

NETWORK RAIL

Western Route

WR

Week No.

10

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS
AND ERTMS RULE BOOK MODULES
MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 67 TO THE WESTERN ROUTE
SECTIONAL APPENDIX

FRIDAY 01 JUNE 2024
to
FRIDAY 30 AUGUST 2024
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 42 pages

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

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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. 67 to the Western Route Sectional Appendix effective from Saturday 01 June 2024 to Friday 30 August 2024

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. 67 and is dated 01 June 2024. 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 WESTERN 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 Signalboxes, 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:

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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 June 2024**.

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

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

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

Amendment No	Publication and section
Part C - New amendments to National Operations Publications	
	N/A
Amendment No	Publication and section
Part D - Previous amendments to National Operations Publications	
	N/A

Part C - New amendments to National Operations Publications

GERT8000 Rule Book

There are no new amendments to the Rule Book.

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

Module T3 Possession of a running line for engineering work

9.1 Authority for movements of engineering trains (see diagram T3.4)

Explanation of change

Following a recent incident in which an on-track machine entered a possession at an intermediate point without getting the necessary authority from the PICOP or the signaller, it was agreed that the instructions to a driver on who can give that authority do not completely explain the procedure. Section 9.1 a) states that when entering from a line not under possession the signaller gives the authority and that the driver will be met, but does not explain where or by whom. Section 9.1 b) explains that for a movement from a siding under possession, the PICOP gives authority. Section 9.1 c) does not refer to a movement from a siding under possession directly into a work site. Handbook 11 and handbook 12 do explain to PICOPs and ESs that they, or competent persons on their behalf, will meet the train and where they will do so. Section 9.1 a) has been expanded to explain that when the signaller authorises a movement to enter a possession at an intermediate point, the train will be met at that point by the PICOP if the train is to enter the possession between work sites, or by the ES if the train is to enter directly into a work site. In either case this can be a competent person on behalf of the PICOP or ES. Section 9.1 b) has not been changed as the PICOP when authorising the movement from an adjacent siding will give the driver any necessary instructions. Section 9.1 c) now includes a new item to say that a movement from a siding under possession directly into a work site will be met at the siding exit by the ES or a competent person on the ES's behalf. As the competency of safe work leader is now obsolete, the previous references to an SWL have been removed. Section 9.1 has been revised as shown. Diagram T3.4 has not been changed.

9.1 Authority for movement of engineering trains (See diagram T3.4)

driver

You must make movements only if you have the authority of the following personnel.

a) Signaller

The signaller will personally authorise you to make a movement that is required to:

- proceed from either end towards the detonator protection for the possession
- proceed to the location where your train will be met when entering the possession when the PICOP has the token on a single line
- enter the possession at an intermediate point where your train will be met
- pass through points or crossings that are protecting the possession at an intermediate point when leaving the possession
- proceed past the location of the detonator protection when leaving the possession
- proceed from the location agreed between the PICOP and signaller when the train is leaving the possession when the PICOP has the token on a single line.

If you are given permission to enter the possession at an intermediate point between work sites, you will be met there and given instructions by the PICOP, or a competent person sent by the PICOP. If the movement from that point will be directly into a work site, you will be met there by the ES, or a competent person sent by the ES.

driver

b) PICOP

The PICOP (or competent person on the PICOP's behalf) will authorise you to make a movement that is required to:

- go past the location of the detonator protection into the possession
- pass through points or crossings that are protecting the possession at an intermediate point when entering the possession
- enter or leave the possession from a siding that is also under possession
- move between the detonator protection at each end of the possession and the nearest work site
- pass the work-site marker board (WSMB) at the exit from a work site, this will be showing two yellow flashing lights
- move between work sites.

The PICOP will wear an armlet on the left arm, or a badge on the upper body, with PERSON I.C. POSSESSION in red letters on a yellow background.

c) ES

The ES (or a competent person on the ES's behalf) will authorise you to make a movement:

- past a WSMB into a work site, this will be showing two red flashing lights
- within a work site.

The ES can permit a person to travel in your cab to give you instructions about the working of your train while loading and unloading, as shown in module SS2 *Shunting*.

If you are entering the possession from an adjacent siding under possession directly into a work site, the ES, or a competent person sent by the ES, will meet you at the exit from the siding to give you instructions.

The ES will wear an armlet on the left arm, or a badge on the upper body, with ENGINEERING SUPERVISOR in blue letters on a yellow background.

driver

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

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 <i>'Working single and bi-directional lines by pilot'</i> .
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 ' <i>Working single and bi-directional lines by pilot</i> '
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 ' <i>Working single and bi-directional lines by pilot</i> '
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 ' <i>Working single and bi-directional lines by pilot</i> '
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'

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’
TS9 Level crossings – signallers’ regulations	1	Amend ‘manned crossing with barriers’ to ‘manually-controlled level crossing with barriers’ Amend ‘manned crossing with gates’ to ‘manually-controlled crossing with gates’
TW8 Level crossings – drivers’ instructions	1	Amend ‘manned crossing with barriers’ to ‘manually-controlled level crossing with barriers’ Amend ‘manned crossing with gates’ to ‘manually-controlled crossing with gates’

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.

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-T3 Possession of a running line for engineering work, issue 11, section 9.1	04/23	December 2023

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DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2)

Explanation of change

The current instruction 44 temporary isolations has been withdrawn and replaced with a new instruction 44 temporary isolations. The new TI instruction provides a simplified and structured process for the authorisation and circumstances in which TI may be utilised. It details the process for taking and giving up of a temporary isolation and provides for a new role of Person In Charge of Temporary Isolation (PICTI) to clearly define the roles and responsibilities of the staff involved in the temporary isolation process. It also provides clarity that the signal protection provided for the temporary isolation by the PICTI is separate to the protection arrangements that are required to be provided by the COSS.

Signal Protection provided for a TI must never be relied upon to provide staff with a 'Safe system of work when walking or working on or near the line' as required by the Rule Book Module T7.

Pages 58 to 61 inclusive

Delete Instruction 44 – Temporary isolations and replace with the following:

44 Temporary isolations

44.1 General

- 44.1.1 Temporary Isolations (TI) shall only be used to carry out work in order to contain an incident and/or make the railway safe for normal operation. Temporary Isolations shall only be taken by persons competent to do so. Temporary Isolations shall not be used to replace or short cut the normal planning process.

44.2 Persons competent to take temporary isolations

- 44.2.1 Staff or Contractors who undertake Temporary Isolations shall be certified in accordance with the appropriate Network Rail standards.

44.3 Authorising a temporary isolation

- 44.3.1 Temporary Isolations shall only take place

- (a) with the agreement of the Operations Control for the lines concerned
- (b) at those locations where a traction return rail is adjacent to the conductor rail

- 44.3.2 Short circuiting bars shall not be used where there is a guard board between the conductor rail and the adjacent running rail or where a yellow plastic shroud is fitted to the underside of the conductor rail. In such cases the Temporary Isolation shall not proceed and alternative arrangements shall be made to undertake the activities.

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2) - Continued

- 44.3.3 The Person In Charge of the Temporary Isolation (PICTI) shall contact the Operations Control concerned,
- (a) stating their name,
 - (b) job title,
 - (c) employer,
 - (d) the reason for requesting a TI
 - (e) the activity to be undertaken,
 - (f) the exact location,
 - (g) the lines concerned
 - (h) the anticipated duration of the Temporary Isolation required.
- 44.3.4 The Operations Control shall consult with interested parties and determine whether a Temporary Isolation shall be authorised.
- 44.3.5 If the Operations Control do not authorise the proposed TI, alternative arrangements shall be made to undertake the activity.
- 44.3.6 The Operations Control shall advise the PICTI, ECO and Signal Centre(s) of the authorised arrangements as soon as practicable.
- 44.3.7 The Signaller and ECO shall then agree the appropriate protection limits for the proposed electrical isolation.
- 44.3.8 The ECO shall then confirm to the PICTI the isolation arrangements to be applied.

44.4 Taking a Temporary Isolation

- 44.4.1 On request from the PICTI, the ECO shall contact the signaller(s) and request the affected line(s) to be blocked to all trains to protect the isolation. The signaller shall apply any reminder appliances as necessary and record the details in the train register. The signaller shall confirm to the ECO when the line(s) have been blocked to all trains and the ECO shall make an appropriate entry in the ECR log.
- 44.4.2 The ECO shall open the relevant circuit breakers and/or other controlled devices and instruct as necessary the PICTI to operate any relevant switches to the required position.
- 44.4.3 The PICTI shall confirm details of the switches operated to the required position to the ECO, once this has been done.
- 44.4.4 The ECO shall take appropriate action to prevent reclosure of those circuit breakers and/or other controlled devices in accordance with the ECR instructions. The ECO shall record the details in the ECR log.

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2) - Continued

- 44.4.5 The ECO shall then advise the PICTI that the conductor rail has been switched off and that the conductor rail may now be tested.

44.5 Testing the conductor rail

- 44.5.1 The PICTI shall make sure that the section or sub-section is switched off by testing between the conductor rail and the traction return rail adjacent to the conductor rail, using an approved testing device. The use of train line live indicator lamps is not permitted.
- 44.5.2 If the test proves the conductor rail is live then the ECO shall be informed immediately. The PICTI shall not attempt further switching without the authority of the ECO.

The ECO shall establish the cause of the irregularity and where possible, may agree revised arrangements. The signaller, PICTI and Operations Control shall be informed and where agreed, apply the revised arrangements.

- 44.5.3 Where it is not possible or practical to apply revised arrangements, the TI shall be cancelled.

44.6 Preventing re-energisation of the isolated section

- 44.6.1 If the test proves that the conductor rail is switched off re-energisation shall be prevented by the application of a short circuiting bar(s) by a competent person adjacent to the position where the work is to be undertaken. Once short circuiting bars have been applied the TI is established.

44.7 Briefing staff before commencing work

- 44.7.1 The PICTI shall arrange for all personnel to be briefed on the Safe Working Limits of the TI before any work begins.

44.8 Cancelling the temporary isolation

- 44.8.1 When work has ceased the PICTI shall confirm that all persons, tools or equipment are clear of the CRE.
- 44.8.2 Where an electric train is involved the PICTI shall additionally confirm that all persons, tools or equipment are clear of collector shoes, and other exposed parts of electrical equipment on trains

**DC electrified lines working instructions (NR/WI/ELP/3091)
(dated December 2006, issue E2) - Continued**

- 44.8.3 The PICTI shall arrange for all members of any work group to be advised that the CRE is to be recharged.
- 44.8.4 The short circuiting bar(s) shall then be removed.
- 44.8.5 The PICTI shall then contact the ECO, confirming that they wish to give up the Temporary Isolation,
 - (a) stating their name,
 - (b) job title,
 - (c) employer,
 - (d) the activity undertaken,
 - (e) the exact location,
 - (f) the lines concerned
 - (g) confirming that short circuiting bar(s) have been removed
 - (h) and all personnel are clear of the CRE

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2) – Continued

44.9 Making the conductor rail live

- 44.9.1 The ECO shall upon receiving this request shall take the required actions to recharge the Temporary Isolation, ensuring any switches are operated with the current switched off and the section blocked to traffic (see instruction 15 of this WI). The PICTI shall confirm to the ECO when any relevant switches have been operated. The recharging of the Temporary Isolation shall be recorded in the ECR Log Book.
- 44.9.2 The ECO shall contact the signaller, advising that the CRE has been switched on and request for the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) be withdrawn.
- 44.9.3 The signaller shall withdraw the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) and advise the ECO when this has been done and record the details in the train register.
- 44.9.4 The ECO shall advise the PICTI that the isolation has now been restored and that the block to all trains for the TI has been withdrawn.

Explanation of change:

The current range of forms shown in Appendix B, of the D.C electrified lines working instruction NR/WI/ELP/3091 - issue E2, have been updated and revised into a new Network Rail standard template. The existing forms shall be deleted and the new forms shall be used with effect from the 07th June 2008. These new forms will no longer be published within the work instruction but will be published separately under the new form reference numbers.

Word copies can be found on the Network Rail business standards connect page using the new form reference number.

Reference Appendix B, pages 69 to 80

Delete the following forms:

- Conductor Rail Permit
- Form DA
- Form DS
- Form DP
- Form DE
- Form B1

Form B2

**DC electrified lines working instructions (NR/WI/ELP/3091)
(dated December 2006, issue E2) - Continued**

Replace the forms, reference numbers as below, with the new forms published in the Network rail Business standards page on connect.

NR/L3/OCS/3091-CRP

NR/L3/OCS/3091-DA

NR/L3/OCS/3091-DS

NR/L3/OCS/3091-DP

NR/L3/OCS/3091-DE

NR/L3/OCS/3091-B1

NR/L3/OCS/3091-B2

MISCELLANEOUS

CONTACTING THE INTEGRATED CONTROL CENTRES – WESTERN ROUTE

The Network Rail Control covering the Thames Valley and West Country areas is located in the Integrated Control Centre at Swindon.

Wales & Marches Network Rail control is located in the Wales Railway Operating Centre (WROC) at Cardiff. The telephone contact details have changed to the 085 exchange. Signaller's 07-75428 emergency line remains unchanged.

NETWORK RAIL

Signallers EMERGENCY Line	085 27776 (033 085 27776)
BT EMERGENCY LINES (Swindon)	01793-533524 or 01793-533592
BT EMERGENCY LINE (Cardiff)	02920 644627
Route Control Manager	085 82201
Incident Controller: Infrastructure	085 82235
Thames Valley (located Swindon):	
Incident Controller	085 82205
Incident Support Controller	085 82206
Train Running Controller (Inner)	085 82207
Train Running Controller (Outer)	085 82208
West Country (located Swindon):	
Incident Controller	085 82223
Incident Support Controller	085 82224
Train Running Controller	085 82225
Wales & Marches (located Cardiff):	
Route Control Manager	085 80654
Route Incident Controller	085 80658
Incident Support Controller	085 80659
Train Running Controller (Main Line)	085 80660
Train Running Controller (Cardiff valleys)	085 80661
TDA 1 (Main Line)	085 80663
TDA 2 (Cardiff Valleys)	085 80664
VSTP	
VSTP Desk 1	085 82215
VSTP Desk 2	085 82216

FIRST GREAT WESTERN LOCATED IN SWINDON ICC

CIS Team	085 82243/5
Duty Control Manager	085 82202
Train Service Controllers	
High Speed Sleeper Service	085 82228
London & Thames Valley	085 82211
West	085 82219
Route Information Specialist	
High Speed Sleeper Service	085 82229
London & Thames Valley	085 82212
West	085 82220
Traincrew Delivery	
HSS Crew Delivery Manager	085 82227
LTV Crew Delivery Manager	085 82210
West Crew Delivery Manager	085 82217
Catering Crew Delivery Manager	085 82232
Maintenance Controller	085 82230
Delay Hotline	085 82453

When dialling Swindon from a BT line, use 01793-389 and then the last three digits of the internal number.
When dialling Cardiff from a BT line, use 02920-920 and then the last three digits of the internal number.

MISCELLANEOUS – CONTINUED
CONTACTING NETWORK RAIL INTEGRATED CONTROL CENTRE
WESTERN
REGARDING AN INFRASTRUCTURE FAULT

Signaller's priority fault and incident reporting telephone lines (which replace the old 011 facility) are as follows:

Thames Valley 1377 West Country 1378 Wales and Marches 379

The following telephone contact numbers are for infrastructure fault reporting, located in Western House Swindon. Wales & Marches contact is located at Cardiff WROC. Reportees please use the priority reporting lines to advise of incidents and faults, rapid response teams are to use their allocated function and area telephone number/s.

INFRASTRUCTURE FAULTS CONTACT NUMBERS		
0800FLTS	FREEPHONE TELEPHONE	0800-373003
431056	BT NUMBER	01793-431056

THAMES VALLEY DESK CONTACT NUMBERS		
TV1 + TV2	Priority Signallers Fault reporting line	1377
TV ISC	TV Incident Support Controller	085 82206
LNRGS&T	LONDON, READING S&T	085 82434
DIDS&T	DIDCOT S&T	085 82435
SNWS S&T	SWINDON & WESTBURY S&T	085 82436
LRGDPWAY	LONDON, READING AND DIDCOT PWAY	085 82437
SNWS PWAY	SWINDON & WESTBURY PWAY	085 82438
TV PLANT	THAMES VALLEY PLANT	085 82439
WEST COUNTRY DESK CONTACT NUMBERS		
WC1 + WC2	Priority Signallers Fault reporting line	1378
WC ISC	WC Incident Support Controller	085 82224
BRSG S&T	BRISTOL, STOKE GIFFORD AND WESTON SUPER MARE S&T	085 82440
GLOS S&T	GLOUCESTER S&T	085 82441
WOS S&T	WORCESTER S&T	085 82442
EXE S&T	EXETER S&T	085 82443
PLPA S&T	PLYMOUTH AND PAR S&T	085 82444
BRS PWAY	BRISTOL PARKWAY/TEMPLE MEADS AND WESTON SUPER MARE PWAY	085 82445
GLWO PWAY	GLOUCESTER AND WORCESTER PWAY	085 82447
WC PWAY	WEST COUNTRY PWAY	085 82446
WC PLNT	WEST COUNTRY PLANT	085 82448
WALES AND MARCHES DESK CONTACT NUMBERS		
WM1 + WM2	Priority Signallers Fault reporting line	1379
WM COOR	WM Incident Support Controller	085 80659
W&M Maint	Incoming Number for ALL W&M Maintenance staff	085 80683

When dialling Swindon from a BT line place 01793-389 and use last three digits of internal number.

When dialling Cardiff from a BT line place 02920-920 and use the last three digits of internal number.

NETWORK RAIL WESTERN ROUTE TRUST DELAY ATTRIBUTION TEAM

To assist in performance improvement across the industry, these are the contact numbers for the persons responsible for attributing delay across the Western route. Please contact the appropriate attributor if you are aware of any reason for delay. The Train Delay Team Leader can be contacted on 085 82238

Train Delay Attributor	Internal Telephone Numbers	Area of Responsibility
Paddington Area	085 82213	Paddington to Maidenhead.
Reading Area	085 82214	Maidenhead to Bramley/Uffington/Heyford/Lavington.
Bristol Area	085 82234	Barnet Green to Awre/Pilning/Cogload/Uffington/Warminster / Cotswolds.
Exeter Area	085 82222	Cogload Junction to Penzance and branches.
Train Delay Team Leader	085 82238	Paddington / Reading / Bristol / Exeter desks.
Cardiff Area 1	085 80663	Pilning / Awre to Fishguard. Newport (Maindee) – Craven Arms.
Cardiff Valleys 2	085 80664	Cardiff Valleys Network & Hendy Junction – Craven Arms (Central Wales Line) – Shrewsbury – Wrexham / Gresty Lane and Cambrian Lines.
Train Delay Team Leader	085 80666	Cardiff Area 1 / Cardiff Valleys 2 desks.

When dialling Swindon from a BT line place 01793-389 and use last three digits of internal number.

When dialling Cardiff from a BT line place 02920-920 and use the last three digits of internal number.

MISCELLANEOUS – CONTINUED

NETWORK RAIL CONTROL – LNW CONTROL (SOUTH) CONTACT DETAILS

The following numbers may be used to contact Network Rail LNW Control (South).

NETWORK RAIL CONTROL –RUGBY AND BIRMINGHAM	BRT	BT
Route Control Manager (located Rugby ROC) Emergency Mobile: Fax:	085 42545 - 085 42553	0330 854 2545 07767 672 492 0330 854 2553
Rugby ROC Emergency (Primary)	085 42555	0330 854 2555
Rugby ROC Emergency (Secondary)	085 42557	0330 854 2557
Train Running Controller – Midland & Western Lines (located West Midlands SC, Saltley) Fax:	085 42573 085 55163	0330 854 2573 0121 576 2163
Incident Controller – Midland Lines (located West Midlands SC, Saltley) <i>(Ashchurch (excl) to Elford (excl) via Camp Hill & New Street; Barnt Green to Redditch; Water Orton to Nuneaton (excl); Brandon (excl) to Penkridge via Bescot & New Street; Wolverhampton to Allscott (incl); Madeley Jn to Ironbridge (excl); Aston to Lichfield Trent Valley (high level); Coventry to Kenilworth Loop (incl); Coventry to Three Spires Jn (incl); Bescot to Rugeley Trent Valley (excl); Walsall to Water Orton / Castle Bromwich)</i> Fax:	085 42560 085 55163	0330 854 2560 0121 576 2163
Incident Support Controller – Midland & Western Lines (located West Midlands SC, Saltley) Fax:	085 42561 085 55163	0330 854 2561 0121 576 2163
West Midlands SC Emergency (Midland Lines)	085 55715	0121 345 5715
Train Delay Attributer – West Midlands & Trent Valley (located West Midlands SC, Saltley)	085 42565	0330 854 2565

TRANSPORT FOR WALES

Transport for Wales Control is located in the integrated Wales Railway Operating Centre (WROC)

MISCELLANEOUS – CONTINUED

Duty Control Manager	085 80668 Starfax: 08701 910 768
Maintenance Controller	085 80675 (07 30626)
Retail Information Controller (Main line)	085 80669
Resource Controller A (South Wales) Cardiff – West Wales / Maesteg Cardiff – Cheltenham Spa Heart of Wales line Cardiff – Manchester / Holyhead	085 80673 Fax: 085 80685 Starfax: 08701 910 760
Resource Controller B (North / Mid Wales) Crewe/Manchester – Chester / Llandudno / Bangor / Holyhead Llandudno – Blaenau Ffestiniog Birmingham – Shrewsbury Shrewsbury – Chester Wrexham – Bidston Shrewsbury – Pwllheli / Aberystwyth	085 80672 Fax: 085 80685
Route Manager (Valley lines) Including Vale of Glamorgan line	085 80670
Retail Information Controller (Valley lines) Including Vale of Glamorgan line	085 80671
Information Systems Controller (CIS) TfW managed stations only	085 80676
Information Systems Controller (CCTV) TfW managed stations only	085 80677
Delay Investigation Manager Validation of TRUST attribution	085 80674
Additional TfW Control fax numbers : Main line Valleys	085 80690 (BT 02920 – 920 685) 085 80687

When dialling Cardiff from a BT line, use 02920-920 and then the last three digits of the internal number.

MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS

NOTE: The usual list of signal box telephone numbers and the full list of GSM-R signal box / panel box contact telephone numbers that follow have been combined and updated. Full details are now shown in the following item:

The telephone numbers shown below must be used if it is necessary to contact a Signal box in Western or Wales Routes. These numbers may only be used in connection with essential messages regarding train operations or in case of emergency.

NOTE: At certain signal boxes, where a fax machine shares the phone line, callers may hear the dialling tone change (usually a fainter tone) after a few rings. In some cases it may sound as if the call has been cut off. This is normal – don't assume that there is a fault and abandon the call.

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

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

SIGNAL BOX	B.T. NUMBER	INTERNAL NUMBER	SIGNAL PREFIX/GSM-R CONTACT NUMBER
Abbey Foregate	03308 529266	085 29266	AF 74 6416 01
Alstone Crossing Box	03308 52778	085 27758	
Abergavenny	01873 858166	085 27161	AY 74 5336 01
Ascott-under-Wychwood	01993 830048	085 28500	AW 74 5229 01
Bangor	01248 361523	085 86666	BR 74 5353 01
Bishops Lydeard (West Somerset Railway)	01823 431990	085 28529	
Bishton Level Crossing	01633 413913	085 27144	
Bristol			
Panel A - Cogload Jn (excl.) to Parson Street	0117 934 8790	07 42790	B 74 5221 01
Brittania Crossing (Paignton & Dartmouth Steam Railway)	01803 752567		
Bromfield	01584 856547	05 69407	B 74 5330 01
Carmarthen Jn	03308 529296	085 29296	CJ 74 5310 01
Clarboston Road Jn	03308 529287	085 29287	CR 74 5323 01
Craven Arms	01588 673356	05 39401	CA 74 5325 01
Crediton	01363 773382	085 28081	CN 74 5226 01
Crewe Jn (Shrewsbury)	03308 529263	085 29263	CJ 74 6515 01
Croes Newydd North Fork	01244 356387	05 56387	CN 74 5344 01
Dee Marsh Jn	01244 356344	05 56344	DM 74 6400 01
Deganwy	01492 562764	085 87255	DY 74 5341 01
Dorrington	03308 529269	085 29269	DR 74 5327 01
Droitwich Spa	01905 779283	07 72680	DS 74 5200 01
Evesham	01386 45462	085 27304	E 745230 01
Exeter			
Information	01392 210873 01392 425762		
Panel C - Bridgwater (excl.) and Somerton (excl.) to Stoke Canon (excl.)	01392 476411	085 61721	E 74 5233 01
Panel B - Stoke Canon (incl.) and Crediton (excl.) to Exeter Central (incl.) and Exeter City Basin (incl.)	01392 476410	085 61720	E 74 5232 01
Panel A - Exeter City Basin (excl.) to Paignton (excl.) and Totnes (incl.)	01392 476412	085 61719	E 74 5231 01
Mid Cornwall Workstation – Liskeard (excl.) and Redruth (excl.), Par and St. Blazey, Penwithers Junction and Falmouth Docks, also Carne Point (Fowey) and Parkandillack freight branch lines	03308 527299	085 27299	CL 74 5254 01

MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

SIGNAL BOX	B.T. NUMBER	INTERNAL NUMBER	SIGNAL PREFIX/GSM-R CONTACT NUMBER
Exmouth Jn	01392 412764	085 61733	EJ 74 5234 01
Ferryside	03308 529299	085 29299	F 74 5309 01
Gaerwen	01248 422492	085 86673	GN 74 5354 01
Gloucester			
Panel A - Ashchurch to Barnwood Jn	03308 553458 03308 553478	085 53458 085 53478	G 74 5241 01
Panel B - Gloucester Station area / Avoiding lines to Tuffley	03308 553500	085 53500	G 74 5242 01
Panel C - Over Jn to Newnham Tunnel, also Tuffley to Charfield (excl.) and Standish Jn to Sapperton	03308 553462	085 53462	G 74 5243 01
Back Desk (additional for Cheltenham Festival etc)	03308 553454	085 53454	
Gobowen North	01691 659147	05 39420	GN 74 6414 01
Goonbarrow Jn	01726 851476	085 27295	GJ 74 5275 01
Greenford East	020 8840 6827 / 0330 856 1662	085 61662	GE 74 6104 01
Gresty Lane (SCC)	01618 804 135	085 58135	GL 74 6467 01
Henwick	01905 425037	07 72682	HK 74 5245 01
Hereford	01432 277083	085 28494	H 74 5340 01
Holyhead	01407 761049	085 87211	HD 74 5356 01
Kidwelly	03308 529302	085 29302	K 74 5308 01
Ledbury	01531 632550	085 28488	L 74 5250 01
Leominster	01568 616817	085 28496	LE 74 5332 01
Liskeard	01579 346773	085 27586	LD 74 5253 01
Little Mill Jn SB (LM)	01495 785307	085 27169	LM 74 5337 01
Llandudno Jn	01492 572306	085 87272 / 085 86652 / 085 86653	LJ 74 5339 01
Llandudno Station	01244 232244	085 86660	LO 74 5338 01
Llanwrst	01492 641978	085 86655	LT 74 5342 01
Lostwithiel		085 27589	
Machynlleth Signalling Centre			
East workstation, Sutton Bridge Junction (excl) to Machynlleth station	01654 702518	05 58412	MH 74 5361 01 74 5362 01
West workstation, west of Machynlleth station to Aberystwyth and Pwllheli	01654 700284	05 58402 Fax 05 58454	MH 74 5363 01 74 5364 01
Emergency use only	01654 702856		
Malvern Wells	01684 561475	07 72687	MW 74 5269 01
Marshbrook	01694 781509	05 39402	MB 74 5326 01
Minehead Ops Office (West Somerset Railway)	01643 700394		
Moreton-in-Marsh	01608 651094	085 27309	MM 74 5266 01
Moreton-on-Lugg	01432 761231	085 28495	ML 74 5333 01
Neath & Brecon Jn	01639 644086	085 28789	NB 74 5306 01
Newland East	01886 833523	07 72689	NE 74 5263 01
Norton Jn	01905 358327	07 72697	NJ 74 5265 01
Onibury	01584 856563	085 28497	OY 74 5329 01
Paignton	01803 555672	085 61498	PN 74 5276 01
Pantyyffynnon	01269 592450	085 28941	PF 74 5324 01
Par		085 28451	
Pembrey	01554 834223	085 27180	PY 74 5307 01
Penmaenmawr	01492 622083	085 86662	PR 74 5352 01
Penyffordd	01244 356330	05 56330	PD 74 5343 01
Penzance	01736 363189	085 27290	PZ 74 5279 01
Puxton & Worle LC	03308 528146	085 28146	
Plymouth			
East – Totnes (excl) to Mutley Tunnel	01752 828373	085 62754	P 74 5218 01

MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

SIGNAL BOX	B.T. NUMBER	INTERNAL NUMBER	SIGNAL PREFIX/GSM-R CONTACT NUMBER		
	West – Mutley Tunnel (incl) to Liskeard (excl)	01752 828374	085 62760	P 01	74 4219
	Information (between 1000 and 2200hours)	01752 828356 01752 661095	085 62753		
Pontilas		01981 240824	085 28490	PS	74 5335 01
Port Talbot		01639 891470	07 36955	PT 01	74 5305
	Panel A - Llanharran to Baglan (excl)	01792 632602	085 28930	PT 01	74 3503
Port Talbot Control Centre					
	Llanelli Workstation – Gowerton to Pembrey (excl), Dynevor Junction to Swansea Burrows and Neath and Brecon (excl) to Pontarddulais (excl) and Llandeillo Jn	01639 881771	019 29062	PT 01	74 5369
Roskear Jn		01209 713622	085 28168	R 01	74 5270
St Andrews Jn		0117 934 8548	07 42548	SA	74 5272 01
St Blazey		01726 812297	085 28458	SB	74 5278 01
St Marys Crossing box		03308 553496	085 53496		
St Erth		01736 753795	085 27284	SE	74 5273 01
Severn Bridge Junction		03308 529264 03308 529265	085 29264 085 29265	SB	74 6417 01
Sutton Bridge Junction		03308 529267	085 29267	SUB	74 5328 01
Talacre			05 55253	TE	74 5348 01
Tal-y-Cafn			085 86658		
Thames Valley Signalling Centre					
Shift Signalling Manager		0118 9083205 01235 759298	078 3204 / 3205 / 3357		74 5100 01
Shift Signalling Manager West		0118 9082460	078 3460		74 5101 01
Paddington Workstation					
	Paddington to Old Oak Common East	01753 422267	00 36267	SN	74 6100 01
Acton Workstation					
	Old Oak Common East to Hanwell / Drayton Green	01753 422331	00 36331	SN	74 6105 01
Hayes Workstation					
	Hanwell to Iver including Brentford and Colnbrook branches	01753 422335	00 36335	SN	74 6106 01
Heathrow Workstation					
	Heathrow Airport Jn to Heathrow Terminals	0330 852632	085 28632	SN	74 6102 01
Slough Workstation					
	Iver to Maidenhead, including the Windsor and Marlow branches	0118 908 2445	078 3445	T 01	74 6111
Twyford Workstation					
	Twyford area (Waltham to Reading New Junction) including Reading Southern Region platforms	0118 908 3201 / 3229	078 3201 / 3229	T 01	74 5100
Reading Workstation					
	Reading Station area	0118 908 3245 / 3360	078 3245 / 3360	T 01	74 5111

MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

SIGNAL BOX	B.T. NUMBER	INTERNAL NUMBER	SIGNAL PREFIX/GSM-R CONTACT NUMBER		
	West Junction Workstation				
	Reading West Junction to Cholsey and Oxford Road Junction (incl.) to Southcote Junction (incl.)	0118 908 3221 / 3230	078 3221 / 3230	T 01	74 5106
	Didcot Workstation		085 27778		
	Cholsey (excl.) to Challow (incl.) Didcot Chester Line Junction to Culham (incl.) Didcot Avoiding Line and Didcot West Curve	01793 515 573	07 75573	SB 01	74 5107
	Swindon Workstation				
	Challow (excl.) to Thingley Junction (incl.) Swindon Junction to Sapperton Short Tunnel (excl.) also Wootton Bassett Jn to Hullavington	0118 908 3283 / 01235 512925	078 3283	SW 01	74 5112
	Stoke Gifford Workstation				
	Badminton, Charfield (incl) to Narrowways Hill Jn (excl) Patchway Jn and Hallen Moor (excl)	0118 9082458	078 3458	BL 01	74 5113
	Bath Workstation				
	Box and Avoncliff to Feeder Bridge Jn (incl.) Up and Down Bristol Loop, Bristol East Jn (excl.) to Horfield Jn (excl.) and Narrowways Hill Jn to Clifton Down Tunnel	0118 9082459	078 3459	BL 01	74 5115
	Temple Meads Workstation				
	Feeder Bridge Jn (excl) to Nailsea and Backwell (excl) also St Phillips Marsh (west end)	0118 9082457	07 83457	BL 01	74 5114
	Newbury Workstation				
	Southcote jn (excl.) to Lavington (incl.)	0118 908 3252 / 3361	078 3252 / 3361	TR 01	74 5110
	Oxford Workstation		085 28179		
	Culham to Heyford, Morris Cowley Branch, Wolvercot North Jn, Charlbury Jn	01865 245539	078 4219	OD 01	74 6103
	Level Crossing Workstation		085 27777		
	Stocks Lane, Causeway, Appleford and Minety Level Crossings	01793 515 800 / 480 946	07 75800		
Tondu		03308 527324	085 27324	TU 01	74 5320
Tram Inn		01981 570769	085 28492	TI 01	74 5334
Truro			085 28462		
Ty-Croes			085 87217		
Valley		01407 742270	085 87219	VY 01	74 5355
Wales Rail Operating Centre					
	Shift Signalling Manager	02920 665310	085 80755	01	74 8060
	Severn Tunnel Workstation -				
	Patchway to Llanwern Works East Connection (incl) and Bullo Pill to Severn Tunnel Junction	02920 665379	085 80751 073 0126	NT 01	74 5102
	East Usk Workstation				
	Llanwern Works East Connection (excl) and Llantarnam to Maindee West Junction (incl) including the Hereford Loop and Uskmouth Branch	02920 665327	085 80745 073 0114	NT 01	74 5359

MISCELLANEOUS – CONTINUED
SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

SIGNAL BOX	B.T. NUMBER	INTERNAL NUMBER	SIGNAL PREFIX/GSM-R CONTACT NUMBER		
	Newport Workstation				
	Maindee East Junction (excl) to Alexandra Dock Junction (incl) including the Gaer Branch to Park Junction	02920 345302	085 80749 073 0312	NT 01	74 5358
	Ebbw Workstation				
	Alexandra Dock Junction (excl) to Pengam Jn (incl) including the Cardiff Curve to Ebbw Vale Town and Machen Quarry and the Cardiff Tidal Sidings Branch	02920 344535	085 80746 073 0314	NT 01	74 5357
	Cardiff Mainline Workstation				
	Pengam Junction (excl) to Leckwith Junction (incl) including Cardiff Central platforms 0/1/2/3	02920 232494	085 80740 073 0442	CF 01	74 5299
	Vale of Glamorgan Workstation				
	Penarth Curve South Junction (excl) to Barry Island, Penarth, Bridgend, Barry Jn and the Fords branch, also Leckwith Junction (excl) to Llanharran (excl)	02920 342422	085 80754 07 30441	CF 01	74 5360
	Valleys Workstation				
	Rhymney to Queen Street North Jn including the Coryton and Cwmbargoed branches Llandaff (excl) to Penarth Curve South Jn (incl) to including Cardiff Bay Line and Cardiff Central platforms 4/6/7/8. Danescourt (incl) to Radyr Branch Jn, Penarth North Curve Jn to Penarth Curve South Jn and Leckwith Loop	02920 342232	085 80741 073 0443	CF 01	74 5365
	Swansea Workstation				
	Baglan to Gowerton (excl) also to Dynevor Jn (excl)	02920 220696	085 80625	PT 01	74 5367
	Shrewsbury North Workstation				
	Crewe Junction (excl) to Nantwich (incl)	02920 920759	085 80759 073 0401	SC 01	74 5366
	Rhyl Workstation				
	Shotton Low Level (excl) to Llysfaen GF (excl)	02920 614386	085 43430		
Westbury					
	Panel A Lavington (excl.) to Fairwood Jn (incl.) via Westbury station or Westbury Avoiding Line also Heywood Road Jn to Bradford-on-Avon (incl.) also Hawkeridge Jn to Warminster (incl.) and Fairwood Jn (incl.) also Thingley Jn (excl.) to Bradford Jn	03308 557712 03308 557713	085 57712 085 57713	W 01	74 5191
	Panel B Fairwood Jn (excl.) to Somerton tunnel (excl.), Yeovil Pen Mill (excl.) Merehead and Cranmore via Frome Station or Frome Avoiding Line also Frome North Jn to Whatley Quarry	03308 557714 03308 557715	085 57714 085 57715	W 01	74 5192

MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

SIGNAL BOX		B.T. NUMBER	INTERNAL NUMBER	SIGNAL PREFIX/GSM-R CONTACT NUMBER
Support		03308 557710	085 57710	
West Midlands S.C				
	Bromsgrove Workstation Barnt Green (excl.) to Ashchurch (excl.); Stoke Works Jn to Droitwich Spa (excl.)	0121 576 2166	085 55166	BA, WB 01 74 6018
Whitland		03308 529301	085 29301	W 01 74 5322
Woofferton		01584 711629	085 28498	W 01 74 5331
Worcester Shrub Hill		01905 613048	07 72692 / 4	SH 74 5274 01
Worcester Tunnel Jn		01905 613049	07 72693	TJ 74 5285 01

ELECTRICAL CONTROL OPERATORS

Eastleigh ECR	Emergency line 173		023 8061 3314	075 7547 075 7472	74 4042 03
Romford ECR	Emergency Line 175 or 01708 743545	NRN 2170	01708 730292 01708 730314 01708 748813	00 57980 00 57981 00 57982 00 57983 Fax 00 50981	74 4091 03
Didcot ECR	Emergency Line 170		01235 818490	085 41051 Emergency only 085 41050	

ELECTRICAL CONTROL OPERATORS

Eastleigh ECR	Emergency line 173		023 8061 3314	075 7547 075 7472	74 4042 03
Romford ECR	Emergency Line 175 or 01708 743545	NRN 2170	01708 730292 01708 730314 01708 748813	00 57980 00 57981 00 57982 00 57983 Fax 00 50981	74 4091 03
Didcot ECR	Emergency Line 170		01235 818490	085 41051 Emergency only 085 41050	

CONTACTING THE INTEGRATED CONTROL CENTRES – CORE VALLEY LINES

The operational control of the Core Valley Lines (CVL) will be transferred to a new control centre ((Core Valley Lines Integrated Control Centre (CVLICC)), located at: Core Valley lines Integrated Control Centre, Ffordd Bleddyn, Taffs Well, CF15 7QR.

Affected lines	
ELR	Lines
CAM CEJ	TFW / Network Rail boundary at Queen Street South (0m13ch) to Merthyr Tydfil
RAD	TFW / Network Rail boundary at Waun Gron Park (1m20ch) to Radyr Jn
THT	Pontypridd Jn to Treherbert
CAR	Queen Street North Junction to Rhymney
CRY	Heath Jn to Coryton
VON ALK ABD	Abercynon to Hirwaun
TBD VON PTA	Ystrad Mynach South Jn to Cwmbargoed
CAM	Queen St South to Cardiff Bay

Infrastructure control duties for Amey Infrastructure Wales and Transport for Wales Rail Limited will be undertaken by various new roles as detailed below:

CORE VALLEY LINES CONTROL TAFFS WELL	Tel No	E mail address
Duty Control Manager – Infrastructure management (AIW) Responsible for the strategic management of the Core Valleys route and on shift management of all CVLICC staff	02922 807315	CVL.Control-manager@tfwrail.wales
Flight Engineer – Infrastructure fault and maintenance management (AIW) Responsible for management of intelligent infrastructure and maintenance, arranging response teams attendance to infrastructure incidents.	02922 807333	CVL.Infrastructure@tfwrail.wales
Duty Route Delivery Manager – Train service management (TfW RL) Responsible for all train running enquiries for CVL routes. Responsible for management of all operators train services and invoking contingency and service recovery plans. Works with Network Rail Train Running controllers Wales & Borders for cross boundary services. Point of contact for all other train / freight operators operating over CVL routes. Also provides VSTP support for the CVL Route	02922 807335	CVL.RouteManagers@tfwrail.wales
Customer Support Controller – Customer management (TfW RL) Responsible for disseminating information into the public domain. Responsible for recording and reporting of train service delays, communication of all CVL infrastructure issues and ensuring customers reach their destination by arranging road transport where required.	02922 807338	CVL.CustomerSupport@tfwrail.wales
Information Systems & Station Facilities controller – Station systems and security (TfW RL) Responsible for all train service information on station and on-train digital information systems. Responsible for communicating changes to availability of station facilities such as lifts & toilets and responsible for answering all CVL public help point, lift assistance and toilet access calls. Responsible for monitoring CCTV for live service management purposes at CVL Stations and On-train CCTV Systems. Responsible for deployment of dual language PA notices using Recorded, Long-Line PA and Text to speech systems.	02922 807313	CVL.Station&Info-systems@tfwrail.wales
CVLICC Emergency number	02922 807311	

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List of Module Pages and Dates

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9	03 June 2023
10	03 June 2023
11	05 June 2021
12	05 June 2021
13	04 March 2023
14	02 September 2023
15	01 June 2024
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23	01 June 2024
24	01 June 2024
24A	01 June 2024
24B	01 June 2024
24C	05 June 2021
24D	05 June 2021
25	05 June 2021
26	05 June 2021
27	06 June 2015
28	06 June 2015
29	05 June 2021
30	05 June 2021
30A	01 June 2024
30B	01 June 2024
31	01 June 2024
32	01 June 2024
33	03 June 2023
34	03 June 2023
35	01 June 2024
36	01 June 2024
37	01 June 2024
38	01 June 2024
38A	02 March 2024
38B	02 March 2024
39	02 September 2023
40	02 September 2023
41	02 September 2023
42	02 September 2023
42A	02 September 2023
42B	02 September 2023
43	05 March 2022

Page	Date Last Changed
44	05 March 2022
45	01 June 2024
46	01 June 2024
47	28 November 2020
48	28 November 2020
49	02 September 2017
49A	02 September 2017
49B	05 June 2021
50	05 June 2021
50A	02 March 2024
50B	02 March 2024
51	05 June 2021
52	05 June 2021
53	31 August 2019
54	31 August 2019
55	01 June 2024
56	01 June 2024
57	02 June 2018
58	02 June 2018
58A	02 March 2024
58B	02 March 2024
58C	05 December 2015
58D	05 December 2015
58E	02 December 2017
58F	02 December 2017
58G	02 March 2024
58H	02 March 2024
58I	02 March 2024
58J	02 March 2024
58K	02 March 2024
58L	02 March 2024
59	31 August 2019
59A	31 August 2019
59B	02 December 2023
59C	02 December 2023
59D	04 December 2021
59E	04 December 2021
59F	02 March 2024
59G	02 March 2024
59H	02 March 2024
59I	02 March 2024
59J	02 September 2023
59K	02 September 2023
59L	31 August 2019
59M	31 August 2019
59N	02 March 2024
59O	02 March 2024
59OA	04 December 2021
59OB	04 December 2021
59P	29 August 2020
59Q	29 August 2020
59R	05 March 2022
60	05 March 2022
61	01 June 2024

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63	01 June 2024
Page	Date Last Changed
64	01 June 2024
65	03 December 2022
66	03 December 2022
67	03 December 2022
68	03 December 2022
69	01 June 2024
69A	01 June 2024
69B	01 June 2024
70	01 June 2024
71	02 March 2024
72	02 March 2024
73	04 March 2023
74	04 March 2023
75	30 November 2019
76	30 November 2019
76A	04 December 2021
76B	04 December 2021
77	04 March 2023
78	04 March 2023
79	31 August 2019
80	31 August 2019
81	02 December 2023
82	02 December 2023
83	03 September 2022
84	03 September 2022
85	04 March 2023
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87	04 March 2023
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90	04 March 2023
91	04 March 2023
92	04 March 2023
93	04 September 2021
94	04 September 2021

95	04 September 2021
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102	04 September 2021
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105	04 September 2021
106	04 September 2021
107	04 September 2021
108	04 September 2021
109	04 September 2021
110	04 September 2021
111	04 September 2021
112	04 September 2021
113	04 September 2021
113A	04 September 2021
113B	04 September 2021
114	04 September 2021
115	04 September 2021
116	04 September 2021
117	03 June 2023
118	03 June 2023
119	04 September 2021
120	04 September 2021
121	04 September 2021
122	04 September 2021
123	04 September 2021
124	04 September 2021
125	04 September 2021
126	04 September 2021
127	04 September 2021
128	04 September 2021

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

The following amplifies the “exceptions” listed in section 1.2 of the Module:

Track Circuit Block lines - failure of points

Working by Pilot is **not** needed on any Track Circuit Block line on the Western and Wales Route where the signal controlling the entrance to the single line cannot be cleared due to points failure, provided that:

- all track circuits in the route concerned are clear, and
- the signaller(s) have operated any acceptance switches/ levers/ buttons appropriate to the direction of the movement, and
- the signaller has told the driver about the circumstances.

Track Circuit Block Lines – failure of track circuits

Working by Pilot is **not** needed where the signal controlling the entrance to the single line between the places listed in the following table, cannot be cleared due to track circuit failure provided that all trains are worked **only** in the direction shown:

- bi-directional line.

At or between	Line	Direction	Remarks
GW103. Paddington to Uffington			
Portobello Jn and Ladbroke Grove	Carriage Reception	Down	-
Ladbroke Grove and Old Oak Common	Engine & Carriage	Down	-
Hanwell Bridge Sidings	Hanwell Goods Loop	Up (Between Signals SN.236 and SN.241)	#
Southall East Jn and Heathrow Airport Jn	Down Main	Down	#
GW108. Fordgate to Penzance			
Saltash and St Budeaux Ferry Road	Single	Up	-
St. Pinnock and Largin	Single	Down	-
Truro and Penwithers Junction	Down	Down	#
Long Rock and Penzance	Single	See remarks	Provided that signal PZ.2 (protecting Long Rock level crossing) can be cleared, signal PZ.1 can be passed at Danger without a pilot. Provided that signal PZ.66 (Ponsandane) can be cleared, signals PZ.67,68,69,70 or 71 can be passed at Danger without a Pilot.
GW175. Greenford South Jn to Greenford Station			
At or between GE22 and Greenford Bay Platform	Bay Line	Down	
GW180. Heathrow Airport Junction to Heathrow Terminals 4 and 5			
Heathrow Airport Jn and Heathrow Central (Terminals 2,3)	Down Airport	Down	#
Heathrow Central (Terminals 2,3) and Heathrow Airport Jn	Up Airport	Up	#

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GW184. Slough to Windsor			
Slough	Bay line	Down	-
Slough (Bath Road Jn) and Windsor	Single	Up	-
GW187. Twyford to Henley-on-Thames			
Twyford and Henley-on-Thames	Single	Up	-
GW310. Wolvercot Junction to Pershore (Excl.)			
Wolvercot Junction and Charlbury Junction	Single	Up	One train only. Driver must obtain a special modified working ticket as directed by the Signaller. Tickets kept in a locked cabinet at Charlbury signal AW.2406
Evesham West Junction and MD910 (Pershore to Norton Jn) Norton Junction	Up & Down Cotswolds Single	Either	Drivers must obtain modified working ticket RT3177 at signals E2457 or E2453 at Evesham or from signal NJ9 at Norton Junction. Tickets kept in signal post telephone cabinets on the platforms at Evesham and in a cabinet near signal NJ9 at Norton Junction. Permitted for a maximum of three hours.
GW454. Severn Beach to Narrows Hill Jn			
Holesmouth Junction and Severn Beach	Single	Either	Drivers must obtain modified working ticket RT3177 at signal SA5 at Avonmouth station. Tickets kept in signal post telephone cabinet. Permitted for a maximum of three hours.
GW548. Parson Street Jn to Portbury			
Ashton Junction and Portbury	Single	Either	Drivers must obtain modified working ticket RT3177 at signal BL2191 at Ashton Junction or from the shunter's cabin at Portbury. Tickets kept near the token machines in a blue folder. Permitted for a maximum of three hours.
GW650 Lostwithiel to Carne Point, Fowey			
Lostwithiel to Carne Point, Fowey	Single	Down	If the train staff and key are divided, provided both are available the driver may proceed to Fowey. On arrival at Fowey, the train staff and key must be delivered to the signalling technician or pilot. If the key cannot be removed from the release instrument, the signalling system must be treated as having failed and a pilot sent for.
Merehead West and Merehead Quarry Jn	Single	Up	-
GW580. East Somerset Junction to Merehead/Cranmore			
Merehead West and Merehead Quarry Jn	Single	Up	-
White's Crossing Siding	Siding line	From Merehead Quarry	-
GW606. Cowley Bridge Jn to Barnstaple			
Crediton and Eggesford	Single	Down	Drivers should obtain a Modified working ticket which is kept in a cabinet at the End of Section board at Eggesford
Eggesford and Crediton	Single	Up	Drivers should obtain a Modified working ticket which is kept in a cabinet at the Start of Section board at Eggesford – End of Section board at Crediton

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Eggesford and Barnstaple	Single	Down	Drivers should obtain a Modified working ticket which is kept in the Token hut at Eggesford
GW608. Crediton to Meldon (Okehampton Line)			
Crediton and Okehampton	Single	Down	Drivers should obtain a Modified working ticket which is kept at Crediton Signal Box
Okehampton and Crediton	Single	Up	Drivers should obtain a Modified working ticket which is kept in the Modified Working Cabinet at Okehampton
GW610. Crannaford LC (incl) to Exeter St David's			
Pinhoe and Honiton	Single	Up	Driver must obtain modified working ticket RT3177 at Pinhoe as directed by the Signaller. Tickets kept in lockable box adjacent to signal EJ2.
GW611. Exmouth Jn to Exmouth			
Topsham and Exmouth	Single	Down	Driver must obtain modified working ticket RT3177 at Topsham as directed by the Signaller. Tickets kept in lockable box adjacent to signal EJ27.
GW680. Penwithers Jn to Falmouth			
Penryn to Falmouth Docks	Single	Both	Driver must obtain modified working ticket RT3177 at Penryn as directed by the signaller. Tickets kept in lockable boxes adjacent to signals T30 CL3833 (only when arrangements apply via the Falmouth Single line) and CL3835-Permitted for up to two hours only.
Penwithers Jn to Penryn	Single	Both	Drivers must obtain Modified Working Ticket (RT3177) at Truro station or signal CL3834 (Penryn station)
GW733. Sutton Bridge Jn to Aberystwyth			
All single line sections - Welshpool and Machynlleth	Single	Either	-
Machynlleth and Dovey Junction	Single	Either	One train only.
Dovey Junction and Aberystwyth	Single	Either	One train only.
GW734. Dovey Jn to Pwllheli			
All single line sections - Dovey Junction and Pwllheli	Single	Either	-
GW740. Maindee North Jn to Maindee East Jn			
Maindee East Jn and Maindee North Jn	Hereford Loop	Up	Up line is for trains towards Little Mill Junction.
GW770. Ebbw Vale Town to Gaer Junction			
At or between Ebbw Vale Town and Crosskeys Junction	Single	Both	Drivers must obtain a modified working ticket as directed by the signaller at Signals PJ.1934 or PJ.1932.
Risca South Junction and Park North Junction	Single	Down	Drivers must obtain a modified working ticket as directed by the signaller at Signal PJ.1941.
Park North Junction and Risca South Junction	Single	Up	Drivers will be handed a modified working ticket by the Signaller at Park Jn signal box.

GW810. Rhymney to Queen Street North Jn			
Rhymney and Tir-Phil	Single	Either	-
Tir-Phil and Bargoed	Single	Either	-

GW820. Cwmbargoed to Ystrad Mynach South			
Cwmbargoed and Ystrad Mynach South	Single	Either	-
GW830. Merthyr Tydfil to Barry Island via Cardiff Queen Street			
Pontypridd Junction and Pontypridd Station	Down/ Up Platform	Down	-
Barry Town to Barry Island	Single	Either	-
GW834. Hirwaun to Abercynon			
Abercwmboui Loop	Single	Up	-
GW839. Queen Street South Jn to Cardiff Bay			
Queen Street South Jn and Cardiff Bay	Single	Either	-
GW840. Radyr Junction to Cardiff, Radyr Branch Junction			
Penarth Curve North Junction and Radyr Branch Junction	Single	Up	-
GW850. Leckwith Loop North Junction to Leckwith Loop South Jn			
Leckwith Loop South Junction and Leckwith Loop North Junction	Leckwith Loop (single)	Down	-
GW864. Cogan Jn to Penarth			
Cogan Junction to Penarth	Single	Either	-
GW874. Bridgend (Llynfi Jn) to Maesteg			
Tondu and Maesteg	Single	Both	Drivers will be handed a modified working ticket by the Signaller at Tondu signal box
GW877. Tondu to Port Talbot Docks			
Bridgend and Tondu signals PT3025, PT3461, PT3603 or PT3463	Up/Down Maesteg	Down	Form dictated by the Port Talbot A signaller. Modified working only available for 2 hours.
Tondu and Bridgend signal TU6		Up	Form dictated by the Tondu signaller. Modified working only available for 2 hours.
Margam Abbey Works East Jn and signals PT.3483/ 3484	Down/ Up O.V.E	Up	-
Signals PT.3485/3484 and	Down/ Up O.V.E	Down	-

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Margam Yard Junction			
GW890. Court Sart Junction/Up Flying Loop Jn to Morlais Junction			
Court Sart Junction and Signal PT.3527	Down/Up R&SB	Down	
GW900. Pilning to Fishguard Harbour			
Landore Junction and Swansea Loop West Junction	Single	Down	-
Cockett West and Dyffryn West	Single	Up	-
Clarbeston Road to Fishguard Harbour			Drivers will carry RT3177 Modified Working Tickets and these will also be available from the Signal Box. The signaller will dictate the details for the RT3177 to the driver at CR5 signal. Drivers must treat each return journey as separate movements, so the signaller must dictate the details for the RT3177 at Fishguard Harbour.
Clarbeston Road to Stop Block Fishguard Harbour	Single	Down	Drivers will carry RT3177 Modified Working Tickets and these will also be available at Clarbeston Road Signal Box. The signaller must dictate the details for the RT3177 to the driver at required protecting signal or suitable location for movements towards Fishguard Harbour. Return Journeys are treated as separate movements where the signaller must dictate the details for the RT3177 to the driver again, once they have received permission from the Network Rail Route Control Manager.
Fishguard Harbour to CR6	Single	Up	
GW9001. Landore Junction to Swansea			
Swansea Loop East Junction and Swansea station	Up Main	Up	-
GW910. Crarven Arms Junction to Llandeilo Junction			
Hendy Junction and Morlais Junction	Llandeilo Branch (single)	Up	-
Pantyffynnon and Hendy Junction	Single	Either	Special authority cards must be completed
GW930. Carmarthen Junction to Carmarthen Station			
Carmarthen Junction and Carmarthen Station	Single	Down	

GW940. Carmarthen Station to Carmarthen Bridge Junction			
Carmarthen Station and Carmarthen Bridge Junction	Single	Up	
GW960. Clarbeston Road to Milford Haven			
Haverfordwest and Milford Haven	Single	Up	Provided that all other intermediate signals in the route concerned can be cleared, signals CR.24 or CR.28 or CR.32 (as appropriate) may be passed at Danger without a Pilot.
Clarbeston Road to Milford Haven	Single	Down (via Up platform at Haverfordwest)	Drivers will carry RT3177 Modified Working Tickets and these will also be available from the Signal Box. The signaller will dictate the details for the RT3177 to the driver at CR5 signal. Drivers must treat each return journey as separate movements so the signaller must dictate the details for the RT3177 at Milford Haven.
Milford Haven to Clarbeston Road	Single	Up	Drivers will carry RT3177 Modified Working Tickets and these will also be available at Clarbeston Road Signal Box. The signaller must dictate the details for the RT3177 to the driver at required protecting signal or suitable location for movements towards Milford Haven. Return Journeys are treated as separate movements where the signaller must dictate the details for the RT3177 to the driver again, once they have received permission from the Network Rail Route Control Manager.
Clarbeston Road to Milford Haven Station	Single	Down via Up platform	
Milford Haven to CR10	Single	Up via Up platform	

Western Route GI - Dated: 11/03/2024

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

Section 1.2 – Train signalled towards a wrong route

Provided that the train is not required to call at a station on the booked route, and that route knowledge is available, a Driver may accept the signal cleared for the alternative route shown at the following junctions and should **not** treat it as a “wrong route”:

Alternative route to or beyond	Junction
Worle Junction	Uphill Junction
Uphill Junction	Worle Junction
Didcot North Junction	Didcot East Junction
Didcot East Junction	Didcot North Junction
Filton Abbey Wood (terminating trains only)	Filton South Junction
Fairwood Junction	Heywood Road Junction
Heywood Road Junction	Fairwood Junction
Blatchbridge Junction	Clink Road Junction
Clink Road Junction	Blatchbridge Junction

Western Route GI - Dated: 05/03/16

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

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

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

Signalbox	Signal(s) concerned	Remarks
St. Blazey	Up Home SB1 (3 aspect colour light)	--
Severn Bridge Jn	Up platform	--
Gobowen	Down Home	Applies only to passenger trains booked to call at Gobowen station

Western Route GI - Dated: 11/03/2024

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

Section 5 – Automatic warning system (AWS)

AWS track equipment located ahead of a signal

The Driver must be prepared for the possibility that if the signal changes from yellow to green after the front of the train has passed it, a clear indication (bell) may be received on the AWS equipment even though when he saw the signal it was yellow.

AWS track equipment on single and bi-directional lines

If a movement that had been signalled onto a single or a bi-directional line then returns towards that location as an unsignalled movement, AWS inductors will usually remain suppressed for the return movement.

A Driver making such a move must therefore expect to receive no AWS indication at any signal or permissible speed warning indicator during the return journey, and must not report such instances as failures or irregularities.

Western Route GI - Dated: 05/03/16

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

Section 7 Reporting signalling failures and irregularities, 7.1 Signalling equipment

For the purpose of applying the Rule, due allowance must be made for measurement errors and other tolerances and MAs must be expected to extend up to approximately 20 metres beyond the signal at danger to which they apply.

Western Route GI - Dated: 29/06/19

Rule Book Module SP - Speeds

Section 2.1 Permissible speeds and enhanced permissible speeds

Permissible speed indicators with letters

This is what the letters mean:

Letters	Description
HST	Class 91 locomotive with mark 4 vehicles and DVT, classes 80x 158, 159, 165, 166, 168, 170, 171, 172, 175, 180, 220, 221, 222, 253, 254, 387 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.

National exceptions to MU trains

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

National GI - Dated: 06/11/21

Rule Book Module T3 - Possession of the line for engineering work

Section 7.2 - Removing the protection when the possession is no longer needed T3 7.2

The PICOP will advise the Signaller when all work is completed and provide the name of the agent who will be returning the token to the instrument.

The PICOPs agent will return the token to the token machine and advise the Signaller that this has been done. The Signaller will record the name of this person in the train register/occurrence book and advise the PICOP that the token has been replaced.

Western Territory GI - Dated: 07/01/17

Rule Book Module T3 - Possession of a running line for engineering work

Taking possession and worksite around a train (TPAT) in axle counter area provided with Engineers Possession Reminder (EPR)

When a T3 possession is to be taken around a train, once the train is confirmed to remain at a stand, EPR must be applied to all track sections except that occupied by the train itself. The train will then be required to move in order that this track section can also have EPR applied to it. Until EPR has been applied to this track section, no work may take place on it. Whilst EPR arrangements for this track section are being undertaken, it is acceptable for all other worksite activities within the T3 possession where EPR has already been applied to continue. The following sequence will apply:

- 1.) Engineering train(s) arrives at the designated signal for TPAT.
- 2.) Signaller gives the PICOP permission to place protection
- 3.) PICOP authorises the possession support staff to place protection and engineering supervisors to erect worksite marker boards.
- 4.) Possession Support Staff confirm all protection in place
- 5.) Signaller grants possession and advises EPR applied with the exception of those track sections occupied by trains
- 6.) Engineering supervisors confirm worksite marker boards in place and the PICOP may then give permission for work to commence except in a track section which has not had EPR applied to it.
- 7.) Once the train has been moved and the signaller has confirmed to the PICOP that EPR has been applied to relevant track section, the PICOP may give permission to the engineering supervisor for work to commence in that track section.

Western Territory GI - Dated: 18/03/17

Rule Book Module T3 - Possession of a running line for engineering work

Stabling and out-berthing of trains formed of empty coaching stock (ECS) on a bay or dead-end platform line

NOTE : these arrangements may be applied when it is necessary to block a line as shown in Handbook 8 – IWA, COSS or PC blocking a line.

Trains formed of empty coaching stock (ECS) may be stabled or out-berthed on the platform lines shown below if necessary during possession of the line for engineering work or a line blockage.

1. London Paddington, platforms 1-14
2. Hayes, platform 5
3. Slough, platform 1
4. Twyford, platform 5
5. Reading station, platforms 1-3 and 4-6 (note the exception below)
6. Swindon, platform 2
7. Bristol Temple Meads, platforms 1 and 13
8. Greenford, platform 2
9. Oxford, platforms 1 and 2
10. Newbury, platform 3
11. Gloucester, platform 3
12. Heathrow Airport Terminal 4, platforms 1, 2 (note the exception below)
13. Heathrow Airport Terminal 5, platforms 3, 4 (note the exception below)
14. Hyde Park Siding, Exeter St. Davids
15. Exeter St. Davids, platform 2
16. Exeter Central, platform 1 (Down Bay)
17. Taunton, platform 6
18. Carmarthen, platforms 1 and 2
19. Shrewsbury, platforms 5 and 6
20. Hereford, platform 4
21. Pwllheli, platform 1
22. Llandudno Jn, platform 2
23. Holyhead, platforms 1, 2 and 3
24. St Erth platform 3
25. Merthyr Tydfil (see note below)
26. Aberdare (see note below)
27. Pembroke Dock

For both Merthyr Tydfil and Aberdare, this stabling must be agreed and authorised in advance with the Operations Manager (South).

Metal tools and equipment must not be placed any closer than 2 metres from axle counter equipment.

Work on signalling equipment which detects the train(s) on the platform line(s) concerned is prohibited.

If it is necessary (for testing purposes) to operate a signal which when cleared will allow a train to leave a bay or dead-end platform line which is included in the possession (line blockage) arrangements, the PICOP (COSS) must arrange for NOT TO BE MOVED board(s) to be attached to the train(s) affected. The NOT TO BE MOVED board(s) must remain attached.

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to any train(s) affected during the time that the signalling equipment is being tested. The activity is allowed on all platform lines listed above **except** Heathrow Airport Terminals 4 and 5. Use of a hand trolley (Handbook 10 – *Duties of the COSS and person in charge when using a hand trolley*) must not proceed closer than 2 metres short of the train at the affected platform and is allowed on all platform lines listed above **except** Reading station, platforms 1-3, 4-6.

Use of OTM/OTP on a platform line which is occupied by a train during the possession is prohibited.

Western Route GI - Dated: 20/04/2024

Rule Book Module TS1 – General signalling regulations

Regulation 13 - Safety of personnel

Additional protection provided by Track Circuit Operating Devices (T-COD) – Locations where T-CODs can be used

T-CODs may be used at the following GW Route locations:-

Routes and Locations on which T-COD may be used	Remarks
	<i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
GW105 - UFFINGTON TO FORDGATE VIA BOX <u>Bristol TM - Fordgate via Weston-S-Mare avoiding line</u> Down Main 125m 40ch - 130m 36ch Down Weston-S-Mare Avoiding line 135m 11ch - 139m 59ch Down Main 138m 10ch - 145m 12ch Down Main 145m 67ch - 150m 78ch <u>Fordgate - Bristol TM via Weston-S-Mare avoiding line</u> Up Main 151m 30ch - 145m 67ch Up Main 145m 12ch - 138m 10ch Up Weston-S-Mare Avoiding line 138m 00ch - 135m 19ch Up Main 129m 37ch - 124m 44ch	** - Additional Protection using T-CODs in this area is permitted <u>only</u> for track patrolling between the starting signals at each end of the station
GW107 - WORLE JN TO UPHILL JN VIA WESTON-SUPER-MARE Single Line 135m 16ch - 137m 02ch	
GW108 - FORDGATE TO PENZANCE <u>Fordgate - Taunton</u> Down Main 154m 63ch - 158m 42ch Down Main 158m 52ch - 161m 58ch Up Main 161m 47ch - 158m 37ch Up Main 158m 14ch - 154mp <u>Taunton - Exeter</u> Down Main 167m 54ch - 170m 10ch Down Main 171m 29ch - 178m 40ch Down Main 179m 32ch - 184m 12ch Down Main 185m 43ch - 189m 70ch Down Main 190m 18ch - 192m 42ch Up Main 192m 50ch - 190m 29ch Up Main 190m 15ch - 187m 15ch Up Main 185m 40ch - 179m 31ch Up Main 178m 48ch - 171m 65ch <u>Exeter - Newton Abbot</u> Down Main 195m 36ch - 200m 25ch Down Main 209m 14ch - 213m 39ch Up Main 213m 16ch - 209m 14ch Up Main 200m 46ch - 195m 16ch	St. Germans to Penzance

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GW580 EAST SOMERSET JN TO CRANMORE <u>East Somerset Jn - Merehead</u> Single Line 0m 28.5ch - 3m 23ch	Merehead to Cranmore
GW600 - WOOTTON BASSETT JN TO PILNING	
GW606 - COWLEY BRIDGE JN TO BARNSTAPLE Single 173m 63ch - 178m 55ch	Crediton to Barnstaple
GW610 - CRANNAFORD TO EXETER ST. DAVIDS Down Waterloo 168m 40ch - 170m 9ch Up Waterloo 170m 17ch - 168m 40ch	Exmouth Jn to Exeter St. Davids
GW611 - EXMOUTH JN TO EXMOUTH Up/Down Exmouth 0m 5ch - 4m 11ch	Topsham to Exmouth
GW620 - NEWTON ABBOT WEST JN TO PAIGNTON Down Torbay 214m 57ch - 221m 75ch Up Torbay 221m 77ch - 214m 57ch	
GW730 SHREWSBURY SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN (NORTH AND WEST ROUTE) <u>Lyde Court LC – Hereford Eign Viaduct</u> Down Main H101 (48m 56ch) – H50 (51m 45ch) Up Main H1 (51m 50ch) – H102 (49m 45ch) <u>Little Mill Jn – Panteg</u> Down Main LM100 (30m 50ch – LM110 (34m 78ch) Up Main LM105 (34m 68ch) – LM115 (30m 65ch) <u>Cwmbran – Ponthir LC</u> Down Main 36m 20ch - 37m 6ch Up Main 36m 17ch - 35m 62ch	

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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 a time that normal running can resume.

Remote Track circuit Operating Devices (R-TCODs) have been installed at the following locations

Line of Route	Controlling signal Box / Workstation	Line	Mileage of RTCOD	Protecting Signal	Track Circuit affected
GW730 Severn Bridge Jn to Maindee West Jn	Marshbrook	Down Main	19m 12ch	MB17	CC
	Craven Arms	Up Main	163m 77ch	CR4	JL
	Craven Arms	Down Main	19m 14.5ch	CA25/CA27	CD
	Craven Arms	Up Main	20m 19ch	CA1	BB
	Craven Arms	Up Main	15m 31ch	CA4	AD
	Hereford	Down Main	48m 64ch	H101	DA
	Hereford	Up Main	4m 65ch	H50	BD
		Up Main	50m 40ch	H8/H9	BH
		Down Main	49m 65ch	H102	AB
	Abergavenny	Down Main	30m 49ch	AY42	CA
		Up Main	11m 48ch	AY38	CC
	Little Mill	Up Main	23m 40ch	LM115	2A
	Tram Inn	Down Main	11m 11.5ch	TI 17	GB
	Pontrillas	Up Main	5m 49ch	PS35/PS39	AB
	Pontrillas	Up Main	11m 35ch	PS41	CD
GW900 Pilning to Fishguard harbour	Pembrey	Up Main	228m 54ch	PY4 (placed at PY7)	AF

Western Route Sectional Appendix Module WR1

GW900 Pilning to Fishguard Harbour	Carmarthen	Down Main	244m 69ch	CJ2	BC
		Up Main	245m 49ch	CJ3	AC
		Down Main	245m 26.4ch	CJ4	BH
		Up Main	245m 16.5ch	CJ7	AH
GW930 Carmarthen Jn to Carmarthen Station GF Carmarthen		Carmarthen Triangle platform 1	245m 49ch	CJ12	EF
		Carmarthen Triangle Platform 2	245m 46.4ch	CJ15	CD
		Single CAN	245m 32ch	CJ10	CH
GW940 Up Sidings no2 to Carmarthen Bridge Jnc		Carmarthen	Single CNW	245m 31.7ch	CJ13
NW3001 Crewe North Jnc to Holyhead	Llandudno Jnc	Up Main	220m 65ch	LJ56/58	T128
		Down Main	216m 77ch	LJ49	T113
	Bangor	Down Main	238m 63ch	BR3/6	T10
		Up Main	239m 40ch	BR57	T15

Rule Book Module TW1 – Preparation and movement of trains

Section 33, Single lines worked with a token or with or without a train staff

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

<u>Section of Line</u>	<u>Token or Staff station</u>	<u>Person authorised to receive or deliver Token or Staff</u>
Southall to Brentford	Southall and Brentford. One metal train staff ticket also provided	Person in Charge of the movement at Southall or Brentford. See local instructions.
Maidenhead to Bourne End/Marlow	Maidenhead and Bourne End	See Local Instructions
Berkeley Road Jn to Sharpness	Berkeley Road Jn	Cheltenham Alstone Crossing Keeper – see Local Instructions
Ashton Jn to Portbury	Ashton Jn	Driver
	Portbury	Person In Charge
Merehead West to Cranmore	Merhead West and/or Cranmore	See Local instructions
Newton Abbot to Heathfield	Newton Abbot	See Local Instructions
Liskeard to Coombe Junction	Liskeard	<i>Passenger Trains</i> – See Local Instructions <i>Freight Trains</i> - Shunter
Lostwithiel to Carne Point	Lostwithiel and Carne Point	See Local Instructions
Burngullow to Parkandillack	Burngullow	Shunter
Uskmouth to East Usk Junction	Uskmouth	See Local Instructions
	East Usk Junction	Driver or Shunter – see Local Instructions
Hirwaun to Aberdare	Aberdare	Shunter

Western Route GI - Dated: 13/01/2024

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

Section 8 - Incidents involving exterior doors

The rule must apply also to HST Power Car sliding doors. The TOC concerned must tell Operations Control about any services on which Power Car sliding doors are secured out of use. Should it be necessary to secure any Power Car sliding door out of use, the sliding door on the opposite side of the train must also be secured out of use.

