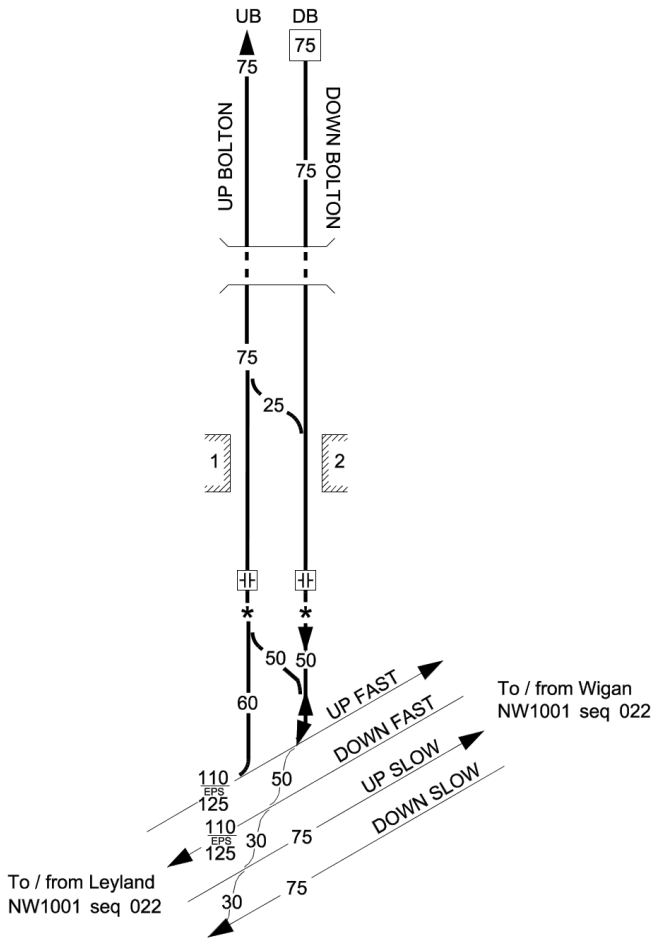
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	009	Manchester Piccadilly East Jn. to Euxton Jn.	MVE2	North West	22/04/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	14	60		TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe GSM-R
HORWICH PARKWAY	15	50		Platform lengths: Horwich Parkway Platform 1: 141 metres (154 yards) Platform 2: 141 metres (154 yards)
	16	65 *		
BLACKROD	17	14		Platform lengths: Blackrod Platform 1: 143 metres (156 yards) Platform 2: 143 metres (156 yards)
Blackrod Jn	17	34		
	18	04 *		
ADLINGTON (LANCASHIRE)	19	15		Platform lengths: Adlington (Lancashire) Platform 1: 143 metres (156 yards) Platform 2: 143 metres (156 yards)
	20	53 *		Preston PSB (PN) 'B' Panel
	20	71 *		
	22	15 *		
CHORLEY	22	20		Platform lengths: Chorley Platform 1: 150 metres (164 yards) Platform 2: 158 metres (173 yards)
(Start / end of diagram)	22	60		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6001	010	Manchester Piccadilly East Jn to Euxton Jn	MVE2	North West	25/01/2025

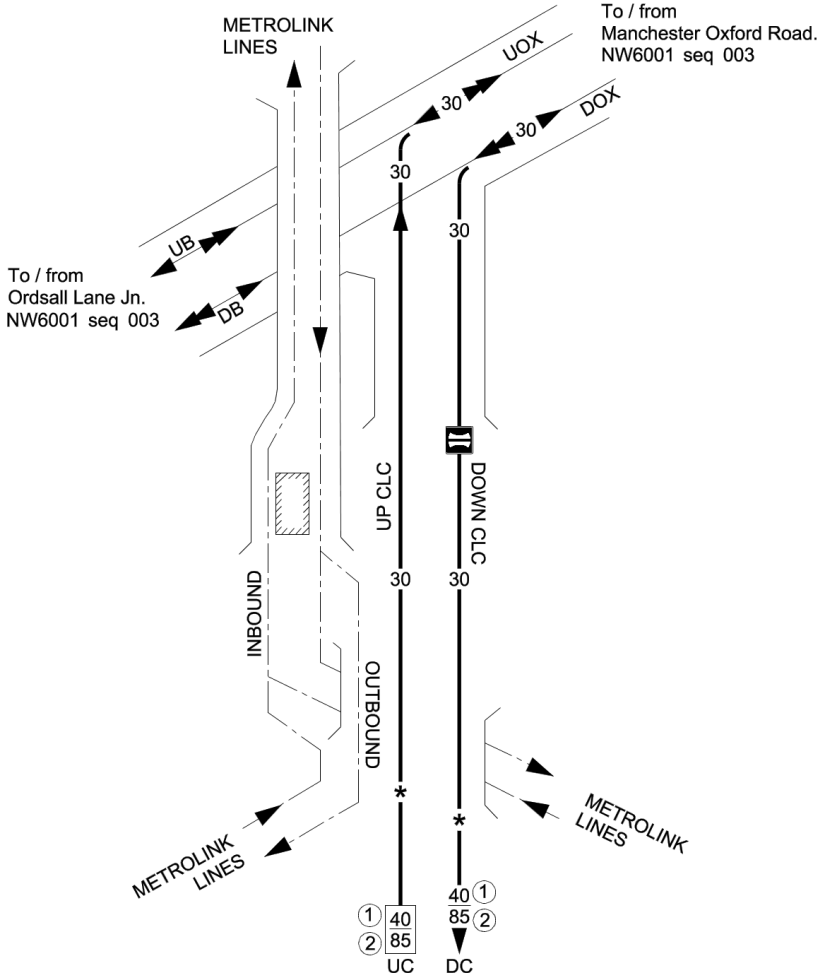
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Preston PSB (PN) 'B' Panel AC: Crewe — GSM-R
(Start / end of diagram)	22 60		
Chorley Tunnel (113 metres / 124 yards)	23 20 to 23 25		
Buckshaw Parkway Jn	24 24		
BUCKSHAW PARKWAY	24 39		Platform lengths: Buckshaw Parkway. Platform 1: 150 metres (164 yards). Platform 2: 150 metres (164 yards).
Euxton OHNS	25 05		Note: Trains may turnback in Platform 2 towards Manchester.
	25 08 *		
(Crossover)	25 12		
Euxton Jn	25 30		
(Start of Up Bolton line)	25 40		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	001	Castlefield Jn. to Allerton Jn.	MAJ	North West	01/12/2024

Location	Mileage M Ch
Castlefield Jn	(189 67) 33 57
(Start / end of viaduct)	33 10
(Start of APCO zone - pantograph lower)	33 07
CORNBROOK (Metrolink tram stop)	33 00
(Metrolink dive-under)	32 63
(Metrolink lines start/end adjacent to Network Rail lines)	32 58 * 32 54 *
(Start / end of diagram)	32 20

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB Manchester ROC
Oxford Road Workstation (MC)
AC: Crewe

DOX: Down Oxford Road.
UOX: Up Oxford Road.

DB: Down Bolton.
UB: Up Bolton.

Axle Counter area:
Down CLC line: to 32m 38ch.
Up CLC line: from 32m 34ch.

Metrolink lines are provided with 750V DC overhead line equipment, with the Outbound line adjacent to the Up CLC line as shown. (NB: Metrolink track layout is indicative - not all track layout shown).

NB: "CLC" is NOT an abbreviation in the context of these line names.

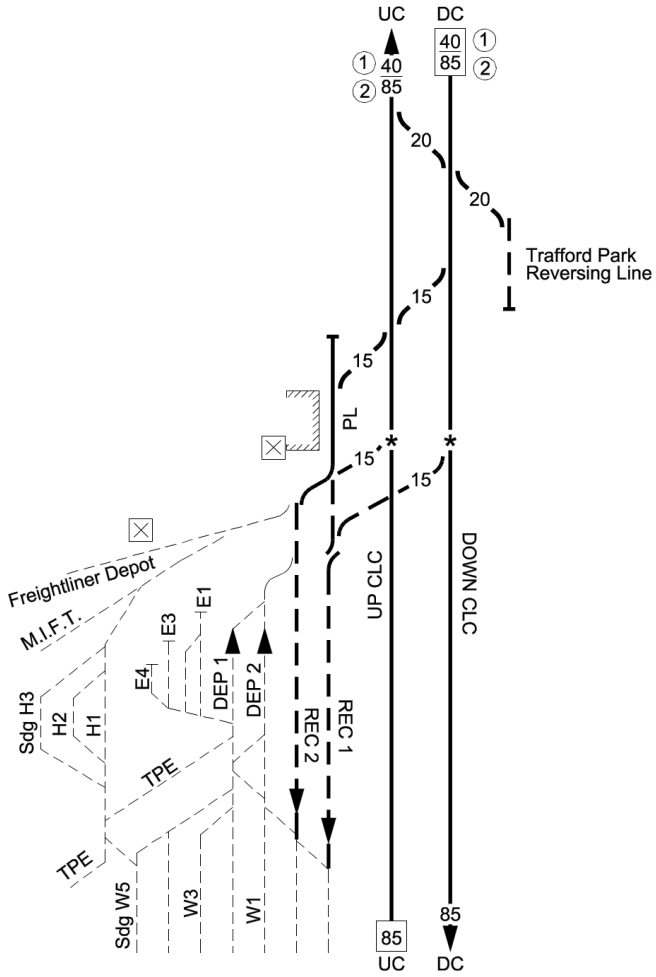
DC: Down CLC.
UC: Up CLC.

1 Applies to AC electric locomotives and EMU's only.
2 Applies to all other trains.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6003	002	Castlefield Jn to Allerton Jn	MAJ TPS1 TPS2 TPS3	North West	20/07/2024

Location	Mileage M	Mileage Ch	
(Start / end of diagram)	32	20	
(Reversing Line connection)	32	09	
Trafford Park East Jn	31	76	
UNITED FC HALT	31	70	
Trafford Park West Jn	31	66	*
(Limit of electrification - CLC lines only)	31	66	
Trafford Park Sidings			
(Start / end of diagram)	31	20	

Running lines & speed restrictions



Signalling & Remarks

TCB — Manchester ROC
Oxford Road Workstation (MC)
AC: Crewe

GSM-R

CLC lines, including Trafford Park Reversing Line, are electrified from top of diagram to Trafford Park West Jn. Lines and sidings within Trafford Park are partially electrified.

Trafford Park Reversing Line:
155 metres (170 yards).

(1) Applies to AC electric locos and EMUs only.
(2) Applies to all other trains.

DC: Down CLC. PL: Platform Line.
UC: Up CLC.

NB: "CLC" is NOT an abbreviation in the context of these line names.

Platform Lengths: United FC Halt.
145 metres (159 yards).

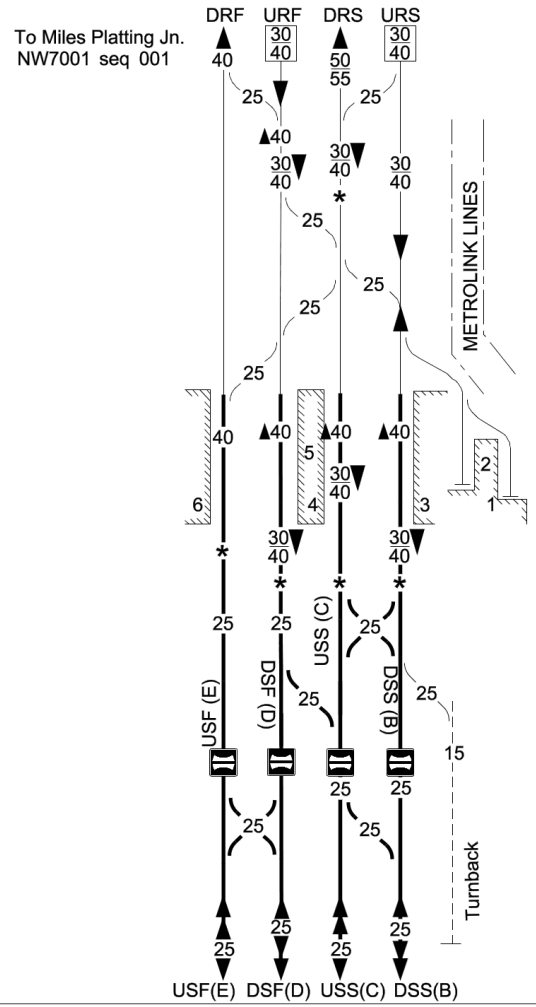
☒ Lockout device locations are approximate.
Lockout areas are: 1. Platform Line.
2. Connections between Platform Line and Reception 2 / Departure roads / 'H' Sidings / M.I.F.T. / Freightliner Depot.

REC 1: Reception 1. DEP 1: Departure 1.
REC 2: Reception 2. DEP 2: Departure 2.
M.I.F.T: Manchester International Freight Terminal.
TPE: Trafford Park Estate.

ELRs: CLC lines, Trafford Park Reversing Line and Platform Line have ELR: MAJ. Freightliner Depot and M.I.F.T. have ELR: TPS3. Reception roads, Departure roads, and 'H', 'E' and 'W' Sidings have ELR: TPS2. Trafford Park Estate sidings and connections have ELR: TPS1.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6005	001	Manchester Victoria East Jn. to Windsor Bridge South Jn.	MVM MVE1	North West	01/12/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
Bromley Street Jn	0 31			
	0 21	*		
	0 12			
Manchester Victoria East Jn	0 09			Axle counter area throughout.
MANCHESTER VICTORIA	0 00	MVM		
(Change of ELR)	0 00	MVE1		
	0 08	*		
	0 10	*		
Manchester Victoria West Jn	0 16			
(Start of APCO zone - pantograph lower (Up direction only))	0 19			
(Crossovers)	0 23			
(Start / end of diagram)	0 30			



TCB Manchester ROC
Manchester Central Workstation (MN)
AC: Crewe

GSM-R

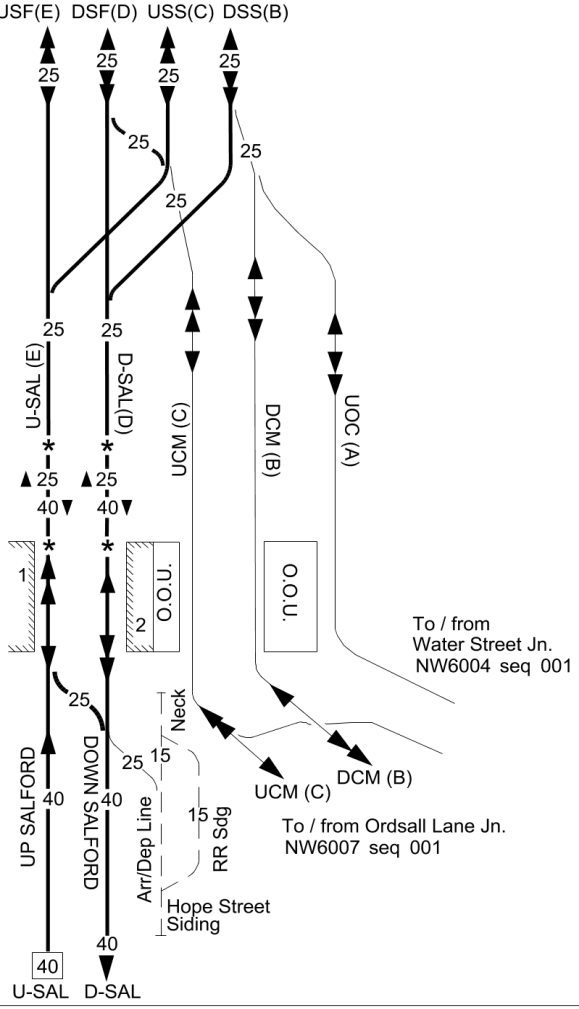
NOTE: From Miles Platting Jn to Manchester Victoria station, the line direction is Up.

DRF: Down Rochdale Fast.
URF: Up Rochdale Fast.
DRS: Down Rochdale Slow.
URS: Up Rochdale Slow.

Platform Lengths: Manchester Victoria
Platform 3 Permissive PP
254 metres (278 yards)
Platform 4 Permissive PP
224 metres (245 yards)
Platform 5 Permissive PP both directions except Loco hauled trains - 215 metres (235 yards)
Platform 6 Permissive PP both directions except Loco hauled trains - 215 metres (235 yards)

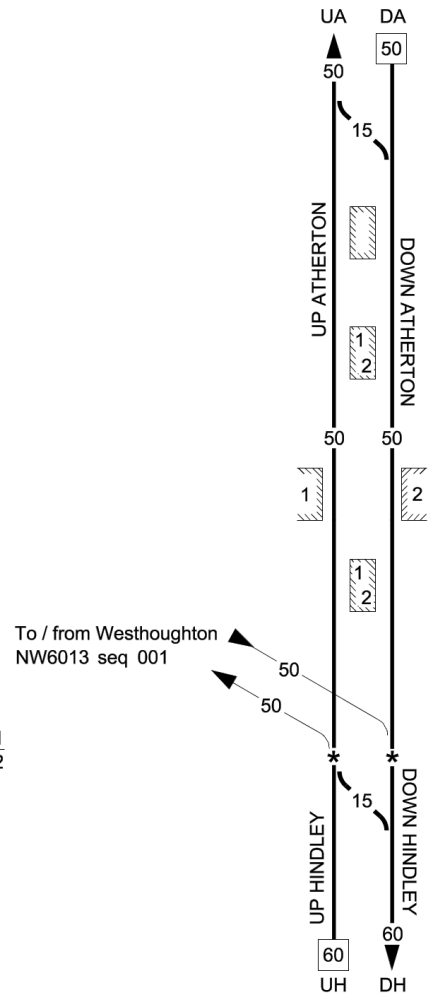
USF(E): Up Salford Fast (Line E)
DSF(D): Down Salford Fast (Line D)
USS(C): Up Salford Slow (Line C)
DSS(B): Down Salford Slow (Line B)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6005	002	Manchester Victoria East Jn. to Windsor Bridge South Jn.	MVE1	North West	20/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Deal Street Jn (Chat Moss lines)	0 32 (31 18)		TCB Manchester ROC Manchester Central Workstation (MN) AC Crewe GSM-R Mileage in ( ) applies to the Chat Moss lines
Deal Street Jn	0 43		USF (E): Up Salford Fast (Line E). DSF (D): Down Salfrod Fast (Line D). USS (C): Up Salford Slow (Line C). DSS (B): Down Salford Slow (Line B).
	0 49 *		UOC (A): Up Ordsall Chord (Line A). DCM (B): Down Chat Moss (Line B). UCM (C): Up Chat Moss (Line C). D-SAL (D): Down Salford (Line D). U-SAL (E): Up Salford (Line E).
	0 51 *		
SALFORD CENTRAL	0 59		Platform lengths: Salford Central Platform 1: 136 metres (149 yards) Platform 2: 140 metres (153 yards) O.O.U. - platforms Out Of Use.
Salford West Jn (Irwell Street Jn)	0 66 (30 64)		Axle Counter area: Down Salford: to 0m 67ch Up Salford: from 0m 71ch
Salford Hope Street Sidings			RR Sdg: Run Round Siding. Arr/Dep Line: Arrival/Departure Line.

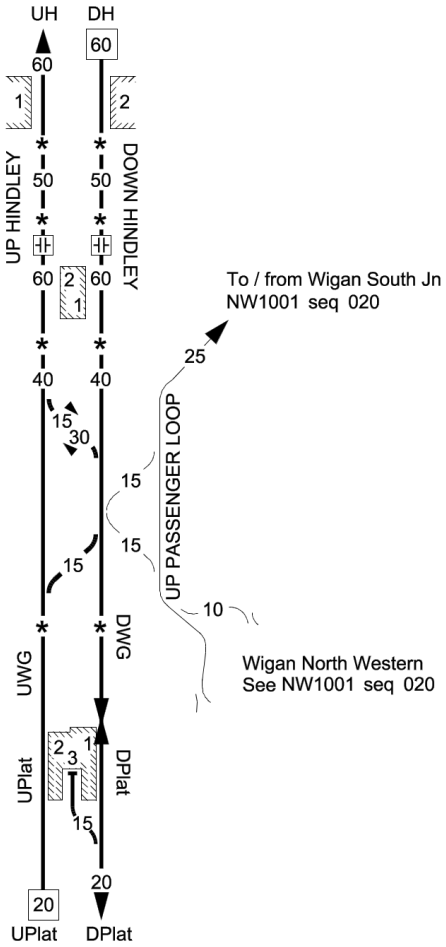
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	002	Windsor Bridge North Jn to Southport	WBS1 WBS2	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	6 60		TCB Manchester Piccadilly SCC (MP) Crow Nest Workstation — GSM-R
(Crossover)	7 32		Exceptionally Poor Rail Adhesion: Down Atherton / Down Hindley line between 7m 00ch and 15m 40ch. Up Atherton line between 12m 57ch and 11m 59ch.
WALKDEN	7 42		Platform lengths: Walkden. Up: 125 metres (137 yards). Down: 123 metres (135 yards).
ATHERTON	11 01		Platform lengths: Atherton. Platform 1: 119 metres (130 yards). Platform 2: 117 metres (128 yards). Axle counter area: Down Atherton: from 7m 39ch to 14m 20ch. Up Atherton: from 14m 07ch to 7m 35ch.
HAG FOLD	11 59		Platform lengths: Hag Fold. Platform 1: 96 metres (105 yards). Platform 2: 96 metres (105 yards).
DAISY HILL	12 57		Platform lengths: Daisy Hill. Platform 1: 117 metres (128 yards). Platform 2: 117 metres (128 yards).
(Limit of electrification on Up Atherton)	14 31	To / from Westhoughton NW6013 seq 001	AC: Crewe
Crow Nest Jn (Change of ELR)	14 64 *	WBS1 / WBS2	Staff lockouts provided on the Up Atherton between the overlap of signal MP820 and Walkden crossover, and on the Down Atherton line at Walkden crossover. Staff lockouts provided on all lines at Crow Nest Junction.
(Start / end of diagram)	15 00		Semi-Automatic Track Warning System (SATWS) provided at Crow Nest Junction, between 14m 54ch and 14m 68ch. See General Instructions.

