

NETWORK RAIL

Western Route

WR

Week No.

24

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. 68 TO THE WESTERN ROUTE
SECTIONAL APPENDIX

FRIDAY 7 SEPTEMBER 2024

to

FRIDAY 6 DECEMBER 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. 68 to the Western Route Sectional Appendix effective from Saturday 7 September 2024 to Friday 6 December 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. 68 and is dated 7 September 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:

0161 495 4515

E-mail:

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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 **7 September 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 armband 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 armband 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

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

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	Barn 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

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
Clarbeston 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 Pwllhveli	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
Pantyffynnon	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		
Pontrilas		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				
	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				
	Culham to Heyford, Morris Cowley Branch, Wolvercot North Jn, Charlbury Jn	01865 245539	078 4219	OD 01	74 6103
	Level Crossing Workstation				
	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		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 74 6018 01
Whitland	03308 529301	085 29301	W 74 5322 01
Woofferton	01584 711629	085 28498	W 74 5331 01
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 (CVLIC)), 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

Page	Date Last Changed		
1	07 September 2024	45	01 June 2024
2	07 September 2024	46	01 June 2024
3	05 December 2015	47	28 November 2020
4	05 December 2015	48	28 November 2020
5	05 June 2021	49	02 September 2017
6	05 June 2021	49A	02 September 2017
7	02 September 2023	49B	05 June 2021
8	02 September 2023	50	05 June 2021
9	03 June 2023	50A	02 March 2024
10	03 June 2023	50B	02 March 2024
11	05 June 2021	51	05 June 2021
12	05 June 2021	52	05 June 2021
13	04 March 2023	53	31 August 2019
14	02 September 2023	54	31 August 2019
15	01 June 2024	55	01 June 2024
16	01 June 2024	56	01 June 2024
17	01 June 2024	57	02 June 2018
18	01 June 2024	58	02 June 2018
19	01 June 2024	58A	02 March 2024
20	01 June 2024	58B	02 March 2024
21	02 March 2024	58C	05 December 2015
22	02 March 2024	58D	05 December 2015
23	01 June 2024	58E	02 December 2017
24	01 June 2024	58F	02 December 2017
24A	01 June 2024	58G	02 March 2024
24B	01 June 2024	58H	02 March 2024
24C	05 June 2021	58I	02 March 2024
24D	05 June 2021	58J	02 March 2024
25	05 June 2021	58K	02 March 2024
26	05 June 2021	58L	02 March 2024
27	06 June 2015	59	31 August 2019
28	06 June 2015	59A	31 August 2019
29	05 June 2021	59B	02 December 2023
30	05 June 2021	59C	02 December 2023
30A	01 June 2024	59D	04 December 2021
30B	01 June 2024	59E	04 December 2021
31	01 June 2024	59F	02 March 2024
32	01 June 2024	59G	02 March 2024
33	03 June 2023	59H	02 March 2024
34	03 June 2023	59I	02 March 2024
35	01 June 2024	59J	02 September 2023
36	01 June 2024	59K	02 September 2023
37	07 September 2024	59L	31 August 2019
38	07 September 2024	59M	31 August 2019
39	02 September 2023	59N	02 March 2024
40	02 September 2023	59O	02 March 2024
41	02 September 2023	59OA	04 December 2021
42	02 September 2023	59OB	04 December 2021
42A	02 September 2023	59P	29 August 2020
42B	02 September 2023	59Q	29 August 2020
43	05 March 2022	59R	05 March 2022
Page	Date Last Changed	60	05 March 2022
44	05 March 2022	61	01 June 2024
		62	01 June 2024
		63	01 June 2024

Western Route Sectional Appendix Module WR1

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
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125	04 September 2021
126	04 September 2021
127	04 September 2021
128	04 September 2021

Western Route Sectional Appendix Module WR1

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 activate, 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 (RTCODs) have been installed at the following locations

Line of Route	Controlling Signal Box / Workstation	Line	Mileage of RTCOD	Protecting Signal	Track Circuit affected
GW730 Shrewsbury Sutton Bridge Jn to Newport Maindee West Jn	Marshbrook	Down Main	19m 12ch	MB17	CC
	Craven Arms	Up Main	163m 77ch	CR4	JL
		Down Main	19m 14.5ch	CA25/CA27	CD
		Up Main	20m 19ch	CA1	BB
		Up Main	15m 31ch	CA4	AD
	Hereford	Down Main	48m 64ch	H101	DA
		Up Main	4m 65ch	H50	BD
		Up Main	50m 40ch	N8/H9	BH
		Down Main	49m 65ch	H102	AB
	Abergavenny	Down Main	30m 49ch	AY42	CA
		Up Main	11m 48ch	AY38	CC
	Tram Inn	Down Main	11m 11.5ch	TI17	GB
	Pontrilas	Up Main	5m 49ch	PS35/PS39	AB
		Up Main	11m 35ch	PS41	CD
	GW900 Pilning to Fishguard Harbour	Pembrey	Down Main	228m 54ch	PY4 (placed ay PY7)
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
GW910 Craven Arms Jnc to Llandeilo Jn	Port Talbot Control Centre Llanelli Workstation	Down Goods /LLA	0m 18ch	PT378	LJ
GW930 Carmarthen Jn to Carmarthen Station GF	Carmarthen	Down Jersey	1m 40ch	PT397	FA
		Carmarthen Triangle Platform 1	245m 49ch	CJ12	EF
		Carmarthen Triangle Platform 2	245m 46.4ch	CJ15	CD
GW940 Up sidings No 2 to Carmarthen Bridge Jn	Carmarthen	Single CAN	245m 32ch	CJ10	CH
		Single CNW	245m 31.7ch	CJ13	EC
NW3001 Crewe North Jn to Holyhead	Bangor	Down Main	238m 63ch	BR3/6	T10
		Up Main	239m 40ch	BR57	T15

Western Route Sectional Appendix Module WR1

Regulation 13.2.4 Additional protection

When told by a driver that it is necessary to allow trains to travel in the opposite direction, the user must go to the LOD (P) concerned, contact the signaller and restore the equipment to normal / traffic operation as soon as possible.

Disconnecting signalling equipment – Use of lineside lockout equipment

The lineside lockout devices between Heathrow Tunnel junction and Heathrow Terminal 4 and 5 may be used to block the line as shown in Regulation 13.2.4. see local instructions in this Appendix.

Getting the token

Provided the work has been pre-planned, and also for T3 possessions, the token or train staff and a copy of the “Record of Arrangements” form may be left in a lockable cabinet outside the signal box at the following locations

St Blazey (Newquay branch)

Goonbarrow Junction (Newquay branch)

St Erth (St Ives branch)

Reversibly signalled lines – Patrollers Protection Devices

Where Patrollers Protection Devices are provided in Sections of the line defined as “reversible” in Table A of this Appendix, provided the appropriate device has been operated it is only necessary to provide detonator protection in the normal direction.

Duties of the COSS and person in charge when using a hand trolley – Rule Book Handbook 10

In addition to the restrictions specified in the Rule, restrictions exist where there are axle counters. For locations concerned, see separate entry about axle counters within this module.

Axle counters – Engineers Possession Reminders

EPR is authorised to be used as additional protection to protect line blockages in axle counter fitted areas (new type of axle counters only controlled by TVSC). The COSS/PC must reach a clear understanding with the signaller as to the exact limits of the line blockage. The signaller is responsible for identifying the track sections where the EPR will be applied as additional protection to protect the work.

Dated: 22/06/2024

TELEPHONE CALLS REQUESTING THE CIVIL EMERGENCY SERVICES

DIAL 111 or 999 IN EMERGENCY

Should you need to call the Civil Emergency Services to attend to any incident on the railway, you must adopt the procedure shown below.

5. If you are using a Railway Network (ETD) telephone

DIAL 1 1 1 or 9 9 9 (As displayed on the telephone)

This method of summoning the Civil Emergency Services should always be used when available. The railway exchange operator will answer your call and will connect you with the Emergency Service responsible for the location concerned.

You must state:- Who you are, the full number of the telephone you are using, location of the incident and which Emergency Service(s) you require.

6. If you are using a mobile telephone or BT fixed telephone

Dial 9 9 9 - This will connect you to the BT operator and you should summon the Emergency Service required in the normal way.

7. If you are using fixed cab radio equipment

USE THE EMERGENCY BUTTON

The use of the Emergency Button on GSM-R radios will connect to the signaller. Either Operations Control or the signaller will call the Emergency Services on your behalf.

8. If using a Signal Post Telephone

Ensure that the Signaller clearly understands your message - describe clearly the location of the incident and any guidance you can give on a point of access. The Signaller will be responsible for calling the Emergency Services as shown above.

9. General

The Operator normally allocates the correct Emergency Service area required by matching the telephone number of the incoming call and/or the location of the incident to a computer database. Therefore, whenever you summon the Emergency Services **you must take great care to specify the railway location of the emergency** especially if you are not calling from the scene.

***NOTE:** Once through to the Emergency Service, speak clearly and state the nature and scale of the emergency. Describe access points, street name or other distinguishing feature. Avoid using railway terms or jargon. Arrange to have personnel met and escorted when they enter railway property.*

Western Route GI - Dated: 23/09/23

TRACTION CHANGEOVER SIGNAGE

The following signage is provided for drivers of vehicles using the Core Valley Lines (CVL) discontinuous electrification system to show where to check the status of the vehicle's pantograph and traction power mode.

These signs are provided on the following lines of route with a description of their location provided in the local instructions:

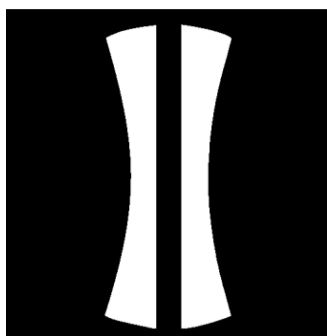
GW830 - Merthyr Tydfil to Cathays OLE boundary

GW834 - Hirwaun to Abercynon

GW835 - Treherbert to Pontypridd Jn

GW840 - Radyr Jn to Waun-Gron Park OLE boundary

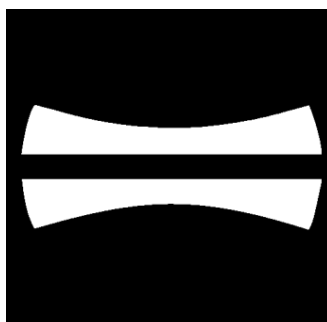
Entering a wired section:



This sign instructs the driver to check their vehicle's pantograph is raised after entering a wired section.

Note: This includes when leaving unwired loops.

Entering unwired loops and sidings:



The above sign instructs the driver to stop their train and check the pantograph is lowered before entering unwired loops and stabling sidings.

Note: this sign is not used for other wired to unwired transitions.

Entrances to unwired loops

The above sign is accompanied with the wording "MANUALLY LOWER PANTOGRAPH" and an associated arrow.

Note: RFID beacon not provided. Driver controlled, manual lowering of pantograph is required.

Entrances to unwired sidings

The above sign is provided with an associated arrow.

Exiting a neutral section:

This sign instructs the driver to check their vehicle has switched back to external 25 kV traction power source when leaving a neutral section.

Signage for Neutral sections – as per the RS521 - Signals, handsignals, indicators and signs Handbook section 9.1 – is not provided in the CVL area.

Dated: 20/07/2024

Track Warning Systems

Various lineside systems may be fitted or deployed to give audio and /or visual warning of approaching trains some being permanent fitment, others being portable / temporary. Summarised here below are the current types, however further development may see this list expanded.

The locations and types deployed permanently or semi – permanently are normally shown in the Sectional Appendix Table A.

Line side Early Warning System (LEWiS). A high integrity warning system that is non-intrusive to the signal interlocking. It connects directly into the signal state interlocking (SSI) location cabinets test points.

Automatic Track Warning Systems (ATWS) Spotting sensors, which are configured at an appropriate distance from the railway work site, activate a series of audible and optical signals along the entire site.

Semi-Automated Track Warning System (SATWS) Used to generate warnings of approaching trains by the activation of electronic treadles unit. can be installed as a semi-permanent installation and be hard wired in or overlaid in several configurations.

Train operated warning system (TOWS) These systems vary across the country and are also energised in different ways. Early systems had a simple toggle switch, whereas others are operated by castell key or allen key.

Lookout Operated Warning Systems (LOWS) This portable only electronic equipment used to generate warnings of approaching trains by the activation of toggle switches on the LOWS lookouts unit.

Western Route GI – Dated 16/05/2022

WESTERN AND WALES

LIST OF MODULE PAGES AND DATES

Page	Date Last Changed
1	07 September 2024
2	07 September 2024
3	07 September 2024
4	07 September 2024
5	07 September 2024
6	07 September 2024
7	07 September 2024
8	07 September 2024
9	07 September 2024
10	07 September 2024
11	04 April 2009
12	04 April 2009
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34	01 June 2024
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36	02 March 2024
37	07 September 2024
38	07 September 2024
39	07 September 2024
40	07 September 2024
41	01 June 2024
42	01 June 2024
43	02 March 2024
44	02 March 2024
45	02 March 2024
46	02 March 2024
47	01 June 2024
48	01 June 2024
49	01 June 2024
50	01 June 2024
51	01 June 2024

Page	Date Last Changed
52	01 June 2024
53	01 June 2024
54	01 June 2024
55	07 September 2024
56	07 September 2024
57	01 June 2024
58	01 June 2024
59	07 September 2024
60	07 September 2024
61	03 June 2023
62	03 June 2023
63	07 September 2024
64	07 September 2024
65	01 June 2024
65A	01 June 2024
65B	01 June 2024
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69	07 September 2024
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94	01 June 2024
95	07 September 2024
96	07 September 2024
97	01 June 2024
98	01 June 2024
99	07 September 2024
100	07 September 2024

Western Route Sectional Appendix Module WR2

Page	Date Last Changed
101	07 September 2024
102	07 September 2024
103	01 June 2024
104	01 June 2024
105	07 September 2024
106	07 September 2024
107	01 June 2024
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147B	07 September 2024
148	07 September 2024
149	07 September 2024
150	07 September 2024
151	02 September 2023
152	02 September 2023
153	07 September 2024
154	07 September 2024

Page	Date Last Changed
155	07 September 2024
155A	07 September 2024
155B	07 September 2024
155C	07 September 2024
155D	07 September 2024
156	07 September 2024
156A	07 September 2024
156B	07 September 2024
157	07 September 2024
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194	02 December 2017
194A	02 December 2017
194B	02 December 2017
194C	02 December 2017
194D	02 December 2017
194E	01 June 2024
194F	01 June 2024
194G	01 June 2024
194H	01 June 2024

Western Route Sectional Appendix Module WR2

Page	Date Last Changed
194I	01 June 2024
194J	01 June 2024
194K	01 June 2024
194L	01 June 2024
194M	01 June 2024
194N	01 June 2024
195	01 June 2024
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Page	Date Last Changed
241	07 September 2024
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289	01 June 2024
290	01 June 2024

Western Route Sectional Appendix Module WR2

Page	Date Last Changed
291	03 June 2023
292	03 June 2023
293	03 June 2023
294	03 June 2023
295	07 September 2024
296	07 September 2024
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346	03 June 2023

Page	Date Last Changed
347	07 September 2024
348	07 September 2024
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353	03 December 2022
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386B	07 September 2024
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394	03 June 2023
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397	01 June 2024
398	01 June 2024
399	03 June 2023
400	03 June 2023

Western Route Sectional Appendix Module WR2

Page	Date Last Changed
401	02 December 2023
402	02 December 2023
403	02 September 2023
404	02 September 2023
405	02 September 2023
406	02 September 2023
407	02 September 2023
408	02 September 2023
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455	03 June 2023
456	03 June 2023

Page	Date Last Changed
457	03 June 2023
458	03 June 2023
459	01 June 2024
460	01 June 2024
461	02 December 2023
462	02 December 2023
463	02 March 2024
464	02 March 2024
465	03 June 2023
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496	03 December 2022
497	03 December 2022
497A	03 December 2022
497B	03 December 2022
497C	03 December 2022
497D	03 December 2022
497E	03 December 2022
497F	03 December 2022
497G	03 December 2022
497H	03 December 2022
497I	03 December 2022
497J	03 December 2022
498	03 December 2022
498A	03 December 2022
498B	03 December 2022

Western Route Sectional Appendix Module WR2

Page	Date Last Changed
498C	07 September 2024
498D	07 September 2024
498E	03 December 2022
498F	03 December 2022
498G	03 December 2022
498H	03 December 2022
498I	03 December 2022
498J	03 December 2022
498K	03 December 2022
498L	03 December 2022
498M	02 September 2023
498MA	02 September 2023
498MB	07 September 2024
498N	07 September 2024
499	02 December 2023
499A	02 December 2023
499B	02 December 2023
499C	02 December 2023
499D	02 December 2023
499E	02 December 2023
499F	02 December 2023
499G	02 December 2023
499H	02 December 2023
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500D	04 June 2022
500E	04 June 2022
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501D	04 June 2022
501E	04 June 2022
501F	02 March 2024
501G	02 March 2024
501H	02 March 2024
501I	02 March 2024
501J	02 March 2024
501K	02 March 2024
502	02 March 2024
502A	02 March 2024

Page	Date Last Changed
502B	04 June 2022
502C	04 June 2022
502D	04 June 2022
502E	04 June 2022
502F	02 March 2024
502G	02 March 2024
502H	02 March 2024
502I	02 March 2024
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502K	02 March 2024
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504	01 June 2024
505	01 June 2024
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506B	01 June 2024
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506D	01 June 2024
506E	01 June 2024
506F	01 June 2024
506G	01 June 2024
506H	01 June 2024
506I	01 June 2024
506J	01 June 2024
507	02 March 2024
507A	02 March 2024
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525B	02 March 2024
525C	02 March 2024
525D	30 November 2019
526	30 November 2019
526A	01 June 2024
526B	01 June 2024
526C	01 June 2024
526D	01 June 2024

Western Route Sectional Appendix Module WR2

Page	Date Last Changed
526E	04 June 2022
526F	04 June 2022
526G	30 November 2019
526H	30 November 2019
526I	30 November 2019
526J	30 November 2019
526K	30 November 2019
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552C	01 June 2024
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553	01 June 2024
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555	04 December 2021
555A	04 December 2021
555B	04 March 2023

Page	Date Last Changed
556	04 March 2023
557	04 March 2023
557A	01 June 2024
557B	01 June 2024
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587B	01 June 2024
588	02 March 2024
589	31 August 2019
590	31 August 2019
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592	07 December 2013
593	30 November 2019
594	30 November 2019
595	02 March 2024

Western Route Sectional Appendix Module WR2

Page	Date Last Changed
596	02 March 2024
597	02 March 2024
598	02 March 2024
599	02 March 2024
600	01 June 2024
601	01 June 2024
602	28 November 2020
603	28 November 2020
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637B	01 June 2024
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639	01 June 2024
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Page	Date Last Changed
641	01 June 2024
642	01 June 2024
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644	01 June 2024
645	01 June 2024
646	30 May 2020
646A	28 November 2020
646B	28 November 2020
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648B	05 June 2021
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662A	07 September 2024
662B	02 March 2024
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678	28 November 2020
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680	30 May 2020
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681B	28 November 2020
682	07 September 2024
683	07 September 2024
684	02 September 2023
685	04 December 2021
686	04 December 2021
687	04 December 2021
688	04 December 2021

Western Route Sectional Appendix Module WR2

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

TABLE OF CONTENTS

	<u>Page</u>
Maps	11
Exceptionally Poor Rail Adhesion	17
Table A Diagrams	25
Special Working Arrangement	477
Route Clearance	489
Local Instructions	527

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EXCEPTIONALLY POOR RAIL ADHESION**GW103 (PADDINGTON TO UFFINGTON)**

Location	Line(s) Affected	Mileage (Between)
Goring & Streatley	All lines	44 m 00 ch to 45 m 60 ch

Dated: 03/09/2022**GW105 (UFFINGTON TO FORDGATE VIA BOX)**

Location	Line(s) Affected	Mileage (Between)
Bath Spa	Both lines	106 m 20 ch to 106 m 71 ch

Dated: 13/07/2024**GW108 (FORDGATE TO PENZANCE)**

Location	Line(s) Affected	Mileage (Between)
Approach to Tiverton Parkway	Down Main	173 m 63 ch to 177 m 15 ch
Dainton Bank	All lines	216 m 0 ch to 222 m 0 ch
Ivybridge	Down Main	233 m 67 ch to 234 m 27 ch
Keyham	All lines	248 m 76 ch to 250 m 0 ch
St Germans	All Lines	256 m 0 ch to 257 m 0 ch
Liskeard to Lostwithiel	All lines	270 M 0 Ch To 275 M 0 Ch
Par and Lostwithiel	Up Main	277 m 51 ch to 281 m 00 ch
Par	Down Main	280 m 0 ch to 282 m 0 ch
Truro	All Lines	298 m 0 ch to 301 m 0 ch
Cambourne Station	Up Main	313 m 0 ch to 314 m 0 ch
Hayle	All Lines	318 30 ch to 320 m 0 ch

Dated: 13/07/2024**GW187 (TWYFORD TO HENLEY ON THAMES)**

Location	Line(s) Affected	Mileage (Between)
Shiplake to Henley	Single	33 m 17 ch to 35 m 2 ch

Dated: 13/07/2024**GW200 (DIDCOT TO HEYFORD)**

Location	Line(s) Affected	Mileage (Between)
Wolvercot jn to Oxford North Jn	All Lines	66 m 32 ch to 64 m 51 ch

Dated: 13/07/2024

EXCEPTIONALLY POOR RAIL ADHESION**GW310 (WOLVERCOT JN TO PERSHORE (EXCL.))**

Location	Line(s) Affected	Mileage (Between)
Charlbury	Single and Both Lines	75 m 50 ch to 77 m 00 ch
Kingham	Both Lines	83 59 to 86 m 00 ch

Dated: 13/07/2024**GW401 (ASHCHURCH (INCL.) TO WESTERLEIGH JN)**

Location	Line(s) Affected	Mileage (Between)
Old Ends Crossings	Both lines	100 m 00 ch to 102 m 00 ch
Cam and Dursley	Both lines	104 m 00 ch to 106 m 00 ch

Dated: 02/09/2023**GW450 (STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION)**

Location	Line(s) Affected	Mileage (Between)
Dr Days Jn to Filton Jn No 2	All Lines	0 m 40 ch to 4 m 66 ch

Dated: 13/07/2024**GW454 (SEVERN BEACH TO NARROWAYS HILL JN)**

Location	Line(s) Affected	Mileage (Between)
Sea Mills and Clifton Down Tunnel	Single	06 m 00 ch to 05 m 00 ch
Clifton Down and Montpelier Tunnel	Single	03 m 60 ch to 02 m 40 ch
Sea Mills to Avonmouth	Single	6 m 00 ch to 9 m 02 ch

Dated: 02/09/2023

Western Route Sectional Appendix Module WR2

GW480 (SWINDON TO STANDISH JN)

Location	Line(s) Affected	Mileage (Between)
Minety and Kemble	Both lines	85 m 00 ch to 90 m 00 ch
Kemble	All Lines	90 m 00 ch to 92 m 00 ch
Sapperton and Brimscombe	Up Kemble	99 m 00 ch to 96 m 00 ch
Brimscombe and Stroud	Up Kemble	102 m 00 ch to 100 m 20 ch
Stroud	All Lines	101 m 00 ch to 103 m 00 ch
Stonehouse	All Lines	104 m 00 ch to 106 m 00 ch

Dated: 13/07/2024

GW490 (GLOUCESTER YARD JN TO HORTON ROAD JN)

Location	Line(s) Affected	Mileage (Between)
Gloucester Yard Junction to Horton Road Junction	Down	113 m 0 ch to 114 m 20 ch

Dated: 13/07/2024

GW500 (READING TO COGLOAD JN VIA WESTBURY & FROME A/LS)

Location	Line(s) Affected	Mileage (Between)
Reading and Southcote Junction	Both Lines	36 m 20 ch to 37 m 60 ch