Only one Power Car on which the sliding doors are secured out of use may be formed in a set except when specially authorised by Operations Control. Should the Power Car sliding window also be defective, the set must not be allowed in service.

Access must be maintained from the adjacent trailer vehicle to the Power Car.

Western Route GI - Dated: 27/03/2021

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

Section 4 - Automatic warning system (AWS)

The provisions of this section do not apply to a train or traction unit whose journey is wholly contained within an ERTMS Level 2 route.

Western Route GI - Dated: 07/12/13

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

Section 11 - Emergency bypass switch (EBS)

If the EBS has been operated in a train formed of more than one unit when working over certain single lines on Western or Wales Routes, the Driver must stop **before leaving the single line** at the following locations. The driver must check that the train is complete and assure the Signaller accordingly before proceeding.

- Topsham (from Exmouth)
- Penryn (from Falmouth Docks)

The above are Tokenless Block or One Train Working (without Train Staff) single lines where the controlling Signaller cannot observe tail lamps.

Western Route GI - Dated: 11/03/2024

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

Section 15, Clause 15.3 - Vehicle activating a lineside hot axle box detector or receiving a report of a hot axle box from another source

These instructions do not apply to steam locomotives in steam and former Class 101 to Class 128 Diesel Multiple Units running in departmental service and Class 121 units.

Western Route GI - Dated: 05/03/15

CLASS 253/254 (HST) - WORKING ON ONE ENGINE ONLY

The following supplement train operating company working instructions when a train is to proceed with only one power car available for traction :

1. Lines over which assistance must always be provided

Section of line	Remarks
Exeter St David's to Exeter Central	Up direction only.
Par and Newquay	Assistance must be provided on the front in the down direction. In the up direction the assisting locomotive should not normally apply power and MUST NOT apply power when approaching AOCL level crossings.
Swansea Loop West Jn to Cockett Tunnel	Down direction only.

2. Lines over which assistance must be provided under certain conditions

- Newton Abbot to Plymouth
- Plymouth to Newton Abbot (*train may proceed as far as Tavistock Jn if this would facilitate assistance*)
- Paignton to Newton Abbot
- Par to St Austell
- Llandeilo Junction to Cockett Tunnel
- Fishguard Harbour to Clarbeston Road Junction

If any of the following circumstances apply in respect of the above sections, assistance must be provided:

- a) the train comprises more than 8 trailer vehicles.
- b) rail head conditions in the area concerned are reported as poor, for example during falling snow, severe frost, drizzle or period of leaf fall.
- c) other technical problems exist with the train, to which the driver or the train operator's fleet controller will draw attention.
- d) signalling equipment failures or temporary / emergency speed restrictions exist in the section preventing an unchecked run being made.

3. Authority to proceed unassisted over the lines listed in 2. above.

For trains comprising not more than 8 trailer vehicles, an HST may proceed unassisted provided that none of the circumstances listed in clause 2 exist and that the following arrangements are made:

- a) the appropriate train operator's fleet controller must obtain the permission of Network Rail operations control,
- b) Network Rail operations control must ascertain that local weather conditions are suitable, and arrange (as far as is practicable) with the controlling signaller for a "clear run" to be provided as indicated below:

From	To	Remarks
Signal E90 (West of Newton Abbot)	Signal E94 (West of Dainton)	--
Signal E94 (West of Dainton)	Signal PH5605 (Marley Tunnel)	Applicable only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Totnes or be routed via the Down Platform Line thereat.
Signal E98/E198 (Totnes)	Signal PH5605 (Marley Tunnel)	Applies to trains formed with 7 trailer vehicles or less.
Signal E3/E203 (Totnes)	Signal E7 (East of Dainton)	--
Plymouth Station	Signal PH5616 (Ivybridge viaduct)	--
Par	St Austell	--
Signal E190 (West of Newton Abbot)	Paignton	Applies only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Torquay.
Paignton	Signal E109 (West of Newton Abbot)	Applies only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Torquay.
Torquay	Signal E109 (West of Newton Abbot)	Applies only to trains formed of 7 trailer vehicles or less.
Signal PT3212 (Llandeilo Jn)	Signal PT.3180 (Swansea Loop West Jn)	--

c) the driver must contact the signaller, who after receiving instructions from Network Rail operations control, must instruct the driver accordingly at Exeter St David's, Newton Abbot, Paignton, Totnes, Plymouth, Bristol Temple Meads, Llanelli, Carmarthen or Fishguard Harbour stations as appropriate

4. If the unassisted HST stops in section

If an unassisted HST stops within the section through which a clear run had been agreed, the following arrangements apply if the train cannot be re-started using train borne or trackside sanding equipment :-

- The driver must not attempt to re-start the train against the gradient until assistance is provided *.

or

• If the train which is low-powered is capable of being driven from the cab which will become leading, arrangements may be made to return the train to a location in rear as instructed by the signaller. The line must be considered blocked and the wrong direction movement must be authorised and conducted in accordance with Rule Book Module TW7.

NOTES:

- * *Exceptionally, the train may continue from Plymouth station to Tavistock Junction, if this would facilitate assistance.*
- Drivers are reminded that authority to proceed unassisted over gradients steeper than 1 in 80 will be given subject to a clear run being achieved on the approach to and over such gradients. Any attempt to restart the train on, or on the approach to, such gradients will potentially cause considerable damage to the power car.

Short Formed HSTs operating OEO

Class 253/254 HSTs formed of 4 coaches or less are permitted to operate between Par and Newquay on one engine only. This supersedes the Sectional Appendix instructions for this class of train. This does not apply during times of low adhesion, when the existing Sectional Appendix instructions for Class 253/25 4 HSTs remain in force.

Western Route GI - Dated: 18/03/2024

GW401 Ashchurch (Incl.) to Westerleigh Junction	
Cheltenham, Lansdown	Signal G146 (Down Goods Loop)
Gloucester Yard Jn	Signal G237 (Up Charfield)
Gloucester Yard Jn and Tuffley	Signal UC112 (Up Charfield) Signal GU1 (Down Charfield - Up direction)
GW600. Wootton Bassett Jn to Pilning	
Wootton Bassett Jn	Signal SW1350 (Up Wootton Bassett Goods Line)
GW620. Newton Abbot West Junction to Paignton	
Goodrington (Paignton)	Carriage Sidings (See also Local Instructions)
GW628. Laira Jn/Lipson Jn to Cattewater	
Plymouth	Mount Gould Junction - Laira flushing apron (See also Local Instructions)
Plymouth	Friary Yard - Down line "Stop" board
GW700. Gloucester, Barnwood Jn to Severn Tunnel Jn	
Gloucester, Barnwood Jn	Signal G137 (Up Goods Loop)
GW830. Merthr Tydfil to Barry Island via Cardiff Queen Street	
Cadoxton	All sidings
GW870. Barry to Bridgend, Barry Jn	
Barry	Down Vale of Glamorgan Loop
Aberthaw	West end of Reception sidings
GW900. Pilning to Fishguard Harbour	
East Usk Yard	All sidings

Western Route GI - Dated: 27/03/2021

INFRASTRUCTURE MONITORING TRAINS

Network Rail own a fleet of specially adapted Infrastructure Monitoring vehicles which operate frequently on most Network Rail routes, these vehicles are painted yellow and carry Network Rail logos. Trains with these vehicles in them generally operate with a 'Q' headcode so as to denote that they are line specific.

During movements, these vehicles can emit a powerful underframe light source which could be mistakenly identified as a binding brake or sparks being emitted from the bogies, and as such, does not require to be reported to the controlling Signaller. However, if in any doubt, then normal operating procedures should be applied.

Western Route GI - Dated: 18/04/15

INSTRUCTIONS RELATING TO FREIGHT TRAIN OPERATIONS

1. WORKING OF MGR TRAINS TO ABERTHAW POWER STATION

These trains may run over routes shown in the WTT or Network Rail Freight Notices without the need for form RT3973, but if the restriction applies to the route form RT3973 **MUST** be issued. Forms RT3973 **are required** for Avonmouth, Cwmgwrach & Portbury flows only.

ALL flows to Aberthaw PS which use 102t hopper wagons **MUST** have form RT3973.

2. WORKING OF MGR TRAINS FROM PARC SLIP

These trains may run over routes shown in the WTT or Network Rail Freight notices without the need for form RT3973, provided these wagons are loaded to a MAXIMUM of RA8. If any wagon is loaded to RA9 then form RT3973 must be issued, with the exception of MGR trains to Aberthaw or Uskmouth where for RT3973 is NOT required.

3. STABLING OF FREIGHTLINER VEHICLES

Except for instances where Freightliner vehicles or sets may be stabled in emergency, in which case Rule Book, Module TW4 is to be applied, when stabling a Freightliner train at Swindon or Cardiff, the maximum number of handbrakes which must be secured is as follows:-

Up to 15 wagons	3	Over 15 and up to 20 wagons	4
Over 20 and up to 25 wagons	5	Over 25 and up to 30 wagons	6

4. MOVEMENT OF ALUMINIUM INGOTS ON “c” TYPE FLATBED CONTAINERS LOADED ON FREIGHTLINER WAGONS

This traffic passes between Lynemouth/ Tees Yard and Wentloog FLT loaded on Freightliner type wagons forwarded on Freightliner Services. The containers have a width of 8ft 21/2in. When the train passes as a train load, no RT3973 is required. If the containers are conveyed on any other trains, form RT3973 must be issued.

5. WORKING OF LOADED CHINA CLAY WAGONS IN DEVON AND CORNWALL

1. JIA type bogie wagons may only be loaded to 90tonnes GLW and will be subject to the following special speed restrictions between Goonbarrow Jn and St Blazey;

15mph over the bridge at 286m. 38ch between Bugle and Luxulyan

20mph over the bridge at 285m. 10 1/2ch between St Blazey Bridge LC and Luxulyan.

Other branch lines in Devon and Cornwall may be used without special speed restrictions and an RT3973 is not required.

2. ICA and TIA type bogie tank wagons, used for the conveyance of chalk slurry, may load to 90 tonnes GLW (22.5 tonnes per axle), if the vehicles are 15164mm or 49ft 9ins in length over buffers. A maximum of 11 vehicles may be conveyed on the same train over the Royal Albert Bridge at Saltash.

90 tonnes GLW Clay Slurry Tank Wagons (14460mm over buffers) may load to 84.3 tonnes gross over the Royal Albert Bridge at Saltash and there is no restriction on the number of wagons that may be conveyed on any service (subject to published loads).

6. CATTEWATER BRANCH RA5

Loaded TTA's loaded to a max. of 46t GLW generating RA8 or 9 may pass between Tavistock Jn – Plymouth Friary / Cattewater Branch 0m 78ch without restriction & Form RT3973 is **NOT** required.

7. WORKING OF 102T BBA WAGONS (RA10) BETWEEN SWANSEA DOCKS “D” SHED AND SWANSEA BURROWS YARD (RA6)

These wagons are cleared from and to Swansea “D” Shed, and the following restrictions MUST apply:

- c) maximum speed of 05mph
- d) Couplings must be in the extended position
- e) The following route must be observed:
- f) Swansea “D” Shed, Escape Road, Fnce Road, thence Swansea Burrows Yard.
- g) the road adjacent to the Quay Wall must NOT be used.
- h) Form RT3973 MUST be issued.

8. TRAIN PREPARATION FORM/TOPS TRAIN LIST, EXEMPTION FROM WORKING MANUAL FOR RAIL STAFF, WHITE PAGES SECTION C

A completed train preparation form/TOPS list need not accompany loaded or empty MGR coal trains destined to/from Power Stations. A signed drivers slip MUST be handed to the driver.

If during the course of the journey to/from a Power Station, it is necessary to label a wagon for "repairs", or detach a "crippled vehicle", from an MGR train, the drivers slip MUST be endorsed with the relevant information. Rule Book, Module TW4 Section 8, is modified accordingly.

9. CONVEYANCE OF COACHING STOCK BY FREIGHT TRAIN

The instructions set out below apply to the conveyance of coaching stock by freight train PROVIDED THAT THE MOVEMENT IS ENTIRELY WITHIN THE NETWORK RAIL WESTERN OR WALES BOUNDARIES and amends the instructions set out in Rule Book, Module TW4 Section 6. Any movement which originates within Network Rail Western Route is subject to the provisions of Section 6.

Coaching stock inc. passenger vehicles, sleeping cars, catering vehicles and NPCCS, may be conveyed without special authority subject to the following conditions:-

1. The stock must be either:-
 - a) Bogie coaching stock without restriction markings on the carriage ends.
 - b) Stock marked "C1" on the carriage ends (BR Standard Stock)
2. Subject to compatibility of braking systems and conformance with Rule Book, Module TW1, coaching stock may be conveyed in any position in the train.
3. In all cases screw couplings MUST be used to couple a coaching stock vehicle to A freight vehicle. When two or more buckeye fitted vehicles are conveyed, the buckeye coupling must be used intermediately.
4. Four-wheeled vehicles with a wheel base of less than 15 feet MUST not be inter mixed with bogie coaching stock vehicles.
5. Exceptional care MUST be exercised during shunting operations.

Coaching stock conforming to C1 gauge (as in Clause 1. b) ARE NOT allowed to work at/over the following locations except under Out of Gauge conditions:-

Keyham to HM Dock Yard
Swansea Prince of Wales and King's Dock area.
Machen Quarry inlet / outlet roads.

10. CONVEYANCE OF SERVICE DEPARTMENT VEHICLES (FORMER COACHING STOCK) BY FREIGHT TRAIN

- (i) Providing vehicles are within C1 coaching stock gauge, and movement entirely within Network Rail Western or Wales Route boundaries, they may pass without restriction. Any movement which crosses other Regional boundaries is subject to restriction and MUST be referred to Network Rail, Train Planning Centre.
- (ii) Any Service Department vehicles which are outside the C1 gauge MUST be referred to Train Planning Centre for conditions of passage.

11. HEAVY AXLE WEIGHT TRAINS FROM CARDIFF TIDAL (RA7)

The route from Cardiff Tidal to Pengam Jn is classified as RA7. For trains which generate RA8 form RT3973 is not required provided its route & destination are also RA8. If when generating RA8 the trains route and destination are RA7 or less then form RT3973 is required. All trains generating RA9 /10 will require form RT3973 to be issued. All other instructions regarding forms RT3973 must be adhered to.

12. USKMOUTH POWER STATION / USKMOUTH BRANCH (RA8)

Authority is given for trains starting from either Alexandra Dock Jn TC / East Usk to run loaded up to RA10 without the need for form RT3973.

These instructions apply in both directions.

Western Route GI – Dated: 23/03/2024

1. HEAVY AXLE WEIGHT TRAINS FROM CARDIFF TIDAL (RA7)

The route from Cardiff Tidal to Pengam Jn is classified as RA7. For trains which generate RA8 form RT3973 is not required provided its route & destination are also RA8. If when generating RA8 the trains route & destination are RA7 or less then form RT3973 is required. All trains generating RA9 /10 will require form RT3973 to be issued. All other instructions regarding forms RT3973 must be adhered to.

2. USKMOUTH POWER STATION / USKMOUTH BRANCH (RA8)

Authority is given for trains starting from either Alexandra Dock Jn TC / East Usk Jn to run loaded up to RA10 without the need for form RT3973.

These instructions apply in both directions.

Western Route GI - Dated: 06/09/2021

INTERMEDIATE AND AUXILIARY TOKEN INSTRUMENTS

To place token in Instrument. The token must be pressed forward into the opening in the centre of the instrument, as if using an ordinary key in a lock, ensuring that the key end of the token engages on the centre pin of the instrument. The token must then be turned clockwise as far as possible, withdrawn from the centre pin and lowered into one of the magazine slots.

The Signaller must be informed when the token has been placed in the instrument.

When the token has been placed in the instrument, the Signaller at each end of the section must immediately withdraw and replace a token. The person operating the instrument must remain there until the test has been made and the Signaller has informed him that everything is in order.

To obtain token from Instrument. The Signaller's permission must be obtained before a token is withdrawn. The token must be lifted in the magazine to the opening in the centre of the instrument, pressed forward ensuring that the key end of the token engages on the centre pin of the instrument and then turned anti-clockwise as far as possible.

When both indicator needles are deflected the token must be turned anti-clockwise until it is free and can be withdrawn from the instrument.

The Signaller must be informed that the token has been obtained from the instrument.

Western Route GI - Dated: 05/08/06

6. Drivers must complete an ATP Report Form at the end of the journey (or when relieved if sooner) as shown below, whether or not they had previously reported the fault verbally as instructed in Clause 7.

LEVEL 1	LEVEL 2	LEVEL 3
WRONG SIDE FAILURE	RIGHT SIDE - NON-RECOVERABLE	RIGHT SIDE -RECOVERABLE
Driver continues journey and completes written fault report at the end of the journey or when relieved.	Driver continues journey and completes written fault report form at the end of the journey or when relieved.	Driver continues journey and completes written fault report form at the end of the journey or when relieved.
Driver faxes completed form direct to Network Rail Operations Control.	Driver deals with completed form as per TOC instructions.	Driver faxes completed form direct to Network Rail Operations Control.
Operations Control follows up fault as necessary with Control.	TOC follows up fault as necessary.	Operations Control follows up fault as necessary with Control and, if the fault persists, issues a suitable Notice with the details.

7. Speed restrictions

The below instructions do not apply to the imposition of Blanket Speed Restrictions (BESR), which are managed according to Rulebook Module SP Section 6 and no trackside equipment will be provided.

(a) Temporary Speed Restrictions

When a Temporary Speed Restriction (TSR) is imposed, on an ATP-fitted line, the ATP track equipment will be adjusted so as to provide full supervision of speed to accord with the restriction. This adjustment **must** be made at the same time as the lineside equipment and other arrangements are introduced as set out in the Rule Book.

The Maintainer must immediately advise the controlling Signaller when the adjustments to the ATP track equipment have been carried out.

Until such time as they have been told that this adjustment has taken place, the controlling Signaller **MUST** tell drivers of all ATP fitted trains that ATP will not give any indications for the Temporary Speed Restriction. A GSM-R advisory broadcast may be used for this purpose

(b) Emergency Speed Restrictions

When it is necessary for an Emergency Speed Restriction (ESR) to be imposed on an ATP-fitted line, the appropriate Control will, unless the ESR is caused by non-removal of a TSR at the published time, arrange for lineside ATP control equipment to be adjusted.

This adjustment to the equipment will be in two phases :-

(i) The Maintainer must immediately arrange to adjust the ATP track equipment. This involves inserting an ESR “plug” so that all ATP-fitted trains approaching the restriction will receive an immediately-recoverable emergency brake application, together with an “ESR” indication in the main cab display window. In these circumstances the target speed will be extinguished until the train has passed beyond the affected area. Supervision will however be maintained in respect of signal aspects, PSRs etc.

The Technician making the adjustment must advise Control immediately the above first-phase adjustment has been completed.

(ii) If the Emergency Speed Restriction is likely to continue for more than a few hours, Control must arrange production of TSR type ‘speed plugs’ which will provide the necessary speed supervision in respect of the ESR.

This second-phase adjustment to the ATP equipment must be carried out as quickly as possible. The Technician making the adjustment must advise Control when this is done.

Except as detailed in Section (b)(iv), provided it is confirmed that all boards and warning equipment for as ESR are provided in accordance with Rulebook Module SP, there is no requirement for the controlling Signaller to advise ATP fitted trains before the ATP track equipment is adjusted.

Due to technical constraints, only one 'speed plug' per signal can be installed at a time and each plug can only be programmed to show one speed value. Therefore if an emergency speed restriction needs to be imposed which affects any section(s) already 'plugged' for a supervised TSR or ESR, the equipment will usually need to be adjusted so that Drivers receive "ESR" indications to cover both restrictions.

(iii) Signallers will be advised by Control when an ATP-fitted service is running on ATP-fitted lines with AWS equipment isolated. In these circumstances the signaller must stop and caution such a train until the ATP ESR equipment has been adjusted.

(b) Emergency Speed Restrictions

(iv) Where an TSR or ESR already in place is changed to a more restrictive speed and the ATP track equipment has not been updated to give the correct supervision, an advisory broadcast must be made to notify drivers of the change in speed. This broadcast must be maintained until either the speed is returned to its original state, or the ATP track equipment is adjusted to give the correct supervision for the altered arrangements.

11. Work affecting track equipment

ATP track equipment is susceptible to damage if treated roughly. All staff either working or walking on or near the line must take care not to displace, damage or otherwise interfere with ATP equipment.

Engineering personnel have separately issued instructions covering the planning and carrying out of work on ATP fitted lines.

If ATP track equipment requires to be out of use or temporarily unavailable due to engineering work, Drivers will be advised either by an item in the Weekly Operating Notice or by other suitable written notice.

Western Route GI - Dated: 22/10/2022

LINES EQUIPPED WITH AXLE COUNTERS

Axle counters are used instead of continuous track circuits to detect train over whole or part of the following sections (on all lines unless stated otherwise)

GW103. Paddington to Uffington

Paddington to Uffington

GW105. Uffington to Fordgate

Uffington and Flax Bourton

Down Main to 125m 40ch

Up Main from 124m 30ch

GW108. Fordgate to Penzance

Powderham and Dawlish Warren

Dawlish Warren and Teignmouth

St Germans and Liskeard

Liskeard and Lostwithiel

Par and Truro

Penwithers Jn and Dolcoath Lc (301m 54ch to 312m 62ch)

Camborne to Hayle (314m 25ch to 318m 67ch)

Long rock and Penzance (Single) (overlay system for use during adverse weather – not primary form of train detection)

GW110. Old Oak Common to South Ruislip (excl)

Greenford West Jn and South Ruislip (Single)

GW108 Fordgate to Penzance

Up Main signal PH5632 to Totnes signal E1

Down Main Totnes signal PH5601 to signal P8 (Tavistock Junction excl.)

GW182. West Drayton to Colnbrook

Throughout

GW184. West Drayton to Windsor & Eton Central

Throughout

GW185. Maidenhead to Marlow

Maidenhead to Furze Platt (25m 20ch)

GW187. Twyford to Henley-on-Thames

Throughout

GW190. Reading Spur Jn to Reading New Jn

Throughout

GW195. Reading, Southern Jn to Reading, East Jn (Reading Low Level line)

Throughout

GW200. Didcot to Heyford

Chester Line Jn to 55m 60ch

GW220. Reading, Oxford Road Jn to Reading West Jn

Throughout

GW225. Reading, Caversham Road Jn to Oxford Road Jn (Reading Feeder Lines)

Throughout

GW250. Foxhall Junction to Didcot West Curve Jn

Throughout

GW310. Wolvercot Jn to Pershore (Excl.)

Wolvercot Jn and Charlbury

Evesham West Jn and MD910Norton Jn (singleLine sections)

GW401. Ashchurch (Incl.) to Westerleigh Jn

Up Charfield line from Westerleigh Jn to 109m 47ch (Gloucester side signal UC109)

Down Charfield line from Bristol side BL2007 (109m 0.9ch) to Westerleigh Jn

GW451. Filton Jn to Filton West Jn (Filton Chord)

Throughout

GW4501. Stoke Gifford Jn to Bristol Bulk Handling Terminal

Up Avonmouth Dock Line – signal BL1842 to Filton West Jn

Filton West Jn to Down Avonmouth Dock line signal SA24

Filton West Jn to Stoke Gifford Jn (Single Line)

GW450. Stoke Gifford Jn to Bristol East Jn

Throughout

GW454. Severn Beach to Narrowways Hill Jn

Avonmouth – Narrowways Hill Jn

GW480. Swindon to standish Jn

Swindon and Sapperton Short Tunnel

GW500. Reading to Cogload Jn via Westbury & Frome A/Ls

Reading and Hamstead Level Crossing (CCTV) (excl.)

GW510. Westbury North Jn to Bathampton Jn

Fishers LC (UWC) and Bathampton Junction

Up Trowbridge 0m 0ch to 3m 37ch

Down Trowbridge from 3m 37ch to Bathampton Junction

GW523. Thingley Jn to BradfordJn

Thingley Jn and Bradford Jn (single)

GW528. North Somerset Junction to Bristol West Junction via St Philips's Marsh

Bristol Goods Avoiding Line

1. North Somerset Jn to 0m 6ch

2. 1m 5ch to Bristol west Jn

Up/Down SPM Shed line, North Somerset Jn to 0m 6ch

GW530. Bristol, North Somerset Junction to Dr Day's Junction

throughout

GW540. Filton Jn toPatchway Jn

Throughout

GW5401. Filton West Jn to Patchway Jn

Throughout

GW548. Parson Street Jn to Portbury

Parson Street Jn to 121m 38ch (Portbury side Ashton Junction – Single Line)

GW600. Wooton Bassett Jn to Pilning

Throughout

GW610. Crannaford LC (incl) to Exeter St David's

Crannaford LC (incl) and Pinhoe

GW680. Penwithers Junction and Falmouth

Penwithers Junction and Penryn

GW700. Gloucester Barnwood Jn to Severn Tunnel Jn

Newnham Tunnel and Severn Tunnel Junction

GW720. Uskmouth to East Usk Junction

East Usk Junction

GW730. Severn Bridge Jn to Newport, Maindee West Jn

Cwmbran and Maindee West Jn

GW731. Abbey foregate to Ruabon

Abbey foregate (section to/from Madeley)

Crewe Junction and Gobowen

GW733. Sutton Bridge Junction to Aberystwyth

Start of Cab signalling board (near Sutton Bridge Junction) and Aberystwyth

GW734. Dovey Junction to Pwllheli

Throughout

GW735. Shrewsbury, Crewe Jn to Nantwich

Throughout

GW740. Maindee North Jn toMaindee East Jn

Throughout

GW770. Ebbw Vale Town toGaer Junction

Throughout

GW773. Machen Quarry to Park Junction

Throughout

GW780 Park Junction to Ebbw Junction

Throughout

GW790. Pengam Jn to Tidal Sidings

Throughout

GW810. Rhymney to Cardiff Queen Street North Jn

Throughout

GW820. Cwmbargoed to Ystrad Mynach South

Ystrad Mynach

GW828. Coryton to Heath Junction

Heath Junction

GW830. Merthyr Tydfil to Barry Islan via Cardiff Queen Street

Throughout

GW834. Hirwaun to Abercynon

Throughout

GW835. Treherbert to Pontypridd Junction

Throughout

GW839. Queen Street South Junction to Cardiff Bay

Throughout

GW840. Radyr Jn to Cardiff, Radyr Branch Jn via City Lines

Throughout

GW850. Leckwith Loop South Jn to Leckwith Loop North Jn

Throughout

GW860. Penarth Curve North Jn to Penarth Curve South Jn

Throughout

GW864. Cogan Jn to Penarth

Throughout

GW870. Barry to Bridgend, Barry Jn

Throughout

GW890. Court Sart Jn to Morlais Jn

Court Sart Jn to Morlais Jn

GW8901. Dynevor Jn to Jersey Marine Jn South

Throughout

GW892. Cwmgwrach to Burrows Sidings

42m 20ch to Burrows Sidings

GW894. Jersey Marine Jn Nth to Jersey Marine Jn Sth

Throughout

GW897. Grovesend Colliery Loop in to Hendy Jn

Throughout

GW900. Pilning to Fishguard Harbour

Pilning to Llanharan

Baglan to Llanelli

Llanelli West and Pembrey

Ferry side Down Main 238m 31ch to 238m 77ch

Ferry side Up Main 238m 77ch to 238m 46ch

GW9001. Landore Jn to Swansea

Throughout

GW906. Swansea Loop East Jn to Swansea Loop West in

Throughout

GW910. Craven Arms Jn to Llandeilo Jn (Central Wales Line)

Hendy Sewage Works UWC (4m 70ch) – Llandeilo Jn

GW960. Clarbston Road to Milford Haven

Clarbston Road and Haverfordwest excl (Single)

Haverfordwest excl and Johnston (Single)

Western Route GI - Dated: 18/03/2024

WESTERN AND WALES

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676	01 June 2024
677	01 June 2024
678	28 November 2020
679	30 May 2020
680	30 May 2020
681	28 November 2020
681A	28 November 2020
681B	28 November 2020
682	28 November 2020
683	02 September 2023
684	02 September 2023
685	04 December 2021
686	04 December 2021
687	04 December 2021
688	04 December 2021

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Page	Date Last Changed
688A	04 December 2021
688B	04 December 2021
689	27 February 2021
690	27 February 2021
691	27 February 2021
692	01 June 2024

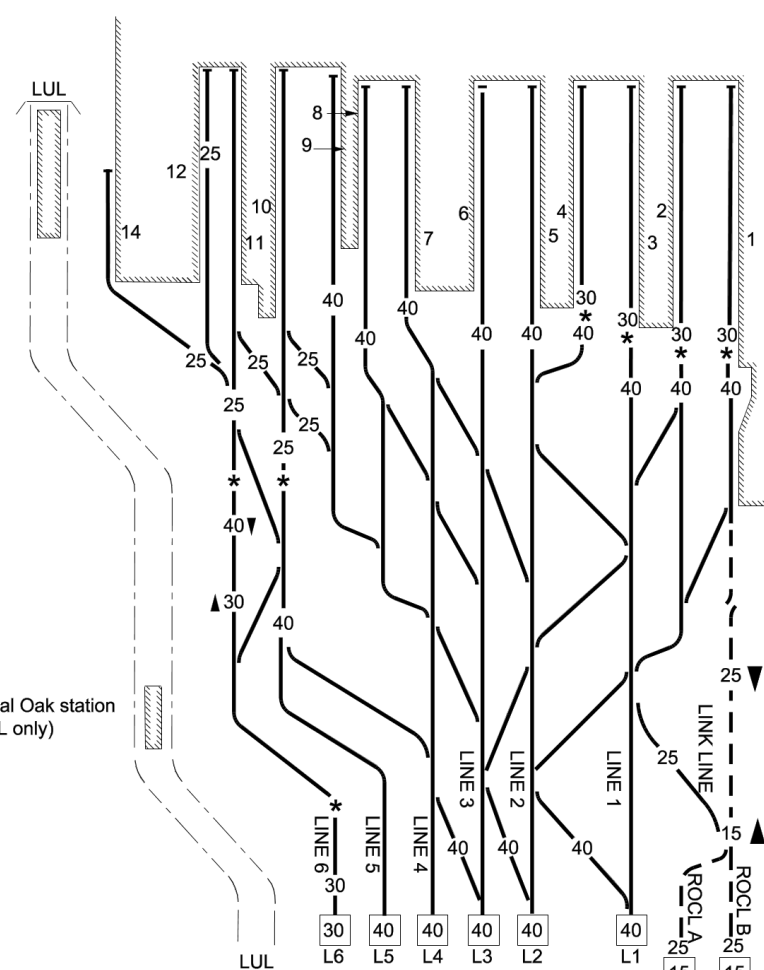
Page	Date Last Changed
692A	01 June 2024
692B	28 November 2020
693	28 November 2020
694	02 March 2024
695	02 March 2024

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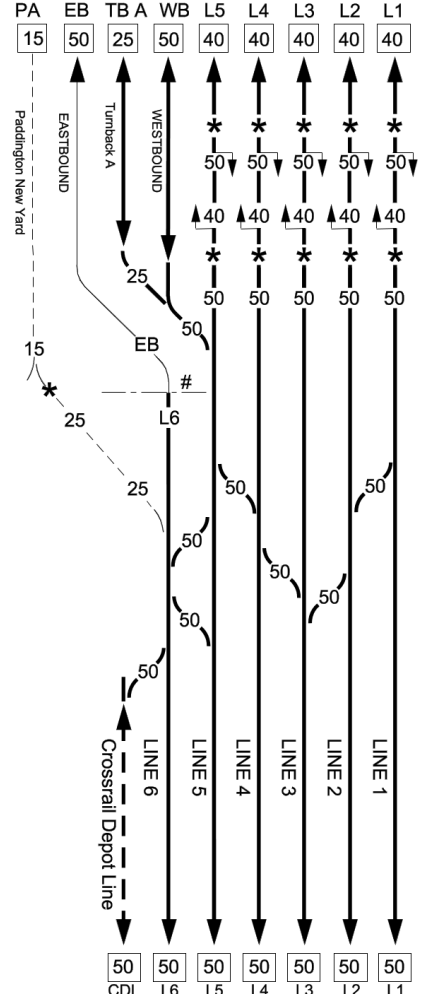
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	001	Paddington to Uffington			MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
PADDINGTON (GW103)		0 05				<div> <div>TCB Thames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot</div> <div>GSM-R</div> </div>	
Gantry 2 Down Signals SN11, 13, 15, 17, 19		0 22				<p>Class 4, 6, 7 & 8 trains must NOT exceed 25 mph.</p> <p>ATP - Platforms 1-12 and 14, lines 1-6 and Royal Oak Carriage Loop A & B</p> <p>Lines 1 to 6 bi-directional between Paddington and Ladbroke Grove</p>	
		0 23 *				<p>Platform 1 - 315m (344 yards) (PP) Platform 2 - 278m (304 yards) (PP) Platform 3 - 278m (304 yards) (PP) Platform 4 - 272m (297 yards) (PP) Platform 5 - 272m (297 yards) (PP) Platform 6 - 258m (282 yards) (PP) Platform 7 - 263m (287 yards) (PP) Platform 8 - 279m (305 yards) (PP) Platform 9 - 286m (312 yards) (PP) Platform 10 - 268m (293 yards) (PP) Platform 11 - 264m (289 yards) (PP) Platform 12 - 290m (317 yards) (PP) Platform 14 - 171m (187 yards) (PP)</p>	
		0 26 *				<p>Royal Oak Carriage Loop A & B and Link line electrified</p> <p>Platforms 1 to 12 and 14 electrified</p> <p>Lines 1 - 6 electrified</p> <p>Axle Counter area</p>	
Gantry 3 Down Signals SN37, 39, 41, 43, 45 & 47 Up Signals SN26, 28, 30, 32, 34 & 36 Royal Oak		0 43				<p>ROCL A - Royal Oak Carriage Loop A ROCL B - Royal Oak Carriage Loop B</p>	
		0 46				<p>LUL - Automatic Train Operation (ATO), 650v DC 4th rail electrification, emergency telephone 0203 0540020.</p>	
(Start/End diagram)		0 48 *					
		0 52					

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	002	Paddington to Uffington	MLN1	Western	18/03/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
CCOS Royal Oak Portal Subway Jn.	0 52	<p>For CCOS lines details see XR001 seq 006</p>	<div>TCB Thames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot</div> <div>GSM-R</div> <p>Class 4, 6, 7 & 8 trains must NOT exceed 25mph</p> <p>ROCL A - Royal Oak Carriage Loop A ROCL B - Royal Oak Carriage Loop B L1 - Line 1 L2 - Line 2 L3 - Line 3 L4 - Line 4 L5 - Line 5 L6 - Line 6 Axle Counter area CCOS - Crossrail Central Operating Section lines, All CCOS lines use COS Rule Book & ELR = XRS (0m 00ch see seq 003) Axle Counter area. EB - Eastbound, WB - Westbound TB A - Turnback A siding. Operating details CCOS only: -</p> <div>Communications Based Train Control (CBTC) Rail for London Infrastructure RCC (XR) RA3 AC: ECO RFLI RCC</div> <p>⊞ - OHL Neutral Section also indicates boundary between OLE feed / control. \$ - Railway Group Standard Rule Book boundary: - COS Rule Book / GE/RT8000. T - telephones provided throughout Junction layout.</p> <p>PNY - Paddington New Yard (not electrified)</p> <p>LUL - Automatic Train Operation (ATO), 650v DC 4th rail electrification, emergency telephone 0203 0540020.</p>		
Gantry 4 Down Signals SN 57, 59, 61, 63, 65, & 67	0 61				
Gantry 5 Up Signals SN70, 72, 74, 76, 78, XR010R Change of mileage (Metreage) CCOS lines only 0km.0000m	0 68				
	0 78				
	1 00				
	1 06				
Gantry 6 Down Signals SN81, 83, 85, 87, 89, & 91. Route Boundary CCOS / NR WB & TB A only (#)	1 11				
	1 11				
	1 12				

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	003	Paddington to Uffington			MLN1	Western	06/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			 <p>For CCOS EB line details see XR001 seq 008</p>			<div> <div>TCB Thames Valley Signalling Centre RA8 AC: Didcot</div> <div>GSM-R</div> </div> <p>Class 4, 6, 7 & 8 trains must NOT exceed 25mph</p> <p>L1 - Line 1 L2 - Line 2 L3 - Line 3 L4 - Line 4 L5 - Line 5 L6 - Line 6</p> <p>ATP fitted to Lines 1 to 6 & CDL. All lines bi-directional. All lines electrified except PNY PNY - Paddington New Yard (not electrified) WB - Westbound TB A - Turnback A siding. Axle Counter area CCOS - Crossrail Central Operating Section lines, All CCOS lines use COS Rule Book & ELR = XRS (0m 00ch = 1m 28ch) Axle Counter area. EB - Eastbound line Operating details CCOS only: -</p> <div> <div>Communications Based Train Control (CBTC) Rail for London Infrastructure RCC (XR) RA3</div> <div>AC: ECO RFLI RCC</div> </div> <p>CDL - Crossrail Depot Line</p>	
		1 12 *					
		1 16 *					
Westbourne Park Jn		1 21 *					
Route Boundary CCOS / NR EB / L6 only (#)		1 21					
Gantry 7A Up Signals SN82, 84, 86, 88, 90, 92.		1 22					
Change of ELR CCOS lines (from XRC) Milage all CCOS lines = 0m 00ch		1 28					
Portobello Jn (GW103)		1 33					
		1 40					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	004	Paddington to Uffington			MLN1	Western	04/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Gantry 8 Down Signals SN105, 107, 109, 111, 113 & 115 Up Signals SN102, 104, 106, 108, 110 & 112		1 40				<div> <div>TCB Thames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>CDL1 - Crossrail Depot Line 1 CDL2 - Crossrail Depot Line 2</div> <div>ATP Lines 1-6 & Crossrail Depot Lines 1 & 2 Lines 1-6, UR, DR, NPLB, CDL1 & 2 electrified Class 4, 6, 7 & 8 trains ust NOT exceed 25mph</div> <div>NPLB - North Pole Line B</div> </div>	
		1 43					
		1 68					

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	005	Paddington to Uffington	MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end diagram)		1 68			<p>TCBThames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot</p> <p>GSM-R</p> <p>NPLA - North Pole Line A NPLB - North Pole Line B CL - Carriage Line ES - Engine Siding E&C - Engine and Carriage Line CDL1 - Crossrail Depot Line 1 CDL2 - Crossrail Depot Line 2 ATP - UM, DM, UR, DR and CRL also provided at the Paddington end of CL1 and E&C lines</p> <p>Axle Counter Area</p> <p>① - Class 4, 6, 7 & 8 trains must NOT exceed 25 mph.</p> <p>• Vehicle wheel bearing monitor (Down & Up Main Lines)</p> <p>NPTS - North Pole Transfer Sidings</p> <p>DM, UM, DR, UR, NPLA, NPLB, E&C, CL, ES, CDL1 and CDL2 electrified</p>
Ladbroke Grove (GW103)		1 72 *			
		1 73			
		2 02 *			
		2 04 *			
		2 06 *			
		2 11 *			
		2 13 *			
Kensal Green East Junction		2 15			
		2 20 *			
		2 22			
		2 24 *			
		2 26 *			
		2 28 *			
(Start/end diagram)		2 29			

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	010	Paddington to Uffington			MLN1	Western	26/11/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Signal SN220 EALING BROADWAY		5 07				TCB Thames Valley Signalling Centre RA8 (Acton) (SN) ERTMS Level 2 Overlay AC: Didcot GSM-R	
		5 20				Axle Counter area ① 70 mph down direction 35/MU 70 mph up direction ADUL - Acton Dive-Under Line ATP - UM, DM, UR and DR UM, DM, UR, DR and ADUL electrified	
		5 44 *				Down Relief line bi-directional between Acton West Jn and Ealing Broadway ERTMS Transitions UR Level 2 / L NTC - 05m 37ch DR L NTC / Level 2 - 05m 50ch UM Level 2 / L NTC - 05m 68ch DM L NTC / Level 2 - 05m 78ch	
		5 56				Platform 1 - 229m (250 yards) Platform 2 - 215m (235 yards) Platform 3 - 226m (247 yards) Platform 4 - 209m (228 yards)	
		6 05 *					
		6 40					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	011	Paddington to Uffington	MLN1	Western	09/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
WEST EALING West Ealing Jn		6 40			<div> <div>TCB Thames Valley Signalling Centre RA8 (Acton) (SN) ERTMS Level 2 Overlay AC: Didcot</div> <div> </div> </div>
		6 46			ATP - UM, DM, UR and DR UM, DM, UR and DR electrified
		6 52 *			Platform 3 - 205m (224 yards) Platform 4 - 216m (236 yards) Bay Platform 5 - 114m (124 yards) Axle Counter area Bay Platform electrified with fast charging rail (locally isolated)
		6 54			② 15mph Down, 25mph Up 25
		6 64			DG - Down Greenford UG - Up Greenford
		7 00			No1 Loop - 426m (1397 ft) (bi-directional) No2 Siding - 371m (1217 ft) - Private Sidings* No3 Siding- 374m (1227 ft) - Private Sidings* No 1 Loop, No2 and No3 Loop electrified * No 2 and No 3 Sidings are West Ealing LMD

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	012	Paddington to Uffington	MLN1	Western	27/04/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start/end diagram)	7 00		<div> <div>TCB Thames Valley Signalling Centre RA8 (Acton) (SN) ERTMS Level 2 Overlay AC:Didcot</div> <div>GSM-R</div> </div>		
Hanwell Jn (GW103)	7 19		ATP - UM, DM, UR and DR UM, DM, UR and DR electrified DWL - Down West Loop UWL - Up West Loop No 1 Loop 426m, (1397ft) (bi-directional) No 2 Siding - 371m, (1217ft) - Private Sidings* No 3 Siding - 374m, (1227ft) - Private Sidings* Axle Counter area		
HANWELL	7 28		No 1 Loop, No 2 and No 3 Siding electrified * No 2 and No 3 Sidings are West Ealing LMD		
	7 40 *		Down Platform - 144m (157 yards) Up Platform - 144m (157 yards)		
Hanwell Bridge (Start/end diagram)	8 00		HSE - Hanwell Spur East - 64m (70 yards) HGL - Hanwell Goods Loop - 196m (214 yards)		

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	013	Paddington to Uffington			MLN1	Western	26/11/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Hanwell Bridge Sidings - OOU		8 00				<div><div>TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot</div><div></div><p>ATP - UM, DM, UR and DR</p><p>UM, DM, UR and DR electrified</p><p>Axle Counter area</p><p>HGL - Hanwell Goods Loop - 196m (214 yards)</p><p>HDGL - Hanwell Down Goods Loop - 719m (786 yards)</p><p>HUGL - Hanwell Up Goods Loop - 719m (786 yards)</p><p>(Both Goods Loops are bi-directional)</p></div>	
		8 13 *					
		8 45					
		8 50					
		8 50					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	018	Paddington to Uffington			MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start/end diagram)		10 79				<div> <div>TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot</div> <div>GSM-R</div> </div>	
Heathrow Airport Jn (GW103) (Up Airport)		11 06				UAR - Up Airport Relief UA - Up Airport ATP - UM, DM, UAR and DA UM, DM, UR, DR, UAR, DA and UA electrified Axle Counter area	
Heathrow Airport Jn (GW103) (Up Relief)		11 13					
Heathrow Airport Jn (GW103) (Down Main)		11 15 *					
		11 26				UAR & DA - Bi-directional ① - To Heathrow GW180 Seq 001 ② - 70 UA to UR (Up) / 60 UR (Rev) to UA (Rev)	
(Start/end diagram)		11 48					

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW103	019	Paddington to Uffington		MLN1	Western	26/11/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Heathrow Airport Jn (Up Main)		11 48			<div> <div>TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot</div> <div>GSM-R</div> </div> <p>ATP - UM, DM also DAR</p> <p>UM, DM, UR, DR, DAR and Dawley UGL electrified</p> <p>DAR - Down Airport Relief</p> <p>UA - Up Airport</p> <p>Axle Counter area</p> <p>ERTMS Transitions UR L NTC / Level 2 - 12m 32ch DR Level 2 / L NTC - 12m 30ch UM L NTC / Level 2 - 12m 25ch DM Level 2 / L NTC - 12m 26ch</p> <p>Up Goods Loop - 661m, 2170 ft</p>	
		11 52				
Stockley Bridge Jn		12 13				
		12 33				

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	020	Paddington to Uffington			MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start/end diagram)		12 33				TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) AC - Didcot 	
West Drayton Neck						Axle counter area ATP - UM and DM DM, UM, DR, UR, and WDL electrified	
West Drayton East Jn		12 67				WDL bi-directional between T473 and T468 WDL - West Drayton Loop UIL - Up Iver Loop	
WEST DRAYTON		13 17 *				Platform 1 - 210m, 229yds Platform 2 - 270m, 295yds Platform 3 - 235m, 257yds Platform 4 - 221m, 241yds Platform 5 - 210m, 230yds	
West Drayton Jn (GW103) Limit of electrification on Colnbrook branch		13 29 * 13 33 * 13 35 *				① Fray Siding - 444mtrs / 1456ft / 69 SLU Road 1 (Network Rail) 440 metres/ 1443 ft / 68 SLU	
(Start/end diagram)		13 63					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	021	Paddington to Uffington	MLN1	Western	06/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		13 63			<div> <div>TCB</div> <div>Thames Valley Signalling Centre</div> <div>RA8</div> <div>(Slough) (T)</div> <div>AC - Didcot</div> </div> <div>GSM-R</div> <div> <div>Axle counter area</div> <div>ATP - UM and DM</div> <div>DM, UM, DR, UR and UIL electrified</div> <div>UIL - Up Iver Loop</div> <div>Platform 1 - 183m, 200yds</div> <div>Platform 2 - 184m, 201yds</div> <div>Platform 3 - 185m, 202yds</div> <div>Platform 4 - 185m, 202yds</div> </div> <div> <div>② 10 mph down direction, 15 mph up direction</div> <div>Langley Siding - 344m, 1130ft</div> <div>Between GF and signal T6262 - 259m, 850ft</div> </div> <div>Langley Siding electrified</div>
Limit of electrification on Up Iver Loop		13 71 * 14 35 * 14 54 *			
IVER		14 60			
Langley Siding (GW103)		15 61 *			
Langley Siding GF (GW103)		15 76 16 01 *			
(Start/end of diagram)		16 08			

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW103	022	Paddington to Uffington			MLN1	Western	04/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
LANGLEY		16 08				<div><div>TCB Thames Valley Signalling Centre RA8 </div></div>	

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	023	Paddington to Uffington			MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start/end diagram)		17 40				TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot GSM-R	
		18 12 *				Axle Counter area ATP - UM and DM DM, UM, DR and UR electrified	
SLOUGH (GW103)		18 36				DM bi-directional between T510 and Slough West DR bi-directional between T514 and Slough West UR bi-directional between T511 and T531 Platform 1 - 114m, 124yds Platform 2 - 254m, 278yds Platform 3 - 253m, 277yds Platform 4 - 253m, 277yds Platform 5 - 253m, 277yds	
(Start/end diagram)		18 46 *				To Windsor GW184 seq 001	
		18 60	Headshunt SGL UR DR UM DM 25 60 MU 75 40 125 40			SGL - Slough Goods Loop SGL not electrified	

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	024	Paddington to Uffington			MLN1	Western	18/11/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Slough West		18 60				<div>TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot</div> <div>Axle counter area ATP - UM and DM DM, UM, DR and UR electrified</div> <div>SGL - Slough Goods Loop 736m, 2415ft</div> <div>Down platform - 187m, 204yds Up platform - 185m, 202yds</div>	
		19 00 *					
		19 10					
		19 25 *					
		19 36					
Limit of electrification on Slough Goods Loop in Up Direction		19 40 *					
Farnham Road		19 40 *					
BURNHAM		20 77					
		21 00					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	025	Paddington to Uffington			MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start/end diagram)		21 00				<p>TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot</p> <p>GSM-R</p> <p>Axle counter area Platform 1 and 2 - Platforms unusable - see local instructions Platform 3 - 184m, 201yds Platform 4 - 177m, 194yds DM, UM, DR and UR electrified ATP - UM and DM</p> <p>UM bi-directional Maidenhead East to Maidenhead Station</p> <p>Maidenhead Loop, Turnback Line and Stabling Sidings electrified</p> <p>Platform 1 - 210m, 229yds Platform 2 - 211m, 230yds Platform 3 - 254m, 277yds Platform 4 - 209m, 229yds Platform 5A - 120m, 131yds Platform 5B - 71m, 77yds Platform 5A and 5 B combined length 210m, 229yds</p> <p>ML - Maidenhead Loop ① Engineers Siding - 88m, 96yds ② Maidenhead Stabling Line 1-6 - 227m, 248yds ③ Maidenhead Turnback Line - 236m, 258 yds</p> <p>LOD (E) provided on each Stabling Line Maidenhead Loop bi-directional between T581 and T576. Maidenhead loop (platform 5) PP from T3570 and T571.</p>	
TAPLOW		22 39					
Maidenhead East		23 58					
HABD Up Relief		24 00					
HABD Up Main		24 01					
		24 03					
		24 10					
		24 11					
MAIDENHEAD (GW103)		24 19					
		24 24					
		24 31					
		24 40					
(Start/end diagram)		24 49					

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	026	Paddington to Uffington	MLN1	Western	10/02/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Maidenhead Carrier Wire Neutral Section DM,UM,DR,UR		24 49			<div>TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot</div>
		24 60			
		24 73 *			
		25 49 *			
Waltham (Maidenhead) WILD		26 21			<div>TCB Thames Valley Signalling Centre RA8 (Twyford) (T) AC - Didcot</div>
Ruscombe		29 45			<div>① - 60 MU 70 in Down direction</div>
		30 68			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	027	Paddington to Uffington	MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Twyford East (Start/end diagram)		30 68			<div> <div>TCB</div> <div>Thames Valley Signalling Centre</div> <div>RA8</div> <div>(Twyford) (T)</div> <div>AC - Didcot</div> </div> <div> <div>GSM-R</div> <div></div> </div> <p> Axle counter area ATP - UM and DM UR bi-directional between T1635 and T1653 DM, UM, DR and UR electrified. </p> <p> Platform 1 - 250m, 273yds Platform 2 - 250m, 273yds Platform 3 - 250m, 273yds Platform 4 - 180m, 197yds Platform 5 - 110m, 120yds </p>
TWYFORD (GW103)		31 01			
Henley Branch Jn		31 04 *			
		31 56			
Twyford West		31 62			
(Start/end diagram)		31 74			

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW103	028	Paddington to Uffington			MLN1	Western	27/04/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end diagram)		31	74			<div>TCB Thames Valley Signalling Centre RA8 (Twyford) (T) AC - Didcot</div> <div>GSM-R</div> <div>Axle counter area</div> <div>ATP - UM and DM</div> <div>DM, UM, DR and UR electrified</div>	
Twyford HBD		32	02				
Kennet Loop (entry points)		34	33				
		34	40 *				
Kennet Bridge Jn		35	15			<div>TCB Thames Valley Signalling Centre RA8 (Reading) (T) AC - Didcot</div> <div>KL Kennet Passenger Loop 487m, 1596ft</div> <div>KL electrified</div>	
Reading New Jn (GW103)		35	40			DRS - Down Reading Spur URS - Up Reading Spur	
Gantry no. 1		35	42 *				
(Start/end diagram)		35	45				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	029	Paddington to Uffington	MLN1	Western	27/04/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start/end diagram)	35 45		<div>TCB Thames Valley Signalling Centre RA8 (Reading) (T) AC - Didcot</div> <div>GSM-R</div> <div>ATP - UM DM</div> <div>Axle counter area</div> <div>Platforms 1-3 and 7-15 electrified UR, DR, UM, DM, RFM, DW, UW electrified</div> <div>Platform 1 - 124m, 136yds (PP) Platform 2 - 120m, 131yds (PP) Platform 3 - 120m, 131yds (PP) Platform 4 - 268m, 293yds (PP) Platform 5 - 268m, 293yds (PP) Platform 6 - 268m, 293yds (PP) Platform 7 - 304m, 332yds (PP) Platform 8 - 307m, 335yds (PP) Platform 9 - 303m, 331yds (PP) Platform 10 - 320m, 349yds (PP) Platform 11 - 306m, 334yds (PP-1) Platform 12 - 282m, 308yds (PP) Platform 13 - 282m, 308yds (PP) Platform 14 - 282m, 308yds (PP) Platform 15 - 282m, 308yds (PP)</div> <div>PP-1 Up direction only</div> <div>RLL - Reading Low Level Line UR - Up Relief URL - Up Relief Loop DRL - Down Relief Loop DR - Down Relief UML - Up Main Loop UM - Up Main DM - Down Main DML - Down Main Loop DW - Down Westbury UW - Up Westbury RFM - Reading Feeder Main</div> <div>① 30 mph Down / 85 mph Up HST 95</div> <div>② 50 mph Down / 40 mph Up</div> <div>Reading Traincare Depot electrified</div>		
Reading East Junction (GW103)	35 56 *				
	35 57 *				
	35 61				
Gantry 2	35 71				
READING	36 00				
Gantry 4	36 07 *				
	36 08 *				
	36 11 *				
Caversham Road Junction (RFM)	36 13 *				
Depot Connection E	36 14				
	36 14				
(Start/end diagram)	36 17				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW103	034	Paddington to Uffington		MLN1	Western	04/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Moreton Cutting		51 20			<div> <div>TCB Thames Valley Signalling Centre RA8</div> <div>(Didcot) (SB) AC - Didcot</div> </div> <div>GSM-R </div> <p>Axle Counter area UR, DR, UM and DM electrified ATP - UM and DM</p> <p>DR bi-directional between Didcot East and Didcot Station</p>	
		51 53				
		51 71				
		52 14				
		52 25 *				
Didcot East Jn		52 66				

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	035	Paddington to Uffington			MLN1	Western	06/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Didcot East Jn		52 66				<div> <div>TCB RA8</div> <div>Thames Valley Signalling Centre (Didcot) (SB) AC - Didcot</div> <div>GSM-R</div> </div>	
		52 72 *				UR, DR, UM and DM electrified Axle Counter area ATP - UM and DM DR bi-directional between Didcot East and Didcot Station UR bi-directional between Didcot East Junction and Didcot Station	
Network Rail / Didcot Railway Centre Boundary		53 00 *				Platform 1 - 319m, 349yds Platform 2 - 326m, 357yds Platform 3 - 221m, 242yds (PP-A) Platform 4 - 220m, 241yds (PP-A) Platform 5 - 240m, 262yds (PP-C) All platforms electrified	
DIDCOT PARKWAY		53 10					
Chester Line Jn		53 12 *	To Didcot North Jn GW200 seq 001 Tip Sidings			Did.GL - Didcot Goods Loop and RL bi-directional between Didcot and Foxhall Jn. Did.GL and RL electrified Up Oxford bi-directional	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	036	Paddington to Uffington	MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end diagram)		53 21	To Didcot North Jn GW250 seq 001		<div>TCB Thames Valley Signalling Centre (Didcot) (SB) RA8 AC - Didcot</div> <p>Did. GL, RL, UM, DM and Did. RL electrified</p> <p>Axle Counter area</p> <p>Did.GL - Didcot Goods Loop 410m, 1344ft</p> <p>ATP - UM and DM</p> <p>UDWC - Up Didcot West Curve</p> <p>UM and DM electrified</p> <p>DM, UM & Didcot RL bi-directional between Foxhall Jn and Milton</p> <p>Network Change reference NC/61/2019/WEST/663</p> <p>Did.RL - Didcot Up/Down Relief line</p>
		53 47 *			
Foxhall Jn (GW103)		53 55			
		53 66			
Foxhall Jn Carrier Wire Neutral Section DM, UM,and Did RL		54 19			
		54 35			
(start/end diagram)		54 75			
			<div>Did.GL RL UM DM</div> <div>25 70 125 125</div> <div>DIDCOT GL (PF) 70 50 25 40 25 25 25 25</div> <div>UDWC DOWN DIDCOT WEST CURVE</div> <div>Milton Sliding 15 50 85 125</div> <div>50 125 85</div> <div>85 125</div> <div>Did.RL UM DM</div>		

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	037	Paddington to Uffington			MLN1	Western	04/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Milton		54 75				<div> <div>TCB Thames Valley Signalling Centre RA8</div> <div>(Didcot) (SB) AC - Didcot</div> </div> <div>GSM-R</div> <div>Axle Counter area ATP - UM and DM</div> <div>Did.RL - Didcot Up/Down Relief line</div> <div>UM, DM Up Relief, Did. RL and DSGL electrified</div> <div>LOD(P) (Milton/Wantage Road) at 55m 17ch</div> <div>DSGL - Down Steventon Goods Loop 1447m, 4746ft</div> <div>Didcot RL - Didcot Relief line Network Change reference NC/01/2019/WEST/663</div>	
		55 00					
		55 19					
		56 00 *					
		56 32					
Steventon		56 36 *					
Stocks Lane LC (CCTV)		56 57 *					
		56 58					
Causeway LC (CCTV)		56 59 *					
		56 72					
Wantage Road HABD		58 62 *					
Butterfly Lane LC (UWC)		59 61					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	038	Paddington To Uffington			MLN1	Western	04/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Wantage Road		59 61				<div> <div>TCB Thames Valley Signalling Centre RA8 (Didcot) (SB) AC - Didcot</div> <div>GSM-R</div> <div>Axle Counter area ATP - UM and DM UM, DM, UR and DR electrified</div> <div>LOD(P) (Wantage Road/Milton and Wantage Road/Uffington) at 60m 20ch</div> </div>	
		60 22					
		60 47 *					
		61 37					
Grove LC (BW)		61 37					
Challow		64 00					
		65 00					

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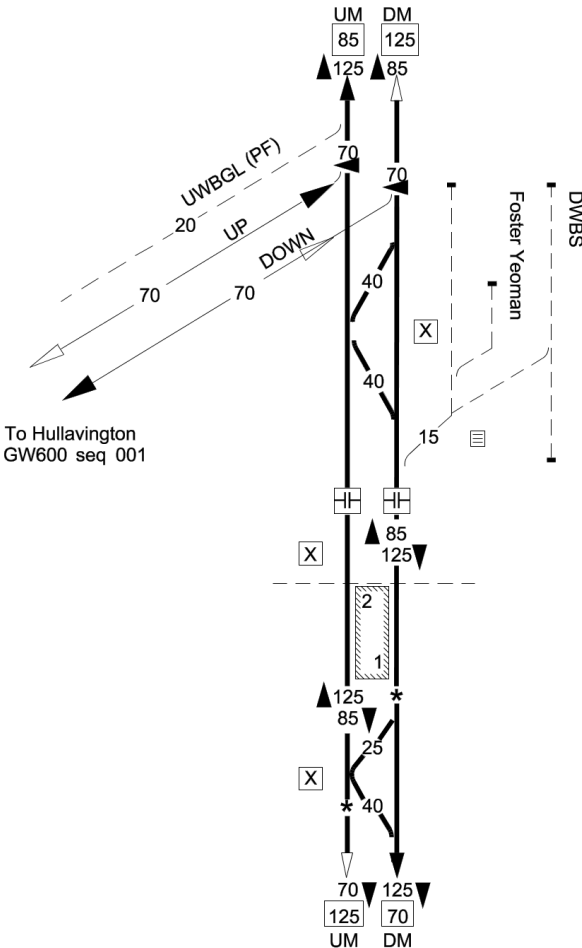
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	002	Uffington to Fordgate via Box	MLN1	Western	11/02/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Bourton HABD	72 20		<div>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot</div> <div>GSM-R</div>		
Bourton	72 30		Axle counter area FWS at 72m 16ch LOD(P) (Bourton/Uffington and Bourton/Swindon at 72m 30ch)		
South Marston	74 51		UM, DM, DSG, USGL, USR and CTS electrified		
Stratton Green	75 63		ATP - UM, DM and Reverse Direction signals between Uffington and Swindon		
	76 20 *		USGL - Up Swindon Goods Loop 570m, 1869ft		
	76 26		DSR - Down Swindon Refuge DSG - Down Swindon Goods		
Highworth GF	76 30		USR - Up Swindon Reception Highworth Branch and CEL BTET		
Highworth Jn	76 32				
Swindon Down Yard	76 50		CEL - Cocklebury East Loop CTS - Cocklebury Through Siding CS - Cripple Siding		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	003	Uffington to Fordgate via Box	MLN1	Western	27/04/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
<div>Swindon Down Yard GF</div> <div>Cocklebury sidings (Swindon Up Yard)</div> <div>SWINDON</div>		76 50		<div><div>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot</div><div>GSM-R</div></div> <div>Axle counter area</div> <div>ATP - UM, DM Platforms 1&3 and Reverse Direction signals between Swindon and Uffington</div> <div>UM,DM,USR,DSG,USPL,DSPL,Platforms 1, 2, 3 & 4, UK ,CTS, Cocklebury Sidings 1,2,3 and 4 electrified</div> <div>CEL and Hawkesworth Steel Terminal BTET</div> <div>① - 30 Down direction - 35 Up direction</div> <div>② - 20 Down direction - 25 Up direction</div> <div>Platform 1 - 261m (285 yards) (PP-C/PF)</div> <div>Platform 2 - 80m (87 yards)</div> <div>Platform 3 - 282m (308 yards) (PP-A/C/PF) ③</div> <div>Platform 4 - 300m (328 yards)</div> <div>③- PP-A applicable for Detaching ONLY</div> <div>DSN - Down Swindon Neck</div> <div>DSG - Down Swindon Goods</div> <div>USR - Up Swindon Reception</div> <div>CTS - Cocklebury Through Siding</div> <div>DSPL - Down Swindon Passenger Loop</div> <div>USPL - Up Swindon Passenger Loop</div> <div>UK - Up Kemble</div> <div>CEL - Cocklebury East Loop</div> <div>CS - Cripple Siding</div>	
		76 64			
		76 77			
		77 08			
		77 23			
77 36	To Hawkesworth Steel Terminal				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	004	Uffington to Fordgate via Box	MLN1	Western	11/02/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Swindon Jn	77 36 *	<p>DSPL 30 85 40 85</p> <p>UK 30 30</p> <p>DK 30 20</p> <p>To Kemble GW480 seq 001</p> <p>UP SWINDON RELIEF LINE (USRL)</p> <p>20 25 75 85 125</p> <p>85 125 85</p> <p>UM DM</p>	<div> <div>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot</div> <div>GSM-R</div> </div>		
	77 40 *		<p>Axle counter area</p> <p>UK, DK, DSPL, USRL and DM electrified</p> <p>ATP - UM, DM USRL and DSPL</p>		
	77 60 *		<p>DSPL - Down Swindon Passenger Loop</p> <p>DK - Down Kemble</p> <p>UK - Up Kemble</p> <p>USRL - Up Swindon Relief Line</p>		
Rushey Platt Junction	78 36				
Upper Studley FP LC (R/G) Studley HABD	78 43 * 80 64 81 33		<p>LOD(P) (Swindon/Wootton Bassett Jn) at 82m 43ch</p>		
	82 43				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	005	Uffington to Fordgate via Box	MLN1	Western	10/02/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
		82 43		<div>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot</div> <div>GSM-R</div>	
Wootton Bassett Jn	83 07	Axle counter area ATP - UM, DM, DB and UB FWS at 83m 12ch UM, DM, UWBGL, DB and UB electrified DWBS - Down Wootton Bassett Siding UWBGL - Up Wootton Bassett Goods Line LOD(P) (Wootton Bassett Jn/Swindon and Wootton Bassett Jn/Thingley Jn) at 83m 19ch			
Wootton Bassett GF	83 28	LOD(P) (Wootton Bassett Jn/Thingley Jn) at 88m 49ch			
Wootton Bassett West Carrier Wire	83 53				
Neutral Section DM and UM	87 54				
Christian Malford FP LC (R/G)	88 79				
Limit of electrification UM and DM	93 31				
	93 70				
CHIPPENHAM	93 76				
	95 29 *				
	95 34 *				
	96 10	Platform 1 - 239m (261 yards) Platform 2 - 239m (261 yards) LOD(P) (Thingley Jn/Wootton Bassett Jn and Thingley Jn/Bathampton Jn) at 95m 30ch Reverse direction signals between Thingley Jn and Bathampton Jn			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	012	Uffington To Fordgate via Box	MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Kingsland Rd Sidings GF ①		117 50		<div> <div>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</div> <div>GSM-R</div> </div> <p>Axle counter area</p> <p>① See Local Instructions</p> <p>ATP - DM to BL1981 (117m 73ch) UM from BL1980 (117m 58ch)</p>	
		117 57			
		117 72 *			
Bristol East Jn		118 00			
		118 02			

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW105	013	Uffington to Fordgate Via Box			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Bristol East Gantry		118 02	<div><div><div>UFR</div><div>40</div><div>↑</div></div><div><div>DFR</div><div>30</div><div>↑</div></div><div><div>UFM</div><div>40</div><div>↑</div></div><div><div>DFM</div><div>30</div><div>↑</div></div><div><div>UM</div><div>40</div><div>↑</div></div><div><div>DM</div><div>30</div><div>↑</div></div></div> <div><div>BARTON HILL HEAD SHUNT</div></div> <div><div>UP FILTON RELIEF</div><div>DOWN FILTON RELIEF</div><div>UP FILTON MAIN</div><div>DOWN FILTON MAIN</div><div>UP MAIN</div><div>DOWN MAIN</div></div>			<div><div>TCB</div><div>Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</div></div> <div><div>GSM-R</div><div></div></div> <div>Axle counter area</div>	
		118 12	<div><div><div>40</div><div>*</div><div>↓</div></div><div><div>30</div><div>*</div><div>↓</div></div><div><div>40</div><div>*</div><div>↓</div></div><div><div>30</div><div>*</div><div>↓</div></div><div><div>40</div><div>*</div><div>↓</div></div><div><div>40</div><div>*</div><div>↓</div></div></div> <div><div>20</div><div>25</div><div>25</div><div>25</div><div>25</div><div>25</div></div> <div><div>UDFR</div><div>UDFR</div><div>UFM</div><div>DFM</div><div>UM</div><div>DM</div></div>			<div>All lines bi-directional in station area</div> <div>AWS not provided between Bristol East Jn and Bristol West Jn</div>	
		118 15	<div><div>High Level Siding see Local Instructions</div></div>			<div>Operating speed restriction 20mph applies between Bristol East Junction and Bristol West Junction to trains using platform lines 3 to 12 and Up Through and Down Through lines.</div>	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	014	Uffington To Fordgate Via Box	MLN1	Western	11/02/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	118 15	<p>UFR 20 DFR 25 UFM 25 DFM 25 UM 25 DM 25</p> <p>High Level Siding See Local Instructions</p> <p>BTM PLATFORM 5/6 (PP)</p> <p>BTM PLATFORM 3/4 (PP)</p> <p>BTM PLATFORM 7/8 (PP)</p> <p>BTM PLATFORM 9/10 (PP)</p> <p>BTM PLATFORM 11/12 (PP)</p> <p>BTM PLATFORM 13 (PP)</p> <p>BTM PLATFORM 15 (PP-2)</p> <p>BTM UP THROUGH</p> <p>BTM MIDDLE SDG</p> <p>BTM DOWN THROUGH</p> <p>MIDDLE SPUR</p> <p>BTM PLATFORM 1</p> <p>BTM (PP)</p> <p>P1 P3 P4 P2 P5 P6 P7 P8 P9 P10 P11 P12</p> <p>MS</p> <p>Bristol West Carriage Sidings</p> <p>Parcels fan only OOU</p>	<p>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</p> <p>GSM-R</p> <p>Axle Counter area AWS not provided between Bristol East Jn and Bristol West Jn</p> <p>LOD (K) 5001 platforms lines 3/4 LOD (K) 5003 Platform lines 5/6 LOD (K) 5005 Platform lines 7/8 LOD (K) 5007 Platform lines 9/10 LOD (K) 5009 Platform lines 11/12</p> <p>Safe System of Work planning - assume permissible speed of 25mph applies to platform lines 3 to 12</p> <p>All lines bi-directional in station area</p> <p>NOTE: Platform 15 (PP-2) - For the purpose of detaching multiple unit trains only.</p> <p>Platform lengths (metres & yards):</p> <ul style="list-style-type: none"> 1 - 96m, 105yds 2 - 161m, 176yds 3 - 297m 325yds 4 - 116m 127yds 5 - 152m, 166yds 6 - 168m, 184yds 7 - 154m 168yds 8 - 147m 161yds 9 - 232m 254yds 10 - 165m 180yds 11 - 223m 244yds 12 - 162m, 177yds 13 - 281m, 307yds 15 - 276m 302yds <p>③ - See Local Instructions</p> <p>MS - Motorail Siding</p> <p>Operating speed restriction 20mph applies between Bristol East Junction and Bristol West Junction to trains using platform lines 3 to 12 and Up Through and Down Through lines.</p> <p>MS Shortened as per STNC / WEST / 669</p>		
	118 20 *				
Bristol Middle Siding East GF	118 23				
Bristol SB (B)	118 26				
BRISTOL TEMPLE MEADS ③	118 31				
Bristol Middle Siding West GF	118 35				
	118 40				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	015	Uffington to Fordgate Via Box	MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Bristol West Jn		118 40			<div>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</div> <div>① Out of Use</div> <div>Axle counter area</div> <div>② See Local Instructions</div> <div>Operating speed restriction 20mph applies between Bristol East Junction and Bristol West Junction to trains using platform lines 3 to 12 and Up Through and Down Through lines.</div> <div>WCL - West Carriage Line</div>
Pylle Hill GF		119 09			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	016	Uffington to Fordgate Via Box	MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
BEDMINSTER		119 09			<div>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</div> <div>GSM-R</div> <div>Axle Counter area WCL - West Carriage Line</div> <div>Platform 1 - 104m, 113yds Platforms 2 and 3 - 93m, 101yds</div> <div>Temple Meads and Bedminster (signal BL2171)</div>
		119 22			
		119 40 *			
		120 09 *			