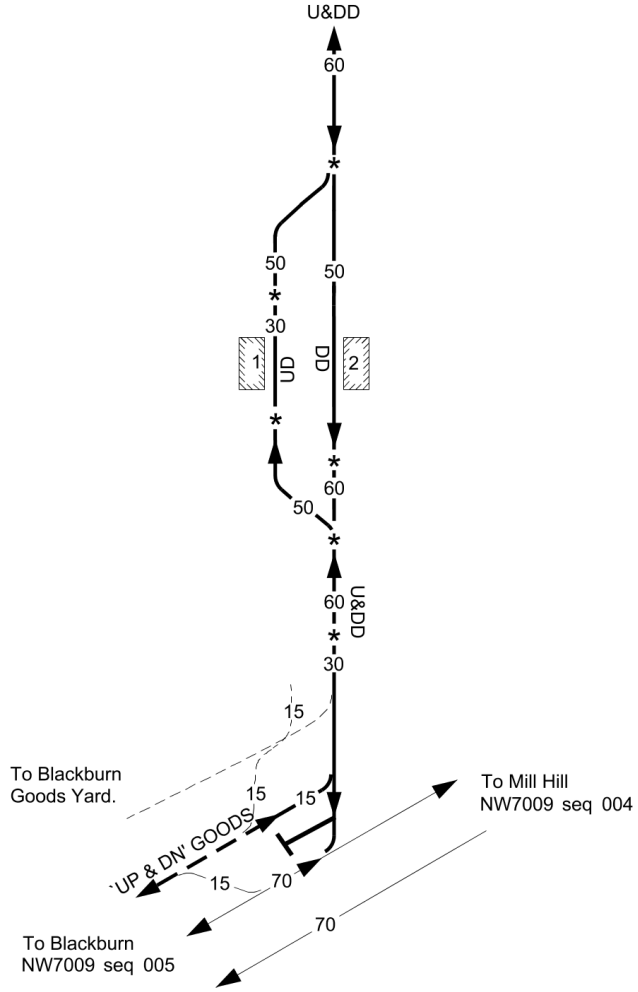


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6009	003	Windsor Bridge North Jn to Southport	WBS2	North West	01/01/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	15	00		TCB Manchester Piccadilly SCC (MP) Crow Nest Workstation AC: Crewe — GSM-R
HINDLEY	15	17		Platform lengths: Hindley. Platform 1: 117 metres (128 yards). Platform 2: 120 metres (131 yards).
	16	00 *		
	16	20 *		Warrington PSB (WN)
Ince OHNS	16	32		Platform lengths: Ince. Platform 1: 124 metres (136 yards). Platform 2: 124 metres (136 yards).
INCE	16	70		
	17	21 *		Exceptionally Poor Rail Adhesion: Down Atherton / Down Hindley line, from 7m 00ch to 15m 40ch.
(Limit of electrification - Up Hindley)	17	32		
Wigan Station Jn	17	44		
(Limit of electrification - Down Wallgate)	17	58 *		DWG: Down Wallgate. DPlat: Down Platform. UWG: Up Wallgate. UPlat: Up Platform.
				Wigan Wallgate SB (WW)
WIGAN WALLGATE	17	72		Platform lengths: Wigan Wallgate. Platform 1 (through trains) 187 metres (205 yards). Platform 1 (turn back): 176 metres (192 yards). Platform 2: 177 metres (194 yards). Bay platform:77 metres (84 yards). Permissive Working: PP-C authorised at Wigan Wallgate station, in Platform 1 (Down direction only), Platform 2 (Up direction only) and Bay platform 3.
(Start / end of diagram)	18	02		

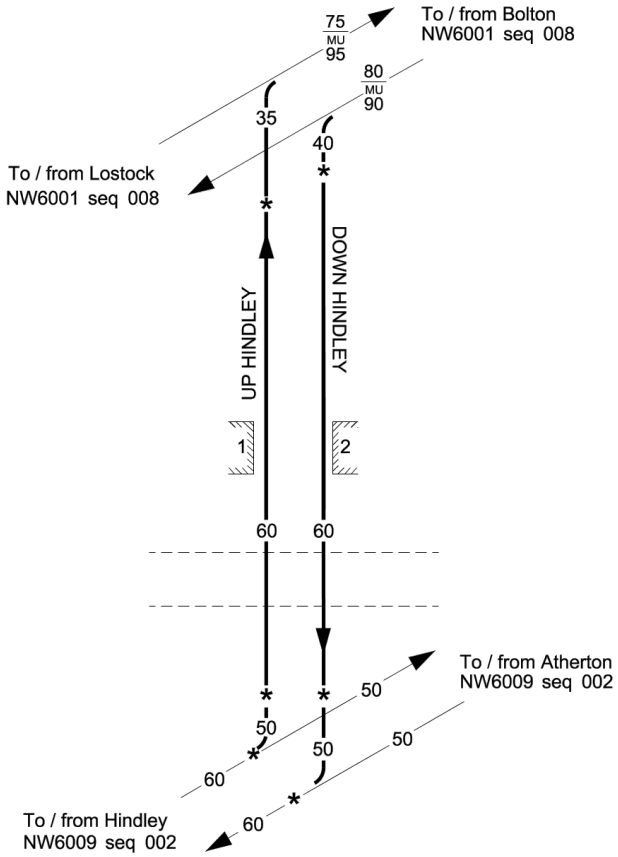


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6011	003	Bolton East Jn. to Blackburn Bolton Jn.	BBB	LNW North	08/12/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Preston SB (PN) GSM-R
Darwen South Jn	19 19 *		U&DD: Up & Down Darwen DD: Down Darwen UD: Up Darwen
	20 07 *		
DARWEN	20 27		Platform Lengths: Darwen Platform 1: 94 metres (103 yards) Platform 2: 94 metres (103 yards)
	20 43 *		
	20 79 *		
Darwen North Jn	21 25 *		
	23 40 *		
Blackburn Bolton Branch Jn	23 60		(PF) 'Up & Down' Goods.
Blackburn Bolton Jn	24 08		CW. 'Up & Down' Darwen at 24m 01ch (facing in Down direction)
	10 11		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW6013	001	Lostock Jn to Crow Nest Jn	LCN	North West	01/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Manchester Piccadilly SCC (MP) Windsor Bridge Panel AC: Crewe — GSM-R
Lostock Jn	13 39		Semi-Automatic Track Warning System (SATWS) provided at Lostock Junction, between 13m 39ch and 13m 51ch. See General Instructions.
	13 45 *		
	13 60 *		
WESTHOUGHTON	15 25		Platform lengths: Westhoughton Platform 1: 96 metres (105 yards). Platform 2: 99 metres (108 yards). Manchester Piccadilly SCC (MP) Crow Nest Workstation
Westhoughton Golf Course LC (FP)	15 64		
Crow Nest LC (FP)	16 30		
	17 08 *		Staff Lockouts provided on all lines at Crow Nest Junction.
Crow Nest Jn	17 18 *		Semi-Automatic Track Warning System (SATWS) provided at Crow Nest Junction, between 17m 11ch and 14m 68ch. See General Instructions.



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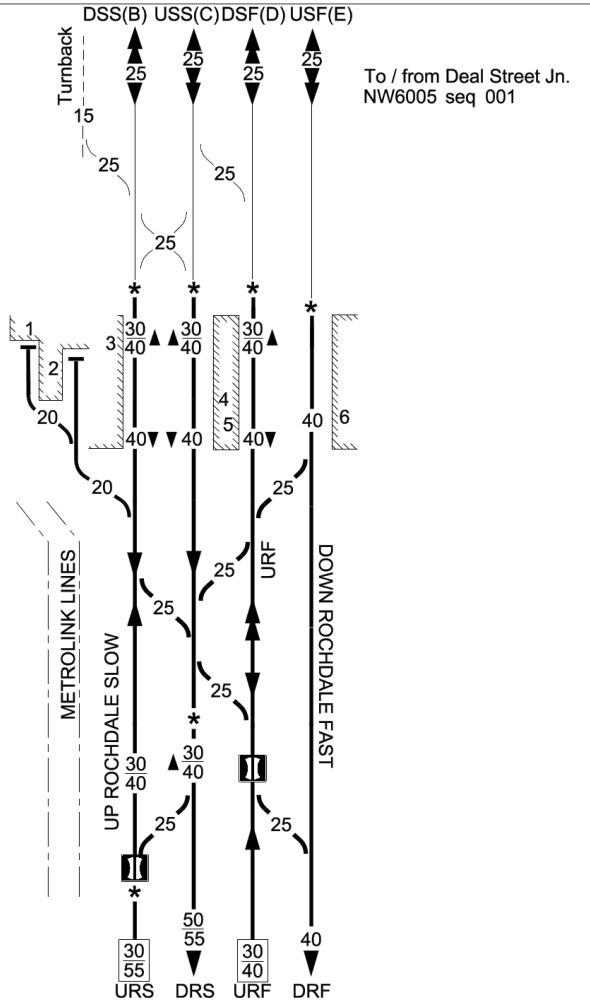
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	001	Manchester Victoria West Jn to Hebden Bridge	MVE1 MVM	North West	01/12/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
Manchester Victoria West Jn	0 16			
	0 10	*		
	0 08	*		
MANCHESTER VICTORIA	0 00	MVE1		
(Change of ELR)	0 00	MVM		
Manchester Victoria East Jn	0 09			
	0 21	*		
(Start of APCO zone - pantograph raise)	0 29			
Bromley Street Jn	0 31			
(Start of APCO zone - pantograph raise)	0 36			
	0 39	*		
(Limit of Electrification - Fast lines only)	0 50			
(Start / end of diagram)	0 53			



TCB Manchester ROC
Manchester Central Workstation (MN)
AC: Crewe

GSM-R

Note: From Deal Street Jn to Manchester Victoria the line direction is Up.

Axle counter area throughout.

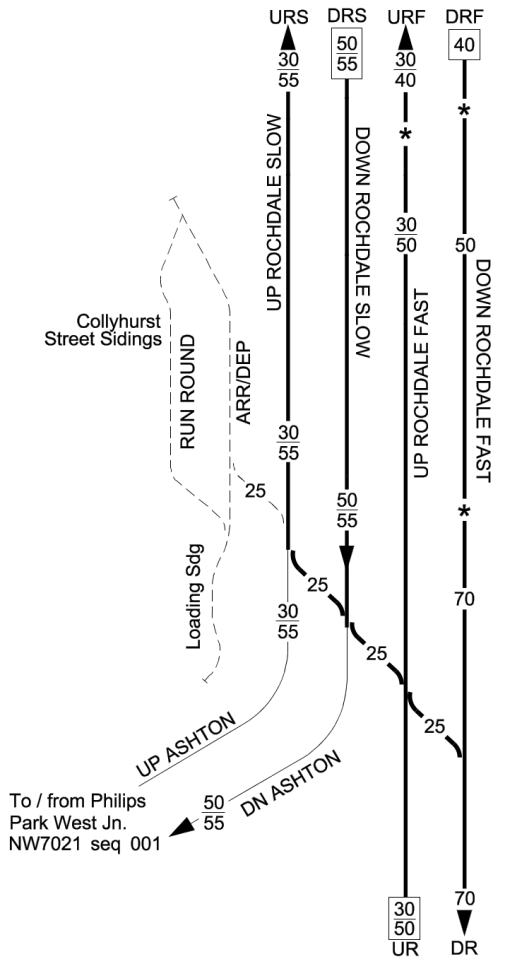
Platform lengths: Manchester Victoria.
Platform 1 Permissive PP 111 metres (121 yards).
Platform 2 Permissive PP 96 metres (105 yards).
Platform 3 Permissive PP
Up & Down 254 metres (278 yards).
Platform 4 Permissive PP
Up & Down 224 metres (245 yards).
Platform 5 Permissive PP both directions except loco-hauled trains - 215 metres (235 yards).
Platform 6 Permissive PP both directions except loco-hauled trains - 215 metres (235 yards).

URS: Up Rochdale Slow.
DRS: Down Rochdale Slow.
URF: Up Rochdale Fast.
DRF: Down Rochdale Fast.
DSS(B): Down Salford Slow (Line B).
USS(C): Up Salford Slow (Line C).
DSF(D): Down Salford Fast (Line D).
USF(E): Up Salford Fast (Line E).

Metrolink 750V overhead DC adjacent to the Up Rochdale Slow line.

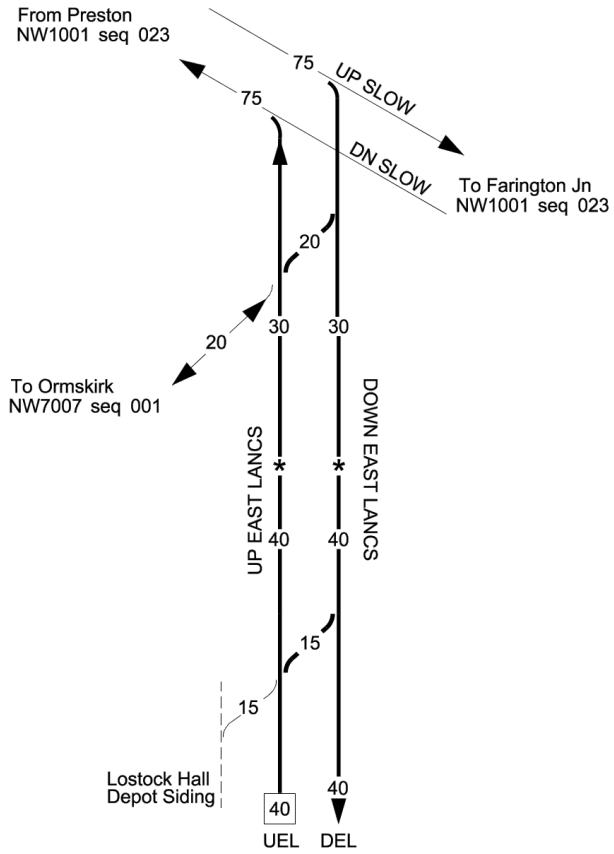
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7001	002	Manchester Victoria West Jn to Hebden Bridge	MVM MPR1	North West	06/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	0 53		TCB Manchester ROC (MN) Manchester Central Workstation AC: Crewe GSM-R
	0 56 *		URS: Up Rochdale Slow. DRS: Down Rochdale Slow. DRF: Down Rochdale Fast. URF: Up Rochdale Fast.
	0 60 *		
			Axle counter area throughout.
			Manchester ROC (MN) Manchester North Workstation
	1 17 *		Standage: Arrival / Departure Line: 280 metres (306 yards).
Miles Platting Jn	1 22		NOTE: Rochdale Slow lines and Ashton lines electrified. All other lines and sidings shown are not electrified.
(Change of ELR)	1 30	MVM / MPR1 To / from Philips Park West Jn. NW7021 seq 001	UR: Up Rochdale. DR: Down Rochdale.
(Start / end of diagram)	1 40		



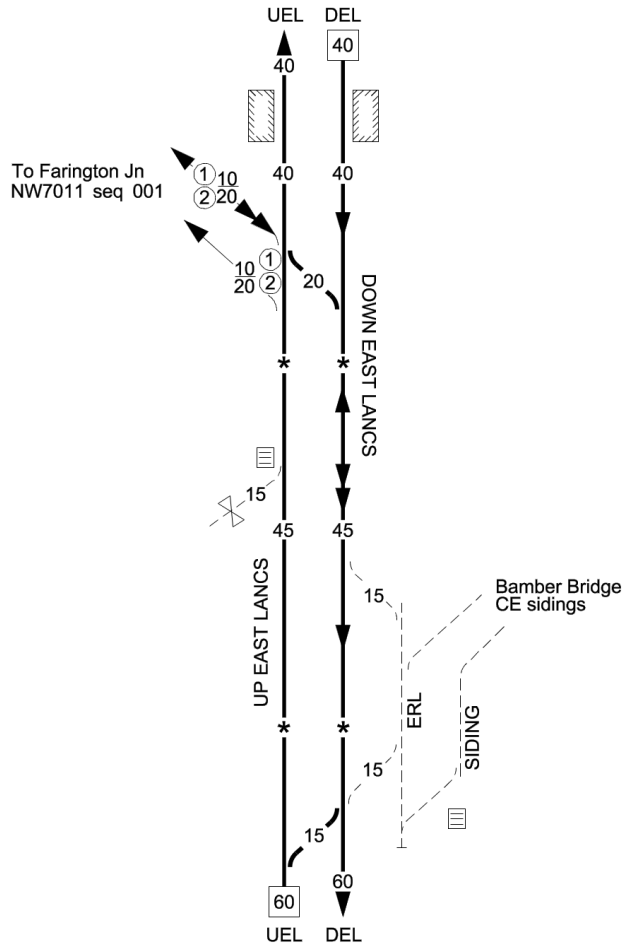
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	001	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR1 FHR2	North West	16/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Farington Curve Jn	20 08		TCB Preston PSB (PN) GSM-R
	-0 01		
	0 08		
	0 61 *		
(Change of ELR)	0 64	FHR1 / FHR2	
	0 70		
Lostock Hall Depot	0 75		
(Start / end of diagram)	1 00		UEL: Up East Lancs DEL: Down East Lancs



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	002	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR2 FHR3 FHR4	North West	16/12/2023

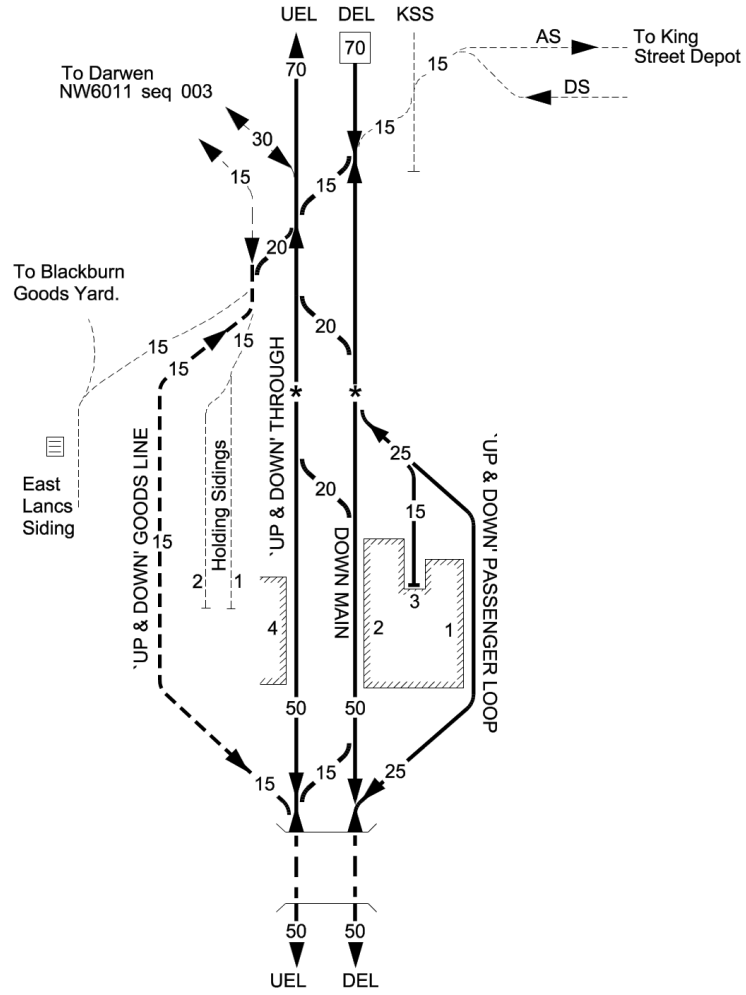
Location	Mileage M Ch	Running lines & speed restrictions
(Start / end of diagram)	1 00	
LOSTOCK HALL	1 20	
Lostock Hall Jn (Change of mileage & ELR)	1 43 1 43	FHR2 FHR3
	1 46 *	
Whittle International GF	1 70	(S) [T]
	1 73	
(Change of ELR)	2 10	FHR3 FHR4
	2 15 *	
	2 24	
Bamber Bridge Stn GF	2 25	(S) [T]
(Start / end of diagram)	2 26	



Signalling & Remarks
TCB Preston PSB (PN)
GSM-R
Platform Lengths: Lostock Hall Up: 83m (91 yards) Down: 83m (91 yards)
(1) Applies to passenger trains only (2) Applies to all other trains

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	005	Farington Curve Jn to Hall Royd Jn (East Lancs lines)	FHR4 FHR5 BBS1 BBS2 BBS3 BBS4	North West	25/11/2024

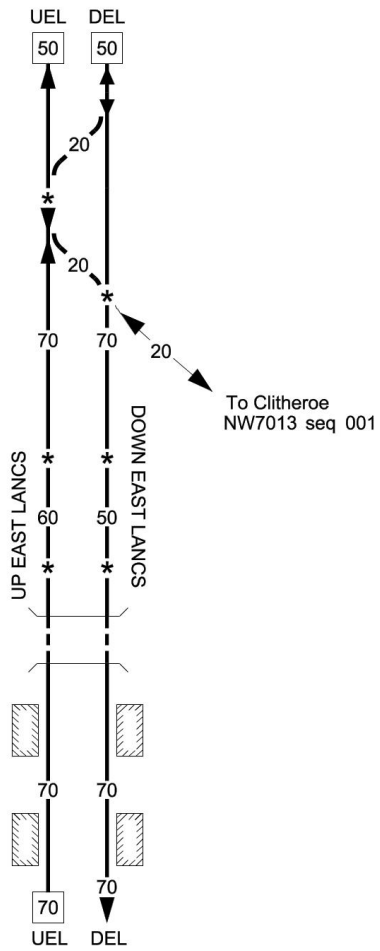
Location	Mileage M Ch	Running lines & speed restrictions
(Start / end of diagram)	10 00	
Connection to King Street Depot	10 08	
Blackburn Bolton Jn	10 11	
	10 17	
	10 23	
	10 25 *	
	10 28	
Blackburn GF	10 30	
BLACKBURN	10 42	
(Change of ELR)	10 50	FHR4 / FHR5
Blackburn Tunnel (398 metres / 435 yards)	10 55	
	to	
	10 75	
(Start / end of diagram)	10 76	



Signalling & Remarks
TCB Preston PSB (PN) — GSM-R
KSS: King Street Siding. AS: Arrival Siding. DS: Departure Siding. UEL: Up East Lancs. DEL: Down East Lancs.
Engineers' Line References: FHR4: All main running lines to 10m 50ch. FHR5: All main running lines from 10m 50ch. BBS1: Holding Sidings and connection. BBS2: East Lancs Sidings and connection. BBS3: Blackburn Goods Yard. BBS4: Arrival Siding, Departure Siding and King Street Depot.
Platform lengths: Blackburn. Platform 1: 215 metres (235 yards). Platform 2: 223 metres (244 yards). Platform 3: 79 metres (86 yards). Platform 4: 100 metres (109 yards).
Permissive working: PP-C and PP-A authorised in Platform 1. PP-C authorised in Platform 2 in the Up direction, and in the Down direction only from the Up & Down Darwen line.
Standages: Holding Siding 1: 115 metres (126 yards). Holding Siding 2: 115 metres (126 yards).