Dated: 13/07/2024

GW510 (WESTBURY NORTH JN TO BATHAMPTON JN)

Location	Line(s) Affected	Mileage (Between)
Bradford-on-Avon	Both lines	07 m 40 ch to 06 m 60 ch
Avoncliff	Both lines	06 m 03 ch to 05 m 50 ch
Freshford	Up Trowbridge	03 m 25 ch to 04 m 70 ch
Claverton	Both lines	01 m 69 ch to 01 m 60 ch

Dated: 03/09/2022

GW606 (COWLEY BRIDGE JN TO BARNSTAPLE)

Location	Line(s) Affected	Mileage (Between)
Crediton to Eggesford	Single	189 m 0 ch to 193 m 0 ch
Eggesford to Barnstaple	Single	193 m 57 ch to 211 m 25 ch

Dated: 19/10/19

Western Route Sectional Appendix Module WR2

GW608 – CREDITON TO MELDON

Location	Line(s) Affected	Mileage (Between)
Former Coleford Jn to Okehampton	Single	183 m 79 ch to 197 m 33 ch

Dated: 03/09/2022

GW610 (CRANNAFORD LC (INCL) TO EXETER ST. DAVIDS)

Location	Line(s) Affected	Mileage (Between)
Pinhoe	Up Waterloo	168 m 41 ch to 169 m 50 ch

Dated: 13/07/2024

GW700 (GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN)

Location	Line(s) Affected	Mileage (Between)
Horton Road Junction to Gloucester Station	Down	113 m 0 ch to 114 m 20 ch

Dated: 13/07/2024

GW731 (ABBEY FOREGATE TO RUABON)

Location	Line(s) Affected	Mileage (Between)
Weston Rhyn LC (AHB) - Whitehurst Tunnel	Down Lines	192 m 00 ch to 193 m 20 ch

Dated: 21/10/23

GW733 (SUTTON BRIDGE JUNCTION TO ABERYSTWYTH)

Location	Line(s) Affected	Mileage (Between)
Talerddig - Cemmaes Road LC	Single	61 m 26 ch to 65 m 00 ch
Bow Street Station	Single	90 m 64 ch to 91 m 63 ch

Dated: 21/10/23

GW735 (SHREWSBURY CREWE JUNCTION TO NANTWICH)

Location	Line(s) Affected	Mileage (Between)
Whitchurch	Up Main	13 m 24 ch to 13 m 54 ch

Dated: 21/10/23

GW810 (RHYMNEY TO CARDIFF QUEEN STREET NORTH JN)

Location	Line(s) Affected	Mileage (Between)
Pengam	Down	16 m 50 ch to 16 m 20 ch
Llanbradach	Both Lines	11 m 15 ch to 10 m 58 ch
Lisvane and Thornhill and Llanishen station	Both Lines	5 m 15 ch to 4 m 31 ch
Heath High Level	Both Lines	3 m 65 ch to 3 m 50 ch

Dated: 29/06/2024

GW828 (CROYTON TO HEATH JN)

Location	Line(s) Affected	Mileage (Between)
Ty Glas Station (Down direction only)	Single	1 m 40 ch to 1 m 10 ch

Dated: 29/06/2024

GW830 (MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET)

Location	Line(s) Affected	Mileage (Between)
Cogan Tunnel and Dinas Powys	Both Lines	3 m 28 ch to 4 m 30 ch

Dated: 29/06/2024

GW835 (TREHERBERT TO PONTYPRIDD JN)

Location	Line(s) Affected	Mileage (Between)
Trehafod (approaching VR309)	Down Branch	14 m 00 ch to 13 m 20 ch

Dated: 29/06/2024

GW840 (RADYR JN TO CARDIFF, RADYR BRANCH JN VIA CITY LINES)

Location	Line(s) Affected	Mileage (Between)
Fairwater	Both lines	02 m 70 ch to 02 m 48 ch

Dated: 05/08/06

GW874 (BRIDGEND, (LLYNFI JN) TO MAESTEG)

Location	Line(s) Affected	Mileage (Between)
Tondu and Maesteg	Single	02 m 67 ch to 08 m 06 ch

Dated: 08/05/06

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	008	Paddington to Uffington	MLN1	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		3 53			<div style="border: 1px solid black; padding: 2px;">TCB Thames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot</div> <p>ATP - UM, DM, UR and DR DM, UM, DR and UR electrified</p> <p>Axle Counter area ① Points clipped and padlocked out of use</p>
Acton East Jn (GW103)		3 72 * (0 08) 4 07	<p>To Acton Wells Jn GW130 seq 001</p> <p>15 DP 15 Up</p> <p>15 15 15 15 15</p>		<p>DP - Down Poplar UP - Up Poplar</p> <div style="border: 1px solid black; padding: 2px;">TCB Thames Valley Signalling Centre RA8 (Acton) (SN) AC: Didcot</div>
(start/end of diagram)		(0 00) 4 15 * 4 19 *	<p>30 UP 50 MU 80 UR 70 MU 80 DR 85 MU 100 UM 85 MU 100 DM</p>		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	009	Paddington to Uffington	MLN1	Western	04/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
ACTON MAIN LINE		4 19			<p>TCB Thames Valley Signalling Centre RA8 (Acton) (SN) AC: Didcot</p> <p>Axle Counter area</p> <p>ATP - UM, DM, UR and DR</p> <p>Up Main Platform - 153m 167yds - OOU</p> <p>Down Relief Platform - 219m 239yds</p> <p>Up Relief Platform - 250m 273yds</p> <p>DP - Down Poplar</p> <p>UP - Up Poplar</p> <p>DM, UM, DR, UR and ADUL electrified. Overrun from Acton West towards Acton Yard also electrified</p> <p>ADUL - Acton Dive-Under Line</p> <p>Acton Yard</p> <p>R1 Reception 1</p> <p>R2 Reception 2</p> <p>R3 Reception 3</p> <p>HS Headshunt</p> <p>① 50/MU80 - applicable to Up Relief and Acton Dive-under</p> <p>② 50/MU75</p>
		4 21			
		4 29 *			
		4 40 *			
		4 41 *			
		4 46 *			
		4 53 *			
		4 60 *			
		4 62 *			
		Acton Yard			
Acton West Ground Switch Panel					
Acton West					

Western Route Sectional Appendix Module WR2

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
	5	07			<p>TCB Thames Valley Signalling Centre RA8 (Acton) (SN) ERTMS Level 2 Overlay AC: Didcot</p> <p>AXLE COUNTER AREA ① 70 mph down direction 35/MU 70 mph up direction</p> <p>ADUL - Acton Dive-Under Line</p> <p>ATP - UM, DM, UR and DR</p> <p>UM, DM, UR, DR and ADUL electrified</p> <p>Down Relief line bi-directional between Acton West Jn and Ealing Broadway</p> <p>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</p> <p>Platform 1 - 229m (250 yards) Platform 2 - 215m (235 yards) Platform 3 - 226m (247 yards) Platform 4 - 209m (228 yards)</p>
	5	20			
Signal SN220	5	44 *			
EALING BROADWAY	5	56			
	6	05 *			
	6	40			



Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	011	Paddington to Uffington	MLN1	Western	22/06/2024
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)	6	40			<p>TCB Thames Valley Signalling Centre RA8 (Acton) (SN) ERTMS Level 2 Overlay AC: Didcot</p> <p>ATP - UM, DM, UR and DR UM, DM, UR and DR electrified</p> <p>Platform 3 - 205m (224 yards) Platform 4 - 216m (236 yards)</p> <p>Bay Platform 5 - 114m (124 yards) Axle Counter area Bay Platform electrified with fast charging rail (locally isolated)</p> <p>② 15mph Down, 25mph Up 25</p> <p>DG - Down Greenford UG - Up Greenford</p> <p>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</p>
WEST EALING (GW103)	6	46			
	6	52 *			
West Ealing Jn (GW103)	6	54			
	6	64			
(Start/end of diagram)	7	00			




Western Route Sectional Appendix Module WR2

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 24 60 24 73 * 25 49 *			<p>TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot</p> <p>GSM-R </p> <p>Axle counter area DM, UM, DR, UR, ML electrified ATP - UM and DM ML - Maidenhead Loop</p>
Waltham (Maidenhead) WILD		26 21			<p>WILD = Wheel Impact Load Detector</p> <p>TCB Thames Valley Signalling Centre RA8 (Twyford) (T) AC - Didcot</p>
Ruscombe		29 45 30 68			<p>① - 60 MU 70 in Down direction</p>

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	027	Paddington to Uffington	MLN1	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Twyford East (Start/end diagram)		30 68			<p>GSM-R</p> <p>TCB Thames Valley Signalling Centre RA8 (Twyford) (T) AC - Didcot</p> <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 *			
Twyford West		31 62			
(Start/end diagram)		31 74			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	030	Paddington to Uffington	MLN1	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		36 17			TCB Thames Valley Signalling Centre RA8 (Reading) (T) AC - Didcot 
Westbury Line Junction		36 17	Axle counter area ATP - UM and DM		DM, UM, DRWC, URWC, DR, UR URPL, DRFL and Reading Traincare Depot electrified UW - Up Westbury DRFL - Down Reading Festival line RFM - Reading Feeder Main RFR - Reading Feeder Relief URPL - Up Reading Passenger Loop DRWC - Down Reading West Curve URWC - Up Reading West Curve ① To Oxford Road Jn GW225 seq 001 ② 80 mph Down/ 50 mph Up HST 95
Caversham Road Junction (GW103) (RFR)		36 24 *	To Oxford Rd Jn GW500 seq 001		
Reading Train Care Depot		36 25 *	Reading Viaduct		
Gantry 8 (Reading Viaduct)		36 33 *	To Oxford Rd Jn GW220 seq 001		
Gantry 7 (RFM & RFR)		36 38 *	UP READING WEST CURVE DOWN READING WEST CURVE		
Reading High Level Junction		36 40 *	UP MAIN DOWN MAIN		
Depot connection C and Reading High Level Junction		36 50	25		
		36 69 *	40		
		36 71	40		
(start/end of diagram)		37 00 *	40		
		37 05	80 MU 100 40 URPL UR 100 40 DR UR/DR/WC/WC 40 40 UM 125 DM		
Thames Valley Signalling Centre (West Junction) (T)					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	031	Paddington to Uffington	MLN1	Western	04/02/2023
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Reading West Junction	37	05			<p>TCB Thames Valley Signalling Centre RA8 (West Junction) (T) AC - Didcot</p> <p>GSM-R</p> <p>Axle Counter area DM, UM, DRWC, URWC, DR, UR, URPL and Reading Traincare Depot electrified</p> <p>ATP - UM and DM</p> <p>DRWC - Down Reading West Curve URWC - Up Reading West Curve URPL - Up Reading Passenger Loop</p>
Scours Lane Junction	37	61	<p>UP RELIEF 40</p> <p>DOWN RELIEF 100</p> <p>UP MAIN 125</p> <p>DOWN MAIN 125</p>		
	37	70	<p>40</p> <p>80 MU 100 UR</p> <p>100 DR</p> <p>125 UM</p> <p>125 DM</p>		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	034	Paddington to Uffington	MLN1	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		51 20			<p>TCB Thames Valley Signalling Centre RA8 (Didcot) (SB) AC - Didcot</p> <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>
Moreton Cutting		51 53			
		51 71			
Didcot East Jn (GW103)		52 14			
(start/end of diagram)		52 25 *			
		52 66			



Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
GW103	035	Paddington to Uffington	MLN1	Western	25/05/2024					
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks							
Didcot East Jn (GW103)	52 66		<table border="1"> <tr> <td>TCB</td> <td>Thames Valley Signalling Centre</td> <td rowspan="2"> </td> </tr> <tr> <td>RA8</td> <td>(Didcot) (SB) AC - Didcot</td> </tr> </table> <p>UR, DR, UM and DM electrified Axle Counter area</p> <p>ATP - UM and DM</p> <p>DR bi-directional between Didcot East and Didcot Station</p> <p>UR bi-directional between Didcot East Junction and Didcot Station</p> <p>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</p> <p>Did.GL - Didcot Goods Loop and RL bi-directional between Didcot and Foxhall Jn. Did.GL and RL electrified Up Oxford bi-directional</p>			TCB	Thames Valley Signalling Centre		RA8	(Didcot) (SB) AC - Didcot
TCB	Thames Valley Signalling Centre									
RA8	(Didcot) (SB) AC - Didcot									
Network Rail / Didcot Railway Centre Boundary	53 00 *									
DIDCOT PARKWAY	53 10									
Chester Line Jn (GW103)	53 12 *									

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	004	Uffington to Fordgate via Box	MLN1	Western	25/05/2024
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Swindon Jn (GW105)	77	36 *			<p>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot</p> <p>GSM-R</p> <p>Axle counter area</p> <p>UK, DK, DSPL, USRL and DM electrified ATP - UM, DM USRL and DSPL</p> <p>DSPL - Down Swindon Passenger Loop DK - Down Kemble UK - Up Kemble USRL - Up Swindon Relief Line</p> <p>LOD(P) (Swindon/Wootton Bassett Jn) at 82m 43ch</p>
Rushey Platt Junction	78	36			
Upper Studley FP LC (R/G) Studley HABD	78 43 * 80 64 81 33	T			
(start/end of diagram)	82	43			

Western Route Sectional Appendix Module WR2

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 style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot </div> <div style="float: right; text-align: center;"> GSM-R </div> <p>Axle counter area ATP - UM, DM, DB and UB</p> <p>FWS at 83m 12ch</p> <p>UM, DM, UWBGL, DB and UB electrified</p> <p>DWBS - Down Wootton Bassett Siding UWBGL - Up Wootton Bassett Goods Line</p> <p>LOD(P) (Wootton Bassett Jn/Swindon and Wootton Bassett Jn/Thingley Jn) at 83m 19ch</p> <p>LOD(P) (Wootton Bassett Jn/Thingley Jn) at 88m 49ch</p> <p>Platform 1 - 239m (261 yards) Platform 2 - 239m (261 yards)</p> <p>LOD(P) (Thingley Jn/Wootton Bassett Jn and Thingley Jn/Bathampton Jn) at 95m 30ch</p> <p>Reverse direction signals between Thingley Jn and Bathampton Jn</p>
Wootton Bassett Jn		83 07			
Wootton Bassett GF		83 28			
Wootton Bassett West Carrier Wire Neutral Section DM and UM		83 53			
Christian Malford FP LC (R/G)		87 54			
Limit of electrification UM and DM		88 79			
		93 31			
		93 70			
CHIPPENHAM		93 76			
		95 29 *			
		95 34 *			
		96 10			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	006	Uffington to Fordgate via Box	MLN1	Western	25/05/2024
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Thingley Jn (GW105) Up siding GF	96 10			<p>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot</p> <p>GSM-R</p> <p>Axle counter area ATP - UM and DM UTS - Up Thingley Siding</p>	
Box Tunnel 2937m (1m 1452 yards)	99 12 to 100 78			<p>Thames Valley Signalling Centre (Bath) (BL)</p> <p>Axle counter area Reverse direction signals between Thingley Jn and Bathampton Jn</p> <p>See local instructions for emergency telephones in Box Tunnel</p>	
Middle Hill Tunnel 181m (198 yards)	101 39 * to 101 48				
(start/end of diagram)	103 20 * 104 41				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	007	Uffington to Fordgate via Box	MLN1	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
(start/end of diagram)		104 41		<p>TCB Thames Valley Signalling Centre (Bath) (BL)</p> <p>RA8</p> <p>GSM-R</p>	
Bathampton Jn (Up) (GW105)		104 45		<p>ATP - UM and DM</p> <p>Axle counter area</p> <p>Reverse direction signals between Thingley Jn and Bathampton Jn</p>	
Bathampton Jn (Down) (GW105)		104 55		<p>LOD(P) (Bathampton Jn/Thingley Jn and Bathampton Jn/Bath) at 104m 55ch</p> <p>UBL-Up Bathampton Loop - 525m, 1722 ft</p>	
		105 36 *		<p>Location of known low rail adhesion</p> <p>Both lines 106m 20ch to 106m 71ch</p>	
		105 50 *			
Sydney Gardens East Tunnel 70m (77 yards)		106 22 *			
		106 24 to 106 28			
(start/end of diagram)		106 29			

Western Route Sectional Appendix Module WR2


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	008	Uffington to Fordgate via Box	MLN1	Western	02/09/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sydney Gardens West Tunnel 91m (99 yards)		106 29 106 33			TCB Thames Valley Signalling Centre RA8 (Bath) (BL)
BATH SPA		106 62 *	GSM-R		Axle Counter Area ATP - UM and DM
		106 70 106 71	Location of known Low Rail Adhesion Both lines 106m 20cm to 106m 71cm		Platform 1 - 195m (213 yards) Platform 2 - 279m (305 yards)
		107 02 *			
		107 03 *			
		107 10 *			
		107 22			
		107 28			LOD(P) (Bath/Bathampton Jn and Bath/North Somerset Jn) at 107m 25ch
		107 47			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	009	Uffington to Fordgate via Box	MLN1	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		107 47			TCB Thames Valley Signalling Centre RA8 (Bath) (BL)
Bath Goods		107 47			ATP - UM and DM Axle Counter Area DBGL - Down Bath Goods Loop 650m, 2132 ft
Bath West GF		107 55			① GF temporarily out of use STNC/G1/2023/WEST/739 to April 2024
OLDFIELD PARK		107 72			Up platform - 129m (141 yards)
Twerton HABD		108 19			
		108 20 * 108 35 *			
Twerton Short Tunnel 41m (45 yards)		108 70 108 72			
Twerton Long Tunnel 241m (264 yards)		109 03 to 109 15			
(Start/end of diagram)		109 15			



Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	010	Uffington to Fordgate via Box	MLN1	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		109 15			TCB Thames Valley Signalling Centre RA8 (Bath) (BL) 
Saltford Tunnel 161m (176 yards)		111 57 to 111 65			Axle Counter Area ATP - UM and DM
KEYNSHAM		113 63			Platform 1 - 209m (229 yards) Platform 2 - 209m (229 yards) LOD(P) (Bath/North Somerset Jn) at 114m 40ch
St. Annes Park No.3 (or Foxes Wood) Tunnel 930m (1017 yards)		115 55 * 115 58 to 116 25			
St. Annes Park No.2 Tunnel 141m (154 yards)		116 41 to 116 48			LOD(P) (Bath/North Somerset Jn) at 116m 60ch
(Start/end of diagram)		116 73 117 00			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	011	Uffington To Fordgate via Box	MLN1	Western	25/05/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(start/end of diagram)	117 00		<p>TCB Thames Valley Signalling Centre RA8 (Bath) (BL)</p> <p>(Tel. Outside Cabin) Axle Counter area ATP - UM and DM</p> <p>① See Local Instructions</p> <p>ATP - UM and DM</p> <p>EDGL - East Depot Goods Loop EDGL 672m, 2205ft</p> <p>Thames Valley Signalling Centre (Temple Meads) (BL)</p>		
Bristol East Depot Down Sdg ①	117 19		<p>GSM-R </p>		
Bristol East Depot Down Sdg GF	117 21 *				
	117 43				
North Somerset Jn (GW105)	117 46 117 48				
Feeder Bridge Jn (GW105)	117 50 *				
(start/end of diagram)	117 55	<p>To Dr. Day's Jn GW530 seq 001</p>			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	012	Uffington To Fordgate via Box	MLN1	Western	25/05/2024
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)	117	55			<p>GSM-R</p> <p>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</p> <p>Axle counter area</p> <p>① See Local Instructions</p> <p>ATP - DM to BL1981 (117m 73ch) UM from BL1980 (117m 58ch)</p>
Kingsland Rd Sidings GF ①	117	57			
	117	72 *			
Bristol East Jn (GW105)	118	00			
	118	02			

Western Route Sectional Appendix Module WR2

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			<p>GSM-R</p> <p>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</p> <p>Axle counter area</p> <p>All lines bi-directional in station area</p> <p>AWS not provided between Bristol East Jn and Bristol West Jn</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>
	118	12	<p>High Level Siding see Local Instructions</p>		
	118	15	<p>High Level Siding see Local Instructions</p>		

Western Route Sectional Appendix Module WR2

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			<p>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</p> <p>Axle Counter area WCL - West Carriage Line</p> <p>Platform 1 - 104m, 113yds Platforms 2 and 3 - 93m, 101yds</p> <p>Temple Meads and Bedminster (signal BL2171)</p>
		119 22			
		119 40 *			
		120 09 *			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	017	Uffington to Fordgate Via Box	MLN1	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		120 09			<p>TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL)</p> <p>Axle Counter area</p> <p>Platform 1 - 94m, 102yds Platform 2 - 92m, 100yds</p> <p>① See Local Instructions</p>
PARSON STREET		120 15			
		120 23			
Parson Street Jn (GW105)		120 28			
South Liberty Siding ①		120 40			
		122 00 *			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
GW105	020	Uffington to Fordgate Via Box	MLN1	Western	22/06/2024		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
(start/end of diagram)		134 42			TCB RA8	Bristol SB (B) Panel A	GSM-R
Worle Jn (GW105)		135 11					
Uphill Jn (GW105)		138 04					
		138 40 *					
(start/end of diagram)		145 19					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	021	Uffington to Fordgate Via Box	MLN1	Western	06/01/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Highbridge East		145 19			TCB RA8 Bristol SB (B) Panel A GSM-R
HIGHBRIDGE & BURNHAM		145 25			
Highbridge West		145 64			
Huntspill LC (UWC)		147 00 *			
		147 01			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
GW105	022	Uffington to Fordgate Via Box	MLN1	Western	22/06/2024			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
(start/end of diagram)		147 01			<table border="1"> <tr> <td>TCB RA8</td> <td>Bristol SB (B) Panel A</td> <td>GSM-R </td> </tr> </table>	TCB RA8	Bristol SB (B) Panel A	GSM-R
TCB RA8	Bristol SB (B) Panel A	GSM-R 						
Bridgwater Station GF		151 44			Down platform 1 - 198m, 217yds Up platform 2 - 153m, 161yds			
BRIDGWATER		151 47						
Meads LC (R/G-X)		152 68						
Fordgate (GW105)		154 12						
(start/end of diagram)		154 12						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW107	001	Worle Jn to Uphill Jn Via Weston-Super-Mare	WSM	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Worle Jn (GW107)		135 11			TCB RA8 Bristol SB (B) Panel A GSM-R
WESTON MILTON		135 20 *			
		136 12			
Single line		137 14 *			
Outside relay room		137 20			
Weston-S-M Up GF		137 22			
WESTON-SUPER-MARE		137 33			
Single line		137 58 *			
		138 75 *			
Uphill Jn (GW107)		139 05			Platform 1 - 210m, 230yds (PP-C) Platform 2 - 312m, 341yds (PP-C) see Local Instructions
		138 04			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
GW108	001	Fordgate to Penzance	MLN1	Western	22/06/2024					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
(start/end of diagram)		154 12			<table border="1"> <tr> <td>TCB</td> <td>Exeter SB (E)</td> <td rowspan="2">GSM-R </td> </tr> <tr> <td>RA8</td> <td>Panel C</td> </tr> </table>	TCB	Exeter SB (E)	GSM-R 	RA8	Panel C
TCB	Exeter SB (E)	GSM-R 								
RA8	Panel C									
Fordgate (GW108)		154 12								
Cogload Jn (Up) (GW108)		158 23								
Cogload Jn (Down) (GW108)		158 50								
Cogload HABD		158 70								
Hyde Farm LC (UWC)		160 75			T					
Broomhay LC (UWC)		161 32	T							
Taunton East Jn		162 35								
		162 38								
(start/end of diagram)		162 45		DM and DR bi-directional between Taunton East and West Jns						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	002	Fordgate to Penzance	MLN1	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		162 45			GSM-R
Barrow crossing (WL) (GW108-002)		163 02			TCB RA8
TAUNTON		163 12			Exeter SB (E) Panel C
		163 23 *			Platforms 2, 3, 4 and 5 PP-C/PF
		163 31 *			Platform 2 - 336m (367 yards)
		163 34 *			Platform 3 - 260m (284 yards)
Taunton West Jn		163 34 *			Platform 4 - 260m (284 yards)
		164 24			Platform 5 - 380m (416 yards)
		164 27			Platform 6 - 145m (159 yards)
(start/end of diagram)		164 33 *			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW108	007	Fordgate to Penzance	MLN1	Western	22/06/2024	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
(start/end of diagram)	193 51		TCB RA8	Exeter SB (E) Panel B	GSM-R 	
	193 59		All lines bi-directional in station area			
Red Cow LC (CCTV) (GW108)	193 62		Platforms 1, 3-6 PP/PF Platform 2 (PP) Platforms 1 & 3 non-permissive for trains from Exeter Central			
EXETER ST. DAVIDS	193 72		Platform 1 - 302m, (330 yards) Platform 2 - 102m (112 yards) Platform 3 - 276m (302 yards) Platform 4 - 277m (303 yards) Platform 5 - 350m, (382 yards) Platform 6 - 350m, (382 yards)			
Barrow crossing (WL) (GW108-007)	193 79					
Exeter (E) SB Exeter St. Davids Jn (GW108)	194 00					
	194 08					
	194 10					
(start/end of diagram)	194 18		UPL - Up Passenger Loop			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	008	Fordgate to Penzance	MLN1	Western	03/07/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
EXETER ST THOMAS		194 18 *			TCB RA8 Exeter SB (E) Panel B GSM-R
MARSH BARTON		194 66	Platform 1 - 102m (111 yards) Platform 2 - 111m (121 yards)		
City Basin Jn		195 11	Platform 1 - 124m (135 yards) Platform 2 - 111m (121 yards)		
Exminster WILD		195 40 *	Exeter SB (E) Panel A Axle counter area		
Exminster HABD		195 77			
Turf Lock LC (UWC)		198 68			
Powderham LC (UWC)		198 70			
		198 53			
		199 53			
		200 50			