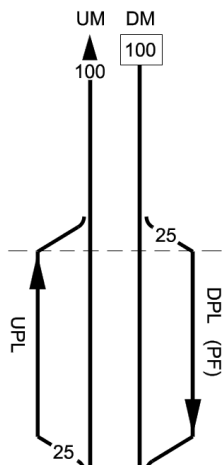

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated		
GW105	017	Uffington to Fordgate Via Box			MLN1	Western	11/02/2023	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
PARSON STREET		120 09				<div>TCB Thames Valley Signalling Centre RA8 </div>		

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW105	018	Uffington to Fordgate Via Box		MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Flax Bourton Tunnel (101m, 110yds)		122 00			<div> <div>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</div> <div>Axle Counter area</div> <div> <div>TCB</div> <div>Bristol SB (B) Panel A</div> </div> <div> Down platform - 122m, 133yds Up platform - 121m, 132yds </div> <div> Down platform - 162m, 177yds Up platform - 121m, 132yds </div> </div>	
		123 ^{to} 61 123 66			<div>GSM-R</div> <div></div>	
NAILSEA & BACKWELL		124 56				
Nailsea HABD		126 33				
Mud Lane LC (UWC)		127 41				
YATTON		129 23				
Yatton GF		130 28				
		130 41				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated			
GW105	019	Uffington to Fordgate Via Box			MLN1	Western	04/03/2023		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Yatton East Gas House Lane LC (UWC)		130 41			<div><div>TCB RA8</div><div>Bristol SB (B) Panel A</div></div> <div>GSM-R </div> <div>(Tel. outside relay room)</div> <div>AWS not provided at DPL exit signal B.466 or UPL exit signal B.415 DPL 564m, 1848ft UPL 544m, 1785ft</div>				
		130 45							
		130 49							
		Yatton West Yatton HABD					131 20	<div>(Controlled by Puxton LC)</div>	
		Huish LC (CCTV)					132 11		
Puxton & Worle LC (MCB)	133 79	<div>Platforms 1 & 2 - 100m, 109yds</div>							
WORLE	134 42								

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	001	Fordgate to Penzance			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Fordgate		154 12				<div>TCB RA8</div> <div>Exeter SB (E) Panel C</div> <div>GSM-R </div>	
Cogload Jn (Up)		158 23					
Cogload Jn (Down)		158 50					
Cogload HABD		158 70					
Hyde Farm LC (UWC)		160 75					
Broomhay LC (UWC)		161 32					
Taunton East Jn		162 35					
		162 38					
		162 45				DM and DR bi-directional between Taunton East and West Jns	

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	002	Fordgate to Penzance			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Barrow crossing (WL)		162 45				<div>TCB RA8</div> <div>Exeter SB (E) Panel C</div> <div>GSM-R</div> <div>Platforms 2, 3, 4 and 5 PP-C/PF</div> <div>Platform 2 - 336m (367 yards)</div> <div>Platform 3 - 260m (284 yards)</div> <div>Platform 4 - 260m (284 yards)</div> <div>Platform 5 - 380m (416 yards)</div> <div>Platform 6 - 145m (159 yards)</div>	
		163 02					
		163 12					
		163 23 *					
		163 31 *					
Taunton West Jn		163 34 *					
		164 24					
		164 27					
		164 33 *					

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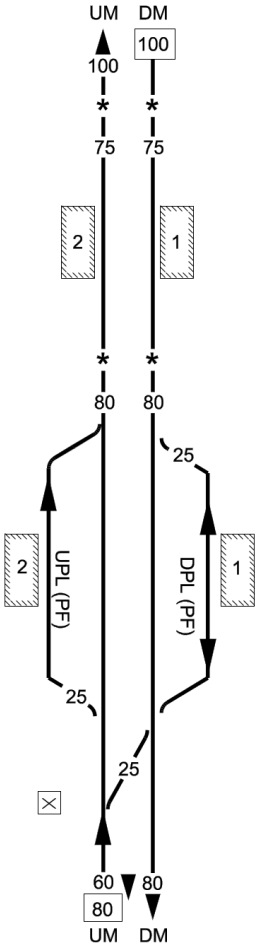
LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	005	Fordgate to Penzance			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
		179 31	<div> <div>UM</div> <div>DM</div> <div>100</div> <div>100</div> </div>			TCB RA8	Exeter SB (E) Panel C
		181 20	<div>T</div>				
Hele & Bradninch LC (AHBC)		185 41	<div>-----</div>				
Stoke Canon HABD		188 56	<div>X50</div>				
Sandy Lane LC (R/G-X)		189 42	<div>T</div> <div>-----</div> <div>X50</div>			Exeter SB (E) Panel B	
Stoke Canon LC (CCTV)		190 16	<div>-----</div>				
Hosegood's LC (UWC)		191 07	<div>T</div> <div>-----</div>				
Stafford's Bridge LC (UWC)		191 44	<div>T</div> <div>-----</div>				
Field LC (UWC)		191 48	<div>T</div> <div>-----</div>				
		192 10 *	<div> <div>*</div> <div>80</div> <div>*</div> <div>65</div> <div>UM</div> </div>				
		192 50 *	<div> <div>*</div> <div>80</div> <div>*</div> <div>65</div> <div>DM</div> </div>				



Western Route Sectional Appendix Module WR2

[illegible]

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated	
GW108	009	Fordgate to Penzance			MLN1	Western	11/02/2023	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
STARCROSS		200 50				200 60 *	<div><div>TCB RA8</div><div>Exeter SB (E) Panel A</div></div> <div>Axle counter area</div> <div>Platform 1 - 168m (184 yards)</div> <div>Platform 2 - 184m (201 yards)</div> <div>DPL bi-directional to E.223</div> <div>DPL 590m, 1932ft</div> <div>UPL 461m, 1512ft</div> <div>Platform 1 - 129m (141 yards)</div> <div>Platform 2 - 127m (138 yards)</div> <div>LOD(P) Up line only (Dawlish Warren/Teignmouth) at 204m 57ch</div>	
		202 36						
		203 00 *						
		204 12						
		204 13						
UPL DPL		204 13						
DAWLISH WARREN		204 34						
		204 55						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	010	Fordgate to Penzance			MLN1	Western	24/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
DAWLISH			<div><div>UM DM</div><div><div>60 80</div><div>▲80 *</div><div>* *</div><div>▲70 70</div><div>60 ▼</div><div>* *</div><div>▲75 75</div><div>60 ▼</div><div>* *</div><div>60 60</div><div><div>2</div><div>1</div></div></div></div> <td><div>TCB RA8</div><div>Exeter SB (E) Panel A</div><div>GSM-R</div></td>			<div>TCB RA8</div> <div>Exeter SB (E) Panel A</div> <div>GSM-R</div>	
	204	55				Axle counter area	
	204	60	*				
	205	10	*				UM bi-directional between Dawlish Warren and Teignmouth
	206	00	*				
	206	07					206m 01ch and 206m 34ch Platform 1 - 286m (312 yards) Platform 2 - 183m (200 yards)
	206	34 to 206 43					
	206	53 to 206 63					

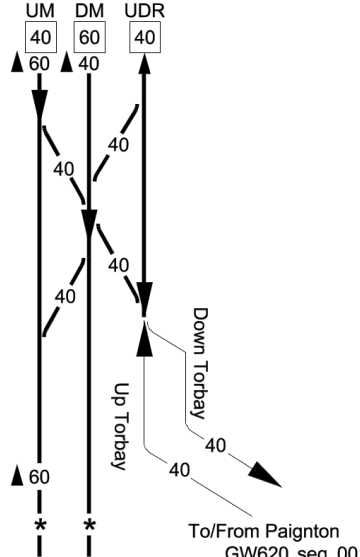

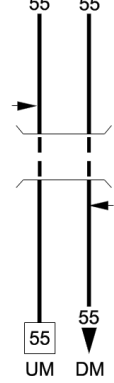
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	011	Fordgate to Penzance			MLN1	Western	19/08/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
<div>TEIGNMOUTH</div> <div>Parsons Tunnel 468m (512 yards)</div> <div>Clerks Tunnel 60m (66 yards)</div> <div>Phillot Tunnel 50m (55 yards)</div>		206 63	<div><div>UM</div><div>DM</div><div><div>60</div><div>60</div></div></div>			<div><div>TCB RA8</div><div>Exeter SB (E) Panel A</div></div> <div><div><div>GSM-R</div><div></div></div></div>	
		206 to 206 69				Axle counter area	
		206 to 206 75					
		207 19 to 207 42					
		207 55 *					
		208 45 *				UM bi-directional between Dawlish Warren and Teignmouth	
		208 70				Platform 1 - 207m (226 yds) Platform 2 - 177m (194 yards) End of axle counter area	
		209 10				LOD(P) Up line only (Teignmouth/ Dawlish Warren) at 209m 10ch	
		209 11					

Western Route Sectional Appendix Module WR2

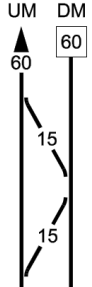


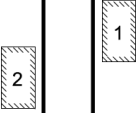

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	012	Fordgate to Penzance			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Newton Abbot East Crossovers		209 11				<div>TCB RA8</div> <div>Exeter SB (E) Panel A</div> <div>GSM-R </div> <p>① Heathfield branch temporarily out of use between 0m 55ch and 4m 07ch NC/G1/2020/WEST/686</p> <p>All lines bi-directional in station area</p> <p>Platform 1 - 327m (358 yards) (PP) Platform 2 - 326m (357 yards) (PP - C) Platform 3 - 327m (358 yards) (PP - C)</p>	
		209 65 *					
		210 20 *					
		210 21 *					
		212 60 *					
Newton Abbot East Junction		213 47					
		213 70					
		213 75					
NEWTON ABBOT		214 05					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	013	Fordgate to Penzance			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Newton Abbot West Jn		214 05				<div>TCB RA8</div> <div>Exeter SB (E) Panel A</div> <div>GSM-R </div>	
		214 43				Location of known low rail adhesion both lines 216mp to 222 mp	
		216 60 *					
		217 40	<div>T</div>				
		217 55	<div>T</div>				
Dainton HABD (UP) Dainton Tunnel (266m, 291 yds)		217 57					
		217 to 63					
		217 76					
Dainton HABD (DOWN)		217 76					
		217 79	<div>T</div>				
		218 05	<div>T</div>				
		218 30	<div>T</div>				
							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	014	Fordgate to Penzance	MLN1	Western	18/03/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
<div>Totnes East Crossovers</div> <div>Network Rail / South Devon Railway Boundary</div> <div>Ashburton Junction</div> <div>TOTNES</div> <div>Marley Tunnels (793m, 867yds) (single bores)</div>		218 30	<div><div><div>UM</div><div>DM</div></div><div><div>55</div><div>55</div></div><div><div>*</div><div>*</div></div><div><div>60</div><div>60</div></div><div><div>25</div><div>15</div></div><div><div>10</div><div>URS</div><div>To South Devon Railway</div></div><div><div>25</div><div>45</div></div><div><div>UPL</div><div>DPL</div></div><div><div>2</div><div>1</div></div><div><div>25</div><div>25</div></div><div><div>T</div><div>T</div></div><div><div>60</div><div>60</div></div><div><div>UM</div><div>DM</div></div></div>	<div>TCB RA8</div> <div>Exeter SB (E) Panel A</div> <div>GSM-R</div>	
		221 55 *		Location of known low rail adhesion both lines 216mp to 222mp	
		222 39		Platform 1 - 193m, 211yds	
		222 45		Platform 2 - 200m, 218yds	
		222 49		DPL 352m, 1155ft UPL 384m, 1260ft to E.298 UPL bi-directional	
222 66	Plymouth SB (PH) (East)				
227 to 228 62 to 22	Axle counter area Starts DM signal PH5601 toward west Ends UM signal E1 from west				
229 00					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	015	Fordgate to Penzance			MLN1	Western	18/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Aish Emergency Crossovers		229 00				<div>TCB RA8</div> <div>Plymouth SB (PH) (East)</div> <div>Axle counter area</div> <div>GSM-R </div>	
		230 37					
		231 58 231 to 61					
		232 76	<div>T</div>				
		IVYBRIDGE		234 27			
234 78	<div>T</div>						
237 00							

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	016	Fordgate to Penzance			MLN1	Western	18/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Hemerdon Emergency Crossovers		237 00				<div>TCB RA8</div> <div>Plymouth SB (PH) (East)</div> <div>GSM-R </div>	
		239 13					
		239 20 *					
		239 24 *					
Tavistock Jn Yard		242 55				<div>Axle counter area</div> <div>Starts UM 242m 35 to east</div> <div>Ends DM 242m 57ch from east</div> <div>TCB RA8</div> <div>Plymouth SB (P) (East)</div>	
		242 60					
Tavistock Jn GF		242 69					
		242 70 *					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	017	Fordgate to Penzance			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Laura Jn		242 70				<div>TCB RA8</div> <div>Plymouth SB (P) (East)</div> <div>GSM-R </div> <div>① - Ocean siding out of use</div>	
		243 15 *					
		243 67					
Laura Diesel Depot							
Lipson Jn		244 35					

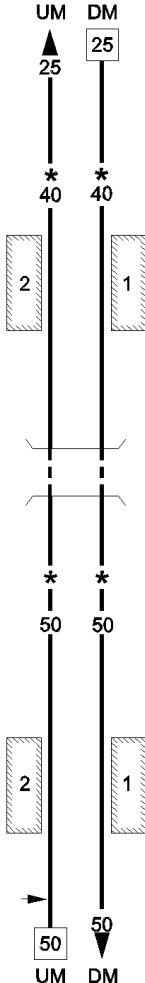

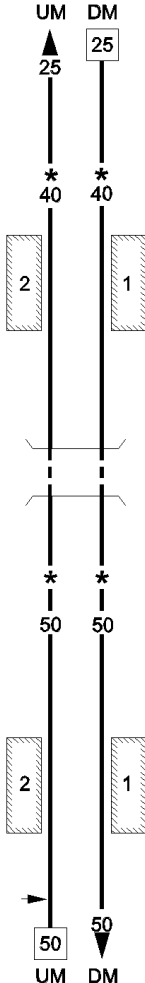
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	018	Fordgate to Penzance			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Mutley Tunnel (290m, 317 yds including 123m, 134 yds of elevated car park)		244 35				<div>TCB RA8</div> <div>Plymouth SB (P) (East)</div> <div>GSM-R </div>	
		244 50 *					
		245 10 *					
		245 32 to 245 46					
		245 47 *					
		245 50				<div>Plymouth SB (P) (West)</div>	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	019	Fordgate to Penzance			MLN1	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Plymouth East GF		245 50				<div>TCB RA8</div> <div>Plymouth SB (P) (West)</div> <div>GSM-R</div> <div> <p>AWS not provided in station area</p> <p>All lines bi-directional in station area</p> <p>All connections 25mph in station area, except where shown</p> <p>Platform 3 - 78m, 85yds (PP)</p> <p>Platform 4 - 298m, 326yds</p> <p>Platform 5 - 300m, 328yds</p> <p>Platform 6 - 260m, 284yds</p> <p>Platform 7 - 298m, 326yds</p> <p>Platform 8 - 300m, 328yds</p> <p>Standage on Through Line - 240m, 263yds</p> </div>	
		245 56					
		245 75					
PLYMOUTH		245 75					
Plymouth SB (P)		246 04					
		246 15					

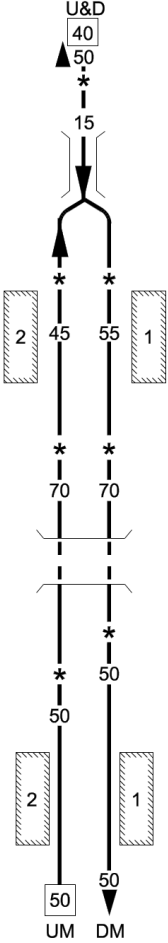

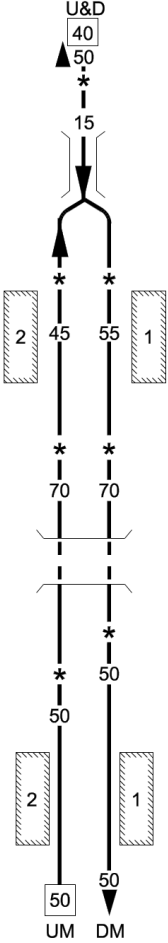
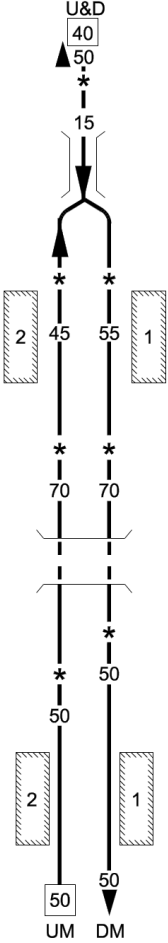
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
GW108	020	Fordgate to Penzance			MLN1 MLN2	Western	02/02/2013
Location		Mileage M Ch		Running lines & speed restrictions		Signalling & Remarks	
Former Devonport Jn/Cornwall Loop (Change of mileage and ELR)		246	15			<div>TCB RA8 Plymouth SB (P) </div> <div>ELR - MLN1</div> <div>ELR - MLN2</div> <div>Platform 1 - 100m, 109yds Platform 2 - 180m, 197yds</div> <div>Platform 1 - 96m, 105yds Platform 2 - 79m, 86yds</div>	
		247	28				
		247	42 *				
DEVONPORT		248	28				
Devonport Tunnel (107m, 117yds)		248	37				
		248	to 42				
		248	43 *				
DOCKYARD		248	60				
Keyham HABD		248	77				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	021	Fordgate to Penzance	MLN2	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<p>The diagram illustrates the track layout between Keyham East GF and Single Line Jn. It shows two main tracks: UM (Up Main) and DM (Down Main). Keyham East GF is at the top, with platforms 1 and 2. A signal box (T) is located near the start. The track continues past Keyham West GF and Dockyard Jn, where a branch leads to Devonport Dockyard. Further down, there's a junction for St. Budeaux Jn, with a branch leading to Bere Alston (GW637 seq 001). The track ends at Single Line Jn, which has a signal box (T) and a crossing (U&D). Speed restrictions are indicated by numbers in boxes along the tracks.</p>		<div>TCB RA8</div> <div>Plymouth SB (P) (West)</div> <div>GSM-R</div> <div>Platform 1 - 129m, 141yds Platform 2 - 123m, 135yds</div> <div>Location of known low rail adhesion both lines 248m 76ch to 250mp</div> <div>Platform 1 - 124m, 136yds Platform 2 - 126m, 138yds</div>
		248 77			
Keyham East GF		249 17			
KEYHAM		249 25			
Keyham West GF		249 38			
Dockyard Jn		249 41			
		249 70			
St. Budeaux Jn		250 00			
ST. BUDEAUX FERRY ROAD		250 15			
		250 20 *			
Single Line Jn		250 25			
		250 69			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	022	Fordgate to Penzance			MLN2	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Royal Albert Bridge (668m, 730yds)		250 69 *				<div>TCB RA8</div> <div>Plymouth SB (P) (West)</div> <div>GSM-R</div> 	
		251 23 *					
		251 26					
		252 00 *					
		254 00					
Wivelscombe Tunnel (412m, 451yds)		254 ^{to} 07 254 ^{to} 27				<div>Platform 1 - 124m, 136yds</div> <div>Platform 2 - 127m, 139yds</div>	
		255 69 *					
		256 20 *					
ST. GERMAN'S		256 28				<div>Location of known low rail adhesion both lines 256m 00ch to 262m 00ch</div>	
		256 38					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
GW108	023	Fordgate to Penzance	MLN2	MLN3	Western	11/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Change of Mileage (and change of ELR)		256 38 256 40 * 258 26 261 00 *			<div>TCB RA8</div> <div>Plymouth SB (P) (West)</div> <div>GSM-R</div> <div>ELR : MLN2</div> <div>ELR : MLN3</div> <div>End of axle counter area on UM 259m 55ch Start of axle counter area on DM 259m 76ch Location of known low rail adhesion both lines 256mp to 262mp Platform 1 - 124m, 136yds Platform 2 - 97m, 106yds Tel. Down Platform</div> <div>Liskeard SB (LD)</div> <div>Platform 1 - 208m, 227yds Platform 2 - 177m, 194yds</div>	
MENHENIOT		261 61 261 63				
Liskeard (LD) SB		264 66 264 71 265 37				
LISKEARD						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	024	Fordgate to Penzance			MLN3	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Sperritt Tunnel (91m, 99yds)						<div>TCB RA8Mid Cornwall (CL) (Exeter)</div> <div>Axle Counter Area starts DM 265m 08ch ends UM 265m 30ch</div> <div>GSM-R</div> <div>Location of known low rail adhesion both lines 270mp to 275mp</div>	
		265 37 *					
		265 60 *					
		267 54 to 267 59					
		268 11					
		268 22 *					
		269 00 *					
		269 15 *					
		269 23 *					
		269 40 *					
St Pinnock Viaduct		269 40 to 269 49					
East Largin Viaduct		269 49 to 269 69					
		269 71 to 270 00 *					
Largin Jn		270 07					
		270 20					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	025	Fordgate to Penzance	MLN3	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	026	Fordgate to Penzance			MLN3	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Lostwithiel LC (CCTV)		276 15				<div>TCB RA8</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>GSM-R </div> <div>Axle counter area</div> <div>Shunting - 197m standage between DM line signal CL5793 and fixed red CL5790</div> <div>DGL 384m, 1260ft UGL 384m, 1260ft</div> <div>Platform 1 - 103m, 113yds Platform 2 - 124m, 136yds</div> <div>Location of known low rail adhesion Up main 277m 51ch to 281mp</div>	
		277 24 *					
		277 29 *					
		277 34					
		277 36					
		277 40 *					
		277 41 *					
		277 54					
















































Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW108	027	Fordgate to Penzance		MLN3	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Lostwithiel Jn		277 54			<div>TCB RA8</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>GSM-R</div> <div>Axle counter area</div> <div>① 30 Up direction to the approach side of Lostwithiel down platform</div> <div>Location of known low rail adhesion Up main 277m 51ch to 281mp</div> <div>Down Loop 384m, 1260ft (PP) up direction only (platform 3) from Up Newquay - attach DMU/light locomotive Up Main - detach DMU</div> <div>TCB</div> <div>Station barrow crossing (with telephones)</div> <div>Platforms 1 & 2 - 190m, 208yds</div> <div>Platform 3 - 164m, 179yds</div> <div>CS - Par Chapel Siding</div>	
Milltown Viaduct		278 48 278 64				
Treverrin Tunnel (516m, 564 yds)		279 19 279 44				
Treverrin HABD		279 59				
Par Loop Jn		281 32 * 281 35 *				
PAR		281 57 281 66				
		282 35 *				

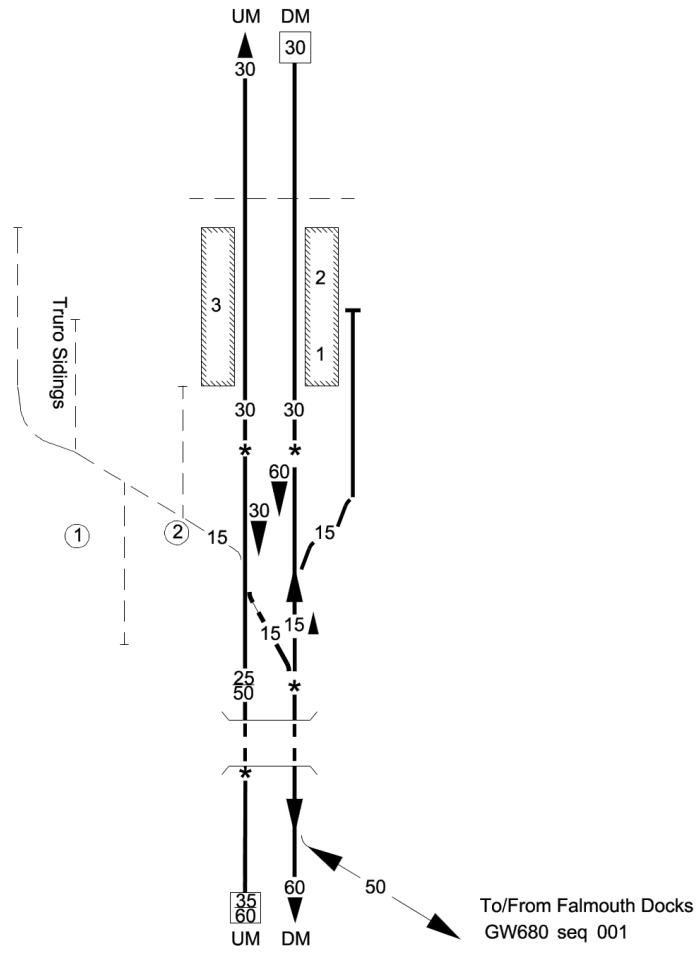
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	028	Fordgate to Penzance			MLN3	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Holmbush FP (R/G-X)		282 53 *				<div>TCB RA8</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>GSM-R </div> <div>Axle counter area</div> <div>Platform 1 - 178m, 195yds Platform 2 - 181m, 198yds</div> <div>US - Up Siding</div> <div>RA7</div> <div>① Hand points 9544 electrically detected - see local instructions</div> <div>RL- Reception Line (axle counters as far as down stop board CL3823 Start of Staff section)</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div>	
		284 30 *					
		285 10					
		286 26					
ST. AUSTELL		288 26					
Burngullow Jn (change of RA)		288 26					
(Reception Line)		288 50					
		291 21					
		291 63					
		293 17					

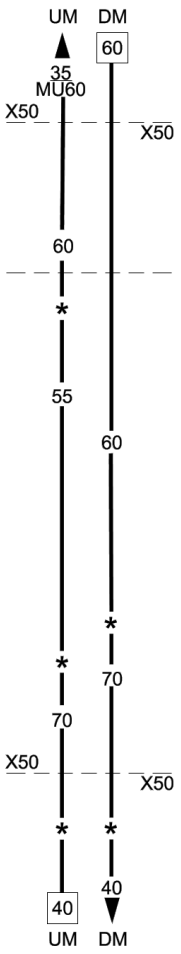
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description				ELR	Route		Last Updated		
GW108	029	Fordgate to Penzance				MLN3	Western		11/03/2024		
Location		Mileage MCh		Running lines & speed restrictions				Signalling & Remarks			
Probus Quarry		293	17					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		294	38								
		295	29								
		296	25 *								
		296	44								
		297	50								
		297	76								
		299	10								
		299	25								
		299	40 *								
Polperro Tunnel East		296	44					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		297	50								
		297	76								
Polperro Tunnel 531m (581 yards)		297	50					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		297	76								
Buckshead Tunnel 293m (320 yards)		299	10					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		299	25								
Truro East Crossover		299	40 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	32 *								
		300	50 *								
		300	51 *								
		300	50 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
300	51 *										
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div> <div>Location of known low rail adhesion both lines 293mp to 300mp</div> <div>Shunting - 485m standage between DM line signal CL5895 and LOS CL7632</div>		<div>GSM-R</div> 	
		300	51 *								
		300	51 *					<div>TCB RA7</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</</div>			


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	030	Fordgate to Penzance			MLN3	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
TRURO Truro LC (MCB-OD)		300 51				TCB RA7 Mid Cornwall (CL) (Exeter) GSM-R Axle counter area	
		300 57				Platform 1 - 80m (87 yards) Platform 2 - 199m (218 yards) Platform 3 - 219m (240 yards) ① Cornwall Farmers sidings Out of Use ② Hand points 9560 electrically detected - see local instructions	
		300 63					
		300 70 *					
		301 02 *					
Highertown Tunnel 64m (70 yards)		301 10 to 301 13					
Penwithers Jn		301 25					

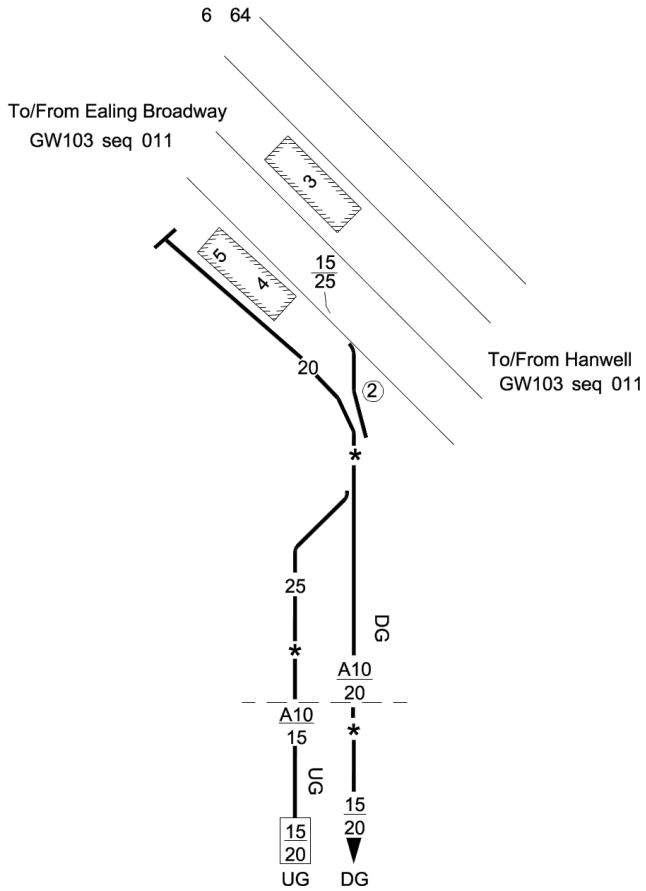
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
GW108	031	Fordgate to Penzance			MLN3	MLN4	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
Paradise LC UWC (R/G-X)		301 25					<div>TCB RA7</div> <div>Roskear (R)</div> <div>Axle Counter area</div> <div>ELR : MLN3</div> <div>ELR : MLN4</div>	
		301 55 *						
		302 16						
		304 30						
		304 49						
		305 33						
		305 60 *						
		305 65						
		305 67						
		306 03						
Treleigh FP (R/G-X)		306 20 *						
		306 50 *						
		308 76						
		309 60 *						

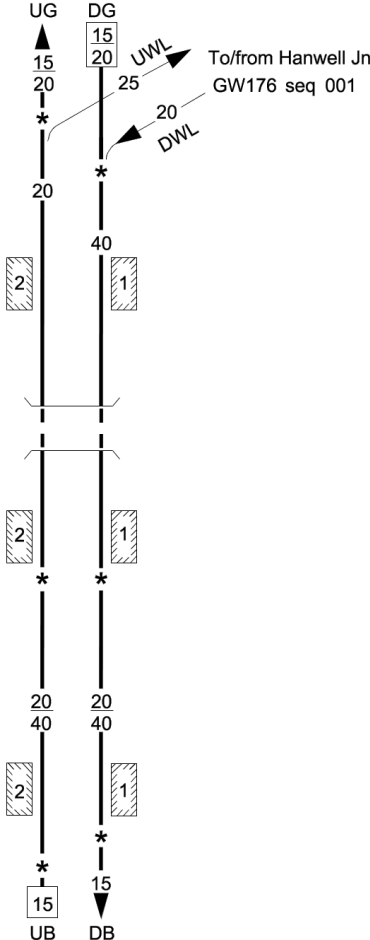
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated	
GW108	032	Fordgate to Penzance			MLN4	Western	11/02/2023	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
Redruth Tunnel 43m (47 yards)		309 60	<div>UM DM</div> <div><div>▲</div><div>40</div><div>40</div></div> <div><div>└─┘</div><div>└─┘</div></div>			<div>TCB Roskear Jn SB (R)</div> <div>RA7</div> <div>Axle Counter Area</div> <div>Platform 1 - 169m (185 yards)</div> <div>Platform 2 - 173m (189 yards)</div> <div>GSM-R </div>		
		309 62 309 to 64						
		REDRUTH	309 68	<div><div>2</div><div>1</div></div> <div>40 40</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> <div>┆ ┆</div> 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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW174	001	West Ealing to Greenford West Jn			WEL1	Western	09/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
WEST EALING		6 46				<div>TCBThames Valley Signalling Centre RA8 (Acton) (SN)</div> <div>GSM-R</div>	
West Ealing Jn		6 56				Axle Counter Area Bay Platform electrified with fast charging rail (locally isolated)	
		6 64				Bay platform 5 - 114m (124yds) - PP ② 15/25 mph down/25mph Up	
Plassers LC (AOCL+B) ③		6 70 *				③ AOCL Level Crossing with barriers	
		6 71				DG - Down Greenford UG - Up Greenford	
		6 72 *					

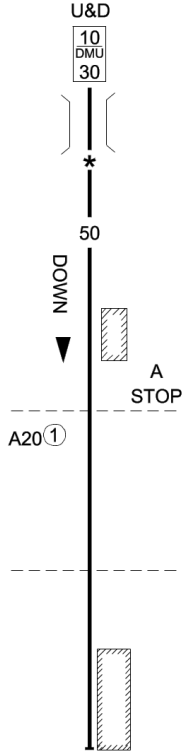
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW174	002	West Ealing to Greenford West Jn			WEL1	Western	25/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Drayton Green Jn		6 72			<div>TCB Thames Valley Signalling Centre RA8 (Acton) (SN)</div> <div>GSM-R</div> <div>Axle Counter Area to Drayton Green Station</div>		
		7 03 *					
		7 07					
		7 15 7 36					
		7 44					
DRAYTON GREEN		7 07			UWL - Up West Loop DWL - Down West Loop UG - Up Greenford DG - Down Greenford Platform 1 - 53m, 58yds Platform 2 - 50m, 55yds		
Drayton Green Tunnel (463m, 506yds)		7 15 7 36					
CASTLE BAR PARK		7 44			Platforms 1 & 2 - 50m, 55yds		
Change of line name		7 46 *					
		7 64					
SOUTH GREENFORD		8 24			Platform 1 - 49m, 54yds Platform 2 - 51m, 56yds		
		8 37 *			<div>Greenford East SB (GE)</div> <div>UB - Up Branch DB - Down Branch</div>		
		8 40 *					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW187	001	Twyford to Henley-On-Thames		HEN	Western	03/09/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
TWYFORD		31 01			<div>TCB Thames Valley Signalling Centre RA4 (Twyford) (T)</div> <div>Axle Counter area</div> <div>Platform 5 - 110m, 120yds</div> <div>Location of known low rail adhesion single 31m 10ch to 35m 2ch</div> <div>Platform - 156m, 170yds</div> <div>GSM-R</div>	
		31 06 *				
		31 30 *				
		31 45 *				
WARGRAVE		32 68				
		33 07 *				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW187	002	Twyford to Henley-On-Thames			HEN	Western	25/02/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Shiplake Viaduct		33 07 to 33 17 33 18 *				<div>TCB Thames Valley Signalling Centre RA4 (Twyford) (T)</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>Location of known low rail adhesion Single 31m 10ch to 35m 2ch</div> <div>Platform - 149m, 153yds Drawing up of Down Trains is prohibited</div> <div>① DMU Only, all other trains 10mph</div> <div>② AOCL Level Crossing with barriers</div> <div>Platform - 177m, 194yds</div>	
SHIPLAKE		33 61					
Shiplake LC (AOCL + B) ②		33 66	<div>T</div>				
Bolney Farm LC (UWC)		34 31	<div>T</div>				
HENLEY-ON-THAMES		35 48					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW401	001	Ashchurch (incl.) to Westerleigh Jn		BAG2	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Nortonside LC (UWC) (GW401) also known as Whites Farm		75 32	<p>To / from Abbotswood Jn. MD306 seq 017</p> <p>UG DG</p> <p>90 90 HST HST 100 100</p> <p>UP GLOUCESTER DOWN GLOUCESTER</p> <p>LNW(S) ROUTE WESTERN ROUTE</p> <p>UP MAIN DOWN MAIN</p> <p>90 25 HST DL 100</p> <p>UM DM DL</p> <p>To / from Ashchurch GW401 seq 002</p>		<p>TCB West Midlands S.C. (BA) RA8 Bromsgrove Workstation</p> <p>GSM-R</p> <p>Axle Counter area Down : to 77m 34ch. Up : from 77m 32ch.</p> <p>Gloucester SB (G) Panel A</p> <p>DL Down Loop 448m, 490 yards (PF)</p>	
Eckington WILD (GW401)		75 46				
Route Boundary / Sectional Appendix Boundary Line name change		77 40				
Northway LC (AHBC) (GW401)		78 76				
		79 20 *				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW401	002	Ashchurch (incl.) to Westerleigh Jn		BAG2	Western	25/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
ASHCHURCH FOR TEWKESBURY		79 20			<div>TCB Gloucester SB (G) Panel A</div> <div>DL Down Loop 448m, 490 yards (PF)</div> <div>Down platform - 97 metres (106 yards)</div> <div>Up platform - 97 metres (106 yards)</div>	
		79 36				
		Ashchurch GF	79 56			
		Ashchurch WD GF	79 62			
			80 00			
					GSM-R	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW401	003	Ashchurch (Incl.) to Westerleigh Jn		BAG2	Western	19/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div>TCB RA8</div> <div>Gloucester SB (G) Panel A</div> <div>GSM-R</div> <div>(Controlled by Alstone LC)</div> <div>(Controlled by Alstone LC)</div> <div>UGL 544m, 1785ft</div>	
Homedown LC (UWC)		80 00				
Tredington LC (AHBC)		80 08	T			
		80 08				
		81 44	T			
		81 44				
Burdetts Farm LC (BW) (R/G-X)		84 03	T			
Swindon Road LC (CCTV)		84 23				
Morris Hill LC (CCTV)		85 03				
		85 20 *				
High Street Crossover		85 63				
Alstone		86 21				

Western Route Sectional Appendix Module WR2

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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW401	005	Ashchurch (Incl.) to Westerleigh Jn		BAG2 CHL	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end diagram)		89 06			TCB RA8 Gloucester SB (G) Panel A ELR - BAG2 ELR - CHL UA Up Avoiding DA Down Avoiding Gloucester SB (G) Panel B	
Gloucester Barnwood Jn (GW401) (and change of ELR)		92 16 92 21 92 22				
Barnwood No.3 GF		92 33 92 35				
Gloucester Yard No.2 GF (Start/end diagram)		92 77 93 00				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR			Route	Last Updated		
GW401	006	Ashchurch (Incl.) to Westerleigh Jn			CHL	BGL1	BGL2	Western	04/05/2024	
Location		Mileage M Ch		Running lines & speed restrictions			Signalling & Remarks			
(Start/end diagram)		93	00				TCB Gloucester SB (G) RA8 Panel B			
Gloucester Yard Jn (GW401) (Change of ELR)		93	08				UA Up Avoiding DA Down Avoiding			
		93	11				ELR - CHL			
			*				ELR - BGL1			
		94	01							
			*							
Change of mileage and ELR		94	10				ELR - BGL1			
		94	60				ELR - BGL2			
Tuffley		94	74							
		95	00							
			*	Gloucester SB (G) Panel C						
Brookthorpe HABD		97	58				UC Up Charfield DC Down Charfield UGL 512m, 1680ft			
(Start/end diagram)		98	60							

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW401	007	Ashchurch (Incl.) to Westerleigh Jn		BGL2	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		98 60			<div>TCB Gloucester SB (G) Panel C</div> <div>GSM-R</div>	
Haresfield Footpath LC (R/G)		98 62			<div>UC Up Charfield</div> <div>DC Down Charfield</div> <div>DGL 567m, 1860ft</div>	
Standish Jn (GW401)		99 69			<div>UK Up Kemble</div> <div>DK Down Kemble</div>	
Old Ends LC (CCTV)		101 27			<div>Location of known low rail adhesion</div> <div>- both lines 100mp to 102mp</div>	
CAM & DURSLEY (Start/end of diagram)		105 30			<div>Down platform - 104m, 114yds</div> <div>Up platform - 104m, 114yds</div> <div>Location of known low rail adhesion</div> <div>- both lines 104mp to 106mp</div>	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW401	008	Ashchurch (Incl.) to Westerleigh Jn		BGL2	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end diagram)		105 30			<div>TCB Gloucester SB (G) Panel C</div> <div>Location of known low rail adhesion - both lines 104mp to 106mp</div> <div>UC Up Charfield DC Down Charfield</div> <div>Thames Valley Signalling Centre (Stoke Gifford) (BL)</div> <div>Axle counter area</div> <div>DCL 492m, 1614ft UCL 468m, 1533ft DCL - Down Charfield Loop UCL - Up Charfield Loop</div>	
Coaley GF		105 36			<div>GSM-R</div> <div></div>	
Berkeley Road Jn (GW401)		107 70				
		112 00 *				
Charfield (Start/end diagram)		112 72				

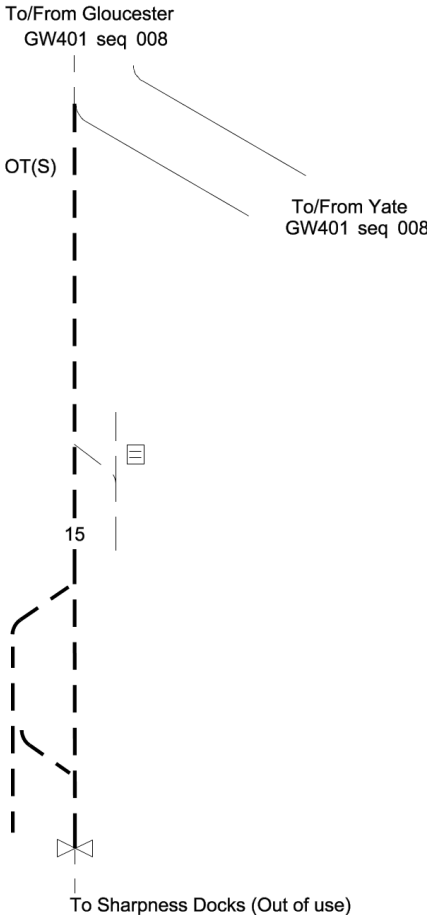

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW401	009	Ashchurch (Incl.) to Westerleigh Jn		BGL2 YAT	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end diagram)		112 72			<div> <div>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL)</div> <div>GSM-R</div> <div>Axle counter area</div> <div>UC Up Charfield DC Down Charfield</div> <div>Down platform - 103m, 113yds Up platform - 105m, 115yds</div> <div>ELR - BGL2 ELR - YAT</div> <div>Up Line b-directional between signals BL2031 and BL2043</div> </div>	
Wickwar Tunnel (1281m, 1401yds)		115 28 116 12				
Yate Middle Jn (GW401) YATE		119 57 119 60				
Yate South Jn (GW401) (change of ELR)		119 74 120 03				
(Start/end diagram)		120 15				

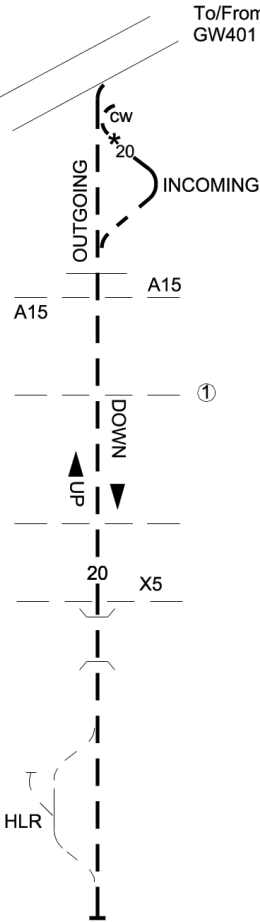
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW401	010	Ashchurch (Incl.) to Westerleigh Jn		YAT	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end diagram)			<p>The diagram shows two vertical lines representing the railway tracks. The left line is labeled 'UC' (Up) and the right line is labeled 'DC' (Down). Various speed limits are indicated along the lines, such as 40, 90, 65, 30, and 55. Mileposts are marked on the UC line at 120 15, 120 17, 120 45, 120 59, 120 62, 120 67, 121 18, 121 28, and 107 14. Asterisks (*) are placed at several points along the lines. At the bottom, two diagonal lines represent the junctions: 'To / From Bristol Parkway GW600 seq 004' on the left and 'To / From Swindon GW600 seq 004' on the right.</p>		<div> <div> TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot </div> <div> </div> </div> <p>Axle Counter area</p> <p>UC Up Charfield DC Down Charfield</p> <p>UC and DC electrified</p>	
Limit of Electrification on DC and UC						
Westerleigh Jn (GW401)						

Western Route Sectional Appendix Module WR2

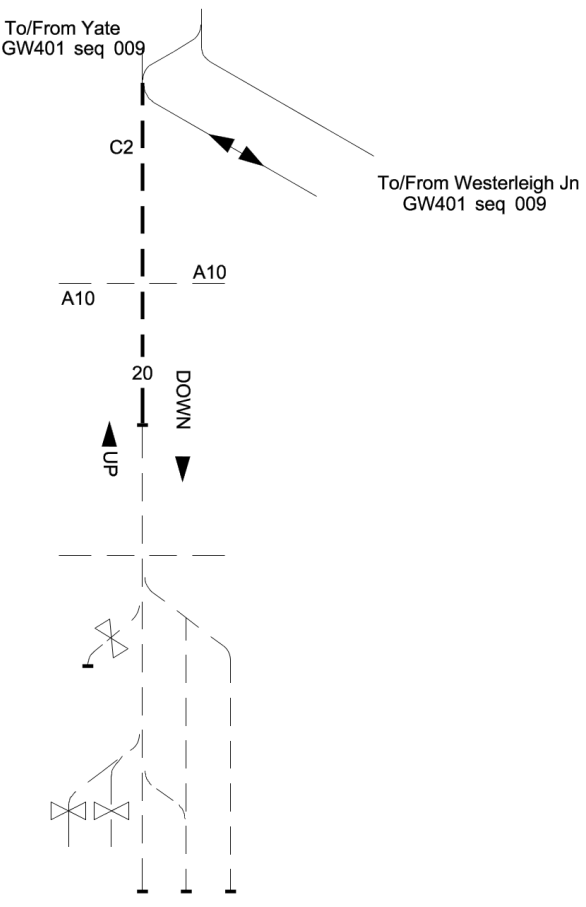

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW425	001	Berkeley Road Jn to Sharpness		SAW	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Berkeley Road Jn (GW425)		107 70	<p>To/From Gloucester GW401 seq 008</p> 		<p>OT(S) Gloucester SB (G) RA6 Panel C</p> <p>GSM-R</p>  <p>Train staff kept at Cheltenham Alstone level crossing box.</p> <p>TPWS and AWS not provided</p>	
		0 04				
Berkeley GF		2 08				
		3 39				
Sharpness NR/BW boundary		3 68			<p>Lease of track under Network Change NC/G1/2021/WEST/724</p>	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW430	001	Yate Middle Jn to Tytherington		THO	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Yate Middle Jn (GW430)		119 57 0 00 0 10 *	<p>To/From Yate GW401 seq 009</p> <p>To/From Charfield GW401 seq 009</p> 		<p>OT(S) Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL)</p> <p>TPWS and AWS not provided</p> <p>① See Local Instructions</p> <p>Barriers at both TMO crossings operated by Guard. See Local Instructions</p> <p>HLR - Honson Loading Road - 390 mtrs, 60SLU Grovesend Siding - 360mtrs, 56 SLU's</p>	
Yate West (Start of OT section)		0 22				
Single Line Jn		0 24				
Iron Acton Station LC (AOCL)		1 66				
Iron Acton By-pass LC (TMO)		2 09				
Latteridge LC (TMO)		2 47				
Northmead Lane OA Tytherington Tunnel (205m, 224yds)		3 02 5 46 to 5 56				
Tytherington (end of line)		6 20				



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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW440	001	Yate South Jn to Westerleigh		BGL2	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Yate South Jn (GW440)		120 03			<div> <div>C2 Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL)</div> <div>GSM-R</div> <div></div> </div>	
Broad Lane LC (BW)		121 32			TPWS and AWS not provided	
Start/End of C2 Line		122 17			Sound horn approaching Broad Lane level crossing	
CE's Training School LC (UWC)		122 20 122 22			See Local Instructions	
Westerleigh Yard (End of Line)		122 65				

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LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
GW450	001	Stoke Gifford Jn to Bristol East Jn			FEC	BSW	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
Stoke Gifford Jn No.1 (GW450)		111 79				<div>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC Didcot</div> <div>GSM-R</div>		
Limit of electrification on UFM, DFM and DPR		112 33				Axle counter area UFM, DFM and DPR electrified		
		112 18 *				LOD (T) 5016, UFM, DFM (112m 29ch)		
Filton Jn No.2 (GW450)		(4 66)				DPR Down Bristol Parkway Relief DFM Down Filton Main UFM Up Filton Main		
Change of Line name (GW540)						DB Down Bristol UB Up Bristol		
		112 64 *						
		112 68 *						
Filton Jn No.1 (Change of ELR)		113 01				<div>ELR - FEC</div> <div>ELR - BSW</div>		
		4 50				DFR Down Filton Relief UFR Up Filton Relief		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW450	002	Stoke Gifford Jn to Bristol East Jn		BSW	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end diagram)		4 50			<div>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL)</div> <div>GSM-R</div> <div>⑥ LOD (T) 5038, UFM, DFM (4m 44ch) ⑦ LOD (T) 5037, UFR, DFR, U & D FC (4m 42ch)</div> <div>Axle counter area Platform 1 - 117m, 128yds Platform 2 - 126m, 137yds Platform 3 - 117m, 128yds Platform 4 - 117m, 128yds</div>	
FILTON ABBEY WOOD		4 34 *			<div>② LOD (K) 5033, UFR, DFR (3m 27ch) ③ LOD (T) 5034, UFM, DFM (3m 37ch) ④ LOD (K) 5035, UFR, DFR (3m 79ch) ⑤ LOD (K) 5036, DFR, UFM (3m 79ch)</div>	
		4 30				
Horfield Jn		3 60				
Narrowways Hill Jn (GW450)		2 70 *			<div>TCB Thames Valley Signalling Centre RA8 (Bath) (BL)</div> <div>Axle Counter area LOD (K) 5032, UFR, DFR, U & D A, (1m 78ch)</div> <div>Down platform - 211m, 231yds Up platform - 216m, 236yds</div> <div>UFR - Up Filton Relief DFR - Down Filton Relief UFM - Up Filton Main DFM - Down Filton Main</div>	
		2 21 *				
		2 03				
STAPLETON ROAD		1 56 *			<div>① Out of Use STNC/G/1/2018/WEST/629</div>	
		1 50				
Lawrence Hill GF ①		1 19				
To Barrow Road Sidings ①		1 10				
(Start/end diagram)						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW450	003	Stoke Gifford Jn to Bristol East Jn	BSW	Western	04/05/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start/end diagram)	1 10 *		<div> <div>TCB Thames Valley Signalling Centre RA8 (Bath) (BL)</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>Down platform - 114m, 125yds Up platform - 116m, 127yds</div> <div>UFR Up Filton Relief DFR Down Filton Relief</div> <div>UFM Up Filton Main DFM Down Filton Main</div> <div>UB Up Bristol Loop DB Down Bristol Loop</div> <div>Thames Valley Signalling Centre (Temple Meads) (BL)</div> <div>① LOD (T) 5030 UFR and DFR (0m 63ch) ② LOD (T) 5031 UFM and DFM (0m 63ch) ③ LOD (K) 5025 UFR and DFR ④ LOD (K) 5026 UFM and DFM ⑤ Trains and shunt movements may turn back via turn back via DFM line signal BL1820 (fixed red) and start from signal BL1823 (155m standage- see local instructions)</div> </div>		
LAWRENCE HILL	1 09 *				
	1 04				
	0 71				
	0 60 *				
Dr. Day's Jn (GW450)	0 55 *				
	0 46 *				
	0 33 *				
Bristol East Jn (GW450)	0 26 *				
	118 02				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW4501	001	Stoke Gifford Jn to Bristol Bulk Handling Terminal			AFR	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Stoke Gifford Jn No.1 (GW4501)		111 79			TCB RA8 Thames Valley Signalling Centre (Stoke Gifford) (BL) AC Didcot		
Stoke Gifford Jn No.2 (GW4501)		112 05			Axle counter area to Stoke Gifford to (Single Line)		
Limit of electrification UAD and DAD		112 10			(A) Depot Operating instructions apply from this point (112m 12ch)		
Stoke Gifford IET Depot Entrance Line		112 12 *			(P) Patchway Chord		
Filton West Jn		112 72			(F) Filton Chord		
		112 78			Axle counter Area on UAD to Filton West Jn Axle counter area on DAD to SA24 signal (115m 15ch)		
		113 00 *			BAC - British Aerospace Company		
BAC LC (UWC)		113 30					
Charlton Tunnel (GW4501) (276m, 302yds)		113 to 114 79 to 12			UAD - Up Avonmouth Dock DAD - Down Avonmouth Dock		
(Start/end diagram)		116 00					

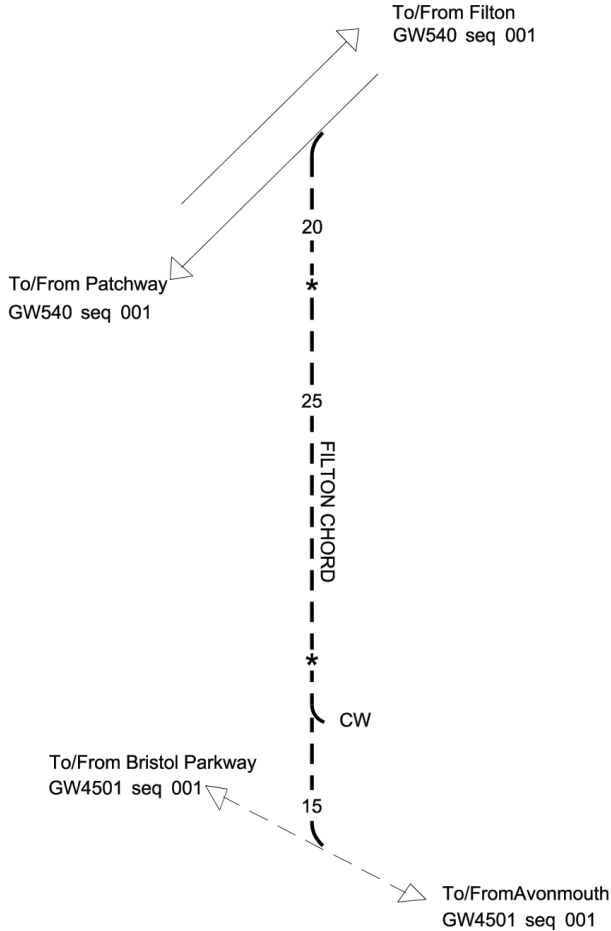

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW4501	002	Stoke Gifford Jn To Bristol Bulk Handling Terminal		AFR	Western	29/06/2019
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hallen Moor East		117 20	<p>Chittening Estate</p> <p>To/From Severn Beach GW454 seq 001</p> <p>Avonmouth PBA Sidings</p> <p>To/From Avonmouth GW454 seq 001</p> <p>UD Up Departure</p> <p>DA Down Arrival</p>		<div>TCB RA7</div> <div>St. Andrews Jn SB (SA)</div> <div>GSM-R</div>	
Hallen Moor West		117 70			<div>UAD - Up Avonmouth Dock</div> <div>DAD - Down Avonmouth Dock</div> <div>ELR - AFR</div> <div>ELR - AMB</div> <div>- applies to GW454 only</div>	
Chittening Estate		118 20 *				
Hallen Marsh Jn		118 42				
Holesmouth Jn		118 64				
Avonmouth PBA Sidings		118 74 *				

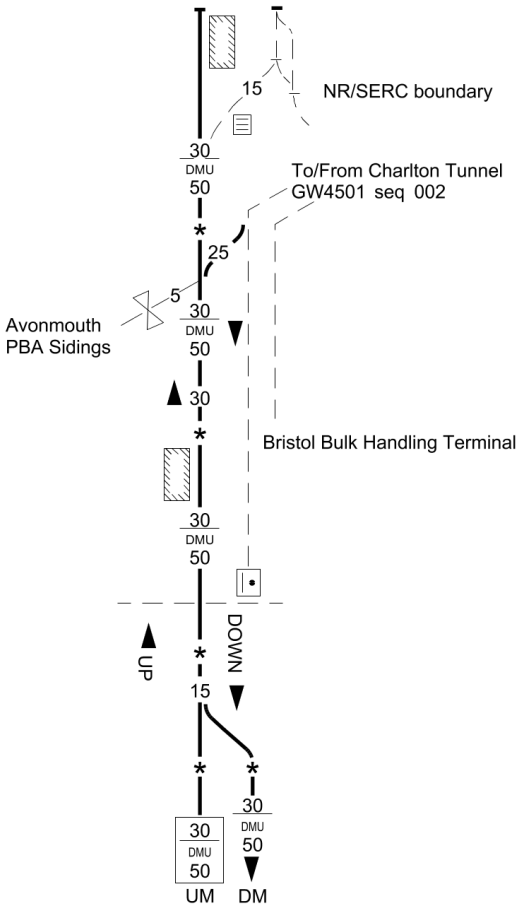
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW4501	003	Stoke Gifford Jn to Bristol Bulk Handling Terminal		AFR	Western	25/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Portbury Terminal Jn		118 74			TCB RA7	St. Andrews Jn SB (SA)
		119 04				
Bristol Bulk Handling Terminal Hopper Houses 1 and 2		119 44				
End of line		120 04				

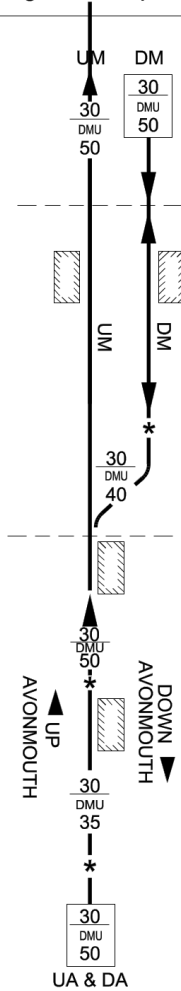
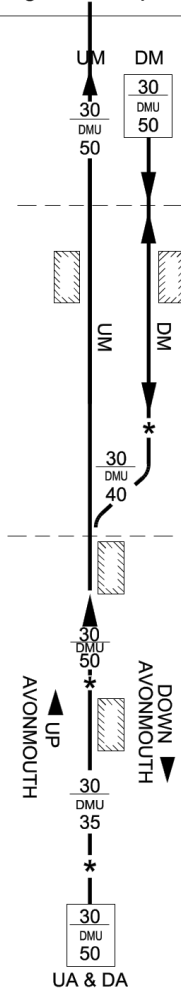
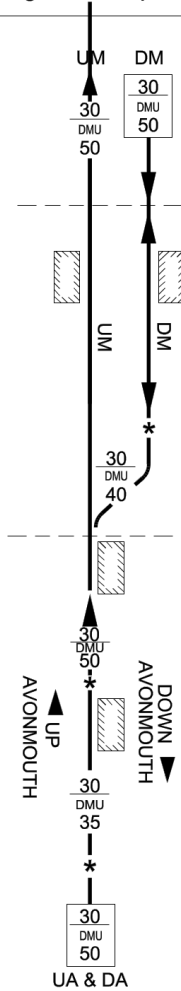
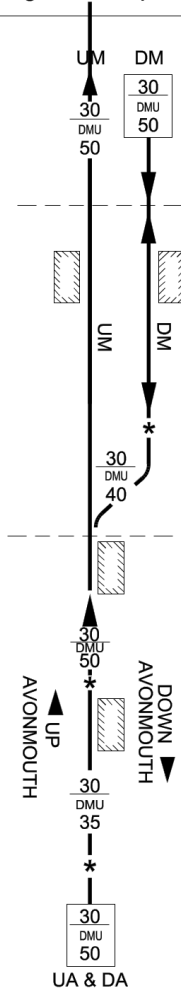
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW451	001	Filton Jn to Filton West Jn (Filton Chord)			FWC	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Filton Jn No.2 (GW451)		4 66				<div>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL)</div> <div>GSM-R </div> <div>Axle counter area</div> <div>CW single.</div>	
		4 68 *					
		5 34 *					
		5 36					
Filton West Jn (GW451)		5 41					
		112 78					


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LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
GW454	001	Severn Beach to Narrowways Hill Jn		AMB	CNX	Western	02/10/2021
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
SEVERN BEACH		11 64				<div>OT St Andrews Jn SB (SA)</div> <div>RA7</div> <div>Platform - 86m, 94yds</div> <div>Shut -in facilities provided at SERC ground frame</div>	
SERC Ground Frame		12 70					
Holesmouth Jn		14 53 *					
		14 60					
ST. ANDREWS ROAD		15 14 *					
		15 37				<div>Platform - 77m, 84yds</div>	
St. Andrews Jn SB (SA) & LC (MCB) (change of mileage and ELR)		16 00				<div>TCB</div>	
		9 32					
		9 29 *				<div>ELR - AMB</div>	
Single line Jn		9 18				<div>ELR : CNX</div>	
		9 15 *					

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LOR	Seq.	Line of Route Description			ELR	Route		Last Updated
GW454	002	Severn Beach to Narrows Hill Jn			CNX	Western		02/09/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
Avonmouth Station LC (CCTV)		9 15				<div>TCB RA7</div> <div>St Andrews Jn SB (SA)</div> <div>GSM-R</div> <div>Down platform - 92m, 100yds</div> <div>Up platform - 83m, 90yds (Tel.)</div> <div>DM bi-directional to SA.11</div> <div>Location of known low rail adhesion</div> <div>Single 6mp to 9m 2ch</div>		
		9 08						
		9 02						
		8 35 *						
Avonmouth Dock LC (CCTV)		8 29				Platform - 126m, (138yds)		
PORTWAY PARK & RIDE (P&R)		8 07						
SHIREHAMPTON		7 52 *				<div>TCB RA7</div> <div>Thames Valley Signalling Centre (Bath) (BL)</div> <div>Platform - 128m, 140yds</div> <div>Axle Counter area</div>		
		7 50						
		7 42 *						
								

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW454	003	Severn Beach to Narrowways Hill Jn			CNX	Western	02/09/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Sea Mills LC (UWC) SEA MILLS		7 42	<div>UA & DA</div> <div><div>30 DMU 50</div></div>			<div><div>TCB Thames Valley Signalling Centre RA7 (Bath) (BL)</div><div><div>GSM-R</div><div></div></div></div> <div>Axle counter area</div> <div>Location of known low rail adhesion</div> <div>Single 6mp to 9m 2ch</div>	
		6 04	<div><div>T</div><div><div><div><div></div></div></div></div></div>				
		6 00	<div><div><div><div></div></div></div></div>				
		5 58	<div><div><div>W</div></div><div><div><div>UP</div><div>DOWN</div></div><div>AVONMOUTH</div><div>AVONMOUTH</div></div></div>				
		5 20	<div><div><div>30 DMU 50</div></div><div>UA & DA</div></div>				

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW454	004	Severn Beach to Narroways Hill Jn			CNX	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start/end diagram)		5 20				<div>TCB Thames Valley Signalling Centre RA7 (Bath) (BL)</div> <div>GSM-R</div> <div>Axle Counter Area</div>	
Clifton Down Tunnel (1601m, 1751yds)		5 06 *					
		to					
		4 07 *					
CLIFTON DOWN		3 72				Down Avonmouth is bi-directional to Sea Mills end of platform	
		3 52				Down platform - 108m, 118yds Up platform - 106m, 116yds CL 512m, 1680ft	
Single Line Jn (GW454-004)		3 47 *					
REDLAND		3 25				Platform - 120m, 131yds	
MONTPELIER		2 68				Location of known low rail adhesion 5mp to 02m 40ch	
Montpelier Tunnel (245m, 268yds)		2 61 to 2 47 2 10 *				Platform - 132m, 144yds	
Narroways Hill Jn (GW454)		2 03					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW480	003	Swindon to Standish Jn			SWM1	Western	18/03/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Frampton LC (R/G-X)		96 05				<div>TCB RA8</div> <div>Gloucester SB (G) Panel C</div> <div>GSM-R </div> <div>DK Down Kemble UK Up Kemble</div> <div>Location of known low rail adhesion - Up Kemble 99mp to 96mp - Up Kemble 102mp to 100m 20ch - both lines 102mp and 105mp</div>	
		96 32					
		98 60 *					
St. Mary's LC (MCG)		98 64					
		99 22					
Ham Mill FP Crossing (R/G-X)		100 10 *					
		100 49					
		100 63					
		100 75					
		101 24					
Bowbridge FP Crossing (R/G-X)		101 36					
		101 49					
		102 00 *					
STROUD		102 13				<div>Down platform - 185m, 202yds (Tel.) Up platform - 133m, 145yds</div>	
		102 48					
		103 49					
Ebley LC UWC (R/G-X)		104 74				<div>Down platform - 156m, 171yds (Tel.) Up platform - 160m, 175yds</div>	
		105 10					
		106 58 *					
Globe Inn FP LC (R/G-X)		106 70 *				<div>Location of known low rail adhesion - Dn Kemble 105mp to 105m 40ch</div>	
Standish Jn		106 74					
		99 69					
			<div>To/From Gloucester GW401 seq 007</div> <div>To/From Bristol GW401 seq 007</div>				


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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW490	001	Gloucester Yard Jn to Horton Road Jn		SWM2	Western	19/12/2020
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Gloucester Yard Jn		93 08 113 03			<div>TCB Gloucester SB (G) RA8 Panel B</div> <div>Location of known low rail adhesion Down 113mp to 114mp</div> <div>GSM-R </div>	
Gloucester Yard No.2 GF		113 14				
Gloucester SB (G)		113 55				
Horton Rd LC (MCB)		113 56				
Horton Rd Jn		113 61				

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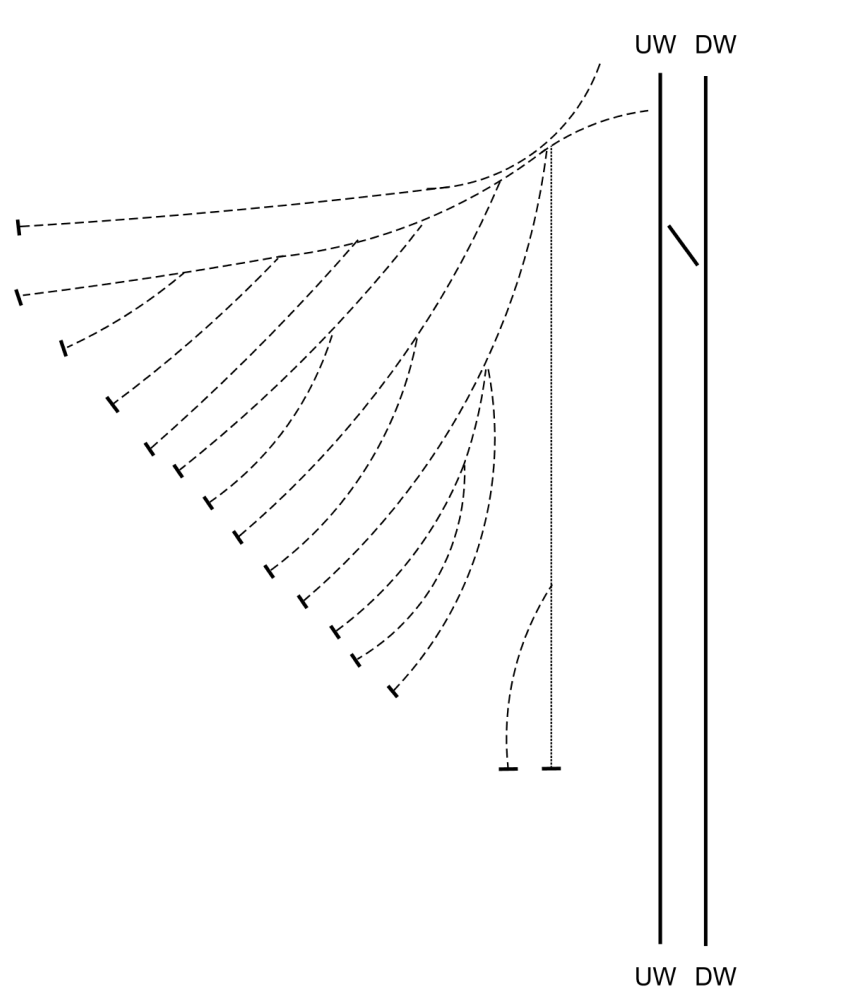

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW5001	001	Beechgrove GF (incl) to Westbury South Jn		SAL	Western	11/03/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
See Wessex Route Sectional Appendix			<p>To/From Wilton Jn SW170 seq 4</p> <p>DS US</p> <p>75 75</p> <p>DOWN SALISBURY UP SALISBURY</p>		<p>TCB Westbury SB (W)</p> <p>RA8 Panel A</p> <p>GSM-R </p>	
			<p>SOUTH EAST (WESSEX ROUTE)</p> <p>ROUTE BOUNDARY</p>		<p>Direction of line is UP towards Westbury South Jn</p>	
			<p>75 75</p> <p>15</p>		<p>Lines to Beechgrove GF (excl)/ Route Boundary controlled by Salisbury (SY) signal box</p>	
Route Boundary South East (Wessex Route)		115 40				
Beechgrove GF		115 27				
		115 00	<p>75 75</p> <p>DS US</p>			