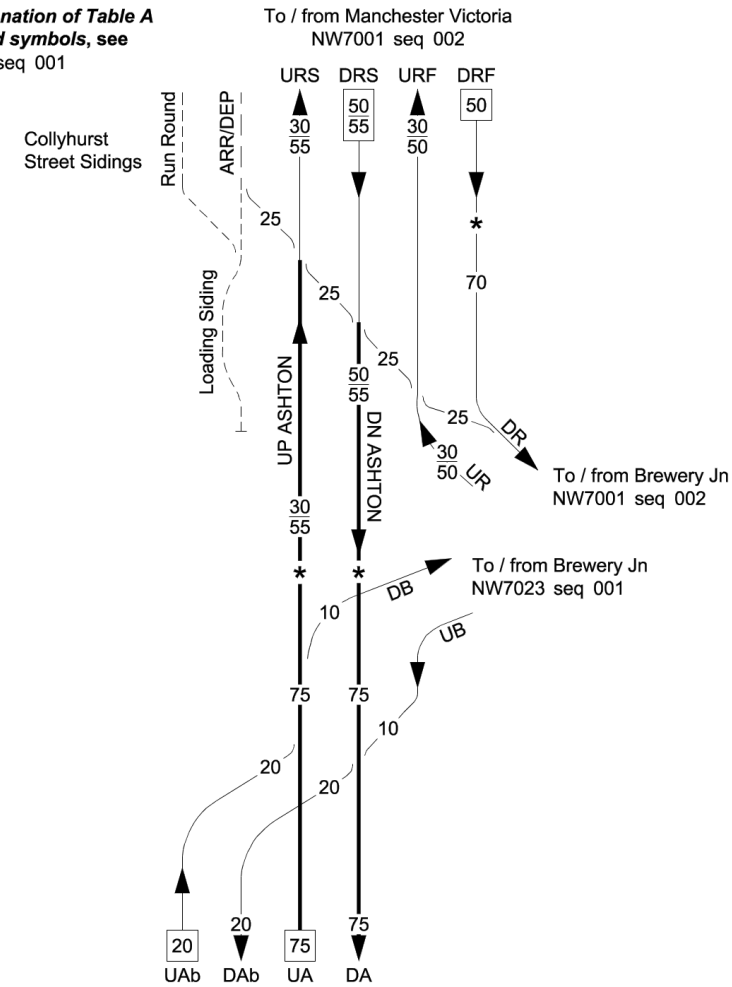
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7009	006	Farington Curve Jn. to Hall Royd Jn. (East Lancs lines)	FHR5	North West	19/11/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Preston PSB (PN) 'A' Panel GSM-R
	10 78		
	10 79 *		
Daisyfield Jn	11 09 *		
	12 16 *		
	12 68 *		
Rishton Tunnel (62m / 68 yds)	12 73 to 12 76		
RISHTON	13 26		Platform Lengths: Rishton Platform Up 65m (71 yds) Platform Down 45m (49 yds)
CHURCH & OSWALDTWISTLE	14 76		Platform Lengths: Church & Oswaldtwistle Platform Up 72m (79 yds) Platform Down 82m (90 yds)



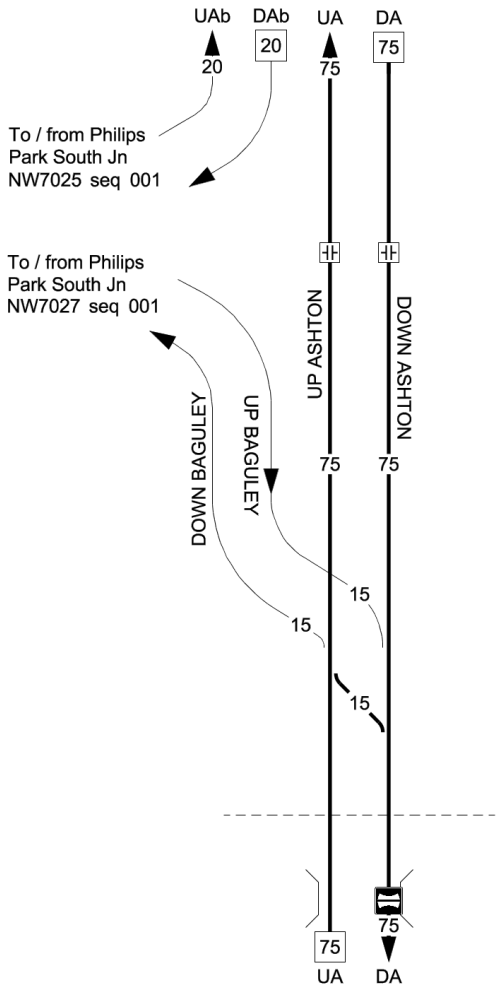
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	001	Miles Platting Jn to Marsden	MVM MVL1	North West	06/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Miles Platting Jn	1 17 *	**For *Explanation of Table A terms and symbols*, see** NW0001 seq 001	TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R
	1 22		NOTE: Only the Down Rochdale Slow, Down Ashton, Up Ashton and Up Rochdale Slow lines are provided with AC electrification. All other lines and sidings shown are NOT electrified.
(Change of ELR; buffer stops)	1 30	MVM / MVL1	URS: Up Rochdale Slow. DRS: Down Rochdale Slow. URF: Up Rochdale Fast. DRF: Down Rochdale Fast. ARR/DEP: Arrival / Departure Line. UR: Up Rochdale. DR: Down Rochdale.
	1 45 *		Axle counter area throughout.
(Start of Down Brewery line)	1 50		DB: Down Brewery. UB: Up Brewery.
Philips Park West Jn	1 57		UAb: Up Ashburys. DAb: Down Ashburys.
(Start / end of diagram)	1 67		



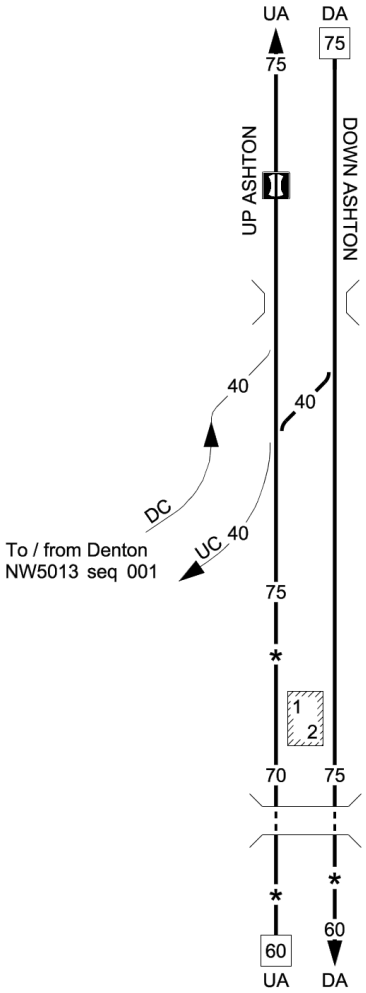
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	002	Miles Platting Jn to Marsden	MVL1	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	1 67		TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R
(Ashburys lines start / end adjacent to Ashton lines)	1 72		UAb: Up Ashburys. DAb: Down Ashburys.
Baguley Fold OHNS	2 05		Axle counter area throughout.
(Baguley lines start / end adjacent to Ashton lines)	2 13		
PARK STATION, former site of	2 18		
Baguley Fold Jn	2 39		
(Crossover)	2 47		
Clayton Bridge LC (MCB-OD)	3 22		
Clayton Viaduct (122 metres / 133 yards) from	3 33		Start of APCO zone - pantograph lower - from 3m 36ch.
to	3 39		
(Start / end of diagram)	3 40		



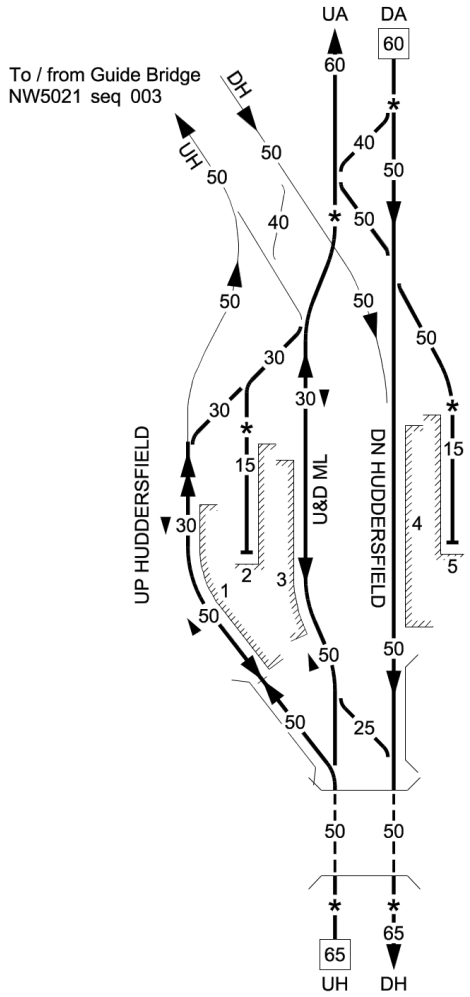
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	003	Miles Platting Jn to Marsden	MVL1	North West	01/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	3 40		TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe GSM-R
(Start of APCO zone - pantograph raise)	4 73		Axle counter area throughout.
M60 Motorway (101 metres / 110 yards) from	5 29		
to	5 34		
Ashton Moss North Jn	5 42 (0 40)		Mileage in round brackets ( ) is NW5013 mileage with ELR: AMJ.
			DC: Down Crowthorne. UC: Up Crowthorne.
	6 24 *		
ASHTON-UNDER-LYNE	6 33		Platform lengths: Ashton-under-Lyne. Platform 1: 104 metres (114 yards). Platform 2: 104 metres (114 yards).
Katherine Street Tunnel (84 metres / 92 yards) from	6 55		
to	6 59		
	6 66 * 6 67 *		
(Start / end of diagram)	7 00		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW7021	004	Miles Platting Jn to Marsden	MVL1 MVL2 MVL3	North West	31/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	7 00		TCB Manchester ROC (MN) Manchester North Workstation AC: Crewe — GSM-R
	7 31 *		Axle counter area throughout.
	7 42 *		Engineer's Line References: MVL1 / MVL2 boundary in the Down Ashton line is at the connection to the Platform 5 line. Platform 5 line has ELR: MVL2. All NW5021 lines shown have ELR: SAJ.
Stalybridge West Jn (Change of ELR)	7 50	MVL1 / MVL2	
	7 56 *		Platform lengths: Stalybridge. Platform 1 (through trains and turnback): 224 metres (245 yards). Platform 2: 121 metres (132 yards). Platform 3 (both directions): 224 metres (245 yards). Platform 4 (through trains and turnback): 249 metres (272 yards). Platform 5: 145 metres (159 yards).
	7 58 *		
STALYBRIDGE	7 68		Trains may turnback towards Ashton-under-Lyne from Platform 4.
(Change of ELR and mileage)	7 70	MVL2	
	7 74	MVL3	Permissive working: PP-A authorised in Platforms 1, 3 and 4 in both directions. PP authorised in Platforms 2 and 5.
from	7 77		
Stalybridge Viaduct (262 metres / 287 yards)			
Stalybridge East Jn	8 09		Standages: Up & Down Middle Line (Down direction): 346 metres (378 yards). Up & Down Middle Line (Up direction): 372 metres (407 yards).
to	8 09		
(Limit of electrification) from	8 10		
Stalybridge Tunnel (611 metres / 668 yards)			
to	8 41		DH: Down Huddersfield. UH: Up Huddersfield. U&D ML: Up & Down Middle Line.
	8 45 *		
(Start / end of diagram)	9 00		



For *Explanation of Table A terms and symbols*, see NW0001 seq 001

NW7009 - FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)

BLACKBURN

Remote platform starting signals. Trains must not depart Blackburn station platform 4 in the up (Preston) direction, until signal PN.441 has been cleared. A signal post telephone for PN.441 has been provided at the Blackburn Bolton Jn end of the platform.

Trains must not depart Blackburn platform 4 in the down (Clitheroe/Burnley) direction, until signal PN.435 has been cleared.

Traincrew relief. Drivers of up trains stopping at Blackburn for traincrew relief, must bring their train to a stand at either signals PN.437, PN.439, PN.441 or PN.443.

Dated: 03/07/17

NW7009 - FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)

Holme Tunnel

Due to limited clearances traincrews must not put their heads out when passing through Holme Tunnel. Diesel multiple unit trains composed of slam-door stock must be equipped with barred windows.

Excursions and diverted services composed of stock with slam doors that are required to pass through the tunnel may do so provided 'on board' warnings of restricted clearances are given to passengers by the guard.

Dated: 07/10/06

NW7013 - DAISYFIELD JN. TO HELLIFIELD

Daisyfield SB To Horrocksford Jn SB

TS1 Section Line Blockages in axle counter areas

In the axle counter sections listed below the “Engineering” mode must be selected when a line blockage is granted, as shown in TS1 Section 13. Trolleys may be used under this procedure.

Daisyfield: Down line only. From signal DS8 to Horrocksford Junction signal HJ 8.

Horrocksford Junction: Up line only. From signal HJ3 to Daisyfield signal DS12.

Dated: 17/05/14

NW7013 - DAISYFIELD JN. TO HELLIFIELD

RAMSGREAVE & WILPSHIRE

The Driver of a train which is stationary at Ramsgreave & Wilpshire station must not leave the driving cab except in emergency or if necessary in connection with the rules & regulations. In such circumstances the parking brake must be applied before leaving the cab.

Dated: 07/10/06

NW7013 - DAISYFIELD JN. TO HELLIFIELD

LANGHO

The Driver of a train which is stationary at Langho station must not leave the driving cab except in emergency or if necessary in connection with the rules & regulations. In such circumstances the parking brake must be applied before leaving the cab.

Dated: 07/10/06

NW7013 - DAISYFIELD JN. TO HELLIFIELD

CLITHEROE

Starting of passenger trains from Clitheroe station. One minute before an up train is due to depart from Clitheroe station, the guard must advise the signaller at Horrocksford Junction box, by telephone, that the train is ready to depart. The train must not depart until Horrocksford Junction up main starting signal has been cleared.

Dated: 07/10/06

NW7017 - GANNOW JN. TO COLNE

Modified Working over the Up & Down Colne line

When Modified Working is in operation over the Up and Down Colne line between Gannow Junction and Colne the driver of an Up direction train must advise the signaller at Preston PSB A panel that the train is complete with tail lamp when the train is clear of the single line. If the train is booked to stop at Rose Grove Station the driver must use GMSR to do this when stationary in the platform. If the train is not booked to stop at Rose Grove Station the driver will be stopped at Signal PN372 on the approach to Rose Grove Station instead.

Assistance to a failed train between Brierfield Station and Colne

If a train fails between Brierfield station and Colne and requires assistance, the driver of the assisting train will be stopped at either signal PN368 or signal PN369 at Gannow Junction. Before being authorised to pass the signal at danger, the driver will be instructed to stop at signal PN553 at Brierfield OD Level Crossing and obtain further instructions from the signaller at Preston PSB A panel.

Dated: 01/12/14

NW7017 - GANNOW JN. TO COLNE

Brierfield MCB-OD Level Crossing

Signals PN552 and PN553 are non–block stop signals that are provided for the protection of Brierfield MCB-OD level crossing on the Up & Down Colne line. They must not be used for taking Line Blockages or Rule Book Section T3 possessions.

Dated: 29/09/14

NW7017 - GANNOW JN. TO COLNE

Chaffers TOMB Level Crossing

Normal Operation of the Level Crossing

The level crossing will lower automatically as a train approaches it. Drivers must stop at the Stop Board and check that the barriers are lowered, the flashing white light indicator is illuminated and the crossing is clear and safe to proceed over before passing the Stop Board. Once clear of the level crossing the driver will observe a Barriers Up (BU) indication which indicates that the Level Crossing Barriers have raised correctly after the passage of the train.

Failure of Level Crossing Equipment

Drivers must report any failures of the level crossing equipment to the signaller at Preston box at the earliest opportunity.

If the level crossing equipment has not automatically operated after the train has come to a stand at the Stop board the driver must operate the emergency plunger.

1. Failure of the driver's white flashing light indication

If the driver's white light indication fails to flash after the train has come to a stand and the plunger has been operated, the train may pass the Stop Board and proceed over the crossing provided all the barriers are fully lowered, the road traffic signals are illuminated and the crossing is clear and safe to proceed over.

2. Failure of the level crossing barriers.

If any of the level crossing barriers fails to lower, but drivers can establish that the level crossing road traffic signals are illuminated, trains may proceed over the level crossing provided the level crossing is clear and it is safe to do so.

3. Failure of the level crossing barriers and road traffic signals. If the level crossing barriers and road traffic signals fail to operate correctly, trains must be dealt with as follows:

(a) Up trains. If the first train affected is travelling in the Up direction it may pass the Stop Board and proceed over the level crossing at extreme caution provided the driver can observe that the crossing is clear and is satisfied that it is safe to proceed. If the train is a passenger or empty coaching stock the interior lights must be lit during the hours of darkness. The driver must sound the horn continuously until the level crossing is reached.

(b) Down trains.If the first train affected is travelling in the down direction it must not pass over the level crossing. Before returning to Nelson Station the driver must advise the signaller at Preston PSB of the failure.

4. Failure of the Barriers Up ('BU') indication.

If the 'BU' indication has not been illuminated by the time the train is about to pass it, the driver must stop the train and advise the Conductor of the circumstances. Once advised the Conductor must return to the level crossing and attempt to raise the barriers by operating the Raise button in the driver's emergency plunger cupboard.

If this also fails to raise the barriers the Conductor must use the keys provided to unlock the barrier pedestal doors and raise the barriers manually in accordance with the instructions displayed in each barrier pedestal. Once raised the barriers must be secured in the raised position and the barrier pedestal doors locked. The keys must then be returned by the Conductor to the driver's emergency plunger cupboard which must be locked by the Conductor before the train is authorised to proceed forward.

Dated: 29/09/14

NW7019 - THORPES BRIDGE JN. TO GMC SIDING (INCL.)

Newton Heath TMD

When a movement requires to enter Newton Heath Traction Maintenance Depot, the signaller at Manchester ROC – Manchester North Workstation must request the slot from the Northern Trains Operations Team Leader at Newton Heath Traction Maintenance Depot.

The Northern Trains Operations Team Leader must only give the slot when satisfied that the movement can be made safely and no other conflicting movement has been authorised.

Dated: 07/04/15

NW7021 - MILES PLATTING JN. TO MARSDEN

STALYBRIDGE

Stabling of trains in Platforms 2 and 5 at Stalybridge station

Trains must not be stabled in Platform 2 or Platform 5 under normal working conditions.

In an emergency or during times of service disruption the stabling of trains is permitted. Drivers of stabled trains must in addition secure the train with wheel scotches before the train is left unattended. Rule Book Module TW1 Section 38.2 is amended accordingly.

Dated: 07/12/2024

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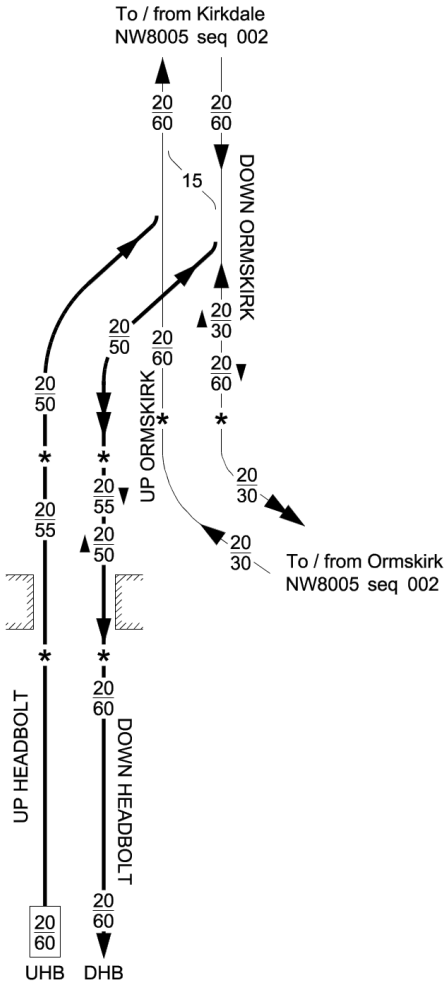
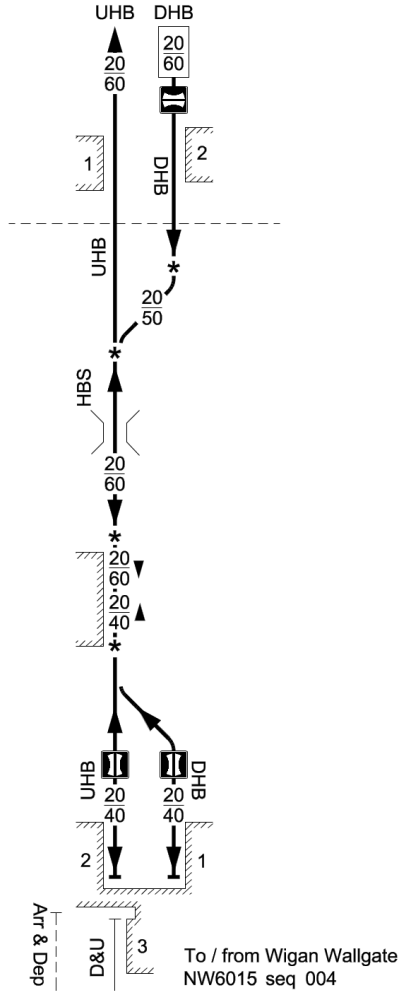
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8009	001	Walton Jn to Headbolt Lane	WJK	North West	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Merseyrail SCC (ML) Northern Line Workstation DC: Sandhills GSM-R
Walton Jn	33 16 (3 21)		Mileages in round brackets ( ) are NW8005 mileages with ELR: SJO2.
	(3 32) *		
	33 00 *		Trains may turn back towards Walton Jn from Rice Lane Down platform.
RICE LANE	32 60		Platform lengths: Rice Lane. Up platform: 140 metres (153 yards). Down platform (through trains and turnback trains): 141 metres (154 yards).
	32 54 *		Exceptionally Poor Rail Adhesion: Up Headbolt and Down Headbolt lines between 32m 40ch and 32m 30ch.
(Start / end of diagram)	32 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW8009	002	Walton Jn to Headbolt Lane	WJK WKL2	North West	23/11/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start / end of diagram)	32	00			TCB Merseyrail SCC (ML) Northern Line Workstation DC: Sandhills GSM-R
(Start of APCO zone - change to battery power)	31	48			
FAZAKERLEY	31	31			Platform lengths: Fazakerley. Platform 1: 126 metres (138 yards). Platform 2: 124 metres (136 yards).
Signal Works Road LC (FP)	31	16			
	31	00	*		
Fazakerley Jn	30	72			
	30	69	*		
M57 Motorway Bridge (73 metres / 80 yards) from	30	08			DHB: Down Headbolt. UHB: Up Headbolt. HBS: Headbolt Single.
to	30	05			
	29	49	*		NOTE: The Headbolt Single, Up Headbolt and Down Headbolt lines between 29m 44ch (Kirkby station) and Headbolt Lane station are NOT provided with DC third rail electrification.
(Limit of Electrification)	29	44			Platform length: Kirkby (Merseyside). Both directions: 120 metres (131 yards).
KIRKBY (MERSEYSIDE) (Change of ELR)	29	41	*	WJK / WKL2	
Kirkby East Jn	29	35			D&U: Down & Up Line. Arr & Dep: Arrival & Departure Line.
(Start of APCO zone - change to 750V DC power - Up direction only)	29	15			
(Buffer stops) **HEADBOLT LANE**	28	56			Platform lengths: Headbolt Lane. Platform 1: 139 metres (152 yards). Platform 2: 139 metres (152 yards). Platform 3: See NW6015 seq 004.
	28	55			



NW8007 - BOOTLE JN. TO AINTREE EMERGENCY G.F.