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
		206 63			TCB RA8 Exeter SB (E) Panel A GSM-R
Phillot Tunnel 50m (55 yards)		206 66 206 69			Axle counter area
Clerks Tunnel 60m (66 yards)		206 72 206 75			
Parsons Tunnel 468m (512 yards)		207 19 to 207 42			
		207 55 *			UM bi-directional between Dawlish Warren and Teignmouth
		208 45 *			Platform 1 - 207m (226 yds) Platform 2 - 177m (194 yards) End of axle counter area
TEIGNMOUTH		208 70			LOD(P) Up line only (Teignmouth/ Dawlish Warren) at 209m 10ch
		209 10			
		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	22/06/2024			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
(start/end of diagram)		209 11			<table border="1"> <tr> <td>TCB RA8</td> <td>Exeter SB (E) Panel A</td> </tr> </table>	TCB RA8	Exeter SB (E) Panel A	
TCB RA8	Exeter SB (E) Panel A							
Newton Abbot East Crossovers		213 47			<p>① Heathfield branch temporarily out of use between 0m 55ch and 4m 07ch NC/G1/2020/WEST/686</p>			
Newton Abbot East Junction		213 70 213 75			<p>All lines bi-directional in station area</p>			
NEWTON ABBOT (GW108)		214 05			<p>Platform 1 - 327m (358 yards) (PP) Platform 2 - 326m (357 yards) (PP - C) Platform 3 - 327m (358 yards) (PP - C)</p>			
(start/end of diagram)		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	22/06/2024		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
(start/end of diagram)		214 05			<table border="1"> <tr> <td>TCB RA8</td> <td>Exeter SB (E) Panel A</td> </tr> </table> <p>GSM-R </p> <p>Location of known low rail adhesion both lines 216mp to 222 mp</p>	TCB RA8	Exeter SB (E) Panel A
TCB RA8	Exeter SB (E) Panel A						
Newton Abbot West Jn (GW108)		214 43					
		216 60 *					
		217 40	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>				
		217 55	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>				
Dainton HABD (UP)		217 57					
Dainton Tunnel (266m, 291 yds)		217 to 63 217 76					
Dainton HABD (DOWN)		217 76					
		217 79	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>				
		218 05	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>				
(start/end of diagram)		218 30	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>				

Western Route Sectional Appendix Module WR2

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
		218 30			<p>TCB RA8</p> <p>Exeter SB (E) Panel A</p> <p>GSM-R </p> <p>Location of known low rail adhesion both lines 216mp to 222mp</p> <p>Platform 1 - 193m, 211yds Platform 2 - 200m, 218yds</p> <p>DPL 352m, 1155ft UPL 384m, 1260ft to E.298</p> <p>UPL bi-directional</p> <p>Plymouth SB (PH) (East)</p> <p>Axle counter area Starts DM signal PH5601 toward west Ends UM signal E1 from west</p>
Totnes East Crossovers		222 39			
Network Rail / South Devon Railway Boundary		222 45			
Ashburton Junction		222 49			
TOTNES		222 66			
Marley Tunnels (793m, 867yds) (single bores)		227 to 228 62 to 22	<p></p>		
		229 00			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
GW108	017	Fordgate to Penzance	MLN1	Western	22/06/2024		
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks		
(start/end of diagram)	242	70			TCB RA8	Plymouth SB (P) (East)	GSM-R
Laura Jn (GW108)	243	67	① - Ocean siding out of use				
Laura Diesel Depot (GW108)							
Lipson Jn (GW108)	244	35					
(start/end of diagram)	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			TCB RA8	Plymouth SB (P) (East)	GSM-R
		244 50 *					
		245 10 *					
		245 32 to 245 46					
		245 47 *					
		245 50					
					Plymouth SB (P) (West)		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
GW108	021	Fordgate to Penzance	MLN2	Western	13/07/2024		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
		248 77			TCB RA8	Plymouth SB (P) (West)	GSM-R
Keyham East GF		249 17					
KEYHAM		249 25			Platform 1 - 129m, 141yds Platform 2 - 123m, 135yds		
Keyham West GF		249 38					
Dockyard Jn		249 41					
		249 70					
St. Budeaux Jn		250 00					
ST. BUDEAUX FERRY ROAD		250 15			Platform 1 - 124m, 136yds Platform 2 - 126m, 138yds		
		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	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					TCB RA8 Plymouth SB (P) (West) GSM-R
		250 69 *			
		Royal Albert Bridge (668m, 730yds)			
		251 23 *			
		SALTASH			
		251 26			Platform 1 - 124m, 136yds Platform 2 - 127m, 139yds
		252 00 *			
		254 00			
		Wivelscombe Tunnel (412m, 451yds)			
		254 07 to 254 27			
		255 69 *			
		256 20 *			Location of known low rail adhesion both lines 256m 00ch to 257m 00ch
		ST. GERMANS			
		256 28			Platform 1 - 128m, 140yds Platform 2 - 133m, 145yds
		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	13/07/2024	
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks	
<p>Change of Mileage (and change of ELR)</p> <p>MENHENIOT</p>	256	38			<p>TCB RA8</p> <p>Plymouth SB (P) (West)</p> <p>GSM-R </p> <p>ELR : MLN2</p> <p>ELR : MLN3</p> <p>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 257mp</p> <p>Platform 1 - 124m, 136yds Platform 2 - 97m, 106yds Tel. Down Platform</p> <p>Liskeard SB (LD)</p> <p>Platform 1 - 208m, 227yds Platform 2 - 177m, 194yds</p>	
	256	40 *				
	258	26				
	261	00 *				
	261	61				
<p>Liskeard (LD) SB</p> <p>LISKEARD</p>	261	63				
	264	66				
	264	71				
	265	37				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	024	Fordgate to Penzance	MLN3	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sperritt Tunnel (91m, 99yds)		265 37 *			TCB RA8 Mid Cornwall (CL) (Exeter) GSM-R Axle Counter Area starts DM 265m 08ch ends UM 265m 30ch
St. Pinnock Jn		269 23 *			
St Pinnock Viaduct		269 40 *			
East Largin Viaduct		269 49 to 269 69			
Largin Jn		270 07			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	025	Fordgate to Penzance	MLN3	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
		270 20			TCB RA8 Mid Cornwall (CL) (Exeter) GSM-R Axle Counter Area Platform 1 - 198m, 217yds Platform 2 - 180m, 197yds
		271 00 *			
		271 10 *			
		272 00			
		273 63 *			
BODMIN PARKWAY		274 03			
Network Rail / Bodmin and Wenford Railway Boundary		274 05			
Barrow Crossing		274 06			
Bodmin Parkway GF		274 06			
		274 14 *			
Brown Queen Tunnel (80m, 88yds)		275 16			
		275 10 20			
		276 15 *			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	026	Fordgate to Penzance	MLN3	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
		276 15			<div style="border: 1px solid black; padding: 2px; display: inline-block;">TCB RA8</div> <div style="margin-left: 20px;">Mid Cornwall (CL) (Exeter)</div> <div style="float: right; text-align: center;"> GSM-R </div> <p>Axle counter area</p> <p>Shunting - 197m standage between DM line signal CL5793 and fixed red CL5790</p> <p>DGL 384m, 1260ft UGL 384m, 1260ft</p> <p>Platform 1 - 103m, 113yds Platform 2 - 124m, 136yds</p> <p>Location of known low rail adhesion Up Main 277m 46ch to 278m 70ch</p>
		277 24 *			
		277 29 *			
Lostwithiel LC (CCTV)		277 34			
LOSTWITHIEL		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	13/07/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Lostwithiel Jn		277 54			TCB RA8 Mid Cornwall (CL) (Exeter) GSM-R	
Milltown Viaduct		278 48 278 64			T T	Axle counter area ① 30 Up direction to the approach side of Lostwithiel down platform
Treverrin Tunnel (516m, 564 yds)		279 19 to 279 44				Location of known low rail adhesion Up Main 277m 46ch to 278m 70ch
Treverrin HABD		279 59				Location of Known low rail adhesion Down Main 280mp to 282mp
Par Loop Jn		281 32 * 281 35 *				Down Loop 384m, 1260ft (PP) up direction only (platform 3) from Up Newquay - attach DMU/light locomotive Up Main - detach DMU
PAR		281 66			T (signal CL7627)	TCB Station barrow crossing (with telephones)
		282 35 *			To Newquay GW660 seq 001	Platforms 1 & 2 - 190m, 208yds Platform 3 - 164m, 179yds CS - Par Chapel Siding

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	028	Fordgate to Penzance	MLN3	Western	13/07/2024
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Holmbush FP (R/G-X) ST. AUSTELL Burngullow Jn (change of RA) (Reception Line)	282 53 * 284 30 * 285 10 286 26 288 26 288 50 291 21 291 63 293 17		TCB RA8 Mid Cornwall (CL) (Exeter) GSM-R Axle counter area Platform 1 - 178m, 195yds Platform 2 - 181m, 198yds US - Up Siding RA7 ① Hand points 9544 electrically detected - see local instructions RL- Reception Line (axle counters as far as down stop board CL3823 Start of Staff section)		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW108	029	Fordgate to Penzance	MLN3	Western	13/07/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Probus Quarry		293 17			TCB RA7 Mid Cornwall (CL) (Exeter)	GSM-R
Probus		294 38			Axle counter area	
Polperro Tunnel East		295 29			Location of known low rail adhesion both lines 298mp to 301mp	
Polperro Tunnel 531m (581 yards)		296 25 *			Shunting - 485m standage between DM line signal CL5895 and LOS CL7632	
Buckshead Tunnel		296 44				
Polperro Tunnel 293m (320 yards)		297 to 297 76				
Truro East Crossover		299 10				
		299 25 *				
		299 40 *				
		300 32 *				
		300 50 *				
		300 51 *				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	030	Fordgate to Penzance	MLN3	Western	13/07/2024
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
	300	51			<p>TCB RA7 Mid Cornwall (CL) (Exeter)</p> <p>GSM-R</p> <p>Axle counter area</p> <p>Location of Known Low rail adhesion</p> <p>All lines 298mp to 301mp</p> <p>Platform 1 - 80m (87 yards)</p> <p>Platform 2 - 199m (218 yards)</p> <p>Platform 3 - 219m (240 yards)</p> <p>① Cornwall Farmers sidings Out of Use</p> <p>② Hand points 9560 electrically detected - see local instructions</p>
Truro LC (MCB-OD)	300	57			
TRURO	300	63			
	300	70 *			
Highertown Tunnel 64m (70 yards)	301	02 *			
	301	10			
	301	13			
Penwithers Jn	301	25			

Western Route Sectional Appendix Module WR2


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	033	Fordgate to Penzance	MLN4	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Camborne LC (CCTV)		313 35			TCB RA7 Roskear Jn SB (R) Axle Counter Area Platform 1 - 184m (201 yards) Platform 2 - 194m (212 yards) Location of known low rail adhesion Up Main 313mp to 314mp Start of Axle Counter area on Up Main Location of known low rail adhesion both lines 318m 30ch to 320mp
CAMBORNE		313 40			
		314 60 *			
		315 60 *			
Gwinear Road LC (AHBC)		315 73			
		316 00 *			
Upper Trenowin LC UWC (R/G - X)		316 35			
Lower Trenowin LC UWC (R/G)		316 52			
		317 75 *			
		318 67			



Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	034	Fordgate to Penzance	MLN4	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		318 67			<div style="border: 1px solid black; padding: 2px; display: inline-block;"> AB RA7 </div> <div style="margin-left: 20px;">St. Erth SB (SE)</div> <div style="text-align: right; font-size: small;">GSM-R </div> <p>End of Axle counter section on Down Main</p> <p>Platform 1 - 132m (144 yards) Platform 2 - 135m (148 yards)</p> <p>Location of known low rail adhesion both lines 318m 30ch to 320mp</p> <p>Platform 1 - 177m (194 yards) Platform 2 - 176m (192 yards) Platform 3 - 106m (116 yards) (PP) Bay Sdg - 60m (65 yds)</p>
HAYLE		319 31			
		319 36 *			
		319 50 *			
St. Erth SB (SE)		320 67			
St. Erth Jn (GW108)		320 73			
ST. EARTH (GW108)		320 78			
(start/end of diagram)		322 20			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW108	035	Fordgate to Penzance	MLN4	Western	22/06/2024	
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks		
(start/end of diagram)	322	20		AB RA7 Penzance SB (PZ) 		
	324	75 *				
Single line Jn (GW108-035)	325	00			TCB	
	325	02 *				
Long Rock LC (CCTV)	325	12			Axle Counter area	
	326	24 *			OBR - Old Bank Road	
Penzance SB (PZ)	326	32		CR - Carriage Reception LS - Loop Siding		
PENZANCE	326	50		Platform 1 - 265m (290 yards) (PP) Platform 2 - 265m (290 yards) (PP) Platform 3 - 238m (257 yards) (PP) Platform 4 - 225m (246 yards) (PP)		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW110	001	Old Oak Common West to South Ruislip (Excl)	ANL	Western	02/07/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Old Oak Common West		3 20			<div style="border: 1px solid black; padding: 5px; display: inline-block;">TCB RA8</div> <div style="display: inline-block; vertical-align: top; margin-left: 20px;">Greenford East SB (GE)</div> <div style="text-align: right; margin-top: 10px;"> </div> <p>Wycombe single recovered between 3m 20ch and 3m 71ch</p> <p>Temporary buffer stop</p>
		3 71			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW110	002	Old Oak Common West to South Ruislip (Excl)	ANL	Western	25/05/2024	
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks		
(start/end diagram)	4	30		TCB RA8	Greenford East SB (GE)	GSM-R
Park Royal Jn	4	65				
	4	76 *				
	7	11 *				
Greenford East Jn (GW110)	7	15				
(start/end diagram)	7	40			Greenford East SB (GE)	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
GW110	003	Old Oak Common West to South Ruislip (Excl)	ANL	Western	25/05/2024		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
(start/end diagram)		7 40			TCB RA8	Greenford East SB (GE)	GSM-R
Greenford East (GE) SB (GW110)		7 44			Axle counter area	① Connection an Up Sidings - Out of use	
Greenford West Jn (GW110)		7 48			Lines between Route boundary and South Ruislip controlled by Marylebone (ME) signalling centre		
Route Boundary LNW		8 60	To/From Northolt MD705 seq 1	50 U&D			
See LNW(S) route Sectional Appendix							


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW117	001	Greenford East Jn To Greenford South Jn	GEC	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Greenford East Jn (GW117)		7 15 8 70			TCB RA8 Greenford East SB (GE)
Greenford South Jn (GW117)		8 45			GSM-R


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW130	001	Acton Wells Jn To Acton East Jn	AWL	Western	25/05/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
See Anglia Route Sectional Appendix					TCB Thames Valley Signalling Centre RA8 (Acton) (SN) AC - Didcot	
Acton Wells Jn (GW130)		0 72				
Route boundary South East (Anglia Route)		0 39				
Acton East Jn (GW130)		0 08 4 07				
PF* - Applies to one light locomotive movement (including locos coupled together described as a light engine) or one DMU movement not conveying passengers (including DMUs coupled together) to FOLLOW a train of class 3-8 or 0.						


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	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
WEST EALING (GW174)		6 46	<p>To/From Ealing Broadway GW103 seq 011</p> <p>To/From Hanwell GW103 seq 011</p> <p>Speed restrictions: 15, 20, 25 mph</p> <p>Platform 5: 114m (124yds) - PP</p> <p>Level Crossing: A10</p> <p>Directions: DG (Down Greenford), UG (Up Greenford)</p>		TCB Thames Valley Signalling Centre RA8 (Acton) (SN) 
West Ealing Jn (GW174)		6 56			Axle Counter Area Bay Platform electrified with fast charging rail (locally isolated)
Plassers LC (AOCL+B) ③		6 70 * 6 71 6 72 *			Bay platform 5 - 114m (124yds) - PP ② 15/25 mph down/25mph Up
(start/end of diagram)		8 75			③ AOCL Level Crossing with barriers DG - Down Greenford UG - Up Greenford

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	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		6 75			TCB Thames Valley Signalling Centre RA8 (Acton) (SN) 
Drayton Green Jn (GW174)		7 03 *	To/from Hanwell Jn GW176 seq 001		Axle Counter Area to Drayton Green Station
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
(start/end of diagram)		8 37 * 8 40 *			Greenford East SB (GE)
					UB - Up Branch DB - Down Branch

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW174	003	West Ealing to Greenford West Jn	WEL1	Western	25/05/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(start/end of diagram)	8 40		TCB RA8 Greenford East SB (GE) 		
Greenford South Jn (GW174)	8 45		UB - Up Branch DB - Down Branch		
Greenford (LUL) Bay Jn (GW174)	8 65		Route GW175 Greenford (LUL) Bay Jn to Greenford Station RA5		
Greenford East (GE) SB (GW174)	8 74				
Greenford West Jn (GW174)	8 76 7 48				


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW175	001	Greenford (LUL) Bay Jn to Greenford Station	WEL2	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Greenford South Jn (GW175)		8 45	<p>To/From Greenford South Jn GW174 seq 003</p> <p>UB DB</p>		<p>TCB RA5 Greenford East SB (GE)</p> <p>UB - Up Branch DB - Down Branch</p> <p>GSM-R </p> <p>Platform 2 - 83m, 91yds</p>
Greenford (LUL) Bay Jn (GW175)		8 65	<p>To/From Greenford East Jn GW117 seq 001</p>		
GREENFORD		9 06	<p>To/From Greenford West Jn GW174 seq 003</p>		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW176	001	Hanwell To Drayton Green Jn	HAN	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hanwell Jn (GW176)		7 19 0 00			TCB Thames Valley Signalling Centre RA8 (Acton) (SN)
Drayton Green Jn (GW176)		0 36 7 03	To/From Southall GW103 seq 012		GSM-R
			To/From Greenford GW174 seq 002		Axle Counter Area

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW178	001	Southall To Brentford Goods	BRB	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
SOUTHALL (GW178)		9 06 0 00		TST Thames Valley Signalling Centre RA8 (Hayes) (SN) AC - Didcot 	
		1 00 *		① See Local Instructions	
Warren Farm LC (UWC)		1 37 T		TPWS and AWS not provided	
M4 Motorway overbridge		2 07			
Brentford handpoints		2 11			
Start/End of TST Section		2 12		Line worked as a siding beyond Start/End of Section Board at 2m 12ch	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW178	002	Southall to Brentford Goods	BRB	Western	25/05/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(start/end of diagram)	2 12	<p>U&D 20</p> <p>DOWN</p> <p>Days Aggregates</p> <p>West London Waste</p>	Siding RA8 Thames Valley Signalling Centre (Hayes) (SN)		
Day & Son handpoints	2 36				
Gate (GW178)					
Gate (GW178)	2 49				
Brentford Goods	2 70				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW180	001	Heathrow Airport Jn to Heathrow Terminals 4 and 5	HLL	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Heathrow Airport Jn (GW180) (Up Relief) (GW180)		11 13			<p>TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot</p> <p>GSM-R</p> <p>ATP - UA,DA,UAR,DAR DM, UM, DR, UR, Dawley UGL electrified DA, DAR, UA and UAR electrified UAR, UA, DA and DAR - B-directional UR - Up Relief DR - Down Relief UM - Up Main DM - Down Main DUGL - Dawley Up Goods Loop UAR - Up Airport Relief UA - Up Airport DAR - Down Airport Relief DA - Down Airport</p> <p>① - 70mph UA to UR/60mph UR (Rev) to UA (Rev) ② - 75mph Down/50mph Up</p> <p>Viaduct over main lines (UA & DAR)</p>
Heathrow Airport Jn (Down Relief)		11 50			
Heathrow Airport Jn (Up Main) and OHNS (DA)		11 51			
		11 56			
		11 65			
OHNS (Down Airport Relief)		11 67			
OHNS (Up Airport)		11 71			
		11 74			
		11 77			
		11 79			
Heathrow Tunnel Jn Mileage/metreage change		12 27 19846m			<p>TCB Thames Valley Signalling Centre RA8 (Heathrow) (SN) ERTMS Level 2 Overlay AC: Didcot</p> <p>LOD(T) (DA01 - DA Tunnel Portal/T2,3 and UA01 - UA Tunnel Portal/T2,3) at 19908m</p>
Network Rail/Heathrow Airport Ltd Boundary		12 30 19929m * 19936m *			
Tunnel Portals		20464m			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW180	004	Heathrow Airport Jn To Heathrow Terminals 4 and 5	HLL	Western	18/11/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
		23965m	To/From Heathrow Central (Terminals 2 and 3) GW180 seq 003 		TCB Thames Valley Signalling Centre RA8 (Heathrow) (SN) ERTMS AC: Didcot Level 2 Overlay GSM-R
		24124m *			ATP - provided
Pier 7 Escape Shaft		24301m			LOD(T) UT4/DT408 (UA/DA13) T4/T2,3 at 24301m
Sealand Road Escape Shaft		25389m			UA4/DT409 T4/T2,3 at 25389m
		25848m *			U&DT4 - Up and Down Terminal 4 U&DT4 - Bi-directional
		26220m *			Platforms - 195m (213 yards) LOD(T) UT4/DT410 T4/T2,3 at 26520m
HEATHROW TERMINAL 4		26520m			① PP-C Contingency use only for Class 1, 2, 3 ECS or 5 trains from SN345

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW182	001	West Drayton to Colnbrook	STA	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
West Drayton Jn (GW182)		13 31	<p>To/From West Drayton GW103 seq 020</p> <p>WEST DRAYTON LOOP</p> <p>To/From Iver GW103 seq 020</p> <p>MAIN LINES</p> <p>DOWN</p> <p>DISCHARGE</p> <p>LOCO RELEASE</p> <p>GSM-R</p>		<p>TCB Thames Valley Signalling Centre RA8 (Hayes) (T) AC - Didcot</p> <p>Axle counter area</p>
Limit of electrification on Colnbrook Branch		13 33			
West Drayton LC (MG)		13 35			
		13 79 *			
North Points		14 10			
Thorney Mill Stone Terminal					
Engine Release Points		14 46			
Stop Board (GW182)		15 17 *			
		15 25			
Colnbrook CLC Loop (Central Logistics Centre)		15 56			
Colnbrook Oil Terminal		16 20			
End of Branch		16 25			