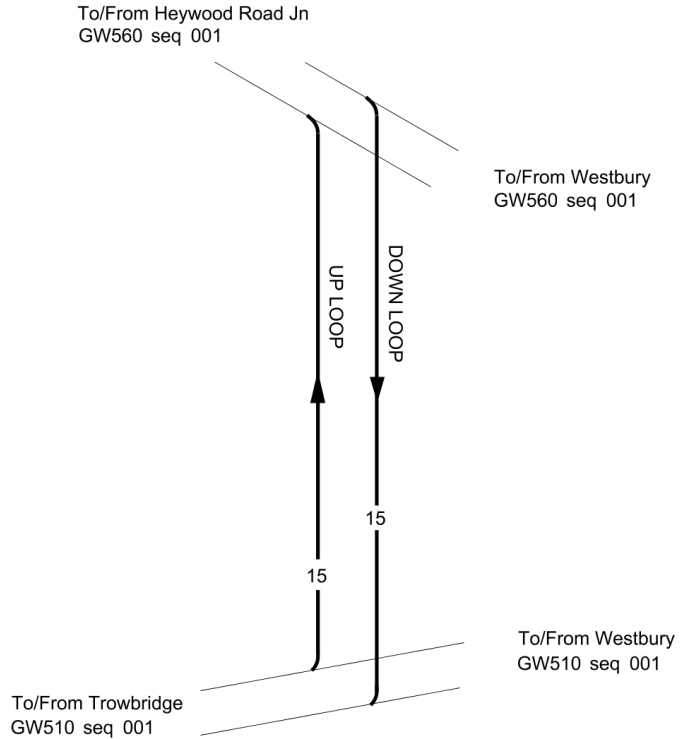

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW5001	002	Beechgrove GF (incl) to Westbury South Jn			SAL	Western	06/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(start/end of diagram)		115 00				GSM-R 	
WARMINSTER (GW5001)		114 40 *				TCB Westbury SB (W) RA8 Panel A	
		114 37				DS - Down Salisbury US - Up Salisbury Down platform - 121m, 132yds Up platform - 128m, 140yds	
		114 33 *					
Warminster HABD		113 73					
		113 00					
		112 00					
DILTON MARSH (GW5001)		111 11				Down platform - 27m, 29 yds Up platform - 27m, 29yds	
		110 28 *					
Westbury South Jn (start/end of diagram)		110 07				Direction of line is UP towards Westbury South Jn	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW505	001	Reading Triangle DMU Sidings		RTR1	Western	06//06/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
		36 36			<div>Thames Valley Signalling Centre (Reading) (TR)</div> <div>GSM-R </div>	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW520	001	Westbury East Loop Jn to Hawkeridge Jn		WYL	Western	03/11/2018
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Westbury East Loop Jn		94 77			<div>TCB Westbury SB (W)</div> <div>RA8 Panel A</div> <div>GSM-R </div>	
Hawkeridge Jn		95 32				
		109 14				

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW523	001	Thingley Jn to Bradford Jn			WEY	Western	04/03/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Thingley Jn		96 10	<p>To/From Swindon GW105 seq 006</p> <p>To/From Bath Spa GW105 seq 006</p> <p>40</p> <p>40 70</p> <p>70</p> <p>40</p> <p>1</p> <p>UP 40 DOWN</p> <p>60</p> <p>To/From BathamptonJn GW510 seq 001</p> <p>25</p> <p>To/From Westbury GW510 seq 001</p>			<div>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) Panel</div> <div>GSM-R</div> <div>Axle counter area</div> <div>Line controlled by Westbury (W) signal box except Thingley Jn by</div> <div>Platform - 74.5m, 82yds</div>	
		96 12 *					
		96 26 *					
		100 00 *					
MELKSHAM		100 13					
		100 20 *					
Church Farm No.1 LC (UWC)		101 39	<div>T</div>				
Church Farm No.2 LC (UWC)		102 10	<div>T</div>				
Avon View Farm LC (UWC)		103 09	<div>T</div>				
		104 37 *					
Bradford Jn		104 40					
		9 12					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW540	001	Filton Jn to Patchway Jn			BSW	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Filton Jn No.1 (GW540)		4 40				<div> <div>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot</div> <div>GSM-R</div> </div>	
Filton Jn No.2 (GW540)		4 47 *				Direction of line is UP towards Patchway Jn	
Change of Line name		4 66				Axle Counter area	
Filton Jn HABD		4 75				DFR - Down Filton Relief UFR - Up Filton Relief	
Limit of electrification Up and Down Bristol		5 40					
		5 48 *					
Patchway Jn (GW540)		5 53					
		5 57 *					
		5 61					
		112 68					

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW5401	001	Filton West Jn to Patchway Jn		PAC	Western	16/07/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Filton West Jn		112 72 0 40			<div style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot </div> <div style="text-align: right; margin-top: -20px;"> GSM-R </div> <p>Axle Counter area</p> <p>Direction of line is UP towards Patchway Jn</p>	
Filton Tip LC (AOCL)		0 34 *				
Limit of Electrification		0 09				
Patchway Jn		0 00 5 53				

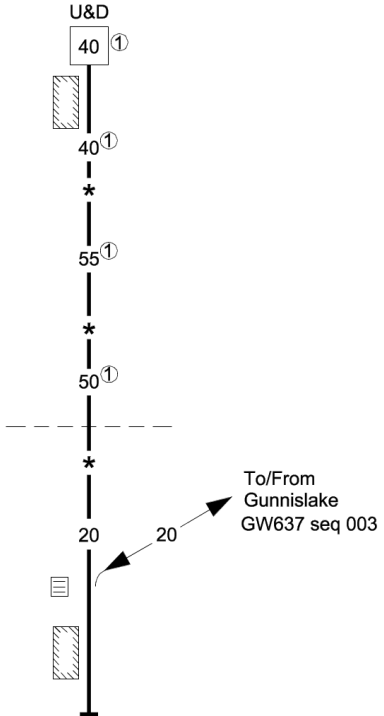
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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW580	001	East Somerset Jn to Cranmore		ESB	Western	29/03/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
East Somerset Jn (Witham)		120 73			<div>TCB RA8</div> <div>Westbury SB (W) Panel B</div> <div>GSM-R</div>	
Cross Cottage LC (UWC)		2 57			<div>Down: End of GSM-R area at 3m 67ch Up: Start of GSM-R area at 3m 67ch</div> <div>GSM-R</div> <div>① Permissive working in Down direction only between signals W.228 and W.230</div> <div>TCB</div> <div>OT(S)</div> <div>② Staff kept in Westbury Signal Box</div> <div>③ Line temporarily closed/temporary stop block</div>	
Merehead Quarry Jn		3 50				
Network Rail / Mendip Rail Boundary		3 67				
Forestry LC (UWC)		4 15				
Whites LC (UWC)		4 52				
Merehead West		4 57				
Network Rail / Mendip Rail Boundary (siding only)		4 58				
Cranmore East GF		5 48				
Network Rail / East Somerset Boundary						
CRANMORE (ESR)		5 57				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	001	Wootton Bassett Jn To Pilning	SWB	Western	10/02/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
UWBGL Jn		82 72	<div><div>To/from Swindon GW105 seq 005</div><div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW637	002	St. Budeaux Jn to Gunnislake		DAC	Western	11/03/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
BERE FERRERS		222 75			<div>OT(S) RA5</div> <div>Plymouth SB (P) WEST</div> <div>Platform - 114m (125 yards)</div> <div>① Applies to Class 150 and 153 DMUs only. All other trains must NOT exceed 30mph</div> <div>Platform - 99m (108 yards)</div>	
		222 69				
		222 60 *				
		220 50 *				
Collins Farm LC (UWC)		220 41	<div>T</div>			
		220 15 *				
Bere Alston Jn		220 07				
BERE ALSTON		220 05				
Buffer Stops		219 75				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW637	003	St Budeaux Jn to Gunnislake			CAL	Western	27/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
		220 07	<div><div>To/From Bere Alston GW637 seq 002</div><div><div><div></div><div>20</div><div>To/From St. Budeaux GW637 seq 002</div></div><div><div></div><div>20</div><div>A10</div></div><div><div>UP</div><div>DOWN</div></div></div></div>			<div>OT(S) RA4</div> <div>Plymouth SB (P) WEST</div> <div>GSM-R</div> <div></div>	
Bere Alston Jn	0 02						
Bere Alston GF	0 02						
Helston Farm No.1 LC (UWC)	0 53	T					
	0 78 *						
	1 51 *						
CALSTOCK	1 55	T					
	1 64 *						
	2 26 *						
Okeltor LC (AOCL)	2 28						
	2 62 *						
Sandways LC (AOCL)	3 31						
	4 40	T					
GUNNISLAKE					Platform - 49m (54 yards)	Platform - 103m (113 yards)	

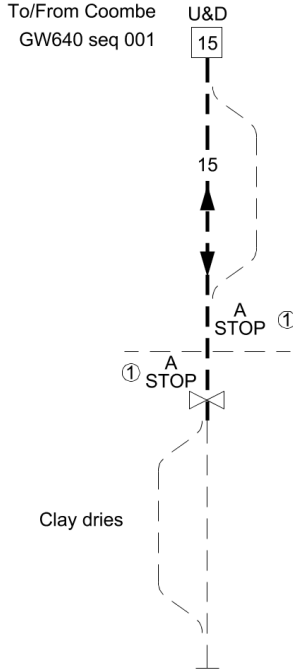


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated			
GW640	001	Liskeard to Looe Via Coombe			LIL	Western	15/01/2024		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
<div>LISKEARD</div> <div>Liskeard Jn (ELR - LIJ)</div> <div>Liskeard GF</div> <div>Bolitho 1 LC (UWC)</div> <div>Coombe Jn</div> <div>Coombe No. 1 GF</div> <div>Coombe LC (UWC)</div> <div>COOMBE</div> <div>Coombe No. 2 GF</div>		<div>8 67</div> <div>(264 66)</div> <div>(8 72)</div>	<div><div>From/To Main line GW108 seq 023</div><div><div><div></div></div></div><div><div>5</div><div>LISKEARD LOOP</div></div><div><div>25</div></div><div><div>UP</div><div>DOWN</div><div>25 (1)</div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div>To Moorswater GW642 seq 001</div><div>15</div></div></div>		<div><div>NST</div><div>RA4</div><div>Liskeard SB (LD)</div></div> <div><div>GSM-R</div><div><div></div></div></div> <div>Platform - 120m, 131yds</div> <div>Token released by Liskeard Signaller</div> <div>(1) 10/25 differential PSR applies in the down direction between Coombe No. 1 GF and Lodge Farm LC (ABCL)</div> <div>Platform - 30m, 33yds</div>				
		<div>8 52</div>							
		<div>8 17</div>			<div>T</div>				
		<div>6 75</div> <div>6 52</div> <div>6 52</div> <div>6 53</div> <div>6 63</div> <div>6 66 *</div>			<div>T</div>				

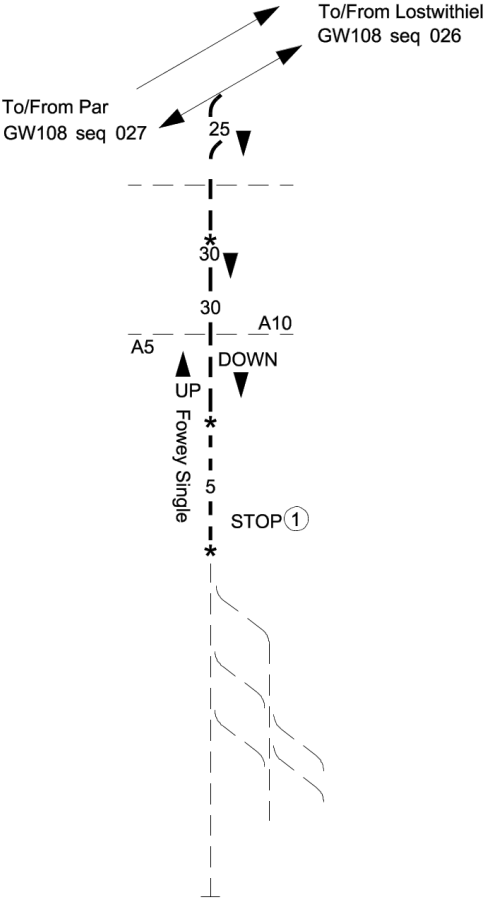


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW640	002	Liskeard to Looe Via Coombe		LOO	Western	06/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Coombe No1 GF		6 52			<div>OT(S) RA4</div> <div>Liskeard SB (LD)</div> <div>(1) 10/25 differential PSR applies in the down directional between Coombe No. 1 GF and Lodge Farm LC</div>	GSM-R
Lodge Farm LC (ABCL)		6 22			See local instructions	
		6 01 *				
ST KEYNE		5 03			Platform - 30m, 33yds	
		4 75 *				
CAUSELAND		3 58			Platform - 30m, 33yds	
SANDPLACE		2 29			Platform - 30m, 33yds	
Terras LC (ABCL)		1 32 *			See Local Instructions	
		0 24 *				
LOOE		0 19			Platform - 42m, 46yds	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW642	001	Coombe (Excl) to Moorswater		LOO	Western	02/11/2019
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Coombe No.2 GF		6 66	<p>To/From Coombe GW640 seq 001</p> 		<p>RA4 Liskeard SB (LD)</p> <p>TPWS not provided Line under control of shunter</p> <p>① Signs also say 'Await instruction/whistle'</p> <p>Down: End of GSM-R area at 7m 20ch Up: Start of GSM-R area at 7m 20ch</p>	
Moorswater LC (OPEN)		7 17			<p>GSM-R</p> 	
Network Rail Boundary		7 20			<p>GSM-R</p> 	
Moorswater						


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW650	001	Lostwithiel to Carne Point, Fowey			LOF	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Lostwithiel Jn		277 54				<div>OT(S) Mid Cornwall (CL) (Exeter) RA6</div> <div>GSM-R</div> <div></div>	
Pill Farm LC (UWC)		277 69				See local instructions (handling of train staff)	
Stop Board CL3781 (down)		278 01 *				AWS inductor for Up Branch distant not suppressed for down direction movements	
Golant LC (OPEN)		281 11					
		281 45 *					
Network Rail Boundary		281 57				<div>① End/Start of Staff Section</div> <div>Down: End of GSM-R area at 281m 58ch Up: Start of GSM-R area at 281m 58ch</div> <div>GSM-R</div> <div></div>	
Fowey Dock Imerys Minerals Ltd. Carne Point		281 59 *					
		282 17				See Local Instructions	


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
GW660	001	Par to Newquay		PAR	NEW	Western	19/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Par Loop Jn		281 57				<div>TCB Mid Cornwall (CL) RA7 (Exeter)</div> <div>GSM-R</div> <div>Axle counter area as far as the approach side of St. Blazey Jn</div> <div>(PP) up direction only (platform 3) from Up Newquay - attach DMU/light locomotive Up Main - detach DMU</div> <div>UGL - Par Up Goods Loop.</div> <div>LS - Par Liner Siding</div>	
PAR		281 66				<div>ELR : PAR - RA7</div> <div>ELR : NEW - RA6</div>	
St. Blazey Yard						ET St Blazey SB (SB)	
St. Blazey Jn (Change of ELR and RA)		282 16					
St. Blazey SB (SB)		282 19 *					
		282 20 *					
Single line Jn		282 28					
Middleway LC (CCTV)		282 31					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW660	002	Par to Newquay			NEW	Western	11/03/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
St. Blazey Bridge LC (CCTV)		282 31	U&D 20			ET RA6	St Blazey SB (SB) 
		282 40 *	*				
		282 74	-----				
		284 60	T				
Luxulyan Tunnel (43m, 53yds)		285 45 285 47	30			Platform - 48m, 53yds	
		285 75 *	* MU 40				
LUXULYAN		285 78	30				
		286 54 286 76 *	T				
Menadue LC (UWC)		286 54	T				
		286 76 *	* 30 MU 35 U&D				


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW660	005	Par to Newquay			NEW	Western	11/03/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			<div style="text-align: center;"> U&D 20 25 MU 35 </div>			<div style="display: flex; justify-content: space-between;"> <div>OT(S) RA6</div> <div>Goonbarrow Jn SB (GJ)</div> </div> <div style="text-align: right;">GSM-R </div>	
Coswarth LC (AOCL+B) ①		298 31					
		298 48	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> <div style="position: absolute; bottom: 0; left: 0; text-align: left;">A5 30</div> </div> </div> </div>			① AOCL Level Crossings with barriers	
Coswarth Tunnel (40m, 44yds)		299 23 299 25					
Bejowan LC (UWC)		299 71	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A10 25</div> </div> </div> </div>				
Quintrel Downs LC (ABCL)		300 14	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A10 25</div> </div> </div> </div>				
QUINTREL DOWNS		300 16	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;"></div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A10 25</div> </div> </div> </div>			Platform - 74m, 81yds	
Chapel Farm 3 LC (UWC)		300 50	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 35</div> </div> </div> </div>				
Chapel LC (AOCL)		300 56	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 35</div> </div> </div> </div>				
Manuells Farm 2 LC (UWC)		300 76	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 35</div> </div> </div> </div>				
Trencreek LC (AOCL+B) ①		301 35	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> </div> </div> </div>				
Treloggan FP (R/G)		302 01 302 32 *	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;"></div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> </div> </div> </div>				
NEWQUAY		302 49	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> </div> </div> </div>			Platform - 242m, 265yds	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW672	001	Burngullow to Parkandillack		SDS	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Burngullow Jn		288 26			<div>OT(S) Mid Cornwall (CL) (Exeter)</div> <div>RA6</div> <div>GSM-R</div> <div></div>	
		288 71			US - Up Siding TPWS and AWS not provided RL - Reception Line ① Hand points 9544 electrically detected - see local instructions RL - Reception Line (axle counters as far as down stop board CL3823) Start/End of staff section.	
Lanjeth LC (OPEN)		289 28 *				
Carpalla LC (UWC)		290 48				
Drinnick Mill		291 31				
		292 36				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW672	002	Burngullow to Parkandillack		SDS	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Little Treviscoe LC (OPEN)		292 36			<div> <div>OT(S) Mid Cornwall (CL)</div> <div>RA5 (Exeter)</div> </div> <div>See local instructions</div> <div>GSM-R </div>	
Kernick South GF		292 43				
Kernick North GF		292 68				
Central Treviscoe GF		292 79				
Parkandillack		293 52				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW680	001	Penwithers Jn to Falmouth			FAL	Western	11/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Penwithers Jn		301 25				<div>TCB Mid Cornwall (CL)</div> <div>RA6 Exeter</div> <div>GSM-R</div> <div>Axle counter area</div>	
		301 68 *					
Sparnick Tunnel (449m, 491yds)		302 68 to 303 10					
PERRANWELL		304 78				Platform - 90m, 98yds	
		305 00 *					
Perran Tunnel (342m, 374yds)		306 23 to 306 40					
		308 62 *				① 20/MU50 down direction	
		308 74 *					
PENRYN		309 10				Platform - 238m, 261yds	
		309 17 *				OT	

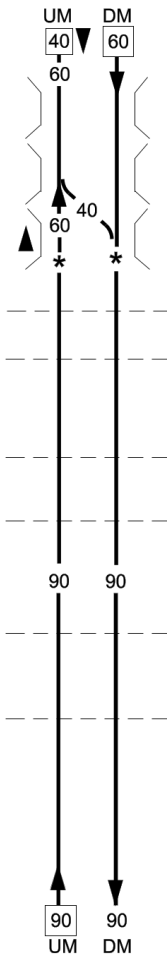

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated	
GW680	002	Penwithers Jn to Falmouth			FAL	Western	11/03/2024	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
PENMERE		309 17	<div><div>U/D</div><div>30 MU 50</div><div></div><div>30 MU 50</div><div>UP DOWN</div><div></div><div></div></div>			<div>OT RA6</div> <div>Mid Cornwall (CL) (Exeter)</div> <div>Axle counter area</div>		<div>GSM-R</div> <div></div>
		311 13				Platform - 92m, 101yds		
FALMOUTH TOWN		312 09	<div><div></div><div></div><div>*</div><div>15</div><div></div></div>			Platform - 57m, 62yds		
		312 22 *						
FALMOUTH DOCKS		312 46	<div></div>			<div>Platform - 65m, 71yds</div> <div>See local instructions</div>		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW690	001	St. Erth to St. Ives			SIV	Western	10/04/2022
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
ST. EARTH		320 78	<p>To/From Penzance GW108 seq 034</p> <p>To/From Hayle GW108 seq 034</p> <p>15</p> <p>15</p> <p>10 DMU 30</p> <p>UP</p> <p>A10 DMU 20</p> <p>15</p>			OT(S) RA5 St. Erth SB (SE)	
St. Erth Jn		320 73				Platform 3 Bay - 106m, (116yds) (PP) ① Bay 1 Sidings - 60m (65yds)	
		321 02					
Western Growers Crossing		321 08 *					
		321 11 *					
LELANT SALTINGS		321 49				Platform - 140m, 153yds	
LELANT		322 06				Platform - 105m, 115yds	
Towan LC (UWC)		322 63					
Hawkes Point Foot Crossing		323 45				Sound horn for Hawkes Point Foot Crossing	
CARBIS BAY		323 78				Platform - 138m, 151yds	
		325 00 *				Platform - 123m, 135yds	
ST IVES		325 13					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated		
GW700	003	Gloucester Barnwood Jn to Severn Tunnel Jn			SWM2	Western	25/03/2023		
Location		Mileage M Ch		Running lines & speed restrictions		Signalling & Remarks			
		114	55			<div>TCB Gloucester SB (G) RA8 Panel B</div>		<div>GSM-R</div> 	
St Catherines Viaduct (80m, 84yds)		115	00 115 04			<div>Gloucester SB (G) Panel C</div>			
Ham Meadow Viaduct (157m 172yds)		115	16 115 24						
Over Junction and Over Viaduct (60m, 66yds)		115	43 115 70 *						
Keenes LC (UWC)		116	03	<div>T</div>					
Pooles LC (UWC)		116	46	<div>T</div>					
Lower Barn Farm LC (UWC)		118	17	<div>T</div>					
Ley LC (CCTV)		120	20	<div>T</div>					
Broken Cross Farm No.1 LC (UWC)		120	49	<div>T</div>					
Broken Cross LC (R/G)		120	66	<div>T</div>					
		121	28						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW700	004	Gloucester Barnwood Jn to Severn Tunnel Jn			SWM2	Western	18/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Grange Court		121 28				<div>TCB Gloucester SB (G) Panel C</div> <div>GSM-R</div>	
Westbury LC (AHBC)		122 11					
Broadoak LC (UWC) (R/G - X)		123 76					
Newnham Tunnel (215m, 235yds)		125 08 to 125 19					
Bullo Pill HABD		125 59					
Route Boundary		126 10					
Bullo Dock Viaduct (137m, 150yds)		126 38 *					
		126 40 *					
		127 65 *					
Awre LC (CCTV)		128 22					
						<div>TCB Wales Rail Operating Centre (Severn Tunnel) (NT)</div> <div>Axle counter area</div>	


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW700	005	Gloucester Barnwood Jn to Severn Tunnel Jn			SWM2	Wales	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
		128 22				<div>TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT)</div> <div>GSM-R</div> <div>Axle counter area</div> <div>DLGL - Down Lydney Goods Loop - 525m, 1722ft ULGL - Up Lydney Goods Loop - 532m, 1743ft</div> <div>Down platform - 85m (93 yards) Up platform - 97m (106 yards)</div>	
Aldridge LC (UWC)		129 00 *					
Naas LC (AHBC)		130 65					
		132 36					
Lydney GF		133 21					
LYDNEY		133 32					
Lydney LC (CCTV)		133 37					
		133 40					
		133 62 *					
		133 69 *					
Garlands No1 LC (UWC)		133 72					
Hardacre No2 LC (UWC)		135 04					
Woolaston LC (R/G-X)		136 14					
High Hall LC (UWC)		138 14					
		139 00 *					
		140 55 *					


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated	
GW700	006	Gloucester Barnwood Jn to Severn Tunnel Jn			SWM2	Wales	06/02/2024	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
Chepstow Tunnel 328m (359 yards)		140 55				<div>TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT)</div> <div>Axle counter area Tunnel illuminated</div>		
		140 59 to 140 75						
		140 79 *						
		141 15 *						
		CHEPSTOW/CAS-GWENT						
		141 33				Down platform - 102m (112 yards) Up platform - 102m (112 yards)		
		141 40 *						
		143 00 *						
Sharps LC (UWC)		143 15						
Three Gates LC (UWC) (R/G-X)		143 35						
Curb Hut LC (UWC)		144 06						
Ifton Hill Farm LC (UWC)		145 11						
Caldicot HABD		145 50						
Caldicot LC (CCTV)		147 03						

Western Route Sectional Appendix Module WR2

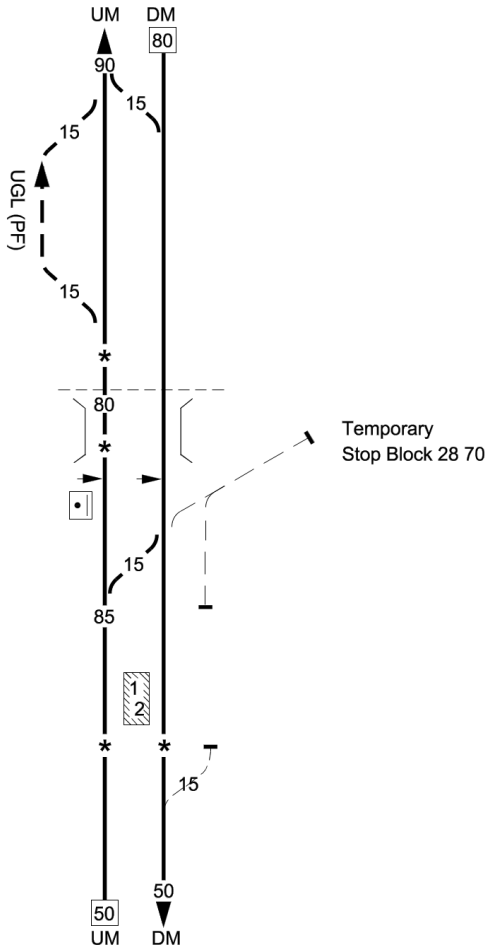

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW730	008	Severn Bridge Jn to Newport, Maindee West Jn			SHL	Western	25/03/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
		29 62				<div><div>AB</div><div>RA8</div></div> <div>Woofferton SB (W)</div> <div><div>GSM-R</div><div></div></div> <div>S (spring point) UM 31m 50ch (Trailing connection from UGL)</div> <div>UGL 414m, 1360ft</div>	
The Grove LC (UWC)		30 44	<div><div>T</div><div><div>UM</div><div>90</div><div>DM</div><div>90</div></div></div>				
Ashford Bowdler LC (AHBC-X)		30 49	<div><div>X 35</div><div>X 35</div></div>				
Woofferton UGL		31 50	<div><div>90</div><div>UGL (PF)</div><div>15</div></div>				
Woofferton SB (W)		32 02	<div><div>15</div><div>15</div><div>90</div><div>90</div><div><div>◻</div><div>•</div></div></div>				
Church House Farm LC (UWC)		33 35	<div><div>T</div></div>				
Inchmore LC (UWC)		33 72	<div><div>T</div></div>				
Park Lodge 2 LC (UWC)		34 36	<div><div>T</div><div>90</div><div>90</div><div>UM</div><div>DM</div></div>				

Western Route Sectional Appendix Module WR2

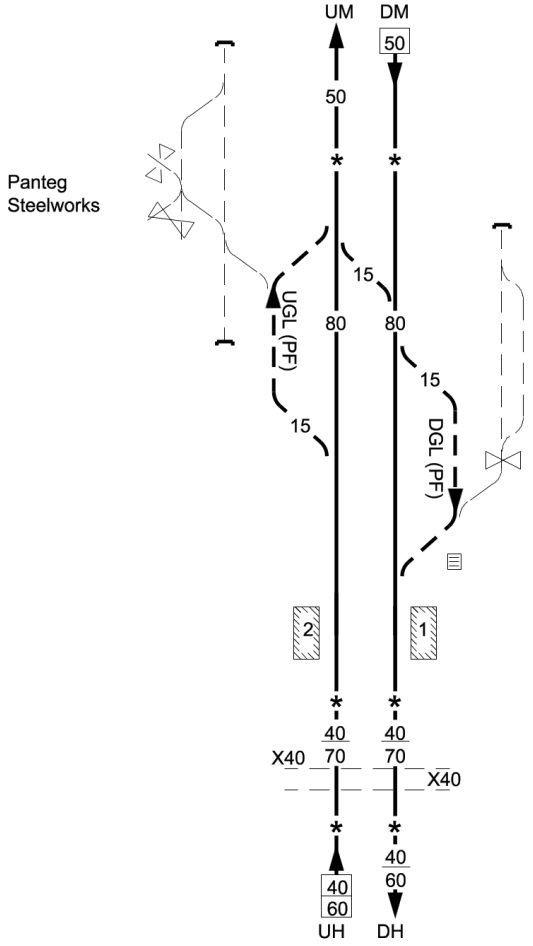
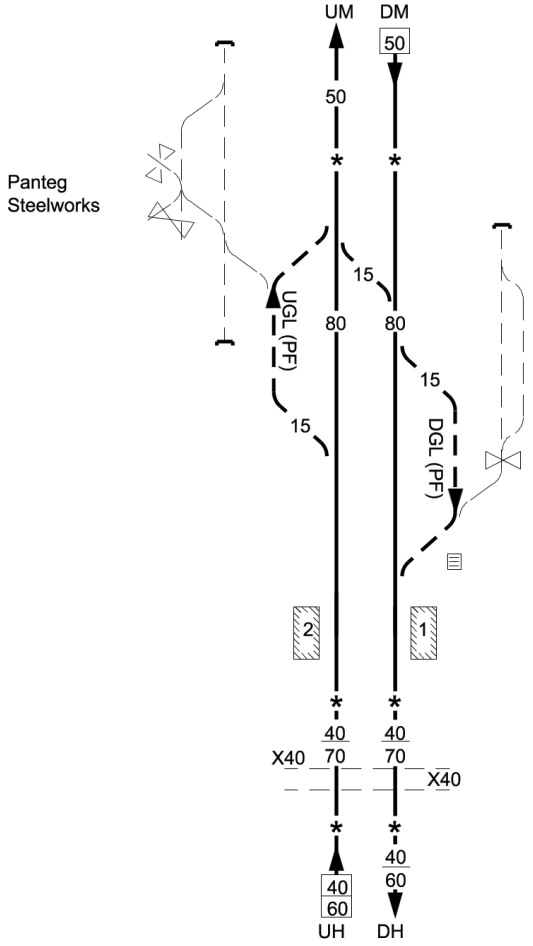
LOR	Seq.	Line of Route Description			ELR	Route	Last Updated		
GW730	009	Severn Bridge Jn to Newport, Maindee West Jn			SHL	Western	17/02/2024		
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks			
		34 36			UM ▲ 90	DM 90	AB RA8	Leominster SB (LE)	GSM-R 
Cross Brook Farm LC (UWC)		34 57	T		-----				
Eye Court Farm LC(UWC)		35 38	T		-----				
Blackpole Farm LC (UWC) (R/G-X)		36 11	T		X50-----	X50			
Nordans Farm LC (UWC)		36 54	T		-----				
Lower Burton Farm LC (UWC)		36 75	T		-----				
Broad Farm No.1 LC (UWC)		37 17	T		-----				
Leominster LC (AHBC)		38 01	T		-----				
LEOMINSTER		38 36			1	2			
		38 45 *			*				
					80				
		38 60			80 UM	90 DM			
								Down platform - 97m (106 yards) Up platform - 99m (108 yards)	



Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated		
GW730	016	Severn Bridge Jn to Newport, Maindee West Jn			HNL1	Western	08/07/2023		
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks			
Abergavenny UGL		23 15				<div>ABRA8Abergavenny SB (AY)</div> <div>GSM-R</div>			
		23 32						UGL 340m, 1113ft	
		24 14 *						Branch out of use beyond 29m 15ch	
		25 41							
		25 79							
		26 04							
		28 70							
		28 75							
		30 52							
		30 55							
		PONTYPOOL / PONT-Y-PWL AND NEW INN						32 19	Down and Up platforms - 163m (178 yards)
32 20 *									
32 32									
32 35									

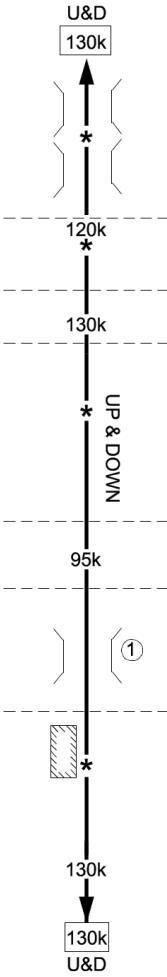
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW730	017	Severn Bridge Jn to Newport, Maindee West Jn			HNL1	Wales	20/02/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Panteg UGL + DGL		32 35				<div>TCB RA8</div> <div>Little Mill SB (LM)</div> <div>GSM-R</div>	
		32 60 *				<div>UM - Up Main</div> <div>DM - Down Main</div>	
						UGL 427m, 1400ft	
						DGL 429m, 1407ft	
						Down and Up platforms - 129m (141 yards)	
Chapel Lane GF		34 22				<div>Wales Rail Operating Centre (East Usk) (NT)</div>	
CWMBRÂN (Change of line name)		35 13				Axle counter area	
Ponthir LC (UWC) Ponthir LC FP (RG-X)		37 00 *				UH- Up Hereford DH - Down Hereford	
		38 03					
		38 03					
		38 57 *					
		40 41					


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW733	006	Sutton Bridge Junction to Aberystwyth			SBA2	Wales	20/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Red House LC (UWC)		44 35				<div>ERTMS L2 RA5</div> <div>Machynlleth SC (MH) East Work Station</div> <div>GSM-R</div> <div> </div> <div>Down platform - 116m (127 yards) Up platform - 99.5m (109 yards)</div> <div>DBS (Down Bay Siding) 116m (126 yards) T.S. Trolley Siding</div> <div>CL Down Loop 381m (416 yards) Down Direction CL Down Loop 446m (487 yards) Up Direction CL Up Loop 446m (487 yards) Up Direction CL Up Loop 360m (393 yards) Down Direction</div>	
		44 63					
		45 47 *					
		45 79 *					
		47 47 *					
		47 58					
		47 65					
		47 72 *					
		47 74 *					
		47 79 *					
NEWTOWN							
Newtown GSP		49 41					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW733	007	Sutton Bridge Junction to Aberystwyth			SBA2	Western	25/032023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Scafell Viaduct 40m, 44yds		49 to 41 49 to 43				<div>ERTMS L2 RA5</div> <div>Machynlleth SC (MH) East Work Station</div> <div>GSM-R</div> <div>① 15km/h over bridge for other than Class 15x trains</div> <div>Platform - 109m (119 yards)</div>	
Douty Viaduct 211m, 231yds		49 to 48 * 50 to 11 50 to 15					
Penstrowed LC (UWC)		50 to 25 50 to 54 *	T				
Ty Mawr Farm LC (UWC)		51 to 18	T				
Red House Farm No1 LC (UWC)		51 to 40	T				
		52 to 14 *					
Llanidloes Road LC (CCTV)		52 to 70	T				
Football Field LC (UWC)		53 to 11	T				
Bridge 171 River Severn Viaduct 60m, 66yds		53 to 16 53 to 20	T				
Caersws LC (CCTV)		53 to 31 53 to 31 53 to 37 *	T				
CAERSWS							
		53 to 77					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW734	002	Dovey Jn to Pwllheli		DJP	Western	29/10/2012
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
			<p style="text-align: center;">U&D 55k</p> <p style="text-align: center;">* - - - - -</p> <p style="text-align: center;">40k</p> <p style="text-align: center;">* - - - - -</p> <p style="text-align: center;">90k</p> <p style="text-align: center;">* - - - - -</p> <p style="text-align: center;">75k</p> <p style="text-align: center;">* - - - - -</p> <p style="text-align: center;">90k U&D</p> <p style="text-align: center;">UP</p> <p style="text-align: center;">DOWN</p>		<div style="display: flex; justify-content: space-between;"> <div>ERTMS L2 RA5</div> <div>Machynlleth SC (MH) West Work Station</div> <div>GSM-R </div> </div> <p>Platform - 62m (68 yards)</p> <p>Platform - 123m (135 yards)</p>	
Aberdovey Tunnel No.3 175m (191 yards)		83 67 * 83 74 84 to 03				
PENHELIG		84 08				
Aberdovey Tunnel No.4 487m (533 yards)		84 14 84 to 38				
Penrhos LC (UWC)		84 75 84 77 *	T			
ABERDOVEY		85 02				
Treffeddiann LC (UWC)		85 38	T			
Cemetery LC (UWC)		86 05	T			
Dyffryn LC (UWC)		86 38	T			
Dafydd LC (UWC)		86 42 * 86 47	T			
		86 60 *				
Rhowniar LC (UWC)		86 64	T			
Caethle Farm LC (UWC)		87 21	T			


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW734	003	Dovey Jn to Pwllheli			DJP	Western	28/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Start/End of Diagram		87 21				<div>ERTMS L2 RA5</div> <div>Machynlleth SC West Work Station</div> <div>GSM-R</div>	
Tywyn GF		88 38 * 88 39 * 88 42 *				URS - 237m (259 yards)	
Tywyn station footpath LC TYWYN		88 47 * 88 51 * 88 53 * 88 56				CL Down Loop 345m (377 yards) Down Direction CL Down Loop 345m (377 yards) Up Direction CL Up Loop 340m (371 yards) Up Direction CL Up Loop 342m (374 yards) Down Direction Down and Up platforms - 125m (137 yds)	
Sandilands LC (ABCL) Dysynni Viaduct 80m, 88yds		88 69 *				Platform - 92m (101 yards)	
Tonfanau LC (UWC) TONFANAU		89 09 90 36 90 40					
Ty'n Llan 1 LC (UWC)		91 06 91 09					
Bronnant LC (UWC)		92 72 94 04					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW735	002	Shrewsbury, Crewe Jn to Nantwich			SYC	Wales	07/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Signal SC 8327 Harlescott LC (MCB - OD)		31 60				<div>TCB Wales Rail Operating Centre RA8 (Shrewsbury North) (SC)</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>UGL 611m, 2004ft</div> <div>Up Main bi-directional from signal SC8327</div> <div>LOD (K) 5012 - Down Main 30m 26ch LOD (K) 5013 - Up Main 30m 26ch LOD (P) 5007B - Reversible 30m 26ch</div>	
		31 47					
		31 05 *					
		30 32					
		30 29					
		30 25					
		30 21 *					
		28 74 *					
		28 35					
Bridgeway LC (UWC)							








































Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW735	003	Shrewsbury, Crewe Jn to Nantwich			SYC	Wales	07/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
YORTON		28 35	<div><div>UM</div><div>50</div><div>70</div><div>90</div></div> <div><div>DM</div><div>70</div><div>90</div><div>50</div></div>			<div><div>TCB</div><div>RA8</div><div>Wales Rail Operating Centre (Shrewsbury North) (SC)</div></div> <div><div>GSM-R</div><div></div></div> <div>Axle Counter area</div> <div>Down platform - 60m (65 yds)</div> <div>Up platform - 50m (54 yds)</div>	
		25 14	<div><div>2</div><div>1</div></div>				
Lyons Wood Farm LC (UWC)		23 54	<div>T</div>			<div>Down platform - 86m (94 yds)</div> <div>Up platform - 88m (96 yds)</div> <div>LOD (K) 5022 - Down Main 21m 48ch</div> <div>LOD (K) 5023 - Up Main 21m 48ch</div> <div>LOD (P) 5007C - Reversible 21m 48ch</div> <div>LOD (P) 5026 - Reversible 21m 48ch</div>	
Wem Trailing Crossover		21 76	<div>15</div> <div>15</div>				
Wem Facing Crossover		21 72					
WEM		21 57	<div><div>2</div><div>1</div><div>X 5022</div><div>X 5023</div><div>X 5007C</div><div>X 5026A</div></div>				
		21 55					
Wem LC (MCB - OD)		21 55					
Creamore Farm LC (UWC)		20 50	<div>T</div>				
Gregorys Crossing		19 36	<div>T</div>				
			<div><div>50</div><div>70</div><div>90</div><div>UM</div></div> <div><div>70</div><div>90</div><div>50</div><div>DM</div></div>				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW735	004	Shrewsbury, Crewe Jn to Nantwich			SYC	Wales	07/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Prees LC (MCB - OD)		19 36	<div> <div> <div>UM</div> <div>50</div> <div>70</div> <div>90</div> <div>▲</div> </div> <div> <div>DM</div> <div>70</div> <div>90</div> <div>50</div> <div>▲</div> </div> </div>			<div> <div>TCB RA8</div> <div>Wales Rail Operating Centre (Shrewsbury North) (SC)</div> </div> <div>GSM-R</div> <div>Axle Counter area</div>	
		18 39	<div> <div>2</div> <div>1</div> <div>X 5032</div> <div>X 5033</div> <div>X 5026B</div> </div>			<div>Down platform - 83m (91 yards)</div> <div>Up platform - 65m (71 yds)</div> <div>LOD (K) 5032 - Down Main 18m 36ch</div> <div>LOD (K) 5033 - Up Main 18m 36ch</div> <div>LOD (P) 5026B - Reversible 18m 36ch</div>	
		18 36					
Darlington LC (UWC)		14 32	<div> <div>T</div> <div>70</div> <div>90</div> <div>70</div> <div>90</div> </div>				
		13 53	<div> <div>50</div> <div>70</div> <div>90</div> <div>UM</div> <div>▼</div> </div> <div> <div>70</div> <div>90</div> <div>50</div> <div>DM</div> <div>▼</div> </div>			<div>Location of known low rail adhesion</div> <div>- Up Main 13m 24ch - 13m 54ch</div>	

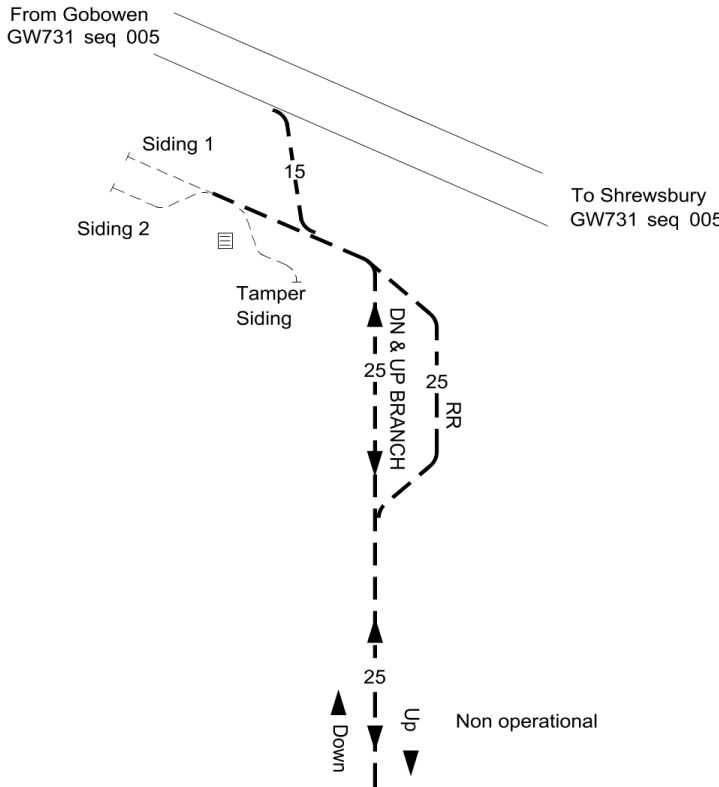

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated	
GW735	005	Shrewsbury, Crewe Jn to Nantwich			SYC	Wales	07/04/2024	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
WHITCHURCH		13 53	<div><div>UM</div><div>50</div><div>70</div><div>90</div></div> <div><div>DM</div><div>70</div><div>50</div></div>			<div><div>TCB</div><div>Wales Rail Operating Centre</div><div>RA8</div><div>(Shrewsbury North) (SC)</div></div> <div><div>GSM-R</div><div></div></div> <div>Axle Counter Area</div> <div>Down platform - 160m, (174yds)</div> <div>Up platform - 116m, (126yds)</div> <div>Location of known low rail adhesion</div> <div>- Up Main 13m 24ch - 13m 54ch</div>		
		13 44	<div><div></div><div></div></div>					
		12 50	<div>T</div>	<div><div></div><div></div></div>				
		10 10	<div>T</div>	<div><div></div><div></div></div>				
		8 52	<div><div></div><div></div></div>					
		8 48	<div><div></div><div><div>2</div><div></div></div></div>					
		8 23	<div>T</div>	<div><div></div><div></div></div>				
		6 51	<div>T</div>	<div><div></div><div></div></div>				
		4 74	<div>T</div>	<div><div></div><div></div></div>				
		4 57	<div>T</div>	<div><div></div><div></div></div>				
4 53 *	<div><div></div><div><div>60</div><div>50</div></div><div></div></div> <div><div></div><div><div>50</div><div>60</div></div><div></div></div>							
4 35 *	<div><div></div><div><div>60</div><div>25</div></div><div></div></div> <div><div></div><div><div>25</div><div>60</div></div><div></div></div>							
4 32	<div><div></div><div><div>60</div><div>25</div></div><div></div></div> <div><div></div><div><div>25</div><div>60</div></div><div></div></div>							
4 31 *	<div><div></div><div><div>60</div><div>25</div></div><div></div></div> <div><div></div><div><div>25</div><div>60</div></div><div></div></div>							
Shrewbridge Rd LC (AHBC-X)			<div><div></div><div><div>60</div><div>25</div></div><div></div></div> <div><div></div><div><div>25</div><div>60</div></div><div></div></div>					
			<div><div>UM</div><div>60</div></div> <div><div>DM</div><div>25</div></div>					

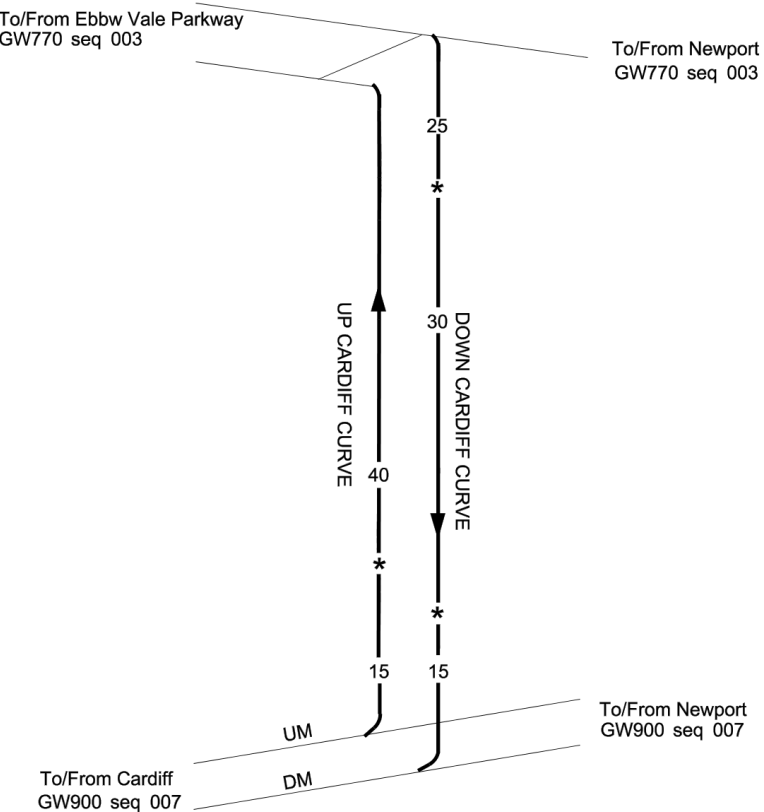
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW735	006	Shrewsbury, Crewe Jn to Nantwich			SYC	Wales	07/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
						<div>TCB Wales Rail Operating Centre (Shrewsbury North) (SC)</div> <div>GSM-R</div> <div>Axle Counter Area</div> <div>Down platform - 117m, (127yds)</div> <div>Up platform - 106m, (115yds)</div> <div>Down Main and Up Main bidirectional to/from Nantwich Crossover</div> <div>LOD (K) 5064 - Down Main 4m 15ch</div> <div>LOD (K) 5065 - Up Main 4m 15ch</div> <div>LOD (P) 5026D - Reversible 4m 15ch</div>	
Nantwich LC (MCB - OD)		4 31					
NANTWICH		4 19					
		4 14					
Nantwich Crossover		4 07					
Newcastle Rd L.C. (AHBC-X)		3 46					
		3 38 *					
Route Boundary LNW		2 60	<div>WALES LNW</div>			<div>TCB Gresty Lane SCC (GL)</div>	
See LNW(N) Route Sectional Appendix			<div>To/From Gresty Lane Jn NW1007 seq 001</div> <div>UN DN</div>				

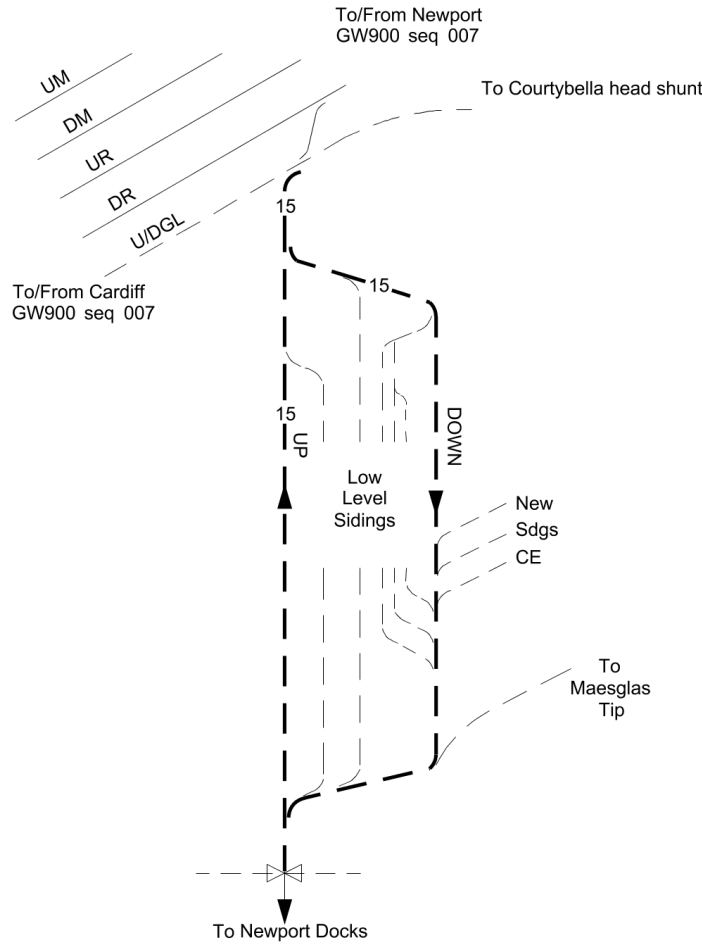

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW736	001	Gobowen South to LLanddu Jn		GNQ	Western	13/08/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Gobowen South GF		189 40	 <p>From Gobowen GW731 seq 005</p> <p>To Shrewsbury GW731 seq 005</p> <p>Siding 1</p> <p>Siding 2</p> <p>Tamper Siding</p> <p>15</p> <p>25</p> <p>25</p> <p>RR</p> <p>DN & UP BRANCH</p> <p>25</p> <p>Up</p> <p>Down</p> <p>Non operational</p>		<div> OT(S) Gobowen North SB (GN)  </div> <p>OT(S) throughout - Line non-operational beyond 0m 16ch</p> <p>TPWS and AWS not provided Note: Direction of line is "Up"</p> <p>Gobowen South to Oswestry Jn</p> <p>RR - Run Round</p>	
		0 00				
'Commencement of single line' board		0 16				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
GW780	001	Park Junction to Ebbw Junction		WVL	NWN	Wales	09/03/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Park Jn		1 02				<div>TCB Wales Rail Operating Centre RA8 (Ebbw) (PJ)</div> <div>GSM-R</div> <div>Axle Counter area</div> <div> <div>ELR - WVL</div> <div>ELR - NWN</div> </div>	
(Change of mileage and ELR)		0 79 *					
		0 54					
Limit of electrification Up and Down Cardiff Curve		0 11					
		0 09 *					
		0 06 *					
Ebbw Jn		0 00				Ebbw Jn controlled by Wales Rail Operating Centre (Ebbw)	
		160 07				Axle counter area	

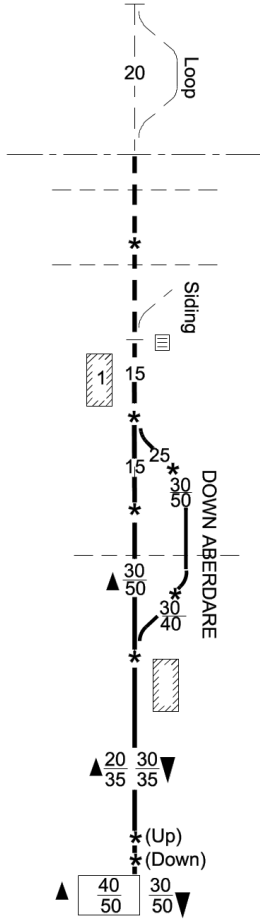
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW784	001	Alexandra Dock Jcn to 160m 27ch (Boundary with Newport Docks)		NLL	Wales	13/08/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Alexandra Dock Jn		159 60			<div> <div>C2 Wales Rail Operating Centre (NT) RA8 (Newport)</div> <div>GSM-R</div> <div></div> <div>Axle counter area</div> <div>TPWS and AWS not provided</div> </div>	
East Mendalgief		160 24				
Port Boundary		160 27				

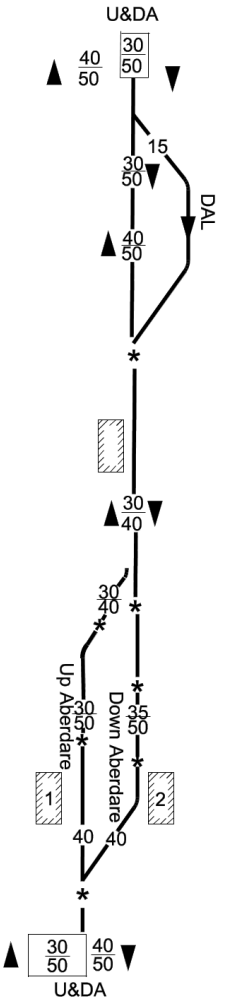
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW830	012	Merthyr Tydfil to Barry Island Via Cardiff Queen Street		BRY	Wales	08/04/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
BARRY DOCKS/ DOCIAUR BARRI		6 68			<div>TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)</div> <div>GSM-R</div> <div>Axle counter area Tel. Cardiff end of platform Platform - 148m (161yds)</div> <div>DB - Down Barry UB - Up Barry UDBI - Up & Down Barry Island UDI - Up Barry Island</div> <div>Platform 1 - 222m (243yds) Platforms 2 and 3 - 138m (151yds)</div> <div>RA6</div> <div>OT</div> <div>Platform - 99m (108yds)</div>	
		6 78				
		7 15 *				
		7 16 *				
		7 75 *				
		7 76 *				
BARRY/BARRI		8 12				
Barry Jn (Change of RA and method of working)		8 16 *				
Single Line Jn		8 30				
		8 32 *				
Barry Island Viaduct		8 49 *				
BARRY ISLAND/ YNYS-Y-BARRI		8 70				
		8 76				


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR			Route	Last Updated
GW834	001	Hirwaun to Abercynon			VON	ALK	ABD	Wales - TFW CVL	11/04/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks			
Hirwaun pond (End of line)		27 15				OT(S) Core Valleys Lines RA6 Integrated Control Centre AC - CVLICC TAM Workstation (VA) OT(S) see Local instructions Down: Start of GSM-R area at 26m 62ch Up: End of GSM-R area at 26m 62ch Gates operated by Guard Barriers operated by Guard AWS not provided between Hirwaun and Aberdare GF Line Out of Use 22m 37ch to 27m 15ch - CVL/NC1 Platform 1 - 97m, (106yds) PP-A Platform 2 - 84m, (92yds) TCB Axle Counter Area Non-SPT area Platform - 94m (102yds) Cwmbach station Permanently earthed section 22m 17ch (ABD) - 20m 76ch (VON) Permanently earthed section 22m 05ch - 21m 77ch U&DA - Up & Down Aberdare			
Network Rail Boundary		26 62							
Hirwaun LC (TMO)		26 02							
Robertstown LC (TMO)		23 10 *							
Aberdare GF		23 08 *							
ABERDARE / ABERDAR		22 37							
		22 34							
		22 30 *							
		22 23 *							
		22 17 *							
Cwmbach Sidings LC (FP) Limit of Electrification		21 39							
		21 11							
		21 05 *							
Cwmbach Junction		20 78 *							
CWMBACH		20 72							
		20 68							
(Change of Mileage and ELR)		22 23							
(Change of ELR)		22 01							
		21 78 *							
		21 73 *							

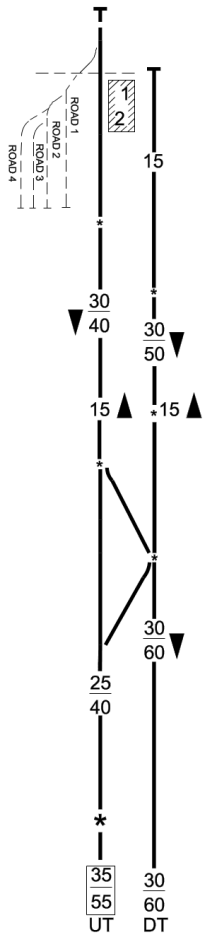
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
GW834	002	Hirwaun to Abercynon			ABD	MOA	Wales - TFW CVL	18/02/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
<p>Abercwmboi Loop</p> <p>FERNHILL</p> <p>Fernhill Junction</p> <p>Change of ELR (Down only) and mileage.</p> <p>MOUNTAIN ASH/ ABERPENNAR Mountain Ash Jn, change of ELR and mileage.</p>		21 78					<p>TCB Core Valley Lines Integrated RA6 Control Centre TAM Wrkstn(VA) AC - CVLICC</p> <p>Axle Counter Area Non-SPT area</p> <p>U&DA - Up & Down Aberdare U&DA electrified Down Abercwmboi Loop not electrified</p> <p>DAL 416m, 1365ft</p> <p>Platform - 94m (102yds)</p> <p>ELR : ABD</p> <p>ELR : MOA</p> <p>Down Aberdare bi-di to Mountain Ash Station</p> <p>Permanently Earthed Section 20m 22ch - 20m 00ch both lines</p> <p>ELR : MOA</p> <p>ELR : ABD</p> <p>GSM-R</p>	
		21 22						
		21 08 *						
		20 79						
		20 71						
		20 65 *						
		20 16						
		0 38 *						
		0 33 *						
		(20 15) Up *						
		0 23						
		0 00						
		19 60						
		19 59 *						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW834	003	Hirwaun to Abercynon			ABD	Wales - TFW CVL	18/02/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
PENRHIWCEIBER		19 59	<div><div><div>▲ 30 50</div><div>U&DA 40 50</div><div>▼</div></div></div>			<div><div>TCB Core Valley LInes Integrated</div><div>RA6 Control Centre TAM Wrkstn (VA)</div><div>AC - CVLICC</div></div> <div>Axle Counter area</div> <div>Non-SPT area</div> <div>U&DA - Up & Down Aberdare</div> <div>Platform - 94m, 102yds</div> <div>Permanently Earthed Section</div> <div>19m 01ch - 18m 71ch</div> <div>U&DA electrified</div> <div>Permanently Earthed Section</div> <div>17m 28ch - 17m 14ch</div> <div><div>GSM-R</div><div></div></div>	
		18 75	<div><div><div></div></div></div>				
		18 28 *	<div><div><div>*</div></div></div>				
		18 19 *	<div><div><div>*</div></div></div>				
		16 66 *	<div><div><div>▲ 40 50</div><div>Up</div><div>▼ 30 50</div><div>Down</div></div></div>				
		16 58 *	<div><div><div>*</div></div></div>				
		16 49 *	<div><div><div>▲ 35 40</div><div>*</div><div>▼ 25 40</div></div></div>				
		16 46 *	<div><div><div>▲ 35 40</div><div>*</div><div>▼ 25 35</div></div></div>				
		16 40 *	<div><div><div>▲ 35</div><div>*</div><div>▼ 25 35</div></div></div>				
		Abercynon Jn	16 35	<div><div><div>25</div><div>To/From Abercynon GW830 seq 002</div></div><div><div>25</div><div>To/From Merthyr GW830 seq 002</div></div></div>			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW835	001	Treherbert to Pontypridd Jn		THT	Wales - TFW CVL	02/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
End of line		23 69			<div style="text-align: right;">GSM-R</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 10px;"> TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC: CVLICC </div> <p>Axle Counter Area Non - SPT Area</p> <p>Point work to Sidings not electrified Telephone provided for Siding Supervisor to contact TAM signaller</p> <p>Platform 1 - 116m, (126yds) (PP-A/S) Platform 2 - 135m, (148yds) (PP-A/S)</p> <p>UT - UP Treherbert DT - Down Treherbert</p> <p>UT and DT electrified</p>	
Treherbert FP/UWC		23 57				
		23 55				
TREHERBERT / DREHERBER		23 54				
Treherbert Carriage Sidings		23 46 *				
		23 45 *				
		23 44 *				
		23 41				
Treherbert Junction		23 36 *				
		23 21 *				


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW835	002	Treherbert to Pontypridd Jn			THT	Wales - TFW CVL	02/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
<div>YNYSWEN</div> <div>Single Line Junction</div> <div>TREORCHY/TREORCI</div> <div>TON PENTRE</div> <div>Single Line Junction</div>		23 21	<div><div>UT</div><div>35</div><div>55</div></div> <div><div>DT</div><div>30</div><div>60</div></div>		<div><div>TCB Core Valley Lines Integrated</div><div>RA6 Control Centre TAM</div><div> Workstation (VR)</div><div> AC : CVLICC</div></div> <div><div>Axle Counter Area</div><div>Non - SPT Area</div></div> <div>Up Platform (2) - 86m (94yds)</div> <div>Down Platform (1) - 124m (155yds)</div> <div>Station closed until further notice</div> <div>Permanently Earthed section</div> <div>22m 32ch - 22m 44ch</div> <div>Platform - 124m , (135yds)</div> <div>Permanently Earthed section</div> <div>21m 78ch - 22m 14ch</div> <div>Platform - 106M (116yds)</div> <div>UT and DT electrified</div> <div>UT - UP Treherbert</div> <div>DT and Down Treherbert</div> <div>Permanently Earthed section</div> <div>19m 44ch - 21m 06ch</div>		
		22 74 *	<div><div>*</div></div>				
		22 70	<div><div>2</div></div> <div><div>1</div></div>				
		22 40	<div><div></div></div>				
		22 02	<div><div></div></div>				
		20 76	<div><div></div></div>				
		20 71 *	<div><div>*</div></div>				
		20 70 *	<div><div>40</div><div>60</div></div> <div><div>25</div><div>50</div></div>				
		20 65	<div><div></div></div>				
		20 19 *	<div><div>30</div><div>50</div><div>UT</div></div> <div><div>20</div><div>40</div><div>DT</div></div>				

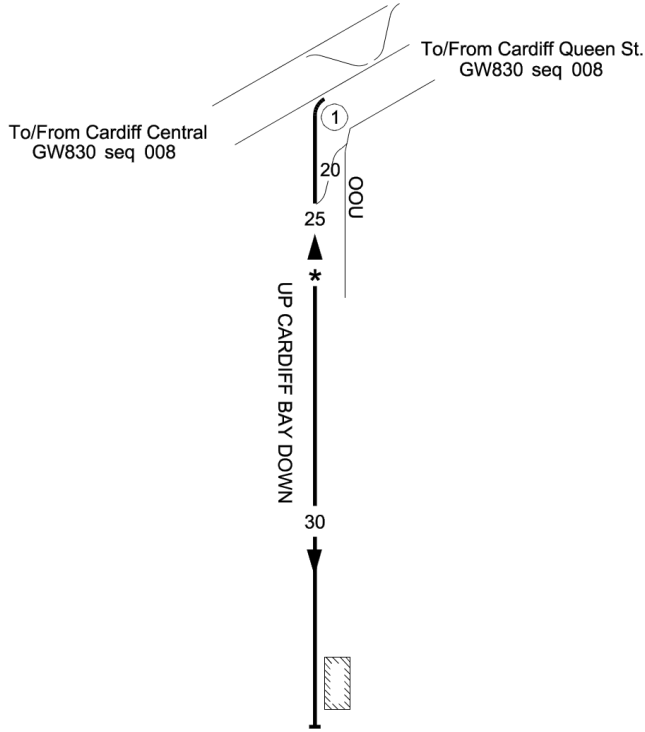
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW835	003	Treherbert to Pontypridd Jn			THT	Wales - TFW CVL	13/12/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
<div>YSTRAD RHONDDA</div> <div>Single Line Junction</div> <div>Old Mill UWC</div> <div>LLWYNPIA</div> <div>TONYPANDY</div> <div>Single Line Junction</div>		20 19	<div><div><div>UT 30 50</div><div>DT 20 40</div></div><div><div>*</div><div>▲</div><div>▼</div><div>▼</div><div>▼</div><div>*</div><div>25 50</div><div>▼</div></div><div><div>30 40</div><div>30 50</div></div><div><div>▲</div><div>*</div><div>35 40</div><div>▼</div></div><div><div>30 40 UT</div><div>35 40 DT</div></div><div><div>2</div><div>1</div><div></div><div></div></div></div>			<div>TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC</div> <div>GSM-R</div> <div><div></div></div>	
		20 10 *				Axle Counter Area Non - SPT Area	
		20 04				UT and DT electrified Platforms - 124m , (135yds)	
		19 73 *				Permanently Earthed section 19m 44ch - 21m 06ch	
		19 63				Platform - 124m , (135yds) Permanently Earthed section 18m 77ch - 19m 10ch	
		19 08					
		18 03					
		17 60 *				Platform - 124m , (135yds) Permanently Earthed section 17m 37ch - 17m 47ch	
		17 57				UT - Up Treherbert DT - Down Treherbert	

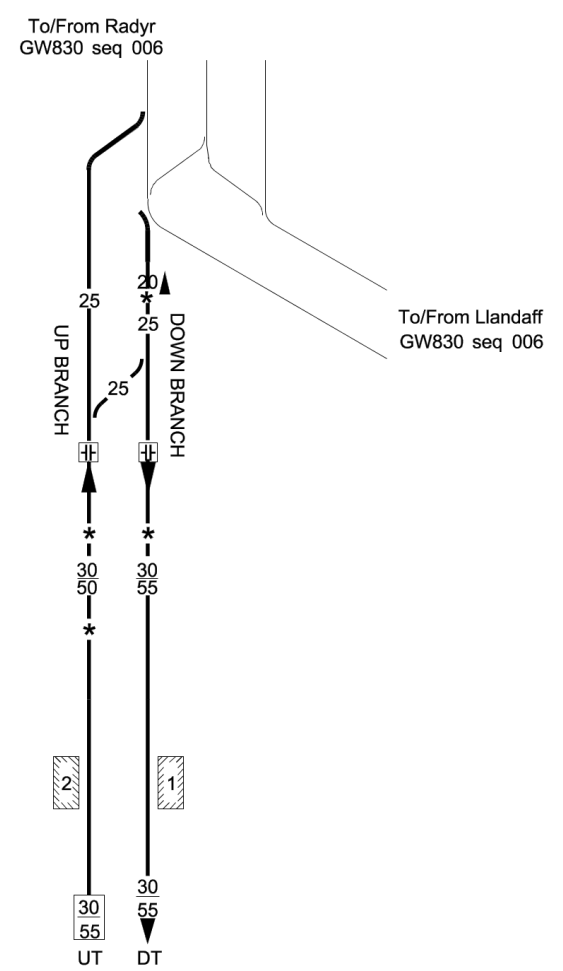
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW835	004	Treherbert to Pontypridd Jn			THT	Wales - TFW CVL	02/04/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
DINAS RHONDDA	17 57	<div><div>UT</div><div>30</div><div>40</div></div> <div><div>DT</div><div>35</div><div>40</div></div>		<div><div>TCB</div><div>Core Valley Lines Intergrated</div><div>RA6</div><div>Control Centre TAM</div><div>Workstation (VR)</div><div>AC : CVLICC</div></div> <div>Axle Counter Area Non - SPT area Platform 1 - 100m (109yds) Platform 2 - 86m , (94yds)</div>		<div><div>GSM-R</div><div></div></div>	
	17 41	<div><div>2</div></div>	<div><div>1</div></div>				
	17 11 *	<div><div>*</div></div>					
PORTH	16 09	<div><div>1</div></div>	<div><div>2</div></div>	<div>Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 87m (95yds) Platform 2 - 132m , (144yds)</div>			
	16 05 *		<div><div>*</div></div>				
TREHAFOD	14 72	<div><div>40</div><div>2</div></div>	<div><div>40</div><div>1</div></div>	<div>Platforms - 137m , (149yds)</div>			
	14 60 *		<div><div>*</div></div>				
	13 50 *	<div><div>*</div></div>	<div><div>30</div><div>40</div></div>	<div>UT - UP Treherbert DT and Down Treherbert</div>			
Limit of Electrification	13 22	<div><div>25</div></div>	<div><div>25</div></div>	<div>UT and DT electrified</div>			
	13 13 *	<div><div>*</div></div>	<div><div>*</div></div>				
		<div><div>20</div></div>	<div><div>15</div><div>15</div><div>20</div></div>	<div>To/From Merthyr GW830 Seq 004</div>			
		<div><div>To/From Pontypridd</div><div>GW830 Seq 004</div></div>					