Bootle Junction To Aintree Emergency GF

'Down & Up' Goods Line. This line may only be used by engineers' trains under the authority of the Network Rail Route Infrastructure Maintenance Manager.

Aintree West level crossing. Trains must stop at the 'Stop' boards located 23 metres (25 yards) from the crossing. Drivers must sound the horn and ensure that the crossing is clear before proceeding.

Dated: 03/10/09

NW8011 - MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)

JAMES STREET

When a train is stabled in the stabling siding, all handbrakes must be applied and scotches must be placed under the wheels on the side of the train away from the conductor rail. When not in use, the scotches are kept in the manhole adjacent to the telephone at the station end of the siding.

Dated: 07/10/06

NW8011 - MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)

CONWAY PARK

***Working Instructions for D.C. Electrified Lines In The Liverpool Area, Section F*.** All instructions applicable to the Mersey section must be applied through Conway Park station.

Dated: 07/10/06

NW8011 - MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)

BIRKENHEAD NORTH To Bidston East Jn

Birkenhead North TMD depot. The signaller at Merseyrail IECC will advise the person in charge (PIC) at Birkenhead North depot shunters cabin of the description of a train which requires to enter the 'arrival and departure' line, washer road or 'up & down' through siding. The PIC must operate the appropriate slot control to the 'Off' position provided no conflicting movement is being made.

The PIC must advise the signaller at Merseyrail IECC of the description of a train which requires to leave the depot.

The washer road must only be used by empty passenger-carrying coaching stock trains, requiring to go through the wash plant. All other trains must be routed via the 'up and down' through siding.

Wallasey Bridge Road level crossing. The person in charge (PIC) at Birkenhead North TMD depot shunters cabin must be asked for authority for a down train to approach Wallasey Bridge Road LC. This authority must not be given unless the PIC can meet the train on its arrival at the crossing. After giving authority for a down train to approach, or when an up train is ready to proceed to the docks, the PIC must go to the crossing and, when the train approaches, must close the gates to road traffic. After the train has passed over the crossing, the PIC must reopen the gates to road traffic. The Goods line to the docks is currently out of use.

Dated: 07/10/06

NW8011 - MANN ISLAND JN. TO WEST KIRBY (VIA LOOP)

HOYLAKE

Rule Book Module S7, Section 3, Clause 3.1. During engineering operations or during periods of severe service disruption, passenger trains may start in the Up direction from the Down platform at Hoylake station on the authority of the clearance of position light signal ML.1560.

Dated: 07/12/13

NW8013 - CANNING STREET JN. TO HOOTON SOUTH JN.

BIRKENHEAD CENTRAL

Rule Book Module S7, Section 3, Clause 3.1. During engineering operations passenger trains may start in the Down direction from the Up platform at Birkenhead Central station on the authority of the clearance of position light signal ML.1759. A Person in Charge of the platform will be also appointed to ensure that signal ML.1759 is showing a proceed aspect before giving the Person controlling movements authority to depart.

Dated: 07/12/13

NW8013 - CANNING STREET JN. TO HOOTON SOUTH JN.

ROCK FERRY

When it is deemed necessary due to engineering works or other related circumstances, then not more than 2 x Class 507, Class 508 or Class 777 electric multiple units coupled together are authorised to be stabled on the Down Chester line (Platform 1) at Rock Ferry. This authorisation only applies overnight between the last train of the day and the first train of the following day.

During the period when the Class 507, Class 508 or Class 777 electric multiple units coupled together are stabled on the Down Chester line (Platform 1) at Rock Ferry, the Driver must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Dated: 07/12/2024

NW8013 - CANNING STREET JN. TO HOOTON SOUTH JN.

HOOTON

When it is deemed necessary due to engineering works or other related circumstances, then not more than 2 x Class 507, Class 508 or Class 777 electric multiple units coupled together are authorised to be stabled on either the Down Chester line (Platform 2) or Up Chester line (Platform 3) at Hooton. This authorisation only applies overnight between the last train of the day and the first train of the following day.

Note that either Platform 2 or Platform 3 at Hooton can be used for stabling, but not both platforms at the same time. Only one through platform can be used at a time to allow a through route on the Hooton main lines.

During the period when the Class 507, Class 508 or Class 777 electric multiple units coupled together are stabled at Hooton, the Driver concerned must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train.

This authorisation especially amends Rule Book Module TW1, Clause 38.2 in respect of the stabling of trains in other than an authorised location.

Dated: 07/12/2024

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NW9001 - DORE WEST JN. TO EDGELEY JN. NO.1 (HOPE VALLEY LINES)

Totley Tunnel

Reflectorised marker plates are provided at half-mile intervals throughout Totley Tunnel. These plates consist of a black number on a white background and are fixed to the recess walls of refuges on both sides of the tunnel. When reporting track defects or other incidents in the tunnel, the location must be identified from the nearest plates.

Dated: 07/10/06

NW9003 - CHINLEY EAST JN. TO CHINLEY SOUTH JN. (CHORD LINE)

Chinley East Junction To Chinley South Junction

Confirming 'Train arrived complete' on the Down & Up Chord line. When a train is brought to a stand on the Down & Up Chord line at signals CY158 or CY164 the guard, or driver of a DO train, must, after ensuring that the train is complete, advise the signaller at Chinley signal box by GSM-R or the nearest telephone.

Dated: 21/11/2020

NW9005 - CHINLEY NORTH JN. TO BUXTON

Dove Holes Tunnel

Numbered plaques are provided throughout the tunnel at 22-yard intervals and must be referred to when identifying locations within the tunnel.

A camera is installed within Doves Hole Tunnel at 165m 07ch, between plaques 45 and 46, to monitor flood water levels. If you see any flood water that might affect the passage of trains at this location, or anywhere else within the tunnel, then you must contact the signaller at Peak Forest South SB in accordance with Rule Book Module M3, Section 4 *Flood, flowing or pooling water*.

If you have already been advised by the signaller at Peak Forest South SB or Chinley SB of flood water that might affect the passage of trains within the tunnel at certain locations, then you must follow the signallers' instructions with regards to reporting back once you have passed through the tunnel.

Dated: 16/03/2024

NW9005 - CHINLEY NORTH JN. TO BUXTON

Peak Forest South Long Sidings

Method of Working for Banking Locomotives from Cemex Dove Holes Quarry

Peak Forest Long Sidings are situated on a 1 in 90 gradient climbing towards Peak Forest South. For heavy freight trains, a rear assisting locomotive in the form of a 'banking' locomotive may be required.

If a rear assisting banking locomotive is not available, then a number of wagons must be removed from the train prior to departure from Cemex Dove Holes Quarry. Wagons must not be detached in either Long Sidings unless the train has failed as outlined below.

If a wagon set requiring banking assistance is stabled in Long Siding No.1 and the identified assisting locomotive is required back in Cemex Dove Holes Quarry for shunting operations, Long Siding No.2 must be kept clear to allow the assisting locomotive to return to the rear of the wagon set prior to its departure.

If the rear assisting banking locomotive fails whilst banking and the leading locomotive is unable to haul the train forward, then a number of wagons must be detached from the wagon set in Long Sidings prior to the train continuing forward. A rescue locomotive must be sourced from Cemex Dove Holes Quarry to assist the remaining wagons and failed banking locomotive back into the Quarry.

Trains departing Long Sidings with Banking Assistance

Upon arrival, the rear banking locomotive will be detached. Once the leading locomotive has been attached to the wagon set, a brake test will be carried out to prove air continuity throughout the set.

Once the brake test has been completed and lead locomotive pre-checks have been completed, the lead locomotive Driver will establish radio communication with the Driver of the rear assisting banking locomotive via GSM-R cab-to-cab radio, or via two-way radio.

The lead locomotive Driver will contact the signaller at Peak Forest South signal box via GSM-R and advise that they are ready to depart.

The lead locomotive Driver will contact the Driver of the rear assisting banking locomotive via GSM-R or two-way radio to advise they are ready to depart and are waiting for signals PF26 and PF19 to be cleared.

Once signals PF26 and PF19 have been cleared, the lead locomotive Driver will contact the Driver of the rear assisting banking locomotive via GSM-R or two-way radio to advise the signals have been cleared and will grant authority to commence banking. Both drivers are to apply enough power to ensure that the maximum permitted speed of 15mph upon exiting Long Sidings is not exceeded.

The Driver of the banking locomotive must come to a stand in the Long Sidings at a position adjacent to PF13/PF17 signal gantry, which is located on the Down & Up Through Siding. The driver of the banking locomotive must not pass this point.

Once the freight train has fully departed onto the Up Goods line towards Chinley South Jn, the Quarry PIC will contact the signaller at Peak Forest South SB to request the route is set from signal PF8 into Cemex Dove Holes Quarry for the banking locomotive. Once signal PF8 has been cleared, the Quarry PIC will grant permission for the Driver of the banking locomotive to proceed. All signals must be obeyed as normal.

Dated: 09/11/19

NW9005 - CHINLEY NORTH JN. TO BUXTON

Great Rocks Junction SB

Because of the noise of quarry operations in this area, drivers must make frequent use of the horn during shunting, particularly when the view of the line ahead is restricted.

Working of non-Tarmac (BLI) trains into Tarmac (BLI) Tunstead sidings. Trains may go into the Tarmac (BLI) Company's sidings when the appropriate signal is cleared or when authorised to by the signaller at Great Rocks Junction signal box, but must not pass the Tarmac (BLI) receptionist's cabin until instructed to do so by the Tarmac (BLI) shunter.

Trains turned on to the down reception line at the Tarmac (BLI) sidings must not exceed **10 mph** on that line. The tail lamps of trains stabled on this line must be left lit..

Dated: 14/07/07

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NW9005 - CHINLEY NORTH JN. TO BUXTON

Great Rocks Junction SB to Armco Tunnel

Working of the Down & Up Tunstead Siding at Tunstead sidings.

Up direction movements. The shunter must obtain the authority of the signaller at Great Rocks Junction signal box before allowing a train to depart from the sidings and proceed over the Down & Up Tunstead Siding to Great Rocks Junction signal box. When this authority has been received, the shunter must not allow the driver to proceed until the signal applying to the Tunstead siding has been cleared.

Down direction movements. Down direction movements may be allowed to proceed from Great Rocks Junction signal box to Tunstead sidings without being advised to the shunter. However, the guard or driver of a DO train, must tell the signaller at Great Rocks Junction signal box when the train has arrived at Tunstead sidings complete with tail lamp and is clear of the Down & Up Tunstead Siding.

Failure of telephones. Should the telephone between Great Rocks Junction signal box and Tunstead sidings fail, working by pilot must be introduced over the Down & Up Tunstead Siding.

Should the telephone at the south end of the Down & Up Tunstead Siding fail, the driver must obtain authority from the shunter at Tunstead sidings before going into the sidings.

Dated: 03/12/2022

NW9005 - CHINLEY NORTH JN. TO BUXTON

Exchanging Tokens at Buxton Signal Box

When a train is signalled from the Up & Down Great Rocks Single Line into the Up Relief Sidings at Buxton for the purpose of running round the train, the driver does not have to stop at Buxton signal box to surrender the token to the signaller when proceeding into the sidings. The requirements of Rule Book Module TW1 Section 34.3 are amended accordingly.

Once the loco is detached from the train in the Up Relief Sidings the following will apply:

1. Whenever possible, the run round movements should take place wholly within the Up Relief Sidings, by using the handpoint operated crossover at 164m 68ch.
2. If Option 1 is not available, the Signaller at Buxton will signal the locomotive from the Up Relief Sidings towards the station. In these circumstances the Driver must stop at the signal box and surrender the token to the Signaller when proceeding towards the station. Stop outside the signal box and surrender the token.
3. If Options 1 and 2 are both not available to the Signaller the locomotive will be signalled from the Up Relief Sidings towards the Up & Down Great Rocks Single Line. In these circumstances the driver of the locomotive must:
   - Stop outside the signal box and surrender the token.
   - Wait until the Signaller issues a new token.
   - Make certain that the section signal is off before entering the single line (unless authorised by the Signaller to pass the signal at danger if signalling equipment is defective or disconnected).
   - Stop at the signal box when signalled back from the single line towards the Up Relief Siding and surrender the token.

Dated: 07/12/2024

NW9019 - BUXTON TO BRIGG'S SIDINGS

Buxton to Brigg's Sidings

During failure or disconnection of block signalling, or if a token is lost or damaged, working by pilot in accordance with Rule Book Module P2 need not be introduced between Buxton and Brigg's Sidings, or between Buxton and Hillhead Quarry Sidings, providing that a token is available or made available for use.

Trains between Buxton and Brigg's Sidings, or between Buxton and Hillhead Quarry Sidings, may then be worked in accordance with Rule Book Module TS8 *One-train working regulations*. The signaller at Buxton signal box must instruct drivers that the token must not be passed through the token instrument at either Brigg's Sidings or Hillhead Quarry Sidings whilst one-train working is in force.

Dated: 03/12/22

NW9019 - BUXTON TO BRIGG'S SIDINGS

Brigg's Sidings

Operating instructions to the PICOS for Brigg's Sidings

General. For maintenance and faulting, the PICOS must arrange with the signaller at Buxton Signal Box to release a token for the Down & Up Hindlow single line for protection purposes.

Taking the Partial Possession of Briggs Sidings. The signaller at Buxton Signal Box will reach a clear understanding with the PICOS on the arrangements to take a Partial Possession of Briggs Sidings in accordance with Rule Book Module TS1 Section 13.4.4 *Possession of part of one siding*.

The Partial Protection will be the operation of a fixed manual derailer and STOP boards, located on the siding's lines in Brigg's Sidings at the Network Rail boundaries.

The signaller at Buxton Signal Box, when in a position to do so, will grant the Partial Possession of Brigg's Sidings. The limits will be from Briggs GF points 2A (i.e. the end of the Up & Down Hindlow single line) to the Partial Protection placed at the Network Rail boundaries.

The PICOS must advise the signaller at Buxton Signal Box when the partial protection is in place. The signaller will make an entry in the Train Register book.

Giving up of the Partial Possession of Brigg's Sidings. After the work has been completed, the lines are clear, and when in a position to do so, the PICOS must advise the signaller at Buxton Signal Box to arrange giving up the Partial Possession of the sidings.

The PICOS will remove the partial protection on the lines in Brigg's Sidings and then advise the signaller at Buxton Signal Box that the line is safe and fit for the passage of trains.

The signaller at Buxton Signal Box will make an entry in the Train Register book and advise the PICOS.

Dated: 16/03/2024

NW9021 - BUXTON TO HAZEL GROVE EAST JN.

BUXTON

Rule Book Module P1, Section 5.2. When single line working is in operation, the signaller at Buxton signal box is authorised to allow a shunting movement on to the single line without the pilot being present to personally authorise the movement, provided that the signaller has first obtained the pilot's permission.

Servicing of Northern Trains units stabled at Buxton Station

A Designated Person (DP) must be appointed when servicing on Northern Trains vehicles is undertaken within the station area at Buxton station. Before allowing any work to commence, the Designated Person must reach a clear understanding with the signaller at Buxton signal box on the nature of the work to be undertaken and ensure that a 'NOT TO BE MOVED' board is provided on the leading end of any vehicle stabled on the Middle Road.

The signaller at Buxton signal box must, when satisfied it is safe to do so, give permission to the Designated Person to secure points 12b in the Normal position. The Designated Person must confirm to the signaller when points 12b have been secured in the Normal position.

Once the signaller has made a suitable entry in the Train Register, then authority may be given by the signaller to the Designated Person for work to commence.

When all work is complete and movements may resume in the Middle Siding, the Designated Person must remove the 'NOT TO BE MOVED' boards from any stabled vehicles in the Middle Siding and confirm to the signaller that all work has been completed.

The signaller, when satisfied it is safe to do so, will authorise the Designated Person to release points 12b. The Designated Person must confirm to the signaller when this has been done.

Normal working may then be resumed.

Dated: 03/12/22

NW9021 - BUXTON TO HAZEL GROVE EAST JN.

Norbury Hollow LC (MCG)

When it is necessary to pass intermediate block home signal HG26 at danger on the Up Main line the driver must proceed cautiously and only pass over Norbury Hollow Level Crossing when satisfied it is safe to do so. Unless the Up Main Line is under a T3 possession no handsignal to proceed will be displayed by the Crossing Keeper.

Use of Handsignals by the Crossing Keeper

Listed below are the occasions where the crossing keeper will if necessary authorise drivers to proceed over the level crossing by displaying a green handsignal.

The handsignal will only be displayed once the level crossing has been closed to road movements and where necessary secured and the crossing keeper is satisfied it is safe for the driver to proceed over the crossing.

Defective or disconnected stop signal

If the crossing keeper is unable to clear the Down Main Line stop signal due to it being defective or disconnected.

GE/RT8000 Module P1 - Single Line Working

Wrong direction movements made during Single Line Working on either line or on the Down Main Line in the right direction if the Down Main line signal cannot be cleared.

GE/RT8000 Module T3 Possession of a running line for engineering work

Right or wrong direction movements within a T3 possession

Dated: 07/06/14

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NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	Y	Y	Y	Y	Y	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	Y	Y	Y	Y	Y	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	Y	Y	Y	Y	Y	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	Y	Y	Y	Y	Y	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	Y	Y	Y	Y	Y	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	Y	Y	Y	Y	Y	Y	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	Y	Y	Y	Y	Y	N	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	Y	Y	Y	Y	Y	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	Y	Y	Y	Y	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	Y	Y	Y	Y	Y	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	Y	Y	Y	Y	Y	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	Y	Y	Y	Y	Y	Y	Y
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	Y	Y	Y	Y	Y	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	Y	Y	Y	Y	Y	Y	Y
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	Y	Y	Y	Y	Y	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	Y	Y	Y	Y	Y	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	Y	Y	Y	Y	Y	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	Y	Y	Y	Y	Y	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	Y	Y	Y	Y	Y	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	Y	Y	Y	Y	Y	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	150	153	155	156	158	159	Notes
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	N	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	N	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	N	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	N	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	N	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	N	N	N	
NW8011	CWK 1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	N	
NW8011	CWK 2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	R1 R2	R1 R3	N	N	N	N	R1 Prohibited between Change of ELR (Birkenhead Park) and Birkenhead North R2 Prohibited Birkenhead North platform 1 Up Passenger Loop R3 Prohibited from passing other vehicles between Birkenhead North Jn and Bidston East Jn on the Up and Down lines
NW8011	CWK 3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	Y	Y	N	N	N	N	R1 Prohibited between Bidston East Jn and Biston
NW8011	CWK 3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	Y	N	N	N	N	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	N	N	N	N	
NW8017	CCS1 /2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	Y	N	N	Y	Y	N	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	Y	N	N	Y	Y	N	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	Y	N	N	Y	Y	N	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	Y	N	N	N	Y	N	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	Y	Y	Y	Y	Y	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	Y	Y	Y	Y	Y	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	N	N	N	N	N	N	
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	N	N	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	N	N	N	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	N	N	N	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	Y	Y	Y	Y	Y	N	
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	Y	Y	Y	Y	Y	N	
NW9007	TTA1	Romiley Jn – Brinnington (Change of Mileage)	178	33	181	00	Y	Y	Y	Y	Y	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	Y	Y	Y	Y	Y	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	Y	Y	Y	Y	Y	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	Y	Y	Y	Y	Y	N	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	Y	Y	Y	Y	Y	N	
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	N	N	N	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	N	N	N	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	N	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	Y	N	Y	Y	Y	N	
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	Y	Y	Y	Y	Y	N	
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	Y	Y	Y	Y	Y	N	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	Y	Y	Y	Y	Y	N	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	153	155	156	158	159	Notes
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	Y	Y	Y	Y	Y	N	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	Y	Y	Y	Y	Y	N	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	Y	Y	Y	Y	Y	N	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of Line	11	03	11	46	N	N	N	N	N	N	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	Y	Y	Y	Y	Y	N	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods Lines)	0	00	0	25	Y	Y	Y	Y	N	N	