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW184	001	Slough to Windsor & Eton Central	WIN	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
SLOUGH (GW184)		18 36			TCB Thames Valley Signalling Centre RA3 (Slough) (T) AC - Didcot GSM-R
Limit of electrification on Windsor Branch Bath Road siding		18 54 * 18 55 * 18 62 *			Axle counter area Platform 1 - 114m, 124yds Bath Road siding - 134m OT <input type="text"/>
WINDSOR & ETON CENTRAL		21 19			Platform - 113m, 123yds


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW185	001	Maidenhead to Marlow	WBB	Western	25/05/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
MAIDENHEAD (GW185)	24 19	<p>To/From Paddington GW103 seq 025</p> <p>To/From Reading GW103 seq 025</p>	NST Thames Valley Signalling Centre RA6 (Slough) (T) AC - Didcot GSM-R		
	24 39 *	Limit of electrification on Marlow Branch	Axle counter area ② Engineers Siding - 85m, 96yds ③ Maidenhead Stabling Lines 1-6 - 227m, 248yds ④ Maidenhead Loop ⑤ Maidenhead Turnback Line - 236m, 258 yds		
	24 51 *	Limit of Axle counter area	① DMU only, all other trains 10mph throughout		
	25 20	Furze Platt LC (ABCL)	Platform - 138m, 151yds		
	25 41	FURZE PLATT	NST A10 A STOP U&D		

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	13/07/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
TWYFORD (GW187)	31 01		TCB Thames Valley Signalling Centre RA4 (Twyford) (T) 		
	31 06 *		Axle Counter area		
WARGRAVE	31 30 *		Platform 5 - 110m, 120yds		
	31 45 *				
	32 68		Platform - 156m, 170yds		
(start/end of diagram)	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	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Shiplake Viaduct		33 17 to 35 02 33 18 *			TCB Thames Valley Signalling Centre RA4 (Twyford) (T) 
SHIPLAKE		33 61			
Shiplake LC (AOCL + B) ②		33 66			<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>
Bolney Farm LC (UWC)		34 31			<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>
HENLEY-ON-THAMES		35 48			
					Axle Counter area Location of known low rail adhesion Single 33m 17ch to 35m 2ch Platform - 149m, 153yds Drawing up of Down Trains is prohibited ① DMU Only, all other trains 10mph ② AOCL Level Crossing with barriers Platform - 177m, 194yds

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW190	001	Reading Spur Jn to Reading New Jn	RNJ	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
See Wessex Route Sectional Appendix					<div style="border: 1px solid black; padding: 2px; display: inline-block;"> TCB Thames Valley Signalling Centre RA8 Reading (TR) </div> <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> </div>
Reading Spur Jn (GW190)		67 76			Axle counter area
Route Boundary		68 00			
NRN Channel change		68 02			
Reading New Jn (GW190)		68 35			
		35 40			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW195	001	Reading, Southern Jn to Reading, East Jn (Reading Low Level line)	RLL	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Reading Southern Junction		68 28 *	<p>The diagram illustrates the railway route from Reading Southern Junction to Reading East Junction. It shows two main tracks: an upper track for 'Up Southern' (US) and a lower track for 'Down Southern' (DS). At the top, there are arrows for 'To/from Reading Spur Jn' and 'To/from Reading SW210 seq 013'. A speed restriction of 30 mph is indicated for the US track. The route boundary between the 'WESSEX' and 'WESTERN' routes is marked with a 30 mph restriction for the US track and a 40 mph restriction for the DS track. Below this, the 'Main Lines Bridge' is shown with a 30 mph restriction. Further down, the 'Reading Low Level line' (RLL) is indicated with a 30 mph restriction. At the bottom, there are arrows for 'Up Relief' (UR) and 'Up Relief Loop' (URL), with a speed restriction of 30 mph for the UR track and 'To/from Reading GW103 seq 029'.</p>		<div style="border: 1px solid black; padding: 2px;"> TCB Thames Valley Signalling Centre RA8 (Twyford) (T) </div> <p>Axle counter area</p> <p>DS - Down Southern US - Up Southern RLL - Reading Low Level line UR - Up Relief URL - Up Relief Loop</p>
Route boundary Western/Wessex Route		35 38			
Main Lines Bridge		35 42			
Reading East Junction (GW195)		35 61			
		35 56 *			<div style="border: 1px solid black; padding: 2px;"> TCB Thames Valley Signalling Centre RA8 (Reading) (T) </div>



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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	001	Didcot to Heyford	DCL	Western	25/05/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Foxhall Jn (GW200)			<div style="border: 1px solid black; padding: 2px;"> TCB Thames Valley Signalling Centre RA8 (Didcot) (SB) </div>		
Chester Line Jn (GW200)	53 12		Route GW250 Foxhall Jn - Didcot West Curve Jn: Axle Counter area		
Limit of electrification on UO and DO	53 42		DO Down Oxford UO Up Oxford		
Didcot West Curve Jn (GW200)	53 51 *		Up Oxford bi-directional between Chester Line Jn and Didcot North Jn		
Didcot North Jn (Up) (GW200)	53 71		DDA Didcot Down Avoiding DUA Didcot Up Avoiding		
Didcot North Jn (Dn) (GW200)	54 00 54 02 *				
Appleford Jn	54 05 * 54 50		① 60mph Down direction		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	002	Didcot to Heyford	DCL	Western	07/08/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Appleford LC (CCTV)		54 50 54 53			<p>GSM-R</p>
APPLEFORD		55 16			
		56 60 56 00 *			
CULHAM		56 17			
<p>TCB Thames Valley Signalling Centre RA8 (Didcot (SB))</p> <p>Axle Counter area</p> <p>UO - Up Oxford DO - Down Oxford</p> <p>Reverse direction signals between Appleford Jn and Kennington Jn</p> <p>LOD (P) 9191 Up and Down Oxford (Reversible)</p> <p>Both platforms - 76m, 83yds</p>					
<p>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</p> <p>Down platform - 107m, 117yds Up platform - 77m, 84yds</p> <p>Lines from Culham (incl) Controlled by Oxford (OD)</p>					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	003	Didcot to Heyford	DCL	Western	25/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		56 17			<p>GSM-R </p> <p>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</p> <p>UO - Up Oxford DO - Down Oxford</p> <p>Axle Counter Area Reverse direction signals between Appleford Jn and Kennington Jn</p> <p>Both platforms - 158m, 173yds</p> <p>LOD (P) 9191 Up and Down Oxford (Reversible)</p> <p>UKGL - Up Kennington Goods Loop</p>
RADLEY		58 35			
Radley HABD		60 00 *			
Kennington Junction LC (UWC)		61 04			
Kennington Jn (GW200)		61 08			
(start/end of diagram)		61 08			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	006	Didcot to Heyford	DCL	Western	07/08/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Oxford Station North Junction		63 50 *			<p>GSM-R</p> <p>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</p> <p>Axle Counter Area</p> <p>① 25mph both directions ② Down Oxford Engineering Siding 1 ③ Down Oxford Engineering Siding 2 ④ Down Oxford Engineering Siding 3</p> <p>UOHS - Up Oxford Headshunt - 102 m (111 yds) DOR - Down Oxford Relief DO - Down Oxford UO - Up Oxford UOR - Up Oxford Relief OBA - Oxford Bay Approach UOS1 - Up Oxford Siding 1 - 337m (368 yds) UOS2 - Up Oxford Siding 2 - 337 m (365 yds) UOS3 - Up Oxford Siding 3 - 252 m (275 yds) UOS4 - Up Oxford Siding 4 - 167 m (182 yds)) UOS5 - Up Oxford Siding 5 - 246 m (269 yds) DOHS - Down Oxford Headshunt DOS3 - Down Oxford Siding 3 DOS1 - Down Oxford Siding 1</p> <p>DOR bi-directional between Oxford Station South Jn and 63m 67ch</p>
		63 55 *			
		63 57 *			
		63 60	<p>UOS 5 4 3 2 1</p> <p>UOR 60 UO 75 DO 75 DOR 40</p> <p>DOS 1 3</p> <p>DO HS</p>		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	007	Didcot to Heyford	DCL	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		63 60			<div style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB Thames Valley Signalling Centre RA8 (Oxford) (OD) </div> Axle Counter Area
Oxford Down Sidings		63 66 * 63 69 * 63 71 * 63 72 *	GSM-R		
Signal Gantry (GW200)		63 74 63 77 * (Down) 63 79 *	DOHS - Down Oxford Headshunt DOS 3 - Down Oxford Siding 3 DOS 1 - Down Oxford Siding 1 DOS 2 - Down Oxford Siding 2 DOR - Down Oxford Relief DOTL - Down Oxford Turnback Line DO - Down Oxford UO - Up Oxford UOR - Up Oxford Relief UOS 1 - Up Oxford Siding 1 UOS 2 - Up Oxford Siding 2 UOS 3 - Up Oxford Siding 3 UOS 4 - Up Oxford Siding 4 UOS 5 - Up Oxford Siding 5		
Oxford Down Sidings		64 00 * 64 04 * (Up) 64 04 * (DOR) 64 07 * (Down) (DOR)			
(start/end of diagram)		64 20			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	008	Didcot to Heyford	DCL	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Oxford North Jn		64 20			<p>GSM-R </p> <p>TCB Thames Valley Signalling centre RA8 (Oxford) (OD)</p> <p>Axle Counter Area</p> <p>DOR - Down Oxford Relief DO - Down Oxford UO - Up Oxford UOR - Up Oxford Relief UB - Up Bletchley DB - Down Bletchley</p> <p>UOR bi-directional from Oxford Northh Jn to Hinksey North Jn</p> <p>Location of known low rail adhesion All lines 66m 32ch to 64m 51ch</p>
		64 30 *			
		64 31 *			
		64 51			
		64 60			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	009	Didcot to Heyford	DCL	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<p>GSM-R </p> <p>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</p> <p>Axle Counter Area</p> <p>DOR - Down Oxford Relief DO - Down Oxford UO - Up Oxford UOR - Up Oxford Relief DCV - Down Cherwell Valley UCV - Up Cherwell Valley</p>
		64 60			
		64 69			
Wolvercote South Jn		66 01			
		66 28 *			
		(Up)			
Wolvercote North Jn		66 32			
		66 36 *			
Drinkwater LC (UWC)		66 56			
		66 63 *			
		67 00			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	010	Didcot to Heyford	DCL	Western	25/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div style="border: 1px solid black; padding: 2px; display: inline-block;"> TCB Thames Valley Signalling Centre RA8 (Oxford) (OD) </div> Axle Counter Area
		67 00			GSM-R
Yarnton Lane (AHBC-X)		67 40			
Sandy Lane (AHBC-X)		67 78			
		68 00 *			
Roundham (R/G-X)		68 43			
		69 11			
Bletchington LC (UWC)		70 37			
		72 00			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW200	011	Didcot to Heyford	DCL	Western	25/05/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(start/end of diagram)		72 00			TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)	
		72 12 *				Axle Counter Area
		72 46 *				
Tackley LC (UWC) (GW200)		72 47				
TACKLEY (GW200)		72 50				
Tackley GF (GW200)		72 60				
		72 69 *				
		73 12 *				
Inkpens No.1 LC (UWC) (GW200)		74 10				
		74 50 *				
		74 64 *				
Route Boundary LNW		75 00				
HEYFORD (GW200)		75 21				
See LNW(S) Route Sectional Appendix						

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
GW220	001	Reading, Oxford Road Jn to Reading West Jn	RWC	Western	01/06/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Oxford Road Jn (GW220)	36 67		<p>TCB Thames Valley Signalling Centre RA8 (West Junction) (T) AC - Didcot</p> <p>GSM-R </p> <p>Axle counter area</p> <p>DW - Down Westbury UW - Up Westbury RFM - Reading Feeder Main RFR - Reading Feeder Relief DR - Down Relief UR - Up Relief</p> <p>DRWC and URWC electrified</p> <p>Standage: Up West Curve (Up Direction) 776m, 2545ft Up West Curve (Down Direction) 705m, 2312ft Down West Curve - 790m, 2591 ft</p>		
	0 67				
Reading West Jn (GW220)	0 58 *				
	0 00				
	37 20				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW225	001	Reading, Caversham Road Jn to Oxford Road Jn (Reading Feeder Lines)	RFR	Western	01/06/2024
		Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		Caversham Road Jn (GW225) (RFM) (GW225)	36 13		GSM-R TCB Thames Valley Signalling Centre RA8 (Reading) (T) AC - Didcot Axle counter area
		Caversham Road Jn (GW225) (RFR) (GW225)	36 25		DR - Down Relief UML - Up Main Loop RFM - Reading Feeder Main RFR - Reading Feeder Relief DW - Down Westbury UW - Up Westbury DRWC - Down Reading West Curve URWC - Up Reading West Curve RFM and RFR electrified
		Gantry 7	36 38 *		Thames Valley Signalling Centre (West Junction) (T) AC - Didcot
		Reading Viaduct (main lines)	36 45		RFM - Up direction 569m, 1866ft Down direction 552m, 1811ft
		RFM points (UW) Line (GW225)	36 74		RFR - Up direction 430m, 1410ft Down direction 557m, 1827ft
		Oxford Road Jn (GW225)	(36 67) 36 68 *		

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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW240	001	Didcot East Jn to Didcot North Jn Via Avoiding Line	DEC	Western	01/06/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Didcot East Jn (GW240)		52 66			TCB Thames Valley Signalling Centre RA8 (Didcot) (SB) AC - Didcot	GSM-R
Foot crossing (WL) (GW240)		53 06				
Limit of Electrification on Didcot Down Avoiding Line		53 07				
Didcot North Jn (Up) (GW240)		53 71				
Didcot North Jn (Dn) (GW240)		54 00	To/From Oxford GW200 seq 001		Axle Counter area	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW250	001	Foxhall Jn to Didcot West Curve Jn	DWC	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Foxhall Jn (GW250)		53 55 -0 01			TCB Thames Valley Signalling Centre RA8 (Didcot) (SB)
Thames Valley Signalling Centre (TVSC)		0 19			Axle Counter area
Didcot West Curve Jn (GW250)		0 32 53 51			Up Didcot West Curve is bi-directional
					DO Down Oxford UO Up Oxford

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW260	001	Kennington Jn to Morris Cowley	THA	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Kennington Jn (GW260)		61 08 18 45			TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)
Single Line		18 36			Axle Counter Area Direction of line is Up towards Morris Cowley GF MCB - Morris Cowley Branch
Morris Cowley GF (End of TCB Single line)		16 04 *			GSM-R NOTE Ground frame Not controlled from Oxford Workstation. Groundframe release key in No.1 box at groundframe.

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW276	001	Bicester Eastern Perimeter Road LC (Excl) To Oxford North Jn	OXD	LNW(S)	14/09/2015
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW276	002	Bicester Eastern Perimeter Road LC (Excl) To Oxford North Jn	OXD	Western	14/09/2015
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
THIS TABLE HAS BEEN WITHDRAWN					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW277	001	Oxford North Junction to Oxford Parkway (Excl.)	OXD	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Oxford North Jn (GW277) (Up Bletchley connection) (GW277)		30 20 (64 35)	<p>To / from Oxford. GW200 seq 008</p> <p>To / from Wolvercot Jn. GW200 seq 008</p> <p>WESTERN LNW(S)</p> <p>UP BLETCHLEY</p> <p>DOWN BLETCHLEY</p> <p>UB DB To MD736 seq 002</p>		<p>GSM-R</p> <p>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</p> <p>Axle Counter Area</p> <p>UOR: Up Oxford Relief. DO - Down Oxford UO - Up Oxford</p> <p>Mileage in brackets () is main line (GW200) mileage (ELR: DCL).</p> <p>⊗ Patrolmans directional line lockout (applies to both lines) between Oxford Canal Junction and Woodstock Road Junction.</p> <p>UB: Up Bletchley DB: Down Bletchley</p> <p>Marylebone IECC (OB) North Workstation</p> <p>⊗ Patrolmans directional line lockout (applies to both lines) between Woodstock Road Junction and Oxford Parkway.</p>
Oxford Canal Jn (GW277)		29 57 29 43 *			
Network Rail Route Boundary & Sectional Appendix Boundary		29 36 * 29 15			
Wolvercot Tunnel (GW277) 133 metres (145 yards)		28 67 to 28 61			
Woodstock Road Jn (GW277)		28 51 * 28 47 28 43 *			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW277	002	Oxford North Junction to Oxford Parkway (Excl.)		OXD	Western	07/03/2020
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW300	001	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill		Western	13/07/2024
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks	
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW300	002	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill	OWW	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW300	003	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill		OWW	Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
<p>THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.</p>						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW300	004	Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill			Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	001	Wolvercot Jn to Pershore (Excl.)	OWW	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Wolvercot North Jn		66 32			GSM-R TCB Thames Valley Signalling Centre RA8 (Oxford) (OD) Axle Counter Area
		66 34 *			
		67 21			
Sandford Brake Farm LC (UWC)		68 14			
HANBOROUGH		70 39			
		70 40			
COMBE		71 40			
		71 44			
FINSTOCK		75 10			
Limit of axle counter area		* *			
		76 18 *			
Charlbury Junction		76 29			
		76 42 *			
CHARLBURY		76 56			
Signal AW2409		76 60			
		76 70			
		78 23 *			
		80 22 *			
(Start/end of diagram)		80 33	TCB Ascott-Under-Wychwood SB (AW) Down Platform - 180m, 203yds Up Platform - 186m, 203yds DC - Down Cotswolds UC - Up Cotswolds		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	002	Wolvercot Jn to Pershore (Excl.)	OWW	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		80 33			<div style="border: 1px solid black; padding: 2px;"> AB Ascott-under-Wychwood SB (AW) RA7 </div>
ASCOTT-UNDER-WYCHWOOD		80 33			Down and Up Platforms - 71m, 77yds
Ascott-under-Wychwood (AW) SB & LC (MCB)		80 36			DC - Down Cotswolds UC - Up Cotswolds
Hyatts LC (Bridleway)		81 06	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
SHIPTON		81 59			Down platform - 80m, 87yds Up platform - 56m, 61yds
		82 17 *			
Lyneham LC (UWC)		82 45	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
Bruern LC (CCTV)		83 15			
Bosleys LC (UWC)		83 59	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
KINGHAM		84 58	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
		84 59			Down platform - 154m, 168yds Up platform - 161m, 176yds
(Start/end of diagram)		84 59			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	003	Wolvercot Jn to Pershore (Excl.)	OWW	Western	02/09/2023
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
				<p>AB Ascott-under-Wychwood SB (AW) RA7</p> <p>GSM-R </p> <p>DC - Down Cotswolds UC - Up Cotswolds</p> <p>Location of known low rail adhesion both lines 83m 59ch to 86mp</p> <p>DRS - Down Refuge Siding - 416m, 1365ft</p> <p>AB Moreton-in-Marsh SB (MM)</p> <p>Down platform - 198m, 216yds Up platform - 183m, 200yds</p>	
	84 59				
Bledington (UWC)	85 04	T			
Wooliams 2 LC (UWC)	88 02	T			
Wooliams 3 LC (UWC)	88 29	T			
Frogmore 2 LC (UWC)	90 49	T			
	91 36 *				
Moreton-in-Marsh SB (MM)	91 56				
MORETON-IN-MARSH	91 61				
	91 66 *				
	92 00 *				
	93 10				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	004	Wolvercot Jn to Pershore (Excl.)	OWW	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		93 10			AB RA7 Moreton-in-Marsh SB (MM)
Aston Hall LC (Bridleway)		93 10			DC - Down Cotswolds UC - Up Cotswolds
		93 50 *			
Aston Magna No. 1 LC (Bridleway)		93 74			
		94 00 *			
		94 03 *			
Blockley LC (CCTV)		94 77			
Mare Brook LC (Bridleway)		95 24			
Briar Hill LC (UWC)		96 13			
Campden LC (CCTV)		96 78			
NRN Channel change (Down direction)		97 40			
Campden Tunnel (814m, 890yds)		97 47 to 98 07			
NRN Channel change (Up direction)		98 14			
		98 63			
HONEYBOURNE (GW310)		101 60	To Long Marston GW317 seq 001 		Down Platform - 186m, 203yds Up Platform - 186m, 203yds
Honeybourne Stratford Line Junction Honeybourne Up Yard (GW310)		102 06			TCB Evesham SB (E)
(start/end of diagram)		102 06			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	005	Wolvercot Jn to Pershore (Excl.)	OWW	Western	25/02/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sheen Hill No.1 LC (Bridleway)		102 06 102 14			TCB RA7 Evesham SB (E) GSM-R
Ivy Lane LC (UWC)		103 19			
Brown Barn LC (UWC)		103 32			
Clayfield LC (AHBC-X)		103 54			
Littleton & Badsey LC (CCTV)		104 31			
Watson LC (UWC)		104 62			
Signal E2450		106 38 * 106 50			
EVESHAM		106 55			Down platform - 186m, 203yds Up platform - 186m, 203yds
Evesham SB (E)		106 66 * 106 70 106 77 *			
		107 00			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW317	001	Honeybourne to Long Marston	STD	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Honeybourne Up Yard					OT(S) RA7 Evesham SB (E) GSM-R
Honeybourne Stratford Line Junction		102 06			
Signal E2443		101 65			
HONEYBOURNE (GW317)		101 60			
Start/End of staff section board		101 43			
Start of branch mileage		101 31 0 00			
Chambers UWC		1 16 ½ 2 02 * 2 10 *			
Broad Marston UWC		2 11			
Bridge Farm No1. UWC		2 31 2 32 * 2 38 *			
Long Marston GF		2 70			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW340	001	Worcester Shrub Hill to Shelwick Jn			Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW340	002	Worcester Shrub Hill to Shelwick Jn			Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW340	003	Worcester Shrub Hill to Shelwick Jn			Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
<p>THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.</p>						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW340	004	Worcester Shrub Hill to Shelwick Jn		WAH	Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW340	005	Worcester Shrub Hill to Shelwick Jn			Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
<p>THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.</p>						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW340	006	Worcester Shrub Hill to Shelwick Jn			Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
<p>THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.</p>						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW350	001	Worcester Tunnel Jn to Henwick		Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW370	001	Droitwich Spa to Cutnall Green			Western	13/07/2024
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	001	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BAG2	LNW South	21/10/2017
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
THIS TABLE HAS BEEN REPLACED BY MD306-010					


Western Route Sectional Appendix Module WR2

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 style="border: 1px solid black; padding: 2px;"> C2 Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) </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			
Westerleigh Yard (End of Line)		122 65			See Local Instructions


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions	ELR	Route	Last Updated	
GW450	001	Stoke Gifford Jn to Bristol East Jn	M	Ch		FEC BSW	Western	13/07/2024	
		Stoke Gifford Jn No.1 (GW450)	111	79					
		Limit of electrification on UFM, DFM and DPR	112	33					
			112	18 *					
		Filton Jn No.2 (GW450)	(4	66)					
		Change of Line name (GW540)							
			112	64 *					
			112	68 *					
		Filton Jn No.1 (Change of ELR)	113	01					
			4	50					