Western Route Sectional Appendix Module WR2

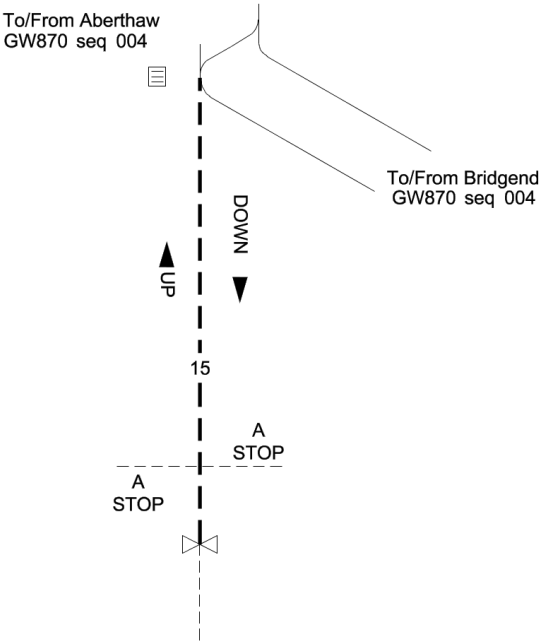
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW839	001	Queen St. South Jn to Cardiff Bay		CAM	Wales - TFW CVL	05/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Queen Street South Jn		0 66			<div>OT Wales Rail Operating Centre RA6 (Valleys) (CF)</div> <div>Axle counter area</div> <div>① - Up/Down Cardiff Bay Chord</div>	
		0 48 *				
CARDIFF BAY/ BAE CAERDYDD		0 02			Platform - 50m, 55yds	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW840	001	Radyr Jn to Cardiff, Radyr Branch Jn Via City Lines			RAD	Wales - TFW CVL	21/10/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Radyr Jn (Change of mileage)		5 23	<div>To/From Radyr GW830 seq 006</div>  <div>To/From Llandaff GW830 seq 006</div>			<div>TCB Core Valley Lines Integrated RA8 Control Centre-TAM Wrkstn(VR) AC: CVLICCC</div> <div>GSM-R</div> <div>Axle counter area Non - SPT area</div> <div>Wales Rail Operating Centre (Valleys) (CF)</div> <div>SPT area</div> <div>Permanently Earthed Section PES both lines 3m 24ch - 3m 8ch Platforms - 84m, 92yds</div> <div>UT - Up Treforest DT - Down Treforest</div>	
		4 41					
		4 40 *					
Neutral Section		4 35					
		4 30 *					
		4 14 *					
Change of Line Name DANESCOURT		3 31					
		3 18					
		2 60					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	005	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	27/08/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan (CF)) Axle counter area</div> <div>GSM-R</div> <div>TCB Port Talbot SB (PT) Panel A</div>
Bridgend Barry Jn		18 34 * 18 36 *			DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan
BRIDGEND / PEN-Y BONT		18 68 * 18 78 190 35			Down Bay / Platform 1A, 88m (97yards)

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW871	001	Ford Siding GF To Ford Works, Waterton		FOR	Wales	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Ford Siding GF		17 78 0 00			<div> <div>Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)</div> <div>GSM-R</div> <div>Axle counter area</div> <div>Line closed under Network Change NC/G1/2020/WALES/087</div> <div>Line worked as a siding under the control of the Wales Rail Operating Centre (Vale of Glamorgan)</div> </div>	
Waterton LC (AOCL)		1 13			See Local Instruction	
Boundary (Network Rail/Ford)		1 18			<div> <div>Down: End of GSM-R area at 1m 18ch Up: Start of GSM-R area at 1m 18ch</div> <div>GSM-R</div> </div>	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	007	Pilning to Fishguard Harbour	SWM2	Wales	08/04/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Gaer Jn	159 25		<div> <div>TCB Wales Rail Operating Centre (Newport) (NT) AC - Didcot</div> <div>GSM-R</div> <div>Axle counter area UM, DM, UR, DR and U/DGL electrified</div> <div>Wales Rail Operating Centre (Ebbw) (NT) AC - Didcot</div> <div>U/DGL Up/Down Goods Loop - 365m, 1197ft</div> <div>① - 40 Down direction - 15 Up direction</div> </div>		
	159 32				
	159 47 *				
Alexandra Dock Jn	159 60 *		<div> <div>TCB Wales Rail Operating Centre (Newport) (NT) AC - Didcot</div> <div>GSM-R</div> <div>Axle counter area UM, DM, UR, DR and U/DGL electrified</div> <div>Wales Rail Operating Centre (Ebbw) (NT) AC - Didcot</div> <div>U/DGL Up/Down Goods Loop - 365m, 1197ft</div> <div>① - 40 Down direction - 15 Up direction</div> </div>		
	159 64				
	160 07				
Ebbw Jn	160 11 *		<div> <div>TCB Wales Rail Operating Centre (Newport) (NT) AC - Didcot</div> <div>GSM-R</div> <div>Axle counter area UM, DM, UR, DR and U/DGL electrified</div> <div>Wales Rail Operating Centre (Ebbw) (NT) AC - Didcot</div> <div>U/DGL Up/Down Goods Loop - 365m, 1197ft</div> <div>① - 40 Down direction - 15 Up direction</div> </div>		
	160 10 *				
	160 30 *				
	160 40 *				
	161 44				

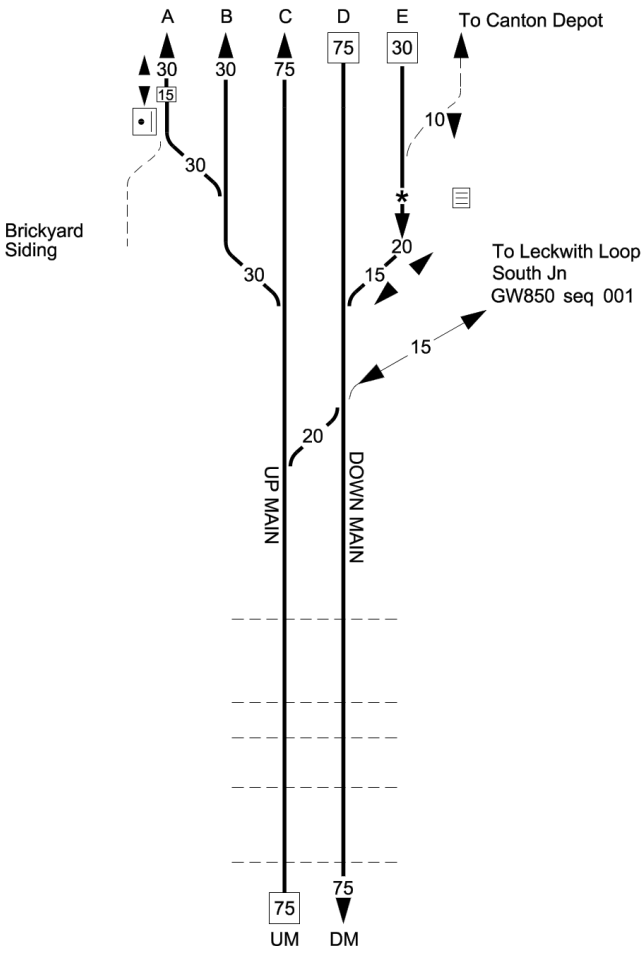

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW900	008	Pilning to Fishguard Harbour		SWM2	Wales	10/02/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
St Brides Carrier, Wire Neutral Section		161 44			<div> <div>TCB Wales Rail Operating Centre RA8 (Ebbw) (NT) AC - Didcot</div> <div>GSM-R</div> </div>	
Marshfield WILD		163 63			Axle Counter Area	
Marshfield WILD		163 73			UM, DM, UR and DR electrified	
Foot Crossing (WL)		165 19				
Wentloog Freight Terminal East Jn		165 22			Wentloog Freight Terminal electrified to 165m 30ch (East), 165m 78ch (West)	
Wentloog Freight Terminal West Jn		166 01				
		167 40 *				
		167 43 *				
		167 49 *				
Rumney River Bridge Jn		167 61				
		168 00			No.1 - No.1 Up/Dn Reception No.2 - No.2 Up/Dn Reception No.3 - No.3 Up/Dn Reception All 3 lines: 406m (1335 ft) All reception lines electrified	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW900	011	Pilning to Fishguard Harbour		SWM2	Wales	09/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
CARDIFF CENTRAL/ CAERDYDD CANOLOG		170 22	<p>Diagram details: The diagram shows a station layout with platforms 0-8. Platforms 0-3 are on the left, and 4-8 are on the right. Lines A-E run vertically through the center. UBR (Up Barry Relief) and DB (Down Barry) lines are on the right. DBL (Down Barry Loop) is at the far right. Speed restrictions are indicated by numbers in boxes: 15, 25, 30, 75, 150. Electrification limits are marked with asterisks (*). A 'PLATFORM LOOP' is shown on the left. A 'GSM-R' symbol is in the top right corner.</p>		<p>Platforms 0-3 Lines C&D TCB Wales Rail Operating Centre RA8 (Cardiff Mainline) (CF) AC - Didcot</p> <p>Axle counter area PL, Lines A - E and UBR electrified Platforms 0 - 4 electrified</p> <p>Platform 0 - 99m, 103yds Platform 1 - 299m, 326yds Platform 2 - 298m, 325yds Platform 3 - 303m, 331yds Platform 4 - 303m, 331yds Platform 6 - 225m, 246yds Platform 7 - 226m, 247yds Platform 8 - 156m, 170yds</p> <p>① 15mph through all platform lines and all connections between 170m 10ch and 170m 60ch unless otherwise stated</p> <p>All lines bi-directional to 170m 42ch</p> <p>DBL - Down Barry Loop UBR - Up Barry Relief</p>	
		170 30				
		170 40 *				
		170 43 *				
		170 45 *				
Cardiff West Jn		170 56 *	<p>Limit of electrification lines D, E and UBR</p>		<p>Platforms 4 - 8 TCB Wales Rail Operating Centre RA8 (Valleys) (CF)</p>	
		170 58				
		170 60 *				
Limit of electrification on Lines B and C		170 61 *	<p>Limit of electrification on Lines B and C</p>			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	012	Pilning to Fishguard Harbour	SWM2	Wales	09/03/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				<div> <div>TCB Wales Rail Operating Centre RA8 (Cardiff Mainline) (CF) AC - Didcot</div> <div> <div>GSM-R</div> <div></div> </div> </div>	
		170 61		Axle counter area	
Wales Rail Operating Centre (WROC)		170 67		Brickyard Sidings and Line A electrified	
Limit of electrification Brickyard Sidings		171 18			
Limit of electrification Line A		171 23			
Leckwith Road Bridge GF		171 26			
		171 40 *			
Change of line name		171 49			
Leckwith Loop North Jn		171 55			
				<div> <div>TCB Wales Railway Operating Centre RA8 (Vale of Glamorgan) (CF)</div> </div>	
St Fagans LC (CCTV)		174 33			
St George's Church LC (UWC)		175 40			
St George's LC (CCTV)		175 61			
Morlanga LC (UWC)		176 07			
		177 18			
Gwyn-y-Gaer LC (UWC)		177 75			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	004	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2	Western	17/02/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> </div>		<div> <div>NSTR</div> <div>RA5</div> </div> <div>Pantyffynnon SB (PF)</div> <div>GSM-R</div>
Dolau House Farm No.1 LC (UWC)		24 22 25 18	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Dolau LC (AOCL + B) ①		25 24	<div> <div> <div>A</div> <div>STOP</div> </div> <div> <div>-----</div> <div>A10</div> <div>-----</div> </div> </div>		① AOCL Level Crossing with barriers
DOLAU		25 26	<div> <div>T</div> <div> <div>-----</div> <div> <div>-----</div> <div>-----</div> </div> </div> </div>		Platform - 77m, 84yds
Dolau House Farm No.2 LC (UWC)		25 34	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Thomas No.1 LC (UWC)		25 36	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Dolau House Farm No.3 LC (UWC)		25 41	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Thomas No.2 LC (UWC)		25 43	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Thomas No.3 LC (UWC)		25 52	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Ty-Ddu LC (UWC) (R/G)		26 04	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Rhydilyn 2 LC (UWC)		26 40	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Rabber Farm LC (UWC)		27 00	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
River Ithan Viaduct (40m, 44yds)		27 to 28 70 to 09	<div> <div> <div>Up</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div> <div> <div>Down</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div> </div>		
Pen-y-bont Tunnel (369m, 404yds)		27 to 28 70 to 09	<div> <div> <div>Up</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div> <div> <div>Down</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div> </div>		Platform - 81m, 89yds
PEN-Y-BONT		28 21	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Llynmellin Farm LC(UWC)		28 42	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Upper Cellws LC (UWC)		30 51	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		
Llandrindod LC (TMO)		31 34 * 31 36	<div> <div>T</div> <div> <div>-----</div> <div>U&D</div> <div>30</div> <div>45</div> <div>MU</div> <div>55</div> <div>-----</div> </div> </div>		See local instructions
			<div> <div>①</div> <div>30/45 MU55 Down 15 Up</div> </div>		① 30/45 MU55 Down 15 Up

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW910	005	Craven Arms Jn to Llandeilo Jn (Central Wales lines)			CWL2	Wales	08/04/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
<div>Llandrindod GF</div> <div>LLANDRINDOD WELLS (TEP)</div> <div>Greenfields LC (UWC)</div> <div>Howey LC (UWC)</div> <div>Neuadd Farm 2 LC(UWC)</div> <div>BUILTH ROAD</div> <div>Rhosferig Tunnel (59m, 64yds)</div> <div>Cilmeri Tunnel (105m, 115yds)</div>							
		31 36					
		31 58 *					
		31 60					
		31 73					
		31 78 *					
		33 32	T				
		33 33	T				
		35 49	T				
		37 38	T				
37 40 *							
38 15							
38 to 18							
39 15							
39 to 20							

U&D

30

45

MU

55

1

URS

Waterloo Siding

15

15

15

15

2

1

Down

Up

30

45

30

45

MU

50

U&D

NSTR

RA5

Pantyyffnonn SB (PF)

GSM-R

1

30/45 MU55 Down, 15 Up

CL - 199m, 651ft

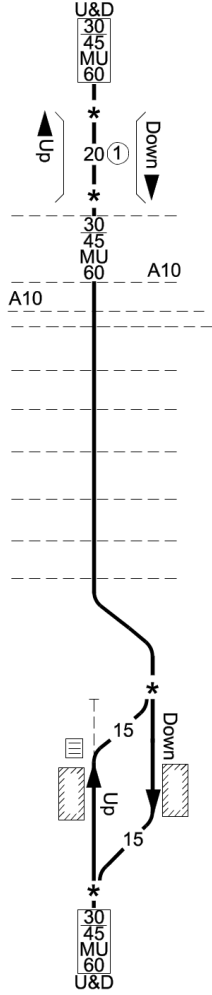
Down platform - 98m, 107yds

Up platform - 95m, 104yds


Llandrindod loop points are motor operated

Platform - 103m, 113yds

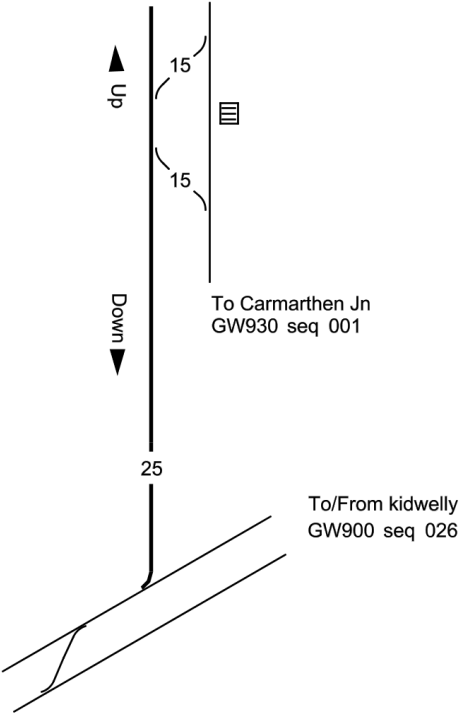

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
GW910	010	Craven Arms Jn to Llandeilo Jn (Central Wales line)			VOT	LLA	Western	06/04/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
							<div> <div>NSTR RA5</div> <div>Pantyffynnon SB (PF)</div> <div>GSM-R</div> </div> <p>① Double-headed trains must NOT exceed 5mph</p> <p>Down platform - 118m, 129 yds Up platform - 72m, 79yds CL - 186m, 609ft</p> <div> <div>ELR - VOT</div> <div>ELR - LLA</div> </div> <p>Llandeilo loop points are motor-operated, see Local Instructions</p>	
		23 02						
		22 44 *						
Glanrhyd Bridge / River Tavy Viaduct 80m, 88yds		22 41 22 37						
		22 35 *						
Glanrhyd Saeson Farm 1 LC (UWC)		22 25						
Glanrhyd LC (OPEN)		22 14						
Glanrhyd Saeson Farm 2LC (UWC)		22 04						
Glanrhyd Isaf 1 (UWC) (R/G)		21 61						
Caemawr Farm LC (UWC)		21 14						
Down Farm 2 LC (UWC)		20 77						
Down Farm 1 LC (UWC)		20 70						
Talley Road LC (UWC)		20 12						
Closglas Farm 3 LC (UWC)		19 64						
Closglas Farm 1 LC (UWC)		19 34						
Banc-y-Berllan LC (UWC)		18 61						
		18 15 *						
Llandeilo GF		18 11						
LLANDEILO (TEP)		18 09 18 07						
(Change of ELR)		17 78 *						

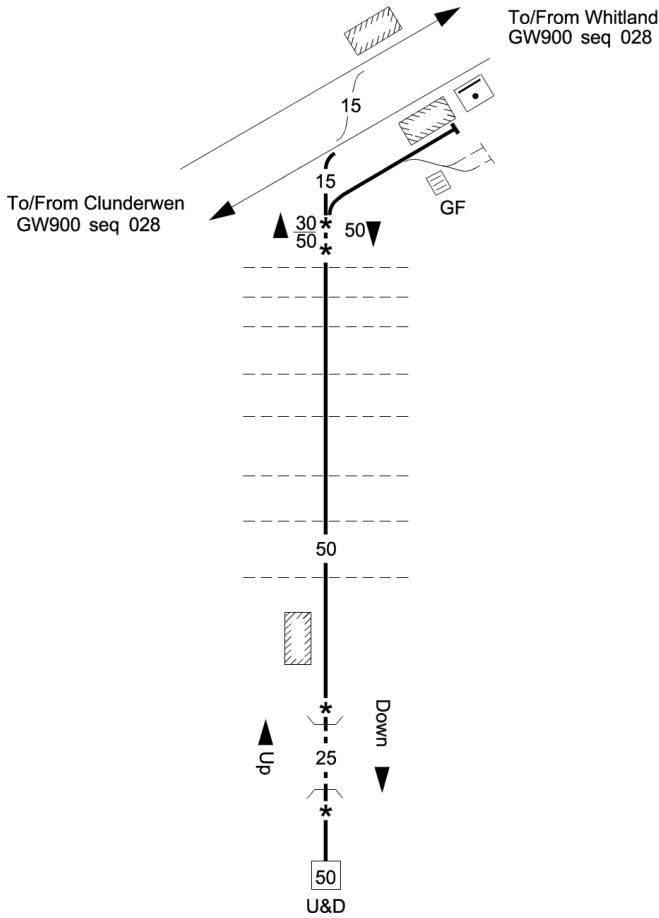
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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW910	011	Craven Arms Jn to Llandeilo Jn (Central Wales line)			LLA	Wales	21/10/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
FFAIRFACH Ffairfach LC (AOCL+B) ② Meusydd Mill LC (UWC) Rhyd-y-Fynnon Farm LC (UWC) Cilyrychen LC (ABCL) Llandybie LC (AOCL+B) ② LLANDYBIE Brynmarlais LC (AOCL + B) ② Tirydail LC (ABCL) AMMANFORD / TIRYDAIL AND RHYDAMAN		17 78				NSTR RA5 Panttyfynnon SB (PF)  Platform - 34m, 37yds ① Light locomotives and loco-hauled trains class 1-5 must NOT exceed 45mph. Class 6-8 trains must NOT exceed 30mph ② AOCL Level Crossing with barriers Platform - 39m, 43yds Platform - 109m, 119yds	
		17 20 *					
		17 19					
		17 16					
		15 51					
		15 20 *					
		15 10					
		13 77					
		13 08					
		13 05					
		13 04					
		12 28					
		11 24					
		11 21					
		10 13					

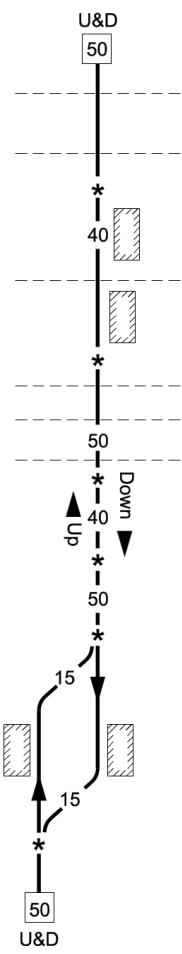
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW940	001	Up Sidings No.2 GF to Carmarthen Bridge Jn	CNW	Wales	25/02/2017
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Up Sidings No. 2 GF		245 43		<div>TCB RA8 Carmarthen Jn SB (CJ)</div> <div>GSM-R </div>	
		<div>245 30</div> <div>0 19</div>			
Carmarthen Bridge Jn		<div>0 00</div> <div>245 32</div>			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW950	001	Whitland to Pembroke Dock		PEM	Wales	17/02/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Whitland (W) SB (TEP)		258 68			<div> <div>NSTR RA7</div> <div>Whitland SB (W)</div> </div> <div>GSM-R</div> <div>Bay platform - 134m, 146yds NOT PP</div> <div>Platform - 90m, 98yds</div>	
WHITLAND / HENDY - GWYN						
Whitland Jn		259 01				
		259 08 *				
		259 37 *				
Llwyndrysi LC (UWC)		259 39				
Allt-y-Baily LC (UWC)		259 69				
Llwynpener 2 LC (UWC)		260 54				
Llwyngwyddil 2 LC(UWC)		261 06				
White House Mill LC(UWC)		261 28				
Masons 1 LC (UWC)		261 71				
Danylan LC (UWC)		262 08				
Crinow Farm 2 LC(UWC)		263 64				
NARBERTH / ARBERTH		264 08				
Narberth Tunnel (250m, 273yds)		264 14 *				
		264 16 *				
		264 29 *				
		264 40 *				
		265 37				

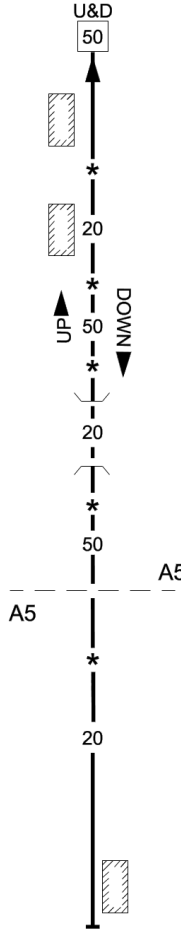

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW950	002	Whitland to Pembroke Dock			PEM	Wales	17/02/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
						<div> <div>NSTR RA7</div> <div>Whitland SB (W)</div> <div>GSM-R</div> </div> <p>Platform - 128m, 140yds</p> <p>Platform - 105m, 115yds</p> <p>CL - 205m, 672ft</p> <p>Down platform - 150m, 164yds(Tel.)</p> <p>Up platform - 150m, 164yds</p> <p>Tenby loop points are motor - operated, see Local Instructions</p>	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW950	003	Whitland to Pembroke Dock		PEM	Western	28/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
			<p style="text-align: center;">U&D</p> <p style="text-align: center;">50</p> <p>Penally, MOD LC (UWC) T</p> <p>PENALLY / PENALUH</p> <p>Norchard Farm LC (UWC) T</p> <p>Manorbier Station LC (AOCL+B) ① T</p> <p>MANORBIER / MAENORBYR</p> <p>Bier Hill LC (UWC) T</p> <p>Sunny Hill Farm 2 LC (UWC) T</p> <p>Sunny Hill Farm 5 LC (UWC) T</p> <p>Beavers Hill LC (OPEN)</p> <p>Manorbier Newton LC (OPEN)</p> <p>Newton Lodge LC (UWC) T</p> <p style="text-align: center;">50</p> <p style="text-align: center;">U&D</p>		<p>NSTR RA7</p> <p>Whitland SB (W)</p> <p>GSM-R</p> <p>Platform - 151m, 165yds</p> <p>① AOCL Level Crossing with barriers Platform - 107m, 117yds</p>	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW950	004	Whitland to Pembroke Dock		PEM	Wales	28/03/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
LAMPHEY / LLANDYFAI		280 63			<div> <div>NSTR RA7</div> <div>Whitland SB (W)</div> <div>GSM-R</div> <div></div> </div>	
		282 50			Platform - 106m, 116yds	
		284 10 *			Platform - 128m, 140yds	
		PEMBROKE / PENFRO			RA6	
		(Change of RA)				
		285 04 *				
		Pembroke Tunnel (421m, 480 yds)				
		to				
		285 26				
		285 28 *				
Llanion LC (OPEN)		285 75				
		285 77 *				
PEMBROKE DOCK / DOC PENFRO		286 26 T			Platform - 131m, 143yds	

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW960	001	Clarbeston Road to Milford Haven			SWM2	Western	08/04/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Clarbeston Road Jn		271 08				<div>TCB RA8</div> <div>Clarbeston Road SB (CR)</div> <div>GSM-R</div> <div>Down and Up platforms - 183m (200 yards)</div>	
Tanyard LC (UWC)		273 72					
Crundale Mill LC (UWC)		274 07					
Crundale LC (AHBC)		274 34					
Shoals Hook LC (UWC)		275 13					
Single Line Jn		275 65 *					
HAVERFORDWEST/ HWLFFORDD		275 68 *					
Barrow crossing (WL)		276 08					
		276 13 *					
		276 18					
Single Line Jn		276 43 *					
		276 78					

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GW528 (BRISTOL, NORTH SOMERSET JN TO BRISTOL WEST JN VIA ST. PHILIPS MARSH)

From	To	Type of Train	Line(s)	Remarks
North Somerset Jn	Bristol West Jn	Dead HST power car	All	See Local Instructions.
Bristol West Jn	Marsh Jn (Signal PM32)	ECS	Single - Up direction only	3 coaching stock vehicles may be propelled in clear weather only. 10 mph.

Dated: 08/09/12**GW530 (BRISTOL, NORTH SOMERSET JN TO DR. DAY S JN (RHUBARB LOOP))**

From	To	Type of Train	Line(s)	Remarks
Lawrence Hill	North Somerset Jn	Dead HST power car	Up/Down	See Local Instructions.
Lawrence Hill	North Somerset Jn	ECS	All	A maximum of two passenger brake vehicles may be propelled by a maximum of two locomotives in clear weather only. 10 mph maximum.

Dated: 04/08/12**GW580 (EAST SOMERSET JN TO CRANMORE)**

From	To	Type of Train	Line(s)	Remarks
Merehead Quarry Sidings	Merehead Quarry Jn	Freight	Chord line	May be assisted in rear. See Local Instructions.
Merehead Quarry Sidings	White's Crossing Siding	Freight	Single	May be assisted in rear (not coupled). See Local Instructions.

Dated: 05/08/06**GW620 (NEWTON ABBOT WEST JN TO PAIGNTON)**

From	To	Type of Train	Line(s)	Remarks
Paignton North (Signal PN3)	Paignton	Freight / ECS	All	Propelled movements authorised. BV

Dated: 04/04/09**GW660 (PAR TO NEWQUAY)**

From	To	Type of Train	Line(s)	Remarks
Par	St Blazey	Freight		May run with locomotive attached at rear. The rear locomotive must not apply power.
St Blazey	Goonbarrow Jn	Freight / ECS	Single - Down direction only	May be assisted in rear.

Dated: 05/08/06

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GW700 (GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN)

From	To	Type of Train	Line(s)	Remarks
Gloucester, Horton Road Jn (Up Goods Loop)	Gloucester Station	Freight / ECS	All	Up to 6 SLUs or 20 SLUs (BV) may be propelled in clear weather and during daylight only. Max 5 mph. Locomotive to be double-manned (Guard may act in this capacity). The Traincrew to ascertain from the Signaller the route of the movement.

Dated: 04/04/09**GW720 (USKMOUTH TO EAST USK JN)**

From	To	Type of Train	Line(s)	Remarks
East Usk Jn Yard	Alpha Steel Ground Frame	Freight	Single	Up to 60 SLUs BV may be propelled in clear weather only. Movement must be conducted by radio. Maximum speed 10 mph. The 'one train working' train staff must accompany the movement throughout.

Dated: 01/06/13**GW730 SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN**

From	To	Type of Train	Line(s)	Remarks
Moreton on Lugg Signal Box	Moreton on Lugg Stone Terminal	Freight	Up Reception	Applicable only to trains arriving from Crewe. Movement to be controlled by back to back radios. Maximum speed 10mph.
Moreton on Lugg Stone Terminal	Moreton on Lugg Signal Box	Freight	Up Reception	Up to 65 SLUs may be propelled. Driver to contact Signaller for permission before passing No 1 Stop Board. The Shunter will authorise the Driver to pass ML21 when the route has been set/signal cleared and advised by the Signaller. Maximum speed 10mph. Movement must be controlled by back to back radio

Dated: 01/05/2021

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Table D3 – Route clearance of coaching stock**Last Updated: 08/04/2023**

To be read in conjunction with General Notes.

Network Rail documentation may refer to either Mark 1-3 stock or C1-3 gauge as detailed below:

C1 = standard passenger coaching stock gauge for Mark 1 and Mark 2 coaches with 9'0" wide bodywork and 64'6" or (57') long underframes.

C3 = standard passenger coaching stock gauge for Mark 3 coaches which are 23 metres (75') long overall.

Mk3 (MOD) = Mk 3 coaches (Modified) and refers to Mk 3 coaches which have been fitted with powered bodyside plug doors.

Mk3 DVT (MOD) = Mk3 DVT (Modified) and refers to Mk3 DVTs that have had centre pivot lateral bump stops modified to ESG-S-MO15, reducing lateral body movement.

Mk4 DVTs can operate over all routes cleared for Mark 4 coaching stock. Any restrictions applied to Mk4 coaching stock also apply to Mk 4 DVTs.

Mk3 coaches used with Class 43 power cars and fitted with external power-operated sliding doors, manufactured by Vapor Stone Rail Systems, and CET are compatible with all routes shown as cleared for Mk3 coaches.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW103	MLN1	Paddington – Old Oak Common West	0	05	3	20	Y	Y	Y	R1	N	Y	N	
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Acton East Jn – West Ealing Jn	4	07	6	54	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	West Ealing Jn – Hanwell Jn	6	54	7	19	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Hanwell Jn – Heathrow Airport Jn (Down Main)	7	19	11	15	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Heathrow Airport Jn (Down Main) – Stockley Bridge Jn (Limit of Electrification)	11	15	12	09	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Stockley Bridge Jn (Limit of Electrification) – Slough	12	09	18	36	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Slough – Maidenhead Jn	18	36	24	24	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Maidenhead Jn – Henley Branch Jn	24	24	31	04	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Henley Branch Jn – Reading New Jn	31	04	35	40	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Reading New Jn – Westbury Line Jn	35	40	36	17	Y	Y	Y	Y	N	Y	N	
GW103	RLL	Reading East Jn – Route Boundary (SW210) (Reading Southern Jn)	35	61	35	38	Y	Y	Y	N	N	N	N	
GW103	MLN1	Westbury Line Jn – Reading West Jn	36	17	36	78	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Reading West Jn – Didcot East Jn	36	78	52	66	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Didcot East Jn – Chester Line Jn	52	66	53	12	Y	Y	Y	Y	N	Y	N	
GW103	MLN1	Chester Line Jn – Foxhall Jn	53	12	53	55	Y	Y	Y	N	N	N	N	
GW103	MLN1	Foxhall Jn – Uffington	53	55	66	39	Y	Y	Y	N	N	N	N	
GW105	MLN1	Uffington – Swindon Jn	66	39	77	36	Y	Y	Y	N	N	N	N	
GW105	MLN1	Swindon Jn – Wootton Bassett Jn	77	36	83	07	Y	Y	Y	N	N	N	N	
GW105	MLN1	Wootton Bassett Jn – Thingley Jn	83	07	96	10	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW105	MLN1	Thingley Jn – North Somerset Jn	96	10	117	46	Y	Y	Y	N	N	N	N	
GW105	MLN1	North Somerset Jn – Feeder Bridge Jn	117	46	117	50	Y	Y	Y	N	N	N	N	
GW105	MLN1	Feeder Bridge Jn – Bristol East Jn	117	50	118	02	Y	Y	Y	N	N	N	N	
GW105	MLN1	Bristol East Jn – Bristol West Jn	118	02	118	58	Y	Y	R1	N	N	N	N	R1 Prohibited Bristol Temple Meads Platform 2 and adjacent sidings
GW105	MLN1	Bristol West Jn – Parson Street Jn	118	58	120	28	Y	Y	Y	N	N	N	N	
GW105	MLN1	Parson Street Jn – Worle Jn	120	28	135	11	Y	Y	Y	N	N	N	N	
GW105	MLN1	Worle Jn – Uphill Jn (direct)	135	11	138	04	Y	Y	Y	N	N	N	N	
GW105	MLN1	Uphill Jn – Fordgate	138	04	154	12	Y	Y	Y	N	N	N	N	
GW107	WSM	Worle Jn – Uphill Jn via Weston-Super-Mare	135	11	139	05	Y	Y	Y	N	N	N	N	
GW108	MLN1	Fordgate – Cogload Jn (Up)	154	12	158	23	Y	Y	Y	N	N	N	N	
GW108	MLN1	Cogload Jn (Up) – Norton Fitzwarren Jn (Connection - West Somerset Railway)	158	23	164	60	Y	Y	Y	N	N	N	N	
GW108	MLN1	Norton Fitzwarren Jn (Connection - West Somerset Railway) – Cowley Bridge Jn	164	40	192	52	Y	Y	Y	N	N	N	N	
GW108	MLN1	Cowley Bridge Jn – Exeter St Davids Jn	192	52	194	00	Y	Y	Y	N	N	N	N	
GW108	MLN1	Exeter St Davids Jn – Newton Abbot East Jn	194	00	213	75	Y	Y	Y	N	N	N	N	
GW108	MLN1	Newton Abbot East Jn – Newton Abbot West Jn	213	75	214	43	Y	Y	Y	N	N	N	N	
GW108	MLN1	Newton Abbot West Jn – Tavistock Jn Yard	214	43	242	55	Y	Y	Y	N	N	N	N	
GW108	MLN1	Tavistock Jn Yard – Laira Jn	242	55	243	67	Y	Y	Y	N	N	N	N	
GW108	MLN1	Laira Jn – Lipson Jn	243	67	244	35	Y	Y	Y	N	N	N	N	
GW108	MLN1	Lipson Jn – Change of ELR (Site of Former Devonport Jn / Cornwall Loop)	244	35	246	15	Y	Y	Y	N	N	N	N	
GW108	MLN2	Change of ELR (Site of Former Devonport Jn / Cornwall Loop) – St Budeaux Jn	247	28	250	00	Y	Y	Y	N	N	N	N	
GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	Y	Y	Y	N	N	N	N	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	Y	Y	Y	N	N	N	N	
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	Y	Y	Y	N	N	N	N	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	Y	Y	Y	N	N	N	N	
GW108	MLN3	Par Loop Jn – Burngullow Jn	281	57	288	26	Y	Y	Y	N	N	N	N	
GW108	MLN3	Burngullow Jn – Penwithers Jn	288	26	301	25	Y	Y	Y	N	N	N	N	
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	Y	Y	Y	N	N	N	N	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	Y	Y	Y	N	N	N	N	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW628	TUR/CWR	Turnchapel Branch Jn – Buffer Stops	0	00	0	78	N	N	N	N	N	N	N	
GW628	FRY	Turnchapel Branch Jn – Plymouth Friary	245	17	245	40	Y	Y	Y	N	N	N	N	
GW637	DAC	St Budeaux Jn – Buffer Stops (Beyond Bere Alston)	227	22	219	75	Y	Y	N	N	N	N	N	
GW637	CAL	Bere Alston Jn – Gunnislake	0	02	4	40	Y	Y	N	N	N	N	N	
GW640	LIL	Liskeard – Coombe Jn	8	67	6	75	Y	Y	N	N	N	N	N	
GW640	LOO	Coombe Jn – Looe	6	52	0	19	Y	Y	N	N	N	N	N	
GW640	LOO	Coombe Jn – Coombe No.2 GF	6	52	6	66	Y	Y	N	N	N	N	N	
GW642	LOO	Coombe No.2 GF – Network Rail Boundary (Moorswater)	6	66	7	20	N	N	N	N	N	N	N	
GW650	LOF	Lostwithiel – Network Rail Boundary (Carne Point)	277	54	281	59	Y	Y	N	N	N	N	N	
GW660	PAR	Par Loop Jn – St Blazey Jn	281	57	282	16	Y	Y	Y	N	N	N	N	
GW660	NEW	St Blazey Jn – Newquay	282	16	302	49	Y	Y	Y	N	N	N	N	
GW672	SDS	Burngullow Jn – Drinnick Mill	288	26	291	31	Y	Y	N	N	N	N	N	
GW672	SDS	Drinnick Mill – Parkandillack	291	31	293	52	Y	Y	N	N	N	N	N	
GW680	FAL1-3	Penwithers Jn – Falmouth	301	25	312	46	Y	Y	Y	N	N	N	N	
GW690	SIV	St Erth – St Ives	321	02	325	13	Y	Y	Y	N	N	N	N	
GW700	BAG2	Gloucester Barnwood Jn – Horton Road Jn	92	21	92	75	Y	Y	Y	N	N	N	N	
GW700	SWM 2	Horton Road Jn – Route Boundary Wales	113	61	129	00	Y	Y	Y	N	N	N	N	
GW700	SWM 2	Route Boundary Wales – Severn Tunnel Jn	129	00	149	14	Y	Y	Y	N	N	N	N	
GW710	NO ELR	Llanwern Works East – Llanwern Works West via BSS (Corus Infrastructure)	153	08	156	03	N	N	N	N	N	N	N	
GW720	EUB	Network Rail Boundary (Uskmouth) – East Usk Jn	3	07	0	00	N	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	MK5A	Notes
GW730	SHL	Severn Bridge Jn – Craven Arms Jn	0	11	20	01	Y	Y	Y	N	N	Y	R1 R2		R1 Maximum speed 100mph R2 Tripcocks must be isolated
GW730	SHL	Craven Arms Jn – Shelwick Jn	20	01	49	26	Y	Y	Y	N	N	Y	R1 R2		R2 Maximum speed 100mph R2 Tripcocks must be isolated
GW730	SHL	Shelwick Jn – Site of former Rotherwas Jn	49	26	52	19	Y	Y	Y	N	N	Y	R1 R2		R3 Maximum speed 100mph R2 Tripcocks must be isolated
GW730	HDC	Site of former Rotherwas Jn – Site of former Red Hill Jn	0	00	1	74	Y	Y	Y	N	N	Y	R1 R2		R4 Maximum speed 100mph R2 Tripcocks must be isolated
GW730	HNL1	Site of former Red Hill Jn – Maindee West Jn	1	74	41	66	Y	Y	Y	N	N	Y	R1 R2		R5 Maximum speed 100mph R2 Tripcocks must be isolated
GW731	WSJ2	Route Boundary (MD801) (Madeley Jn) – Abbey Foregate Jn	170	46	171	15	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	<u>Y</u>	<u>N</u>	<u>H</u>	
GW731	WSJ2	Abbey Foregate Jn – Crewe Jn	171	15	171	57	Y	Y	Y	Y	N	Y	R1 R2 R3 R4 R5 R6	H R2 R4	R1 Prohibited Abbey Foregate Jn to Severn Bridge Jn R2 Prohibited Shrewsbury platform 5 R3 Prohibited Shrewsbury platform 7 with crush deflated suspension R4 Prohibited Shrewsbury Howard Street Landing R5 Maximum speed 100mph R6 Tripcocks must be isolated
GW731	WSJ2	Crewe Jn – Route Boundary (NW3005) (Wrexham General)	171	57	199	00	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	<u>Y</u>	R1 R2	N	R1 Maximum speed 100mph Tripcocks must be isolated
GW732	AFE	Abbey Foregate Jn – English Bridge Jn (Loop Lines)	0	25	0	00	Y	Y	Y	N	N	N	N	N	
GW733	SBA1/ 2	Sutton Bridge Jn – Welshpool	0	00	33	70	Y	Y	N	N	N	N	N	N	
GW733	SBA2	Welshpool – Aberystwyth	33	70	95	60	Y	Y	N	N	N	N	N	N	
GW734	DJP	Dovey Jn – Pwllheli	78	60	132	70	Y	Y	N	N	N	N	N	N	
GW735	SYC	Crewe Jn – Route Boundary (NW1007) (Limit of Electrification)	32	29	2	60	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	<u>N</u>	<u>Y</u>	<u>N</u>	<u>H</u>	
GW736	GNQ1	Gobowen South – Commencement of single line board	0	00	0	16	N	N	N	N	N	N	N		
GW740	MAI	Maindee East Jn – Maindee North Jn	41	65	41	33	Y	Y	Y	N	N	N	R1 R2		R1 Maximum speed 100mph R2 Tripcocks must be isolated

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW750	BNC	Hereford Yard Jn – Brecon Curve Jn	0	00	0	19	N	N	N	N	N	N	N	
GW750	HNL2	Brecon Curve Jn – MEB Siding	149	44	149	78	N	N	N	N	N	N	N	
GW770	EBW	Ebbw Vale Parkway – Site of Former Aberbeeg Jn	18	45	14	23	Y	Y	N	N	N	N	N	
GW770	WVL	Site of Former Aberbeeg Jn – Park Jn	14	23	1	02	Y	Y	Y	N	N	N	N	
GW770	GAE	Park Jn – Gaer Jn (Western Valley Line)	160	24	159	33	Y	Y	Y	N	N	N	N	
GW773	BJR	Machen Quarry – Site of Former Bassaleg Jn	4	69	0	00	R1	R1	R1	N	N	N	N	R1 Prohibited Machen Quarry to Rhiwderh
GW773	WVL	Site of Former Bassaleg Jn – Park Jn (Machen Branch)	2	05	1	10	N	N	Y	N	N	N	N	
GW780	WVL	Park Jn – Park Jn SB	1	02	0	74	Y	Y	N	N	N	N	N	
GW780	NWN	Park Jn SB – Ebbw Jn	0	54	0	00	Y	Y	N	N	N	N	N	
GW784	NLL	Alexandra Dock Jn – Network Rail Boundary (Newport Docks)	159	60	160	27	N	N	N	N	N	N	N	
GW790	ROC	Pengam Jn – Change of ELR	168	20	168	61	N	N	N	N	N	N	N	
GW790	ROA	Change of ELR – Network Rail Boundary (ABP Cardiff Docks)	3	41	4	54	N	N	N	N	N	N	N	
GW810	CAR	End of Line (Rhymney) – Ystrad Mynach South Jn	24	00	13	41	Y	Y	Y	N	N	N	N	
GW810	CAR	Ystrad Mynach South Jn – Heath Jn	13	41	3	32	Y	Y	Y	N	N	N	N	
GW810	CAR	Heath Jn – Cardiff Queen Street North Jn	3	32	1	22	Y	Y	Y	N	N	N	N	
GW820	TBD	Network Rail Boundary (Cwmbargoed) – Site of Former Taff Bargoed Branch Jn	19	59	13	53	Y	Y	N	N	N	N	N	
GW820	VON	Site of Former Taff Bargoed Branch Jn – Site of Former Penallta Jn	13	53	12	41	Y	Y	N	N	N	N	N	

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Table D4C – Route clearance of locomotives**Last Updated: 18/03/2023**

To be read in conjunction with General Notes.

Class 67 – Additional speed restrictions are detailed on the current Vehicle/Infrastructure Summary of Compatibility documentation

Class 92 locomotives may additionally be dead hauled on any route that conforms to W6a and RA7 provided that the 'Battery Isolation Switch' is set to the 'Isolate' position

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW103	MLN1	Paddington – Old Oak Common West	0	05	3	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Acton East Jn – West Ealing Jn	4	07	6	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	West Ealing Jn – Hanwell Jn	6	54	7	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Hanwell Jn – Heathrow Airport Jn (Down Main)	7	19	11	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Heathrow Airport Jn (Down Main) – Stockley Bridge Jn (Limit of Electrification)	11	15	12	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Stockley Bridge Jn (Limit of Electrification) – Slough	12	09	18	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Slough – Maidenhead Jn	18	36	24	24	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Maidenhead Jn – Henley Branch Jn	24	24	31	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Henley Branch Jn – Reading New Jn	31	04	35	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Reading New Jn – Westbury Line Jn	35	40	36	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	RLL	Reading East Jn – Route Boundary (SW210) (Reading Southern Jn)	35	61	35	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Westbury Line Jn – Reading West Jn	36	17	36	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Reading West Jn – Didcot East Jn	36	78	52	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Didcot East Jn – Chester Line Jn	52	66	53	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Chester Line Jn – Foxhall Jn	53	12	53	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Foxhall Jn – Uffington	53	55	66	39	8	Y	Y	R1	Y	Y	Y	Y	Y	R1 120mph maximum speed between Swindon and Didcot (Up Main 64m 70ch to 63m 40ch)
GW105	MLN1	Uffington – Swindon Jn	66	39	77	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Swindon Jn – Wootton Bassett Jn	77	36	83	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Wootton Bassett Jn – Thingley Jn	83	07	96	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Thingley Jn – North Somerset Jn	96	10	117	46	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	0000 M	000 Ch	0000 M	0000 Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW105	MLN1	North Somerset Jn – Feeder Bridge Jn	117	46	117	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Feeder Bridge Jn – Bristol East Jn	117	50	118	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Bristol East Jn – Bristol West Jn	118	02	118	58	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Bristol West Jn – Parson Street Jn	118	58	120	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Parson Street Jn – Worle Jn	120	28	135	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Worle Jn – Uphill Jn (direct)	135	11	138	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Uphill Jn – Fordgate	138	04	154	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW107	WSM	Worle Jn – Uphill Jn via Weston-Super-Mare	135	11	139	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Fordgate – Cogload Jn (Up)	154	12	158	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Cogload Jn (Up) – Norton Fitzwarren Jn (Connection - West Somerset Railway)	158	23	164	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Norton Fitzwarren Jn (Connection - West Somerset Railway) – Cowley Bridge Jn	164	40	192	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Cowley Bridge Jn – Exeter St Davids Jn	192	52	194	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Exeter St Davids Jn – Newton Abbot East Jn	194	00	213	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Newton Abbot East Jn – Newton Abbot West Jn	213	75	214	43	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Newton Abbot West Jn – Tavistock Jn Yard	214	43	242	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Tavistock Jn Yard – Laira Jn	242	55	243	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Laira Jn – Lipson Jn	243	67	244	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Lipson Jn – Change of ELR (Site of Former Devonport Jn/Cornwall Loop)	244	35	246	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN2	Change of ELR (Site of Former Devonport Jn/Cornwall Loop) – St Budeaux Jn	247	28	250	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Par Loop Jn – Burngullow Jn	281	57	288	26	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Old Oak Common West – Greenford East Jn	3	20	7	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Greenford West Jn – Route Boundary (MD705) (Northolt Jn)	7	48	8	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW130	AWL	Route Boundary (EA1310) (Acton Wells Jn) – Acton East Jn	0	39	0	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Greenford South Jn – Greenford LUL Bay Jn	8	45	8	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Greenford LUL Bay Jn – Greenford West Jn	8	65	8	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	8	Y	Y	Y	N	N	Y	Y	Y	
GW176	HAN	Hanwell Jn – Drayton Green Jn	0	00	0	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW178	BRB	Southall – Brentford Goods	0	00	2	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW180	HLL	Heathrow Airport Jn (Up and Down Main) – NR Boundary (BAA)	11	04	12	27	8	R1	R1	R1	R1	R1	R1	Y	R1	R1 See Sectional Appendix Local Instructions
GW182	STA	West Drayton Jn – End of Branch (Colnbrook)	13	31	16	25	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	6	N	B	N	N	N	Y	N	N	
GW185	WBB	M Maidenhead – Bourne End	24	19	28	55	6	N	B	N	N	N	Y	N	Y	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	6	N	B	N	N	N	Y	N	Y	
GW187	HEN	Twyford – Henley-on-Thames	31	01	35	48	4	N	B	N	N	N	N	N	B	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW195	RLL	Reading Southern Jn – Reading East Jn	35	33	35	61	8	Y	Y	Y	N	Y	N	Y	N	
GW200	DCL	Chester Line Jn – Route Boundary (MD401) (Heyford)	53	12	75	00	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW225	RFR	Caversham Road Jn – Oxford Road Jn	36	25	36	74	8	Y	Y	Y	N	Y	N	Y	N	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	7	Y	Y	R1	Y	Y	Y	Y	Y	R1 Operation in single headed or 'top and tail' mode with track recording and track inspection coaches only
GW277	OXD	Oxford North Jn – Route Boundary (MD736) (29m 25ch)	30	09	29	25	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW310	OWW	Wolvercot Jn – Norton Jn	66	32	112	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW317	OWW	Honeybourne Stratford Line Junction – Start of branch mileage	102	06	101	31	7	N	Y	R1	Y	Y	Y	Y	Y	R1 10mph maximum speed
GW317	STD	Start of branch mileage – Long Marston	0	00	2	70	7	N	Y	R1	Y	Y	Y	Y	Y	R1 10mph maximum speed
GW401	BAG2	Route Boundary (MD306) (Ashchurch) – Gloucester Barnwood Jn (Change of ELR)	77	40	92	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	CHL	Gloucester Barnwood Jn (Change of ELR) – Gloucester Yard Jn (Change of ELR)	92	21	93	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BGL1	Gloucester Yard Jn (Change of ELR) – Change of ELR	93	08	94	10	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW401	BGL2	Change of ELR – Standish Jn	94	60	99	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BGL2	Standish Jn – Yate South Jn (Change of ELR)	99	69	120	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	YAT	Yate South Jn (Change of ELR) – Westerleigh Jn	120	03	121	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW425	SAW/SSS	Berkeley Road Jn – Sharpness (Network Rail Boundary)	0	04	3	69	6	N	Y	N	Y	N	Y	Y	Y	
GW430	THO	Yate Middle Jn – Tytherington	0	00	6	24	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW440	BGL2	Yate South Jn – Westerleigh Yard	120	03	122	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW450	FEC	Stoke Gifford Jn No.1 – Change of ELR	111	79	113	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW450	BSW	Change of ELR – Bristol East Jn	4	50	0	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW4501	AFR	Stoke Gifford Jn No.2 – Hallen Marsh Jn (Change of ELR)	112	05	118	42	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW4501	AMB	Hallen Marsh Jn (Change of ELR) – Holesmouth Jn	14	38	14	60	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW4501	AMB	Holesmouth Jn – Avonmouth (Bristol Bulk Handling Terminal)	14	60	15	40	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW451	FWC	Filton Jn No 2 – Filton West Jn No.2	4	66	5	41	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW454	AMB	Severn Beach – St Andrews Jn (Change of ELR)	11	64	16	00	7	B	Y	N	Y	Y	Y	Y	Y	
GW454	CNX	St Andrews Jn (Change of ELR) – Narrowways Hill Jn	9	32	2	03	7	R1 B	R1	N	R1	R1	R1	Y	R1	R1 10mph over bridge CNX-0306 (3m 06ch)
GW480	SWM1	Swindon Jn – Standish Jn	77	36	106	74	8	Y	Y	Y	Y	R1	Y	Y	Y	R1 Prohibited Kemble Tamper siding
GW490	SWM2	Gloucester Yard Jn – Horton Road Jn	113	03	113	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Westbury Line Jn – Oxford Road Jn	36	17	36	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Oxford Road Jn – Southcote Jn	36	67	37	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Southcote Jn – Route Boundary (SW125) (Basingstoke)	37	62	37	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BHL	Southcote Jn – Change of ELR	37	62	81	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	SWY	Change of ELR – Heywood Road Jn (Change of ELR)	81	19	94	44	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW500	WES	Heywood Road Jn (Change of ELR) – Fairwood Jn (Change of ELR) (via Westbury Avoiding Lines)	94	44	97	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Fairwood Jn (Change of ELR) – Clink Road Jn (Change of ELR)	111	18	114	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	FRA	Clink Road Jn (Change of ELR) – Blatchbridge Jn (Change of ELR)	114	44	116	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Blatchbridge Jn (Change of ELR) – Castle Cary Jn	116	52	129	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Castle Cary Jn – Route Boundary (SW175) (Yeovil Pen Mill Jn)	129	50	130	00	6	Y	Y	Y	N	N	Y	N	Y	
GW500	CCL	Castle Cary Jn – Cogload Jn (Down)	115	32	138	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW5001	SAL	Route Boundary (SW170) (Wilton Jn) – Westbury South Jn	115	40	110	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW510	WEY	Westbury North Jn – Bradford Jn	109	49	104	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW510	BFB	Bradford Jn – Bathampton Jn	9	12	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW520	WYL	Westbury East Loop Jn – Hawkeridge Jn	94	77	95	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW523	WEY	Thingley Jn – Bradford Jn	96	10	104	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW528	BRL	North Somerset Jn – Bristol West Jn via St Philips Marsh	0	00	1	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW530	BLL	Feeder Bridge Jn – Dr Day's Jn (Rhubarb Loop)	117	50	117	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW540	BSW	Filton Jn No.1 – Patchway Jn No.2	4	40	5	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW5401	PAC	Filton West Jn No.1 – Patchway Jn No.1	0	40	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW548	POD/ PBY	Parson Street Jn – Network Rail boundary (BPC)	120	28	126	34	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW560	SWY	Heywood Road Jn – Westbury North Jn	94	45	95	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW560	WEY	Westbury North Jn – Fairwood Jn via Westbury	109	49	111	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW570	WEY	Clink Road Jn – Blatchbridge Jn via Frome	114	44	116	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW572	FNS2	Frome North Jn – Change of ELR	0	00	2	38	6	Y	Y	Y	N	N	Y	N	Y	
GW572	WQL	Change of ELR – Network Rail Boundary (Mendip Rail - Whatley Quarry)	2	38	2	40	6	Y	Y	Y	N	N	Y	N	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW580	ESB	East Somerset Jn – Network Rail Boundary (East Somerset Railway - Cranmore East)	0	11	5	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	SWB	Wootton Bassett Jn – Stoke Gifford Jn No.1	83	07	111	79	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	SWB	Stoke Gifford Jn No.1 – Patchway Jn No.2	111	79	112	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	BSW	Patchway Jn No.2 – Route Boundary Wales	5	61	9	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	BSW	Route Boundary – Ableton Lane Tunnel (GW900)	9	12	10	51	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW606	DAC	Cowley Bridge Jn – Crediton SB	173	50	179	26	6	N	B	N	N	R1	Y	N	Y	R1 Permitted to assist a failed train or in connection with infrastructure related trains
GW606	NDN	Crediton SB – End of Line (Barnstaple)	179	26	211	31	5	N	R1 B	N	N	R1 R2 R3	N	N	R1	R1 20mph over bridge NDN-20466 (204m 66ch) R2 20mph over Coppplestone Sharpey overbridge (186m 10ch) Barnstaple Single line R3 Permitted to assist a failed train or in connection with infrastructure related trains
GW608	DAC	Crediton – Former Coleford Jn	179	26	183	69	6	N	N	N	N	N	Y	N	Y	
GW608	DAC	Former Coleford Jn – Meldon Quarry	183	69	198	72	6	N	N	N	N	N	N	N	N	
GW610	BAE2	Route Boundary (SW115) (Honiton) – Exeter St Davids Jn	164	30	172	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW611	EMT	Exmouth Jn – Exmouth	0	01	9	32	6	N	B	N	N	Y	Y	N	Y	
GW618	MOB	Newton Abbott East Jn – End of Line (Beyond Heathfield)	0	14	4	07	6	N	R1	N	N	N	R1	N	R1	R1 Prohibited when hauling Dangerous Goods
GW620	TOR	Newton Abbott West Jn – Paignton Crossover Ground Frame	214	43	222	25	6	B	B	Y	N	N	Y	N	Y	
GW628	SUT1	Laira Jn – Speedway Jn	244	02	244	30	7	N	Y	N	Y	Y	Y	Y	Y	
GW628	PLO	Lipson Jn – Speedway Jn	0	00	0	22	7	N	Y	N	Y	Y	Y	Y	Y	
GW628	SUT1	Speedway Jn – Mount Gould Jn	244	30	244	43	7	N	Y	N	Y	Y	Y	Y	Y	
GW628	SUT2	Mount Gould Jn – Former Friary Jn	244	41	244	60	7	N	Y	N	Y	Y	Y	Y	Y	
GW628	FRY	Former Friary Jn – Turnchapel Branch Jn	244	60	245	17	7	N	Y	N	Y	Y	Y	Y	Y	
GW628	TUR/ CWR	Turnchapel Branch Jn – Buffer Stops	0	00	0	78	5	N	Y	N	N	N	N	N	Y	
GW628	FRY	Turnchapel Branch Jn – Plymouth Friary	245	17	245	40	7	N	Y	N	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW637	DAC	St Budeaux Jn – Buffer Stops (Beyond Bere Alston)	227	22	219	75	4	N	R1	N	N	N	N	N	R1	R1 5mph over Tamerton Viaduct (224m 78ch)
GW637	CAL	Bere Alston Jn – Gunnislake	0	02	4	40	4	N	B	N	N	N	N	N	B	
GW640	LIL	Liskeard – Coombe Jn	8	67	6	75	4	N	Y	N	N	Y	N	N	Y	
GW640	LOO	Coombe Jn – Looe	6	52	0	19	4	N	Y	N	N	N	N	N	Y	
GW640	LOO	Coombe Jn – Coombe No.2 GF	6	52	6	66	4	N	Y	N	N	Y	N	N	Y	
GW642	LOO	Coombe No.2 GF – Network Rail Boundary (Moorswater)	6	66	7	20	4	N	Y	N	N	Y	N	N	Y	
GW650	LOF	Lostwithiel – Network Rail Boundary (Carne Point)	277	54	281	59	8	Y	Y	Y	N	N	Y	Y	Y	
GW660	PAR	Par Loop Jn – St Blazey Jn	281	57	282	16	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW660	NEW	St Blazey Jn – Newquay	282	16	302	49	6	R1	B R2	N	N	R2 R3	R2	N	R2	R1 Prohibited between Goonbarrow and Newquay R2 20mph over bridge NEW-28936 (289m 36ch) R3 Trains working to / from a possession, or to assist a failed train in an emergency. Prior permission must be obtained from Network Rail Control
GW672	SDS	Burngullow Jn – Drinnick Mill	288	26	291	31	6	Y	Y	N	N	N	Y	N	Y	
GW672	SDS	Drinnick Mill – Parkandillack	291	31	293	52	5	Y	Y	N	N	N	N	N	Y	
GW680	FAL1-3	Penwithers Jn – Falmouth	301	25	312	46	6	N	Y	N	N	N	Y	N	Y	
GW690	SIV	St Erth – St Ives	321	02	325	13	5	N	B	N	N	N	N	N	Y	
GW700	BAG2	Gloucester Barnwood Jn – Horton Road Jn	92	21	92	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW700	SWM2	Horton Road Jn – Route Boundary Wales	113	61	129	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW700	SWM2	Route Boundary Wales – Severn Tunnel Jn	129	00	149	14	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW710	NO ELR	Llanwern Works East – Llanwern Works West via BSS (Corus Infrastructure)	153	08	156	03	8	R1	R1	R1	R1	R1	R1	Y	R1	R1 See Sectional Appendix Local Instructions
GW720	EUB	Network Rail Boundary (Uskmouth) – East Usk Jn	3	07	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	SHL	Severn Bridge Jn – Craven Arms Jn	0	11	20	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	SHL	Craven Arms Jn – Shelwick Jn	20	01	49	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	SHL	Shelwick Jn – Site of former Rotherwas Jn	49	26	52	19	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW730	HDC	Site of former Rotherwas Jn – Site of former Red Hill Jn	0	00	1	74	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	HNL1	Site of former Red Hill Jn – Maindee West Jn	1	74	41	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Route Boundary (MD801) (Madeley Jn) – Abbey Foregate Jn	170	46	171	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Abbey Foregate Jn – Crewe Jn	171	15	171	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Crewe Jn – Route Boundary (NW3005) (Wrexham General)	171	57	199	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW732	AFE	Abbey Foregate Jn – English Bridge Jn (Loop Lines)	0	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW733	SBA1/2	Sutton Bridge Jn – Welshpool	0	00	33	70	7	N	R1 R2	N	Y	Y	Y	Y	Y	R1 Infrastructure maintenance purposes only R2 20mph over bridge SBA1-22 (05m 13ch)
GW733	SBA2	Welshpool – Aberystwyth	33	70	95	60	5	N	R1 R2 R3	N	N	N	N	N	Y	R1 Infrastructure maintenance purposes only R2 40mph over bridge SBA2-159 (49m 26ch) R3 30mph over bridge SBA2-267 (91m 63ch)
GW734	DJP	Dovey Jn – Pwllheli	78	60	132	70	5	N	R1 R2 R3 R4	N	N	N	N	N	Y	R1 Prohibited between Morfa Mawddach and Pwllheli R2 Infrastructure maintenance purposes only R3 10mph over bridge DJP-20 (84m 57.5ch) R4 20mph over bridge DJP-90 (90m 39.5ch)
GW735	SYC	Crewe Jn – Route Boundary (NW1007) (Limit of Electrification)	32	29	2	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW736	GNQ1	Gobowen South – Commencement of single line board	0	00	0	16	5	N	N	N	N	N	N	N	Y	
GW740	MAI	Maindee East Jn – Maindee North Jn	41	65	41	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW750	BNC	Hereford Yard Jn – Brecon Curve Jn	0	00	0	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW750	HNL2	Brecon Curve Jn – MEB Siding	149	44	149	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW770	EBW	Ebbw Vale Parkway – Site of Former Aberbeeg Jn	18	45	14	23	5	Y	Y	Y	N	Y	N	N	Y	
GW770	WVL	Site of Former Aberbeeg Jn – Park Jn	14	23	1	02	5	R1 R2 R3	R1 R2 R3	R1 R2 R3	N	R1 R2 R3 R4 R5	N	N	R1 R2 R3	R5 35mph Underbridge 910 (09m 10ch) R6 35mph Underbridge 923 (09m 23ch) R7 35mph Underbridge 924 (09m 24ch) R8 30mph over Crumlin bridge No WVL/01148 (11m 48ch) R9 10mph over Newbridge bridge No.WVL/01048 (10m 48ch)
GW770	GAE	Park Jn – Gaer Jn (Western Valley Line)	160	24	159	33	8	Y	Y	Y	N	N	N	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW773	BJR	Machen Quarry – Site of Former Bassaleg Jn	4	69	0	00	6	Y	Y	N	N	N	Y	N	Y	
GW773	WVL	Site of Former Bassaleg Jn – Park Jn (Machen Branch)	2	05	1	10	6	Y	Y	N	N	N	Y	Y	Y	
GW780	WVL	Park Jn – Park Jn SB	1	02	0	74	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW780	NWN	Park Jn SB – Ebbw Jn	0	54	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW784	NLL	Alexandra Dock Jn – Network Rail Boundary (Newport Docks)	159	60	160	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW790	ROC	Pengam Jn – Change of ELR	168	20	168	61	7	Y	Y	N	Y	Y	Y	Y	Y	
GW790	ROA	Change of ELR – Network Rail Boundary (ABP Cardiff Docks)	3	41	4	54	7	Y	Y	N	Y	Y	Y	Y	Y	
GW810	CAR	End of Line (Rhymney) – Ystrad Mynach South Jn	24	00	13	41	6	B	B	B	N	N	Y	N	Y	
GW810	CAR	Ystrad Mynach South Jn – Heath Jn	13	41	3	32	6	Y	Y	Y	N	N	Y	N	Y	
GW810	CAR	Heath Jn – Cardiff Queen Street North Jn	3	32	1	22	6	Y	Y	Y	N	N	Y	N	Y	
GW820	TBD	Network Rail Boundary (Cwmbargoed) – Site of Former Taff Bargoed Branch Jn	19	59	13	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW820	VON	Site of Former Taff Bargoed Branch Jn – Site of Former Penallta Jn	13	53	12	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW820	PTA	Site of Former Penallta Jn – Ystrad Mynach South Jn	15	01	13	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW828	CRY	Coryton – Heath Jn	2	57	0	15	6	N	B	N	N	N	Y	N	Y	
GW830	CAM	Merthyr Tydfil – Abercynon Jn	24	44	16	35	6	N	B	N	N	N	Y	N	Y	
GW830	CAM	Abercynon Jn – Pontypridd Jn	16	35	13	04	6	N	B	N	N	N	Y	N	Y	
GW830	CAM	Pontypridd Jn – Radyr Jn	13	04	5	23	6	Y	Y	Y	N	N	Y	N	Y	
GW830	CAM	Radyr Jn – Queen Street North Jn	5	23	1	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	CAM	Queen Street North Jn – Queen Street South Jn	1	17	0	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	CEJ	Queen Street South Jn – Cardiff East Jn	0	22	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	BRY	Cardiff West Jn – Barry Jn	0	10	8	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	BRY	Barry Jn – Buffer Stops (Barry Island)	8	16	8	76	6	N	B	N	N	N	Y	N	Y	
GW834	VON	Network Rail Boundary – Aberdare	26	62	22	34	6	Y	Y	N	N	N	Y	N	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW834	VON/ALK	Aberdare – Cwmbach Change of ELR	22	34	20	68	6	Y	Y	N	N	N	Y	N	Y	
GW834	ABD/MOA	Cwmbach Change of ELR – Abercynon Jn (Including Mountain Ash Down Loop ELR MOA)	22	01	16	35	6	Y	Y	N	N	N	Y	N	Y	
GW835	THT	End of Line – Treherbert	23	69	23	54	6	N	B	N	N	N	Y	N	Y	
GW835	THT	Treherbert – Pontypridd Jn	23	54	13	04	6	N	B	N	N	N	Y	N	Y	
GW839	CAM	Queen Street South Jn – Cardiff Bay	0	66	0	02	6	N	N	N	N	N	Y	N	Y	
GW840	RAD	Radyr Jn – Leckwith Loop South Jn	4	41	0	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW840	RAD	Leckwith Loop South Jn – Penarth Curve North Jn	0	69	0	47	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW840	RAD	Penarth Curve North Jn – Radyr Branch Jn	0	47	0	25	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW850	CLL	Leckwith Loop South Jn – Leckwith Loop North Jn	0	26	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW860	CPL	Penarth Curve North Jn – Penarth Curve South Jn	0	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW864	PTH	Cogan Jn – Penarth	0	01	1	12	6	N	B	N	N	N	Y	N	Y	
GW870	VOG	Barry Jn – Bridgend Bay Platform	0	00	19	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW871	FOR	Ford Siding GF – Network Rail Boundary (Ford Works, Waterton)	0	00	1	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW874	BAL	Llynfi Jn – Tondy Jn	0	07	2	70	6	Y	Y	Y	N	N	Y	N	Y	
GW874	BAL	Tondy Jn – Maesteg	2	70	8	06	6	N	Y	N	N	N	Y	N	Y	
GW877	POR	Tondy Jn – Cefn Jn	0	00	2	43	6	Y	Y	Y	N	N	Y	N	Y	
GW877	OVE	Cefn Jn – Margam Abbey Works East Jn	7	41	2	41	6	Y	Y	Y	N	N	Y	N	Y	
GW877	OVE	Margam Abbey Works East Jn – Margam East Jn	2	41	1	40	6	Y	Y	Y	N	N	Y	N	Y	
GW877	OVE	Margam East Jn – Margam Yard Jn	1	40	0	79	6	Y	Y	Y	N	N	Y	N	Y	
GW877	OVE	Margam Yard Jn – Network Rail Boundary (Port Talbot Docks)	0	79	0	56	6	Y	Y	Y	N	N	Y	N	Y	
GW890	SDI1	Briton Ferry Up Flying Loop Jn – Dynover Jn	206	14	207	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI1	Dynover Jn – Jersey Marine Jn North	207	67	208	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI1	Jersey Marine Jn North – Change of Mileage	208	33	208	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI2	Change of Mileage – Grovesend Colliery Loop Jn	0	00	10	05	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW890	SDI2	Grovesend Colliery Loop Jn – Morlais Jn	10	05	10	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW8901	RSB	Dynevor Jn – Jersey Marine South Jn	19	16	20	24	6	Y	Y	Y	N	Y	Y	N	Y	
GW892	VON	Network Rail Boundary (Cwmgwrach) – Neath & Brecon Jn	33	14	41	17	6	Y	Y	N	N	N	Y	N	Y	
GW892	VON	Neath & Brecon Jn – Burrows Sidings	41	17	46	30	6	Y	Y	N	N	N	Y	N	Y	
GW893	NAB	Network Rail Boundary (Onllwyn) – Neath and Brecon Jn	10	10	0	01	6	Y	Y	N	N	N	Y	N	Y	
GW894	JER	Jersey Marine Jn North – Jersey Marine Jn South	1	24	2	26	6	Y	Y	Y	N	Y	Y	N	Y	
GW897	HDY	Grovesend Colliery Loop Jn – Hendy Jn	0	00	0	46	6	N	Y	N	N	N	Y	N	Y	
GW900	BSW	Ableton Lane Tunnel – Severn Tunnel Jn	10	51	16	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Severn Tunnel Jn – Maindee West Jn	149	14	158	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Maindee West Jn – Cardiff East Jn	158	16	170	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Cardiff West Jn – Court Sart Jn	170	56	206	58	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Court Sart Jn – Llandore Jn	206	58	214	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Llandore Jn – Llandeilo Jn	214	62	223	49	7	Y	Y	N	Y	Y	Y	Y	Y	
GW900	SWM2	Llandeilo Jn – Carmarthen Bridge Jn	223	49	245	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Carmarthen Bridge Jn – Whitland Jn	245	32	259	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Whitland Jn – Clarbeston Road Jn	259	01	271	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	CRL	Clarbeston Road Jn – Change of ELR (Letterston Jn)	271	08	281	58	7	N	Y	N	Y	Y	Y	Y	Y	
GW900	NPF	Change of ELR (Letterston Jn) – Network Rail Boundary (Fishguard Harbour)	283	30	287	52	7	N	Y	N	Y	Y	Y	Y	Y	
GW9001	SWA	Landore Jn – Swansea	214	62	216	07	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW906	SWL	Swansea Loop East Jn – Swansea Loop West Jn	0	53	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW910	CWL1	Craven Arms Jn – Change of Mileage	20	01	20	12	5	N	N	N	N	N	N	N	Y	
GW910	CWL2	Change of Mileage – Site of Former Llandovery Jn	0	00	59	14	5	N	N	N	N	N	N	N	Y	
GW910	VOT	Site of Former Llandovery Jn – Llandeilo	29	40	18	07	5	N	N	N	N	N	N	N	Y	
GW910	LLA	Llandeilo – Pantyffynnon	18	07	10	08	5	N	Y	N	N	N	N	N	Y	
GW910	LLA	Pantyffynnon – Morlais Jn	10	08	3	50	5	N	Y	N	N	N	N	N	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	60	66	67	68	70	73	88	97/3	Notes
GW910	LLA	Morlais Jn – Llandeilo Jn	3	50	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW915	GWA	Gwaun-cae-Gurwen – Former Jn (Change of ELR)	16	41	14	60	5	N	Y	N	N	N	N	N	Y	
GW915	GNT	Former Jn (Change of ELR) – Pantyffynnon	14	60	10	04	5	N	R1	N	N	N	N	N	Y	R1 10mph Ammanford (12m 36.75ch)
GW930	CAN	Carmarthen Jn – End of Line (Beyond Carmarthen Station)	245	10	245	65	8	Y	Y	Y	R1	Y	Y	R1	Y	R1 Prohibited Camarthen Down Side bay platform (accessible by shunt movement only)
GW940	CAN/ CNW	Up Sidings No.2 GF – Carmarthen Bridge Jn	245	43	245	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW950	PEM	Whitland Jn – Pembroke RA Change	259	01	284	22	7	Y	Y	N	Y	Y	Y	Y	Y	
GW950	PEM	Pembroke RA Change – Pembroke Dock	284	22	286	26	6	Y	Y	N	N	N	Y	N	Y	
GW960	SWM2	Clarbeston Road – Haverfordwest	271	08	276	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	SWM2	Haverfordwest – Change of ELR (Site of Former Johnston Jn)	276	08	280	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	MIL	Change of ELR (Site of Former Johnston Jn) – Herbranston Jn	280	70	283	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	MIL	Herbranston Jn – End of Line (Beyond Milford Haven)	283	12	284	71	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW970	GOB	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	0	00	2	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW980	ERB	Herbrandston Jn – Robeston	0	00	1	18	8	Y	Y	Y	Y	Y	Y	Y	Y	

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Table D5C – Locomotive Gauge Clearance Table**Last Updated: 18/03/2024**

Locomotive gauge restrictions apply to all locomotives unless clearance is provided in the Route Clearance D4 Tables.