Table D1B – Route clearance of diesel multiple units

Last Updated: 30/11/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	N	N	Y	Y	N	N	N	Y	E	Y	T	N	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	N	N	Y	Y	N	N	N	Y	E	Y	T	N	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	N	N	Y	Y	N	N	N	Y	E	Y	T	N	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	E	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	Y	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	Y	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	N	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	N	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	N	Y	Y	Y	N	E	Y	Y	Y	Y	T	N	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	N	Y	R1	Y	Y	Y	Y	Y	Y	Y	T	Y	R1 10mph Crewe platform 11
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	N	N	Y	Y	Y	N	Y	Y	Y	Y	T	N	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	N	N	Y	Y	Y	N	Y	N	Y	Y	T	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	R1 Notes
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	N	N	N	Y	Y	N	Y	N	Y	Y	T	N	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	N	N	N	Y	Y	N	Y	N	Y	Y	T	N	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	N	N	N	Y	Y	N	Y	N	Y	Y	T	N	
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	N	N	N	Y	Y	N	Y	N	N	Y	T	N	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	N	N	N	Y	R1	Y	Y	N	N	Y	T	N	R2 Prohibited Preston platforms 3C and 4C
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	N	N	N	Y	N	Y	Y	N	N	Y	T	N	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	E R1	Y	Y	Y	N	N	EH	Y	Y	Y	T	N	R1 Prohibited between Penkridge and Stafford Trent Valley Jn No.1
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	N	N	N	N	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	N	N	N	N	N	N	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	N	N	N	N	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	N	N	Y	N	N	N	N	Y	N	Y	Y	N	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	N	Y	Y	Y	N	N	N	N	Y	N	Y	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	N	Y	Y	Y	N	N	N	N	Y	N	Y	N	
NW1009	BHI	Basford Hall Jn – Site of former Sydney Bridge Jn (Independent lines)	156	16	158	76	N	N	N	Y	N	N	N	N	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	N	N	N	Y	N	N	N	N	N	N	N	N	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	N	N	N	N	N	N	N	N	N	N	N	N	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent lines)	157	71	158	73	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	N	N	N	Y	N	Y	Y	N	Y	Y	Y	N	
NW1023	HOB2	Haydock Branch Jn – End of line	0	00	0	53	N	N	N	N	N	N	N	N	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	N	N	N	N	N	N	Y	N	N	Y	Y	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	N	N	N	N	N	N	N	N	N	N	N	N	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	N	N	N	N	N	N	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	N	N	Y	Y	N	N	Y	N	Y	Y	T	N	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	N	N	Y	Y	N	N	Y	N	Y	Y	T	N	
NW2001	WJL3	Speke East Jn – Edge Hill East Jn	186	72	191	75	N	N	Y	Y	N	R1	Y	N	Y	Y	T	R1	R1 Prohibited between Speke East Jn and Allerton Jn
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	N	N	Y	Y	N	Y	Y	N	Y	Y	T	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	N	N	N	N	N	N	N	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	N	N	N	N	N	N	N	N	N	N	N	N	
NW2009	SDJ2	End of line (Latchford) – Ditton East Jn	10	06	18	55	N	N	N	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	N	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	N	N	N	N	N	N	N	N	N	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	N	N	N	Y	Y	Y	Y	N	EH	Y	Y	N	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	N	N	N	N	N	N	Y	N	N	Y	Y	N	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	N	N	N	N	N	N	Y	N	N	Y	Y	N	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	N	N	N	N	N	N	Y	N	N	Y	Y	N	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	N	N	N	N	N	N	N	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn –Network Rail Boundary (MDHC)	0	15	5	53	N	N	N	N	N	N	N	N	N	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	N	Y	Y	Y	N	E	Y	Y	Y	Y	Y	N	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	N	Y	Y	Y	N	N	Y	N	Y	Y	Y	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	N	Y	Y	R1	N	N	R2 R3	N	R4	Y	Y	N	R1 Prohibited Chester parcels platform with crush deflated suspension R2 Prohibited between Chester West Jn and Change of ELR (Windmill Lane Tunnel) R3 Prohibited Chester platform 1 and Chester Parcels platform with deflated secondary suspension R4 R4 Prohibited Chester Parcels platform with crush loading

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	R1 Notes
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	N	Y	Y	Y	N	N	N	N	Y	N	R1	N	R1 Prohibited Wrexham General platform 2 with deflated secondary suspension
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	N	Y	Y	Y	N	N	N	N	Y	N	Y	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	N	N	N	Y	N	N	N	N	Y	N	N	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	N	N	N	R1	N	N	N	N	Y	N	N	N	R2 Prohibited Pen-Y-Ffordd Down platform with failed secondary suspension
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	N	N	N	Y	N	N	N	N	Y	N	N	N	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	N	N	N	Y	N	N	N	N	Y	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	N	N	N	Y	N	N	N	N	Y	N	N	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	N	N	N	R1	N	N	R1	N	R2	N	R1	N	R1 Prohibited between Chester North Jn and Hooton South Jn R2 R2 Prohibited Bache to Hooton South Jn
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	N	N	N	N	N	N	N	N	N	N	N	N	
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	N	N	N	N	N	N	Y	N	N	N	N	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of line	0	30	27	53	N	N	N	N	N	N	N	N	Y	N	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	N	N	N	Y	N	N	N	N	Y	Y	Y	N	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	N	N	N	Y	N	N	Y	N	Y	Y	Y	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	N	N	N	Y	N	N	Y	N	Y	N	N	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	N	N	N	Y	N	N	Y	N	Y	N	N	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	N	N	N	Y	N	N	Y	N	Y	N	N	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	N	N	N	Y	N	N	Y	N	Y	N	N	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	N	N	N	Y	N	N	R2	N	Y	R1	R1	N	R2 Prohibited between Change of ELR (Altrincham) and Northwich West Jn R3 Prohibited between Hale and Mickle Trafford Jn
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	N	N	N	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	N	N	N	N	N	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	N	N	N	Y	N	N	N	N	N	Y	Y	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	N	N	N	N	N	N	N	N	N	N	N	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	N	N	N	N	N	N	N	N	N	N	N	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	N	N	N	N	N	N	N	N	N	N	N	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	N	N	N	N	N	N	N	N	Y	N	N	N	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	N	N	N	Y	R1	Y	Y	N	N	Y	T	N	R2 Prohibited Preston platforms 3C and 4C
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	N	N	N	Y	Y	Y	Y	N	N	Y	T	N	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	N	N	N	Y	N	Y	Y	N	N	Y	T	N	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	N	N	N	N	N	Y	Y	N	N	Y	T	N	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	N	N	N	N	N	Y	Y	N	N	Y	T	N	
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	N	N	N	N	N	Y	Y	N	N	Y	T	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	N	N	N	N	N	R1	E	N	N	Y	T R2	N	R1 Prohibited Carlisle platform 2 R2 Prohibited Carlisle platforms 3 and 4 with deflated secondary suspension
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	N	N	N	N	N	R1 R2 R3	E R1	N	N	Y	T R4	N	R1 Prohibited Carlisle platform 7 R2 Prohibited Carlisle platform 8 in laden condition with deflated suspension R3 Prohibited last 5 metres of Carlisle platform 8 R4 Prohibited Carlisle platforms 3 and 4 with deflated secondary suspension
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	N	N	N	N	N	Y	N	N	N	Y	T	N	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	N	N	N	N	N	Y	N	N	N	Y	T	N	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	N	N	N	Y	Y	R1	Y	N	N	Y	Y	N	R1 Prohibited Blackpool platform 5 (last 20 metres)
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	N	N	N	N	N	N	Y	N	N	N	N	N	
NW4009	WPS	Poulton – End of line	14	40	18	08	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	N	N	N	N	N	Y	Y	N	N	N	N	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	N	N	N	N	N	E	Y	N	N	N	N	N	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	N	N	N	N	N	E	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	N	N	N	N	N	N	N	N	N	N	N	N	
NW4027	ETC	End of line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	N	N	N	N	N	N	N	N	N	N	N	N	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	N	N	N	N	N	N	EH	N	N	N	N	N	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	N	N	N	N	N	N	EH	N	N	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	N	N	N	N	N	Y	N	N	N	Y	Y	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4033	CBC1	Carnforth Station Jn – Limit of Electrification (Carnforth)	0	38	0	60	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW4033	CBC1	Limit of Electrification (Carnforth) – Whitehaven	0	60	74	66	N	N	N	R1	N	R1	R2 R3	N	N	N	N	N	R1 Prohibited between Millom and Whitehaven R2 Prohibited Barrow-in-Furness Down platform 1 with deflated secondary suspension R3 Prohibited Millom Up platform 1 with deflated secondary suspension
NW4033	CBC1	Whitehaven – Bransty SB (Change of ELR)	74	66	74	73	N	N	N	N	N	N	Y	N	N	N	N	N	
NW4033	CBC2	Bransty SB (Change of ELR) – Change of ELR (Maryport)	0	16	12	05	N	N	N	N	N	N	Y	N	N	N	N	N	
NW4033	CBC3	Change of ELR (Maryport) – Carlisle South Jn	0	00	27	49	N	N	N	N	N	E R1	Y	N	N	R1	R1	N	R1 Prohibited between Change of ELR (Maryport) and Currock Jn R2 Prohibited between Maryport and Carlisle South Jn
NW4041	DAP	Dalton Jn – Park South Jn	0	00	0	76	N	N	N	Y	N	Y	Y	N	N	N	N	N	
NW5001	CMP1	Crewe North Jn – Sandbach North Jn	158	17	162	62	N	N	Y	Y	Y	Y	Y	R1	Y	Y	Y	N	R1 Prohibited Former Site of Sydney Bridge to Sandbach North Jn
NW5001	CMP1	Sandbach North Jn – Wilmslow South Jn	162	62	176	53	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW5001	CMP1	Cheadle Hulme North Jn – Edgeley Jn No.1	180	67	182	36	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW5001	CMP2	Edgeley Jn No.1 – Edgeley Jn	182	36	182	59	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5001	CMP2	Edgeley Jn – Slade Lane Jn	182	59	186	46	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5001	CMP2	Slade Lane Jn – Ardwick Jn	186	46	188	08	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5001	CMP2	Ardwick Jn – Manchester Piccadilly East Jn	188	08	188	48	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5001	CMP2	Manchester Piccadilly East Jn – Manchester Piccadilly	188	48	188	70	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW5003	STY	Wilmslow South Jn – Heald Green South Jn	0	00	2	50	N	N	Y	Y	N	Y	Y	N	Y	Y	Y	N	
NW5003	STY	Heald Green South Jn – Heald Green North Jn	2	50	3	13	N	N	Y	Y	N	Y	Y	N	Y	Y	Y	N	
NW5003	STY	Heald Green North Jn – Slade Lane Jn	3	13	9	44	N	N	Y	Y	N	Y	Y	N	Y	Y	Y	N	
NW5005	SMA	Heald Green South Jn – Heald Green West Jn	1	48	1	10	N	N	Y	Y	N	Y	Y	N	EH	Y	Y	N	
NW5007	MIA	Manchester Airport – Heald Green North Jn	0	00	1	51	N	N	Y	Y	N	Y	Y	N	Y	Y	Y	N	
NW5008	LEC6	Little Bridgeford Jn – Searchlight Lane Jn (Change of ELR and mileage) (Up line only)	137	42	138	55	Y	Y	Y	Y	N	N	N	Y	R1	Y	Y	N	R1 R1 Prohibited Heamies Bridge to Searchlight Lane Jn (Change of ELR and Mileage) (Up line only)
NW5008	NBS	Searchlight Lane Jn (Change of ELR and mileage) – Stone Jn	4	06	0	00	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	
NW5008	NBS1	Norton Bridge Jn – Yamfield Jn (Norton Bridge East Chord)	4	14	2	50	Y	Y	Y	N	N	N	N	Y	Y	Y	Y	N	
NW5009	CMD2	Colwich Jn – Stone Jn	38	61	27	00	N	N	Y	Y	N	N	N	Y	N	Y	T	N	
NW5009	CMD2	Stone Jn – Stoke Jn	27	00	20	36	N	N	Y	Y	N	N	N	Y	EH	Y	T	N	
NW5009	CMD2	Stoke Jn – Glebe Street Jn	20	36	20	10	N	N	Y	Y	N	N	Y	Y	EH	Y	T	Y	
NW5009	CMD2	Glebe Street Jn – Change of ELR	20	10	15	65	N	N	Y	Y	N	N	Y	Y	EH	Y	T	Y	
NW5009	CMD1	Change of ELR – Kidsgrove Jn	16	00	13	68	N	N	Y	Y	N	N	Y	Y	EH	Y	T	Y	
NW5009	CMD1	Kidsgrove Jn – Macclesfield Hibel Road (Change of ELR)	13	68	0	00	N	N	Y	Y	N	N	Y	N	EH	Y	T	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW5010	SCQ1	Glebe Street Jn – Change of Mileage	20	08	20	33	N	N	N	N	N	N	N	N	N	N	N	N	Line out of use
NW5010	SCQ1	Change of Mileage – Change of Mileage (Site of former Milton Jn)	0	00	3	51	N	N	N	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ2	Change of Mileage (Site of former Milton Jn) – Change of Mileage (Site of former Leek Brook Jn)	0	00	6	65	N	N	N	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5010	SCQ3	Change of Mileage (Site of former Leek Brook Jn) – Caldon Quarry	0	00	8	01	N	N	N	N	N	N	N	N	N	N	N	N	Line leased to Moorland & City Railways Ltd
NW5011	HNS	Heaton Norris Jn – Guide Bridge Station Jn	0	00	4	73	N	N	E	Y	Y	R1 R2	Y	N	N	Y	Y	N	R1 15mph Denton Down platform R2 5mph Denton Up platform
NW5012	NSS	Route Boundary (LN3505) (North Stafford Jn) – Stoke Jn	1	40	0	00	N	N	Y	N	N	N	N	N	N	Y	Y	Y	
NW5013	DJO1	Denton Jn – Change of Mileage (Site of former Crowthorne Jn)	4	10	5	28	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW5013	DJO2	Change of Mileage (Site of former Crowthorne Jn) – Change of Mileage (Site of former Ashton Moss South Jn)	0	53	1	19	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW5013	AMJ	Change of Mileage (Site of former Ashton Moss South Jn) – Ashton Moss North Jn	0	00	0	40	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW5015	HAJ	Hadfield – Dinting East Jn	12	61	12	00	N	N	N	N	N	N	Y	N	N	N	N	N	
NW5015	HAJ	Dinting East Jn – Dinting West Jn	12	00	11	66	N	N	N	N	N	N	Y	N	N	N	N	N	
NW5015	HAJ	Dinting West Jn – Hyde Jn	11	66	6	16	N	N	N	N	N	N	Y	N	N	N	N	N	
NW5015	HAJ	Hyde Jn – Guide Bridge West Jn	6	16	5	10	N	N	Y	Y	N	Y	Y	N	N	R1	R1	N	R1 Prohibited between Hyde Jn and Guide Bridge East Jn
NW5015	HAJ	Guide Bridge West Jn – Guide Bridge Station Jn	5	10	4	73	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW5015	HAJ	Guide Bridge Station Jn – Ashburys East Jn	4	73	1	56	N	N	Y	Y	N	Y	Y	N	N	Y	Y	N	
NW5015	HAJ	Ashburys East Jn – Ashburys West Jn	1	56	1	36	N	N	Y	Y	N	Y	Y	N	N	Y	Y	N	
NW5015	HAJ	Ashburys West Jn – Ardwick Jn	1	36	0	40	N	N	Y	Y	N	Y	Y	N	EH	Y	Y	N	
NW5017	DSD	Dinting South Jn – Dinting East Jn	0	72	1	05	N	N	N	N	N	N	Y	N	N	N	N	N	
NW5019	GDW	Glossop – Dinting South Jn	0	01	0	72	N	N	N	N	N	N	Y	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	N	N	Y	N	N	Y	R1	N	N	Y	Y	Y	R1 Prohibited United FC platform
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	N	N	Y	Y	Y	Y	Y	N	EH	Y	R1	Y	R1 Prohibited in tilt
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	N	N	Y	Y	Y	Y	N	N	N	Y	R1	Y	R1 Prohibited in tilt
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	N	N	Y	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	N	N	N	Y	Y	R1 R2 R3	Y	N	N	Y	Y	N	R1 15mph Swinton Up platform R2 15mph Moorside Down platform R3 15mph Walkden Up platform
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	N	N	N	Y	Y	Y	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	N	N	N	N	N	N	Y	N	Y	N	N	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	N	N	N	N	N	R1 R2 R3 R4	Y	N	Y	Y	Y	N	R1 15mph Hall I'th'Wood Down platform R2 30mph Bromley Cross Up platform R3 30mph Darwen Down platform R4 15mph BBB1/65 Bolton Road underbridge 23m46ch single
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	N	N	N	Y	Y	Y	Y	N	Y	Y	Y	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	N	N	N	N	N	N	Y	N	Y	N	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	N	N	N	N	N	N	Y	N	Y	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	22	N	N	Y	Y	E	Y	Y	N	E	Y	Y	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	N	N	Y	Y	E	Y	Y	N	E	Y	Y	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	N	N	Y	Y	E	Y	Y	N	E	Y	Y	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	N	N	Y	E R1	E R1	Y	Y	N	N	Y	Y	N	R1 Prohibited between Newton Heath TMD and Castleton South Jn
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	N	N	R2 R3	N	R1	Y	Y	N	N	Y	Y	N	R1 Prohibited between Castleton East Jn and Todmorden R2 Prohibited Rochdale platform 1 with deflated suspension R3 Prohibited Smithy Bridge Up and Down platforms with deflated suspension
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	N	N	Y	N	Y	Y	Y	N	N	Y	Y	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	N	N	N	N	N	N	N	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	N	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	N	N	N	N	N	N	N	N	N	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	N	N	N	N	N	R1	Y	N	N	Y	Y	N	R1 5mph Rishton Up platform
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	N	N	N	N	N	N	Y	N	N	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	N	N	N	E R1	N	N	N	N	N	R1 Prohibited between Newton Heath TMD and Network Rail Boundary (Metrolink (Down Up Boundary at 02m 32ch)
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	N	N	Y	Y	E	Y	Y	N	N	Y	Y	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	N	N	Y	N	N	Y	Y	N	N	Y	Y	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	N	N	E	Y	N	Y	Y	N	N	N	N	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	N	N	Y	Y	N	Y	Y	N	N	N	N	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	N	N	Y	Y	N	Y	Y	N	N	N	N	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	N	N	Y	Y	N	Y	Y	N	N	N	N	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	N	N	Y	N	N	Y	Y	N	N	N	N	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	N	N	Y	N	N	Y	Y	N	N	N	N	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	N	N	N	N	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	N	N	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	N	N	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	N	N	N	N	N	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	N	N	N	N	N	N	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	N	N	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	N	N	N	N	N	N	N	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	N	N	N	N	N	N	N	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of former Sefton Jn)	34	40	32	42	N	N	N	N	N	N	N	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	N	N	N	N	N	N	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	N	N	N	N	N	N	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	N	N	N	N	N	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	N	N	N	N	N	N	N	N	N	N	N	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	N	N	N	N	N	N	N	N	R1	N	N	N	R1 Prohibited Bidston East Jn to Bidston West Jn
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	N	N	N	N	N	N	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	N	N	N	N	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	N	N	N	N	N	N	N	N	N	N	N	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	N	N	N	N	N	N	N	N	N	N	
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	N	N	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	N	N	Y	N	N	Y	Y	N	N	Y	Y	Y	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	N	N	Y	N	Y	Y	Y	N	N	Y	Y	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	N	N	Y	N	Y	Y	Y	N	N	Y	Y	Y	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord line)	168	32	167	56	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of former Peak Forest Jn)	167	56	161	05	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB2	Change of Mileage (Site of former Peak Forest Jn) – Change of Mileage (Site of former Buxton Jn)	0	00	0	28	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of former Buxton Jn) – Buxton SB	161	15	164	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW9005	CNB4	Buxton SB – Buxton Sidings	164	52	165	12	N	N	N	N	N	N	N	N	N	N	N	N	
NW9007	TTA1	New Mills South Jn – Marple Wharf Jn	172	17	177	23	N	N	Y	N	N	Y	Y	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	165	168	170	175	180	185	195	196	197	220	221	222	Notes
NW9007	TTA1	Marple Wharf Jn – Romiley Jn	177	23	178	33	N	N	Y	N	N	Y	Y	N	N	N	N	N	
NW9007	TTA2	Brinnington (Change of Mileage) – Ashburys East Jn	42	77	46	24	N	N	Y	N	N	Y	Y	N	N	N	N	N	
NW9009	MRH	Marple Wharf Jn – Rose Hill Buffer Stop	11	02	9	78	N	N	N	N	N	N	Y	N	N	N	N	N	
NW9011	RYH1	Romiley Jn – Woodley Jn	178	33	179	44	N	N	N	N	N	Y	Y	N	N	N	N	N	
NW9011	RYH2	Woodley Jn – Hyde Jn	8	74	6	16	N	N	N	N	N	R1	Y	N	N	N	N	N	R1 5mph Hyde North Down platform
NW9013	WJP1	Woodley Jn – Bredbury Sidings	40	53	39	58	N	N	N	N	N	N	N	N	N	N	N	N	
NW9017	NMC1/2	Hazel Grove High Level Jn – Cheadle Jn	177	40	181	71	N	N	N	N	N	N	N	N	N	N	N	N	
NW9017	WJP1	Cheadle Jn – Northenden Jn	35	64	33	52	N	N	N	N	N	N	N	N	N	N	N	N	
NW9019	BUX	Buxton – Brigg's Sidings	0	00	4	70	N	N	N	N	N	N	N	N	N	N	N	N	
NW9021	BEJ	Buxton – Hazel Grove East Jn	19	09	2	35	N	N	N	N	N	N	N	N	N	N	N	N	
NW9901	SKW1	Route Boundary (LN922) (Gargrave) – Settle Jn	230	00	234	44	N	N	N	N	N	R1	Y	N	N	Y	Y	N	R1 Prohibited between Route Boundary (LN922) (Gargrave) and Hellifield
NW9901	SAC	Settle Jn – Petteril Bridge Jn	234	44	307	12	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW9901	NEC2	Petteril Bridge Jn – London Road Jn	59	26	59	45	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW9901	NEC2	London Road Jn – Carlisle South Jn	59	45	60	02	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
NW9903	SKW1	Settle Jn – Change of Mileage (Wennington)	234	44	249	44	N	N	N	N	N	N	Y	N	N	N	N	N	
NW9903	SJC	Change of Mileage (Wennington) – Change of Mileage (Site of former Carnforth East Jn)	9	45	0	31	N	N	N	N	N	N	Y	N	N	N	N	N	
NW9903	CEC	Change of Mileage (Site of former Carnforth East Jn) – Carnforth Station Jn	0	25	0	04	N	N	N	N	N	N	Y	N	N	N	N	N	
NW9907	WAR	Appleby North Jn – Appleby West Jn	277	27	277	56	N	N	N	N	N	N	N	N	N	N	N	N	
NW9907	EDE	Network Rail Boundary (Warcop) – End of line	11	03	11	46	N	N	N	N	N	N	N	N	N	N	N	N	
NW9909	NEC2	Route Boundary (LN682) (Corby Gates) – Petteril Bridge Jn	58	00	59	26	N	N	N	N	N	E	Y	N	N	Y	Y	N	
NW9911	NGD	London Road Jn – Bog Jn (Newcastle Goods lines)	0	00	0	25	N	N	N	N	N	E	Y	N	N	N	N	N	