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	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end diagram)		4 50			TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) 
FILTON ABBEY WOOD		4 34 *			⑥ LOD (T) 5038, UFM, DFM (4m 44ch) ⑦ LOD (T) 5037, UFR, DFR,U& D FC (4m 42ch)
		4 30			Axle counter area Platform 1 - 117m, 128yds Platform 2 - 126m, 137yds Platform 3 - 117m, 128yds Platform 4 - 117m, 128yds Location of Low Rail Adhesion All lines - 0m 40ch to 4m 66ch
Horfield Jn		3 60			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)
		2 70 *	To/From Montpellier GW454 seq 004		
		2 21 *			
Narrowways Hill Jn (GW450)		2 03			TCB Thames Valley Signalling Centre RA8 (Bath) (BL)
		1 56 *			Axle Counter area LOD (K) 5032, UFR, DFR, U & D A, (1m 78ch)
STAPLETON ROAD		1 50			Down platform - 211m, 231yds Up platform - 216m, 236yds
Lawrence Hill GF ①		1 19			UFR - Up Filton Relief DFR - Down Filton Relief UFM - Up Filton Main DFM - Down Filton Main
To Barrow Road Sidings ①		1 10	To Barrow Road RTS		① Out of Use STNC/G1/2018/WEST/629
(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	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end diagram)		1 10 *			TCB Thames Valley Signalling Centre RA8 (Bath) (BL)  Axle Counter area Down platform - 114m, 125yds Up platform - 116m, 127yds Location of Low Rail Adhesion All lines - 0m 40ch to 4m 66ch UFR Up Filton Relief DFR Down Filton Relief UFM Up Filton Main DFM Down Filton Main UB Up Bristol Loop DB Down Bristol Loop Thames Valley Signalling Centre (Temple Meads) (BL)
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			
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)					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
GW480	001	Swindon to Standish Jn	SWM1	Western	13/07/2024		
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks		
Swindon Jn (GW480)	77	36 *			<table border="1"> <tr> <td>TCB</td> <td>Thames Valley Signalling Centre (Swindon) (SW) AC - Didcot</td> </tr> </table>	TCB	Thames Valley Signalling Centre (Swindon) (SW) AC - Didcot
TCB	Thames Valley Signalling Centre (Swindon) (SW) AC - Didcot						
Limit of electrification on DK and UK	77	58			Axle counter area DK Down Kemble UK Up Kemble		
	77	61 *			UK and DK electrified		
Rodbourne Jn	78	33					
	78	43 *					
	78	79 *					
Purton Collins Lane LC (AHBC-X)	81	09					
Purton Common Footpath LC (R/G-X)	81	65					
Clovers Footpath LC	83	11					
Gambols LC (UWC)	83	57					
Gryphon Lodge LC (UWC)	84	66					
Minety LC (CCTV)	86	74					
	90	11 *					
Kemble Tunnel 374m (409 yards)	90	41					
	90	60					
(Start/end diagram)	90	65			Controlled by TVSC level crossing workstation		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW480	002	Swindon to Standish Jn		Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions	SWM1	Signalling & Remarks
Kemble Junction (Start/end of diagram)		90 65			<p>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW)</p> <p>GSM-R</p> <p>DK Down Kemble UK Up Kemble Axle counter area</p> <p>Down platform - 194m, 212yds Up platform - 180m, 196yds</p> <p>TCB Gloucester SB (G) RA8 Panel C</p> <p>Location of known low rail adhesion All lines 90mp to 92mp</p> <p>Limit of axle counter area Lines from Kemble (excl) controlled by Gloucester (G) signal box</p>
Kemble GF		90 74 *			
KEMBLE		90 79			
Signal SW1335		91 11 93 30 *			
		94 03 *			
Sapperton Short Tunnel (322m, 352 yds)		94 48 94 50 to 94 66 94 68			
Sapperton Long Tunnel (1704m, 1mile 104yds)		94 70 to			
Frampton Common FP LC (R/G-X) (Start/end of diagram)		95 74 * 96 00 96 05 96 05			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW480	003	Swindon to Standish Jn	SWM1	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		96 05			TCB RA8 Gloucester SB (G) Panel C GSM-R
Frampton LC (R/G-X)	96 32 98 60 *	T T T			
St. Mary's LC (MCG)			98 64		
		99 22	T		
Ham Mill FP Crossing (R/G-X)		100 10 * 100 49 100 63 100 75			
Bowbridge FP Crossing (R/G-X)		101 24 101 36 101 49	T T		
		102 00 *			
STROUD		102 13	T		
Gannicox FP (R/G-X)		102 48			
Ebley LC UWC (R/G-X)		103 49	T T		
STONEHOUSE		104 74			
Globe Inn FP LC (R/G-X)		105 10 106 58 *	T T		
		106 70 *			
Standish Jn (GW480)		106 74 99 69			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW490	001	Gloucester Yard Jn to Horton Road Jn	SWM2	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Gloucester Yard Jn (GW490)		93 08 113 03			TCB Gloucester SB (G) RA8 Panel B GSM-R Location of known low rail adhesion Down 113mp to 114m 20ch
Gloucester Yard No.2 GF (GW490)		113 14			
Gloucester SB (G) (GW490)		113 55			
Horton Rd LC (MCB) (GW490)		113 56			
Horton Rd Jn (GW490)		113 61			

Western Route Sectional Appendix Module WR2







LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	001	Reading to Cogload Jn via Westbury & Frome A/LS	BKE	Western	16/07/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
READING		36 00			<p>TCB Thames Valley Signalling Centre RA8 (Reading) (T) AC - Didcot</p> <p>DW - Down Westbury DML - Down Main Loop UW - Up Westbury DRFL - Down Reading Festival Line Axle counter area</p> <p>Platform 1 - 124m, 136yds (PP) Platform 2 - 120m, 131yds (PP) For other details see route GW103</p> <p>Platforms 1 - 3 electrified UW and DW electrified</p>
	36 08 *				
	36 11 *				
	36 13 *				
Westbury Line Jn		36 17			
	36 20 *				



Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	002	Reading to Cogload Jn via Westbury & Frome A/LS	BKE BHL	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		36 20			<p>TCB Thames Valley Signalling Centre RA8 (Reading) (T) AC - Didcot</p> <p>Axle counter area</p> <p>RFM - Reading Feeder Main RFR - Reading Feeder Relief DW - Down Westbury UW - Up Westbury</p> <p>DW, UW electrified</p> <p>① ELR is RTR1</p> <p>Thames Valley Signalling Centre (West Junction) (T) AC - Didcot</p> <p>Down platform - 278m, 304yds Up platform - 158m, 172yds</p> <p>ATP - UW</p> <p>ELR - BKE</p> <p>ELR - BHL</p>
Reading Upper Triangle Sidings ①					<p>GSM-R</p>
RFM points (UW line) (GW500) Oxford Road Jn (GW500)		36 64 36 67			
READING WEST		36 75			
Southcote Jn (GW500) (Change of ELR)		37 62			
(Route Boundary South East Wessex route) (See Wessex Route Sectional Appendix)		(38 30)			
(Start/end of diagram)		38 20			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	007	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	11/03/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			UW DW 100 100 UP WESTBURY DOWN WESTBURY Thames Valley Signalling Centre (Newbury) (TR)		GSM-R 
		66 48			TCB Thames Valley Signalling Centre RA8 (Newbury) (TR)
Beech Drive LC (UWC)		67 32			
Crofton LC (R/G)		68 04			
		68 10 *	* *		
		68 50 *	* *		
		69 40 *	* *		
Savernake GF (O.O.U)		70 07			
		70 55 *	* *		
PEWSEY		75 26			
Pewsey HABD		75 60			
		76 10 *	* *		
		78 71	110 110 UW DW		
					SATWS provided between 70m 4ch and 70m 10ch - see General Instructions Location of known low rail adhesion both lines 73mp to 77mp Down platform - 170m, 186yds Up platform - 177m, 194yds

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
GW500	008	Reading to Cogload Jn via Westbury & Frome A/LS	BHL	SWY	Western	03/08/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
						<p>GSM-R</p> <p>TCB Thames Valley Signalling Centre RA8 (Newbury) (TR)</p> <p>DGL (TR884-TR473 GPL) - 653m/2142ft/102SLU UGL (TR821 - LOS) - 684m/2247ft/106SLU</p> <p>ELR : BHL ELR : SWY</p>
		78 71				
Woodborough Sidings GF		78 73				
Woodborough Goods Loop						
(Change of ELR)		81 19				
Stoner LC (Bridleway)		82 04				
		83 20 *				
Urchfont HABD		84 28				
Urchfont WILD		84 32				
		85 00				


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW500	009	Reading to Cogload Jn Via Westbury & Frome A/Ls	SWY	Western	16/07/2022	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
Lavington	85 00 *	<p>The diagram shows two parallel vertical lines representing the Westbury line. The left line is labeled 'UP WESTBURY' and the right line is labeled 'DN WESTBURY'. Mileposts are marked on both lines: 100 at the top, 90 in the middle, and 110 at the bottom. A box containing '100' is at the top of the DN line, and a box containing '110' is at the bottom of the UW line. A dashed line labeled 'Cement Works Sidings' branches off to the left from the UW line between mileposts 100 and 110. A box containing 'T' is located to the left of the UW line between mileposts 86 and 88. Arrows at the top and bottom indicate the direction of travel.</p>	TCB RA8	Thames Valley Signalling Centre (Newbury) (TR)	GSM-R 	
	85 40 *			Down Westbury line from DW 89 and Up Westbury line to UW 93 controlled by Westbury SB (W)		
	86 40 *			TCB RA8	Westbury SB (W) Panel A	
	86 72					
	88 06					
NRN Channel change	94 00					
	94 41					
	94 42 *					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
GW500	010	Reading To Cogload Jn via Westbury & Frome A/LS	SWY	WES	WEY	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start/end of diagram)		94 42				TCB RA8 Westbury SB (W) Panel A GSM-R	
Heywood Road Jn (GW500) (Change of ELR)		94 44 *				ELR : SWY ELR : WES	
		94 54 *				DW - Down Westbury UW - Up Westbury	
Penleigh Park Footpath LC (R/G-X)		95 49					
Fairwood Jn (GW500) (Change of ELR)		97 02 111 18				ELR : WES ELR : WEY Westbury SB (W) Panel B	
Masters LC (UWC) (GW500)		111 53					
(Start/end of diagram)		113 00	UW DW				

Western Route Sectional Appendix Module WR2


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	011	Reading to Cogload Jn Via Westbury & Frome A/LS	WEY FRA	Western	01/06/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start/end of diagram)	113 00		TCB RA8 Westbury SB (W) Panel B 		
Clink Road Jn (GW500) (Change of ELR)	114 44		ELR : WEY ELR : FRA DW - Down Westbury UW - Up Westbury		
Blatchbridge Jn (GW500) (Change of ELR)	116 37 116 52		ELR : FRA ELR : WEY		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW500	012	Reading to Cogload Jn Via Westbury & Frome A/LS	WEY	Western	11/03/2023	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
East Somerset Jn (Witham)	116 52		TCB RA8	Westbury SB (W) Panel B	GSM-R 	
	120 50		U/DGL 575m, 1886ft			
	120 73		URS 564m, 1848ft			
	121 00 *		FWS between 124m 50ch and 125m 54ch			
	123 40 *					
	125 10 *					
Bruton HABD	125 42 *					
	125 69					
BRUTON	126 09		Down platform - 144m, 157yds Up platform - 130m, 142yds			
	127 35					

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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW5001	001	Beechgrove GF (incl) to Westbury South Jn	SAL	Western	01/06/2024	
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</p> <p>75</p> <p>DOWN SALISBURY</p> <p>UP SALISBURY</p>	TCB	Westbury SB (W)		
Route Boundary South East (Wessex Route)	115 40	<p>SOUTH EAST (WESSEX ROUTE)</p> <p>ROUTE BOUNDARY</p>	RA8	Panel A		Direction of line is UP towards Westbury South Jn
Beechgrove GF (GW5001)	115 27	<p>75 75</p> <p>□ 15</p>				Lines to Beechgrove GF (excl)/ Route Boundary controlled by Salisbury (SY) signal box
(Start/end of diagram)	115 00	<p>75 75</p> <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	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		115 00			TCB RA8 Westbury SB (W) Panel A GSM-R
WARMINSTER (GW5001)		114 40 * 114 37	DS - Down Salisbury US - Up Salisbury Down platform - 121m, 132yds Up platform - 128m, 140yds		
Warminster HABD		114 33 * 113 73	T T		
DILTON MARSH (GW5001)		111 11 110 28 *	Down platform - 27m, 29 yds Up platform - 27m, 29yds		
Westbury South Jn (GW5001) (start/end of diagram)		110 07	Direction of line is UP towards Westbury South Jn		

Western Route Sectional Appendix Module WR2

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			GSM-R Thames Valley Signalling Centre (Reading) (TR)

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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	Mileage		ELR	Route	Last Updated
GW510	001	Westbury North Jn to Bathampton Jn	M	Ch	WEY BFB	Western	01/06/2024
Location		Running lines & speed restrictions			Signalling & Remarks		
(Start/end of diagram)		<p>To/From Westbury GW560 seq 001</p>			<p>TCB RA8 Westbury SB (W) Panel A</p> <p>GSM-R</p> <p>Note: Direction of line is "Up" Westbury North Jn to Hawkeridge Jn</p> <p>UT - Up Trowbridge DT - Down Trowbridge</p> <p>Down platform - 121m, 132 yds Up platform - 154m, 168yds</p> <p>ELR : WEY ELR : BFB</p>		
Westbury North Jn (GW510)		109 49	109 54	109 42 *			
Hawkeridge Jn (GW510)		109 14	108 60 *	105 70 *			
TROWBRIDGE (Both platforms)		105 61	105 56	105 54 *			
Bradford Jn (GW510) (Change of ELR)		104 40	9 12	104 45 *			
(Start/end of diagram)		9 00					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW510	002	Westbury North Jn to Bathampton Jn	BFB	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		9 00			TCB RA8 Westbury SB (W) Panel A
		8 70 *			
Tucker's LC (UWC)		8 18			
Cemetery Lane LC (UWC)		8 01			
Greenland Mill LC (AHBC)		7 27			
Bradford Tunnel (145m 159 yds)		7 25 7 18			Location of known low rail adhesion - both lines 7m 40ch and 6m 60ch
BRADFORD-ON-AVON		7 09			Down platform - 120m, 131yds Up platform - 133m, 145yds Thames Valley Signalling Centre (Bath) (BL)
Avoncliff Mill LC (UWC)		5 71			Location of known low rail adhesion - both lines 6m 03ch and 5m 50ch
AVONCLIFF		5 63			Down platform - 30m, 33yds Up platform - 30m, 33yds
FRESHFORD (Down platform)		4 70			Down platform - 121m, 132yds Up platform - 121m, 132yds
(Start/end of diagram)		4 70			Location of known low rail adhesion Up Trowbridge 3m 25ch to 4m 70ch

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW510	003	Westbury North Jn to Bathampton Jn	BFB	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		4 70			TCB Thames Valley Signalling Centre RA8 (Bath) (BL) 
Freshford LC (UWC)		4 68			UT - Up Trowbridge DT - Down Trowbridge Axle counter area between Fishers UWC and Bathampton Jn
Limpley Stoke 2 LC FP (R/G-X)		4 14			
Limpley Stoke 1 LC FP (R/G-X)		4 10			
Fisher's LC (UWC)		3 50			Location of known low rail adhesion - UT 3m 25ch to 4m 70ch
Young's LC (UWC)		3 25			
Dundas Aqueduct		3 19 *			
		3 16 *			
		3 12 *			
Claverton (UWC) LC (R/G-X)		3 10 *			Location of known low rail adhesion - both lines 1m 69ch and 1m 60ch
		1 73			
Glass's FP (R/G)		1 00 *			
		0 50 *			
		0 20			
Bathampton Jn (UP) (GW510)		0 13 *			
		0 00			
Bathampton Jn (DOWN) (GW510)		104 45	To/From Chippenham GW105 seq 007		
Bathampton Jn (DOWN) (GW510)		104 55	To/From Bristol Bath Spa GW105 seq 007		


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW520	001	Westbury East Loop Jn to Hawkeridge Jn	WYL	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Westbury East Loop Jn (GW520)		94 77	<p>To/From Heywood Road Jn GW560 seq 001</p> <p>To/From Westbury GW560 seq 001</p> <p>To/From Westbury GW510 seq 001</p>		<p>TCB RA8</p> <p>Westbury SB (W) Panel A</p> <p>GSM-R </p>
Hawkeridge Jn (GW520)		95 32 109 14			


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW523	001	Thingley Jn to Bradford Jn	WEY	Western	01/06/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Thingley Jn (GW523)		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>		TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) Panel GSM-R	
		96 12 *			Axle counter area	
		96 26 *			Line controlled by Westbury (W) signal box except Thingley Jn by	
		100 00 *				
MELKSHAM		100 13			Platform - 74.5m, 82yds	
		100 20 *				
Church Farm No.1 LC (UWC)		101 39			T	
Church Farm No.2 LC (UWC)		102 10			T	
Avon View Farm LC (UWC)		103 09			T	
		104 37 *				
Bradford Jn (GW523)		104 40 9 12				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW528	001	Bristol, North Somerset Jn to Bristol West Jn via St. Philips Marsh	BRL	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
North Somerset Jn (GW528)		117 46 0 00			TCB Thames Valley Signalling Centre RA8 (Bath) (BL) SPM GF 
St. Philips Marsh		0 14 *			Axle counter area to om 6ch Bristol Goods Avoiding Line
St. Philips Marsh GF		0 34 0 40			Axle counter area on Up/Down SPM shed link to om 6ch
PM.32 Down/Up Through Goods		0 59 *			Lines between St Philips Marsh, the HST Shed and signals BL2066/BL2068 controlled by St Philips Marsh GF operator
Bristol West Jn (GW528)		0 65 1 08 118 58			St. Philips Marsh – See Local Instruction Section
					① To Washer Shed & Victoria Sidings
			Axle counter area from 1m 5ch to Bristol West Jn		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW530	001	Bristol, North Somerset Jn to Dr. Day's Jn (Rhubarb Loop)	BLL	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
North Somerset Jn (GW530)		117 46			TCB Thames Valley Signalling Centre RA8 (Bath) (PL)  Axle Counter area Direction of line is UP towards Dr. Day's Jn Standage: 186m (609ft) NOTE: In Down direction standage may be increased to 333m (1092ft) with rear of train standing foul of Filton Main Lines at Dr. Day's Jn.
Feeder Bridge Jn (GW530)		117 50			
Dr. Day's Jn (GW530)		117 73 0 55			


Western Route Sectional Appendix Module WR2

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			<p>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot</p> <p>GSM-R</p> <p>Direction of line is UP towards Patchway Jn</p> <p>Axle Counter area</p> <p>DFR - Down Filton Relief UFR - Up Filton Relief</p>
Filton Jn No.2 (GW540)		4 66			
Change of Line name		4 75			
Filton Jn HABD		4 75			
Limit of electricification Up and Down Bristol		5 40 5 48 *			
Patchway Jn (GW540)		5 53 5 57 *			
		5 61 112 68			




Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW5401	001	Filton West Jn to Patchway Jn	PAC	Western	01/06//2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Filton West Jn (GW5401)		112 72 0 40			<p>GSM-R</p> <p>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot</p> <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 (GW5401)		0 00 5 53			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW548	001	Parson Street Jn to Portbury	POD	Western	22/06/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Parson Street Jn (GW548)	120 28		TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) 		
	120 34 *		Axle Counter area		
Ashton Jn	121 00		TPWS not provided		
Ashton Jn LC (CCTV)	121 18		Down Portbury standage: 800m (2625ft)		
Signal BL2192	121 28		NST		
Clifton Bridge No.1 Tunnel (54m, 59yds)	122 ^{to} 23 122 ^{to} 25				
(start/end of diagram)	122 35				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
GW548	002	Parson Street Jn to Portbury	POD	PBY	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
(start/end of diagram)		122 35				NST Thames Valley Signalling Centre RA8 (Temple Meads) (BL) 
Clifton Bridge No.2 Tunnel 212m (232 yards)		122 53 to 122 63				
Sandstone Tunnel 80m (88 yards)		123 77 to 124 01				
		125 30 *				
		125 33 *				
Pill Tunnel 608m (665 yards)		to 125 63 *				Down: End of GSM-R area at 126m 34ch Up: Start of GSM-R area at 126m 34ch 
Change of ELR		126 32	To Portishead (out of use)			ELR - POD ELR - PBY
Network Rail/BPC boundary		126 34				
Down STOP board		126 53.5	STOP			End/Commencement of token section board
Gate (GW548)						
Up STOP board		126 59	STOP To Portbury Dock			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions	ELR	Route	Last Updated				
GW560	001	Heywood Road Jn to Fairwood Jn via Westbury	M	Ch		SWY WEY	Western	01/06/2024				
Location		Mileage		Running lines & speed restrictions		Signalling & Remarks						
		M	Ch									
Heywood Road Jn (GW560)		94	45 *			<table border="1"> <tr> <td>TCB</td> <td rowspan="2">Westbury SB (W) Panel A</td> <td rowspan="2"> </td> </tr> <tr> <td>RA8</td> </tr> </table>			TCB	Westbury SB (W) Panel A		RA8
TCB	Westbury SB (W) Panel A											
RA8												
Westbury East Loop Jn (GW560)		94	58 *									
		94	77									
		95	10 *									
Westbury North Jn (GW560) (Change of ELR)		95	33			<table border="1"> <tr> <td>ELR : SWY</td> </tr> <tr> <td>ELR : WEY</td> </tr> </table>			ELR : SWY	ELR : WEY		
ELR : SWY												
ELR : WEY												
Westbury SB (W)		109	49									
		109	50 *									
(Strat/end diagram)		109	64			DR = Down Reception						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW560	002	Heywood Road Jn to Fairwood Jn via Westbury	WEY	Western	03/08/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
WESTBURY (GW560)		109 64			TCB RA8 Westbury SB (W) Panel A GSM-R
Westbury South Jn (GW560)		110 07			
		110 42			
Fairwood Jn		97 02 ①			
Masters LC (UWC)		111 18 * 111 53			
					Platform 1 - 224m (245 yards) Platform 2 - 315m (345 yards) Platform 3 - 295m (322 yards) Freight clearances Up Reception (W211- W602) - 151m/495ft/23SLU Up Reception (W211- LOS) - 625m/2050ft/97SLU Up Reception (W207- LOS) - 330m/1082ft/51SLU Down Reception (W202-W511) = 616m/2021ft/96SLU Platform 1 - (W411-W102) - 261m/856ft/40SLU Platform 2 - (W311-W402) - 299m/980ft/46SLU Platform 2 - (W311-W402) - 299m/980ft/46SLU ① Avoiding Line mileage

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW570	001	Clink Road Jn to Blatchbridge Jn via Frome	WEY FNS1	Western	03/08/2024	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
Clink Road Jn (GW570)	114 44	<p>To/From Westbury GW500 seq 011</p> <p>100 100</p> <p>40 40</p> <p>UP FROME</p> <p>DN FROME</p> <p>UGL (PF)</p> <p>25</p> <p>40</p> <p>To/from Whatley Quarry GW572 seq 001</p> <p>40</p> <p>40</p> <p>40</p> <p>40</p> <p>100 100</p> <p>To/From Castle Cary GW500 seq 011</p> <p>FROME AVOIDING LINE</p> <p>UP</p> <p>DOWN</p>	TCB RA8	Westbury SB (W) Panel B	GSM-R 	
Single Line	114 52		Down Frome- (W312-W759 GPL)-637m/2090ft/99SLU Up Frome- (W212-W199) - 637M/2090ft/99SLU Up Frome- (W199-W212) - 637M/2090ft/99SLU UGL (W297 to W764 GPL) - 370m/1213ft/57SLU			
(Change of ELR UGL only)	115 01		UGL 327m, 1071ft ELR - WEY ELR - FNS1			
Frome North Jn (GW570)	115 19					
FROME	115 44		Platform - 109m, 119yds			
Blatchbridge Jn (GW570)	116 52					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW572	001	From North Jn to Whatley Quarry	FNS1 FNS2 WQL	Western	03/08/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
From North Jn (GW572) (Change of ELR UGL only)		115 19 0 00	<p>To/From From North Jn GW570 seq 001</p>		<p>TCB Westbury SB (W) RA6 Panel B</p> <p>GSM-R</p> <p>ELR : FNS1 ELR : FNS2</p>
Hapsford LC (UWC)		0 03 * 2 30	<p>UGL- (W297 - W764GPL) - 370m/1213ft/57SLU</p> <p>Down: End of GSM-R area at 2m 40ch Up: Start of GSM-R area at 2m 40ch</p> <p>GSM-R</p>		
(Change of ELR)		2 35 * 2 38	<p>ELR : FNS2 ELR : WQL</p>		
Ownership boundary (GW572)		2 40	<p>Network Rail / Mendip Rail boundary 2m 40ch</p>		
Bedlam Tunnel 251m (275 yards)		2 51 to 2 64			
Great Elm Tunnel 292m (319 yards)		2 76 to 3 11			
Murdercombe Tunnel 50m (55 yards)		3 56 to 3 58 *			
To Whatley Quarry					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
GW580	001	East Somerset Jn to Cranmore	ESB	Western	03/08/2024					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
East Somerset Jn (Witham)		120 73			<table border="1"> <tr> <td>TCB</td> <td>Westbury SB (W)</td> <td rowspan="2"> </td> </tr> <tr> <td>RA8</td> <td>Panel B</td> </tr> </table>	TCB	Westbury SB (W)		RA8	Panel B
TCB	Westbury SB (W)									
RA8	Panel B									
Cross Cottage LC (UWC)		2 57			<p>U/DGL (Down) - (W324-W277) - 570m/1870ft/89SLU U/DGL (Up) - (W277 - W324) - 570m/1870ft/89SLU</p>					
Merehead Quarry Jn		3 50			<p>Down: End of GSM-R area at 3m 67ch Up: Start of GSM-R area at 3m 67ch</p>					
Network Rail / Mendip Rail Boundary		3 67			<p>① Permissive working in Down direction only between signals W.228 and W.230</p>					
Forestry LC (UWC) (GW580)		4 15			<table border="1"> <tr> <td>TCB</td> <td>OT(S)</td> </tr> </table>	TCB	OT(S)			
TCB	OT(S)									
Whites LC (UWC) (GW580)		4 52			<p>② Staff kept in Westbury Signal Box</p>					
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								