Locomotives that are not listed in the Route Clearance D4 Tables are permitted to operate over routes that conform to locomotive gauge, subject to the restrictions detailed in the table below and the conditions stated in the locomotive's Summary of Compatibility document. Locomotives that are not listed in the Route Clearance D4 Tables require a valid Summary of Compatibility prior to operation over Network Rail infrastructure.

Locomotives are PROHIBITED from using crossovers within platforms (code word LACER) unless their overall length (over buffers) is 18.288m or less.

Gauge clearance for steam locomotives is considered under a separate process.

The notations (used in these tables) are explained as follows for locomotive gauge conformant vehicles:

Y Route conforms to locomotive gauge without restriction.

R Route conforms (or partly conforms) to locomotive gauge but restrictions apply. See "Notes" column for details.

N Route does not conform to locomotive gauge

Line of route	ELR	Line of Route / Sector Description	oooo oooo oooo oooo				RA	Loco Gauge	Notes
			M	Ch	M	Ch			
GW103	MLN1	Paddington – Old Oak Common West	0	05	3	20	8	R1 R2	R1 Prohibited Paddington platform 6 R2 Prohibited Paddington platform 7
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	8	Y	
GW103	MLN1	Acton East Jn – West Ealing Jn	4	07	6	54	8	Y	
GW103	MLN1	West Ealing Jn – Hanwell Jn	6	54	7	19	8	Y	
GW103	MLN1	Hanwell Jn – Heathrow Airport Jn (Down Main)	7	19	11	15	8	Y	
GW103	MLN1	Heathrow Airport Jn (Down Main line) – Stockley Bridge Jn (Limit of Electrification)	11	15	12	09	8	Y	
GW103	MLN1	Stockley Bridge Jn (Limit of Electrification) – Slough	12	09	18	36	8	Y	
GW103	MLN1	Slough – Maidenhead Jn	18	36	24	24	8	Y	
GW103	MLN1	Maidenhead Jn – Henley Branch Jn	24	24	31	04	8	Y	
GW103	MLN1	Henley Branch Jn – Reading New Jn	31	04	35	40	8	Y	
GW103	MLN1	Reading New Jn – Westbury Line Jn	35	40	36	17	8	R1	R1 Prohibited Reading platform 7 (Down Main line)

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Line of route	ELR	Line of Route / Sector Description	○○	○○	○○	○○	RA	Loco Gauge	Notes
			M	Ch	M	Ch			
GW103	RLL	Reading East Jn – Route Boundary (SW210) (Reading Southern Jn)	35	61	35	38	8	Y	
GW103	MLN1	Westbury Line Jn – Reading West Jn	36	17	36	78	8	Y	
GW103	MLN1	Reading West Jn – Didcot East Jn	36	78	52	66	8	Y	
GW103	MLN1	Didcot East Jn – Chester Line Jn	52	66	53	12	8	Y	
GW103	MLN1	Chester Line Jn – Foxhall Jn	53	12	53	55	8	Y	
GW103	MLN1	Foxhall Jn – Uffington	53	55	66	39	8	Y	
GW105	MLN1	Uffington – Swindon Jn	66	39	77	36	8	Y	
GW105	MLN1	Swindon Jn – Wootton Bassett Jn	77	36	83	07	8	Y	
GW105	MLN1	Wootton Bassett Jn – Thingley Jn	83	07	96	10	8	Y	
GW105	MLN1	Thingley Jn – North Somerset Jn	96	10	117	46	8	Y	
GW105	MLN1	North Somerset Jn – Feeder Bridge Jn	117	46	117	50	8	Y	
GW105	MLN1	Feeder Bridge Jn – Bristol East Jn	117	50	118	02	8	Y	
GW105	MLN1	Bristol East Jn – Bristol West Jn	118	02	118	58	8	R1	R1 Prohibited Bristol Temple Meads platform 2 (Up West bay)
GW105	MLN1	Bristol West Jn – Parson Street Jn	118	58	120	28	8	Y	
GW105	MLN1	Parson Street Jn – Worle Jn	120	28	135	11	8	Y	
GW105	MLN1	Worle Jn – Uphill Jn (direct)	135	11	138	04	8	Y	
GW105	MLN1	Uphill Jn – Fordgate	138	04	154	12	8	Y	
GW107	WSM	Worle Jn – Uphill Jn via Weston-Super -Mare	135	11	139	05	8	Y	
GW108	MLN1	Fordgate – Cogload Jn (Up)	154	12	158	23	8	Y	
GW108	MLN1	Cogload Jn (Up) – Norton Fitzwarren Jn (Connection West Somerset Railway)	158	23	164	60	8	Y	
GW108	MLN1	Norton Fitzwarren Jn (Connection West Somerset Railway) – Cowley Bridge Jn	164	40	192	52	8	Y	
GW108	MLN1	Cowley Bridge Jn – Exeter St Davids Jn	192	52	194	00	8	Y	
GW108	MLN1	Exeter St Davids Jn – Newton Abbot East Jn	194	00	213	75	8	Y	
GW108	MLN1	Newton Abbot East Jn – Newton Abbot West Jn	213	75	214	43	8	Y	
GW108	MLN1	Newton Abbot West Jn – Tavistock Jn Yard	214	43	242	55	8	R1	R1 Prohibited between Ivybridge and Hemerdon Emergency Crossovers on the Up Main line
GW108	MLN1	Tavistock Jn Yard – Laira Jn	242	55	243	67	8	Y	
GW108	MLN1	Laira Jn – Lipson Jn	243	67	244	35	8	Y	

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Line of route	ELR	Line of Route / Sector Description	⊙⊙	⊙⊙	⊙⊙	⊙⊙	RA	Loco Gauge	Notes
			M	Ch	M	Ch			
GW108	MLN1	Lipson Jn – Change of ELR (Site of Former Devonport Jn / Cornwall Loop)	244	35	246	15	8	Y	
GW108	MLN2	Change of ELR (Site of Former Devonport Jn / Cornwall Loop) – St Budeaux Jn	247	28	250	00	8	Y	
GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	8	Y	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	8	R1	R1 Prohibited at London End of Lostwithiel down platform on the Down Main line
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	8	Y	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	8	Y	
GW108	MLN3	Par Loop Jn – Burngullow Jn	281	57	288	26	8	Y	
GW108	MLN3	Burngullow Jn – Penwithers Jn	288	26	301	25	7	Y	
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	7	Y	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	7	Y	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	7	R1	R1 Prohibited Penzance platform 4
GW110	ANL	Old Oak Common West – Greenford East Jn	3	20	7	15	8	Y	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	8	Y	
GW110	ANL	Greenford West Jn – Route Boundary (MD705) (Northolt Jn)	7	48	8	60	8	Y	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	8	Y	
GW130	AWL	Route Boundary (EA1310) (Acton Wells Jn) – Acton East Jn	0	39	0	08	8	Y	
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	8	Y	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	8	Y	
GW174	WEL1	Greenford South Jn – Greenford LUL Bay Jn	8	45	8	65	8	Y	
GW174	WEL1	Greenford LUL Bay Jn – Greenford West Jn	8	65	8	76	8	Y	
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	8	Y	
GW176	HAN	Hanwell Jn – Drayton Green Jn	0	00	0	36	8	Y	
GW178	BRB	Southall – Brentford Goods	0	00	2	70	8	Y	
GW180	HLL	Heathrow Airport Jn (Up and Down Main) – NR Boundary (BAA)	11	04	12	27	8	N	

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	○○ ○○	○○ ○○	○○ ○○	○○ ○○	RA	Loco Gauge	Notes
			M	Ch	M	Ch			
GW182	STA	West Drayton Jn – End of Branch (Colnbrook)	13	31	16	25	8	Y	
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	3	Y	
GW185	WBB	Maidenhead – Bourne End	24	19	28	55	6	Y	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	6	Y	
GW187	HEN	Twyford – Henley-on-Thames	31	01	35	48	4	Y	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	8	Y	
GW200	DCL	Chester Line Jn – Route Boundary (MD401) (Heyford)	53	12	75	00	8	Y	
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	8	Y	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	8	Y	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	8	Y	
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	7	Y	
GW277	OXD	Oxford North Jn – Route Boundary (MD736) (29m 25ch)	30	09	29	25	8	Y	
GW310	OWW	Wolvercot Jn – Norton Jn	66	32	112	00	7	Y	
GW317	OWW	Honeybourne Stratford Line Junction – Start of branch mileage	102	06	101	31	7	Y	
GW317	STD	Start of branch mileage – Long Marston	0	00	2	70	7	Y	

GW103 - PADDINGTON TO UFFINGTON

Between Paddington and Reading

Class 345 recovery in CBTC Staff Accountable or Recovery Mode. If a Class 345 train is unable to operate in Staff Responsible (SR) mode or revert to Level NTC, the driver may select Recovery Mode or Communications Based Train Control (CBTC) Staff Accountable.

The train speed under CBTC Staff Accountable is supervised to 23 mph (40 km/h).

The train speed under Recovery Mode is supervised to 9 mph (15 km/h).

The signaller must make sure that there are at least two controlled signals which are being kept at danger between the train travelling in Recovery Mode or CBTC Staff Accountable and any conflicting or converging movements ahead of it.

Dated: 26/11/2023

GW103 - PADDINGTON TO UFFINGTON

ALSTOM OLD OAK COMMON DEPOT (VIA BACK LINE)

Arrivals

All arrivals will require the NR signaller to obtain the slot on SN6083 from the Alstom Depot Operations Controller (DOC). To obtain the slot, the signaller will contact the DOC to request the release when the driver has changed ends in preparation for routing onto the depot. In order to give the slot, the DOC must set the route from SN6083 to the stop blocks on the depot.

For timetabled arrivals, ARS has the ability to set the route into the depot once the slot has been obtained.

A 9 car Class 345 stood at SN6083 signal is foul of 8077 and 8076 points.

If a driver is stood at SN6083 while at danger, they are to use the SG button to send a message to the Network Rail signaller. The signaller shall then set the route at the earliest possibility.

Departures

All departures will require the DOC to obtain the slot on SN6096 from the NR signaller. To obtain the slot, the DOC will call the NR signaller before the planned time of departure to request the release.

Once the slot is obtained, the DOC will only set the route provided this does not result in any timetable clashes at the depot.

If the departure is timetabled, ARS has the ability to set the route from SN6080.

A 9 car Class 345 stood at SN6080 signal is foul of 7000 and 7001 points on the Washer Bypass Line and 7004 points on Depot Line 1.

If a driver is stood at SN6080 while at danger, they are to use the SG button to send a message to the NR signaller. The signaller shall then set the route at the earliest possible opportunity.

Dated: 03/02/2024

GW103 - PADDINGTON TO UFFINGTON

ACTON YARD

Acton Yard and Down and Up Poplar Lines. The preferred method of advising the signaller that a train is stood at the following signals is via GSM-R. "Train Ready to Start" plungers fixed to the signal posts are also provided.

Line	Signal no
Up Poplar Line	SN182
Reception Line 1 (East end)	SN184
Reception Line 2 (West end)	SN193
Down Poplar Line	SN197

Drivers of **ALL** trains detained at these signals for any reason, should contact the signaller on arrival by either using the "SG" button on GSM-R or operating the "TRTS" plunger to indicate that they are ready to depart.

Operational lengths.

Below are details of operational lengths of sidings and lines in the yard area.

Line	Length		
	Metres	Feet	SLU's
Down Poplar	941	3087	147
Up Poplar	724	2375	113
Reception 1	690	2236	108
Reception 2	640	2094	100
Reception 3	704	2309	110
East End shunt neck	44	144	7
West End shunt neck	375	1230	58

Dated: 26/08/23

GW103 - PADDINGTON TO UFFINGTON

NORTH POLE DEPOT

Arrival

ARS will normally route an approaching train to North Pole Depot Line B (or via a secondary route from North Pole Depot Line A, to North Pole Depot Line B) signal SN119.

The PIC must make sure that there is enough room to accommodate the approaching train in the transfer siding concerned before entering the head code in to the depot train describer. No conflicting movement is allowed until the approaching train has arrived in the transfer siding.

In exceptional circumstances, or if congestion would otherwise block the Down Main line or Line 1, arrivals are permitted on North Pole Depot Line A (which allows direct access to transfer sidings 1 and 2 only). The signaller will get permission from the PIC before setting the route.

Departure

The PIC must interpose the train description in the depot train describer for the transfer siding(s) concerned.

Provided the train concerned is stopped at the transfer siding exit signal, the train description has been entered in to the depot train describer by the PIC, and no conflicting movement has been authorised, ARS (or the signaller) will set the route.

For non-timetable trains leaving the depot, the PIC must interpose the head code into the depot train describer and tell the signaller. The signaller will set the route to allow the train to leave the transfer siding concerned.

Dated: 27/12/14

GW103 - PADDINGTON TO UFFINGTON**West Ealing Station**West Ealing Bay Platform

Two fast charging units have been installed in the bay platform at West Ealing to enable battery powered trains to be recharged whilst conducting their station duties. These units are powered from a track side DNO and resemble three pieces of rail positioned inside the normal 4 foot rails, the first of which is positioned approximately 12 metres from the buffers.

The fast charging units will only become live when an appropriate train is located in the correct position above them. Stop car markers will be provided to ensure the trains stop in the correct position.

An emergency stop button is provided, located on the station infrastructure adjacent to the first fast charging unit. This will cut the power immediately and the system cannot be reset until the train has been moved clear of the charging units.

Dated: 05/09/22**GW103 - PADDINGTON TO UFFINGTON****West Ealing Loops/Light Maintenance Depot (LMD)**West Ealing Light Maintenance Depot (LMD)

West Ealing sidings No.2 & No.3 are private sidings used by GWR and designated West Ealing LMD. A person in charge (PIC) is appointed who is responsible for the safe operations within these two sidings. A shunters acceptance panel is provided which interfaces to the TVSC Acton workstation/signalling system. This comprises of TRTS buttons, a train describer and acceptance slots (interlocked to the signals routing into the LMD on sidings 2&3) to control arrival movements from each of the 4 directions.

Arrivals

When the PIC is able to accept an arriving train, they will provide the appropriate acceptance slot in good time so as to not cause delay. The PIC is responsible for ensuring there is sufficient room within each siding to accommodate the train movement, the PIC is also responsible for ensuring that only one train movement is taking place within the LMD at a time.

VSTP and non timetabled moves must be agreed with the PIC in advance.

Departures

The PIC will interpose the departing trains headcode using the LMD train describer, they will ensure the headcode is input in sufficient time to avoid delay. Once the train is in position to depart, either the driver or PIC will activate the corresponding TRTS.

Protection

Anybody wishing to gain access to sidings No.2 & No.3 must seek the permission/authority of the GWR PIC.

Before granting any permission to work on the line, the PIC will ensure the acceptance switches are in the N position and any corresponding white LED light is extinguished.

GWR protection arrangements for the sidings will be undertaken by utilising GE/RT/8000 T10, or GE/RT/8000 TS1 13.4 / Handbook 13 Duties of a PICOS.

Where no PIC is on duty, GWR control will assume responsibility for agreeing access.

Dated: 30/11/2020**GW103 - PADDINGTON TO UFFINGTON****HANWELL**

Wharncliffe Viaduct - Personal Track Safety. The section of line between 7m. 42ch and 7m. 54ch is a designated restricted access area because of limited clearances and sighting and lack of refuges.

The appropriate line(s) at the site must be protected in accordance with Rule Book, Modules TS1, Regulation 13 or T3 before persons go on or near the line in this area. Drivers and other members of traincrew when carrying out the provisions of Rule Book, Modules M1, M2, SS2, S4 and TW1, 5, 7 and 8 are exempt from this requirement.

Dated: 07/12/13**GW103 - PADDINGTON TO UFFINGTON****These sidings are currently out of use.**

Reception of trains. Before signalling a train to enter the sidings, the signaller will obtain the permission of the Person-In-Charge, who must operate the acceptance plunger.

Dated 24/02/24

GW103 - PADDINGTON TO UFFINGTON**SOUTHALL**

Yard – Reception of Trains. Before signalling a train to enter the yard, the Signaller will obtain the permission of the Person-in-Charge, who must operate the acceptance plunger.

East Sidings (including former Diesel Depot). For the purposes of this instruction, 'East Sidings' comprises all sidings within the area London side of signal SN6177, namely the West Coast Railways Co. Depot. Locomotive Services Limited (LSL) utilise the two roads adjacent to the Down Main.

When on duty, permission must be obtained from a Person-in-Charge (PiC) of movements before signals SN250, SN256 or SN6184 are cleared for any movement into the East Sidings. A clear understanding must be reached between the Pic and the Driver as to the extent of each movement.

The PiC will authorise any outgoing movement to approach signal SN6177, from where the signaller must be contacted for permission to proceed further. The movement will then be signalled normally from SN6177.

When no PiC is on duty, the driver of the movement concerned will assume these duties.

When LSL have completed their movements, they will restore the handpoints for West Coast Railways Company use.

Dated: 24/02/2024

GW103 - PADDINGTON TO UFFINGTON**SOUTHALL****Westinghouse sidings (Southall West Yard headshunt)****Arrival**

Traffic destined for Westinghouse sidings will be signalled towards Southall West headshunt.

After a movement has arrived in the siding, the person responsible for the movement will confirm to the controlling signaller that the handpoint has been secured away from the siding and that the gates have been closed.

Departure/Moves approaching SN6188

Before a movement departs Westinghouse Sidings to approach SN6188, permission from the controlling signaller must be obtained. The person responsible for the movement will confirm that the handpoint has been secured away from the Westinghouse siding and that the gates have been closed after the movement/s have departed.

Dated: 20/08/16

GW103 - PADDINGTON TO UFFINGTON**HAYES AND HARLINGTON****Tarmac Ltd Sidings****Trains arriving in Up direction**

The train will run to the Up Goods Loop and must come to a stand at signal SN6194. The locomotive must run-round the train via the Up Goods Loop and Up siding and re-attach to the Slough end of the train.

Trains arriving in Down direction

The train will run to the Up Goods Loop and must come to a stand at signal SN6191.

Before signalling a train to enter the sidings, the Signaller will obtain the permission of the Person-in-Charge, who must operate the acceptance plunger.

Trains departing to Down direction

The Signaller must be contacted so that signal SN6195 can be cleared for the train to depart.

Trains departing to Up direction

The locomotive must be detached at signal SN6195 and run-round the train via the Up Goods Loop and re-attached to the London end of the train. The train must then run via the Up Goods Loop and be brought to a stand clear of the private siding connection. The Signaller must be contacted so that signal SN272 can be cleared for the train to depart.

Operational Lengths

Below are details of the operational lengths of the lines within the sidings

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Line	Length		
	Metres	Feet	SLUs
Discharge Road	340	372	53
No.1 and No. 2 Sidings	138	151	21
No. 3 Siding	52	57	8

Dated: 30/09/23

GW103 - PADDINGTON TO UFFINGTON

STOCKLEY BRIDGE JUNCTION To WEST DRAYTON

Two sidings are provided at this stone terminal as follows :-

No. 1 siding (adjacent to Up Relief Line, Slough side of hopper).

No. 2 siding (hopper siding)

A Person in Charge of movements (PiC) must be appointed at this site who will usually be the Freight train Operating Company ground staff member. The PiC must advise the signaller of their name and contact telephone number when taking duty. The signaller must also be advised when there is a change of PIC or when the PIC goes off duty.

The PiC is in charge of all movements except for the forward positioning of a train for unloading. These movements must be undertaken by the Hanson operator who must be fully trained in radio protocol. Hanson operators are not authorised to perform any propelling movements, splitting of trains or attaching / detaching wagons.

Fouling points are highlighted by yellow painted sleepers and are provided as guidance to the PiC and driver. Should the PIC need to book off duty with any vehicle left stabled foul they must communicate this to the next PiC.

The PiC will contact the signaller and ask for back to back signals SN6207 and SN6208 to be cleared. This call must be made from the signal post telephone located on the palisade fencing on the cess side of Dawley Goods Loop next to signal SN6207.

The PiC must observe that points are set and the signal concerned is cleared for the propelling movement. The PiC must obtain permission from the Hanson operator to enter the sidings before giving the driver permission to commence movements. The PiC must be located in a position of safety clear of all lines whilst propelling the train into the sidings.

The driver must ensure that the signal SN6208 is showing a proceed aspect after the first wagon has been discharged and before and further forward movement takes place.

Dated: 23/05/15

GW103 - PADDINGTON TO UFFINGTON

WEST DRAYTON

Tarmac – Hanson Frays Siding

The FOC PiC is responsible for all train movements within the sidings. The PiC of the discharge area is the Tarmac/Hanson supervisor when on site, but it will be the responsibility of the Freightliner FOC Pic when the supervisor is not on site.

The FOC PiC is to contact the Hayes Workstation signaller to inform of their attendance on site and of any moves to be made.

The Pic must also check that the hand point is set correctly for the route to the unloading siding as there is also a Network Rail siding. Permission for the use of the Network Rail siding must be sought from the Network Rail Route Freight Manager, if there is a requirement to stable vehicles.

Train Arrival

Trains will arrive on the Up Iver loop and will propel into the siding under the authority of the PiC after the route has been set and signal T473 has been cleared. When the train is secure in Siding 2, the PiC will hand over to the Tarmac/Hanson supervisor and the Pic will confirm that the train has arrived in clear of GPL T6256 and that the Up Iver lop can be used for normal running.

If the train needs to be split for shunting purposes and use of Siding 1 is required, permission must be sought as above.

There is no facility to stable a defective wagon on a separate siding on site, so any defective wagons would need to be shunted and placed on the stop block end of the siding.

Train departure

The Pic will contact the signaller and advise them of the headcode and destination of the departing train.

Dated: 18/11/23

GW103 – PADDINGTON TO UFFINGTON

Langley Up Sidings

Arrival

An arriving train must be routed to the Langley siding.

Departure

The shunter must tell the signaller when a train is ready to depart. The departing train must be stopped on the Langley siding clear of points worked from the ground frame to wait for the appropriate signal to be cleared for a run-round movement or for departure.

Controlling movements

The shunter must obtain a release for Langley Siding ground frame and then control movements to the appropriate siding by hand signals.

Dated: 23/03/24

GW103 - PADDINGTON TO UFFINGTON

SLOUGH

Starting of trains. When starting DOO trains from the Windsor line bay platform 1 the baton is used only to instruct drivers to close doors. The “RA” indicator must then be operated to give the “Ready to Start” signal.

Tamper Siding. Before work is undertaken on a machine stabled in this siding, the engineering person in charge (PiC) must obtain the signaller's permission. When work has been completed, and before further movements are made to or from the siding, the PiC must advise the signaller.

Slough Yard. The sidings at this location are numbered as follows:-

No. 1 Road – Adjacent to Slough Goods Loop (Leading to Slough Estates Oil Terminal)

Dated: 18/11/23

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GW103 - PADDINGTON TO UFFINGTON

TAPLOW

Trains Booked To Call. Owing to the very low platforms, no passenger train may stop at either the Down Main or Up Main Line platforms, to pick up or set down passengers. Trains MUST run via the Relief lines.

Dated: 05/08/06

GW103 - PADDINGTON TO UFFINGTON MAIDENHEAD

Maidenhead Loop Line. Drivers of down through trains entering an unoccupied platform must bring their trains to a stand at the train marker board at the Marlow end of the platform. Up through trains should be brought to a stand at the train marker board at the London end of the platform.

Drivers of terminating down or up trains entering an unoccupied platform line must bring their trains to a stand at the intermediate train marker board.

A second train is permitted to enter the bay platform line from either direction in accordance with the Rule Book, Module TW1, Section 20.

The driver of a train which has come to a stand in the platform must make no further movement unless authorised to do so by the signaller or the appropriate platform starting signal has been cleared for the train to proceed.

Handling of token. The driver must operate the token instrument personally, except as shown below.

When on duty, the PiC of the platform must operate the token instrument for through passenger trains. For down through trains, the PiC must normally obtain the token from the instrument just prior to the train's arrival then hand the token to the driver. For up through trains, the token must be collected from the driver immediately on arrival then put in the instrument.

If the PiC of the platform is not available to deal with a through train, the driver must operate the token instrument. When possible the driver will be informed in advance of the need to do this.

Dated: 11/11/2023

GW103 – PADDINGTON TO UFFINGTON MAIDENHEAD TURNBACK LINE

The turnback line is provided to facilitate the reversal of Crossrail trains that terminate at the station and will be able to accommodate a train of up to 31 SLUs.

A car stop marker is provided for full length Class 345 units, 20metres on approach to the buffer stop to enable the train to be in the correct position for the TRTS button.

When a train is ready to start, the driver must operate the Train Ready to Start (TRTS) button provided at T578. If this is not possible the driver may contact the signaller via GSM-R.

Dated: 16/04/2024

GW103 - PADDINGTON TO UFFINGTON Maidenhead Carrier Wire Neutral Section (CWNS)

The Carrier Wire Neutral Section (CWNS) at Maidenhead consists of a series of dead overhead line wire overlaps that enable trains to transition from one feeding Area to another unhindered. The average length of the arrangement is 300m.

Additional signage is provided to aid drivers transitioning through the section as to where the start and end of the neutral section occurs.

When cautioning electric trains from T573 (DML), T577 (DRL), or T579 (URL, Down direction) or T581 (Maidenhead Loop, down direction) or T592 (UML), T594 (URL) or T6298 (DRL, Up direction), drivers should be reminded of the presence of the CWNS to make sure a sufficient speed is obtained throughout in order to prevent the stranding of trains.

Dated: 02/12/2023

GW103 PADDINGTON TO UFFINGTON MAIDENHEAD STABLING LINES

Departing procedure

The TRTS (train ready to start) equipment is located at the stop block end of each stabling line and traincrew are instructed to use the TRTS as per their company instructions.

TRTS must be operated no less than 7 minutes prior to booked train departure time.

If unable to operate TRTS button as required, you must use the GSM-R SG to alert the signaller 2 minutes before departure time.

Stabling Line 1	Stabling Line 2	Stabling Line 3	Stabling Line 4	Stabling Line 5	Stabling Line 6
T580	T582	T584	T586	T588	T590

Lock-Out Device for the Stabling Lines

A Lock-Out Device (LOD) system is provided for each individual stabling line. Permission must be requested from the signaller to operate the LOD. The signaller will establish how long the line will be blocked and record the name, company and telephone number of the individual taking the lock-out. Any change of personnel must be advised to the signaller.

The person requesting the LOD will wait for any incoming movement to stop before requesting the LOD release.

Dated: 24/04/2021

GW103 - PADDINGTON TO UFFINGTON

Reading Viaduct (1870 yards / 1710 metres)

Reading Viaduct carries the Down and Up Main lines on an elevated route from Reading station to Scours Lane Junction between 36m 24ch and 37m 29ch.

There are a number of stairs provided giving access and egress to and from the down and up side walkways of the viaduct.

A safe walkway is provided on the viaduct on the cess side of the lines with a yellow line demarking the position of safety limit. Staff using this walkway should keep behind the yellow line unless the adjacent lines have been blocked.

An exit is provided either side of the main lines at 36m 52ch for emergency evacuation purposes. These exits are clearly signed and should be used in an emergency if safe to do so.

Signal post and point zone telephones are provided on the viaduct.

The Train Operating Company concerned must advise the signaller if a class 253/254 (HST) train with one power car shut down is to proceed over the viaduct in either direction.

In such circumstances the signaller must not clear a signal for a route onto the viaduct unless the route is clear beyond the summit of the gradient.

Dated: 03/01/15

GW103 - PADDINGTON TO UFFINGTON

Reading West Jn To Tilehurst East

Trains that are required to turn via Oxford Road Junction, the West curve and Reading West Junction must proceed to the Down or Up Relief line platforms at Tilehurst and reverse behind up direction signal T1760 or T1762.

Dated: 11/11/2023

GW103 – PADDINGTON TO UFFINGTON BETWEEN CHOLSEY AND DIDCOT EAST JUNCTION

Signage for Class 80x

Signage is provided and is applicable to Class 80x IET's only. This signage is for Class 80x trains to PAN DOWN or PAN UP at line speed. This signage is provided in the Moreton Cutting area between 50m 17ch and 52m 25ch on the Down Main and Down Relief for trains to Oxford and on the Up Main and Up Relief for trains from Oxford.

Dated: 02/12/2023

GW103 - PADDINGTON TO UFFINGTON

DIDCOT PARKWAY

Movements from Didcot Yard East End via Signal SB.920. Trains of up to 74 SLU's in length for the Bristol direction are specially authorised to propel from this signal towards the Up Relief line only. The propelling of trains from Didcot Yard East End via Signal SB.920 onto the Down Relief is NOT permitted. Back to back radios must be used to control the movement.

The shunter must position them self at signal SB.920 and confirm to the Driver when this signal has been cleared for the movement. Once the leading vehicle has passed the signal the Shunter must precede the movement on foot and position themselves at signal SB.6407. The Driver must bring the movement to a stand immediately on the Reading side at down direction signal SB.6407 and hand the radio back to the Shunter. The Shunter must work from the Avoiding line side of the Up Relief line. Movements on the Down Relief line will be suspended until the propelled movement has stopped at signal SB.6407.

If a train is longer than 74 SLUs and requires to depart from signal SB.920 for the Bristol direction, or when shunting radios have failed or during periods of poor visibility, a locomotive must be provided at each end of the train. The method of working with the train locomotive is as follows:

- (a) A second locomotive must be attached at the London end.

When this has been done, both locomotive Drivers must co-operate in carrying out a brake continuity test.

When the brake continuity test has been carried out, the Shunter must confirm with both locomotive Drivers that they Are ready for the movement to commence.

- (b) After Signal SB.920 has been cleared, and the necessary hand signal has been given by the Shunter the reading end locomotive will draw the train onto the up Relief until it is clear of Signal SB.6407. This will be indicated by the Driver of the train locomotive applying the automatic brake.

When the Driver of the Reading end locomotive observes a fall in in brake pipe pressure, they must immediately shut off power and the Driver of the train locomotive must then bring the movement to a stand.

- (c) The train must be routed from Signal SB.6407 to Signal SB.923, Didcot Station No.4 Platform, via the Up Relief line. When Signal SB.6407 has been cleared, the Driver of the train locomotive, which is now leading, must draw the train forward and bring the movement to a stand at Signal SB.923.

- (d) When the movement is at a stand, the Driver of the train locomotive must fully apply the automatic brake, prior to the Shunter detaching the Reading end locomotive. The Shunter MUST always detach the Reading end locomotive from the platform side, for their own safety.

When this has been done, the Shunter must personally advise the Signaller from Signal SB.923 that the train is ready to depart, and advise the Driver accordingly.

- (e) The Driver of the trailing locomotive must then follow the departing train cautiously and stop at Signal Sb.6407 or SB.923 as appropriate.

Fuel Point, Tamper Siding and Tip Siding

The signaller is responsible for any movement in all the above Sidings. The hand point between the locomotive servicing depot and tip siding must be clipped and padlocked for movements towards the fuel point. The Didcot yard chameleon will retain the key.

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Drivers must telephone from the fuel point or tip siding stop board to obtain permission from the signaller to proceed towards the position light signal concerned.

Milton Siding
Incoming Movements

Except in emergency, only one movement may be permitted to be in the sidings at one time.

Outgoing Movements

The Shunter must obtain the Signaller's permission to proceed towards signal SB942.

Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available

Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind

Location	Shunt details
Didcot East end	No preferred shunt due to capacity, walking routes. Trains to proceed to West Junction to reverse if available
Didcot West end	From SB921/923 to SB933/935 and return via SB926/924 as per now. Diesel only to SB2203, reverse behind SB6414

Dated 04/05/2024

GW103 - PADDINGTON TO UFFINGTON

Foxhall Junction Carrier Wire Neutral Section (CWNS)

The Carrier Wire Neutral Section (CWNS) at Foxhall Junction consists of a series of dead overhead line wire overlaps that enables trains to transition from one feeding area to another unhindered. The average length of the arrangement is 300m.

Additional signage is provided to aid driver transitioning through the section as to where the start and end of the neutral section occurs.

When cautioning electric trains from SB941 (DM), SB933 (Didcot Relief Line), or SB935 (Didcot Good Loop), or SB952 (UM), SB950 (DM, Up direction) or SB954 (Didcot Relief Line), drivers should be reminded of the presence of the CWNS to make sure a sufficient speed is obtained throughout in order to prevent stranding of trains.

Dated: 02/12/2023

GW105 - UFFINGTON TO FORDGATE VIA BOX SWINDON

Permissive Working

On arrival of the first train, the station staff must contact the Swindon workstation signaller to confirm that the train is at a stand.

Swindon Up Yard – Method of Working / Operational Instructions

Swindon up Yard consists of Cocklebury Sidings 1, 2, 3 and 4, the Cocklebury Through Sidings, the Up Swindon Reception, Cocklebury East Loop, the Cripple Sidings, the Highworth Branch and Hawksworth Steel Terminal

The Person in Charge (PiC) will be known as the Swindon Up Yard PiC and will be 24/7.

No movements may take place without the authority of the PiC. Any persons wishing to work on the infrastructure within Swindon Up yard must inform the PiC before work can commence.

Before a line blockage or a T3 possession can be taken of the Up Swindon Reception, the TVSC Swindon Signaller must confirm with the PiC that there are no trains stabled within the Up Swindon Reception and confirm that no further movements will be made within the Up Swindon Reception until the TVSC Swindon signaller advises that the line blockage has been cancelled.

Before a BTET can be imposed on Swindon Up Yard, the TVSC Swindon Signaller will contact the Pic and when requested, the PiC must confirm with the TVSC Swindon signaller that all pantographs are in the lowered position.

No train movements may be authorised by the PiC unless they have walked the route to ensure points are secured in the correct position.

An up direction 'rear clear' marker board has been provided with 260m clearance on the Up Swindon Reception line, enabling trains equivalent to a 10 car IET or 12 car EMU to be accommodated in clear behind SW6521. Drivers of such trains must not proceed beyond the 'rear clear' marker board and must check the position of the hand points, especially when making a reverse movement.

Should there be a requirement for ECS movements to be stabled here, in either planned or emergency situations, the signaller must request acceptance from the PiC.

All movements within Swindon Up yard must have authority from the PiC before passing stop boards.

Swindon Up Yard Closure

If the 24/7 PiC is to be uncovered, they must contact the TVSC Swindon signaller and their control, and confirm Swindon Up Yard is closed until a new Pic takes duty. The hand points on the Up Swindon Reception line must be left set for through movements, and the PiC must confirm with the TVSC Swindon Signaller if the line is clear before the PiC leaves duty.

Should there be no PiC on duty, or should unforeseen significant operational circumstances require Swindon Up Yard to close, NR, TOC and FOC control must consult with each other to ensure that the train plan is amended.

Should there be a requirement to outstable any ECS units, this must be arranged via NR and TOC control and all ECS units will be held behind SB951 on the Up Relief at Didcot until further instruction is received from control by the TVSC Swindon Signaller.

No ECS moves may depart from Swindon Up Yard until a new PiC has taken duty.

Should short term stabling of ECS be required on the Up Swindon Reception line with no Pic on duty, providing the PiC leaving duty has confirmed that the Up Reception is clear and the route correctly set up to the 'rear clear' marker, the signaller may make this move under their own authority.

For freight only: if there is no PiC on duty, with the agreement of NR and FOC control, the driver make take Pic responsibility of the yard in order to stable or exit their train. They will not take responsibility for any other vehicles wishing to enter, leave or move within Swindon up Yard.

Highworth Branch

The PiC will delegate responsibility to a freight representative for the Highworth Branch.

Western Route Sectional Appendix Module WR2

The freight representative must contact the PiC and gain authority to take responsibility for the Highworth Branch before the PiC can authorise any movement onto the Highworth Branch. They will be known as the 'Highworth Branch Shunter'.

The Pic will be responsible for ensuring the train is correctly routed and authorised upto SW6512, when they will contact the TVSC Swindon Signaller to set the route and clear SW6512 signal, allowing the train onto the Highworth Branch.

Once the train is in behind SW6511, the Highworth Branch Shunter will inform the PiC.

If required for shunting purposes, back to back signals SW6512 and SW6511 may be cleared concurrently, and the Pic and the Highworht Branch Shunter must ensure that no conflicting movement will take place beyond SW6512.

The PiC must request the routeto be Set for the back to back signal SW6511 and SW6512.

Once shunting has concluded, the Highworth Branch shunter must contact the PiC, and confirm that the train is behind SW6511, and that the back to back signals are no longer required.

The PiC will contact the TVSC Swindon Signaller to ensure the routes from SW6512 and Sw6511 are cancelled.

Before movements can be authorised to leave the Highworth Branch, the Highworth Branch shunter must contact the PiC, who must ensure the route is set, and will contact the TVSC Swindon Signaller to clear SW6511.

Once the train is in behind SW6512, the Highworth Branch Shunter will inform the PiC.

The Highworth Branch Shunter must hand back their responsibility for the Highworth Branch at a time agreed with the PiC.

Hawksworth Steel Terminal

The PiC will delegate responsibility to a freight representative for the Hawksworth Steel Terminal.

The freight shunter must contact to the Pic and gain authority to take responsibility for the Hawksworth Steel Terminal and must do so before the PiC can authorise movement onto the Hawksworth Steel Terminal. They will be known as the 'Hawksworth Shunter'.

The PiC will be responsible for ensuring the train is correctly routed and authorised upto SW6523, when they will contact the TVSC Swindon Signaller in order to clear SW6523 and SW6525 signals and route the train toward the Hawksworth Steel Terminal.

Once the train is in behind SW6525, the Hawksworth Shunter will inform the PiC

Before movements can be authorised to leave the Hawksworth Steel terminal, the shunter must contact the PiC, who must ensure that the route is set, and will contact the TVSC Swindon Signaller in order to clear SW6526.

Once the train is in behind SW6523, the Hawksworth Shunter will inform the PiC

The Hawksworth Shunter must hand back their responsibility for the Hawksworth Steel Terminal at a time agreed with the PiC.

The Hawksworth Shunter must ensure that the Preymesser warehouse doors and track gates are open prior to trains arriving at the Hawksworth Steel Terminal. Once the doors are open, the movement can proceed to the edge of the terminals concrete area and be brought to a stand. The Hawksworth Shunter must then check that the warehouse line is not obstructed and the green light is illuminated.

Arriving Trains

All ECS movements from the East are planned to arrive at the East end. If the line is blocked at the East End then train movements arriving from the East will reverse in Swindon station and enter Cocklebury at the West end.

For trains arriving via the West end, travelling from the West, the Signaller will contact the PiC when the train is approaching Rushey Platt. Providing that the route is set, the PIC will advise the signaller which line the train can be accepted onto.

Should the PiC be unable to accept the the train, it will be held at SW1212 on the Up Main.

Where possible, trains will be routed via platform 1, and will meet the PiC at SW1174, or near the 'rear clear' marker board. If the preferred route via platform 1 is unavailable, the signaller may use the route via Platform 3 or the Up Main.

For trains arriving via the West End, travelling from the East, the Signaller will contact the PiC when the train is approaching Swindon East Junction. Providing the route is set, the PiC will advise the signaller which line the train can be accepted onto.

Western Route Sectional Appendix Module WR2

Should the Pic be unable to accept the train, it will be held at SW1169 on the Down Swindon Goods.

Once the PIC can accept the train, where possible, trains will be routed via platform 1 at Swindon Station, and will be meet the PiC at SW1174 or the 'rear clear' marker board. If the preferred route via Platform 1 is unavailable, the signaller may use the route via Platform 3 or the Up Main.

For trains arriving from the East End travelling from the East, the Signaller will contact the PiC when the train is approaching Didcot East Junction or Didcot North Junction depending on route.

If the Pic cannot accept the train, it should be held in rear of SB951 on the Up Relief at Didcot. Providing the route is set, the Pic will accept the train and will meet the driver at the East entrance of Swindon up Yard.

Down goods trains, light locomotives or ECS movements may be signalled reversibly from signal SW1149 via the Up main line between South Marston and Swindon Up Yard, provided a PiC is on duty and under the following circumstances:

When a train would be too long to be dealt with on the down side at Swindon

Where published in the working timetable

In other exceptional circumstances

A 15 minute margin must be selected to cater for movements starting from Sw1149 and to being in clear at Swindon Up Yard.

The signaller must prevent any movement on the Down Main line that could parallel it by keeping signals Sw1149 and SW1196 at danger until the train concerned has passed clear of tracksection VYC.

Departing Trains

For trains departing from the West End, the PiC will present the train at SW6521 or SW6523. The Driver will contact the signaller to advise the headcode and location of the train.

For trains departing from the East End, the PiC will present the train at SW6512. The driver will contact the signaller to advise the headcode and location of the train.

Shunting movements station area. The following is a list of preferred shunting routes that will be used where more than one route is available.

Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind

Location	Shunt details
Swindon East end	SW6523 (Through Siding) or SW6521 (Up Reception) depending on PiC requirements
Swindon West end	Down Main in rear of SW6532

Signage for Class 80x.

Signage is provided and is applicable to Class 80x IET's only. This signage is provided for Class 80x trains to PAN DOWN whilst stationary for services towards Kemble and is located on the Kemble end of platforms 1 and 3.

Signage is also provided on the London end of platforms 1 and 3 for services from Kemble to PAN UP whilst stationary.

Dated: 23/03/2024

GW105 – UFFINGTON TO FORDGATE VIA BOX

SWINDON STATION

Signage for Class 80x

Signage is provided and is applicable to Class 80x IET's only. This signage is provided for Class 80x trains to PAN DOWN whilst stationary for services towards Kemble and is located on the Kemble end of platforms 1 and 3.

Signage is also provided on the London end of platforms 1 and 3 for services from Kemble to PAN UP whilst stationary.

Dated: 14/09/2019

GW105 - UFFINGTON TO FORDGATE VIA BOX

Wootton Bassett Carrier Wire Neutral Section (CWNS)

The carrier wire neutral section (CWNS) at Wootton Bassett consists of a series of dead overhead line wire overlaps that enable trains to transition from one feeder area to another unhindered. The average length of the Arrangement is 300m.

Additional signage is provided to aid drivers transitioning through the Section as to where the start and end of the neutral Section occurs.

When cautioning electric trains from SW1242 (UM) or SW1272 (DM Up direction) Up direction or SW1237 (UM Down direction), SW1235 (DM), drivers should be reminded of the presence of the CWNS to make sure sufficient speed is obtained throughout in order to prevent the stranding of trains.

Dated: 02/12/2023

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GW105 – UFFINGTON TO FORDGATE VIA BOX

Down Wootton Bassett Siding

Ground Frame. The ground frame operator must obtain permission from the Signaller to operate the ground frame. When permission has been given, the operator must press the “Free” button to release the ground frame. The ‘N’ and ‘R’ buttons may then be operated as required.

If one of these buttons fails to become illuminated the Operator must advise the Signaller. If the ‘N’ or ‘R’ push button fails to become illuminated no movement must be made over the points until they have been clipped or the button becomes illuminated.

Before leaving the ground frame the Operator must press the “close” button and advise the Signaller.

Stone Siding. All movements into the siding must be propelled, with the locomotive driven from the Bristol end cab.

Trains for the siding must be brought to a stand on the Down line at the Limit of Shunt marker board.

The Person in Charge (PiC) must advise the Signaller that the train is ready to set back, obtain a release for the ground frame and, when signal SW1240 has been cleared for the movement, depress the plunger to illuminate the set back indicator. The indicator light is extinguished by releasing the plunger.

The propelling movement must not be commenced until the set back indicator has been illuminated and must be brought to a stand immediately the light has been extinguished. If the set back indicator fails, movements must be controlled by handsignals.

The movement must be brought to a stand with the locomotive at signal SW6535, controlling movements from the siding. No further movement must be made until authorised by the Firm's representative.

When the wagons are ready to be propelled towards the loading Area, the PiC must obtain two radio sets from the Firm's representative and all instructions controlling movements in the siding thereafter must be transmitted by radio. After switching on and handing one radio set to the driver, a satisfactory transmission test must be conducted.

Movements into the hopper house must be brought to a stand with the first wagon to be unloaded positioned in the hopper house. Under no circumstances must the locomotive enter the hopper house.

All movements through the hopper house must be controlled by the PiC, upon being authorised by the Firm's representative. In addition, all movements must be controlled by means of the continuous brake in operation throughout the train.

In the event of radio failure, all movements are to be controlled by hand signals.

GW105 – UFFINGTON TO FORDGATE VIA BOX

BETWEEN WOOTTON BASSETT JN AND CHIPPENHAM

Signage for Class 80x

Signage is provided and is applicable to Class 80x IET's only. This signage is for Class 80x trains to PAN UP and PAN DOWN at line speed. These signs are provided on the Up Main, Down Main, Down Main (Reversible) and Up Main (Reversible) between 91m 10ch and 92m 26ch.

Dated: 14/09/2019

GW105 - UFFINGTON TO FORDGATE VIA BOX

Kingsland Road Sidings

The Person in Charge (PiC) of any movement to/from these sidings must make sure that all hand points are correctly set for the movement, and that an incoming movement can pass clear of the main line without delay.

The PiC must arrange for a release of the ground frame when a train which is to be run to the sidings arrives at Down Main line position-light signal BL6653 (by the ground frame).

The maximum length of any movement must not exceed the length shown in the data table below:

Siding	Length		SLU
	Metres(m)	Feet (ft)	
1	200	656	31
2	160	525	24
3	170	557	26
4	150	492	23

Siding 4 (dead end – accessible from the Temple Meads end)

The PiC must get permission from the signaller before a movement is made from any siding towards position-light signal BL6681.

The PiC of any movement due to arrive in the sidings must reach a clear understanding with the PiC of any movement already taking place in the siding.

Dated: 02/09/2023

GW105 - UFFINGTON TO FORDGATE VIA BOX HIGHBRIDGE & BURNHAM

Down Passenger trains terminating at the Up Platform Line

A Down passenger train terminating at Highbridge may be routed to the Up line under the authority of signal B74 and must be brought to a stand at the Up Platform.

If the train is required to return towards Bristol it must proceed into the Up Goods loop and be brought to a stand to the rear of signal B405 before starting the return journey.

Dated: 04/04/09

GW105 - UFFINGTON TO FORDGATE VIA BOX BRIDGWATER

Station Ground Frame. The ground frame Operator must obtain permission from the Signaller to operate the ground frame. When permission has been given they must press the "Free" button to release the ground frame. The 'N' and 'R' push buttons may then be operated as required.

If one of these buttons fails to become illuminated the Operator must advise the Signaller. If the 'N' or 'R' push button fails to become illuminated no movement must be made over the points until they have been secured or the button becomes illuminated.

Before leaving the ground frame the Operator must press the "close" button and advise the Signaller.

Nuclear Electric Compound. All movements to and from the Nuclear Electric Compound must be made under the control of the Person in Charge who is responsible for the opening, closing and locking of the gates.

When Nuclear Electric staff are present, no movement must be made towards the Compound without the authority of the Firm's staff.

The handpoints must normally be set and secured for the "Empty Road" except when required for a movement towards the Nuclear Electric Compound.

The gates must be kept locked except when a movement is required to proceed towards or into the Compound.

The gates must be opened before the clip is removed from the handpoint for a movement towards the Compound.

Dated: 03/08/19

GW105 - UFFINGTON TO FORDGATE VIA BOX Bristol West Jn To BEDMINSTER

Reduction of noise and pollution from High Speed Trains (HST)

When stabling an HST at position-light signal BL6734, the driver must shut down the London end power car after changing ends, with the electric train supply provided from the Taunton end power car. The London end power car must be restarted when the train arrives at Bristol Temple Meads.

Dated: 04/04/2018

GW105 - UFFINGTON TO FORDGATE VIA BOX South Liberty Siding

The Temple Meads signaller (Didcot, TVSC) must be told each time a freight operating company Person in Charge (PiC) takes and leaves duty. The PiC will be informed when a train for the sidings is approaching

Dated: 04/04/2018

GW107 - WORLE JN TO UPHILL JN VIA WESTON-SUPER-MARE

WESTON-SUPER-MARE

Platform lines. Whenever it is necessary for a passenger or ECS train to be admitted to Platform No.1 or No.2 when the line is occupied by the coaching stock of a train for the opposite direction, the Signaller, before admitting the train to the occupied platform line in accordance with Rule Book, Module TW1, Section 20, must first communicate with the Person in Charge of the platform and receive the latter's authority.

The Person in Charge, before giving such authority, must satisfy himself that there is room for the train to be accommodated, arrange for it to be met at the platform end and conducted to the rear of the train in front.

The Driver of the train standing at the platform must be instructed that no further movement must be made until he/she is verbally instructed to do so by the Person in Charge of the platform.

Reduction of noise from HSTs. The following instructions apply to Down HSTs terminating at Weston-super-Mare.

If a train is to stand at either platform for more than fifteen minutes, both engines must be shut down and the heating/air conditioning switch turned to the auxiliary position. In extremely cold weather one engine may be kept running for cab heating purposes. When these instructions have been applied, the engine at the Taunton end of the train must be restarted and the heating/air conditioning restored fifteen minutes before departure time. The engine at the Bristol end must be restarted five minutes before departure time.

Dated: 03/08/19

GW107 - WORLE JN TO UPHILL JN VIA WESTON-SUPER-MARE

WESTON-SUPER-MARE

Class 80x operation

Platform 1 - Due to restricted platform length, 10 car IET's cannot reverse in this platform.

Dated: 02/09/2023

GW108 – FORDGATE TO PENZANCE

Norton Fitzwarren Junction to Bishops Lydeard, West Somerset Railway.

General. The single line between Norton Fitzwarren Junction and Bishops Lydeard is worked in accordance with the WSR 'No signalman token' regulations and is under the control of the WSR Signaller at Bishops Lydeard. Token instruments for this section of line are located only on the WSR. All signalling and permanent way arrangements are provided to full passenger standards.

The Network Rail / WSR ownership boundary is at 165m 15½ch. An up direction board is provided at this location which reads 'WSR locomotives must not pass this point'. An Up direction train approach treadle, sounding an annunciator in Exeter signal box, is provided at 166m 48ch.

Signal release instruments, normally operated by the WSR Person in Charge (PiC) using the WSR token, are provided at Taunton station at the buffer stop end of No. 1 down bay platform and at the Silk Mill relay room. Both machines are located in locked cabinets opened by a key attached to the WSR token. The WSR PiC will join through down direction movements at Taunton Station or signal E.322 whichever is most convenient.

Working of trains. A train may only enter or foul the single line section between Norton Fitzwarren Junction and Bishops Lydeard without the driver having the token when any of the following applies :

- working by pilot
- assisting a failed train
- engineering train entering a T3 possession.

Before a route can be set from signal E630 / E324 towards the single line, the Norton Fitzwarren Junction / Bishops Lydeard WSR token must be put through one of the release instruments. If a train does not then proceed for any reason, the driver must operate a plunger to cancel the slot release.

When working by pilotman is required to be introduced, WSR forms must be used. The WSR will appoint the pilot, who will dictate the necessary details to the signaller at Exeter. The WSR pilot will accompany every train over the single line

Western Route Sectional Appendix Module WR2

Engineering work. The WSR single line token must be obtained to protect any work that requires either a line blockage or T3 possession to be taken between Norton Fitzwarren Junction / Bishops Lydeard.

The signaller at Exeter will only be involved in the arrangements for blocking a line or a T3 possession of the single line section in the following situations :

- work is to take place on or affecting the Network Rail-owned portion of the single line between Norton Fitzwarren Junction and 165m 15½ch, **or**
- engineering trains need to enter or leave the single line at the Norton Fitzwarren Junction end to reach a Network Rail or WSR worksite. If the worksite is on the WSR, the signaller at Exeter will obtain permission from the WSR PICOP before authorising the driver to proceed towards the possession.

Arrangements must be made in advance with the WSR company to obtain the token from Bishops Lydeard signal box.

Dated: 27/04/2024

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GW108 – FORDGATE TO PENZANCE

TAUNTON

Engineer's Siding. The handpoint connection in the Down Bay Siding leading to the Engineer's Siding must normally be secured and padlocked for movements along the Down Bay Siding.

No movement must be made from the Siding towards ground position light signal E622 without authority of the Signaller

Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available.

Where only one route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind.

Location	Shunt details
Taunton East end	Routed from Platforms to E191 (maintained at danger) and reverse behind E604
Taunton West end	Platform 2 or 3 to Platform 4/5 – E20/E120 to Limit of Shunt the E619 or E85 or E185. NOT SUITABLE FOR A 10 CAR IET

Dated: 11/11/23

GW108 - FORDGATE TO PENZANCE

Exeter Riverside Yard

General. The signaller at Exeter must be advised each time a Freight Operating Company Person-in-Charge (PiC) books on and off duty at Riverside Yard to take responsibility for train movements.

When the PiC commences duty they must obtain the Signaller's permission to return the acceptance slot to the "on" position and then unclip the hand points as necessary. The PiC must first ensure that a train has not been routed into the Yard from the Exeter St David's end during the unstaffed period.

If the PiC is on duty, the Signaller must obtain the PiC's permission before signalling any movement towards the yard.

Before leaving duty, the PiC must ensure that the down Reception line is left clear of vehicles with all points secured for the through route. They must also obtain the Signaller's permission to operate the Exeter St David's end acceptance slot to the "off" position.

Down Reception and Up Departure Sidings. These siding extend from the connections with the Main lines at Cowley Bridge Junction to the "Stop" boards applicable to Down trains and are available for use in both directions. However, the Down Reception siding must normally be used for trains in the Down direction only.

A telephone is located on the Up departure "Stop" board post to enable Traincrew to contact the PiC.

When on duty, the PiC must obtain the Signaller's permission before authorising a movement over the Down Reception in the up direction. Drivers of Up trains proceeding over either siding will be advised by the PiC when the siding is already occupied.

Down and Up Goods Lines. These lines extend from the "Stop" boards at the Cowley Bridge Junction end (applicable to Down trains only) to the "Stop2 boards at the Exeter Station end. They are under the control of the PiC of the Yard when on duty and are Available for trains in both directions.

No movement must pass the "Stop" boards at either the Cowley Bridge Junction or Exeter Station end without the permission of the PiC of the Yard.

Drivers of trains proceeding over either line will be advised when the line ahead is already occupied

Dated: 11/11/2023

GW108 - FORDGATE TO PENZANCE

DAWLISH WARREN

Up Platform loop. Drivers of over-length trains should stop at the appropriate 'car stop' marker boards provided in advance of the Exeter end platform ramp. This will allow track circuits in rear to clear and permit following trains to pass on the Up Main line if necessary.

Suitable on-train announcements should be made to passengers intending to alight at Dawlish Warren advising them to travel in the rear of the train.

Adverse Weather. When a forecast of adverse weather conditions along the sea wall has been received by Operations Control, working between Dawlish Warren and Teignmouth will be in accordance with one of two categories of special instructions (either Level One or Level Two conditions). The Exeter Signaller will be able to advise whether either Level One or Level Two conditions apply: -

Level One conditions

The Drivers of all down trains will be accompanied from Dawlish Warren to Teignmouth by a Track Patroller. The Exeter Signaller will advise the Driver that Level One conditions are in force. The Driver must advise the Signaller when the Track Patroller has joined the train and comply with any instruction given to them by the Signaller.

The Track Patroller will give further instruction to the Driver concerning the required speed of the train between Dawlish Warren and Teignmouth. The Driver must control the speed of the train in accordance with these instructions, to enable the Track Patroller to carry out visual inspections. The train is to be brought to a stand at Teignmouth to allow the Track Patroller to detrain.

Level Two conditions

When Level Two conditions are in force the Down line will be closed between Dawlish Warren and Teignmouth, and all down trains will be signalled over the Up Reversible line.

Dated: 03/02/2024

GW108 - FORDGATE TO PENZANCE

DAWLISH To TEIGNMOUTH

Teignmouth sea cliffs. An automated rock-fall detection system, known as the Teignmouth Sea Cliffs Warning System is provided between the Teignmouth end of Phillot Tunnel 206m 68ch and the Dawlish end of Parsons Tunnel 207m 19ch. An audible and visual warning device, together with supporting computer terminal, is provided in Exeter signal box.

In the event of a 'red' alarm being received, the signaller at Exeter has instructions to place or maintain signals at danger to protect the affected area. Operations control will be advised who must arrange for the Earthworks Examiner to attend site as soon as possible.

A train may be used to examine the line in these circumstances and the driver concerned must carefully observe the track, cess and lower cliff area, reporting back to the signaller at an agreed location.

Train running on one or both lines may be resumed following the examination of the line, depending on the nature of the drivers report and in accordance with the special instructions issued to the signaller at Exeter.

Dated: 01/05/10

GW108 - FORDGATE TO PENZANCE

NEWTON ABBOTT

Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available

Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind

Location	Shunt details
Newton Abbott East End	<u>Platforms 1 and 2 to Platforms 1 and 2</u> – E111 or E211 to E703, then E86 to either E188 or E88 <u>Platforms 1 and 2 to Platform 3</u> – E111 or E211 to E13 maintained at DANGER, then E702 to E386 the E388
Newton Abbott West End	<u>Platforms 1, 2 and 3 to Platforms 1, 2 and 3</u> – E188/E88/E388 to E90 maintained at DANGER, the E709 to E111, E211 or E11. Points 944/945 to be maintained NORMAL. <u>Platforms 1, 2 and 3 to Platforms 1, 2 and 3</u> – E188/E88/E388 to E190 maintained at DANGER, then E711 to E111, E211 or E11

Dated: 16/01/2021

GW108 - FORDGATE TO PENZANCE

TOTNES To Marley Tunnels

Blue sandstick boxes are provided in the down cess every quarter mile from 223m 20ch to 227m 00ch.

Inside each box is one sandstick complete with a container of sand; a standard carriage key unlocks the box. The sticks and sand are only for use by train crew or others in an emergency to enable a train to gain adhesion on slippery rail. Once a "sandstick" has been used the Plymouth East signaller must be advised so that it can be refilled.

Dated: 18/03/2024

GW108 - FORDGATE TO PENZANCE**Tavistock Jn GF To Hemerdon Emergency Crossover**

Blue “sandstick” boxes are provided in the up cess every quarter mile from 241m 00ch to 239m 60ch.

Inside each box is one sandstick complete with a container of sand; a standard carriage key unlocks the box. The sticks and sand are only for use by train crew or others in an emergency to enable a train to gain adhesion on a slippery rail. Once a sandstick has been used the Plymouth (east) signaller must be advised so that it can be refilled.

Dated: 18/03/2024

GW108 - FORDGATE TO PENZANCE**Laira Diesel Depot To PLYMOUTH**

See route GW628.

Dated: 05/08/06

GW108 - FORDGATE TO PENZANCE**PLYMOUTH**

Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available.

Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Location	Shunt details
Plymouth West end	To or from Dock 4, platforms 3,4, Through Line, Platforms 5, 6, 7 and 8 – To Down Main signal P52 and return from signal P131.
Plymouth East end	To or from Platform 8, Park 1 and 2 sidings – To Up Spur and return from P112. Park Siding 2 currently clipped out of use. To or from Dock 2, 3 Platform 4, Through Line, Platforms 5, 6, 7 and 8, Park 1 and 2 – To Up Main P61 signal and return from P120, maintaining 211 points normal.

Permissive Working

No detaching or attaching in platform 6 with class 80x traction.

Dated: 11/04//20

GW108 FORDGATE TO PENZANCE

PLYMOUTH

Shunting movements -station area. The following is a list of preferred shunting routes that will be used where more than one route is available.

Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Location	Shunt details
Plymouth West end	To or from Dock 4, platforms 3, 4, Through Line, Platforms 5, 6, 7 and 8 – To Down Main signal P52 and return from signal P131.
Plymouth East end	To or from Platform 8, Park 1 and 2 sidings – To Up Spur and return from P112. Park Siding 2 currently clipped out of use. To or from Dock 2, 3, Platform 4, Through Line, Platforms 5, 6, 7 and 8, Park 1 and 2 – To Up Main P61 signal and return from P120, maintaining 211 points normal

Permissive Working

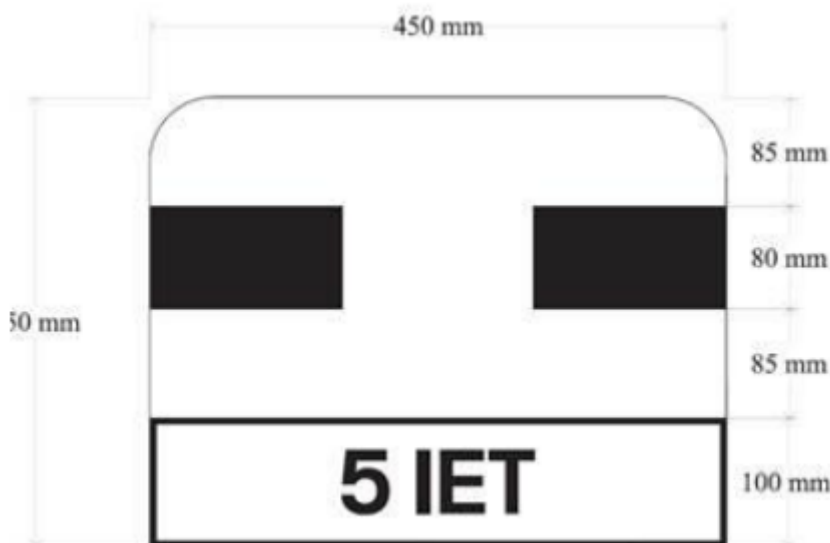
No detaching or attaching in platform 6 with Class 80x traction

Permissive working involving HST's, 8-or-more car Voyagers, charter trains, loco hauled stock incl. sleepers and steam trains is prohibited. If you are unsure of a train's applicability to these criteria, then the permissive move must **not** be authorised.

This applies to permissive working in all platforms

Platform splitting sign

A 'Platform Splitting Sign' is a rectangular board with white background, two smaller black rectangular markers (to denote the splitting arrangement) and IET specific alpha/numeric characters in black font.



These boards are located on platforms 4, 5, 7 & 8. They are positioned halfway along the platform when travelling in the Down direction and are applicable to 5-car IETs that are scheduled to join to other services of the same traction type. Drivers of IETs not scheduled to join to other IETs must pass these signs and stop at the appropriate IET Car Stop Marker (CSM), which have been provided at the far end of each platform'.

When arriving in the Up direction:

If you are working a 5-car IET and you are booked to have an **east end** attachment, then you are to stop your train at the IET 5-car CSM (positioned halfway along the platform when travelling in the Up Direction).

If you are working a 5-car IET and you are booked to have a **west end** attachment, then you are to stop your train at the IET 9-10 car CSM'.

Dated: 05/08/2023

GW108 - FORDGATE TO PENZANCE**KEYHAM**

Shunting. No movement must be made over the up line on the falling gradient towards the "Limit of Shunt" indicator unless the locomotive is at the lower end.

The loose shunting of vehicles into the Coke siding is prohibited.

Devonport Dockyard Branch. The section of line between the Stop Board at the entrance gate to HMS Drake and the Stop Board at the exchange sidings is worked by train staff and is under the control of the Person in Charge of the Dockyard Branch.

No movement must be made over this section of line unless the Driver is accompanied by the Person in Charge of the Dockyard Branch who will show the train staff to the Driver before a train enters the Branch. The train staff must be shown to each Driver if more than one locomotive is working a train. In these circumstances, the Person in Charge of the Dockyard Branch must accompany the Driver of the leading locomotive. In the case of a propelled movement the Person in charge of the Dockyard Branch must accompany the Driver after showing the Train Staff to the Person in Charge of the movement.

Movements between the gates at Keyham and the Dockyard Sidings may only be propelled if a saloon which is fitted with a horn, brake and communication with the Driver, is provided at the leading end in which a competent person who will be in charge of the movement must ride. All other movements must be hauled and must not exceed 42 SLUs.

Trains may only pass "Stop" Boards on the Dockyard Branch on the authority of the Person in Charge of the Dockyard Branch.

Dated: 04/04/09

GW108 - FORDGATE TO PENZANCE**St. Budeaux Jn**

Failure of signals controlling movements to and from the Gunnislake line. If a failure prevents signal P64 being cleared for a Down train for the Gunnislake line, the Driver may be authorised by the Signaller to pass the signal at Danger provided the Signaller is satisfied that the line between the junction and Victoria Road Halt is clear and that the train staff is in the instrument at Victoria Road Halt.

Similarly, if a failure prevents signal P305 being cleared for an Up train, after the train staff has been placed in the instrument at Victoria Road Halt, the Driver may be authorised to pass the signal at Danger after being given an assurance that the signal section in advance is clear.

Dated: 05/08/06

GW108 - FORDGATE TO PENZANCE**SALTASH**

Shunting. No movement must be made over the Up line on the falling gradient towards the "Limit of Shunt" indicator unless the locomotive is at the lower end.

Dated: 05/08/06

GW108 - FORDGATE TO PENZANCE**LISKEARD**

Detaching vehicles on Main line. When vehicles are left on the Main lines without a locomotive attached, they must be adequately secured and the Person in Charge of the movement must remain with the vehicles.

Use of the Generator Crossing. This crossing may only be used when the line is protected in accordance with Rule Book, Module TS1, Regulation 13.4. The normal position of the barrier is locked against road use. The user must obtain the key from Liskeard signalbox. After use the barrier must be padlocked and the key returned to the signalbox.

Dated: 04/06/11

GW108 - FORDGATE TO PENZANCE

TRURO

Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available

Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind

Location	Shunt details
Truro	Platform 2 to Platform 3 – Forward by shunt signals T28 and T32 (Down Main (Up direction) to T7 (Up Main). Return from shunt signal T37 on the Up Main (Down direction).

Dated: 25/07/20

GW108 - FORDGATE TO PENZANCE

PENZANCE

Wrong Direction Movements. An engineering train from a possession of the Up Main line between Penzance and St Erth may proceed to the Long Rock Reception siding.

The movement from the possession must not be commenced until the permission of the Signaller has been obtained by the PICOP for the train to proceed to the Reception siding.

The train must be brought to a stand on the Up Main line clear of the Down Main to Single line trailing points and must not proceed until the Person in Charge of the movement has satisfied him/herself that these points are set correctly.

Long Rock stabling sidings. The Driver of an HST being berthed on No.2 or No.3 siding must bring it to a stand with the centre of the cab side window in line with the yellow marker post, which is provided between these sidings, to enable the shore supply to be connected.

The Person in Charge (PiC) of the Depot must advise the Signaller at Penzance each time that they book on and off duty. All communication between the PiC and the Signaller must be carried out by using the internal fixed telephone line or the BT telephone line at Penzance signal box.

The Carriage Reception line between signal PZ.19 and the first handpoint towards the Depot must be left clear of all vehicles when the PiC is not on duty.

Reception Line (East end) between Long Rock and Ponsandane Yard "Stop" board. When a Down train has arrived on the Reception line at Long Rock the Guard (or Driver in the case of a light locomotive) must advise the Signaller whether or not the train is complete with tail lamp.

A double-sided "Stop" board is provided at the Depot end of the Reception line. No movement for the Yard or Depot must pass the "Stop" board without the permission of the Person in Charge of the Yard. No movement from the Yard or Depot must pass the "Stop" board without the permission of the Signaller.

Reception Line (West end) between Penzance Station and Long Rock Fuel Point ("Stop" board).

No movements towards the Yard or Depot must pass the "Stop" boards without the permission of the PiC of the Yard. The PiC of the Yard must obtain the Signaller's permission before authorising any movement from the Yard or Depot onto the Carriage Reception or Flushing Apron lines towards signals PZ.15 or PZ.19. Vehicles must not be stabled on the Flushing Apron line without the Signaller's permission.

Movements on the Reception line and the Flushing Apron must convey a tail lamp on the rearmost vehicle.

Propelling movements are permitted between Penzance Station and Ponsandane Yard and vice versa. Movements must be controlled by a Shunter by the use of hand held radios in accordance with Rule Book, Module SS2, Section 5.2 (b). The Shunter must ride in the leading vehicle and the maximum speed must not exceed 5 mph.

The coupling or uncoupling of coaching stock vehicles on the Reception line is prohibited and such work must be carried out on Loop Siding.