Table D2A – Route clearance of electric multiple units

Last Updated: 11/05/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW1001	LEC2	Armitage Jn (MD101) (Sectional Appendix Boundary) – Rugeley North Jn	119	20	124	39	N	Y	Y	Y	Y	
NW1001	LEC2	Rugeley North Jn – Colwich Jn	124	39	127	05	N	Y	Y	Y	Y	
NW1001	LEC2	Colwich Jn – Stafford Trent Valley Jn No.1	127	05	133	06	N	Y	Y	Y	Y	
NW1001	LEC3	Stafford Trent Valley Jn No.1 – Change of ELR (North of Stafford)	133	06	133	60	N	Y	Y	Y	Y	
NW1001	LEC4	Change of ELR (North of Stafford) – Little Bridgeford Jn	133	60	137	42	N	Y	Y	Y	Y	
NW1001	LEC4	Little Bridgeford Jn – Heamies Bridge	137	42	140	00	N	Y	Y	Y	Y	
NW1001	LEC6	Little Bridgeford Jn – Heamies Bridge (Down Slow line only)	137	42	139	64	N	Y	Y	Y	Y	
NW1001	LEC4	Heamies Bridge – Basford Hall Jn	140	00	156	16	N	Y	Y	Y	Y	
NW1001	LEC4	Basford Hall Jn – Change of ELR (Crewe South)	156	16	157	20	N	Y	Y	Y	Y	
NW1001	LEC5	Change of ELR (Crewe South) – Crewe South Jn	157	20	157	60	Y	Y	Y	Y	Y	
NW1001	LEC5	Crewe South Jn – Crewe North Jn	157	60	158	18	Y	R1	Y	Y	Y	R1 ECS only Up Fast line (Sign 158m 13ch)
NW1001	LEC5	Crewe North Jn – Change of ELR (Between Crewe Coal Yard and Winsford South Jn)	158	18	159	00	Y	Y	Y	Y	Y	
NW1001	CGJ1	Change of ELR (Between Crewe Coal Yard and Winsford South Jn) – Hartford Jn	159	00	170	56	E	Y	Y	Y	Y	
NW1001	CGJ1	Hartford Jn – Change of ELR (Preston Brook Tunnel)	170	56	176	00	E	Y	R1	Y	Y	R1 Prohibited between Weaver Jn and Change of ELR (Preston Brook Tunnel)
NW1001	CGJ2	Change of ELR (Preston Brook Tunnel) – Acton Grange Jn	176	00	180	24	E	Y	N	Y	Y	
NW1001	CGJ2	Acton Grange Jn – Warrington South Jn	180	24	181	76	E	Y	N	Y	Y	
NW1001	CGJ3	Warrington South Jn – Winwick Jn	181	76	185	49	R1 R2	Y	R3 R4	Y	Y	R1 Prohibited Warrington Bank Quay platform 2 R2 Prohibited Dallam Royal Mail Terminal R3 Prohibited Warrington Bank Quay platform 1 & 4 with secondary air suspension deflated R4 Prohibited Warrington Bank Quay platform 2 & 3
NW1001	CGJ4	Winwick Jn – Golborne Jn	185	49	187	76	Y	Y	Y	Y	Y	
NW1001	CGJ5	Golborne Jn – Wigan Station Jn	0	53	6	33	Y	Y	Y	Y	Y	
NW1001	CGJ5	Wigan Station Jn – Farington Curve Jn	6	33	20	08	Y	Y	Y	Y	Y	
NW1001	CGJ5	Farington Curve Jn – Preston Ribble Jn	20	08	21	13	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW1001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	R1	Y	Y	R1 Prohibited Preston Down & Up Goods Loop (Parcel platform line) with secondary air suspension deflated
NW1001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y	R1	R2	Y	Y	R1 – ECS only Preston Bay platform Bakehouse Siding RH and Derby Siding R2 Prohibited Preston Down & Up Goods Loop (Parcel platform line) with secondary air suspension deflated
NW1001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	Y	Y	
NW1002	RBS3	Route Boundary (MD301) (Penkridge Station) – Stafford Trent Valley Jn No.1	23	30	28	50	N	Y	Y	Y	Y	
NW1003	HCM2	Buffer Stop (Silverdale Colliery End) – Madeley Chord Jn	3	27	7	36	N	N	N	N	N	
NW1003	HCM3	Madeley Chord Jn – Madeley Jn	0	25	0	00	N	N	N	N	N	
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	N	Y	N	Y	Y	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	E	N	Y	Y	Y	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	N	N	N	H	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	N	N	N	H	N	
NW1009	BHI	Basford Hall Jn – Site of Former Sydney Bridge Jn (Independent Lines)	156	16	158	76	N	Y	Y	R1	N	R1 Permitted AC mode Crewe Sorting Sidings North – Crewe South Jn via South Yard and Basford Hall Sidings 2 to 10, including shunt moves at Crewe Sorting Sidings North box area only. Permitted loco-hauled throughout
NW1009	CMP1	Site of Former Sydney Bridge Jn – Sandbach South Jn (Independent Lines)	158	76	162	28	N	Y	Y	Y	E	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	N	Y	Y	Y	N	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	N	Y	Y	Y	N	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent Lines)	157	64	158	18	N	Y	Y	Y	N	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent Lines)	157	71	158	73	N	Y	Y	Y	N	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	Y	Y	Y	H	N	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	Y	N	Y	H	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	Y	N	Y	H	R1	R1 Prohibited with more than 2 pantographs raised

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	Y	N	Y	H	Y	
NW1023	HOB2	Haydock Branch Jn – End of Line	0	00	0	53	N	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	Y	N	Y	H	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	N	N	N	N	N	
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	E	N	Y	Y	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	E	N	Y	Y	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	Y	N	Y	Y	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	Y	N	Y	Y	Y1	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	N	N	N	H	N	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	N	N	N	H	N	
NW2009	SDJ2	End of Line (Latchford) – Ditton East Jn	10	06	18	55	N	N	N	N	N	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	N	N	N	N	N	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	Y	N	Y	Y	R1	R1 Prohibited with more than 2 pantographs raised
NW2015	DSE	Newton-le-Willows Jn - Earlestown East Jn (Electrified section)	16	19	14	75	Y	N	Y	H	R1	R1 Prohibited with more than 2 pantographs raised
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	Y	N	Y	H	R1	R1 Prohibited between Earlstown East Jn and Limit of Electrification
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	N	N	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	Y	N	Y	Y	R1	R1 Prohibited with more than 2 pantographs raised
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	Y	N	Y	H	N	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	Y	N	Y	H	N	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	Y	N	Y	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	Y	N	Y	H	N	
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	N	N	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	N	Y	N	H	E	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	N	N	N	H	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	N	N	N	H	N	R1 Prohibited between Chester and Change of ELR (Windmill Lane Tunnel)
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	N	N	N	N	N	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	N	N	N	N	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	N	N	N	H	N	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	N	N	N	H	N	
NW3005	WSJ2	Route Boundary Wales / LNW - Saltney Jn	202	60	212	06	N	N	N	H	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	N	N	N	H	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	N	N	N	H	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	N	N	N	H	N	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	N	N	N	H	N	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	N	N	N	H	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	N	N	N	H	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	N	N	N	H	N	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC Electrification)	0	02	3	44	N	N	N	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW3013	HHJ	Ellesmere Port (Limit of DC Electrification) – Helsby Jn	3	44	8	67	N	N	N	H	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	N	N	N	H	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	N	N	N	H	N	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	N	N	N	H	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	N	N	N	H	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	N	N	N	H	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	N	N	N	H	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	N	N	N	H	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	N	N	N	H	N	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	N	N	N	N	N	Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	N	N	N	H	N	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	N	N	N	H	N	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	N	N	N	N	N	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	N	N	N	N	N	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	N	N	N	H	N	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	Y	Y	R1	Y	Y	R1 Prohibited Preston Down & Up Goods Loop (Parcel platform line) with secondary air suspension deflated
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	Y	R1	R2	Y	Y	R1 – ECS only Preston Bay platform Bakehouse Siding RH and Derby Siding R2 Prohibited Preston Down & Up Goods Loop (Parcel platform line) with secondary air suspension deflated
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	R1	R2	N	Y	Y	R1 Prohibited Lancaster bay platforms 1 & 2 R2 ECS only Lancaster Down Bay platform 2
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	R1	R2	N	Y	R1	R1 Prohibited Lancaster bay platforms 1 and 2 R2 ECS only Lancaster Down Bay platform 2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	Y	Y	N	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	N	R1 R2 R3	N	Y	Y	R1 ECS only Carlisle Up Bay platform 2 R2 ECS only Penrith Down Fast platform R3 ECS only Down Main line (Miniature Speed Board 68m 25ch)
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	N	Y	N	Y	R1	R1 Prohibited Carlisle bay platforms 2, 5 and 6
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	N	Y	N	Y	R1	R1 Prohibited Carlisle bay platforms 7 and 8
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	N	Y	N	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	N	Y	N	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	N	Y	N	H	N	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	N	N	N	N	N	Line out of use
NW4005	PBN	Preston Fylde Jn – Kirkham North Jn	0	33	8	28	Y	N	Y	H	N	
NW4005	PBN	Kirkham North Jn – Poulton Jn	8	28	14	40	Y	N	Y	H	N	
NW4005	PBN	Poulton Jn – Blackpool North	14	40	17	49	Y	N	Y	H	N	
NW4007	KBS1	Kirkham North Jn – Blackpool South	8	28	20	00	N	N	N	H	N	
NW4009	WPS	Poulton – End of Line	14	40	18	08	N	N	N	N	N	Line out of use from 14m 75ch to the end of the line NC/G1/2001/LNW294
NW4011	MSM	Morecambe South Jn – Morecambe Buffer Stops	0	00	2	12	N	N	N	H	N	
NW4013	HBL	Hest Bank Jn – Bare Lane Jn	0	00	1	30	N	N	N	H	N	
NW4017	MHH	Morecambe Jn – Heysham Port	0	00	4	01	N	N	N	H	N	
NW4019	OXW	Oxenholme – Windermere	0	00	10	15	N	N	N	H	N	
NW4021	UCJ	Upperby Jn – Bog Jn	0	38	1	07	N	Y	N	H	N	
NW4021	UCJ	Bog Jn – Rome St Jn	1	07	1	23	N	N	N	H	N	
NW4023	ULR	Upperby Jn – London Rd Jn	0	00	0	34	N	N	N	H	N	
NW4025	MCG	Currock Jn – Bog Jn	0	00	0	44	N	N	N	N	N	
NW4027	BSN	Bruntill Branch Jn – Stainton Jn via Down and Up Brunthill Branch Siding	0	66	0	2	N	N	N	N	N	
NW4027	ETC	End of Line Buffer Stops – Network Rail Boundary / Brunthill via Down and Up Brunthill line	96	9	95	6	N	N	N	N	N	
NW4029	GJH	Mossband Jn – Bush-on-Esk West Jn	3	02	1	06	N	N	N	N	N	
NW4029	GJH	Bush-on-Esk West Jn – Network Rail Boundary	1	06	0	24	N	N	N	N	N	Line out of use
NW4031	GSW	Gretna Jn – Route Boundary (SC031) (Eastriggs)	116	13	115	40	N	N	N	H	N	
NW4033	CBC1	Carnforth North Jn – Carnforth Station Jn	0	19	0	38	N	N	N	H	E	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW5021	SAJ	Guide Bridge West Jn – Stalybridge	0	04	2	20	N	N	N	H	N	
NW6001	COL	Manchester Piccadilly East Jn – Castlefield Jn	188	48	189	67	Y	Y	Y	H	R1	R1 Prohibited with more than 2 pantographs raised
NW6001	COL	Castlefield Jn – Ordsall Lane Jn	189	67	190	28	Y	N	Y	Y	R1	R1 Prohibited with more than 2 pantographs raised
NW6001	OLW	Ordsall Lane Jn – Windsor Bridge South Jn	190	28	191	01	Y	N	Y	H	Y	
NW6001	MVE1	Windsor Bridge South Jn – Windsor Bridge North Jn	1	55	1	66	Y	N	Y	H	Y	
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	Y	N	Y	H	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	Y	N	Y	H	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	Y	N	Y	H	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	R1	Y	Y	H	N	R1 – Prohibited United FC Halt Platform
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	N	N	N	H	N	
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	N	N	N	H	N	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	N	N	Y	H	N	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	Y	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	Y	Y	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	Y	N	Y	H	N	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	Y	N	Y	H	N	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	Y	N	Y	H	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	Y	N	Y	H	N	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	N	N	N	H	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	N	N	N	H	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	N	N	N	H	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	N	N	N	H	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	N	N	N	H	N	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	N	N	N	H	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	N	N	N	H	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	N	N	N	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	22	R1	N	Y	H	N	R1 Prohibited between Limit of Electrification and Miles Platting Jn
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	N	N	N	H	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	N	N	N	H	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	N	N	N	H	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	N	N	N	H	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	N	N	N	H	N	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	N	N	N	H	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	N	N	N	EH	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	N	N	N	H	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	N	N	N	H	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	N	N	N	H	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	N	N	N	H	N	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	N	N	N	H	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	N	N	N	H	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	N	N	N	H	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	N	N	N	H	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	N	N	N	H	N	
NW7011	LHL	Farington Jn – Limit of Electrification	0	00	0	56	N	N	N	H	N	
NW7011	LHL	Limit of Electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	N	N	N	H	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	N	N	N	H	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	N	N	N	H	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	H	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	N	N	N	H	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	N	N	N	H	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	N	N	N	H	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	N	N	N	H	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	N	N	N	H	N	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	N	N	N	H	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	N	N	N	H	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	N	N	N	H	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	N	N	N	H	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	N	N	N	H	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	N	N	N	H	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	N	N	N	H	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	N	N	N	H	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	N	N	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	N	N	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	N	N	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	N	N	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	N	N	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	N	N	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	N	N	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	N	N	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	N	N	N	N	N	
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	N	N	N	N	N	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	319	321	323	325	350	Notes
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	N	N	N	N	N	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	N	N	N	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	N	N	N	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	N	N	N	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	N	N	N	N	N	
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	N	N	N	N	N	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	N	N	N	N	N	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	N	N	N	N	N	
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	N	N	N	H	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	N	N	N	N	N	
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	N	N	N	N	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	N	N	N	H	N	
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	N	N	N	H	N	
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	N	N	N	H	N	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	N	N	N	H	N	
NW9001	BEJ	Hazel Grove East Jn (Limit of Electrification) – Edgeley Jn No.1	2	35	0	00	Y	N	Y	H	N	
NW9003	CYC	Chinley East Jn – Chinley South Jn (Chord Line)	168	32	167	56	N	N	N	H	N	
NW9005	CNB1	Chinley North Jn – Chinley South Jn	168	39	167	56	N	N	N	H	N	
NW9005	CNB1	Chinley South Jn – Change of Mileage (Site of Former Peak Forest Jn)	167	56	161	05	N	N	N	N	N	
NW9005	CNB2	Change of Mileage (Site of Former Peak Forest Jn) – Change of Mileage (Site of Former Buxton Jn)	0	00	0	28	N	N	N	N	N	
NW9005	CNB3	Change of Mileage (Site of Former Buxton Jn) – Buxton SB	161	15	164	52	N	N	N	N	N	

LNW North Route Sectional Appendix Module NWRC

Line of route	ELR	Line of Route / Sector Description	0000 M	00 00 Ch	00 00 M	00 00 Ch	380	385	390	397	507	508	730	Notes
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	N	N	H R1	N	R2	R2	N	R1 Prohibited Hunts Cross Up & Down Electric line Permitted via Up & Down Electric
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	N	N	H	E	N	N	N	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	N	Y	Y	N	N	N	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	N	Y	Y	N	N	N	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	N	N	H	E	N	N	N	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	N	N	H	Y	N	N	N	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	N	N	Y	Y	N	N	N	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	N	N	H	Y	N	N	N	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	N	N	N	N	N	N	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	N	N	H	N	N	N	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	N	N	N	N	N	N	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	N	N	N	N	N	N	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	N	N	H	R1	N	N	N	R1 Prohibited between Limit of Electrification and Blackburn Bolton Jn
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	N	N	H	N	N	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	N	N	N	N	N	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	N	N	N	N	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	22	N	N	H	E	N	N	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	N	N	N	N	N	N	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	N	N	N	N	N	N	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	N	N	N	N	N	N	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	N	N	N	N	N	N	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	380	385	390	397	507	508	730	Notes
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	N	N	N	N	N	N	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	N	N	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	N	N	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	N	N	N	N	N	N	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	N	N	N	N	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	N	N	H	N	N	N	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	N	N	H	N	N	N	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	N	N	H	N	N	N	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	N	N	H	N	N	N	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	N	N	H R1	N	N	N	N	R1 Prohibited Blackburn Up & Down Passenger Loop, Up & Down Goods line and platform 3
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	N	N	H R1	N	N	N	N	R1 Prohibited Blackburn Up & Down Passenger Loop, Up & Down Goods line and platform 3
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	N	N	N	N	N	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	N	N	N	N	N	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	N	N	H	N	N	N	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	N	N	H	N	N	N	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	N	N	H	N	N	N	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	N	N	N	N	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW1003	HCM2	Madeley Chord Jn – End of Line	7	36	8	14	N	N	N	N	N	N	N	N	N	
NW1004	RRN2	Route Boundary (MD345) (Cannock Change of ELR) – Rugeley North Jn	14	00	14	69	Y	Y	Y	N	N	N	N	Y	N	
NW1005	KCS1	Kidsgrove Jn – Crewe South Jn	0	00	8	27	Y	Y	Y	N	Y	N	Y	Y	N	
NW1007	SYC	Route Boundary (GW735) (Crewe Jn) – Limit of Electrification	2	60	1	41	Y	Y	Y	N	N	Y	Y	N	N	
NW1007	SYC	Limit of Electrification – Crewe South Jn	1	41	0	00	Y	Y	Y	N	N	Y	Y	N	N	
NW1009	BHI	Basford Hall Jn – Site of former Sydney Bridge Jn (Independent lines)	156	16	158	76	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1009	CMP1	Site of former Sydney Bridge Jn – Sandbach South Jn (Independent lines)	158	76	162	28	Y	Y	Y	N	Y	N	Y	N	Y	
NW1011	GSG	Gresty Lane Jn – Salop Goods Jn	0	00	0	37	Y	Y	Y	N	Y	N	Y	N	N	
NW1013	CSG	Crewe Sorting Sidings North – Gresty Lane	157	26	157	47	Y	Y	Y	N	Y	N	Y	N	N	
NW1015	CIL	Salop Goods Jn – Crewe North Jn (Chester Independent lines)	157	64	158	18	Y	Y	Y	N	N	N	Y	N	N	
NW1017	LLI	Salop Goods Jn – Boundary (NW1001) (Crewe Coal Yard – Liverpool Independent lines)	157	71	158	73	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1019	CHW1/2	Acton Grange Jn – Warrington South Jn (Helsby lines)	16	19	17	76	Y	Y	Y	N	Y	N	Y	Y	E	
NW1021	WEE	Winwick Jn – Earlestown East Jn	185	49	187	10	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1021	DSE	Earlestown East Jn – Newton-le-Willows Jn (Electrified section)	14	75	16	19	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1021	NGJ	Newton-le-Willows Jn – Golborne Jn	0	00	0	53	Y	Y	Y	N	Y	N	Y	Y	Y	
NW1023	HOB2	Haydock Branch Jn – End of line	0	00	0	53	N	N	N	N	N	N	N	N	N	
NW1025	IMG	Bamfurlong Sidings Jn – Ince Moss Jn	0	18	0	78	Y	Y	Y	N	N	N	Y	N	N	
NW1027	PSR1	Preston South Jn – Preston Docks Branch (Change of ELR)	21	39	21	47	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW1027	PSR2	Preston Docks Branch (Change of ELR) – Network Rail Boundary (Ribble Steam Railway)	0	00	0	40	N	N	N	N	N	N	N	N	N	
NW2001	WJL1	NW1001 (Weaver Jn) – Ditton East Jn	174	53	182	67	Y	Y	Y	N	Y	N	Y	N	Y	
NW2001	WJL2	Ditton East Jn – Speke East Jn	182	67	186	72	Y	Y	Y	N	Y	N	Y	N	Y	
NW2001	WJL3	Speke Est Jn – Edge Hill East Jn	186	72	191	75	Y	Y	Y	N	Y	N	Y	N	Y	
NW2001	WJL4	Edge Hill East Jn – Liverpool Lime Street	191	75	193	52	Y	Y	Y	N	Y	N	Y	N	Y	
NW2003	RDB	Runcorn – Network Rail Boundary (Runcorn Dock Branch)	0	02	0	69	N	N	N	N	N	N	N	N	N	
NW2005	SCR	Speke East Jn – Garston Jn	22	59	23	52	N	N	N	N	N	N	N	N	N	
NW2007	AEG	Allerton East Jn – Garston Jn	0	00	0	28	N	N	N	N	N	N	N	N	N	
NW2009	SDJ2	End of line (Latchford) – Ditton East Jn	10	06	18	55	Y	Y	Y	N	N	N	Y	N	N	
NW2011	WOA1	Walton Old Jn – Arpley Jn	0	68	0	00	Y	Y	Y	N	N	N	Y	N	N	
NW2015	DSE	Ordsall Lane Jn – Newton-le-Willows Jn	30	38	16	19	Y	Y	Y	N	N	N	Y	Y	Y	
NW2015	DSE	Newton-le-Willows Jn – Earlestown East Jn (Electrified section)	16	19	14	75	Y	Y	Y	N	Y	N	Y	Y	Y	
NW2015	DSE	Earlestown East Jn – Edge Hill	14	75	1	57	Y	Y	Y	N	N	N	Y	N	Y	
NW2017	SCN	Eccles Station Jn – Network Rail (Weaste Branch) / MSC Boundary	0	00	0	54	Y	Y	N	N	N	N	N	N	N	
NW2019	PJL	Parkside Jn – Lowton Jn (East Curve lines)	0	05	0	36	Y	Y	Y	N	N	N	Y	Y	Y	
NW2021	EEE	Earlestown South Jn – Earlestown West Jn (Liverpool Curve)	186	74	187	15	Y	Y	Y	N	N	N	Y	N	Y	
NW2023	SBH3	Springs Branch Jn – Gerards Bridge Jn	12	54	5	66	Y	Y	Y	N	N	N	Y	N	Y	
NW2023	SBH2	Gerards Bridge Jn – St Helens Station Jn	5	66	5	12	Y	Y	Y	N	N	N	Y	N	Y	
NW2023	SBH1	St Helens Station Jn – Huyton Jn	5	12	0	-18	Y	Y	Y	N	N	N	Y	N	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW2025	SHS1	St. Helens Station Jn – Network Rail Boundary	7	15	6	04	N	N	N	N	N	N	N	N	N	
NW2027	SCT1/2	Edge Hill, Bootle Branch Jn – Network Rail Boundary (MDHC)	0	15	5	53	N	N	N	N	N	N	N	N	N	
NW2029	OME3	Olive Mount Jn – Edge Lane Jn	0	10	0	52	N	N	N	N	N	N	N	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH1	Crewe North Jn – Limit of Electrification (Crewe Steelworks)	158	18	159	55	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH1	Limit of Electrification (Crewe Steelworks) – Chester East Jn	159	55	178	66	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH2	Chester East Jn – Change of ELR (Windmill Lane Tunnel)	178	66	179	56	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH3	Change of ELR (Windmill Lane Tunnel) – Route Boundary LNW / Wales	179	56	188	40	Y	Y	Y	Y	N	Y	Y	N	N	
NW3001	CNH3	Route Boundary LNW / Wales – Holyhead	188	40	263	56	Y	Y	Y	Y	N	Y	Y	N	N	
NW3003	CHW1	Chester East Jn – Acton Grange Jn	0	24	16	19	Y	Y	Y	N	N	N	Y	Y	N	
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	Y	Y	Y	Y	N	Y	Y	N	N	
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	Y	Y	Y	Y	N	Y	Y	N	N	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	Y	Y	N	N	N	N	N	N	N	
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	Y	Y	N	N	N	N	N	N	N	
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	Y	Y	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	Y	Y	N	N	N	N	N	N	N	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	Y	Y	N	N	N	N	N	N	N	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	Y	Y	Y	N	N	N	Y	N	N	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	Y	Y	Y	N	N	N	Y	N	N	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC electrification)	0	02	3	44	Y	Y	Y	N	N	N	Y	N	N	
NW3013	HHJ	Ellesmere Port (Limit of DC electrification) – Helsby Jn	3	44	8	67	Y	Y	Y	N	N	N	Y	N	N	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of line	0	30	27	53	Y	Y	N	N	N	N	N	N	N	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	Y	Y	Y	N	N	N	Y	N	N	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	Y	Y	Y	N	N	N	Y	N	N	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	Y	Y	Y	N	N	N	Y	N	N	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	Y	Y	Y	N	N	N	Y	N	N	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	Y	Y	Y	N	N	N	Y	N	N	
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	Y	Y	Y	N	N	N	Y	N	N	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	Y	Y	Y	N	N	N	Y	R1	N	R1 Permitted Northwich West Jn – Hartford CLC Jn only
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	R1	R1	N	N	N	N	N	N	N	R1 Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	N	N	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	Y	Y	Y	N	N	N	Y	Y	N	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	Y	Y	Y	N	N	N	Y	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	Y	Y	N	N	N	N	N	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	Y	Y	N	N	N	N	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	Y	Y	Y	N	N	N	Y	N	Y	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	Y	Y	Y	N	N	N	Y	N	Y	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	Y	Y	Y	N	N	N	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	Y	Y	Y	N	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	Y	Y	Y	N	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	Y	Y	Y	N	N	N	N	N	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	Y	Y	Y	N	N	N	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	Y	Y	Y	N	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	MK5A	Notes
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	Y	Y	Y	N	N	N	Y	Y	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	Y	Y	Y	N	N	N	Y	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	Y	Y	Y	N	N	N	Y	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	Y	Y	Y	N	N	N	Y	Y	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	Y	Y	Y	N	N	N	Y	Y	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	Y	Y	Y	N	N	N	Y	Y	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	Y	Y	Y	N	N	N	Y	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	Y	Y	N	N	N	N	N	N	N	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	Y	Y	Y	N	N	N	Y	N	Y	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	Y	Y	Y	N	N	N	Y	N	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	Notes
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Farington Jn – Limit of Electrification	0	00	0	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Limit of Electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 30mph over Bridge 91 (25m 33ch – 25m 34ch)
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 4 (02m 20ch – 2m 40ch)
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridges 1, 4 and 8 (0m 00ch – 0m 60ch)