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	001	Wootton Bassett Jn To Pilning	SWB	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
UWBGL Jn		82 72	<p>The diagram shows three main tracks: UWBGL (PF) on the left, UB in the middle, and DB on the right. Mileposts are marked at 20, 70, 85, 100, and 110. Speed restrictions of 40 and 85 are indicated. A dashed line for UWBGL (PF) branches off at 20. A box with an 'X' is located at 84 07. At the bottom, there are two signal boxes labeled 110 UB and 85 DB.</p>		<p>TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot</p> <p>GSM-R </p> <p>Axle counter area</p> <p>UWBGL, UB and DB electrified</p> <p>ATP - UB and DB</p> <p>UB - Up Badminton DB - Down Badminton UWBGL - Up Wootton Bassett Goods Line</p> <p>FWS 83m 12ch UGL 570m, 1869ft</p>
Wootton Bassett Jn (GW600)		83 07			
		83 20 *			
		83 37			
		83 65 *			
Wootton Bassett West		84 07			
Wootton Bassett West Carrier Wire Neutral Section (GW600-1)		84 50			
					<p>LOD(P) (Wootton Bassett West/ Swindon and Wootton Bassett West/ Hullavington) at 84m 07ch FWS between 84m 07ch and 85m 10ch</p>

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	004	Wootton Bassett Jn to Pilning	SWB	Western	01/06/2024
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)	104	45			<p>GSM-R </p> <p>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot</p> <p>CSGL - Chipping Sodbury Goods Loop Axle counter area DB,UB and CSGL electrified</p> <p>CSGL 525m, 1722ft (Down) 564m, 1850ft (Up) ATP UB and DB</p> <p>ATP - DB to BL1481 (111m 14ch)</p> <p>DB - Down Badminton UB - Up Badminton</p> <p>LOD (T) 5010, DB, (111m 23ch)</p> <p>UB bi-directional between Stoke Gifford East and West Jn</p> <p>DB bi-directional between Stoke Gifford No 1 and Stoke Gifford East Jn</p>
To/From Yate GW401 seq 010	104	60			
	107	00 *			
Westerleigh Jn (GW600)	107	14 *			
	107	19			
	107	27 *			
Coalpit Heath HABD	109	27			
	111	00 *			
Stoke Gifford East Jn	111	20			
(Start/end of diagram)	111	30			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW600	005	Wootton Bassett Jn to Pilning	SWB	Western	01/06/2024	
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)	111	30			TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC Didcot	
BRISTOL PARKWAY	111	42 *				Axle counter area UB Up Badminton DB Down Badminton DB, UB, UPL, Platform 4, DPL, DPG and DPR electrified ATP, UB from BL1490, P4 from BL1488 and UPL from BL1486 LOD (T) 5010 UB (111m 52ch)
Stoke Gifford West Jn	111	56				DPG - Down Bristol Parkway goods loop DPL - Down Bristol Parkway passenger loop UPL - Up Bristol Parkway passenger loop DPR - Down Bristol Parkway Relief
	111	62				LOD (K) BPL 1/-/4 Bristol Parkway platform lines LOD (K) 5015 All lines Stoke Gifford Junctions No 1 and No 2
	111	72 *				All platforms - 280m (306 yards) All platforms - PP - A
	111	73				LOD (T) 5018 UT and DT Stoke Gifford Junction 2 (Excl) and Patchway (excl)
Stoke Gifford Jn No.1 (GW600)	111	79 *				Platform 4 line 405m, 1330ft (either direction) UPL (Up only) - 457m, 1500ft UPL (Down) - 252m, 830ft DPG - 431m, 1415 ft SGS - Stoke Gifford Siding 125m (136 yards)
Stoke Gifford Jn No.2 (GW600)	112	05				NOTE: Standage on Down Passenger loop may be increased to 567m, 1860ft with rear of train standing foul of the other line.
Stoke Gifford IET Depot Exit line	112	11				P4 and UPL bi-directional Stoke Gifford East to Stoke Gifford West Jn (A) Depot operating instructions apply from this point (112m 16ch)
Limit of electrification on Down Filton, Up Filton and DPR	112	33				UB / DT bi-directional between Stoke Gifford East and Stoke Gifford Jn no.2 UT Up Tunnel DT Down Tunnel
	112	43				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	006	Wootton Bassett Jn to Pilning	SWB BSW	Western	01/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Bristol Parkway OHNS		112 43			<p>TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC Didcot</p> <p>GSM-R</p> <p>① Points clipped & padlocked OOU to IEP depot</p> <p>Axle Counter Area</p> <p>LOD (T) 5020 All lines Patchway Junction LOD (P) 5018 (5m 60ch)</p> <p>DT and UT electrified DT bi - directional between Stoke Gifford Jn No.1 and and Patchway Jn.</p> <p>ELR : SWB</p> <p>ELR : BSW</p> <p>LOD (T) 5020 Up Tunnel (5m 60ch) Down platform - 121m (132 yards) Up platform - 121m (132 yards)</p> <p>Lines from 6m 50ch (DT) and to 8m 60ch (UT) controlled by Wales Rail Operating Centre (NT)</p> <p>Wales Rail Operating Centre (Severn Tunnel) (NT)</p> <p>DPL - Down Pilning Loop 1283m 4209ft DPL electrified</p>
Patchway Jn (GW600)		112 65			
(Change of ELR)		112 68			
		5 61			
		5 64 *			
		5 69 *			
		5 71			
PATCHWAY		5 77			
		6 04 *			
		6 23 *			
Patchway Tunnels		6 56			
New (UT)		6 68			
1609m (1760 yards)					
Old (DT)					
1139m (1246 yards)					
Short (DT)		7 45			
57m (62 yards)		7 53			
		7 56			
Route Boundary		8 60			
Pilning HABD		9 08			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	007	Wootton Bassett Jn to Pilning	BSW	Western	11/03/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
PILNING		9 08			TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) AC - Didcot
	9 42				
	9 43				
Signal NT 1314	9 56 *				
Ableton Lane	10 18 *				
	10 45		To Severn Tunnel GW900 seq 001		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW608	002	Crediton to Meldon (Okehampton Line)	DAC	Western	16/09/2023
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Former Coleford Jn		183 69		<div style="border: 1px solid black; padding: 5px; display: inline-block;"> OT(S) RA6 </div> <div style="margin-left: 20px;"> Crediton SB (C) </div> <div style="float: right; text-align: center;"> GSM-R </div> <p>① - Not yet commissioned</p> <p>Location of known low rail adhesion Single 183m 79ch to 197m 33ch</p> <p>U & D DS- Up and Down Dartmoor Single</p>	
Penstone FP (R/G)		184 00			
		184 02 *			
		184 10 *			
ColebrookTwo Moors Way (FP) (R/G)		185 41			
Landsend (UWC) (R/G) ①		186 15			
Common Moor 1 (UWC) (R/G)		187 04		T	
Buttistand (UWC) (R/G)		188 03			
Denbrook Emergency Crossing		189 29			
		191 52 *			
		192 76 *			
Corscombe (UWC) (R/G)		194 66			
		195 00 *			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW608	003	Crediton to Meldon (Okehampton Line)	DAC	Western	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
OKEHAMPTON		195 00 197 19 *			<p>OT (S) RA6 Crediton SB (CN)</p> <p>GSM-R </p> <p>U & D D- Up and Down Dartmoor Single</p> <p>Platform 3 123m, 134yds</p> <p>Location of known low rail adhesion Single 183m 79ch to 197m 33ch</p>
STOP BOARD (GW608)		197 28			
End Of The Line (GW608)		197 38			
Meldon Quarry		198 72			


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW609	002	Coleford to Meldon		DAC	Western	02/10/2021
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
				This and GW609-002 have been replaced by GW608-002 & GW608-003		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW610	001	Crannaford LC (Incl) to Exeter St. Davids	BAE2	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
See Wessex Route Sectional Appendix			<p>To/From Honiton SW115 seq 15</p> <p>UW & DW</p> <p>85</p> <p>WESSEX ROUTE</p> <p>WESTERN ROUTE</p> <p>*</p> <p>65 1</p> <p>80 7</p> <p>*</p> <p>80</p> <p>*</p> <p>85</p> <p>*</p> <p>85</p> <p>70</p> <p>DOWN</p> <p>UP</p> <p>85</p> <p>15</p> <p>70</p> <p>15</p> <p>To/From Exmouth GW611 seq 001</p> <p>70</p> <p>70</p> <p>UW</p> <p>DW</p>		<p>TCB RA8 Exmouth Jn SB (EJ)</p> <p>GSM-R</p> <p>Axle Counter area</p> <p>DW- Down Waterloo UW-Up Waterloo</p> <p>Cranbrook Station Platform - 152m, 166yds</p> <p>Location of Low Rail Adhesion Up Waterloo 168m 41ch to 169m 50ch Down platform - 150m (164 yards) Up platform - 150m (164 yards)</p> <p>① Different permissible speed 30 applies to the Exmouth single line MU40</p>
Route boundary		163 50			
Crannaford LC (AHBC)		165 20 165 21 *			
CRANBROOK		165 62 *			
		166 07 *			
		166 15			
Single line Jn		168 23 *			
		168 24			
Pinhoe LC (CCTV)		168 38 *			
PINHOE		168 39 168 44			
		170 00 *			
Exmouth Jn (EJ) SB		170 21			
Exmouth Jn		170 27			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW611	001	Exmouth Jn to Exmouth	EMT	Western	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Exmouth Jn (GW611)		170 27 0 01			TCB RA6 Exmouth Jn SB (EJ) GSM-R  Platform - 184m, 201yds Platform - 109m, 119yds Platform - 124m, 135yds Down platform - 138m, 151yds Up platform - 123m, 135yds CL 148m, 483ft OT
POLSLOE BRIDGE		0 10 * 0 34			
DIGBY & SOWTON		2 20			
NEWCOURT		3 06 4 00 *			
Single line Jn		4 15 * 4 18			
Topsham LC (CCTV)		4 23			
TOPSHAM		4 26			
Single line Jn		4 34 4 38 *			
		5 39			


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW611	002	Exmouth Jn to Exmouth	EMT	Western	30/11/2020	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Water Lane LC (UWC)		5 39			OT RA6 Exmouth Jn SB (EJ)	
Daws LC (UWC)		5 51				
EXTON		5 67				
LYMPSTONE COMMANDO		6 23				
LYMPSTONE VILLAGE		7 28			Platform - 90m, 98yds	
EXMOUTH		9 32			Platform - 119m, 130yds	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW613	001	City Basin Jn to Alphington Road	EXR	Western	06/07/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
City Basin Jn (GW613)		195 11	<div style="display: flex; justify-content: space-between;"> <div style="text-align: left;"> <p>To / From Exeter St Davids GW108 Seq 008</p> </div> <div style="text-align: center;"> </div> <div style="text-align: right;"> <p>To / From Newton Abbot GW108 Seq 008</p> </div> </div>		<div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 2px;">TCB</div> <div style="border: 1px solid black; padding: 2px;">Exeter PB(E) Panel A</div> <div style="border: 1px solid black; padding: 2px; text-align: center;"> <p>GSM-R</p> </div> </div>	
		0 00				
		0 15				
		0 17				
0 19						
0 37						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW628	001	Laira Jn / Lipson Jn to Cattewater	SUT	Western	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Laira Jn (GW628)		244 02	<p>To/From Newton Abbot GW108 seq 017</p> <p>U D GOODS</p> <p>Ocean Sidings - OOU</p> <p>10 DGL</p> <p>To/From Plymouth GW108 seq 017</p> <p>UP To Depot</p> <p>Lipson Sidings To Depot</p> <p>Laira Diesel Depot</p> <p>DOWN</p> <p>10</p>		<p>TCB Plymouth SB (P) RA7 (East)</p> <p>GSM-R </p> <p>TPWS and AWS not provided</p>
Speedway (goods branch) LC (AOCL)		244 20	<p>To/From Lipson Jn GW628 seq 002</p>		
Speedway Jn		244 30 0 18	<p>To/From Plymouth Friary GW628 seq 002</p>		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
GW628	003	Laira Jn / Lipson Jn to Cattewater	TUR	CWR	Western	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
Turnchapel Branch Jn		245 17 0 00				<div style="border: 1px solid black; padding: 2px;">RA5 Plymouth SB (P) (East)</div>
STOP BOARD (up direction)		0 03				<p>Line under control of shunter</p> <p>Line closed from Turnchapel Branch Jn to Buffer Stops Network change NC/G1/2021/WEST/716 established 15th December 2021</p>
Cattewater Jn (Change of ELR)		0 43				<div style="border: 1px solid black; padding: 2px;">ELR : TUR</div>
Buffer Stops		0 78				<div style="border: 1px solid black; padding: 2px;">ELR : CWR</div>

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW637	001	St. Budeaux Jn to Gunnislake	DAC	Western	06/07/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
St. Budeaux Jn (GW637)		250 00 227 22			OT (S) RA5 Plymouth SB (P) WEST GSM-R	
ST. BUDEAUX VICTORIA ROAD (GW637)		227 02			Platform - 110m, 120yds	
Ernesettle South GF		226 68 * 225 79			① Applies to Class 150 and 153 DMUs only. All other trains must NOT exceed 30 mph	
Ernesettle North GF		225 58 225 02 * 224 33 * 224 16 * 222 75 *				

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	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
LISKEARD (GW640)		8 67			NST RA4 Liskeard SB (LD)
Liskeard Jn (ELR - LIJ)	(264 66) (8 72)	Platform - 120m, 131yds			
Liskeard GF	8 52	Token released by Liskeard Signaller			
Bolitho 1 LC (UWC)	8 17	(1) 10/25 differential PSR applies in the down direction between Coombe No. 1 GF and Lodge Farm LC (ABCL)			
Coombe Jn	6 75	Platform - 30m, 33yds			
Coombe No. 1 GF	6 52				
Coombe LC (UWC)	6 53				
COOMBE	6 63				
Coombe No. 2 GF	6 66 *				

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	<p>To/From Coombe</p>		OT(S) RA4 Liskeard SB (LD) (1) 10/25 differential PSR applies in the down directional between Coombe No. 1 GF and Lodge Farm LC See local instructions Platform - 30m, 33yds Platform - 30m, 33yds Platform - 30m, 33yds See Local Instructions Platform - 42m, 46yds	GSM-R
Lodge Farm LC (ABCL)		6 22				
		6 01 *				
ST KEYNE		5 03				
		4 75 *				
CAUSELAND		3 58				
SANDPLACE		2 29				
Terras LC (ABCL)		1 32 *				
		0 24 *				
LOOE		0 19				

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			
Network Rail Boundary		7 20			
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	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Lostwithiel Jn (GW650)		277 54			<p>OT(S) Mid Cornwall (CL) (Exeter) RA6</p> <p>GSM-R </p> <p>See local instructions (handling of train staff)</p> <p>AWS inductor for Up Branch distant not suppressed for down direction movements</p> <p>① End/Start of Staff Section</p> <p>Down: End of GSM-R area at 281m 58ch Up: Start of GSM-R area at 281m 58ch</p> <p>GSM-R </p> <p>See Local Instructions</p>
Pill Farm LC (UWC) Stop Board CL3781 (down)		277 69 278 01 *	<p>T</p>		
Golant LC (OPEN)		281 11 281 45 *			
Network Rail Boundary		281 57 281 59 *			
Fowey Dock Imerys Minerals Ltd. Carne Point		282 17			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions	ELR	Route	Last Updated					
GW660	001	Par to Newquay	M	Ch		PAR NEW	Western	06/07/2024					
Location			Mileage		Running lines & speed restrictions	Signalling & Remarks							
Par Loop Jn (GW660)			281	57		<table border="1"> <tr> <td>TCB</td> <td>Mid Cornwall (CL)</td> <td rowspan="2"> </td> </tr> <tr> <td>RA7</td> <td>(Exeter)</td> </tr> </table> <p>Axle counter area as far as the approach side of St. Blazey Jn</p> <p>(PP) up direction only (platform 3) from Up Newquay - attach DMU/light locomotive Up Main - detach DMU</p> <p>UGL - Par Up Goods Loop.</p> <p>LS - Par Liner Siding</p>			TCB	Mid Cornwall (CL)		RA7	(Exeter)
TCB	Mid Cornwall (CL)												
RA7	(Exeter)												
PAR (GW660)			281	66		<table border="1"> <tr> <td>ELR : PAR - RA7</td> </tr> <tr> <td>ELR : NEW - RA6</td> </tr> </table>			ELR : PAR - RA7	ELR : NEW - RA6			
ELR : PAR - RA7													
ELR : NEW - RA6													
St. Blazey Yard													
St. Blazey Jn (Change of ELR and RA)			282	16									
St. Blazey SB (SB)			282	19 *									
			282	20 *									
Single line Jn			282	28	<table border="1"> <tr> <td>ET</td> <td>St Blazey SB (SB)</td> </tr> </table>			ET	St Blazey SB (SB)				
ET	St Blazey SB (SB)												
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			ET RA6 St Blazey SB (SB)
		282 40 *			
		282 74			
		284 60			
Luxulyan Tunnel (43m, 53yds)		285 45 285 47			
		285 75 *			
LUXULYAN		285 78			Platform - 48m, 53yds
Menadue LC (UWC)		286 54 286 76 *			

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
					GSM-R OT(S) Goonbarrow Jn SB (GJ) RA6 ① AOCL Level Crossings with barriers Platform - 74m, 81yds Platform - 242m, 265yds
		298 31			
		298 48	T		
		299 23 299 25	Coswarth Tunnel (40m, 44yds)		
		299 71	T		
		300 14	T		
		300 16	QUINTREL DOWNS A STOP		
		300 50	T		
		300 56	T		
		300 76	T		
		301 35	T		
		302 01 302 32 *	Treloggan FP (R/G) *		
		302 49	T		
			NEWQUAY		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW672	001	Burngullow to Parkandillack	SDS	Western	06/07/2024
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Burngullow Jn (GW672)	288	26			<p>OT(S) RA6 Mid Cornwall (CL) (Exeter)</p> <p>GSM-R </p> <p>US - Up Siding</p> <p>TPWS and AWS not provided RL - Reception Line</p> <p>① Hand points 9544 electrically detected - see local instructions</p> <p>RL - Reception Line (axle counters as far as down stop board CL3823)</p> <p>Start/End of staff section.</p>
Lanjeth LC (OPEN)	289	28 *			
Carpalla LC (UWC)	290	48			
Drinnick Mill	291	31			
(Start/end of diagram)	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	06/07/2024			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
(Start/end of diagram) Little Treviscoe LC (OPEN)		292 36 292 36			<table border="1"> <tr> <td>OT(S) RA5</td> <td>Mid Cornwall (CL) (Exeter)</td> </tr> </table> <p>See local instructions</p>	OT(S) RA5	Mid Cornwall (CL) (Exeter)	
OT(S) RA5	Mid Cornwall (CL) (Exeter)							
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	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Penwithers Jn (GW680)		301 25			TCB RA6 Mid Cornwall (CL) Exeter GSM-R
Sparnick Tunnel (449m, 491yds)		301 68 * 302 68 to 303 10			Axle counter area
PERRANWELL		304 78 305 00 *			Platform - 90m, 98yds
Perran Tunnel (342m, 374yds)		306 23 to 306 40 308 62 * 308 74 *			① 20/MU50 down direction
PENRYN		309 10			Platform - 238m, 261yds
(Start/end of diagram)		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	06/07/2024					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
(Start/end of diagram)		309 17			<table border="1"> <tr> <td>OT</td> <td>Mid Cornwall (CL)</td> <td rowspan="2"> </td> </tr> <tr> <td>RA6</td> <td>(Exeter)</td> </tr> </table>	OT	Mid Cornwall (CL)		RA6	(Exeter)
OT	Mid Cornwall (CL)									
RA6	(Exeter)									
PENMERE		311 13			Axle counter area Platform - 92m, 101yds					
FALMOUTH TOWN		312 09 312 22 *	Platform - 57m, 62yds							
FALMOUTH DOCKS		312 46	Platform - 65m, 71yds See local instructions							

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	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
ST. ERTH (GW690)		320 78			OT(S) RA5 St. Erth SB (SE) 
St. Erth Jn (GW690)		320 73			
		321 02			
Western Growers Crossing		321 08 *			
		321 11 *			
LELANT SALTINGS		321 49			
LELANT		322 06			
Towan LC (UWC)		322 63			
Hawkes Point Foot Crossing		323 45			
CARBIS BAY		323 78			
		325 00 *			
ST IVES		325 13			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
GW700	001	Gloucester Barnwood Jn to Severn Tunnel Jn	BAG2 SWM2	Western	06/07/2024					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
Gloucester Barnwood Jn (GW700)		92 21			<table border="1"> <tr> <td>TCB RA8</td> <td>Gloucester SB (G) Panel B</td> <td></td> </tr> </table> <p>DGL 512m, 1680ft UGL 640m, 2100ft</p> <table border="1"> <tr> <td>ELR : BAG2</td> </tr> <tr> <td>ELR : SWM2</td> </tr> </table>	TCB RA8	Gloucester SB (G) Panel B		ELR : BAG2	ELR : SWM2
TCB RA8	Gloucester SB (G) Panel B									
ELR : BAG2										
ELR : SWM2										
Foot crossing (WL) (GW700-1)		92 68								
Gloucester SB (G) (GW700)		92 69								
Horton Rd LC (MCB) (GW700)		92 70								
Horton Rd Jn (GW700)		92 75								
Change of mileage/ELR		113 61								

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	002	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<p>GLOUCESTER</p> <p>Foot crossing (WL)</p> <p>Horton Rd Depot</p> <p>Gloucester Old Yard</p> <p>Carriage Sidings</p> <p>Gloucester Viaduct 315m, 345yds</p> <p>Gloucester West</p>		113 61			<p>TCB Gloucester SB (G) RA8 Panel B</p> <p>GSM-R</p> <p>Indicators not extinguished by movements from Loco Spur Location of known low rail adhesion Down Main 113mp to 114m 20ch</p>
		113 68			G.135
		114 00			Platform 1 - 246m (269 yards)
		114 04			Platform 2 - 248m (271 yards)
		114 16 *			Platform 3 - 102M (111 yards) (PP)
					Platform 4 - 324m (354 yards)
					G.333/G.233
		114 20			UR Up relief
		114 36			① PF on Up Main in Up direction only, between G.31 and G.35
		114 38			② Bay Siding
		114 40 *			③ 40mph, Up direction
		114 55			Signal G.31