When a locomotive is to be attached to or detached from coaching stock standing on the Reception line the person carrying out the work must work from the land side of the vehicles.

HST Depot line. Rail movements must not enter the depot building unless the position light signal outside the depot has been cleared. Additionally, no rail movement is allowed into, from or within the depot building until the Status Indicator Lamps show green.

There is no requirement for drivers to sound the horn before entering the shed at this location. Drivers should still stop the movement at the entrance and proceed only when they have checked it is safe to do so.

Western Route Sectional Appendix Module WR2

Fuel line and No. 4 line. Movements must not pass the "Stop" boards applicable to these lines without the permission of the Person in Charge of the yard.

Reduction of noise from HSTs. The following instructions apply to HSTs at Penzance station:-

- If the train is to stand at a platform for more than ten minutes both engines to be shut down and the heating/air conditioning switch turned to auxiliary position.
- When this has been done, both engines must be restarted and the heating/air conditioning restored ten minutes before the scheduled departure time.
- If the Ponsandane end power car fails, the stop block end power car may be started to move the train, but the train must be driven clear of the overall roof as soon as possible.
- In extremely cold weather, one engine may be kept running for cab heating purposes.
- Penzance Station - Tail lamps. Drivers of arriving trains must ensure that red lights are displayed on the rear of their trains. These red lights must remain illuminated until 5 minutes before departure time, regardless of signal aspect displayed.
-
- Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available
-
- Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.
-
- Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind
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Location	Shunt details
Penzance	From Platforms 1, 2, 3, 4 and Oil Sidings to Platforms 1, 2, 3, 4 and Oil Sidings via Carriage Reception Line – Forward from signal PZ67, PZ68, PZ69, PZ 70 and PZ71 to PZ39 (Carriage Reception Line). Return from PZ28, also clearing PZ26 if the movement is back into Platform 3 or Platform 4, 32 points to be maintained Normal.

-
- Class 80x operation.
- Platform 3 - 10 car IETs are prohibited from platform 3.
- Platform 4 - 10-car IETs are prohibited from platform 4.
- 9-car IETs can only use platform 4 in an emergency situation, or if there will be substantial delays incurred to the service due to operational difficulties and therefore to prevent the train from becoming stranded.
- Arrival
- If a 9-car IET is to be signalled into platform 4, the train will be brought to a stand at PZ1 signal. The signaller must advise the driver that the train will be signalled into platform 4 and the reasons why. Once the route is set into platform 4, the driver is to proceed and stop at the IET platform stop marker and release all doors (doors 1-18).
- Departure
- The train can only depart platform 4 as an ECS movement.
- The driver must speak with the signaller to confirm that signal PZ70 is showing a proceed aspect and that the route is cleared for the movement taking place.
- The dispatcher will then confirm that they have permission from the signaller to proceed and will physically check that signal PZ70 is showing a proceed aspect before the dispatch process can commence.

Dated: 11/11/2023

GW108 - FORDGATE TO PENZANCE

LONG ROCK DEPOT

Long Rock Depot. The driver of an HST being berthed on No. 2 or No. 3 siding must bring it to a stand with the centre of the cab side window in line with the yellow marker post, which is provided between these sidings, to enable the shore supply to be connected.

The Person in Charge (PiC) of the Depot must advise the Signaller at Penzance each time that they book on and off duty and confirm the status of the Reception Line and Old Bank Road.

The Carriage Reception line between PZ.19 and the first handpoint towards the depot must be left clear of all vehicles when the PiC is not on duty.

Reception Line (East end) between Long Rock and Ponandane Yard "Stop" board. When a Down train has arrived on the Reception line at Long Rock the Guard (or Driver in the case of a light locomotive) must advise the Signaller whether or not the train is complete with tail lamp.

A double-sided "Stop" board is provided at the Depot end of the Reception line. No movement for the Yard or Depot must pass the "Stop" board without the permission of the Person in Charge of the Yard. No movement from the Yard or Depot must pass the "Stop" board without the permission of the Signaller.

Reception Line (West end) between Penzance Station and Long Rock fuel Point ("Stop" board).

No movements towards the Yard or Depot must pass the "Stop" boards without the permission of the PiC of the Yard. The PiC of the Yard must obtain the Signaller's permission before authorizing any movement from the Yard or Depot onto the Carriage Reception or Old Bank lines towards signals PZ.15 or PZ.19. Vehicles must not be stabled on the Old Bank line without the Signaller's permission.

Movements on the Reception line and Old Bank Road must convey a tail lamp on the rearmost vehicle.

Propelling movements are permitted between Penzance station and Long Rock depot and vice versa. Movements must be controlled by a Shunter by the use of hand held radios in accordance with Rule Book, Module SS2, Section 5.2 (b). the Shunter must ride in the leading vehicle and the maximum speed must not exceed 5mph

The coupling or uncoupling of coaching stock vehicles on the Reception line is prohibited and such work must be carried out on the Old Bank.

When a locomotive is to be attached or detached from coaching stock sanding on the Reception line the person carrying out the work must work from the land side of the vehicles.

HST Depot line. Rail movements must not enter the depot building unless the position light signal outside the depot has been cleared. Additionally, no rail movement is allowed into, from or within the depot building until the Status Indicator Lamps show green.

There is no requirement for drivers to sound the horn before entering the shed at this location. Drivers should still stop the movement at the entrance and proceed only when they have checked it is safe to do so.

Fuel line and No. 4 line. Movements must not pass the "Stop" boards applicable to these lines without the permission of the Person in Charge of the yard.

Dated: 11/11/23

GW108 - FORDGATE TO PENZANCE

PAR

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Station Barrow Crossing – the person in charge of the platform must get permission from the signaller before use. Telephones are provided on both sides of the line.

Traction unit left unattended – the driver must tell the signaller when leaving a train unattended on any platform line.

Shunter's personal safety - when coupling or uncoupling adjacent to another running line, the shunter must arrange for the adjacent line to be blocked by the signaller before walking alongside the train and starting the activity.

See also GW660 local instructions (Par) concerning working of a freight train from St Blazey when there is a locomotive assisting in the rear and the train is to be run to Burngullow Sidings (or west Cornwall).

Locomotive running round its train – arrivals from Burngullow Sidings (or west Cornwall) - a train not exceeding 141 metres (including the locomotive(s)) may be run to Par Platform 3 (branch) and dealt with there. The locomotive must be run round via the Par Up Goods Loop line.

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

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding about the limits of the movement required and the signal(s) which the train will reverse behind

Location	Shunt details
Par	Platform 2 to platform 3 (or vice versa), via the east end of the station on the Up Main line.
	Platform 1 to platform 2 or platform 3 – via the west end of the station on the Down Main line.
	Shunt movements to platform 1 from either end are prohibited (no signalled route). In exceptional circumstances, run via Up Lostwithiel Goods loop and return on the Down Main line.

Dated: 11/03/2024

GW108 - FORDGATE TO PENZANCE

BODMIN PARKWAY

Station Barrow Crossing – the person in charge of the platform must get permission from the Mid Cornwall signaller (Exeter) before use. Telephones are provided on both sides of the line.

Dated: 11/03/2024

GW108 - FORDGATE TO PENZANCE

TRURO

Shunting movements (station area) – when the train has drawn forward and stopped on the approach side of the signal from which it is to return, the driver must send the standing at signal message (SG) using the train radio (or tell the signaller the train is ready to start back).

Dated: 11/03/2024

GW108 - FORDGATE TO PENZANCE

TRURO SIDINGS

Hand points 9559 (immediately the sidings side of position-light signal CL7635) are detected by the signalling.

Before authorising a movement from a running line to the sidings the shunter must (if instructed by the signaller) place hand points 9559 in the position required (so the route may be set).

Dated: 11/03/2024

GW110 - OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL)**Park Royal Jn**

Trains will normally enter the sidings from the Up Wycombe line. Exceptionally, trains may be propelled at extreme caution into the sidings from the Down Wycombe line. Except in emergency, only one movement may be permitted to be in the sidings at one time.

Park Royal Sidings: The signaller will be advised when the train is ready to depart the sidings.

Dated: 03/09/23

GW174 - WEST EALING TO GREENFORD WEST JN**West Ealing Jn To DRAYTON GREEN**

Plassers LC (AOCL+B). When a wrong direction movement is authorised over this crossing, the Driver must (whether or not the white light is flashing) bring their train to a stand at the crossing and not proceed over it until they are satisfied it is safe to do so.

Dated: 09/12/2023

GW175 - GREENFORD SOUTH JN TO GREENFORD STATION**GREENFORD**

Bay Platform - Working Arrangement for Power Operated Sliding Doors. Greenford bay platform has a platform face at each side of the train.

Except in the case of failure or other exceptional circumstance, on arrival the doors giving access to the bay platform Right Hand Side Only (facing the buffer stops) must be released to allow passengers to leave or enter the train.

Dated: 05/08/06

GW182 - WEST DRAYTON TO COLNBROOK

West Drayton Jn

A down train of 71 SLU (1500 feet) total train length can be accommodated on the West Drayton Loop (down direction) with the train stopped at signal T473 and the rear of the train clear of the Up Relief line.

If a down train exceeds this length limit and is required to operate onto the Colnbrook branch line then the person in charge must be present at West Drayton LC (MG) in sufficient time before the train arrives at signal T473 to avoid delaying trains on the Up Relief line.

Dated: 26/09/15

GW182 - WEST DRAYTON TO COLNBROOK

West Drayton LC (MG)

The Person in Charge (PiC) must tell the signaller when taking duty at the crossing and ask for the fortress key to be released to allow the crossing to be operated.

If the train is going to Thorney Mill Stone Terminal, the PiC must tell the signaller which line the train must be routed to.

When the train has passed, the PiC must replace the release key in the fortress key lock in the equipment cupboard and tell the signaller that this has been done.

If it is not possible to close and secure the gates across the road because of failure or damage the PiC must tell the signaller and ask for the driver of the approaching train to be cautioned.

Dated: 27/12/13

GW182 - WEST DRAYTON TO COLNBROOK

Thorney Mill Terminal

A Person in Charge (PiC) must be appointed to take charge of all rail movements at this location. The PiC is the Freight Operating Company member of ground staff and will be known as the Thorney Mill PiC. The PiC must advise the signaller of their name and contact telephone number when taking duty. The signaller must also be advised when there is a change of PiC or when the PiC goes off duty.

The PiC is responsible for giving permission for a train to enter the terminal and must tell the signaller which line the approaching train must be routed to.

Dated: 25/11/23

GW182 - WEST DRAYTON TO COLNBROOK

Colnbrook

For the purposes of this method of working, a single Person in Charge (PiC) must be appointed to take charge of all train operations beyond stop board T3511. Separate PiCs must not be appointed for the Colnbrook Logistics Depot and the Colnbrook oil Terminal. This person will be known as the Colnbrook PiC and must advise the signaller of their name and contact telephone number when taking duty. The signaller must also be advised when there is a change of PiC or when the PiC goes off duty.

Arriving trains

When a train arrives at West Drayton, the shunter must contact the signaller to confirm who the PiC at Colnbrook is and obtain their contact telephone number.

If no PiC is on duty at Colnbrook, then the shunter accompanying the train onto the branch will take the role. The signaller must confirm the person's name and contact telephone number and record this on the sheet provided.

Only the PiC may authorise movements passed stop board T3511 at the entrance to the site.

Departing trains

If a train is to proceed beyond signal T3512 (either departing or for shunting purposes) then the PiC must contact the signaller and obtain permission for the train to approach the signal.

If the PiC requires to leave Colnbrook and there is another train working in the yard, then the PiC will hand over responsibility to the other shunter. The outgoing PiC will confirm with the signaller the new PiC's name and telephone number.

If the PiC requires to leave Colnbrook and there is no other train in the yard, then the PiC will stand down and confirm this with the signaller. The signaller must record this on the sheet provided.

Western Route Sectional Appendix Module WR2

Oil Terminal traffic

Mobile telephones are not permitted to be used in the oil terminal.

If the shunter accompanying an oil train is appointed PiC then once the train is stabled in the terminal, the shunter must stand down as PiC. They must confirm this with the signaller who must record it on the sheet provided.

When the train is ready to depart from the oil terminal, the shunter must contact the signaller to identify whether or not a PiC is on duty. If no PiC is on duty then they will assume the role and provide their name and contact telephone number to the signaller. If there is a PiC on duty the shunter must not allow any train movements until authorised by the PiC

General conditions

After working, trains or vehicles may only be stabled as follows

Defective Wagons in the cripple siding spur at the north end of the aggregate discharge siding

Any other requirements on the Arrival & Departure Siding clear of the points. Other train operators must be advised

Dated: 06/02/2021

GW185 - MAIDENHEAD TO MARLOW**MAIDENHEAD**

See Route GW103

Dated: 26/08/2017

GW185 - MAIDENHEAD TO MARLOW**Furze Platt LC (ABCL) To Cookham LC (ABCL)**

Plungers are provided on the posts of the Driver's flashing lights to start the crossing sequence if it has not started automatically or if it has stopped as a result of the train being delayed.

Failure of crossing equipment. No train may pass over the crossing, during daylight or darkness, until an Attendant has taken up duty if:

1. the barriers have failed in the raised position **and**

the road traffic signals are not working

The provisions of Rule Book, Module TS9, regulation 4 are modified accordingly.

Dated: 03/12/11

GW200 - DIDCOT TO HEYFORD**APPLEFORD**

Appleford is a private siding located at 54m 50ch with access obtained from the Down Oxford Main line and entry / exit is controlled by TVSC Didcot workstation.

The sidings consist of three double ended sidings and a run-round loop and are numbered from the northerly direction

No's 1 and 2 – FCC*

No. 3 – Forterra Ltd

No. 4 – Hansons Aggregates

Fitted with an overhead gantry

A Cripple spur is provided and leads off the run round loop towards no.4 sidings and is 100 metres long.

A Freight Operating Company (FOC) Person In Charge (PiC) FOC PiC shall be in charge of all movements regardless of the operating company.

All forward movements are to be at no more than 5mph and propelling movements are to be at no more than 3mph.

Propelling movements to or from the main Line are prohibited in fog or falling snow.

Incoming trains or locomotives must come to a stand on the Reception siding at the "STOP" board and authority to proceed will be given by either the FOC PiC, making sure that the hand points are set correctly and the siding concerned is clear for the movement.

If more than one train is scheduled to arrive at Appleford while another is on-site, the first PiC, FOC PiC must take control of the whole site. The FOC PiC must advise the signaller at TVSC Didcot of their telephone number so this can be passed to the rail staff on the second train.

Before departure of a train or light locomotive, the FOC PiC must make sure that at least one Freightliner siding and one other siding are left clear to accommodate the next incoming train and to provide a locomotive run round facility. Should it not be possible to provide a locomotive run-round facility, the PiC must advise their operations control immediately

Dated: 01/04/23

GW200 - DIDCOT TO HEYFORD**Kennington Jn To Appleford Jn****DISTANT SIGNALS ABLE TO SHOW A RED ASPECT IN AN EMERGENCY**

Drivers should note that in an emergency the distant signals shown below can display a red aspect by the Signaller at Oxford Workstation operating a signal group replacement control.

Signal Number	Line	Mileage
OD2331	Up Oxford (down direction)	59m 77ch
OD2337	Up Oxford (down direction)	60m 34ch

Dated: 25/02/19**GW200 - DIDCOT TO HEYFORD****Hinksey Yard**

No train or vehicle must be left on Hinksey No.1 or 2 Receptions without the Signaller's authority

Dated: 09/07/18

GW300 - ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Tunnel Jn

Reversal of empty DMUs for Light Maintenance Depot. On clearance of the shunt-ahead arm on the Down Main Section signal, Drivers may draw forward sufficiently for the train to reverse behind the appropriate ground disc signals.

Dated: 05/08/06

GW310 - WOLVERCOT JN TO PERSHORE (EXCL.)

HONEYBOURNE

Trains to or from Honeybourne Up Yard or the Long Marston branch that are required to reverse on the main lines must be capable of being driven from both ends. If this is not possible, a locomotive must be provided at either end and propelling is not permitted.

Two signs are provided on the Down Cotswolds line on the Evesham side of the trailing crossover. The signs read 34 SLU and 65 SLU and are provided to assist drivers stopping in the correct position before reversal towards the Up Yard or Long Marston branch.

See also route GW317.

Dated: 22/08/11

GW310 - WOLVERCOT JN TO PERSHORE (EXCL.)

COMBE

This station can accommodate two-car class 165/166 Turbo unit. Longer trains must be fitted with selective door opening or must have the other vehicles locked out of use.

Two car Class 165/166 Turbo: The Driver must bring the front cab of their train to a stand adjacent to the respective 2-car stop sign to ensure all passenger doors are positioned at the platform. In case of inaccurate stopping, providing part of the train is adjacent to the platform, the Driver may reverse the train in order to position the vehicles correctly. Rule Book, Module TW1, Section 37.2 is modified in that the Signaller's permission need not be obtained in this case.

The Driver must not operate the door release control unit until all passenger doors are correctly positioned at the platform.

Dated: 13/01/2024

GW310 - WOLVERCOT JN TO PERSHORE (EXCL.)

FINSTOCK

This station can accommodate two-car class 165/166 Turbo unit. Longer trains must be fitted with selective door opening or must have the other vehicles locked out of use.

Two car Class 165/166 Turbo: The Driver must bring the front cab of their train to a stand adjacent to the respective 2-car stop sign to ensure all passenger doors are positioned at the platform. In case of inaccurate stopping, providing part of the train is adjacent to the platform, the Driver may reverse the train in order to position the vehicles correctly. Rule Book, Module TW1, Section 37.2 is modified in that the Signaller's permission need not be obtained in this case.

The Driver must not operate the door release control unit until all passenger doors are correctly positioned at the platform.

Dated: 13/01/2024

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GW430 - YATE MIDDLE JN TO TYTHERINGTON

Commencement of Token Section Board at Yate West to Tytherington Quarry

IRON ACTON STATION AOCL

In the event that the Drivers Crossing Indicator (DCI) fails to illuminate for an Up train, with the rear of the train straddling Iron Acton By-pass Crossing, the ground staff should drive to Iron Acton Station AOCL and place a red light on one side of the crossing and themselves on the other displaying a red light, to enable the train to proceed over the crossing.

IRON ACTON BY-PASS AND LATTERIDGE LEVEL CROSSINGS

The level crossings are train crew operated (TMO) type with barriers. Stop boards (with instructions, "Press plunger" and "Obtain white Light and whistle before proceeding") are provided on both sides of the crossing.

Level crossing controls (comprising raise, lower and stop buttons) are provided in a cupboard (locked by a BR.1 type key) situated beneath the stop board on both sides of the crossing. The cupboard must always be locked when it is unattended.

Prohibitions of use

Movements over both crossings are prohibited in darkness or poor visibility if there is a failure of the barriers to lower and/or a failure of the road-traffic lights to operate. At other times a train may pass over the crossing in such circumstances provided the ground staff can give the driver an assurance that it is safe to do so.

Normal operation

When the train arrives at a Stop board, the ground staff/traincrew must lower the barriers by pressing (and holding) the "lower" button, watching the whole lowering sequence to make sure that nothing becomes trapped under or between the barriers. The "lower" button must be released if it is necessary to stop the lowering sequence for any reason.

A red-light indication (sequence commenced) will be displayed during the lowering sequence, replaced by a white light indication (barriers down) when the barriers are fully lowered – the "lower" button may then be released.

Pressing the 'raise' button will raise the barriers from their current position and the road-traffic signals will go out.

When the drivers' white light beneath the stop board is flashing, the ground staff/traincrew must return to the train before it proceeds.

The driver must ensure that the "barriers up" (BU) indicator is displayed (to indicate that the barriers are fully raised) after the train has passed clear of the crossing.

Failure of crossing equipment

The Stoke Gifford workstation signaller (TVSC Didcot) must be told about any failure of the crossing equipment.

Failure of a white light – if the white light next to the crossing is not flashing when it should be, the train may proceed after the ground staff/traincrew has checked to make sure that the barriers are lowered (and told the driver)

Barriers fail to lower – if the lowering sequence does not start when the "lower" button is pressed, the ground staff/traincrew must attempt to lower the barriers using the other control unit. If the lowering sequence does not start the ground staff/traincrew must tell the signaller who will send for an attendant.

A two position "Fail Lower" switch is provided (Normal/Start Lights sequence) in the control unit on the Yate side of each crossing, for use by an attendant. On arrival and when the train is ready to proceed, the attendant must switch the "Fail lower" control from "Normal" to "Start Sequence" which will start the road-traffic signals (the barriers will remain raised).

The ground staff/traincrew must make sure that the road-traffic signals are working and then return to the train before telling the driver to proceed. The driver may pass over the crossing after making sure that it is safe to do so and sound the horn continuously until the front of the train is on the crossing.

When the train has cleared the crossing, the attendant must switch the "Fail Lower" control to "Normal" and make sure that the road-traffic signals go out.

Failure of barriers up (BU) indicator – if "BU" is not displayed to the driver when it should be, the driver must stop the train. If the indicator is still blank after one minute, the ground staff/traincrew must tell the signaller before the train continues the journey.

When sent for by the signaller, the attendant must go to the crossing and check the position of the barriers. If the barriers are not raised, the attendant must attempt to raise the barriers by pressing the "raise" button in one of the control units. If the barriers do not raise the attendant must attempt to raise the barriers using the other control unit.

Western Route Sectional Appendix Module WR2

If one or more barriers remain not fully raised, the attendant must raise the barrier(s) concerned by hand. At Iron Acton bypass LC, the road exit barriers must be raised before the road entrance barriers are raised.

Barriers Up (BU) Indicators

For trains over 384m/1260 ft (60 SLU's), the driver will not be able to see the BU indicator illuminate.

On arrival at the Stop boards, the driver should ensure that the ground staff/traincrew are in attendance before proceeding.

The ground staff/traincrew are competent person must observe that the train has passed clear of the crossing, the barriers are in the raised position and the crossing is open to road traffic.

In these circumstances the driver can then disregard the BU indicator.

Dated: 09/03/2024

GW440 - YATE SOUTH JN TO WESTERLEIGH

Yate South Jn

Trains to or from the Westerleigh branch from or to the Bristol direction must proceed to the "Stop" board at Yate Middle Jn where the Traincrew/shunter must ensure that the points are set correctly and that no conflicting movements are taking place, the train may then proceed onto the Tytherington branch where the locomotive must run-round.

The locomotive must not pass the "Stop" board on the Outgoing line until an assurance has been received from the Signaller that no conflicting movement has been signalled from BL6566. The train may depart via the Incoming line on clearance of signal BL6565.

Dated: 23/09/2023

GW450 - STOKE GIFFORD JN TO BRISTOL EAST JN

Lawrence Hill GF To Barrow Road Sidings

The line of route is out of use until further notice and all associated local instructions are suspended.

Dated: 04/04/2018

GW4501 - STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL

Chittening Estate – not currently in use

The PiC of any movement arriving in the sidings must come to a clear understanding with the Person in Charge of any movement already taking place in the siding complex.

Movements towards Massey Wilcox No.2 Warehouse must be propelled, the movement must be controlled by back to back radio at walking pace. All vehicle couplings must be extended.

Use of Radio Communication. These instructions supplement Rule Book, Module SS2, Section 5.2 (b).

On the Driver obtaining a radio set from the Person in Charge at Hallen Marsh, a satisfactory radio transmission test must be conducted between both individuals. All instructions during shunting operations must be transmitted by radio.

All instructions must be acknowledged and must be preceded by the words "Rail PIC to Rail Driver" and vice versa.

RADIO DISCIPLINE MUST BE MAINTAINED AT ALL TIMES.

Should the radio messages cease to be received or acknowledged at any time, the Driver MUST immediately stop any movements until radio communication has been restored or, in the case of radio communication not being able to be restored, it is agreed that handsignalling is adopted.

The Driver must return the radio set to the Person in Charge at Hallen Marsh when shunting operations have been completed.

Dated: 30/09/23

GW4501 - STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL

Avonmouth PBA Sidings

The instructions in the Working Manual for Rail Staff, Part 3 (Pink Pages), Section D2 apply to these sidings.

The PiC of any movement due to arrive in the sidings must reach a clear understanding with the PiC of any movement already taking place in the sidings.

The PiC must operate the acceptance plunger to allow the St Andrews Junction signaller to set a route for a movement arriving in the sidings.

Intrinsically safe hand lamps for use in the siding are located in the Shunters' Cabin and must be returned after use.

Propelled movements over the AVI weighing area must not exceed a speed of 3 mph.

Controlling movements

The communications procedure in Rule Book Module G1 applies to all communication between PiC (call sign Rail PiC) and driver (call sign Rail driver).

The PiC and driver must test the radio equipment so that both roles can send and receive radio messages, before making any movement. If the radio equipment is not working, the movement must be controlled by hand signals.

If there is a break in transmission, the driver must stop immediately and restart only when communication by radio is available again, or the movement can be controlled by hand signals.

When shunting is finished, the driver must return the radio set to the PiC.

Dated: 24/09/2018

GW4501 - STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL

Portbury Terminal Jn To Bristol Bulk handling Terminal

The Person in Charge at Bristol Bulk Handling Terminal (BBHT) will authorise all movements within the terminal.

This facility can be used to run round freight trains as required in line with the Rule Book.

Dated: 30/09/23

GW454 - SEVERN BEACH TO NARROWWAYS HILL JN

SEVERN BEACH To St. Andrews Jn SB (SA) & LC (MCB)

One train only working arrangements - The 'One Train Working' single line section for trains operating along the Main Line between St. Andrews Junction and Severn Beach commences beyond 138A points at Holesmouth Junction. Signals SA47 and SA45 are the 'protecting signals' for the purposes of Rule Book, Module TW1, Section 33 instructions.

It will be possible to signal trains between the Down and Up Avonmouth Dock Lines and Hallen Marsh Junction or the Avonmouth PBA sidings with a train already occupying the single line section to Severn Beach.

For non-passenger trains signalled from between Hallen Marsh Junction and the Down and Up Branch lines the regulations for signalling trains by the Track Circuit Block system apply. Rule Book, Module TW1, Section 31 applies to the signalling of

passenger trains on this route and special instructions must be implemented.

SERC Ground frame at Severn Beach 12m 70ch – This electrically operated ground frame is located within the one train only section near Severn Beach and 'shut-in' facilities are provided. The ground frame provides access to the SERC Waste Disposal Terminal and is released by the signaller at St. Andrews Junction Signal Box.

Up direction elevated position light signal SA627 is provided at the ground frame to control movements proceeding towards the sidings. The signal is normally 'off' for movements towards Severn Beach irrespective of whether there is a train in the section.

Drivers of trains for the SERC Terminal must bring their trains to a stand at signal SA627 which will be displaying a proceed aspect with route indication 'B'. Once the train concerned is at stand and occupying a local track circuit, the Train Operating Company Person in Charge (PiC) must telephone the signaller and obtain permission to operate the ground frame.

When the signaller operates the ground frame release, signal SA627 will revert to danger and the 'free' button will illuminate at the ground frame. This button must be pressed and held in until the points 'normal' and 'signals 3 and 4 on' buttons illuminate.

The points may then be operated by pressing the points 'reverse' button and holding it in until it illuminates. The appropriate 'signal off' button must then be pressed until illuminated at which stage the appropriate signal will clear. In the case of SA627, the signal will re-clear and display route indication 'SD'.

The PiC must tell the signaller when an up train has arrived complete with tail lamp within the sidings and is clear of the running line. The 'train arrived' button must then be operated.

When train movements are completed, the 'signals 3 and 4 on' button must be pressed and held in until illuminated. The points must then be operated to the normal position by pressing the points 'normal' button and holding it in until illuminated. The 'close' button must then be pushed and held in until the point and signal button indications are extinguished.

The PiC must advise the signaller as soon as train movements are complete and the ground frame release can be returned to the normal position. In the case of down departing trains, the ground frame should be returned to the normal position as soon as possible after the train has left. The PiC must not leave the ground frame until an assurance has been received from the signaller that everything is in order.

Vehicles must not be stabled on the Severn Beach single line. Vehicles must not normally be stabled on the internal run-round loop (sidings 1 or 2). If this is necessary in exceptional circumstances, the PiC must tell the signaller and the vehicles must be secured by hand brakes and wheel scotches to prevent movement.

Dated: 13/01/2024

GW454 - SEVERN BEACH TO NARROWWAYS HILL JN

SEVERN BEACH To Narrowways Hill Jn

Restrictions apply to the operation of locomotives, hauled coaching stock and freight vehicles over this line of route and are shown in the route clearance tables of this appendix.

Dated: 04/04/2018

GW480 - SWINDON TO STANDISH JN

Ham Mill Crossing 100m 63ch

If a train is required to return from DK101 signal over Ham Mill crossing, the driver must be cautioned and make sure that the crossing is clear before passing over it.

Dated: 28/09/19

GW500 - READING TO COGLOAD JN VIA WESTBURY & FROME A/LS**Reading Upper Triangle Depot**

All movements within the Upper Triangle sidings must not exceed 5 mph.

Drivers of trains leaving the sidings must contact the signaller and obtain permission to proceed towards exit signal T1718.

Dated: 31/12/13

GW500 - READING TO COGLOAD JN VIA WESTBURY & FROME A/LS**READING WEST**

If signal T2802, situated on the Up Westbury line at the Reading end of Reading West station, is displaying a red aspect, drivers of all GWR non-stopping passenger trains must be prepared to stop at the yellow platform stopping marker which is painted on the platform coping stones and located 19 metres from the Southcote Junction end platform ramp. If the GSM-R system is unavailable, drivers are authorised to draw up to signal T2802 to contact the controlling signaller via the signal post telephone.

Dated: 03/08/19

GW500 - READING TO COGLOAD JN VIA WESTBURY & FROME A/LS**READING WEST To Southcote Jn**

'Rear clear' turning signs. To assist drivers in reversing trains via Oxford Road Junction, Reading West Curve lines and Reading West Junction, 5 and 10 car 'rear clear' signs are provided on the Down Westbury line at 37m 12ch and 37m 19ch respectively. Both signs are on the Southcote Junction side of Reading West station ahead of signal T2809 and Tilehurst Road Bridge. The signs are reflectorised and show a black triangle on a circular sign with the figures 5 or 10 above the triangle.

Dated: 22/02/14

GW500 - READING TO COGLOAD JN VIA WESTBURY & FROME A/LS**Southcote Jn To NEWBURY**

Lineside signs. Blue signs approximately six inches square and mounted on posts approximately six feet high, are provided beside the line on the approaches to Theale, Midgham and Thatcham stations.

These signs are markers for guidance in connection with braking tests on Class 165/166 trains and have no other significance.

Dated: 05/08/06

GW500 READING TO COGLOAD VIA WESTBURY AND FROME A/LS**THEALE**

Theale Station. Temporary platform 3 is situated on the upside of Theale Goods Loop adjacent to Up Westbury Line platform 1. Provided details appear in the Weekly Operating Notice, the signaller is authorised to signal passenger trains towards the platform in either direction.

Theale Goods Loop. Provided details appear in train advice notices and on the TRUST system, the signaller is authorised to signal certain passenger trains to signal T28282 at the London end of this loop.

This includes steam hauled special trains where the locomotive is required to take water. Drivers must advise the signaller when such trains have come to a stand in the required position and again when trains are ready to depart.

Dated: 07/10/23

GW500 READING TO COGLOAD VIA WESTBURY AND FROME A/LS THEALE YARD

This area comprises Theale Nos. 1 and 2 Reception lines and all sidings leading from these lines. The following instructions make reference to staff that have been given the titles and responsibilities listed below :

Signaller – the signaller at the Newbury workstation at the Thames Valley Signalling Centre at Didcot. This person is in charge of all movements in the area and for movements on both reception lines at Theale and for authorising all movements to, along or from these lines.

Theale Yard Person-in- Charge (PiC) - the first Freight operating Company shunter or member of ground staff to take duty at Theale Yard must take the role of PiC and must advise the signaller of their name and contact telephone number. This person is then responsible for coordinating all train movements within Teale Yard and for liaising with the signaller.

Shunter – the Freight Operating Company (FOC) shunter or member of ground staff working under the direction of the PiC undertaking particular tasks within Theale Yard area

Firms Representative – the person working within the private sidings responsible for positioning wagons for unloading/loading and working under the direction of the PiC or shunter.

A PiC disc display system is in operation and is located at Theale cabin. The discs display the name of the FOC whose Pic is in charge at any one time.

When the disc is in the absent position, the first PiC to arrive must move the disc into the correct position for the company concerned and this person will then be in charge of all movements at Theale. If a second or subsequent PiC arrives, permission must be obtained from the PiC already on duty (as displayed on the disc system) before any further movement takes place.

If there is a change of PiC, staff must come to a complete understanding of all movements required on site before taking over the role of PiC. The disc display system must be adjusted accordingly and the signaller advised of the new PiC name and contact telephone number.

Where the following instructions refer to the PiC, specific activities may be delegated to other shunting staff working under the authority of the PiC. A clear understanding must be reached in this case. The PiC must undertake all liaison with the signaller.

Theale Reception Sidings Ground Control Panel. This electrically operated ground control panel must be operated in accordance with the instructions exhibited at the control panel.

The ground control panel controls two crossovers and one single ended connection as follows :

Double ended crossovers points 1A and 1B (release 8834) and points 3A and 3B (release 8830) between Theale No1 and 2 Reception lines

Single ended connection points 2 (release 8831) between Theale No. 2 Reception line and the Aggregate Terminal (ARC or Hanson's Stone Sidings).

The panel should be read in columns. The two left hand sets of buttons control points 8834, the middle sets control points 8831 and the right sets control points 8830. The slot buttons must be pressed after the PiC has selected and moved the appropriate points so that the signaller can clear the relevant signals.

The PiC must :

Request the signaller to provide the relevant release. The whole panel cannot be released and The PiC must request whichever points are required for the intended movement.

Press the 'free' button for the points that have been released. The backlight will illuminate for the appropriate points and indicate whether they are in the normal or reverse position

Press the normal or reverse button as required for the appropriate points

Press the 'off' slot button as necessary to allow the signaller to clear the relevant signals.

The PiC must visually check that the route is set and the correct signal has been cleared before each movement takes place

If one of the push buttons fails to become illuminated, the PiC must advise the signaller. If the 'N' or 'R' push button fails to become illuminated, no movement must be made over the points until they have been secured or the button becomes illuminated.

The phone number for the ground control panel is 078 2799.

Theale Yards stop boards. The PiC is responsible for authorising movements passed the following stop boards after first obtaining the signaller permission to do so :

down direction stop board on Theale No. 2 Reception line at 41m 53ch

up direction stop board at the exit from the Aggregate Terminal

up direction stop board at the exit from the Cement siding

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Theale Yard Sidings. Before a train enters any siding the PiC must ascertain which sidings are occupied.

If a train is already in the sidings and a second train arrives requiring to shunt into the sidings, no movement must be made until it has been ascertained from the PiC that shunting has been completed. If, however, further movements require to be made with the first train, the Pic must reach a clear understanding with any person involved as to the order of movements.

Theale Yard comprises the following areas described from the Reading end :

Aggregate Terminal (also known as Hanson's stone sidings) – Sidings accessed from No. 2 Reception line via Reception Sidings GF points 2 (release 8831) or from No. 1 Reception line via Reception Sidings GF points 3 (release 8830) and 2 (release 8831).

Movements to and from these sidings must not exceed 5mph.

Cement Sidings (also known as Hope Construction site) – Sidings accessed from No. 2 Reception line via Reception Sidings GF points 1A or from No. 1 Reception line via Reception Sidings GF points 3 (release 8830) and points 1A.

Aggregate Sidings Nos. 1 and 2 (also known as the Aggregate Industries Sidings) – Sidings and Hopper house accessed from Nos. 2 and 1 Reception lines via position light signal T6821 and signal box controlled points 8836.

Trains will normally arrive on No.1 Reception line. The Pic is responsible for complying with the provisions of Rule Book, Module SS2 and for obtaining authority for the train to enter the sidings.

The PiC must unlock and open the control panel cabin located at the entrance to the sidings and ensure back-to-back radios are issued before further movements commence.

The PiC must advise the signaller of all movements requiring to proceed to or from the sidings or along No. 1 Reception line in order that the appropriate signal may be cleared.

The PiC must remain at the control panel when movements are being made onto these sidings.

.Locomotives must not proceed beyond the "Stop – Await Instructions" board at the entrance to the Hopper house without authority from the PiC.

Discharge of trains must be carried out in accordance with the instructions applicable to the type of wagons forming the train.

The PiC must advise the signaller when the locomotive(s) have been re-attached at the Westbury end of the train and obtain permission to proceed towards signal T6825.

Oil Sidings (also known as the Puma Sidings) – Sidings accessed from Nos. 2 or 1 Reception lines via position light signal T6821 and signal box controlled points 8837 or Theale Goods Loop via position light signal T6819 and signal box controlled points 8835 and 8837.

All movements within the Oil Sidings must be controlled by back-to-back radio handsets and hand signals. Intrinsically safe radios must be used within the terminal. All staff must ensure mobile phones are not carried onto the site.

The instructions in the Working Manual for Rail Staff, Part 3 (Pink Pages), Section D2 apply.

Dated: 07/10/23

GW500 – READING TO COGLOAD JUNCTION VIA WESTBURY AND FROM A/LS BETWEEN THATCHAM AND NEWBURY

Signage for Class 80x

Signage is provided and is applicable to Class 80x IET's only. This signage is for Class 80xtrains to PAN UP and PAN DOWN at line speed. These signs are provided on the Up Westbury and Down Westbury.

Dated: 14/09/2019

GW500 - READING TO COGLOAD JN VIA WESTBURY & FROME A/LS

Westbury Cement Works Sidings

Westbury Cement Works sidings are shared between trains using the cement works for loading/unloading and movements made to stable or run-round aggregate trains. Light engine movements may also use the sidings for stabling purposes.

These sidings are not currently used for loading/unloading purposes.

A Person-In-Charge (PIC) must be on duty before a train is signalled towards the sidings. This may also be a driver of light engines in the circumstances detailed below.

Arriving trains - general

The signaller must obtain permission from the Train Operating Company Person-in-Charge (PiC) before signalling movements towards these sidings.

Arriving trains – light engines

If a light engine movement, made of up to 5 engines, is to be made to the sidings the driver may act as the PIC providing they confirm this before they leave their departure point. The signaller can signal this train normally into the sidings.

When the light engines arrive at the access gate the driver will phone and give you their name and contact number. They will then become the PIC and open the access gates and stable the locomotives on line 1.

When this has been completed, they will contact the signaller and advise that the locomotives have been secured and they are relinquishing the responsibility of PiC.

Departing trains - general

When train preparation duties have been completed, the PiC will obtain the signaller's permission before authorising the driver to draw up towards signal W394.

Departing trains – light engines

When the departing train is made up of light engines only, the Driver will ask the signaller for permission to act as the PiC and provide their name and contact number.

When the Driver/PiC is ready to depart they will contact the signaller to ask for permission to draw towards W394 signal. When the driver has the signaller's permission, they will draw towards W394 signal and stop to shut the access gate and lock it. They will then contact the signaller to relinquish responsibility as PIC.

The signaller must not clear W394 signal until they have confirmation from the driver that the access gate is shut and they have given up the role of PIC.

Dated: 07/10/2023

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GW500 - READING TO COGLOAD JN VIA WESTBURY & FROME A/LS CASTLE CARY

Class 80x operation

No planned passenger calls with IET's in platform 3.

Dated: 04/11/23

GW500 - READING TO COGLOAD JN VIA WESTBURY & FROME A/LS**Somerton GF**

The ground frame Operator must obtain permission from the Signaller to operate the ground frame. When permission has been given he must press the "Free" button to release the ground frame. The 'N' and 'R' buttons may then be operated as required.

If one of these buttons fails to become illuminated the Operator must advise the Signaller. If the 'N' or 'R' push button fails to become illuminated no movement must be made over the points until they have been secured or the button becomes illuminated.

Before leaving the ground frame the Operator must press the "close" button and advise the Signaller.

Dated: 05/08/06

GW5001 - BEECHGROVE GF (INCL) TO WESTBURY SOUTH JN**WARMINSTER**

Terminating Up trains. When, in connection with engineering work, passenger trains from Salisbury will be required to terminate and start back from the Up Platform at Warminster, the following process must apply

Trains from Salisbury will be routed into Platform 1 at Warminster where they will terminate and the driver will confirm their arrival with the Westbury Signaller.

Prior to departure, the driver must contact the Westbury signaller via GSM-R. The Signaller will reverse 865 points and clear Ground Position Signal W752 towards the Down Salisbury (signal W308). The Driver and Signaller must confirm the route is set and GPL is displaying a proceed aspect, prior to the train being dispatched.

Dated: 17/03/18

GW5001 - BEECHGROVE GF (INCL) TO WESTBURY SOUTH JN**Westbury South Jn To WARMINSTER**

Drivers of assisting locomotives must exercise care after passing the summit of Warminster incline. Trains must come to a stand at the board at the Salisbury end of Warminster Down Platform and after the assisting locomotive has been detached and the train has gone forward the assisting locomotive must proceed to the crossover points and the Driver obtain instructions from the Signaller by means of the telephone at signal W753.

Assistance to Down freight trains. Assisting locomotives must be attached before trains leave Westbury Station, Yard areas or Westbury Cement Sidings. During fog or falling snow, the Guard of a train requiring assistance must conduct the assisting locomotive to the rear of the train.

Dated: 21/10/23

GW5001 - BEECHGROVE GF (INCL) TO WESTBURY SOUTH JN**DILTON MARSH**

Only the following classes of train are permitted to call:

150, 158, 159, 16x, 170

The Guard must advise passengers requiring to alight at Dilton Marsh, to proceed to the leading door of the vehicle. On arrival of the train at the station, the Guard must operate this door only and must NOT release the other doors in the train.

Dated: 09/07/2022

GW510 - WESTBURY NORTH JN TO BATHAMPTON JN**Bradford Jn**

Rear clear markers are provided beside each line on the Trowbridge side of Bradford Junction. Drivers of HSTs requiring to reverse must bring their trains to a stand at the appropriate rear clear marker and change ends via the cess walkway.

Dated: 10/06/17

GW510 - WESTBURY NORTH JN TO BATHAMPTON JN BRADFORD-ON-AVON

Greenland Mill level crossing. Two plungers are provided on the Up platform, one 20 yards and one 80 yards from signal W186, for the Guard of a stopping train to indicate to the Signaller that station duties have been completed.

During station duties, the Guard must operate one of the plungers for about one second, after which they must immediately rejoin their train. When signal W186 clears to a green aspect, the Guard may then give the signal to start to the Driver.

If signal W186 is not cleared after one minute, the Guard must advise the Signaller by means of the telephone at that signal.

Dated: 13/01/18

GW528 - BRISTOL, NORTH SOMERSET JN TO BRISTOL WEST JN VIA ST. PHILIPS MARSH

St. Philips Marsh

The line between North Somerset Junction (BL2066 and BL2068 signals) and Bristol West Junction (PM31 and PM33 signals) is a privately owned line and not operated by Network Rail.

This line is operated by the TOC and movements over this line is with their authorisation only.

The Person in Charge at St Phillips Marsh (PiC) is responsible for all movements in the depot area between signals BL2066/BL2068 at the North Somerset Junction end and signals PM31/PM33 at the Bristol West Junction end.

The signaller will get permission from the PiC before routing a train towards signal PM326 or PM632.

ST PHILIP'S MARSH HST DEPOT - DEPOT PROTECTION ARRANGEMENTS

Depot protection consists of "Stop and Await Instructions" boards, which are positioned at the entrance to each shed road, controlling movement of traction units/ vehicles entering/ leaving working areas.

Additional protection is provided by:-

2. Multi-status indicators above the shed roads (showing a steady blue light or a flashing orange).
3. Sirens/bells warning of vehicle movement.
4. Removable rail stops on 'C' road.
5. Removable "stop" boards displaying a red light (tardis).

All movements of traction units/vehicles take place under the control of the PiC. They are responsible for informing Drivers of the type of depot protection in use, to ensure the safety of staff and movements and for authorising them to make a movement beyond a "Stop and Await Instructions" board.

ST PHILIP'S MARSH HST DEPOT - STOPPING POINTS

When entering St Philip's Marsh Depot from the East (North Somerset) end, the set must be brought to a stand at the West end with the leading power car doorway in line with the red band painted across the shed floor and up the shed wall. The brake handle should then be in line with the sign mounted on the wall, adjacent to the red band.

This will ensure that the set is in the correct position to allow access for maintenance.

ST PHILIP'S MARSH HST DEPOT - REDUCTION IN EXHAUST FUMES

The following instructions must be applied in order to minimise build-up of exhaust fumes within the shed:

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Sets arriving at the Depot from the North Somerset Jn. direction. Unless the rear power car is already shut down for any reason, the leading power car must be shut down prior to entering any of the shed roads.

Power car isolation of stabled sets in Shed. Whilst sets are undergoing 'A' examination the cut-out switch of the EAST end power car will be isolated by maintenance staff, who will attach to the switch a timed, dated and signed label indicating that the switch has been isolated so as to reduce exhaust fumes in the shed. Drivers are authorised to remove the label and reinstate the cut-out switch before or during train preparation.

Sets being moved out of the Shed, within the Depot area. Only the engine of the WEST end power car must be started in order to move the set. The depot's air supply must be used should it be necessary to build up main reservoir pressure before starting the engine. The power controller must not be advanced beyond notch two.

Sets departing from the Shed to enter service, via North Somerset Jn. The depot's air supply must be used should it be necessary to build up main reservoir pressure before starting the engines. Except for sets forming trains starting at Bristol TM for the West of England, the following must apply:

During the preparation of the set, both engines must be started from the WEST end power car as part of normal preparation. Before returning to the EAST end power car, the Driver must shut down the WEST end power car locally. Train supply must then be put on from the EAST end power car.

Dated: 28/08/2021

GW540 - FILTON JN TO PATCHWAY JN

STOKE GIFFORD INTER CITY DEPOT

Depot head shunt sidings 1 and 2 (HS1 and HS2)

Buffer stop interrupters are provided on depot head shunt sidings 1 and 2 which will be indicated to both the TVSC signaller and the PIC if there is an over run and subsequent collision with a set of buffer stops in the depot.

If a train formed of five vehicles displaces an interrupter, the train involved may, if depot operations require use of part of the siding affected, be used as a temporary buffer stop. In the circumstances, this may be allowed provided that a red light is displayed on the depot end of the train and (until safety checks allowing its movement again are made) a not to be moved board is placed on the train.

Otherwise, the head shunt siding affected must be closed until the incident has been cleared and the interrupter re-set for normal working

Dated: 28/10/19

GW548 - PARSON STREET JN TO PORTBURY

Ashton Jn To Portbury Dock

The Temple Meads signaller (Didcot, TVSC) must be told when a freight operating company Person in Charge (PiC) takes responsibility for train movements.

The PiC will be told (by the signaller) before a down train for Portbury Dock enters the branch. If the signaller cannot contact the PiC, the train will be routed as far as the down stop board (end of token section) (126m 53 ½ ch).

Arrival

The down stop board (labelled "Stop Await Instructions") approaching Portbury Dock is provided with a white light indicator which is interlocked with the security gates and is operated by the PiC when the train is accepted. A driver must not pass this stop board until either the white light is lit or they are verbally instructed to proceed.

A token must not be replaced at Portbury Dock token instrument until the train has arrived complete with tail lamp and passed 200 yards beyond the down stop board.

Handling the token

The PiC is authorised to receive a token from, or deliver a token to, a driver.

Dated: 04/04/2018

GW560 HEYWOOD ROAD TO FAIRWOOD JN VIA WESTBURY WESTBURY

Shunting movements – station area. The following table shows a preferred shunting route that will be used when there is more than one option available. There is no single preferred shunting route at Westbury North.

Location	Shunt Details
South End	Carriage sidings to platforms 1, 2 or 3 via Westbury South and vice versa. Route to Up Trowbridge Siding to reverse behind signal W720 then via the Up Reception line to Westbury South

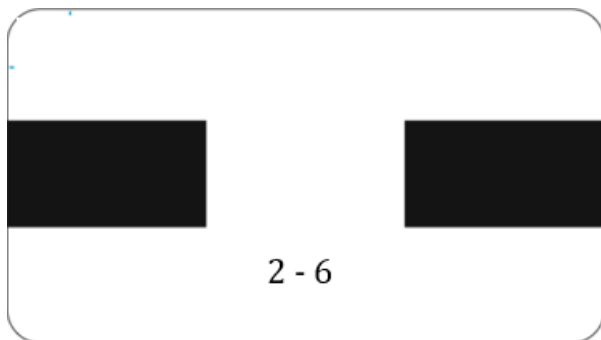
Where additional shunting routes are available to those listed, liaison between the signaller and the driver must always be undertaken before any movement is made.

Westbury platform 2 – carriage cleaning. Rule book, modules T10 and TW1 apply as appropriate. The carriage cleaner will comply with the requirements of the “designated person” referred to in module T10.

Mid-Platform sharing boards

Mid-Platform sharing boards have been provided on all platforms when arriving in the Up direction. These are applicable to DMU (class 15x/16x) formations of 2-6 cars. Trains comprised of these formations that require to reverse back towards Frome or Warminster must stop at these boards. Drivers of these formations not scheduled to reverse must pass these signs and stop at the appropriate DMU Car Stop Marker (CSM), which have been provided at the far end of each platform.

A Mid-Platform sharing board has been provided on platform 1 when arriving in the Down direction. This is applicable to DMU (class 15x/16x) formations of 2-3 cars. Trains comprised of these formations that require to reverse back towards Trowbridge or Pewsey must stop at these boards. Drivers of these formations not scheduled to reverse must pass these signs and stop at the appropriate DMU Car Stop Marker (CSM), which have been provided further along the platform.



(Example picture of a mid-platform sharing board applicable to 2-6 car trains)

Down Reception line. Persons carrying out train examinations on this line in accordance with rule book module T10 must inform the signaller when work has been completed and protection removed.

The Down Reception line contains a curve with a radius of 96 metres at the Westbury South end between points 858 and signal W202. All vehicles using this line must be capable of negotiating such a curve. The following train types are prohibited at the Westbury South end:

- Loaded long welded rail delivery trains
- Class 153 and 158 DMU'S

Set Back” Indicators. The person in charge of propelling movements from the Down Main and Down Salisbury lines to the sidings is responsible for the operation of the plunger which illuminates the set back indicators.

Such movements must not be commenced until the indicators are illuminated and must be brought to a stand immediately the lights are extinguished. If the indicators fail, movements must be controlled by back-to-back radios.

Westbury DMU Sidings. These sidings are used for the shunting and stabling of GWR DMU vehicles and the siding capacity is as follows:

Siding identity	Capacity (per single 23m vehicle)	Length
Stump Road	1 x 150 DMU only	42 metres
No. 1	7 x 23 metre DMU vehicles	188 metres
No. 2	7 x 23 metre DMU vehicles	188 metres

Western Route Sectional Appendix Module WR2

Instructions for trains entering the DMU sidings. All movements within the sidings must not exceed 5 mph. Trains must be brought to a stand at the "STOP check points" board on the "in" road. Drivers must not proceed until they have ensured that no conflicting movements are taking place and that the hand points are set in the correct position.

Stabling of trains. The driver must ensure that no part of the train is left foul of any siding, points, walking routes or stop boards. If this is unavoidable the length of time the train is left foul must be kept to a minimum and details must be given to the Westbury signaller.

Drivers of trains leaving the sidings from either the Coach road or no.1 siding must not make any movement beyond the "STOP" board located between these two sidings until permission has been obtained from the signaller to proceed to signal W719. Driver must not proceed until they have ensured that no conflicting movements are taking place and that the hand points are set in the correct position.

Drivers of trains leaving the sidings from no. 2 siding must normally exit via the "out road" and signal W721. Drivers must not make any movement beyond the "STOP" board on no. 2 siding until permission has been obtained from the signaller to proceed to signal W721. Drivers must not proceed until they have ensured that no conflicting movements are taking place and that the hand points are set in the correct position.

If it is necessary to exit no. 2 siding via the "in road" and signal W719, the driver must come to a clear understanding with the signaller about the movement required and not pass the "STOP" board until permission has been obtained and must not proceed until they have ensured that no conflicting movements are taking place and the hand points are in the correct position.

Drivers are responsible for:

- Reaching a clear understanding with the signaller about the movements to be made
- Checking that nothing is attached to the train prior to preparing or shunting within the sidings including "not to be moved" boards
- Not proceeding until they have ensured that no conflicting movements are taking place, ensuring that all hand points (trailing and facing) are correctly set for each movement
- Ensuring that when reversing over points, trains are Stopped in such a position that affords a clear view of the points that require to be moved
- Not allowing their trains to run through trailing points
- Obtaining authority to pass "STOP" board within the siding before any shunting movements commence.

After completion of movements, the driver should contact the signaller and confirm that all operations have ceased and state the location of trains. The driver must also provide an assurance that trains have not been left foul of other lines or points.

Maintenance work must not be performed on any vehicle without personal protection being applied and the controlling signaller advised if appropriate. The provisions of rule book, module TS1, section 13 apply.

Occurrences in the sidings Any occurrence taking place within the sidings must be reported to the signaller

South West Track Recycling Centre All trains entering the sidings (Recycling 1, Recycling 2 (recycling maintenance 1 and recycling maintenance 2) must be brought to a stand at the "STOP" board on the "in road". Drivers must not proceed until they have ensured that no conflicting movement is taking place and that the hand points are set in the correct position.

Drivers of trains leaving the Recycling Centre sidings (Recycling 1, Recycling 2 (recycling maintenance 1 and recycling maintenance 2) must normally exit via the "out road" and signal W719. Drivers must not make any movement beyond the exit "STOP" until permission has been obtained from the signaller to proceed to signal W721. Drivers must not proceed until they have ensured that no conflicting movements are taking place and that the hand points are correctly set.

If it is necessary to exit the recycling Centre sidings via the "in road" and signal W719 the driver must come to a clear understanding with the signaller about the movement required and not pass the "STOP" board until permission has been obtained. Drivers must not proceed until they have ensured that no conflicting movements are taking place, the driver must also ensure that the hand points are correctly set towards W719 and the "in road".

Before any shunting movement is made beyond the exit "STOP" board, the Person In Charge (PiC) of the movement must obtain the signaller's permission and ensure the hand points are correctly set for the movement to proceed towards signal W721 on the "out road".

If it is essential to make a shunting movement towards signal W719 on the "in road" a clear understanding of the nature the movement must be agreed between the signaller and the PiC before the movement commences.

When any shunting movement is completed the PiC must advise the signaller that the line is clear beyond the exit "STOP" board.

Dated: 05/08/2023

GW572 – FROME NORTH JN TO WHATLEY QUARRY

Frome North Jn to Whatley Quarry

General. The section of line between 2m 40ch and Whatley Quarry is privately owned by Hanson.

Authority for movements. The Reception and Departure roads between Signal W.285 and the “Stop” boards at the Quarry end of these sidings are under the control of the Freight Train Operating Company Person in Charge (PiC), who is responsible for carrying out the provisions of Rule Book, Module SS2 in this area. Movements on all other sidings within the complex are under the control of the PiC.

Acceptance of Down trains. An audible alarm sounds at the Whatley Quarry cabin when a Down train is in the Hapsford area. Provided the PiC is then in a position to accept the train concerned, the acceptance switch must be operated which will allow the Signaller at Westbury to clear signal W.422.

Working of trains. The PiC at Whatley Quarry must advise the Signaller at Westbury when a train in excess of 2,300 tonnes is ready to depart.

When Single Line Working (SLW) is in operation between Clink Road Jn and Westbury, it is not possible to clear the route throughout, so the trains should not be in excess of 2,300 tonnes.

All trains working to or from Whatley Quarry formed wholly with bogie vehicles must normally operate with the brake pipe and main reservoir pipe (if fitted) in use throughout the train in accordance with Rule Book, Module TW1.

Adequate handbrakes must be applied at the Frome end of trains before locomotives are detached or continuous brakes are released.

Movement of privately owned locomotive and wagons. A Hanson authorised locomotive, or where engineering work is to be undertaken a locomotive with vehicles is permitted onto the single line provided that:

- i) the movement does not proceed beyond the Hanson / Network Rail boundary at 2m 40ch**
- j) the train is described as 0Z99 or 8Z99 when undertaking engineering work in connection with Rule Book, Module TW1, Section 40**
- k) a Hanson PiC is appointed and this person must agree with the Signaller at Westbury the maximum time needed to do the work**
- l) when hauling wagons, they must remain coupled at all times and the locomotive must always be marshalled at the Frome end**
- m) when the movement arrives at site, handbrakes and scotches must be applied to the vehicles prior to any engineering work commencing**
- n) any work being undertaken does not affect the integrity of the signalling system**
- o) no other rail mounted plant is allowed on the portion of track.**

The Hanson PiC at Whatley Quarry must advise the Westbury Signaller when the privately owned locomotive, or locomotive with vehicles, has returned to the Quarry. The PiC must confirm that the train is complete and that the line is clear and safe to run on. Normal working may then be resumed.

Where the work may affect the integrity of the signalling system, protection must be afforded by using Rule Book, Modules TS1, Regulation 13 or T3, or the special instructions contained in this section.

Possession of the line for engineering work on Hanson owned infrastructure. The usual engineering T3 possession planning timescales and publication arrangements will not apply on this section of line. Special arrangements apply and instructions have been issued to the Hanson appointed Person in Charge (PiC) and the Signallers at Westbury signal box. The times the line will be blocked must be agreed between Network Rail and Hanson and advised to the Westbury Signaller.

If an engineering train is required to enter the Hanson engineering work site from the Frome direction, the Signaller will authorise Drivers to pass signal W.316 at danger and proceed at caution to the Hanson representative positioned at the detonator protection at 2m 40ch (site of former Hapsford Junction).

The Hanson PiC must advise the Westbury Signaller when an engineering train is ready to leave the work site at 2m 40ch and proceed towards Frome.

Where protection has been placed beyond signal W.285, and an engineering train is required to enter the Hanson engineering work site from the Whatley Quarry direction, the Signaller will authorise Drivers to pass signal W.285 at danger and proceed at caution to the Hanson representative positioned at the detonator protection.

The Hanson PiC must advise the Westbury Signaller when an engineering train is ready to leave the work site at the protection approaching signal W.285 and proceed towards Whatley Quarry.

Western Route Sectional Appendix Module WR2

Possession of the line for engineering work on Network Rail owned infrastructure. The usual planning timescales, publication arrangements and engineering train working will apply. Network Rail possessions will be taken over the whole route between Frome North Junction and Whatley Quarry.

Movements over points 933 at Whatley Quarry. Points 933 will self-restore towards the shunting neck if there is an interruption to either the power supply or a failure of the electronic signalling link.

If it is necessary to make any unsignalled movement over these points to or from the branch, either

- a person must be appointed at the points to ensure that the route is correctly set immediately before the movement takes place, or
- the points must be secured for the branch.

Dated: 13/03/21

GW560 HEYWOOD ROAD JN TO FAIRWOOD JN VIA WESTBURY WESTBURY

Westbury platform 1 is regarded as an UNSTAFFED platform for the dispatch of Great Western railway services formed of Class 15x, class 16x and class 80x (IET) trains. This also applies to South Western Railway services formed of Class 158 and 159 trains.

Dated: 01/08/2020

GW600 - WOOTTON BASSETT JN TO PILNING

Stoke Gifford Yard

Shunter's release

When a train has entered the yard and has stopped the shunter must place the release in the normal position and tell the signaller.

If a train is not going to proceed but the release has been given to the signaller, the shunter must get permission from the signaller before placing the release switch in the normal position.

Repeat indication, Down Filton Main line (up direction) position-light signal BL6592

The shunter must use the repeat indication provided for Down Filton Main line (up direction) position-light signal BL6592 to make sure the signal is displaying proceed before authorising the movement (by radio).

If the repeat indication is unlit or unusual indications are displayed, the shunter must tell the signaller.

Dated: 28/09/2019

GW600 – WOOTTON BASSETT JN TO PILNING

STOKE GIFFORD INTER CITY EXPRESS (IEP) DEPOT

Arrival

The PIC will decide which depot line the train will run to, and provided that there is room for the movement will give an acceptance slot release to the signaller.

The driver may accept either route displayed for the depot, at Bristol Parkway or Stoke Gifford Yard and must stop the train at the stop board or short of the train in front.

Departure

Trains may depart on either line (Depot Exit or Depot Entrance). When a train is ready to leave the Depot the PIC will enter the train description into the train describer.

If the depot exit signal does not clear in due time, the driver must contact the signaller for further instruction.

Patchway Connection

Depot departure and arrival as shown in the working timetable and other notices must be via the Depot Exit or Depot Entrance lines. Except for the purpose of a driver retaining route knowledge (the train operator will publish details of the trains authorised), use of this connection is only allowed during an emergency with permission from the depot manager.

Working of trains during failure or, or work on signalling equipment

Where possible, trains will be diverted to arrive or depart the depot on an unaffected line.

If during failure of a track circuit or the signalling equipment has failed, the PIC must report the arrival of the train at a specified signal or place as required by the signaller.

Fringe axle counter section(s) with Stoke Gifford Depot

When it is necessary to attempt to reset and restore Depot axle counter **SGAA** (Depot Entrance line), **SGFA**, **SGFB** (Depot Exit line) and/or **SGFC** (Patchway Connection) the PiC must get an assurance from the signaller that all TVSC signals protecting the affected section(s) are at danger and that no route is set through the affected section(s) and place reminder appliances on the signalling controls and track section(s) concerned.

Dated: 28/10/19

GW600 - WOOTTON BASSETT JN TO PILNING PILNING

Signage for Class 80x trains

Signage is provided and is applicable to Class 80x IET's only. This signage is provided for Class 80x trains to PAN UP or PAN DOWN at line speed. This signage is provided in the Down direction on the Down Pilning Loop, Down Tunnel and Up Tunnel (Down direction) and the Up Tunnel.

Dated: 28/03/2020

GW600 - WOOTTON BASSETT JN TO PILNING Patchway Jn

Signage for Class 80x

Signage is provided on the Up Tunnel and Down Tunnel (Up Direction) and is applicable to Class 80x IET's only. This signage is provided for Class 80x trains to PAN DOWN if they are going towards Bristol Temple Meads via Up and Down Bristol lines.

Dated: 02/12/2023

Western Route Sectional Appendix Module WR2

“Raise”

“Lower”

On arrival of a train at the “Stop” board, the guard/driver must unlock the cupboard and press the “Lower” button. When the button has been pressed, the “Up” indicator will be extinguished, showing that the barrier lowering sequence has commenced and the road traffic signals will commence to operate.

Red indicator lights will show that the road traffic signals are operating on both approaches to the crossing. The “Lower” button must not be released until the barrier lowering sequence has been completed. The Guard must observe the crossing whilst the barriers are lowering to ensure that nothing is trapped under or between the barriers.

If it is necessary to stop the barriers descending, the “Lower” button must be released. Further operation of the “Lower” button will continue the lowering sequence. When all barriers are fully lowered, the “Down” indicator will illuminate.

Depression of the “Raise” button will cause the barriers to rise from whatever position they may be in and the red road traffic signals will be extinguished.

If it is necessary to stop the barriers rising the “Raise” button must be released.

When the barriers are correctly lowered, a white light on the “Stop” board will flash. The Guard must then RELOCK THE CUPBOARD and rejoin the train. As the barriers are designed to rise automatically following the passage of the train, the train may proceed on its journey.

Down and Up Trains:

Approximately ¼ mile in advance of the crossing is an elevated indicator which, when illuminated, displays the letters “BU” to signify that the barriers have risen behind a train which has passed clear of the crossing,

Failure of equipment

The signaller at Crediton must be advised of the failure of any equipment at this level crossing at the first available opportunity.

1. Failure of white light

If the white light on the “Stop” board fails to flash, the train may proceed over the crossing provided that it has first been established that the barriers are fully lowered.

2. Failure of barriers

If the barriers fail to lower, but the road traffic signals are operating the train may pass over the crossing provided the Driver is satisfied it is safe to do so

3. Failure of barriers and red road traffic signals

If the event of failure of the barriers and red road traffic signals, trains may pass over the crossing provided the driver is satisfied it is safe to do so.

4. Failure of cab height pull-wire

If the barriers fail to lower when the Down direction control wire is pulled, the Driver or Guard should contact the signaller and advise the circumstances. The driver or guard should obtain the key for the local control unit from the token hut and attempt to lower the barriers from the local control unit. If this attempt also fails, instructions 2 or 3 above must apply.

5. Failure of “BU” indication

If the “BU” indication has not been illuminated by the time the train is about to pass it, the train must stop, and the guard must return to any of the barrier control cupboards and observe that the “Up” indicator is illuminated. If the “Up” indicator is not illuminated, they must attempt to raise the barriers by pressing the “Raise” button on the control unit. Should this be unsuccessful, they must try the corresponding button on any of the control units.

If, after these attempts, one or more barriers have still failed to raise completely, the following action must be taken: -

- (i) Contact the signaller and advise them of the circumstances. Obtain the barrier operating key and Allen wrench from the token hut for the barrier machines.

NOTE: The offside barriers (YO/ZO) must be raised before the nearside barriers (YN/ZN).

- (ii) Go to the barrier that has failed to rise and unlock the rear barrier machine door by turning the barrier operating key anti-clockwise to unlock and then inserting the Allen wrench into the socket and rotating clockwise until the door is released and opens.

NOTE: On opening the barrier unit door the audible warnings will stop sounding. They will start to sound again if any of the other barriers are not in the fully raised position when the door is closed and locked.

NOTE: The barrier operating key will be held captive in the lock until the door is once again closed and locked.

Western Route Sectional Appendix Module WR2

- (iii) Raise each barrier that has failed to rise successively as described in paragraphs (iv) to (v) below:
- (iv) Extend the operating handle and pump to raise the barrier.

NOTE: Take care to ensure that when raising the barriers, the barrier counterweight does not come into contact with the barrier operating key.

Once fully raised, close the rear barrier machine door. Once closed insert the Allen wrench into the socket and turn anti-clockwise to secure the door. Then turn the barrier operating key clockwise, past 12 o'clock to correctly engage the lock on the door. Once correctly locked the key can be turned back to the 12 o'clock position and withdrawn from the barrel.

- (v) Repeat the procedure for any other barriers which have failed to fully rise.

Once all the barriers are in the fully raised position the red road lights should extinguish. Return the barrier operating key and Allen wrench to the token hut and advise signaller of the actions taken and the state of the crossing.

6. Crossing of Down and Up Trains

In the event of a Down train being delayed at Eggesford station waiting the arrival of an Up train, and the crossing barriers have not risen after the passage of a Down train, that train must be drawn towards the "Start of Section" board in order to clear the crossing. If the barriers still do not rise, the Guard must raise them in accordance with Clause 5.

The white light on the "Stop" board will only flash when the control unit at that board has been used. Should it be necessary to lower the barriers from a control unit other than that at the "Stop" board at which the train is standing, the Guard must authorise the train to proceed over the crossing when the white light is flashing

The "BU" indicators may be ignored ONLY in the following circumstances.

- (i) When a Down train has crossed an Up train and has departed before the Up train.
- (ii) When the crew of a Down train, which has stopped in the station, have observed that the crossing barriers have fully risen behind the train before it departs.

The Guard of an Up train must always wait until the barrier raising sequence has been fully completed after the passage of a down train before operating the control unit to lower them again.

Dated: 20/04/2024

GW606 - COWLEY BRIDGE JN TO BARNSTAPLE

EGGESFORD (TEP) To BARNSTAPLE

Failure of signalling equipment. When a train is to proceed to Barnstaple in accordance with clause 11.2.3 of the NSTR Regulations, the Modified Working Ticket card will give permission to proceed to Barnstaple and return to Eggesford. The card must be cancelled on arrival back at Eggesford according to the provisions of clause 11.2.3 (iii).

Dated: 19/05/2018

GW606 - COWLEY BRIDGE JN TO BARNSTAPLE

BARNSTAPLE GROUND FRAME

Barnstaple ground frame is unlocked by the Eggesford to Barnstaple section token. If the ground frame is required to be operated for any reason, the driver or person in charge must obtain permission from the signaller at Crediton to obtain an Eggesford to Barnstaple token from the instrument located at Eggesford.

Before the token is replaced at Eggesford, the driver or person in charge must contact the signaller at Crediton and give an assurance that the ground frame at Barnstaple has been restored to normal and no vehicles have been left on the single line.

Dated: 30/11/13

GW611 - EXMOUTH JN TO EXMOUTH**LYMPSTONE COMMANDO**

DMU trains are authorised to reverse at Lymptstone Commando and return to Topsham where this is scheduled in the Working Timetable or Special Notice.

Dated: 05/08/06

GW611 - EXMOUTH JN TO EXMOUTH**EXMOUTH**

Arriving and departing trains. The driver must advise the Exmouth Junction Signaller, using the GSMR telephone system in the leading cab*: -

as soon as the train arrives, and

for permission to return from Exmouth towards Topsham.

Note: When the turn round time at Exmouth is less than 5 minutes, only one telephone call is necessary on arrival.

**there is also a telephone on the station platform, which may be used if the GSMR system is unavailable.*

Dated: 22/06/19

GW618 - NEWTON ABBOT EAST JN TO HEATHFIELD**Newton Abbot East Jn to Heathfield**

This line is currently out of use under a Network Change (see Table A page GW618 seq 001)

The train staff for this branch is kept in a locked cabinet opened by a special key issued to traincrews involved. The cabinet is located on platform 3 at Newton Abbot station next to the 'RA' cabinet. A commencement / end of one train working board is provided at 0m 55ch. The line between Newton Abbot East Jn and this board is worked as a siding under the control of the Exeter signaller.

The person-in-charge of the movement must obtain permission from the Exeter signaller to obtain the train staff and issue it to the driver. The signaller must also be advised when the train staff is returned to the cabinet.

The Exeter signaller must record details of the person in charge and at what time the train staff is withdrawn and replaced, and for what purpose.

The driver must advise the Exeter signaller if a train, or a portion of the train has been left in the one-train section and Rule Book, Module TW6, section 33.3 applies.

Dated: 13/01/24

GW618 - NEWTON ABBOT EAST JN TO HEATHFIELD**Teignbridge LC (TMO)**

This line is currently out of use under a Network Change (see Table A page GW618 seq 001)

This level crossing has gates manually operated by traincrew which are normally left closed across the railway. The key for the gates is kept on the train staff. A red lamp must be placed on both gates facing road traffic before the gates are placed across the roadway.