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	09	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	Notes
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	8	R1	R2	R2	R2	R2	R2	R2	R2	R1 Prohibited between Start / End of underground section and Liverpool Central unless DC current has been isolated R2 Prohibited between Start / End of underground section and Liverpool Central
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	8	R1	N	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	8	R1	R2	R2	R2	R2	R2	R2	R2	R1 Prohibited between Paradise Jn and Leeds Street Portal unless DC current has been isolated R2 Prohibited between Paradise Jn and Leeds Street Portal
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 11 (2m 71ch to 2m 73ch)
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	8	R1	R1	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	NMB	Change of ELR (Site of Former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	8	R1	R1	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	8	R1	R1	N	N	N	N	N	N	R1 Prohibited unless DC current has been isolated

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW3005	WSJ2	Route Boundary (GW731) (Crewe Jn) – Route Boundary Wales / LNW including 'Up & Down' loop Wrexham General ELR WDB1	199	00	202	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3005	WSJ2	Route Boundary Wales / LNW – Saltney Jn	202	60	212	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB1	Wrexham Central – Wrexham Exchange Jn	0	16	0	68	5	R1	Y	Y	R1	R1	R1	R1	R1	R1 Prohibited between Wrexham Central and Wrexham General unless authorised by the Infrastructure Manager's track engineer
NW3007	WDB1	Wrexham Exchange Jn – Change of RA at 13m 20ch (South end of Hawarden Bridge)	0	68	13	20	8	Y	R1	Y	Y	Y	Y	Y	Y	R1 Prohibited Pen-y-Ffordd Down Main platform
NW3007	WDB1	Change of RA at 13m 20ch (South end of Hawarden Bridge) – Change of ELR	13	20	13	33	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB2 /3	Change of ELR – Route Boundary Wales / LNW	14	15	11	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3007	WDB3	Route Boundary Wales / LNW Bidston Dee Jn	11	00	0	08	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3009	CVS	Chester North Jn – Chester South Jn	0	36	0	13	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3011	CRR1	Chester West Jn – Hooton South Jn	0	16	7	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3013	HHJ	Hooton South. Jn – Ellesmere Port (Limit of DC Electrification)	0	02	3	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3013	HHJ	Ellesmere Port (Limit of DC Electrification) – Helsby Jn	3	44	8	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3015	LJT1	Llandudno Jn – Blaenau Ffestiniog, End of Line	0	30	27	53	7	Y	N	Y	Y	Y	Y	Y	Y	
NW3017	LLJ	Llandudno Jn – Llandudno	0	03	3	14	7	Y	Y	Y	Y	Y	Y	Y	Y	
NW3019	GLA	Gaerwen – Network Rail Boundary	0	00	17	37	6	N	N	N	N	N	N	N	N	Line out of use NC/G1/2008/LNW396
NW3021	FJH	Frodsham Jn – Halton Jn	1	54	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	EJN	Edgeley Jn – Northenden Jn	0	00	3	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	WJP1	Northenden Jn – Skelton Jn	33	52	30	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	SJD	Skelton Jn – Deansgate Jn	0	00	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW3023	CDM1	Deansgate Jn – Change of ELR (Altrincham)	7	05	8	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3023	CDM2	Change of ELR (Altrincham) – Mickle Trafford Jn	7	69	35	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3025	WJP1	Skelton Jn – Partington Jn Network Rail Boundary	30	12	27	20	7	R1	N	R1	R1	R1	R1	R1	R1	R1 Line out of use from Signal D.7 to the Network Rail boundary NC/G1/2008/LNW395
NW3027	CDM1	Network Rail Boundary (Metrolink) – Deansgate Jn	6	77	7	05	8	N	N	N	N	N	N	N	N	
NW3027	CDM1	Deansgate Jn – Altrincham	7	05	8	00	8	N	N	N	N	N	N	N	N	
NW3029	SNJ	Sandbach North Jn – Northwich West Jn	0	00	8	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3031	NSN	Northwich South Jn – Northwich Station Jn	8	37	8	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW3033	HEG	Hartford East Jn – Hartford North Jn (East Goods line)	21	67	22	10	8	Y	N	Y	Y	Y	Y	Y	Y	
NW3035	HWG	Hartford West Jn – Hartford North Jn (West Goods line)	0	11	0	29	8	Y	N	Y	Y	Y	Y	Y	Y	
NW3037	HCN	Hartford CLC Jn – Hartford Jn	0	72	0	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ5	Preston Ribble Jn – Preston (Change of ELR)	21	13	21	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston (Change of ELR) – Preston North Jn	0	00	0	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston North Jn – Preston Fylde Jn	0	21	0	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ6	Preston Fylde Jn – Lancaster	0	33	20	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Lancaster – Carnforth North Jn	0	00	6	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Carnforth North Jn – Oxenholme	6	08	19	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Oxenholme – Upperby Jn	19	11	68	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	CGJ7	Upperby Jn – Carlisle	68	23	69	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Carlisle – Mossband Jn (Including Kingmoor Yard Goods lines)	0	00	7	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Mossband Jn – Gretna Jn	7	57	8	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	WCM1	Gretna Jn – Route Boundary (SC001) (Gretna Green)	8	57	12	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4001	UCJ	Upperby Bridge Jn – Upperby Bridge	67	58	68	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW4003	PDB	Preston Fylde Jn – End of line	0	00	1	59	8	N	N	N	N	N	N	N	N	Line out of use

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	8	Y	N	Y	Y	Y	Y	Y	Y	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	7	Y	N	Y	Y	Y	Y	Y	Y	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	7	Y	N	Y	Y	Y	Y	Y	Y	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	8	Y	N	Y	Y	Y	Y	Y	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	8	Y	N	Y	Y	Y	Y	Y	Y	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	37/7 37/9	43	47/2	47/4	47/7	56	57	58	Notes
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Farington Jn – Limit of Electrification	0	00	0	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Limit of Electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 30mph over Bridge 91 (25m 33ch – 25m 34ch)
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	Y	N	Y	Y	Y	Y	Y	Y	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 OPPOS applies over Bridge 4 (02m 20ch – 2m 40ch)

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW6001	MVE1	Windsor Bridge North Jn – Bolton West Jn	1	66	10	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE2	Bolton West Jn – Lostock Jn	10	55	13	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6001	MVE2	Lostock Jn – Euxton Jn	13	39	25	31	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Castlefield Jn – Trafford Park Sidings (Limit of Electrification)	33	57	31	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6003	MAJ	Trafford Park Sidings (Limit of Electrification) – Hunts Cross	31	35	7	07	7	Y	R1	Y	N	Y	Y	Y	Y	R1 10mph over Bridge 130 (18m 22ch – 18m 24ch)
NW6003	MAJ	Hunts Cross – Hunts Cross West Jn	7	07	6	11	7	Y	Y	Y	N	Y	Y	Y	Y	
NW6003	AHX	Hunts Cross West Jn – Allerton Jn	0	37	0	00	7	Y	Y	Y	N	Y	Y	Y	Y	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	10	Y	Y	Y	Y	Y	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	10	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss Lines)	0	00	0	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	7	Y	R1 R2	Y	R1 R2	Y	Y	Y	Y	R1 30mph over Bridge 52 (18m 29ch – 18m 33ch) R2 30mph over Bridge 53 (18m 40ch – 18m 44ch)
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	7	Y	R1	Y	R1	Y	Y	Y	Y	R1 Prohibited between Knowsley Freight Terminal and Kirkby
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	8	Y	Y	Y	Y	Y	R1 R2	Y	Y	R1 Prohibited Down Line through Summit Tunnel R2 Prohibited Down Line through Dean Royd Tunnel
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	59	60	66	67	68	70	73	97/3	Notes
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Farington Jn – Limit of Electrification	0	00	0	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7011	LHL	Limit of Electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 30mph over Bridge 91 (25m 33ch – 25m 34ch)
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	RA	86	87	88	90	91	92	Notes
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	8	H	H	Y	H	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	7	N	N	Y	N	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	7	N	N	Y	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	8	H	H	Y	H	N	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	8	N	N	Y	N	N	N	
NW7001	MPR1	Brewery Jn –Thorpes Bridge Jn	1	52	2	17	8	N	N	Y	N	N	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	8	N	N	Y	N	N	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	8	N	N	Y	N	N	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	8	N	N	Y	N	N	N	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854) (Turners Lane Jn)	19	61	22	62	8	H	H	Y	H	N	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	8	N	N	Y	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	8	N	N	Y	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	8	N	N	Y	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn – Stansfield Hall Jn	0	0	0	18	8	N	N	Y	N	N	N	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	8	N	N	Y	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	8	H	H	Y	H	N	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	8	H	H	Y	H	N	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of Former Bamber Bridge Jn)	1	42	2	10	8	H	H	Y	H	N	N	
NW7009	FHR4	Change of ELR (Site of Former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	8	H	H	Y	H	N	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	8	H	H	Y	H	N	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	8	H	H	Y	H	N	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	8	H	H	Y	H	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	8	H	H	Y	H	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	8	H	H	Y	H	N	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall Lines)	0	56	0	77	8	H	H	Y	H	N	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	8	H	H	Y	H	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 0 M	0000 Ch	0000 M	0000 Ch	RA	86	87	88	90	91	92	Notes
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	N	N	Y	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	N	N	Y	N	N	N	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	H	H	Y	H	N	N	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	H	H	Y	H	N	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	H	H	Y	H	N	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	H	H	Y	H	N	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	H	H	Y	H	N	N	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	H	H	Y	H	N	N	
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	H	H	Y	H	N	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	N	N	Y	N	N	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	N	N	Y	N	N	N	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	N	N	Y	N	N	N	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	7	N	N	Y	N	N	N	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	8	N	N	Y	N	N	N	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	8	N	N	Y	N	N	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	8	N	N	Y	N	N	N	
NW8001	HXS2	Liverpool Central – Paradise Jn	37	13	36	71	8	N	N	Y	N	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	8	N	N	Y	N	N	N	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	8	N	N	Y	N	N	N	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	8	N	N	Y	N	N	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	8	N	N	Y	N	N	N	
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	7	N	N	Y	N	N	N	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	8	N	N	Y	N	N	N	
NW8007	HXS/ NMM	Bootle Jn – Change of ELR (Site of Former North Mersey Jn)	2	34	3	52	7	N	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W6A	W7	W8	W9	W10	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	Y	Y	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	Y	Y	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	Y *	N	N	N	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	Y *	Y	N	N	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	Y *	Y	N	N	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	Y *	Y	R1	N	N	R1 Prohibited between Gathust Viaduct (exclusive) (20m 46ch) and Southport
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	Y *	Y	Y	N	N	
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	Y *	Y	Y	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	Y *	Y	Y	N	N	
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	Y	R1	N	N	N	R1 Prohibited between Knowsley Freight Terminal (28m 25ch) and Kirkby
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	Y *	R1	R1	R1	Y	R1 W7, W8 and W9 traffic is prohibited from platform 1 (Bay platform)
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	Y *	Y	Y	Y	N	
NW7001	MPR1	Brewery Jn – Thorpes Bridge Jn	1	52	2	17	Y *	Y	Y	Y	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	Y *	Y	N	N	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	Y *	Y	N	N	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	Y *	Y	N	N	N	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854)	19	61	22	62	Y *	Y	N	N	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	Y	Y	N	N	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	Y	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	Y	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn to Stansfield Hall Jn	19	30	19	47	Y	Y	Y	Y	Y	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	Y *	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W6A	W7	W8	W9	W10	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	Y *	Y	N	N	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	Y *	Y	N	N	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	Y *	Y	N	N	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	Y *	Y	N	N	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	Y *	Y	N	N	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	Y *	Y	N	N	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	Y*	N	N	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	Y *	N	N	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	Y	Y	Y	N	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	Y	Y	Y	N	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	Y *	Y	N	N	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	Y *	N	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 02m 32ch))	2	22	3	05	Y *	Y	N	N	N	
NW7021	MVL1	Miles Platting Jn – Philips Park West Jn	1	30	1	59	Y *	Y	Y	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	59	2	39	Y *	Y	Y	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	8	Y	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	8	N	N	
NW7021	MVM	Miles Platting – Change of ELR	1	22	1	30	8	Y	Y	
NW7021	MVL1	Change of ELR – Philips Park West Jn	1	30	1	57	8	Y	Y	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	57	2	39	8	Y	Y	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	8	Y	Y	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge West Jn	5	41	7	50	8	Y	Y	
NW7021	MVL2	Stalybridge West Jn – Stalybridge Change of ELR	7	50	7	70	8	Y	R1	R1 Prohibited between Mossley and Greenfield Up Huddersfield line
NW7021	MVL3	Stalybridge Change of ELR – Route Boundary (LN860) (Springwood Jn)	7	70	15	11	8	R1	Y	R1 Prohibited between Mossley and Greenfield on the Up Huddersfield line
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	8	Y	Y	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	8	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	7	Y	Y	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	7	Y	Y	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	8	Y	Y	
NW7027	PPP2	Change of Mileage – Philips Park South Jn	0	00	0	19	8	Y	N	
NW8001	HXS1	Hunts Cross West Jn – Liverpool Central	6	11	0	02	8	N	N	
NW8001	HXS2	Liverpool Central. – Paradise Jn	37	13	36	71	8	N	N	
NW8001	HXS2	Paradise Jn – Sandhills Jn	36	71	34	75	8	N	Y	
NW8001	HXS3	Sandhills Jn – Bootle Jn	1	41	2	39	8	Y	Y	
NW8001	HXS3	Bootle Jn – Southport	2	39	18	35	8	Y	N	
NW8003	SIL	Paradise Jn – James Street (Stock Interchange/Holding line)	0	32	0	53	8	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	LG2	Notes
NW8005	SJO1	Sandhills Jn – Walton Jn	34	75	33	16	7	Y	Y	
NW8005	SJO2	Walton Jn – Ormskirk	3	20	12	13	8	Y	Y	
NW8007	HXS/NMM	Bootle Jn – Change of ELR (Site of former North Mersey Jn)	2	34	3	52	7	Y	Y	
NW8007	NMB	Change of ELR (Site of former North Mersey Jn) – Change of ELR (Site of Former Sefton Jn)	34	40	32	42	7	Y	N	
NW8007	AFL	Change of ELR (Site of Former Sefton Jn) – Aintree Station Jn	0	00	0	40	7	Y	N	
NW8009	WJK	Walton Jn – Kirkby	33	16	29	41	8	Y	R1	R1 Prohibited between Rice Lane and Fazakerley
NW8011	MIR1	Mann Island Jn – Mann Island Jn via Loop	0	00	2	12	8	N	N	
NW8011	MIR2	Mann Island Jn – Hamilton Square Jn	0	69	1	72	8	N	N	
NW8011	CWK1	Hamilton Square Jn – Change of ELR (Birkenhead Park)	1	72	3	00	8	N	N	
NW8011	CWK2	Change of ELR (Birkenhead Park) – Bidston East Jn	3	00	4	40	8	R1	N	R1 Prohibited between Change of ELR (Birkenhead Park) and Birkenhead North on the Down West Kirby line
NW8011	CWK3	Bidston East Jn – Bidston Dee Jn	4	40	4	78	8	Y	Y	
NW8011	CWK3	Bidston Dee Jn – West Kirby	4	78	10	46	8	Y	Y	
NW8013	MIR2	Canning Street Jn – Rock Ferry	1	60	3	42	8	R1	N	R1 Prohibited Rock Ferry platform 1 (Down Chester line)
NW8013	CRR2	Rock Ferry – Hooton South Jn	13	43	7	68	8	Y	N	
NW8015	BEN	Bidston East Jn – New Brighton (New Brighton lines)	4	40	7	18	6	R1	R2	R1 Prohibited New Brighton platform 1 (Down New Brighton line) R2 Prohibited Wallasey Grove Road Down platform
NW8017	CCS1/2	Network Rail Boundary (Canning Street North) – Rock Ferry South Jn	15	40	13	30	8	Y	N	
NW9001	MAS	Route Boundary (LN808) (Dore West Jn) – Chinley North Jn	154	20	174	01	8	R1	Y	R1 Prohibited between Earles Sidings and Edale on the Down Main line
NW9001	TTA1	Chinley North Jn – New Mills South Jn	168	39	172	27	8	R1	N	R1 Prohibited between Chinley and New Mills South Jn on the Up Main Line
NW9001	NMC1	New Mills South Jn – Hazel Grove High Level Jn	172	27	177	40	8	Y	Y	
NW9001	HGC	Hazel Grove High Level Jn – Hazel Grove East Jn	2	62	2	35	8	Y	Y	
NW9001	BEJ	Hazel Grove East Jn (Limit of electrification) – Edgeley Jn No.1	2	35	0	00	8	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
NW6004	OCD	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	190	05	190	34	Y	Y	Y	Y	Y	
NW6004	DSE	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	30	64	31	18	Y	Y	Y	N	Y	
NW6005	MVM	Manchester Victoria East Jn – Manchester Victoria	0	09	0	00	Y	Y	Y	Y	Y	
NW6005	MVE1	Manchester Victoria – Deal Street Jn (Chat Moss lines)	0	00	0	32	Y	Y	Y	Y	Y	
NW6005	MVE1	Deal Street Jn – Windsor Bridge South Jn	0	32	1	55	Y	Y	Y	Y	Y	
NW6007	DSE	Deal Street Jn – Ordsall Lane Jn	31	18	30	38	Y	Y	Y	Y	Y	
NW6009	WBS1	Windsor Bridge North Jn – Crow Nest Jn	1	66	14	64	N	N	N	N	N	
NW6009	WBS2	Crow Nest Jn – Wigan Station Jn	14	64	17	44	N	N	N	N	N	
NW6009	WBS2	Wigan Station Jn – Wigan Wallgate Jn	17	44	18	04	N	N	N	N	N	
NW6009	WBS3	Wigan Wallgate Jn – Southport	18	04	35	27	N	N	N	N	N	
NW6011	BBB	Bolton East Jn – Blackburn Bolton Jn	10	31	24	08	Y	Y	R1	N	N	R1 – Prohibited between Darwen Station and Blackburn Bolton Jn on the Up and Down Darwen Single line
NW6013	LCN	Lostock Jn – Crow Nest Jn	13	39	17	18	Y	Y	N	N	N	
NW6015	WKL1	Wigan Wallgate Jn – Change of Mileage (Pemberton)	18	04	19	48	Y	Y	R1	N	N	R1 – Prohibited between Wigan Wallgate Jn and Pemberton Down line
NW6015	WKL2	Change of Mileage (Pemberton) – Kirkby	19	09	29	40	N	N	N	N	N	
NW7001	MVM	Manchester Victoria East Jn (Man Vic West Jn – East Jn on NW6005) – Miles Platting Jn	0	09	1	30	Y	Y	Y	N	N	
NW7001	MPR1	Miles Platting Jn – Brewery Jn	1	30	1	52	Y	Y	Y	Y	N	
NW7001	MPR1	Brewery Jn – Thorpes Bridge Jn	1	52	2	17	Y	Y	Y	Y	N	
NW7001	MVN2	Thorpes Bridge Jn – Castleton South Jn	2	17	8	21	N	N	N	N	N	
NW7001	MVN2	Castleton South Jn – Castleton East Jn	8	21	8	52	N	N	N	N	N	
NW7001	MVN2	Castleton East Jn – Hall Royd Jn	8	52	19	61	N	N	N	N	N	
NW7001	MVN2	Hall Royd Jn – Route Boundary (LN854)	19	61	22	62	N	N	N	N	N	
NW7005	CEH	Castleton East Jn – Castleton North Jn	0	00	0	37	Y	Y	Y	Y	N	
NW7005	CPI1	Castleton South Jn – Castleton North Jn	8	21	8	50	N	N	N	N	N	
NW7005	CPI2	Castleton North Jn – Network Rail / East Lancashire Railway Boundary (Hopwood)	8	50	9	04	N	N	N	N	N	
NW7006	SFO	Todmorden Viaduct Jn to Stansfield Hall Jn	19	30	19	47	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	Gauge					Notes
							W7A	W8A	W9A	W10A	W12	
NW7007	FCO	Farington Curve Jn – Ormskirk	25	64	12	15	N	N	N	N	N	
NW7009	FHR1	Farington Curve Jn – Lostock Hall Depot	0	00	0	75	N	N	N	N	N	
NW7009	FHR2	Lostock Hall Depot – Lostock Hall Jn	0	75	1	42	N	N	N	N	N	
NW7009	FHR3	Lostock Hall Jn – Change of ELR (Site of former Bamber Bridge Jn)	1	42	2	10	N	N	N	N	N	
NW7009	FHR4	Change of ELR (Site of former Bamber Bridge Jn) – Blackburn Bolton Jn	2	10	10	11	N	N	N	N	N	
NW7009	FHR4	Blackburn Bolton Jn – Blackburn	10	11	10	42	N	N	N	N	N	
NW7009	FHR5	Blackburn – Daisyfield Jn	10	42	11	09	N	N	N	N	N	
NW7009	FHR5	Daisyfield Jn – Gannow Jn	11	09	21	03	N	N	N	N	N	
NW7009	FHR6	Gannow Jn – Hall Royd Jn	21	03	30	54	N	N	N	N	N	
NW7011	LHL	Farington Jn – Limit of electrification	0	00	0	56	N	N	N	N	N	
NW7011	LHL	Limit of electrification – Lostock Hall Jn (Lostock Hall lines)	0	56	0	77	N	N	N	N	N	
NW7013	DJH	Daisyfield Jn – Hellifield	11	09	34	68	N	N	N	N	N	
NW7017	GJC	Gannow Jn – Colne	21	03	27	37	N	N	N	N	N	
NW7019	MPR2	Thorpes Bridge Jn – Network Rail Boundary (Metrolink (Down Up Boundary at 2m 32ch))	2	22	3	05	N	N	N	N	N	
NW7021	MVL1	Miles Platting Jn – Philips Park West Jn	1	30	1	59	Y	Y	N	Y	N	
NW7021	MVL1	Philips Park West Jn – Baguley Fold Jn	1	59	2	39	Y	Y	N	Y	N	
NW7021	MVL1	Baguley Fold Jn – Ashton Moss North Jn	2	39	5	41	Y	Y	N	Y	N	
NW7021	MVL1	Ashton Moss North Jn – Stalybridge Jn	5	41	7	46	Y	Y	N	R1 R2	N	R1 Prohibited Katherine Steet Tunnel Down line R2 Prohibited Katherine Street Tunnel Up line
NW7021	MVL2	Stalybridge Jn – Stalybridge Tunnel Jn	7	46	8	08	Y	Y	N	Y	N	
NW7021	MVL3	Stalybridge Tunnel Jn – Route Boundary (LN860)	8	08	15	11	N	N	N	N	N	
NW7023	BPP	Philips Park West Jn – Brewery Jn	0	00	0	18	Y	Y	Y	Y	N	
NW7025	PPA1	Philips Park West Jn – Philips Park South Jn	1	59	2	07	Y	Y	Y	Y	Y	
NW7025	PPA1	Philips Park South Jn – Change of Mileage	2	07	3	12	Y	Y	Y	Y	Y	
NW7025	PPA2	Change of Mileage – Ashburys West Jn	0	57	0	00	Y	Y	Y	Y	Y	
NW7027	PPP1	Baguley Fold Jn – Change of Mileage	2	39	2	13	Y	Y	Y	Y	Y	

Table D5E – Route Clearance of Freight Vehicles

Last Updated: 23/11/2024

To be read in conjunction with General Notes.