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW720	001	Uskmouth to East Usk Jn	EUB	Wales	13/08/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Network Rail boundary and end / commencement of token section boards		3 07			OT(S) RA8 Wales Rail Operating Centre (East Usk) (NT) GSM-R
Monsanto GF①		2 42			
Alpha Steel GF①		2 23			
		2 20 *			
Birdport Rail Terminal		{ 2 19 2 18			
Orb Works GF		2 17 * 1 14			
Signals NT1347 / NT1350 End / commencement of token section boards		0 18			
		0 06 *			
East Usk Jn		0 00 157 02			
					Axle Counter Area ① Out of use

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	001	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Severn Bridge Jn (Junction points)		171 39 0 11			GSM-R AB Severn Bridge Jn SB RA8 (SB)
English Bridge Jn (GW730)		0 28 *			
Abbey Foregate Viaduct (200m, 220yds)		0 30 0 40			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	002	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Coleham Light Maintainance Depot		0 40			AB RA8 Sutton Bridge Jn SB (SUB) GSM-R
Engineers Siding (GW730)					
Sutton Bridge Jn SB (SUB) (GW730)		0 65			
Sutton Bridge Jn (GW730)		0 68			
		0 70 *			
		0 72			
		1 00			UGL 601m, 1974ft

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	003	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	30/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					GSM-R Sutton Bridge Jn SB (SUB)
Up Goods Loops		1 00			
		1 31			
		2 51 *			
Tarmac Ltd GF ①		2 77			① Out of use
		3 07 *			
		3 10 *			
		3 44			C Down (clipped out of use)
(start/end of diagram)		4 00			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	004	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	30/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		4 00			AB RA8 Dorrington SB (DR)
		4 10			
		5 03 *			
		5 07 *			
		5 22 *			
		5 27 *			
		6 21 *			
Dorrington SB (DR)		6 25			
		7 44 *			
Micklewood No.2 LC (UWC) (R/G-X)		7 67			
New House Farm LC (UWC) (R/G - X)		8 45			
(start/end of diagram)		8 45			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	005	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Wales	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		8 45			GSM-R
NRN Channel change (Down direction)		9 31			
NRN Channel change (Up direction)		9 40 *			
		10 14			
		11 00 *			
All Stretton No.1 LC (UWC)		11 03 * 11 38			AB RA6 Dorrington SB SB (DR)
CHURCH STRETTON		12 63			AB RA6 Marsh Brook SB (MB)
Marsh Farm HABD		14 33			Down and Up platforms - 168m (184 yards)
Woodlands LC (UWC)		14 66			Exceptionally Poor Rail Adhesion Up Main between 13 m 03 ch and 12 m 53 ch
		14 70 *			
		14 74 *			
Old Mill LC (UWC) (GW730)		15 06			
Marsh Brook SB (MB)		15 32			
Marsh Brook LC (MCB)		15 32			
(start/end of diagram)		15 32			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	006	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Wales	30/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		15 32			AB Marsh Brook SB RA8 (MB)
		16 39 *			
		16 40 *			
		18 60 *			
		18 62 *			
Craven Arms LC (MCB) Craven Arms SB (CA)		19 48			
		19 48			
CRAVEN ARMS TEP (for Central Wales line) (start/end of diagram)		19 77			
		19 77			
					AB Craven Arms SB RA8 (CA)
			DGL - Down Goods Loop 437m, 1435ft		
			URS - 343m, 1125ft		
			Down platform - 134m (147 yards) Up platform - 198m (217 yards)		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	007	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Wales	30/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(start/end of diagram)		19 77			AB RA8 Craven Arms SB (CA) GSM-R
Craven Arms South Jn		20 01			
		20 42 *			
Stokesay Farm LC (UWC)		20 71			① 75 / 90
		21 00 *			② 65 / 75 / MU90
Stokeswood LC (UWC) (R/G - X)		21 11			
		21 55 *			
		22 07 *			
Onibury LC (MCB)		22 68			AB RA8 Onibury SB (OY)
Onibury SB (OY)		22 68			
		23 68 *			
		24 00 *			
Wootton Farm LC (UWC)		24 07			
		25 20			
Bromfield SB (B)		25 20			AB RA8 Bromfield SB (B)
Bromfield LC (MCB)		25 20			
		26 61			
Feltons LC (UWC)		26 64			
Ludlow HABD		27 10 *			
LUDLOW		27 42			Down platform - 104m (114 yards) Up platform - 132m (144 yards)
Ludlow Tunnel		27 47			
123m (134 yards)		27 to 53			
		28 40 *			
Saltmoor LC (UWC) (R/G - X)		29 62			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	011	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Wales	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
		46 15			GSM-R
Moreton-on-Lugg SB (ML)		46 65 47 00 *			AB RA8 Moreton-on-Lugg SB (ML)
Lyde Court LC (UWC)		47 77 48 36 *			TCB Hereford SB (H)
Shelwick Jn (GW730)		49 26 * 49 27 * 50 15 * 50 25			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	Mileage		ELR	Route	Last Updated		
GW730	012	Severn Bridge Jn to Newport, Maindee West Jn	M	Ch	SHL HDC	Western	06/07/2024		
Location			Mileage		Running lines & speed restrictions		Signalling & Remarks		
			M	Ch					
			50	25			TCB RA8	Hereford SB (H)	
Brecon Curve GF			50	44 *					
Brecon Curve Jn			50	53 *					
			50	73 *					
HEREFORD			51	03					
Barrow crossing (WL) (GW730)			51	10 *			DPL - Down Passenger Loop Platform 1 - 205m (224 yards) (PP-C/PF) Platform 2 - 204m (223 yards) (PP-C/PF) Platform 3 - 221m (242 yards) (PP-C/PF) Platform 4 - 70m (77 yards)		
Hereford SB (H)			51	11 *			Down Relief 659m, 2163ft Up Relief 704m, 2310 ft		
			51	13					
			51	20 *			AB		
Eign Viaduct (92 yards)			51	60 *					
			52	00					
			52	03					
Former Rotherwas Jn (Change of ELR)			52	19			ELR - SHL ELR - HDC		
			0	00					

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	03/08/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Abergavenny UGL		23 15			AB RA8 Abergavenny SB (AY) GSM-R UGL 340m, 1113ft Branch out of use beyond 29m 15ch TCB Little Mill SB (LM) Down and Up platforms - 163m (178 yards)
Penpergwm LC (UWC)		24 14 *			
River Usk Viaduct (92yds)		25 41			
Nantyderry HABD's		25 79			
Little Mill Jn SB (LM)		26 04			
Little Mill Jn		28 20 *			
PONTYPOOL / PONT-Y-PWL AND NEW INN		28 75			
		30 52			
		30 55			
		32 19			
		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		
		32 35			TCB RA8	Little Mill SB (LM)	
		32 60 *			UM - Up Main DM - Down Main		
Panteg UGL + DGL					UGL 427m, 1400ft DGL 429m, 1407ft		
Chapel Lane GF		34 22			Down and Up platforms - 129m (141 yards)		
CWMBRÂN (Change of line name)		35 13			Wales Rail Operating Centre (East Usk) (NT)		
		37 00 *			Axle counter area		
Ponthir LC (UWC) Ponthir LC FP (RG-X)		38 03			UH- Up Hereford DH - Down Hereford		
		38 03					
		38 57 *					
		40 41					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	018	Severn Bridge Jn to Newport, Maindee West Jn	HNL1	Wales	18/06/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Maindee North Jn		40 41 * 40 46 *			TCB Wales Railway Operating Centre RA8 (East Usk) (NT) AC - Didcot GSM-R
Maindee West Jn		41 66 158 16	To/From Severn Tunnel Jn GW900 seq 005 To/From Newport GW900 seq 005		Axle counter area UH - Up Hereford DH - Down Hereford UH and DH electrified Wales Rail Operating Centre (Newport) (NT) AC - Didcot
Limit of electrification on UH and DH		41 49 * 41 50 * 41 54 * 41 57 *			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	001	Abbey Foregate to Ruabon	WSJ2	Wales	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
See LNW(S) Route Sectional Appendix			<p>To/From Madeley Jn MD801 seq 006</p>		<p>TCB RA8</p> <p>Abbey Foregate SB (AF)</p> <p>GSM-R </p>
Route Boundary LNW		170 46			
Abbey Foregate (AF) SB		171 13 *			
Abbey Foregate Jn (GW731)		171 15			
(Start/end of diagram)		171 15			<p>AB</p>

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW731	003	Abbey Foregate to Ruabon	WSJ2	Wales	27/07/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		171 57			TCB RA8 Crewe Jn. SB (CJ)	GSM-R
		171 62 *				
		173 00				
		173 01				
Blackpool LC (UWC)		173 62				
Prince of Wales LC (UWC) (GW731)		174 42				
Woolascott LC (UWC)		174 66				
(Start/end of diagram)		174 55	90 UM DM			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	004	Abbey Foregate to Ruabon	WSJ2	Wales	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		174 66			<div style="border: 1px solid black; padding: 2px; display: inline-block;">TCB RA8</div> <div style="margin-left: 20px;">Crewe Jn. SB (CJ)</div> <div style="float: right; text-align: center;"> GSM-R </div>
Leaton LC (AHBC)		175 34	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
War Brook LC (UWC)		178 03			
Eyton LC (AHBC-X)		178 40 * 178 63	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
Baschurch LC (AHBC-X)		179 14	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
		179 20 *			
Wykey LC (UWC)		181 71	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
Queens Park LC (UWC) (R/G-X)		182 26	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
T.Edwards LC (UWC)		182 57	<div style="border: 1px solid black; padding: 2px; display: inline-block;">T</div>		
(Start/end of diagram)		182 57			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	005	Abbey Foregate to Ruabon	WSJ2	Wales	27/07/2024
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)	182 57			<p>TCB RA8</p> <p>Crewe Jn SB (CJ)</p> <p>GSM-R</p> <p>Lines to Shell-Mex & B.P. G.F. controlled by Crewe Jn. SB</p> <p>① Movements within the sidings must not exceed 5m.p.h.</p> <p>AB RA8</p> <p>Gobowen North SB (GN)</p> <p>Down platform - 145m, 158yds Up platform - 166m, 182yds</p>	
Rednall Viaduct 40m, 44 yds	184 77 to 184 79				
Rednal Farm LC (UWC) (R/G - X)	185 35	T			
Decoy LC (UWC) (R/G - X)	185 66	T			
Shell-Mex & BP GF	186 46	T S			
Whittington LC (AHBC)	187 67	T			
Change Of Controlling Signal Box	188 63				
Gobowen South GF (GW731)	189 40				
Oswestry Branch Jn	189 43				
GOBOWEN	189 50				
(Start/end of diagram)	189 56				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	006	Abbey Foregate to Ruabon	WSJ2	Wales	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		189 56			GSM-R
Gobowen North LC (MCB) (GW731)		189 56			AB RA8 Gobowen North SB (GN)
Gobowen North SB (GN) (GW731)		189 56			
Pitts LC (UWC) (GW731)		190 41	[T]		Location of known low rail adhesion Down line 192m 00ch to 193m 20ch
Weston Rhyn LC (AHBC) (GW731)		191 40	[T]		
Chirk Viaduct (GW731)		192 20			
245m, 269 yds		192 33			
Chirk Tunnel (47m, 51yds)		192 35 192 ^{to} 37			
CHIRK (GW731)		192 54	[2] [1] UP MAIN DOWN MAIN		AB RA8 Croes Newydd North Fork SB (CN)
Kronospan GF (GW731)		192 76	[S] Kronospan Siding		Down and Up platforms - 157m, 172yds
(Start/end of diagram)		193 00			GF released from Croes Newydd North Fork SB

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	007	Abbey Foregate to Ruabon	WSJ2	Wales	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		193 00			<p>AB Croes Newydd North Fork SB RA8 (CN)</p> <p>GSM-R </p> <p>AB applies between Gobowen North and Croes Newydd North Fork Location of known low rail adhesion Down Main 192m 00ch to 193m 20ch</p> <p>Down platform - 198m, 217yds Up platform - 158m, 173yds</p>
Whitehurst LC (UWC) (GW731)		193 52			
Whitehurst Tunnel (GW731) (42m, 46yds)		194 07 194 to 09			
		194 40 *			
Cefn Viaduct (GW731) 482m, 582 yds		194 53 194 to 77			
		196 65 *			
RUABON (GW731)		197 04			
		197 45 *			
Route Boundary LNW		199 00			
See LNW (NW) Route Sectional Appendix					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
GW732	001	Abbey Foregate to English Bridge Jn (Loop Lines)	AFE	Western	27/07/2024		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Abbey Foregate Jn (GW732)		171 15 0 25			AB RA8	Abbey Foregate SB (AF)	GSM-R
English Bridge Jn (GW732)		0 00 0 28			Down Loop 360m, 1190ft Up Loop 245m, 810ft CW. Up at 0m 05ch (95 yards after passing home signal) Severn Bridge Jn box area		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW733	001	Sutton Bridge Junction to Aberystwyth	SBA1	Western	27/07/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Sutton Bridge Jn SB (SUB) (GW733)		0 65			GSM-R AB Sutton Bridge Jn SB (SUB) RA7	
Sutton Bridge Jn (GW733)		0 68			The line between Sutton Bridge Jn and Machynlleth is worked by ERTMS L2	
		0 00				
		0 02 *				
Meole Brace 2 FP (R/G)		0 10 *				ERTMS L2 Machynlleth SC (MH) RA7 East Work Station
		1 07 *				
		1 49 *				
		2 10 *				Start of ERTMS Level 2
Hanwood Yard LC (UWC)		3 73				T
Hanwood LC (UWC)		4 09				T
Bridge 22		5 13		① Bridge 22 5m 13ch - 30 km/h for other than Class 15x and 197 trains		
		5 42 *				
Hanselmans 1 LC (UWC)		7 17	T			
Stretton Heath LC (AHBC)		8 76	T			
Westbury LC (AHBC) (GW733)		10 25	T			
(Start/end of diagram)		11 27		130k U&D		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	010	Sutton Bridge Junction to Aberystwyth	SBA2	Wales	25/03/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Talerddig	60 11 60 43 * 60 71 * 61 06 * 61 18 * 61 26		<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ERTMS L2 RA5 Machynlleth SC (MH) East Work Station </div>		
Ty'n-yr-Wtre No.2 LC (UWC)	61 36 * 61 55 * 61 60 * 63 07		URS - 52m (56 yards) CL Down Loop 176m (192 yards) Down Direction CL Down Loop 181m (197 yards) Up Direction CL Up Loop 181m (197 yards) Up Direction CL Up Loop 175m (191 yards) Down Direction		
Coed Cae No.1 LC (UWC)	63 07 63 61 * 64 06		Location of known low rail adhesion - 61m 26ch and 65mp.		
Pentre Mawr LC (UWC)	65 36				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	011	Sutton Bridge Junction to Aberystwyth	SBA2	Western	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		65 36			ERTMS L2 RA5 Machynlleth SC (MH) East Work Station GSM-R
Ty Pella LC (UWC)		65 57			
Mywars No.2 LC (UWC)		66 10			
Durn LC (UWC)		66 49			
		67 40 *			
		68 06 *			
		68 59 *			
		69 20 *			
Cemmes Road FP LC (R/G)		70 05			
Coed Ddol LC (UWC)		71 51			① 65km/h over bridge for Class 97/3
Bridge 233		72 02			
		72 03			
Llanglan Fechan No.2 LC (UWC)		74 05			PP authorised over Down main and Up main
Llanglan Fechan No.4 LC (UWC)		74 54			
		74 72 *			
Machynlleth SC (MH)		75 08			CL Down Loop 413m (451 yards) Down Direction CL Down Loop 339m (370 yards) Up Direction CL Up Loop 359m (392 yards) Up Direction CL Up Loop 351m (383 yards) Down Direction Aberystwyth Siding 199m (217 yards) Tank Siding 320m (349 yards) Down platform - 142m (155 yards) Up platform - 179m (196 yards)
MACHYNLLETH		75 04			
		75 23 *			
Rhosfach LC (UWC)		75 70			ERTMS L2 RA5 Machynlleth SC (MH) East Work Station
(Start/end of diagram)		75 70			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW733	012	Sutton Bridge Junction to Aberystwyth	SBA2	Western	27/07/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		75 70			ERTMS L2 RA5	
Nawtyns LC (UWC)		76 15			Machynlleth SC (MH) West Work Station	
Rhiwlas Hall No.2 LC (UWC)		76 50				
Rhiwlas Hall No.4 LC (UWC)		76 78				
Doldyfi LC (UWC)		77 13				
Quay Ward No.1 LC (UWC)		77 44				
Quay Ward No.2 LC (UWC)		77 61				
Quay Ward No.3 LC (UWC)		77 71				
Quay Ward No.4 LC (UWC)		78 08				
		78 57 *				
Dovey Junction (GW733)		78 62 *				
		78 79 *				
DOVEY JUNCTION (GW733)		79 03				
		79 11 *				
Bridge 242		79 18				
Bridge 243		80 19				
Bridge 243A		80 22				
Bridge 247		83 31				
Brickyard No.3 LC (UWC)		84 66				
Ynyslas LC (AHBC)		85 21				
				CL Down Loop 321m (351 yards) Down Direction CL Down Loop 318m (347 yards) Up Direction CL Up Loop 313m (342 yards) Up Direction CL Up Loop 398m (435 yards) Down Direction Total platform length - 321m (351 yards) Platform Machynlleth side of points - 91m (99 yards) Platform Aberystwyth side of points - 112m (122 yards)		
				① 15km/h over bridge for other than Class 15x and Class 197 trains		
				② 15km/h over bridge for other than Class 15x trains		


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	013	Sutton Bridge Junction to Aberystwyth	SBA2	Western	21/10/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div style="border: 1px solid black; padding: 2px; display: inline-block;">ERTMS L2 RA5</div> <div style="display: inline-block; vertical-align: middle;">Machynlleth SC (MH) West Work Station</div> <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> </div>
		85 21			
		85 29	T		
		85 to 30 85 32			① 15km/h over bridge for other than Class 15x trains
		86 04	T		
		87 27			
		87 35	T		Platform - 122m (133 yards)
		87 59			② AOCL Level Crossing with barriers
		88 70 *			
		89 58 *	T		
		90 02	T		
		90 64			
		91 43 *	T		Platform - 100m (109 yards)
		91 28			
		91 48			③ 65km/h over bridges for other than Class 15x trains
		91 62			Location of known low rail adhesion - 90m 64ch to 91m 63ch
		91 70 *			

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						
	31 60		<table border="1"> <tr> <td>TCB</td> <td>Wales Rail Operating Centre</td> </tr> <tr> <td>RA8</td> <td>(Shrewsbury North) (SC)</td> </tr> </table>	TCB	Wales Rail Operating Centre	RA8	(Shrewsbury North) (SC)		
TCB	Wales Rail Operating Centre								
RA8	(Shrewsbury North) (SC)								
	31 47		Axle Counter area						
	31 05 *		UGL 611m, 2004ft						
Signal SC 8327	30 32		Up Main bi-directional from signal SC8327						
Harlescott LC (MCB - OD)	30 29		LOD (K) 5012 - Down Main 30m 26ch LOD (K) 5013 - Up Main 30m 26ch LOD (P) 5007B - Reversible 30m 26ch						
	30 25								
	30 21 *								
	28 74 *								
Bridgeway LC (UWC)	28 35	T							

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	28/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
YORTON		28 35			TCB Wales Rail Operating Centre RA8 (Shrewsbury North) (SC) 
Lyons Wood Farm LC (UWC)		23 54			Axle Counter area Down platform - 60m (65 yds) Up platform - 50m (54 yds)
Wem Trailing Crossover		21 76			
Wem Facing Crossover		21 72			
WEM		21 57			Down platform - 86m (94 yds) Up platform - 88m (96 yds)
Wem LC (MCB - OD)		21 55			LOD (K) 5022 - Down Main 21m 48ch LOD (K) 5023 - Up Main 21m 48ch LOD (P) 5007C - Reversible 21m 48ch LOD (P) 5026 - Reversible 21m 48ch
Creamore Farm LC (UWC)		20 50			
Gregorys Crossing		19 36			


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
GW770	001	Ebbw Vale Town to Gaer Junction (Western Valley Line)	EBW WV	Western	10/08/2024				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
EBBW VALE TOWN		19 67			<table border="1"> <tr> <td>OT</td> <td>Wales Rail Operating Centre</td> </tr> <tr> <td>RA5</td> <td>(Ebbw) (PJ)</td> </tr> </table> <p>Ebbw Vale Town - Platform 150m, 164yds Axle Counter area</p>	OT	Wales Rail Operating Centre	RA5	(Ebbw) (PJ)
OT	Wales Rail Operating Centre								
RA5	(Ebbw) (PJ)								
		19 63 *							
		18 51 *							
EBBW VALE PARKWAY		18 35				Platform 100m, 109yds			
		18 20 *							
Cwm Tunnel 121m, (132yds)		16 ^{to} 33 16 ^{to} 39							
		14 65 *							
		14 36 *							
Aberbeeg Jn (Change of ELR)		14 23 * 14 21				<table border="1"> <tr> <td>ELR - EBW</td> </tr> <tr> <td>ELR - WV</td> </tr> </table>	ELR - EBW	ELR - WV	
ELR - EBW									
ELR - WV									
		13 60 *							
LLANHILLETH		13 29				Down Platform - 150m, 164yds Up Platform - 150m, 164yds			
		11 72 *							
		10 62 *		Down Platform - 171m, 187yds Up Platform - 150m, 164yds					
NEWBRIDGE (GW770)		10 45							
		10 11 *							
		7 48 *		DEV - Down Ebbw Vale UEV - Up Ebbw Vale					
	(start/end of diagram)	7 32							

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
GW770	002	Ebbw Vale Town to Gaer Junction	WVL	Western	10/08/2024					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
(start/end of diagram)		7 32 *	<p>UEV DEV 35 35 * * 25 25 * * 20 20 1 2 * * 20 20 * * 25 25 X25 X25 30 30 1 2 * * 30 40 40 * * 40 * * 50 30 50 50 * * 50 25 * * 2 5 * * 30 30 40 30 UEV DEV</p>		<table border="1"> <tr> <td>OT</td> <td>Wales Rail Operating Centre</td> </tr> <tr> <td>RA5</td> <td>(Ebbw) (PJ)</td> </tr> </table>		OT	Wales Rail Operating Centre	RA5	(Ebbw) (PJ)
OT	Wales Rail Operating Centre									
RA5	(Ebbw) (PJ)									
CROSSKEYS		7 18 *			Axle Counter area					
Kings Head Footpath (FP) (R/G)		7 15 *			TCB					
Lime Kiln LC (CCTV) (GW770)		7 06			DEV - Down Ebbw Vale UEV - Up Ebbw Vale					
RISCA		7 02 *			Down platform 97m, 107yds Up platform 97m, 107yds					
Risca South Junction		6 75 *			Down platform 97m, 107yds Up platform 97m, 107yds					
ROGERSTONE		6 45			Platform 97m, 107yds					
Park North Junction		6 15			Platform 145m, 158yds					
PYE CORNER		6 13 *								
(Start/end of diagram)		6 13 *								
		5 59 T								
		5 12								
		4 24 *								
		4 11 T								
		3 61								
		3 21 *								
		2 39 *								
		2 21								
		1 61 *								
		1 46 *								
		1 45 T								
		1 42 *								