The closure of Teignbridge level crossing to road traffic must be kept to an absolute minimum during timber loading operations.

Any vehicles left stabled at the timber loading site without a locomotive attached, must have a tail lamp provided at both ends and the handbrakes at the Newton Abbot end specially secured to prevent movement. If it is necessary to leave vehicles stabled overnight without a locomotive attached, they must be coupled together and stabled on the Newton Abbot side of Teignbridge level crossing. The Exeter signaller must be informed of the circumstances before the locomotive leaves Teignbridge.

Dated: 21/10/23

GW620 NEWTON ABBOT WEST JN TO PAIGNTON

PAIGNTON

Due to restricted length between Paignton North and Paignton South crossings, only 5 and 9 car IET operations are allowed on the branch.

Paignton Crossover Ground Frame. The ground frame is released by the Paignton & Dartmouth Steam Railway (PDSR) Annett's key and the unlocking of a padlock, the key to which is held by the Signaller. When the ground frame has been restored to normal, the Person in Charge must ensure that the padlock is re-secured and the key returned to the Signaller.

Movements to and from the PDSR (Kingswear Branch). The movement of PDSR locomotives to Network Rail lines is prohibited, except in connection with the through working of trains from Network Rail lines to Kingswear or when specially authorised.

All movements to the Kingswear line must be authorised by the PDSR representative at Paignton.

Failure, obstruction or other work affecting or likely to affect the PDSR lines. No obstruction by Network Rail, its Contractors or Train Companies of the adjacent PDSR lines between 222m 19ch and 222m 60ch must be permitted unless the PDSR representative has first given permission.

Transfer of traffic to PDSR. The TOC Shunter must attach and detach TOC locomotives. The PDSR Shunter is responsible for attaching and detaching PDSR locomotives.

Between Paignton main line Station and Paignton PDSR Station

Traffic must be worked to the Kingswear Line and brought to a stand clear (Kingswear side) of the Main in connection. The on-going locomotive must be attached at that point.

Through trains from Network Rail to Kingswear PDSR

The DVR PDSR locomotive must be attached At Paignton Network Rail Station if required and the train worked from that point by PDSR traincrew

Protective covers are provided on all manual raise buttons, with a note stating "Prior to Operation of Manual Raise, contact the Signaller"

Through trains from Kingswear PDSR to Network Rail lines

The train must be brought to a stand the Kingswear side of Paignton Crossover ground frame points. The PDSR locomotive must be detached at that point if required and the train worked forward by a TOC locomotive and traincrew.

After the TOC locomotive has been coupled to the trains or vehicles, the continuous brake must be released manually on all vehicles and a brake test carried out.

Dated: 05/08/23

GW620 NEWTON ABBOTT WEST JN TO PAIGNTON

PAIGNTON SOUTH TMO

Paignton South TMO Level Crossing

Train operating Company Traincrew are responsible for the operation of Paignton South TMO Level Crossing barriers.

The crossing controls consist of three push buttons:-

"Raise"

"Lower"

Crossing Clear"

When the "Lower" button has been pressed, the "Up" indicator will be extinguished, showing that the barrier lowering sequence has commenced, and the road traffic signals will commence to operate. A red indicator light will show that the road traffic signals are operating on the Up side of the crossing. The "lower" button must not be released until the barrier lowering sequence has been completed. The operator must observe the crossing whilst the barriers are lowering to ensure that nothing is trapped under or between the barriers.

If it is necessary to stop the barriers descending, the "Lower" button must be released. Further operation of the "Lower" button will continue the lowering sequence. When all barriers are fully lowered, the "Down" indicator will flash. The operator must then press the "Crossing Clear" button and the flashing indicator will steady.

Depression of the "Raise" button will cause the barriers to rise from whatever position they may be in and the red road traffic signals will be extinguished. The "Raise" must not be used when either a TOC or DVR PDSR train has been signalled to pass over the crossing or when a train is on the crossing. Reminder appliances must be used.

If it is necessary to stop the barriers raising, the "Raise" button must be released.

When the barriers are correctly lowered, the appropriate signal will clear. The operator must then relock the cupboard. As the barriers are designed to raise automatically following the passage of the train, the train may proceed on its journey.

Western Route Sectional Appendix Module WR2

Failure of Equipment. The Signaller at Paignton must be immediately advised of the failure of any equipment at this crossing. They must arrange for the attendance of the Signalling Technician and advise the PDSR signaller at Britannia Crossing of the circumstances

When any repair or maintenance work is taking place on the crossing, the Paignton signaller must advise the Britannia Crossing (PDSR) Signaller of the circumstances and request them to advise PDSR Traincrews that the level crossing must not be operated until the repair or maintenance work is completed. Planned work must take into account train services operated by both Railway Companies.

The Paignton Signaller must advise the Britannia Crossing Signaller when work has been completed and that normal working can be resumed over the level crossing

Failure of Barriers to Lower or Failure of the Barriers to Lower and of the Red Road Traffic Signals. If the barriers fail to lower, but the red road traffic signals are operating, a second attempt must be made to lower the barriers from the other Network Rail line control unit. If the barriers still fail to lower, or in the event of a failure of both the barriers and the red road traffic signals, the train may proceed over the Crossing, provided:

The operator is satisfied that it is safe to do so

No DVR PDSR train is passing or about to pass over it and,

The Driver has been advised accordingly.

The Driver must contact the Signaller for authority to pass the appropriate signal at danger.

Failure of the Barriers to Rise. If the operator becomes aware that the barriers have failed to rise after the passage of a train and no PDSR train is passing or about to pass over, an attempt must be made to raise them from the control unit. Should this be unsuccessful, the operator must try the corresponding button on the other Network Rail line control unit. If this fails to operate then an attempt must be made to raise them using the "Raise" button on one of the PDSR line units.

Use of the PDSR control units must only be resorted to in the event of a failure of the barriers to rise after the passage of a train AND after both control units on Network Rail lineside of the crossing have been tried. They must not be used in any other circumstances for movements over the Network rail line at the crossing

Break the glass of the glass fronted box located in the control cupboard and remove the key to the hydraulic equipment covers

Remove (by lifting and pulling forward) the rear panel of the wire cage and unlock and remove the hydraulic equipment cover at all failed barriers.

Raise each barrier successively as described in paragraphs (iv) to (vii) below.

Operate the two hydraulic valves located within the barrier control box (which has been exposed by removal of its cover) to their fully OPEN position, indicated by a correspondingly marked arrow (anti-clockwise)

Lift the rod, which has a hooked end and which is pivoted to the right of the control box, to the vertical position

Manually lift the barrier to the fully raised position and lower the rod so that it is hooked and engages with the horizontal bar at the counterweight end of the barrier.

Leaving the valves in the OPEN position, replace and lock the hydraulic equipment (control box) cover and replace the wire cage panel.

Repeat the procedure for operating and leaving OPEN the hydraulic valves and engaging the rod (which will involve partially lowering the barrier to enable the procedure shown in paragraph (v) to be followed) at any barrier which may be fully risen, replacing and locking the hydraulic equipment covers and replacing the wire cages afterwards.

Further movements over the crossing. If the barriers have been lowered initially from the Network Rail control unit pedestals, and a second move across the crossing on the PDSR line is required, whilst the barriers are in the lowered position, the lower button must be pressed and flashing DWL observed prior to proceeding. Following any raise command, the barriers must be in full raised position for a minimum of 10 seconds before a new lower request.

If the barriers have been lowered initially from the PDSR control unit pedestals, and a second move across the crossing on the Network Rail line is required whilst the barriers are still in the lowered position, the "A" pedestal lower button must be pressed followed by the crossing clear for signals PN7 and PN9. For signal PN10, this sequence can be done on either the "A" or "C" control unit pedestal. Following any raise command, the barriers must be in full raised position for a minimum of 10 seconds before a new lower request.

Dated: 05/08/2023

GW620 NEWTON ABBOTT WEST JN TO PAIGNTON GOODRINGTON SIDINGS

When a Person In Charge has been appointed

A Person In Charge (PIC) can be either appointed from the Train Operated Company or Network Rail Operations staff. The PIC is responsible for all movements entering, within or leaving the sidings. The PIC will contact the Paignton signaller for permission for any movement to proceed from the sidings towards position light PN.12 signal. The Signaller will contact the PIC for permission for any movement towards the Sidings, before clearing either PN.7 or PM.9 signals

When no Person In Charge has been Appointed

When a train or trains are already in the sidings, the Paignton signaller will advise drivers of the circumstances.

All down direction movements must pass complete into one of the yard sidings and must proceed far enough to make sure that the Paignton end of the train is clear of the points concerned. It is the responsibility of the traincrew to make sure that the Paignton end hand points are moved (in rear of their train), so that the hand points are set for any subsequent movement to the sidings

Drivers must contact the Paignton signaller to obtain permission to proceed towards position light signal PN.12, before any movement is made from the sidings. If a train is required to run round in the sidings, the driver will reach a clear understanding with the Paignton signaller about what is required.

A telephone is provided near the hand point connecting siding 2 to sidings 3 and 4.

Diesel Engine Noise. In order to minimise disturbance to nearby residents, from the noise of stationary locomotives or multiple unit trains, the following arrangements apply :-

Diesel engines must be started five minutes prior to departure time from the sidings.

Power for air conditioning/heating purposes need not be applied but in extremely cold weather the engine may be run for cab heating.

On air-braked locomotive-hauled trains the brake test can be carried out with the diesel engines shut down at the Driver's discretion. If an outgoing train is worked by a fresh traincrew, the engine may be started earlier in order to carry out a brake test.

All noise must be kept to an absolute minimum in the sidings and on the line between Paignton South Level Crossing and the sidings.

HST's – Additional instructions. If a train is to be stabled for more than fifteen minutes all engines must be shut down.

The Driver must start the Goodrington end power car engine and apply electric train supply from that end fifteen minutes prior to the booked departure time from the sidings. The Driver must then proceed to the leading power car and operate the controls (HST on one engine only instructions).

The movement to Paignton must be made using the rear power car only. The leading engine to be started five minutes prior to departure from Paignton.

Multiple Units (classes 220/221 and 800/802) – Additional instructions. Trains formed of 8-10 cars (class 220/221) and 9-10 cars (class 800/802) are prohibited from sidings 3 and 4 unless a PiC of the sidings is on duty.

Signals are provided instead of "Stop" boards/flashing white lights on the Network Rail line crossing approaches. Authority for Drivers to proceed will be the clearance of Signals PN7/9/10 as appropriate. The barriers are operated by a Competent Person.

Dated: 05/08/2023

GW628 – LAIRA JN / LIPSON JN TO CATTEWATER

Laira Jn To Mount Gould Jn

Working of Down and Up Goods Branch line. Any movement of a train while on the Single line section, which is required to be made in a direction opposite to that from which it entered the section, must be considered as a wrong direction movement and the instructions in the Rule Book, Module TW7 will apply.

Propelling movements in either direction over this line are prohibited.

Lipson sidings. The Driver of any movement within or from the sidings must not proceed beyond the fouling point with an adjoining siding without the permission of the Shunter in Charge.

Lipson sidings shunting indicators. The Shunter must operate the double-sided white light indicators, by means of the plunger provided, for all propelling movements from the Down Goods line and Ocean sidings to Lipson sidings. Such movements must not be commenced until the indicators are illuminated and must be brought to a stand immediately the lights are extinguished. During a failure of the indicators movements must be controlled by handsignals.

Laira Maintenance Depot

General

During a failure of the indicators movements must be controlled by handsignals.

With the introduction of Depot Protection Systems at Great Western Railway Laira Depot, there is no longer a requirement for Drivers to sound horns before entering sheds or buildings, at this location. Drivers should still stop the movement at the entrance and proceed only when they have checked it is safe to do so.

Incoming Movements

No movement must enter Nos. 1-6 Roads, or 7-10 Roads from either end, until the appropriate signal has been cleared.

Movements through, on and off the Underframe Cleaning Pit must be carried out in accordance with the Great Western Railway's local depot protection procedure.

Outgoing Movements

The GWR shunter, production support staff must contact the signaller and advise the train reporting number and destination.

Laira Flushing Apron - reduction of noise. To reduce the noise disturbance to neighbours, engines must be shut down on arrival at Laira Flush Apron.

Engines can then be restarted and train supply switched on from the Friary end 10 minutes after arrival time to ensure air is recreated and no delays are encountered. Drivers then to proceed to east end power car and set the cab up ready to proceed towards the shed when authority is given.

If circumstances dictate, for instance cold weather, technical problems or several toilets need unblocking, the running of engines will be allowed.

Dated: 19/05/2018

GW628 – LAIRA JN / LIPSON JN – CATTEWATER Mount Gould Jn

Shunting Indicators. The Shunter in Charge must operate the double sided white light indicators, by means of the plunger provided, for all propelling movements from the Friary Single line to the Through Sidings and Embankment Sidings. Such movements must not be commenced until the indicators are illuminated and must be brought to a stand immediately the lights are extinguished.

During a failure of the indicators movements must be controlled by handsignals.

Carriage washing machine. After the arrival of a locomotive hauled train on the flushing apron the locomotive must be detached by the Shunter and disposed of via Plymouth Friary; the Shunter must accompany the locomotive.

Dated: 18/11/23

GW628 - LAIRA JN / LIPSON JN TO CATTEWATER

Plymouth Friary

Before authorising a movement to pass any "Stop" board to enter Friary yard, the Shunter must establish whether or not any other locomotive is working in the yard; if so, a clear understanding as to what is to be done must be reached with the Person in Charge of that locomotive.

Dated: 17/04/10

GW628 - LAIRA JN / LIPSON JN TO CATTEWATER

Plymouth Friary To Cattewater Harbour 0m 78ch

Line closed under Network Change NC/G1/2021/WEST/716

This line is worked as a siding worked under the control of the Shunter at Friary Yard.

Dated: 15/01/22

GW637 - ST. BUDEAUX JN TO GUNNISLAKE**BERE ALSTON To GUNNISLAKE**

Assisting disabled trains. If a train becomes disabled between Bere Alston and Gunnislake and assistance is required, the Signaller must be advised and the train staff taken to Bere Alston ground frame.

The Driver of a light locomotive going to assist a train which has become disabled between Bere Alston and Gunnislake must obtain the Signaller's authority to enter the section without the train staff and must proceed to Bere Alston ground frame only. The Driver must also be instructed to pass signal P64, at St Budeaux Junction, at Danger.

The light locomotive must be brought to a stand clear (St Budeaux side) of the Bere Alston ground frame points and the train staff must be handed to the Driver after the ground frame points have been operated.

NOTE:- For the purpose of this instruction a single power car may be considered as a light locomotive.

Dated: 05/08/06

GW637 - ST. BUDEAUX JN TO GUNNISLAKE**BERE ALSTON**

Before departure from Bere Alston, the Guard (Driver of a light locomotive) must ensure that the ground frame points are set correctly for the next movement over the points.

Any movement allowed to enter the section to assist a train which has become disabled between Bere Alston and Gunnislake must be brought to a stand clear of the ground frame to ensure that the points are set correctly.

Dated: 05/08/06

GW637 - ST. BUDEAUX JN TO GUNNISLAKE**CALSTOCK & GUNNISLAKE**

The guard must contact the signaller on arrival and advise arrival and obtain permission to return.

In the event of a telephone failure, the signaller should be contacted from an alternative telephone or advised at the first suitable opportunity.

Dated: 13/01/24

GW637 - ST. BUDEAUX JN TO GUNNISLAKE**Entire Line Of Route**Okeltor and Sandways level crossings

Blue "sandstick" boxes are provided in the down cess at 2m 28ch and 3m 00ch.

Inside each box is one "sandstick" complete with a container of sand; a standard carriage key unlocks the box. The sticks and sand are only for use by train crew or others in an emergency to enable a train to gain adhesion on slippery rail. Once a "sandstick" has been used the controlling signaller must be advised so that it can be refilled.

Dated: 05/08/06

GW640 – LISKEARD TO LOOE (VIA COOMBE)**Terras LC (ABCL)**

When the standby battery power supply fails, the barriers will fail in the **LOWERED** position.

Drivers must carry out the instructions applying to when a train must be stopped as shown in TW8 / 4.4 (ABCL and AOCL crossings).

Dated: 06/04/2024

GW640 - LISKEARD TO LOOE VIA COOMBE

LISKEARD

All trains. All trains arriving At Liskeard Yard requiring access to branch line between Liskeard and Coombe Junction must be brought to a stand at the stop board. The guard or shunter must be in receipt of the Liskeard to Combe token to operate the ground frame and set the correct route prior to authorising the Driver to pass the stop board and proceed onto the branch line.

DMU trains. After leaving the yard the guard must restore the Ground Frame to normal and authorise the driver to proceed onto the Liskeard branch platform. If the train is to proceed towards Coombe Junction without entering the branch platform, the guard must contact the signaller using the telephone at the Ground Frame to obtain permission to proceed towards Coombe Junction. The guard must relay any messages to the Driver of the train when handing over the Token. This will enable the signaller to exercise control over user worked crossings with telephones.

Branch freight trains. After leaving the yard, the shunter must restore the Ground Frame to normal and contact the signaller for permission to proceed. The shunter must relay any messages to the Driver of the freight train or light locomotive when handing over the Token. This will enable the signaller to exercise control over user worked crossings with telephones.

Freight trains and light locomotives are prohibited from entering the branch platform line.

Up freight trains and light locomotives must be brought to a stand at the Notice Board sited on the Coombe Junction side of the ground frame and must not proceed until the points are set correctly for the yard.

Arrival and departure of Branch passenger Trains. On arrival in the Branch Platform the driver must immediately contact the signaller at Liskeard, confirm that the train has arrived complete with tail lamp and replace the "No Signaller Token" in the token instrument in the token hut on platform 3. The driver must also check that the steady blue TPWS status light shows on arrival at token hut.

Departure of Branch Passenger Trains The Stop Board at Liskeard Platform 3 is equipped with TPWS. The Driver must contact the signaller at Liskeard **3 minutes** prior to the booked departure time from the token hut on platform 3, and must check that the steady blue TPWS status light shows on arrival at the token hut.

The driver must request a token release, after withdrawing the token the driver must ensure that the blue light flashes to indicate that TPWS has been correctly suppressed. If necessary, and with the signaller's permission, the token can be replaced and withdrawn a second time.

If the blue light does not show, or it does not flash when required, the TPWS equipment must be treated as failed. The driver must report the defect to the signaller and must operate the train stop override in the cab when passing the stop board.

In order to avoid a possible false TPWS brake demand, the driver must ensure that **not more than 3 minutes** elapses between withdrawal of the token and the train's departure. If this time is exceeded, e.g. unexpected delay in station duties, the driver must obtain the signaller's permission to replace and withdraw the token again.

Branch Passenger trains – Handling of "No Signaller" token and "One Train Working" staff. When a passenger train arrives at Liskeard and is the next train to return to Coombe the driver may retain the "One Train Working Staff".

When a DMU for the passenger service between Liskeard and Looe is required to leave the Single Line via Liskeard Branch GF for any purpose the "No Signaller Token" and "One Train Working Staff" must be returned to the Signaller at Liskeard.

Dated:28/10/23

GW640 - LISKEARD TO LOOE VIA COOMBE

LODGE FARM LC (ACBL)

When the standby battery power supply fails, the barriers will fail in the **LOWERED** position.

Drivers must carry out the instructions applying to when a train must be stopped as shown in TW8 / 4.4 (ABCL and AOCL crossings).

Dated: 15/01/2024

GW640 - LISKEARD TO LOOE VIA COOMBE**LISKEARD To COOMBE**Failure of train and assistance required.

The instructions in Rule Book, Module TW1, Section 33 are amplified as follows:-

The "No signaller" token must be taken to Liskeard or Coombe ground frame, whichever is neared, when the following procedure must be adopted, when authorised by the Liskeard Signaller

If assistance is available at the ground frame to which the token has been taken, it must be utilised to operate the ground frame. After the assisting train has proceeded onto the Single line the ground frame must be replaced to the normal position and the token handed to the Driver who must be conducted to the disabled train.

If assistance is not available at the ground frame to which the token has been taken it must be placed in the intermediate token instrument, if at Coombe, or the instrument on Platform 3 at Liskeard, or handed to the Signaller at Liskeard, to enable a token to be released for the operation of the ground frame at the other end of the section.

When working by pilot is in operation, Section 2.6 of the instructions "Working Single and bi-directional Lines by Pilot" in Rule Book, Module P2 apply.

Train reporting.

The driver must contact the signaller and report the actual arrival time and expected departure time using the phone provided in the token hut on platform 3 when returning the token or when requesting a token release. If departure is delayed, the signaller must be advised of the actual departure time at the first opportunity.

Dated: 13/01/2024

GW640 - LISKEARD TO LOOE VIA COOMBE**COOMBE To LOOE**

The "One Train Working" staff for the Coombe-Looe section must be held by the Driver of trains for Looe when proceeding between Liskeard and Coombe, in addition to the "No Signaller" token.

The points leading to the Coombe-Looe section are controlled by Coombe No.1 ground frame which can only be released by both the "One Train Working" staff and "No Signaller" token. The normal position of the ground frame is with the points set for movements between Liskeard and Coombe.

On arrival at Coombe of trains from Liskeard the Guard must obtain the staff and token from the Driver, reverse the ground frame points and authorise the Driver to proceed onto the Coombe-Looe section. The ground frame must then be replaced to the normal position, the token placed in the intermediate token instrument and the staff returned to the Driver.

Trains from Looe must be brought to a stand at the "Stop" board at Coombe No.1 ground frame. The Guard must obtain the "One Train Working" staff from the Driver and "No Signaller" token from the intermediate token instrument, reverse the ground frame points and authorise the Driver to pass the "Stop" board.

The "Stop" board on the approach from Looe is equipped with TPWS. The Guard must additionally check that the steady blue TPWS status light shows on arrival at the Ground Frame from Looe. After withdrawing the token and reversing the points, the Guard must ensure that the blue light flashes to indicate that TPWS has been correctly suppressed.

If the blue light does not show, or it does not flash when required, the TPWS equipment must be treated as failed. The Guard must report the defect to the Signaller and advise the Driver. The Driver must operate the Train Stop Override in the cab before passing the "Stop" board.

Failure of train and assistance required. The "One Train Working" staff must be conveyed by the quickest means available to Coombe for the operation of No.1 ground frame.

Dated: 05/08/06

GW640 - LISKEARD TO LOOE VIA COOMBE**LOOE**

The driver must contact the signaller on arrival and advise the actual arrival time and expected departure time of the train. If departure is delayed, the signaller must be advised of the actual departure time. In the event of a GSM-R system failure, the signaller should be contacted from an alternative telephone or advised at the first available opportunity.

If it is not possible to communicate with the signaller before departure, the driver must be prepared to approach at caution user worked crossings where telephones are provided on the return journey and ensure they are clear before proceeding.

Dated: 28/10/23

GW642 - COOMBE (EXCL) TO MOORSWATER

Coombe No.2 GF To Moorswater

The points leading to the Coombe - Moorswater line are controlled by Coombe No.2 ground frame which is released by the "No Signaller" token. The normal position of the ground frame is with the points set in the trap position.

Trains from Liskeard must be brought to a stand at the ground frame "Stop" board and the Shunter must obtain the token from the Driver, reverse the ground frame points and authorise the Driver to proceed onto the Moorswater line. The ground frame points must then be replaced to the normal position and the token placed in the intermediate token instrument.

Trains from Moorswater must be brought to a stand at the ground frame "Stop" board and the Shunter must obtain the "No Signaller" token from the intermediate token instrument, reverse the ground frame points and authorise the Driver to proceed onto the Coombe-Liskeard section. The ground frame must then be replaced to the normal position and the token handed to the Driver.

Moorswater level crossing. The instructions for "Open Crossings (non-automatic)" in the Rule Book, Module TW8 apply at this crossing.

Trains must be brought to a stand at the crossing and must not proceed until the Shunter has positioned himself on the crossing to exhibit a hand danger signal to road traffic and pedestrians until the movement has passed clear.

Moorswater. Before passing over Moorswater level crossing, the Train Operating Company Person in Charge (PiC) must obtain permission from the Blue Circle Person in Charge to enter the sidings. No movement may be made by a Train Operating Company locomotive in Moorswater sidings without prior verbal agreement and a clear understanding must be reached between the PiC and the Blue Circle Person in Charge.

Dated: 06/03/10

GW650 - LOSTWITHIEL TO CARNE POINT, FOWEY

Entire Line Of Route

The train staff for this branch must normally be delivered to and received from drivers by the signaller at Lostwithiel.

In order to cater for traffic requirements, the train staff may be left at Fowey Docks overnight and locked in the special cabinet provided. The Train Operating Company Person in Charge (PiC) must contact the signaller and request permission to lock the train staff away.

These arrangements can also apply if the shunting locomotive kept at Carne Point needs to leave the yard for any reason.

When the train staff is required for the next train movement, the PiC must contact the signaller and request permission to obtain the train staff from the lockable cabinet. Provided the signaller agrees to the request, a combination code will be dictated which allows the cabinet to be unlocked.

When required in connection with engineering work, arrangements must be made in advance for the train staff to be locked away at Fowey after completion of train movements as shown above. The PICOP or COSS must contact the signaller and request permission to obtain the train staff from the lockable cabinet.

On completion of the work, the PICOP or COSS must contact the signaller and request permission to lock the train staff away.

The following details must be recorded by the signaller in the special train staff log book provided :

- name and grade of the person requesting permission for the train staff to be left or obtained at Fowey
- reason for the request
- time permission given to leave or obtain the train staff

Dated: 03/03/14

GW650 - LOSTWITHIEL TO CARNE POINT, FOWEY

ENTIRE LINE OF ROUTE

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

One-train section – the section starts at stop board CL3781 (down). In the up direction, the section ends at signal CL3782. Start and end of section boards are provided at both ends. The train staff is attached to a key which is normally locked in a release instrument kept in a cupboard adjacent to the down stop board.

Down direction – the driver must stop the train at stop board CL3781 and contact the signaller to obtain the train staff before entering the section.

When a train has more than one locomotive at the leading end, the train staff must be collected (and retained) by the driver of the leading locomotive.

On arrival at Carne Point stop board CL3785, the driver must stop the train and carry out the instructions shown before proceeding. When the train has passed beyond the stop board the driver must tell the signaller currently that the train has arrived complete with tail lamp.

If the train staff becomes detached from the key, it must be treated as lost and working by pilot introduced.

1. Exception - if the key can be obtained from the release instrument, provided the driver has both this and the train staff, the train may continue to Carne Point. On arrival, both must be handed to the pilot and put out of use until the signalling technician requires it.

Up direction – the driver must get permission from the signaller to pass up stop board CL3786 (Carne Point) before departure. On arrival at signal CL3782, the driver must stop the train and tell the signaller the train has arrived complete with tail lamp. When instructed by the signaller, the driver must replace the train staff in the instrument (which will allow signal CL3782 to show a proceed aspect).

Golant LC (OC) – the crossing is worked in accordance with rule book module TW8 – Level crossings – drivers' instructions (open crossings). Warning boards, together with combined speed and whistle boards are provided on both sides of the crossing.

The driver must tell the signaller currently if the crossing warning bell is not working correctly.

Carne Point – rule book module SS2 – Shunting applies to controlling movements (radio). Provision of radios required is the responsibility of the operator concerned.

When entering the door catch machine (up direction), the person in charge must get permission from the signaller for a shunting movement to pass stop board CL3786.

If a train is to be left unattended at Carne Point overnight (beyond the end of section board / stop board CL3785), the driver must tell the signaller what is happening and that the train is clear of the section before locking the train staff in the cabinet.

The driver next on duty must get permission from the signaller to remove the train staff from the cabinet before going to the train. Obtaining the train staff from the cabinet IS NOT authority to pass a stop board.

Engineering work when train staff locked away at Carne Point - if the train staff is needed for engineering work, the PICOP (or COSS) must go to Carne Point and get permission from the signaller to remove the train staff from the cabinet when arranging to block the line. The PICOP (or COSS) must retain the train staff until the work is finished and the line is clear and safe to run on.

Dated: 11/03/2024

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GW660 - PAR TO NEWQUAY**PAR To St. Blazey Yard**

Footpath crossing adjoining the iron girder bridge over the canal. Traincrews and Shunters must ensure that obstruction of this footpath by stationary trains is kept to the minimum.

Dated: 05/08/06**GW660 - PAR TO NEWQUAY****Goonbarrow Jn (G) SB**

Class 80x operation

Due to restricted passing loop length at Goonbarrow, only 5 and 9 car IET's are allowed to operate on the branch.

Dated:04/11/23**GW660 - PAR TO NEWQUAY****PAR**

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Working of freight trains from St Blazey with a locomotive assisting in the rear. Freight trains from St Blazey for destinations West of Par and with a locomotive assisting in the rear will be run to the Up Main line at the east end of the station to reverse. The driver of the assisting locomotive must not apply power (if necessary) until the train has passed well clear of Par Loop Junction.

See also GW108 local instructions (Par).

Dated: 11/03/2024**GW660 - PAR TO NEWQUAY****ST BLAZEY JN**

When trains formed Class 80x (maximum 9-car), HST (2+7) or 2 Class 220/221 multiple units are to pass another train.

A train may be run to Up Newquay line signal CL3790 to wait for Par platform 3 to become available while a down train is run toward Down Newquay line signal SB40 when scheduled (or required) to pass between Par and St Blazey.

See also the local instructions concerning Goonbarrow Junction.

Movement from Down Newquay line to Up Newquay line (line occupied)

When the shunting signal next to Down Newquay line signal SB4 (up direction) clears and the associated miniature route indicator displays UN, this means the Up Newquay line between St Blazey and Par is occupied by a train or vehicles. The driver must proceed at caution as far as the line is clear.

Dated: 11/03/2024

GW660 - PAR TO NEWQUAY

St. Blazey Yard

ST. BLAZEY YARD

Depot protection arrangements.

WEIGHBRIDGE ROAD.

All movements over the Weighbridge MUST NOT exceed 3 m.p.h.

The Weighbridge bypass track must be used for all movements except when actually carrying out the weighing of vehicles.

All movements must be made only under the authority of the Rail Operator in charge of the yard. Drivers and engineering staff authorised to drive must contact this person and reach a clear understanding before any movement commences.

ENGINEERING STAFF AUTHORISED TO DRIVE

Within the Depot:-

Engineering staff authorised to drive must only make a movement under the control of the designated person 'D.P.' and must not pass the stop boards situated at the St. Blazey and Par Harbour ends of the maintenance depot.

Fuel Road and Ash Road:-

All movements over the Fuel Road and Ash Road MUST NOT be made without the authority of the Rail operator in charge of the yard.

Engineering staff must not drive past the "Depot Limits" boards situated each end of the Fuel Road and Ash Road.

Staff working on traction must, within Depot Limits, at all times set up protection as laid down in the Depot Protection Procedure.

ST. BLAZEY MAINTENANCE DEPOT

Depot protection arrangements.

All movements over the Turntable and through the Wagon Shop, MUST NOT exceed 2 m.p.h.

The turntable at St Blazey is under the control of DB Cargo in line with current rules and regulations.

The hand points controlling entry to the Maintenance Depot, at the St Blazey and Pa Harbour ends of No.2 Road, must be clipped and padlocked and the keys held by the Designated Person (who is identified by wearing an armband with the initials 'DP' on it). The Stop boards placed at each end of the Depot are in the raised position.

Prior to any movement towards the Maintenance Depot, the Designated Person must unlock the appropriate points for the movement and ensure that the Stop boards are lowered.

The "Stop and Await Instructions" board, situated at either end of the Maintenance Depot, must not be passed without the authority of the Designated Person 'D.P.' and no movements into or out of the Depot must take place until the Designated Person 'D.P.' has activated the warning signs and lights.

No3. Road. With the exception of Class 08/09 locomotives, no Traction Units may be driven into the building on this road. The Class 08/09 locomotives can only be used on this road for movements from the St Blazey end of the depot and must not pass the "Locomotives may not be driven past this point" Board situated at the entrance to the Wagon Inspection Gantry. Should any traction unit be required to be placed within the Wagon Inspection Gantry this may only be done from the St Blazey end of the depot by a propelling movement with the Class 08/09 locomotive, ensuring that no shunting staff are on board during the movement.

BETWEEN ST BLAZEY AND PAR BRIDGE

Working of Through Siding. The Through Siding between St Blazey and Par Bridge is under the control of the Person in Charge at St Blazey Yard when on duty. At other time (which are indicated locally), the line is under the control of the St Blazey Signaller.

When, however, the Person In charge accompanies a movement to Par Dock, they may on arrival there authorise the St Blazey Signaller to permit a movement onto the Through Siding.

No movement must pass the "Stop" lamp on the Par Dock side of Par Bridge level crossing applicable to movements from Par Dock without the permission of the St Blazey Signaller.

No movement must pass the "Stop" lamp on the Par Bridge end of the locomotive sidings applicable to movements from those sidings without the permission of the Person in Charge of the Through Siding.

The St Blazey Signaller must be advised when movements from the through Siding have arrived in clear on the locomotive or weighbridge sidings, unless the movement is under the control of the Person in Charge of St Blazey Yard.

A propelled movement towards the Main line must not be made past the handpoints at the St Blazey end of the Through Siding until the exit signal is cleared.

BETWEEN ST BLAZEY AND PAR DOCK

Movements must be accompanied by two Shunters, one of whom must precede the train on foot during the propelling movement to ensure that the line is clear of any obstruction and to warn any pedestrians, and the other must walk beside the train in such a position that they can repeat any handsignal to the Driver exhibited by the Shunter preceding the train.

Before any movement is made over the level crossing adjacent to Wagon Repairs siding, the Person in Charge at Par Dock must position themselves at the crossing and exhibit a hand danger signal to road users in both directions.

The St Blazey Signaller must be advised when the movement has arrived in clear on Par Dock.

Western Route Sectional Appendix Module WR2

Par Bridge level crossing (TMO). This level crossing has gates that are operated by traincrew. The gates must be operated by the shunter.

Dated: 04/11/23

GW660 - PAR TO NEWQUAY

Quintrel Downs LC (ABCL)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TW8 apply at this crossing with the following modifications:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger to activate the crossing. The plunger is located in a locked cabinet (unlocked by a BR no. 1 key), as follows:

Down direction: approximately 20 yards on the approach side to the Drivers red/white flashing light post

Up direction: On Quintrel Downs platform adjacent to the Crossing STOP board.

When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 05/08/06

GW660 - PAR TO NEWQUAY

Trencreek LC (AOCL + B)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TW8 apply at this crossing with the following modifications:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger to activate the crossing. The plunger is located in a locked cabinet (unlocked by a BR no. 1 key), and is located on the same post as the Drivers red/white flashing light. When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 02/07/22

GW660 - PAR TO NEWQUAY

NEWQUAY

The guard must contact the signaller on arrival and advise the actual arrival time and expected departure time of the train. If departure is delayed, the signaller must be advised of the actual departure time. In the event of a telephone failure, the signaller should be contacted from an alternative telephone or advised at the first suitable opportunity.

If it is not possible to communicate with the signaller before departure, the guard must advise the driver. The driver must be prepared to approach at caution user worked crossings where telephones are provided on the return journey to Goonbarrow Junction and ensure they are clear before proceeding.

Dated: 26/09/15

GW672 - BURNGULLOW TO PARKANDILLACK

ENTIRE LINE OF ROUTE

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

One-train section – the section starts at stop board CL3823 (down - between Burngullow and Lanjeth). In the up direction, the section ends at stop board CL3822. Start and end of section boards are provided.

Handling the train staff – the shunter is the authorised person for the purpose of delivering the train staff to (or receiving it from) the driver. When not in use, the train staff must be kept locked in the shunters cabin.

When a train has more than one locomotive at the leading end, the train staff must be collected (and retained) by the driver of the leading locomotive.

Carpalla LC – the driver must tell the signaller currently when a train arrives at, and is ready to depart from:

- Parkandillack/Trelavour Sidings,
- Central Treviscoe Sidings,
- Treviscoe Sidings or
- Kernick Sidings

If the driver cannot contact the signaller, the driver must approach the crossing at caution and not pass over it until they (the driver) have made sure it is safe to do so.

Kernick and Treviscoe Sidings – the shunter must make sure the flashing yellow warning lights are in use during all rail movements. Staff must look out for and obey warning notices issued by the depot operator.

Parkandillack No.1/No.2 and Trelavour Sidings - loose shunting is prohibited and an automatic brake must be operative on all vehicles.

The Buell clay loading facility is worked in accordance with rule book module SS2 – Shunting (entering a shed or building). Staff must look out for and obey warning notices issued by the depot operator.

Allowing an assisting train into an occupied section – if a train becomes disabled or accidentally divides in the section, the shunter must agree the arrangements for protection and assistance with the signaller and instruct the driver accordingly.

The driver must keep the train staff (unless it is necessary for another locomotive to remove a rear portion), until the whole of the train has been removed from the section (or any detached portion has been moved to an intermediate siding and is clear of the section).

Dated: 11/03/2024

GW672 - BURNGULLOW TO PARKANDILLACK

BURNGULLOW JN

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Burngullow Reception line (Through Sidings Straight Road) – the signaller is responsible for movements on this line between stop board CL3822 (288m 71ch) and signal CL5864. Train detection is by axle counter.

Hand points 9544 (immediately the Parkandillack side of signal CL5864) are detected by the signalling and must normally be kept set for this line.

Any stabled wagons must be left on the reception line while the locomotive is working on the Parkandillack branch.

Blackpool and Rotary Sidings – keys to the Rotary Sidings gate are held by both the depot and freight operator. The shunter must tell the depot operator before a trip working leaves Burngullow and make sure the gate has been closed and secured when shunting is finished.

Staff must look out for and obey warning notices issued by the depot operator.

Burngullow Yard - movements in the yard are the responsibility of the person in charge (PiC). The driver (or shunter where provided) is authorised to be the PiC. Before authorising a movement from the Down Main line or Up Siding (Methrose) to the yard the PiC must place hand points 9544 in the position required (so the route may be set by the signaller).

The driver of a train arriving from the Parkandillack branch for the yard must stop short of the hand points at the entrance to the yard and wait for instructions (or hand signal) from the PiC before proceeding.

When a train or movement is to depart (or move toward the reception line when shunting), the PiC must get permission from the signaller to pass the appropriate stop board (up direction east end, CL3820 or down direction west end, CL3821).

The running through of hand points in the trailing position is prohibited.

Up Siding – standage of 30 metres (4SLU) must be retained behind position-light signal CL7633 to allow a locomotive from the Parkandillack branch or the yard to run round its train.

Departure to the Parkandillack branch – to protect against possible run-away wagons, before a train leaves Burngullow (and when there is no PIC on site), the PiC must make sure hand points are left set for movements on the Burngullow Reception line (from both the branch and Up Siding).

When passing stop board CL3820 at the Par end of the yard (or drawing forward from the reception line) the driver must (when signal CL5864 is cleared) run the train to Burngullow Up Siding clear of position-light signal CL7633. When the train locomotive has drawn forward, the shunter must place points 9544 in the position required for running round or shunting.

Dated: 11/03/2024

GW680 - PENWITHERS JN TO FALMOUTH

FALMOUTH DOCKS

Train reporting – unless there is late running, there is no requirement for traincrew to report arrival and/or departure times to the Mid Cornwall signaller (Exeter).

If the train radio fails in-service, the signaller should be contacted using alternative methods of communication.

Dated: 11/03/2024

GW690 - ST. ERTH TO ST. IVES**LELANT SALTINGS**

DMU trains from St Ives are authorised to reverse at Lelant Saltings and return to St Ives.

Dated: 04/04/09

GW690 - ST. ERTH TO ST. IVES**ST IVES**

The guard must contact the signaller on arrival and advise the actual arrival time and expected departure time of the train. If departure is delayed, the signaller must be advised of the actual departure time. In the event of a telephone failure, the signaller should be contacted from an alternative telephone or advised at the first suitable opportunity.

If it is not possible to communicate with the signaller before departure, the guard must advise the driver. The driver must be prepared to approach at caution Towan level crossing at 322m 63ch on the return journey and ensure it is clear before proceeding.

Dated: 26/09/15

GW700 - GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN

GLOUCESTER

Shunting movements – station area. The following is the preferred shunting route that will be used where more than one route is available.

Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Location	Shunt details
West end	To or from Platform 4, Up Relief, Up Main, Platform 2, Platform 3 and Bay Siding – to the Up Main (G162) to reverse behind signal G31

Platform lines. When the locomotive of a train standing at Platform No.2 is in advance of signal G133, with the points set for the Up Main line, the Driver must make no further movement unless authorised to do so by the Person in Charge of the platform or signal G35 has been cleared.

Empty coaching stock trains. Drivers of empty coaching stock trains that stop or reverse at Gloucester must contact the Signaller to let them know when the train is ready to proceed.

Gloucester Carriage Sidings. These consist of three sidings numbered 1, 2 and 3 leading to the Parcels line. No 1 siding is nearest to platform 4. No. 1 road is known locally as the Depot Road.

Drivers must telephone the Signaller for permission to make any movement from these sidings towards either Ground Position Light Signal G.417 on Siding 1 or the outgoing STOP board on Sidings 2 and 3.

Drivers of trains making movements from sidings 2 or 3 must stop with the rear of their trains clear of the incoming STOP board and return the hand points to the normal position, i.e. for the through route between the Parcels line and Platform 4. The Driver must contact the Signaller and confirm that the hand points have been left set in the normal position for the straight route before proceeding.

Drivers of all trains making movements from platform 4 to the Parcels Line must also stop with the rear of their trains clear of the incoming STOP board.

Carriage Cleaning. The provisions of the Rule Book, Modules T10 and TW1, as applicable, apply at this location. The Person in Charge of the carriage cleaning team will act as the designated person.

Maintenance Work. When work other than shunting or carriage cleaning is to be undertaken, the Person in Charge of maintenance work must comply with the Rule Book, Modules T10 and TW1. Additionally, before work commences he/she must reach a clear understanding with both the Signaller and the Person in Charge of the carriage cleaning team as to the protection arrangements.

Gloucester Old Yard. The handpoint leading towards these sidings is normally clipped and padlocked for the route towards the Parcels line. The key to the padlock is kept in Gloucester Signal Box.

Platforming of Passenger trains. Passenger trains conveying more than 10 vehicles, which are required to reverse at Gloucester station must be dealt with at either No.2 or No.4 Platform.

Such trains dealt with at Platform No.2 must be brought to a stand with the leading end of the leading vehicle opposite the top of the ramp at the Newport end of the station.

If the incoming locomotive is to work the train forward it must proceed to the rear (Newport side) of signal G31 (Up Main line) to run-round via the Up Main line. The Shunter detaching the locomotive must instruct the Driver accordingly.

If the incoming locomotive is not scheduled to work the train forward the Driver may follow the departing train cautiously and at a safe distance to signal G133. If for any reason the locomotive is unable to follow the departing train immediately the Driver must contact the Signaller for further instructions.

If the incoming locomotive of a train dealt with at Platform No.4 is not scheduled to work the train forward the Driver may follow the departing train cautiously and at a safe distance to signal G333. If for any reason the locomotive is unable to follow the departing train immediately the Driver must contact the Signaller for further instructions.

Network Rail Operations Control must advise the Signaller of passenger trains booked to call at Gloucester which will exceed 10 vehicles as a result of additional vehicles being attached for any purpose. Such advice need not be given in respect of trains scheduled to convey more than 10 vehicles.

Dated: 11/04/2020

GW731 – ABBEY FOREGATE TO RUABON

Abbey Foregate Maintenance Depot

Abbey Foregate Light Maintenance Depot (L.M.D.).

This facility consists of three stabling roads, named 1, 2 and 3 Shropshire sidings. There is also a wash road leading to a stop block provided with 2, 4, and 6 car marker boards and a main siding used for shunting purposes only. Multiple Unit Trains are stabled and cleaned on the three Shropshire sidings. There are also four 'Goods Roads', these are currently clipped and locked out of use. A WMT Designated Person (DP) is planned to be on duty 24/7 to carry out shunting duties. If for any reason there is no DP coverage, the WMT DP must inform the Signaller at Abbey Foregate box.

Notice boards lettered "Stop and Await Instructions" are provided to the left of the Up Main Shropshire Siding applicable to movements towards the depot from the Abbey Foregate direction and to the left of the Up Main Shropshire Siding applicable to movements along the siding from the Shrewsbury station direction.

Movements onto the Depot

The Driver must contact the Signaller at Abbey Foregate of a train that needs to be stabled in the carriage siding.

The Signaller must inform the DP/Shunter, in advance, of a train approaching the 'Stop and Await Instructions' board at Abbey Foregate LMD.

The DP/Shunter must then:

- a) Pre-set the road that the train is to be stabled on in the correct position before the movement takes place.
- b) Meet the driver at the 'Stop and Await Instructions' board or give a handsignal as per Rule Book instructions.
- c) Reach a clear understanding with the driver about the movement to be made.
- d) If a handsignal is given, then the driver may pass the stop board but must be prepared to come to a stand when they arrive at the DP/Shunter for further information.

The driver must not proceed past the 'Stop and Await Instructions' board until authorised to do so by the DP/Shunter. If there is no DP/Shunter present, then no train movements can take place on or off the carriage sidings.

Movements off the Depot

The Driver must report to the DP/Shunter with the head code of the train to be prepared/moved.

The DP/Shunter must provide the Driver with the location of the train/unit.

Once preparation has been completed, the Driver must report to the DP/Shunter On-Duty, advising them that their preparation is complete and that the train is ready to depart the sidings.

Prior to the movement, the DP/Shunter must confirm with the Driver that all work activities are complete and that all NTBMBs have been removed in accordance with the depot protection arrangements and Rule Book, Module T10.

The DP/Shunter must contact the Signaller to advise that a movement is ready to take place, provide details of the movement to be made, the train head code and obtain authority from the Signaller to depart the carriage sidings.

The DP/Shunter must check that all points are set correctly for the movement and that the route is clear for the train to depart the carriage sidings up to the first Ground Signal. The DP/Shunter must confirm this to the Driver.

Movements within the Depot

The DP/Shunter must contact Abbey Foregate Signal box to request permission to shunt a train within the sidings. The DP/Shunter must inform the Driver of the move required. The points must be set by the DP/Shunter and permission given to the Driver for the move to take place.

Before entering the train from the first available cab, to minimise the amount of off-train walking, the Driver must reach a clear understanding of the movement about to take place with the DP/Shunter.

Prior to the movement, the DP/Shunter must liaise with the Driver to confirm that all work activities are complete and that all 'Not to be Moved' boards (NTBMB), that have been placed on the train, have been removed in accordance with FP-SHR-DP Shrewsbury Carriage Sidings Depot Protection Procedure and Rule Book, Module T10.

NOTE: The DP/Shunter may precede the train as far as up until the first ground signal to ensure the points are set in the correct position for the movement and that the line is clear and safe for movement.

Dated: 16/03/2024

GW731 - ABBEY FOREGATE TO RUABON SHREWSBURY

Locomotive trains with a higher route availability than RA5 are prohibited from entering the Down Main Platform line (Platform 3) via SBJ103 points until further notice due to condition of an under bridge.

The Up Siding (back line) adjacent to Howard Street landing is temporarily out of use from 171m 39ch to the stop blocks at Howard Street Landing. Temporary sleeper stop blocks and a possession limit board are provided at 171m 39ch. This arrangement permits the stabling of one tamping machine between the temporary stop block and shunting signal SBJ41.

Dated: 20/02/2021

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH Talerddig

If a traction unit not fitted with ERTMS is stabled in the Up Siding unattached to an ERTMS-fitted train, a NOT TO BE MOVED board or red flag must be attached to it. This must be done by the person in charge of the traction unit before the fitted train is detached. The NOT TO BE MOVED board or red flag must not be removed until an ERTMS-fitted train is again ready to attach.

Dated: 19/03/11

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GW733 - SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

MACHYNLLETH DEPOT

Movements to and from Machynlleth depot

Movements from platform 2 to the Aberystwyth siding must stop at the stop board MH2023 where the driver must select SH mode and obtain the signaller's permission to proceed.

Movements entering the Aberystwyth siding from the single line will be provided with SH mode by the system.

Movements to and from the Tank siding are controlled by position-light signals. The driver must select SH mode.

Movements exiting the Aberystwyth siding in either direction must stop at the controlling position-light signal where the driver must exit SH and carry out the start of mission procedure. To enable the movement to proceed as far as the next block marker on the running line the train should be in SR mode and the position light signal cleared.

Trains entering the Aberystwyth siding from MH1090 (or MH1092) will be advised by the signallers where the movement will proceed to..

Movements within the depot

All movements within the depot must normally be carried out in Level 2 SH mode under the instructions of the shunter. If SH mode cannot be obtained because of a system maintenance, failure or defect, essential movements may be made in Level 0 SH or IS mode.

All movements from the Aberystwyth siding to the depot will be advised by the Machynlleth SC signaller to the Designated Person (DP). Facing handpoints must be set in reverse to enter the Shed Road back of the depot, and facing handpoints set in reverse to enter the Rock siding main depot.

All movements to, within and from the depot as far as stop board MH2021 are controlled by the depot shunter. However, movements from either the Fuel or Pens roads to the maintenance shed must not pass the Stop boards protecting the Maintenance shed without authorisation from the Designated Person (DP).

All units entering the depot must first be routed to the Fuel or Pens roads.

When work is being carried out on units stabled in the Fuel or Pens roads, a "Not to be Moved" board must be fitted on the end of the unit formation facing the station building and on the driver's side of the unit(s).

Movements from the Rock siding (main depot) to the Aberystwyth siding are controlled from stop board MH2021. There must be no conflicting movement authorised from the stop board at the back of the shed towards the Aberystwyth siding.

Before any movement is made from the Coal Siding (stop board MH2020) towards the Aberystwyth siding, the person in charge of the movement must obtain the signaller's permission to proceed.

Safety of Employees working on Rail vehicles – Rule Book Modules T10 and TW1

At the following locations, sidings are used for maintenance and repairs or form part of the depot. When sidings are used by Maintenance personnel the movements of rail vehicles will be under the control of the DP. At other times movements will be under the control of operating staff. Movements must not exceed 10km/h.

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

Dated: 19/03/11

GW733 - SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Borth Capel Soar LC (AOCL) and Llandre (ABCL)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TW8, section 4 apply at these crossings with the following modifications:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

If the crossing sequence is not initiated by the approach of the train or if the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (Driver's No. 1 key) just in rear of the white light post to activate the crossing. When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 18/06/11

GW810 - RHYMNEY TO QUEEN STREET NORTH JN**RHYMNEY/RHYMNI**

Rhymney Sidings. The Chargeman or other authorised person (if the Chargeman is otherwise engaged or not on duty) is responsible for the provisions of Rule Book, Module SS2 at Rhymney sidings.

Carriage Cleaning. Rule Book, Modules T10 and TW1, as applicable, apply. At this location carriage cleaners work in teams and each team will have a leader who will be the “Designated Person” referred to in the Rule Book.

Before work commences the Designated Person must comply with the requirements of Rule Book, Modules T10 and TW1 on each occasion that carriage cleaning or servicing takes place. When work has ceased, the Designated Person must ensure that all staff are clear of the vehicles and in a position of safety before the protection arrangements are withdrawn.

Dated: 10/05/14**GW820 - CWMBARGOED TO YSTRAD MYNACH SOUTH****Cwmbargoed**

TMO level crossing.

The gates are operated by the Person in Charge at Cwmbargoed (PiC). Before rail movements are allowed to foul the crossing, the PiC must place both pairs of gates across the roadway. The gates must be so maintained until the movement has passed clear, at which time the PiC must replace and padlock all gates across the railway.

Wagons with Defective Brakes (T.O.P.S. Cripple Code E)

M.G.R. trains composed of less than 28 vehicles MUST Not be permitted to enter the single line at Cwmbargoed unless the automatic brake is operative throughout the train.

M.G.R. trains composed of 28 VEHICLES OR MORE maybe permitted to enter the single line at Cwmbargoed with a maximum of ONE WAGON with a defective automatic brake, provided that :

- Any wagon so conveyed is marshalled in accordance with the train air brake regulations, and
- The brake force available is in accordance with the Rule Book Module TW4 Section 4.6

Dated: 30/03/2024**GW820 - CWMBARGOED TO YSTRAD MYNACH SOUTH****Cwmbargoed To Ystrad Mynach South Jn****Tokenless Block ‘Remote’ Instructions**

The following instructions apply to the working of this single line.

Terms and Principle

All reference to the signaller in these instructions means the Valleys workstation signaller at the Wales Railway Operating Centre at Cardiff.

The following signals are to be considered as being the home and section signals :

Ystrad Mynach South Junction

Section signal - CF2834 also position light signals CF7420 and CF7422

Home signal - CF2587

Cwmbargoed

Section signal – CF2581

Home signal – STOP board CF2582

The line between STOP board CF2582 at Cwmbargoed and Ystrad Mynach South Junction is to be considered as one single line section for the purposes of these instructions and is under the control of the signaller.

Western Route Sectional Appendix Module WR2

The principle is to prevent more than one train being in the single line section at the same time.

Normal method of signalling trains

The Person in Charge at Cwmbargoed (PiC), is responsible for operating the 'train arrived complete' and 'offer' buttons on the Shunters interface panel at Cwmbargoed. The following indications are normally displayed :

Normal – white light

If lamp out call signaller – blue light

If these indications are not illuminated as expected the signaller must be advised.

Drivers must operate the 'train arrived complete' button at the drivers interface panel at Ystrad Mynach.

Down direction movements

The PiC must contact the signaller when a train is ready to depart from Cwmbargoed and advise the headcode and destination. If possible, the signaller will then accept the train and instruct the PiC to press the 'offer' button. The 'offer' button must be held in until the 'train accepted' indication is illuminated. Signal CF2581 should then clear for the train to depart.

When the train arrives complete at signal CF2587, the driver must press and hold the 'train arrived complete' button until the 'plunger registered' indication is illuminated. This will allow the signaller to clear signal CF2587.

Up direction movements

The PiC must advise the signaller if it is not possible to accept a train at Cwmbargoed for whatever reason. If no advice is received, the signaller will route up trains onto the branch normally.

The PiC is responsible for authorising drivers to pass up direction STOP board CF2583 at Cwmbargoed. When the train arrives complete within the sidings, the PiC must press and hold the 'train arrived complete' button until the 'train in section' indication goes out and the 'normal' indication illuminates. This will reset the system and allow another train to be signalled onto the branch if necessary.

Trains not proceeding

The PiC must tell the signaller when, for whatever reason, a train is not going to proceed onto the single line at Cwmbargoed after being accepted. The PiC must then press and hold the 'train arrived complete' button until the 'train in section' indication goes out and the 'normal' indication illuminates.

Occupying the single line for shunting purposes

Shunting onto the single line at Cwmbargoed is not permitted.

When it is necessary for a shunting movement to enter the section at Ystrad Mynach, the complete movement must reverse behind down direction signal CF2587. The driver must then press and hold the 'train arrived complete' button until the 'plunger registered' indication is illuminated. Signal CF2587 can then be cleared for the return movement.

Train requiring to stop in section

When a train is required to stop in the section, the signaller and person in charge of the train movement must agree :

- where the train is to stop and why
- the approximate time the train will occupy the section.

If the train concerned returns to where it started from, the instructions regarding occupying the single for shunting purposes shown above must apply.

Obstruction of the line

If it is necessary to stop trains because of an obstruction or other emergency within the section, the signaller will immediately :

- place or keep signals at danger to protect the obstruction or other emergency
- if necessary, arrange for train radio messages to be sent

GW830 - MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

STORMSTOWN

Up Stormstown Loop. Vehicles or locomotives must not normally be stabled and left unmanned on this line. In case of emergencies, the stabling of vehicles must be kept to the shortest possible period and such vehicles must be specially secured to prevent movement.

Dated: 28/09/13

GW830 – MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

CARDIFF

The following is a list of preferred shunting routes that will be used where more than one route is available.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind.

Location	Shunt details – Cardiff Station all Platforms
Cardiff (West end)	Route via Line E to signal CF2239 and reverse behind CF7048
	Route via Line A to Limit of Shunt CF7051 and reverse behind CF2342
	Route via Line A to the Brickyard Siding and reverse behind CF2344

Dated: 29/12/16

GW830 - MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

CADOXTON / TREGATWG

Down Reception line. This line is under the control of the signaller at the WROC at Cardiff. The Person in Charge of shunting at Barry Docks (PiC) must contact the signaller on arrival and exchange telephone numbers. The signaller must obtain permission from the PiC before clearing signal CF2373 at the Barry Docks end of the Down Reception line.

Dated: 01/06/19

GW830 - MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

Cogan Loops

Down and Up Cogan Loops. Vehicles or locomotives must not normally be stabled and left unmanned on these lines. In case of emergencies, the stabling of vehicles must be kept to the shortest possible period and such vehicles must be specially secured to prevent movement.

Dated: 30/06/14

GW830 - METHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

Cardiff West Junction to Barry Island

Restricted clearances exist between certain trains and infrastructure on this section of the line. The operation of a Departmental **or** passenger train movement that includes within the formation any former passenger carrying vehicles with drop light windows (including Mark 2 air conditioned vehicles), requiring to operate between Cardiff Central and Barry Island (in either direction), is authorised to proceed subject to the timely and formal issue of a Special Notice to all parties that **MUST** include the following:

- The Person in Charge of the train must ensure that all droplight windows are closed and that they remain closed.
- The Person in Charge of the train must also ensure that the persons occupying the vehicles have been advised not to lean out or extend anything out of any window.
- In connection with the operation of a train comprised of Mark 2 air conditioned vehicles, the organiser must arrange for Stewards to be positioned at each door of every vehicle to enforce the restriction.
- The Person in Charge of the train must brief everyone on board, including the Train Crew, to ensure these instructions are adhered to.

Compliance to the above especially amends 'Table D3 – Route clearance of coaching stock' as published in Module NWRC of the Western Sectional Appendix.

Dated: 11/03/2023

GW877 - TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION)

Margam Diesel Depot

Diesel Depot. Incoming locomotives will be stabled on the Inlet road unless Drivers have received alternative instructions. All movements from the "Stop" board will be made under the jurisdiction of the Shed Driver.

Locomotives leaving the depot via the Depot Outwards Road must be brought to a stand at the exit ground position light signal PT.3339. Drivers must contact the Signaller and advise the identity and destination of the locomotive.

In the event of the Depot Outwards Road or Depot Inwards Road being unavailable, the working of locomotives to and from the depot must be specially arranged in accordance with special instructions issued to the Port Talbot Signaller.

In accordance with Rule Book, Modules T10 and TW1, the Maintenance Chargeman is the designated person at this depot.

Dated: 10/04/07

GW8901 - DYNEVOR JN TO JERSEY MARINE JN SOUTH**Dynevor Jn**

Steel Supply Sidings. Before any movement is made into these sidings the permission of the Firm's Yard Foreman must be obtained.

The train is normally unloaded in two portions and the wagons must be placed and shunted to the Firm's requirements. All propelled movements must be preceded by the Shunter on foot.

Shunting movements at this location are controlled by radio; before work commences the radios must be tested by means of a successful test transmission between the Shunter (outside the cab) and the Driver (inside the cab). Messages must be preceded by "Dynevor Shunter to Dynevor Driver" or vice versa, as appropriate, and acknowledged by repetition; if contact is lost, the Driver must STOP immediately.

Dated: 05/08/06**GW892 - CWMGWRACH TO BURROWS SIDINGS****Cwmgwrach**

Drivers must not pass the "Stop" board at the entrance to the sidings until authorised to do so by the Travelling Shunter.

All movements within the sidings are under the control of the Travelling Shunter who will instruct the Driver by radio. Before work commences the radios must be tested by means of a successful test transmission between the Shunter (outside the cab) and the Driver (inside the cab). Messages must be preceded by "Cwmgwrach Shunter to Cwmgwrach Driver" or vice versa, as appropriate, and acknowledged by repetition; if contact is lost, the Driver must STOP immediately.

Wagons must not be left at Cwmgwrach except in the cripple siding; the safety devices provided must be positioned to prevent runaways when wagons are left there or are left with no locomotive attached whilst cripples are being detached.

Dated: 05/08/06**GW892 - CWMGWRACH TO BURROWS SIDINGS****Clyne LC (TMO)**

The Guard or Travelling Shunter is responsible for operation of the gates.

A lineside sign worded "36 MGR" is provided in each direction to assist Drivers in ensuring that the rear of the train is clear of the crossing prior to the gates being reclosed across the railway.

Dated: 05/08/06**GW892 - CWMGWRACH TO BURROWS SIDINGS****Burrows Sidings**

All movements at Burrows Sidings and on lines to the south of Burrows Sidings, including the Kings Dock branch, are under the control of the Chargeman at Burrows Sidings. Trains leaving Burrows Sidings towards Jersey Marine must NOT be drawn out of the yard onto or foul of the Single line without the Chargeman's permission nor must any shunting movement be made which could foul the Single line without their permission.

Ford Motor Co. Sidings. The Firm's representative must be advised (so that the gate can be opened) before departure from Burrows. Before any movement passes over any level crossing the Shunter must position themselves on the road to control road traffic by means of flag or handlamp.

Wagon Repairs Ltd Works. The keys to the sidings gates are kept by, and must be returned to, the Burrows Chargeman. Movements may only be made into the sidings when the Firm's representative is present, they will operate the works gate and protect the road crossing during shunting. The western siding must not be used for the clearance and stabling of wagons. The couplings of all vehicles stabled in the sidings must be fully extended.

Dated: 05/08/06

GW900 - PILNING TO FISHGUARD HARBOUR**Severn Tunnel Jn**

Signage for Class 80x trains

Signage is provided and is applicable to Class 80x IET's only. The signage is provided for Class 80x trains to PAN UP or PAN DOWN at line speed on the Down Main, Up Main, Down Relief, Up Relief, Down Tunnel (Up direction) and Up Tunnel.

GW900 - PILNING TO FISHGUARD HARBOUR**NEWPORT / CASNEWYDD**

For dispatch of HST Castle or Classic sets, the guard must use the rear most door panel when in platform 4 travelling in the Up direction.

Permissive Working – during engineering work the following arrangements will apply when the current permissive working arrangements have been relaxed to include platform sharing for the period of the engineering work.

Platform sharing is not permitted when an HST or IET is already occupying the platform line concerned.

Self-despatch on all platforms is withdrawn for the same period and a person in charge (PiC) of each platform will be appointed. The PiC must exchange contact details with the signaller at Wales Railway Operating Centre, Newport station workstation (Tel No. 02920 345302) at the start of each shift.

The position of the car stop signs will not be altered. Drivers should be prepared to stop a minimum of one coach length (20 metres) short of other trains already in the platform line or stop at the usual car stop sign, if sufficient space is available. If the movement is required to pass the car stop sign, the PIC of the platform will be in attendance at the sign to give the driver the necessary instructions.

Special care should be taken to ensure there is sufficient room to accommodate down trains arriving at platform 3 and 4 so that they can reverse and start on the approach side to the up-direction platform starting signals.

Dated: 03/08/2019

GW900 - PILNING TO FISHGUARD HARBOUR**Neath Station**

During reversible working, when a Down train terminates in the Up platform, the driver must contact the signaller and request permission for their train to depart towards Port Talbot.

During reversible working when an Up train terminates in the Down platform, the driver must contact the signaller and inform them when their train is ready to depart towards Swansea.

Dated: 20/04/19

GW900 - PILNING TO FISHGUARD HARBOUR**Alexandra Dock Jn**

Working of trains from South Wales Main line to Newport Docks via Alexandra Dock Junction. All movements onto the Single line to/from Newport Docks will be subject to the authority of Train Operating Companies Person in Charge at AD Yard who will authorise Drivers to pass the relevant stop board when it is safe to do so and no conflicting movement is to be made. They will record all movements.

Shunters accompanying movements to/from the Docks will normally contact the Person in Charge at AD Yard by radio. If radio communication is unobtainable, fixed or radio telephones must be used before any movement is made.

The Person in Charge at AD Yard must be advised when a train has arrived complete within the protecting stop board at the Docks end of the Branch.

Dated: 15/09/12

GW900 - PILNING TO FISHGUARD HARBOUR**Cardiff East Junction to Cardiff Queen Street South Junction**

If there is a requirement to detrain passengers from a failed train between Cardiff East Junction and Cardiff Queen Street South Junction, you should request an emergency switch off with the ECRO at TVSC Didcot for Lines D and E, prior to any detraining event to ensure safety of the line.

Dated: 31/10/2020

GW900 - PILNING TO FISHGUARD HARBOUR

Cardiff

The following is a list of preferred shunting routes that will be used where more than one route is available.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind.

Location	Shunt details – Cardiff Central Station all Platforms
Cardiff Central (West end)	Route via Line E to signal CF2239 and reverse behind CF7048 (NB: Route NOT electrified. Shunt move available to diesel traction only)
	Route via Line A to Limit of Shunt CF7051 and reverse behind CF2342 (Route fully electrified up to limit of shunt)
	Route via Line A to the Brickyard Siding and reverse behind CF2344 (Route fully electrified up to buffer stop)
	Note: The above two routes are the only shunt moves available to electric traction. All other routes are provided with only minimal OLE as part of over-run protection, and are thus not available for use by electric traction.

Dated: 15/02/2020

GW900 - PILNING TO FISHGUARD HARBOUR

Cardiff Intersection Bridges (East Jn Viaduct)

Restrictions on passage of steam trains.

Due to an exceptionally low wire height on **ALL** lines through Cardiff Intersection Bridges:

The King Class steam locomotive **MUST** be routed via Line D only through the bridges (but may then use either platform at Cardiff).

Other steam locomotives may use any line, but shall be routed via Line D by preference, as this has greatest clearance.

If an OLE tripping event occurs during the passage of a steam locomotive under the bridges, that line (only) shall be blocked indefinitely to any further steam locomotives, and advice sought from the Route Asset Manager (E&P).

Trains must not stop with any locomotive in steam under any part of the bridges.

NB: This restriction is greater than the normal restriction on avoidance of stopping under an OLE bridge arm. The bridge deck has a specialist coating on it that may be damaged by a stationary steam train.

If a steam locomotive does stop under the bridge, that line (only) shall be blocked indefinitely to any further steam trains, and this shall be reported to the Route Asset Manager (E&P) for an inspection of the coating to be carried out.

The above advice is applicable to these classes of steam locomotive:

A1 60163 Tornado

A4 Class

BR Standard Class 7 (Britannia)

Braunton

Castle Class (GWR Castle)

LMS 8F

LMS Royal Scot Class

LMS Stanier Class 5 (Black 5)

King Class

If any other classes of steam locomotive are being planned to pass under the bridges, the advice of the Route Asset Manager (E&P) shall be sought at the planning stage.

Dated: 25/01/2020

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Trains not exceeding 20 SLUs may be propelled between Llanstephan Road signal CJ41 and Carmarthen Station (via Down Main line and Carmarthen Bridge Junction) and between Llanstephan Road signal CJ41 and Carmarthen Junction (via Down Main line only).

A maximum of 35 SLUs may be propelled between Carmarthen Junction and Carmarthen Station (via Down/Up Branch).

Propelling may be carried out in both directions between these locations. The Driver must, wherever possible, travel in the leading cab of the locomotive.

When a propelling movement is being made from Llanstephan Road signal CJ41 to Carmarthen Station via Carmarthen Bridge Junction, the Guard or Shunter must travel on the locomotive to signal CJ13 where the movement must be brought to a stand.

Stop boards on platform lines. Drivers must understand that clearance of the main aspect at signals CJ10 or CJ13 indicates that the line is clear to the "Stop" board only.

Drivers may only pass the "Stop" board concerned when authorised to do so by the Carmarthen Station Ground Frame Operator. Locomotives or vehicles must not be berthed on the headshunt at the North end of the station. The ground frame must not be restored to normal whilst locomotives or vehicles are occupying the headshunt.

Station Carriage Sidings - Carriage Cleaning. Rule Book, Module T10 and TW1 as applicable, apply. At this location carriage cleaners work in teams and each team will have a leader who will be the "Designated Person" referred to in the Rule Book. Before work commences the Designated Person must comply with the requirements of the Rule Book on each occasion that carriage cleaning or servicing takes place. When work has ceased, the Designated Person must ensure that all staff are clear of the vehicles and in a position of safety before the protection arrangements are withdrawn.

Dated: 01/08/10

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Class 80x operation

Due to restricted platform lengths, only 5 car IET's are permitted in passenger operations at Carmarthen.

Dated: 30/09/2023

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Permissive Working Arrangements

Working with IET's

A 5 car IET is permitted to share a platform with another train providing the IET is the first train in the platform, Theron normal permissive working rules should apply as below.

When a designated competent person is on the platform

The signaller must not signal a second train into an occupied platform until they have received confirmation the first train is at a stand, complete with tail lamp and there is enough room for the whole of the second train to be within the platform and within the control of CJ12 or CJ15 as appropriate to the movement.

Should you become aware there is not a competent person on duty you must inform the Train Running Controller.

When no designated competent person is on the platform

Booked Permissive movements should be suspended when an alternative platform is available, and trains may then be signalled normally into the unoccupied platform.

When both platforms are already occupied and it becomes necessary to permissively signal another train into an occupied platform you must have first received confirmation from a driver of a train already occupying a platform that he is at a stand, complete with tail lamp and there is sufficient room for the second train to fit in the platform within the control of CJ12 or CJ15 as appropriate to the movement.

When you have received confirmation there is sufficient room for the movement you may signal the train normally into the platform.

This arrangement will apply for one permissive movement only. When this has occurred, you must advise the Train Running Controller of the circumstances and that subsequent movements will only be made into an unoccupied platform and permissive working has been suspended.

Dated: 19/06/2021

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CAERFYRDDIN

Permissive Working Arrangements

Working with IET's

A 5 car IET is permitted to share a platform with another train.

When a designated competent person is on the platform

The signaller must not signal a second train into an occupied platform until they have received confirmation the first train is at a stand, complete with tail lamp and there is enough room for the whole of the second train to be within the platform and within the control of CJ12 or CJ15 as appropriate to the movement.

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When you have received confirmation there is sufficient room for the movement you may signal the train normally into the platform.

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Dated: 30/09/2023