This table consists of the list of lines as shown in Table A, the RA index of each route, any general authorities for heavy axle weight vehicles, the gauge of the route and other route restrictions. (Temporary or vehicle specific heavy axle weight authorities are not shown.)

For finding W Gauge for a route please refer to the D5A Table.

The 'Heavy Axle Weight Vehicles' column indicates whether a vehicle which exceeds the RA index of the route may be conveyed, and if so under what conditions:

Authority Code	**Meaning**
Y	There are no particular restrictions for vehicles that exceed the RA of the route, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.)
N	Vehicles that exceed the RA of the route must not run without the authority of the Territory Structures Assessment Engineer. If authority is given a vehicle specific form RT3973HAW can be produced.
R1, R2, etc.	Vehicles which exceed the RA of the route can run subject to the particular restriction(s) identified, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.)
--	No request to run vehicles that exceed the RA of the route has previously been made and any request to do so must be referred to the Territory Structures Assessment Engineer. 25.5 tonne axle weight vehicles may be able to run following assessment.

Restricted Vehicles

Vehicles identified below can not run without reference to the Territory Structures Assessment Engineer, who will identify any restrictions that apply to that particular vehicle over a specified route in accordance with the Route Availability Group Standard:

- Coil Strip Wagon BN001A

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW1001	Armitage Jn. (Incl.) – Preston Fylde Jn	8	Y	
NW1002	Penkridge Station (incl.) to Trent Valley Jn. No.1 (Stafford)	8	Y	
NW1003	Silverdale – Madeley (Out of use)	-	--	
NW1004	Rugeley Town (excl.) to Rugeley North Jn	8	Y	
NW1005	Kidsgrove Jn. – Crewe South Jn.	8	Y	
NW1007	Nantwich (excl.) – Crewe South Jn	8	Y	
NW1009	Basford Hall Jn. – Sandbach South Jn (Independent Lines)	8	Y	
NW1011	Gresty Lane – Salop Goods Jn	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW1013	Crewe Sorting Sidings North – Gresty Lane	8	R1	R1 Permitted Gresty Lane – Salop Goods Loop Jn. In Up direction only.
NW1015	Salop Goods Jn – Crewe North. Jn (Chester Independent Lines)	8	Y	
NW1017	Salop Goods Jn – Crewe Coal Yard (Liverpool Independent Lines)	8	Y	
NW1019	Acton Grange Jn – Warrington South Jn. (Helsby lines)	8	Y	
NW1021	Winwick Jn – Golborne Jn (via Earlestown)	8	R1	R1 RA9/10 vehicles are restricted to 10mph between Lowton Jn. And Golborne Jn.
NW1023	Haydock Branch Jn – Kelbit P.S.	8	Y	
NW1025	Bamfurlong Sidings Jn – Ince Moss Jn (Ince Moss Goods Lines)	7	Y	
NW1027	Preston South Jn – Strand Road	8	Y	
NW2001	Weaver Jn. – Liverpool Lime Street	8	R1	R1 RA9/10 loaded freight vehicles are normally permitted between Weaver Jn. And Edge Hill only, but may also be permitted between Edge Hill and Liverpool Lime Street subject to the Territory Track Engineer granting special dispensation. Between Wavertree Jn. And Edge Hill station such vehicles must only be routed on the Down and Up Ditton Fast lines.
NW2003	Runcorn – I.C.I. Salt Works (Runcorn Dock Branch)	8	R1	R1 ELR: RDB, Bridge No.4 (Folly Lane, Siding Line) vehicles which exceed the RA of the line are prohibited.
NW2005	Speke Jn – Garston Jn	8	Y	
NW2007	Allerton East Jn – Garston Jn	8	Y	
NW2009	Arpley Jn – Ditton East Jn	8	Y	
NW2011	Walton Old Jn – Arpley Jn	8	Y	
NW2015	Ordsall Lane Jn – Edge Hill	8	R1	R1 ELR: DSE, Br.107 – RA9/10 loaded freight vehicles restricted to 30mph over bridge 20m 00ch and 19m 60ch.
NW2017	Eccles – Weaste	8	Y	
NW2019	Parkside Jn – Lowton Jn (East Curve lines).	8	R1	R1 RA9/10 vehicles restricted to 10mph throughout.
NW2021	Earlestown South. Jn – Earlestown West Jn (Liverpool Curve).	8	Y	
NW2023	Springs Branch Jn – Huyton Jn (St. Helens lines)	7	Y	
NW2025	St. Helens Station Jn – Ravenhead Jn (Out of use)	-	-	
NW2027	Edge Hill, Bootle Branch Jn –Liverpool Docks	8	Y	
NW2029	Olive Mount Jn to Edge Lane Jn	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW3001	Crewe North Jn – Chester East Jn	8	Y	
NW3001	Chester East Jn – Holyhead	8	R1	R1 RA9/10 vehicles are restricted to 20mph between Valley and Ty Croes (256m 60ch to 255m 40ch) in the Up direction only.
NW3003	Chester East Jn – Acton Grange Jn	8	R1	R1 CHW1 Br.9 (2m 56ch), Br.62 (13m 40ch), Br.63 (13m 40ch), Br.64 (13m 74ch): RA9/10 vehicles are restricted to 50mph over these bridges.
NW3005	Gobowen (excl.)- Saltney Jn including 'Up & Down' loop Wrexham General – Wrexham Exchange Jn	8	R1	R1 WSJ2 Br.518 (200m 10ch) and Br.544 (207m 71ch): RA9/10 vehicles are restricted to 50mph over these bridges.
NW3007	Wrexham Central – Wrexham Exchange Jn	5	R1	R1 Vehicles which exceed the RA of the line may be permitted Wrexham Central – Wrexham Exchange Jn. Subject to special dispensation being granted by the relevant Route Asset Manager (s) (RAM).
NW3007	Wrexham Exchange Jn – 13m 18ch (south end of Hawarden swing bridge)	8	R1	R1 RA9/10 loaded freight vehicles are restricted at the following specific locations WDB1 BR.17: RA9/10 loaded freight vehicles are restricted to 30mph over the bridge (4m 79ch – 5m 0ch)
NW3007	13m 20ch – Bidston West Jn	7	R1	R1 RA8 locomotives and RA8/9/10 loaded freight vehicles are restricted to 25mph 13m 20ch on WBD1 – Dee Marsh Jn.
NW3009	Chester North Jn – Chester South Jn	8	Y	
NW3011	Chester West Jn – Hooton South Jn	8	Y	
NW3013	Hooton South Jn – Helsby Jn	8	Y	
NW3015	Llandudno Jn – Blaenau Ffestiniog	7	R1	R1 Vehicles which exceed the RA of the line may be permitted on a very limited basis, subject to special dispensation being granted by the Territory Track and Earthworks Engineers, and additionally, observance of the following bridge specific restrictions: LJT1 Br.3 (4m 23ch to 4m 26ch) RA 8/9/10 vehicles restricted to 20mph over the bridge. LJT1 Br.20 (13m 3ch to 13m 09ch) RA 8/9/10 vehicles restricted to 20mph over the bridge. LJT1 Br.23 (14m 48ch to 14m 54ch) RA 8/9/10 vehicles restricted to 10mph over the bridge. LJT1 Br.34 (17m 36ch to 17m 65ch) RA 8/9/10 vehicles restricted to 20mph over the bridge.
NW3017	Llandudno Jn – Llandudno	7	Y	
NW3019	Gaerwen – Amlwch (Out of use)	-	-	
NW3021	Frodsham Jn – Halton Jn	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW3023	Edgeley Jn No.2 – Mickle Trafford	8	Y	
NW3025	Skelton Jn – Partington (Out of use beyond Sidnal DJ7)	-	-	
NW3027	Timperley – Altrincham (Metrolink Lines)	8	Y	
NW3029	Sandbach North Jn – Northwich West Jn	8	Y	
NW3031	Northwich South Jn – Northwich Station Jn	8	Y	
NW3033	Hartford East Jn – Hartford North Jn (East Goods line)	8	Y	
NW3035	Hartford West Jn – Hartford North Jn (West Goods line)	8	Y	
NW3037	Hartford C.L.C. Jn – Hartford Jn	8	Y	
NW4001	Preston Ribble Jn – Cove L.C.	8	Y	
NW4003	Preston Fylde Jn – Deepdale Jn (Out of use)	-	-	
NW4005	Preston Fylde Jn – Blackpool North	8	R1	R1 RA9/10 loaded freight vehicles may also be permitted between Carleton Crossing signal box and Blackpool North station if special dispensation has been granted by the Territory Track Engineer.
NW4007	Kirkham North Jn – Blackpool South	8	--	
NW4009	Poulton – Burn Naze (Out of use beyond 14m 75ch)	8	Y	
NW4011	Morecambe South Jn – Morecambe	8	Y	
NW4013	Hest Bank – Bare Lane	8	Y	
NW4017	Morecambe Jn – Heysham Port	8	Y	
NW4019	Oxenholme – Windermere	8	--	
NW4021	Upperby Jn – Rome St. Jn	8	Y	
NW4023	Upperby Jn – London Rd Jn	8	Y	
NW4025	Currock Jn – Bog Jn	8	Y	
NW4027	Carlisle Yard Recess Sidings – Brunthill	8	Y	
NW4029	Mossband Jn – Bush-on-Esk	8	Y	
NW4031	Gretna Jn – Gretna Green (excl.)	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW4033	Carnforth North Jn – Carlisle South Jn (Via Barrow)	8 R1	R2	R1 RA7 between Whitehaven and Maryport, but RA8/9/10 vehicles are permitted throughout. R2 RA9/10 vehicles are permitted subject to the following speed restrictions: ELR: CBC1, Br.15: 20mph over the viaduct (6m 40ch – 7m 00ch) ELR: CBC1, Br.106: 20mph over the bridge (42m 20ch – 42m 40ch) ELR: CBC1, Br.151: 30mph over the bridge (59m 05ch – 59m 50ch) ELR: CBC1, Br.169: 20mph over the bridge (64m 20ch – 64m 40ch) ELR: CBC3: 30mph in the Down direction only between Maryport and Aspatria (2m 40ch – 3m 20ch) ELR: CBC3: 30mph in the Up direction only between Wigton and Dalston (22m 00ch – 21m 40ch and 19m 00ch – 18m 20ch)
NW4041	Dalton Jn – Park South Jn	8	Y	
NW5001	Crewe North Jn – Manchester Piccadilly	8	Y	
NW5003	Wilmslow – Slade Lane Jn (Styal lines).	8	Y	
NW5005	Heald Green South Jn – Heald Green West Jn	8	Y	
NW5007	Manchester Airport – Heald Green North Jn	8	Y	
NW5008	Norton Bridge Jn – Stone Jn	8	Y	
NW5009	Colwich Jn – Cheadle Hulme	8	Y	
NW5010	Glebe Street Jn – Caldon Quarry (Out of use)	-	-	
NW5011	Heaton Norris Jn – Guide Bridge Station Jn	8	Y	
NW5012	Foley Crossing (excl.) – Stoke Jn	8	Y	
NW5013	Denton Jn. – Ashton Moss North Jn	8	Y	
NW5015	Hadfield – Ardwick Jn	8	R1	R1 HAJ Br.51: RA9/10 vehicles are restricted to 20mph over the bridge (10m 00ch – 10m 20ch); HAJ Br.54: RA9/10 vehicles are restricted to 20mph over the bridge (11m 40ch – 12m 00ch)
NW5017	Dinting South Jn – Dinting East Jn	8	N	
NW5019	Glossop – Dinting West Jn	8	N	
NW5021	Guide Bridge West Jn – Stalybridge	8	Y	
NW6001	Manchester Piccadilly East Jn – Euxton Jn	8	R1	R2 RA9/10 vehicles are restricted to 20mph Manchester Piccadilly East Jn. – Castlefield Jn.

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW6003	Castlefield Jn – Allerton Jn	7 R1	R2	R1 This route is RA8 between Castlefield Jn. And Trafford Park West Jn. R2 RA8/9/10 vehicles permitted throughout, Castlefield Jn. To Allerton West Jn., subject to observance of the following restriction: MAJ Br.130 (18m 22ch to 18m 24ch) 10mph over the bridge. Note that RA8 vehicles are not heavy axle weight between Castlefield Jn. And Trafford Park West Jn.
NW6004	Water Street Jn – Irwell Street Jn (Change of Mileage and ELR)	10	–	
NW6004	Irwell Street Jn (Change of Mileage and ELR) – Deal Street Jn (Ordsall Curve lines)	10	–	
NW6005	Manchester Victoria East Jn – Windsor Bridge South Jn	8	Y	
NW6007	Deal Street Jn – Ordsall Lane Jn	8	Y	
NW6009	Windsor Bridge North Jn – Southport	8	R1	R1 RA8/9/10 vehicles prohibited Windsor Bridge North Jn – Crow Nest Jn. Unless down-loaded to 21¼ t maximum laden axle weight. RA9/10 vehicles may run between Wigan Wallgate Jn. And Southport if special dispensation has been granted by the Territory Track Engineer.
NW6011	Bolton East Jn – Blackburn Bolton Jn	8	R1	R1 ELR: BBB Br.47: RA9/10 vehicles restricted to 10mph over the bridge (20m 50ch).
NW6013	Lostock Jn – Crow Nest Jn	8	Y	
NW6015	Wigan Wallgate – Kirkby	7	Y	
NW7001	Manchester Victoria West Jn – Hebden Bridge	8	R1	R1 RA9/10 vehicles restricted to 20mph between Brewery Jn. And Thorpes Bridge Jn. On the Down Passenger Loop. ELR: MVN2, Br.105: RA9/10 vehicles are restricted to 20mph over the bridge (19m 00ch – 19m 40ch).
NW7005	Castleton East Jn – Hopwood G.F.	8	Y	
NW7007	Farington Curve Jn – Ormskirk	8	R1	R1 Freight vehicles may only be permitted subject to special dispensation being granted by the Territory Structures Assessment Engineer.

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW7009	Farington Curve Jn – Hall Royd Jn (East Lancs lines)	8	R1	R1 ELR: FHR4, Br.15: RA9/10 vehicles restricted to 50mph over the bridge, Pleasington Viaduct (7m 64ch to 7m 78ch) in both directions. ELR: FHR4, Br.27: RA9/10 vehicles restricted to 30mph over the bridge (10m 16ch – 10m 27ch). ELR: FHR4, Br.29: RA9/10 vehicles restricted to 20mph over the bridge on the 'Up & Down' Through line and the Down Main line (10m 40ch – 10m 60ch). ELR: FHR6, Br.10: RA9/10 vehicles restricted to 20mph over the bridge (28m 60ch – 29m 00ch).
NW7011	Farington Jn – Lostock Hall Jn (Lostock Hall Lines)	8	Y	
NW7013	Daisyfield Jn – Hellifield	8	R1	R1 ELR: DJH: RA9/10 vehicles are restricted to the following maximum speeds over the following bridges: Br.4 (11m 40ch – 11m 60ch) – 20mph Br.41 (17m 20ch – 17m 60ch) – 20mph
NW7017	Gannow Jn – Colne	8	N	
NW7019	Thorpes Bridge Jn to GMC Siding (Incl.)	8	N	
NW7021	Miles Platting Jn – Marsden	8	R1	R1 ELR: MVL3, Br.1: RA9/10 vehicles restricted to 10mph over the bridge (7m 77ch – 8m 10ch) (Stalybridge Viaduct)
NW7023	Philips Park W. Jn – Brewery Jn	8	Y	
NW7025	Philips Park West Jn – Ashburys West Jn	8 R1	Y	R1 This route is RA7 between Philips Park South Jn. And Ashburys West Jn.
NW7027	Baguley Fold Jn – Philips Park South Jn	8	Y	
NW8001	Hunts Cross West Jn – Southport	8	R1	R1 ELR: HXS1 – HXS2 – HXS3: vehicles which exceed the RA of the line may be permitted for engineering train purposes only, subject to special dispensation being granted by the Territory Structures Assessment Engineer.
NW8003	Paradise Jn – James Street (Stock Interchange/Holding line)	8	Y	
NW8005	Sandhills Jn – Ormskirk	8 R1	--	R1 This line is RA7 between Sandhills Jn. And Walton Jn.
NW8007	Bootle Jn – Aintree Emergency G.F.	7 R1	Y	R1 This line is RA8 at Bootle Jn. – 3m 52ch.
NW8009	Walton Jn – Kirkby	8	Y	

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW8011	Mann Island Jn – West Kirby (via Loop)	8	Y	
NW8013	Canning Street Jn – Hooton South Jn	8	Y	
NW8015	Bidston East Jn – New Brighton (New Brighton lines)	6	R1	R1 BEN Br.19 (6m 50ch – 6m 52ch) vehicles which exceed the RA of the line must not pass other loco hauled trains on the bridge.
NW8017	Canning Street North – Rock Ferry South Jn (Out of use)	-	-	
NW9001	Dore West Jn – Edgeley Jn No.1 (Hope Valley Lines)	8	Y	
NW9003	Chinley East Jn – Chinley South Jn (Chord Line)	8	Y	
NW9005	Chinley North Jn – Buxton	8	R1	R1 RA9/10 loaded freight vehicles are restricted to 40mph Chinley North Jn. – Tunstead.
NW9007	New Mills South Jn – Ashburys East Jn	8 R1	R2	R1 This line is RA7 from Romiley Jn. To Ashburys East Jn R2 ELR: TTA2, Br.18: RA8/9/10 loaded freight vehicles are restricted to 30mph over the bridge, Reddish Viaduct (43m 04ch – 43m 18ch).
NW9009	Marple Wharf Jn – Rose Hill	7	Y	
NW9011	Romiley Jn – Hyde Jn	8	R1	R1 RA9/10 loaded freight vehicles are restricted to 40mph maximum speed throughout.
NW9013	Woodley Jn – Bredbury Sidings	7	Y	
NW9017	Hazel Grove High Level Jn – Northenden Jn	8	Y	
NW9019	Buxton – Brigg's Sidings	8	Y	
NW9021	Buxton – Hazel Grove East Jn	8	Y	
NW9901	Gargrave – Carlisle South Jn	8	R1	R1 For RA9/10 loaded freight vehicles the following bridge specific restriction must be observed: ELR: SAC, Br.66 – 20 mph in both directions over the bridge 'Ribblehead Viaduct' between Horton-in-Ribblesdale and Blea Moor (247m 40ch – 248m 00ch)

Line of Route	Line of Route / Sector Description	RA	Heavy Axle Weight Vehicles	Notes
NW9903	Settle Jn – Carnforth Station Jn	8	R1	R1 RA9/10 vehicles permitted subject to dispensation being granted by the Route Track Engineer and additionally subject to observance of the following bridge specific restrictions: ELR: SKW1, Br.77 (Wenning Viaduct) maximum speed 20mph over the bridge (241m 70ch – 241m 75ch) ELR: SKW1, Br.82 (Farrer's Viaduct) maximum speed 10mph over the bridge (243m 79ch – 244m 03ch) ELR: SKW1, Br.95 & Br.96 (Lower Bentham Viaduct) maximum speed 20mph over the bridge (247m 35ch – 247m 38ch) ELR: SJC, Br.11 (Lancaster Canal) maximum speed 20mph over the bridge (2m 36ch)
NW9907	Network Rail Boundary at 11m 03ch – Appleby	7	--	
NW9909	Corby Gates – Petteril Bridge Jn	8	Y	
NW9911	London Road Jn – Bog Jn (Newcastle Goods Lines)	8	Y	

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