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	002	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	08/04/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	19 04	U&DR 50	TCB Wales Rail Operating Centre RA6 (Valleys) (CF) 		
	18 77 *	50	Axle counter area U&DR - Up & Down Rhymney		
Bargoed Viaduct 111m, 120yds	18 21	30			
	18 16	*			
Single Line Jn	18 12 *	5			
	18 09	20			
	18 06 *	20			
BARGOED	18 03	40	Platform 1 - 126m (137 yards) Platform 2 - 124m (135 yards)		
	17 76 *	40			
	17 59 *	40			
	17 54 *	20			
Bargoed South	17 54 *	40			
	17 35	40	Platforms - 16m (17 yards)		
GILFACH FARGOED	17 33 *	45			
	17 17 *	45			
		50	UR - Up Rhymney DR - Down Rhymney		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW810	003	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	29/06/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		17 17 17 10 *			TCB Wales Rail Operating Centre RA6 (Valleys) (CF)	
		16 55 *			Axle counter area UR - Up Rhymney DR - Down Rhymney	
PENGAM		16 30			Platforms - 124m (135 yards) Location of Known Low rail adhesion Down 16m 50ch to 16m 20ch	
Gibbons LC (UWC)		15 57 * 15 40			Platforms - 124m (135 yards)	
HENGOED		15 20 * 14 55				
		14 10 *				
YSTRAD MYNACH		13 70 * 13 63(Up) 13 57(Dn)			Platforms - 124m (135 yards)	
Ystrad Mynach South Jn (Start/end of diagram)		13 41 13 40 *				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	004	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	29/06/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Start/end of diagram)	13 40		<div style="border: 1px solid black; padding: 2px; display: inline-block;"> TCB Wales Rail Operating Centre RA6 (Valleys) (CF) </div> <div style="float: right; text-align: center;"> GSM-R </div> <p>Axle counter area</p> <p>DRL - Down Rhymney Loop, 645m, 2116ft</p> <p>Platforms - 124m (135 yards) Location of Known low rail adhesion Both lines 11m 15ch to 10m 58ch</p> <p>Platforms - 126m (137 yards)</p>		
	12 11 *				
	12 10 *				
	11 40 *				
	11 32 *				
	11 14 *				
LLANBRADACH	10 74(Up)				
	10 68(Dn)				
	10 25 *				
	10 17 *				
ENERGLYN AND CHURCHILL PARK	09 45				
(Start/end of diagram)	9 35 *				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW810	005	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	08/04/2023	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
ABER CAERPHELLY/ CAERFFILI Caerphilly Tunnel 1775m (1941 yards)		9 35			TCB Wales Rail Operating Centre RA6 (Valleys) (CF)	GSM-R
		8 70	Axle counter area UR - Up Rhymney DR - Down Rhymney Platforms - 124m (135yds)			
		8 21	Platform 1 - 150m (164yds) - PP/C Platforms 2 and 3 - 238m (260yds)			
		8 14 *				
		8 13 *				
		7 19 *				
		7 15 *				
		7 14 T				
		6 06 T				
		6 00				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	006	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	29/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		6 00			<p>TCB Wales Rail Operating Centre RA6 (Valleys) (CF)</p> <p>GSM-R </p> <p>Axle counter area UR - Up Rhymney DR - Down Rhymney</p> <p>Platforms - 124m (135yds) Location of Known Low Rail Adhesion Both lines 5m 15ch to 4m 31ch</p> <p>Platforms - 124m (135 yards) (Tel - Up platform)</p> <p>Location of Known Low Rail Adhesion Both lines 3m 65ch to 3m 50ch</p> <p>Platforms - 124m (135yds)</p>
LISVANE AND THORNHILL / LLYS-FAEN		5 76 * 5 45			
LLANISHEN		4 61			
HEATH HIGH LEVEL / LEFEL UCHEL HEATH		3 52			
Heath Jn		3 32			
		1 27 *			
Queen Street North Jn		1 22 1 17			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated	
GW820	001	Cwmbargoed to Ystrad Mynach South	TBD	VON	PTA	Wales - TFW CVL	27/08/2022	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
End of Line		20 75				TB Wales Rail Operating Centre RA8 (Valleys) (CF)		GSM-R
Colliery Crossing		20 70				Axle counter area		
Cwmbargoed		20 50				Network Rail/Private siding boundary		
Cwmbargoed LC (TMO)		20 37 *				ELR - TBD ELR - VON		
Ownership Boundary		19 59				ELR - VON ELR - PTA		
Site of former Taff Bargoed Branch Jn (Change of ELR)		13 68 13 72						
Site of former Penallta Jn (Change of mileage and ELR)		12 41 15 01						
		13 47 *						
Ystrad Mynach South Jn		13 41						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW828	001	Coryton to Heath Jn	CRY	Wales - TFW CVL	29/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
CORYTON		2 57			OT Wales Rail Operating Centre RA6 (Valleys) (CF)
WHITCHURCH/ EGLWYS NEWYDD		2 25			Platform - 64m, 71yds
RHIWBINA		1 78			Platform - 99m, 107yds
BIRCHGROVE		1 37			Platform - 108m, 117yds
TY GLAS		1 20			Platform - 64m, 71yds Location of known low rail adhesion Down direction only 1m 40ch to 1m 10ch
HEATH LOW LEVEL/ LEFEL ISEL HEATH		0 29 0 26 *			Platform - 49m, 54yds
Heath Jn		0 15 3 32	Platform - 107m, 116yds		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	001	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	08/10/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
MERTHYR TYDFIL		24 44			<div style="border: 1px solid black; padding: 2px;"> TCB Core Valley Lines Integrated RA6 Control Centre-TAM Wrkstrn(VA) AC - CVLICC </div> Platform - 105m, 114yds Axle Counter area Non SPT area
	Merthyr Junction	24 40 *			
	Merthyr Viaduct	24 30 *			
	483m, 528yds	24 30 *			
		24 11 *			
		24 09 *			
	Limit of Electrification	24 00			
		23 18 *			
	Pentre-Bach Junction	23 11 *			
	PENTRE-BACH	23 03			
		21 73 *			
		21 72 *			
	TROED-Y-RHIW	21 69			
	Troed-y-Rhiw South Junction	21 63 *			
		21 52 *			
		21 49 *			
		21 45 *			
		21 26 *			
		21 25 *			
		20 01 *			
	MERTHYR VALE	19 77			
		19 68 *			
	Blacklion Junction	19 62 *			
		19 21 *			
		30 45			
		U&DM			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	010	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	08/04/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>TCB Wales Rail Operating Centre RA8 (Valleys) (CF) </p> <p>Axle counter area</p> <p>TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)</p> <p>DB - Down Barry UB - Up Barry UBR - Up Barry Relief DT - Down Treforest UT - Up Treforest</p> <p>① To/From Penarth Curve North Jn</p> <p>Platforms - 124m (135yds)</p> <p>DCL Down Cogan Loop 714m, 2345ft UCL Up Cogan Loop 794m, 2605ft</p>		
Radyr Branch Jn	0 14 0 25				
Penarth Curve South Jn	0 40 * 0 47 0 67 *				
GRANGETOWN	0 73 1 00 *				
Cogan Loops	1 60 * 2 00 2 10 * 2 20 * 2 21 *				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW830	011	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	29/06/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		2 21			TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)	GSM-R
Cogan Jn		2 29			Axle counter area DB - Down Barry UB - Up Barry	
COGAN		2 41			Down platform - 125m (136 yards) Up platform - 109m (119 yards)	
		2 60 *				
Cogan Tunnel (201m, 220yds)		2 75 3 05				
		3 20 *				
EASTBROOK		3 40			Platforms - 90m, (98yds) Location of Known low rail adhesion Both lines 3m 28ch to 4m 30ch	
DINAS POWYS		4 18			Platforms - 120m, (131yds)	
Cadoxton HABD (DB)		4 31				
Cadoxton HABD (UB)		5 22				
		5 33 *				
Barry Docks Line Jn		5 40 *				
		5 74				
CADOXTON / TREGATWG		6 10			Tel. Cardiff end of platform Down platform - 125m, (137yds) Up platform - 123m, (135yds)	
		6 18 *				
		6 39 *				
		6 65 *				
(Start/end of diagram)		6 68 *			BDLLL - Barry Docks Low Level Line	

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 6 78 7 15 * 7 16 * 7 75 * 7 76 *		<p>TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)</p> <p>GSM-R</p> <p>Axle counter area Tel. Cardiff end of platform Platform - 148m (161yds)</p> <p>DB - Down Barry UB - Up Barry UDBI - Up & Down Barry Island UDI - Up Barry Island</p> <p>Platform 1 - 222m (243yds) Platforms 2 and 3 - 138m (151yds)</p> <p>RA6</p> <p>OT</p> <p>Platform - 99m (108yds)</p>	
BARRY/BARRI		8 12			
Barry Jn (Change of RA and method of working)		8 16 *			
Single Line Jn		8 30			
Barry Island Viaduct		8 32 * 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
GW835	001	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	26/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
End of line		23 69			GSM-R TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC: CVLICC
Treherbert FP/UWC		23 55			T
TREHERBERT / DREHERBER		23 54			
Treherbert Carriage Sidings		23 46 *			
		23 45 *			
		23 44 *			
		23 41			
Treherbert Junction		23 36 *			
		23 21 *			
					UT- Up Treherbert DT - Down Treherbert

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	26/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC : CVLICCC </div> <div style="text-align: right; margin-top: 10px;"> </div> <p>Axle Counter Area Non - SPT Area UT and DT electrified</p> <p>Up Platform (2) - 86m (94yds) Down Platform (1) - 124m (155yds) Station closed until further notice</p> <p>Permanently Earthed section 22m 32ch - 22m 44ch Platform - 124m , (135yds)</p> <p>Permanently Earthed section 21m 78ch - 22m 14ch</p> <p>Platform - 106M (116yds)</p> <p>UT - UP Treherbert DT - Down Treherbert</p> <p>Permanently Earthed section 19m 44ch - 21m 06ch</p>
YNYSWEN		23 21	UT 35 55 DT 30 60		
		22 74 *	*		
		22 70			
Single Line Junction		22 40			
TREORCHY/TREORCI		22 02			
TON PENTRE		20 76			
		20 71 *	*		
		20 70 *	▲ 40 25 ▼ 60 50		
Single Line Junction		20 65	*		
		20 19 *	30 20 50 40 UT DT		

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	26/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<p>GSM-R </p> <p>TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC : CVLICCC</p> <p>UT and DT electrified Axle Counter Area Non - SPT Area UT - Up Treherbert DT - Down Treherbert</p> <p>Platforms - 124m , (135yds)</p> <p>Permanently Earthed section 19m 44ch - 21m 06ch</p> <p>Platform - 124m , (135yds)</p> <p>Permanently Earthed section 18m 77ch - 19m 10ch</p> <p>Platform - 124m , (135yds)</p> <p>Permanently Earthed section 17m 37ch - 17m 47ch</p>
YSTRAD RHONDDA		20 19			
		20 10 *			
		20 04			
Single Line Junction		19 73 *			
Old Mill UWC		19 63	T		
LLWYNPIA		19 08			
TONYPANDY		18 03			
		17 60 *			
Single Line Junction		17 57			

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	29/06/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		17 57			<div style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC : CVLICCC </div> Axle Counter Area Non - SPT area Platform 1 - 100m (109yds) Platform 2 - 86m , (94yds) UT and DT electrified UT - UP Treherbert DT- Down Treherbert	GSM-R
DINAS RHONDDA		17 41			Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 87m (95yds) Platform 2 - 132m , (144yds)	
PORTH		17 11 *				
		16 09				
		16 05 *				
TREHAFOD		14 72			Platforms - 137m , (149yds)	
		14 60 *				
		13 50 *			Location of Known low rail adhesion Down Branch 14m 00ch to 13m 20ch	
Limit of Electrification		13 21				
		13 13 *				
			To/From Merthyr GW830 Seq 004			
			To/From Pontypridd GW830 Seq 004			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW840	002	Radyr Jn to Cardiff, Radyr Branch Jn via City Lines	RAD	Wales - TFW CVL	29/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
FAIRWATER / TYLLGOED		2 60			<p>TCB Wales Rail Operating Centre RA8 (Valleys) (CF) AC: CVLICC</p> <p>GSM-R</p>
WAUN-GRON PARK		2 25			
Limit of Electrification		1 39			
Route Boundary		1 20			
Transport for Wales CVL - NR WALES					
Leckwith Loop South Jn		0 70			
NINIAN PARK		0 63			
		0 55 *			
Penarth Curve North Jn		0 47			
Radyr Branch Jn		0 25			
<p>Axle counter area SPT area Platforms - 84m, 92yds Permanently Earthed Section both lines 2m 7ch - 2m 22ch 2m and 2m 63ch - 2m 50ch Platforms - 84m, (92yds) UT - Up Treforest DT - Down Treforest Location of Known low rail adhesion -Both lines 2m 70ch to 2m 48ch Platforms - 154m, (168yds) DT - Down Treforest UT - Up Treforest</p>					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW850	001	Leckwith Loop South Jn To Leckwith Loop North Jn	CLL	Wales	27/08/2022	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Leckwith Loop South Jn		0 69 0 26			TCB Wales Rail Operating Centre RA8 (Valleys) (CF)	GSM-R
Leckwith Loop North Jn		0 00 171 55			Axle counter area	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	009	Pilning to Fishguard Harbour	SWM2	Wales	29/06/2024
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Pengam Jn	168 00 168 40			<p>TCB Wales Rail Operating Centre RA8 (Ebbw) (NT) AC - Didcot</p> <p>Axle Counter Area UM, DM, UR and DR electrified</p> <p>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 (1335ft) All reception lines electrified Down Relief line bi-directional between Pengam Jn and Wentloog Freight Terminal West Jn</p> <p>Down Relief/Line E bi-directional between Moorland Road Jn and Cardiff West Jn</p> <p>TCB Wales Rail Operating Centre RA8 (Cardiff Mainline) (CF) AC - Didcot</p>	
Moorland Road Jn	168 65 168 69 *			<p>① 75mph Down/40mph Up</p> <p>Up Relief/Line D bi-directional between Pengam Jn and Cardiff West Jn</p>	
Long Dyke Jn	169 35 169 50 169 59 *			<p>Down Main/Line C bi-directional between Newtown West Jn and Cardiff West Jn</p> <p>Up Main/Line B bi-directional between Newtown West Jn and Cardiff West Jn</p> <p>Line name changes / mileages Up Main - Line B - 169m 63ch Down Main - Line C - 169m 66ch Up Relief - Line D - 169m 67ch</p>	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW900	023	Pilning to Fishguard Harbour	SWM2	Wales	16/12/2023	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
Llandeilo Jn (Change of RA)	223 49	<p>To Genwen Jn (Central Wales line) GW910 seq 014</p> <p>To Genwen Jn (Central Wales line) GW910 seq 014</p> <p>D&ULGL</p> <p>Tampier Siding</p> <p>URS</p> <p>UM 75</p> <p>DM 75</p> <p>UM 75</p> <p>DM 75</p> <p>DD 30</p> <p>UD 40</p> <p>DD 25</p> <p>UD 30</p> <p>15</p> <p>10</p> <p>15</p> <p>15</p> <p>5</p> <p>15</p> <p>1</p> <p>1</p>	<p>TCB Port Talbot Control Centre RA7 Llanelli Workstation (PT)</p> <p>Axle Counter area</p> <p>UD - Up District DD - Down District</p> <p>RA8</p> <p>D&ULGL - Down & Up Llandeillo Goods Loop</p> <p>① Clipped & padlocked out of use</p> <p>GSM-R</p>			
Llanelli Dock Jn East	223 54 *					
	224 56 *					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	024	Pilning to Fishguard Harbour	SWM2	Wales	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Llanelli East LC (MCB-OD)		224 56 225 00 * 225 10 *			<div style="border: 1px solid black; padding: 2px;"> TCB Port Talbot Control Centre RA8 Llanelli Workstation (PT) </div> <p>Axle counter Area</p> <p>AWS inductor for PT3700 (DM) not suppressed for movements departing in Up direction</p> <p>See local instructions</p> <p>Telephone outside relay room Down platform - 170m, 186yds Up platform - 184m, 201yds</p> <p>Up Main bi-directional to PT7619 signal only Down Main bi-directional in platform only</p> <p>1 Clipped & padlocked out of use</p>
LLANELLI		225 20			
Llanelli West LC (MCB-OD)		225 28 225 30 *			
Pembrey HABD		228 59			
Pembrey LC (MCB)		228 70			
Pembrey (PY) SB		228 70			
PEMBREY & BURRY PORT / PEN-BRE & PORTH TYWYN		229 15			
Glanarafon (R/G - X)		230 06 231 40			
Penybedd LC (AHBC)		231 67			
					<div style="border: 1px solid black; padding: 2px;"> AB Pembrey SB (PY) </div> <p>Down platform - 127m, 139yds Up platform - 145m, 159yds</p>

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	oo oo M	oo oo Ch	oo oo M	oo oo Ch	166 RHM	168	170	171	172	175	180	196	220	221	222	Notes
GW108	MLN1	Lipson Jn – Change of ELR (Site of Former Devonport Jn / Cornwall Loop)	244	35	246	15	R1 R2 R3 R4	N	E R1 R5	N	N	Y	Y	N	Y	Y	N	R1 Prohibited between Plymouth and Change of ELR (Site of Former Devonport Jn/Cornwall Loop) R2 Prohibited Newton Abbot platform 2 with crush deflated suspension R3 Prohibited Plymouth platform 5 with deflated suspension R4 Prohibited Plymouth platform 8 with crush deflated suspension R5 Prohibited Plymouth platforms 5 and 8
GW108	MLN2	Change of ELR (Site of Former Devonport Jn / Cornwall Loop) – St Budeaux Jn	247	28	250	00	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN3	Par Loop Jn – Burngullow Jn	281	57	288	26	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN3	Burngullow Jn – Penwithers Jn	288	26	301	25	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	N	N	N	N	N	Y	Y	N	Y	Y	N	
GW110	ANL	Old Oak Common West – Greenford East Jn	3	20	7	15	Y	Y	N	N	Y	Y	Y	N	Y	Y	Y	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	Y	Y	N	N	Y	Y	Y	N	Y	Y	N	
GW110	ANL	Greenford West Jn – Route Boundary (MD705) (Northolt Jn)	7	48	8	60	Y	Y	N	N	Y	Y	Y	N	Y	Y	N	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	Y	Y	N	N	R1	Y	Y	N	Y	Y	Y	R1 Route prohibited to Class 172/2 and 172/3
GW130	AWL	Route Boundary (EA1310) (Acton Wells Jn) – Acton East Jn	0	39	0	08	Y	E	N	Y	E	Y	E	N	Y	Y	Y	
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	Y	E	N	Y	Y	Y	Y	N	Y	Y	Y	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	Y	E	N	Y	Y	Y	Y	N	Y	Y	Y	
GW174	WEL1	Greenford South Jn – Greenford LUL Bay Jn	8	45	8	65	Y	E	N	Y	Y	N	N	N	Y	Y	N	

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	220	221	222	Notes
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	Y	N	N	Y	N	N	N	N	N	N	N	
GW176	HAN	Hanwell Jn – Drayton Green Jn	0	00	0	36	Y	N	N	N	R1	Y	Y	N	Y	Y	N	R1 Route prohibited to Class 172/2 and 172/3
GW178	BRB	Southall – Brentford Goods	0	00	2	70	N	N	N	N	N	N	N	N	N	N	N	
GW180	HLL	Heathrow Airport Jn (Up and Down Main) – NR Boundary (BAA)	11	04	12	27	N	N	N	N	N	N	N	N	N	N	N	
GW182	STA	West Drayton Jn – End of Branch (Colnbrook)	13	31	16	25	N	N	N	N	N	N	N	N	N	N	N	
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	Y	N	N	N	N	N	N	N	N	N	N	
GW185	WBB	Maidenhead – Bourne End	24	19	28	55	Y	N	N	N	N	N	N	N	N	N	N	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	Y	N	N	N	N	N	N	N	N	N	N	
GW187	HEN	Twyford – Henley-on-Thames	31	01	35	48	Y	N	N	N	N	N	N	N	N	N	N	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	Y	N	N	N	N	N	Y	N	Y	Y	N	
GW195	RLL	Reading Southern Jn – Reading East Jn	35	33	35	61	Y	N	N	N	N	N	Y	N	Y	Y	N	R1 Prohibited with tripcocks fitted
GW200	DCL	Chester Line Jn – Route Boundary (MD401) (Heyford)	53	12	75	00	Y	Y	N	N	R1	Y	Y	Y	Y	T R2	N	R1 Route prohibited to Class 172/2 and 172/3 R2 Prohibited to tilt between Chester Line Jn and Wolvercote
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	Y	N	N	N	N	Y	Y	N	Y	Y	N	
GW225	RFR	Caversham Road Jn – Oxford Road Jn	36	25	36	74	Y	N	N	N	N	N	Y	N	Y	Y	N	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	Y	N	N	N	N	Y	Y	N	Y	Y	N	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	Y	N	N	N	N	Y	Y	N	Y	Y	N	
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	N	Y	N	N	Y	N	N	N	N	N	N	
GW277	OXD	Oxford North Jn – Route Boundary (MD736) (29m 25ch)	30	09	29	25	R1	Y	N	N	Y	N	N	Y	N	N	N	R1 Prohibited Islip Down platform 2
GW310	OWW	Wolvercot Jn – Norton Jn	66	32	112	00	Y	N	N	N	N	Y	Y	N	Y	Y	N	
GW317	OWW	Honeybourne Stratford Line Junction – Start of branch mileage	102	06	101	31	N	N	N	N	N	N	N	N	N	N	N	
GW317	STD	Start of branch mileage – Long Marston	0	00	2	70	N	N	N	N	N	N	N	N	N	N	N	

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Table D2A – Route clearance of electric multiple unit trains

Last Updated: 30/04/2022

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	325	332	345	360	387	720/1 & /5	745	755	Notes
GW103	MLN1	Paddington – Old Oak Common West	0	05	3	20	H	R1	R2 R3	R4 R5 R6 R10	R7 R8 R9	EH R10	H R11	EH R11	R1 Prohibited Paddington platforms 1 and 2 R2 Prohibited Paddington platforms 4, 5 and 9 with deflated suspension R3 Prohibited Paddington platforms 6 and 7 R4 20mph Paddington platforms 3 and 4 R5 Route prohibited to Class 360/1 R6 Prohibited Paddington platform 13 R7 Prohibited with air bags deflated / failed secondary suspension Paddington platform 4 R8 Prohibited Marcon Siding R9 100mph maximum speed R10 15mph Paddington platform 2
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	H	Y	Y	R1	y	EH	H	EH	R1 Route prohibited to Class 360/1
GW103	MLN1	Acton East Jn – West Ealing Jn	4	07	6	54	H	Y	Y	R1	R2 R3 R4 R5	EH	H	EH	R1 Route prohibited to Class 360/1 R2 Prohibited Acton Yard R3 100mph maximum speed R4 Prohibited Acton Yard R5 Prohibited Acton East Jn - Acton West Jn Up and Down Poplar lines
GW103	MLN1	West Ealing Jn – Hanwell Jn	6	54	7	19	H	Y	Y	R1	R2	EH	H	EH	R1 Route prohibited to Class 360/1 R2 100mph maximum speed

GW4501 - STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL

Avonmouth PBA Sidings

The instructions in Rule Book Module TW4 and GE/RT8000 G1 Issue 8, 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 sidings 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 communications 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 to the PiC.

Dated: 06/07/2024

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

Western Route Sectional Appendix Module WR2

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

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 Rule Book Module TW4 and GE/RT8000 G1 Issue 8 apply.

Dated: 06/07/24

**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

Western Route Sectional Appendix Module WR2

The TOC PiC must accompany the locomotive from the Exchange sidings. The locomotive must be brought to a stand at signal W330 and the Driver must obtain the Signaller's permission to pass the signal at Danger. When permission has been given, the locomotive may proceed to the rear of the train.

When signal W369 has been cleared, the train may proceed to the Exchange sidings. After the train has come to a stand in the Exchange sidings, the train locomotive must be detached and the Driver must act on instructions given by the TOC PiC regarding further movements of the locomotive.

White's Crossing Siding. The stabling of vehicles on this siding is prohibited.

Dated: 07/12/13

GW580 - EAST SOMERSET JN TO CRANMORE

Merehead West To CRANMORE (ESR)

Handling of Train Staff. The train staff for the Merehead West to Cranmore section is kept in Westbury signalbox; if the Driver cannot collect it from or return it to the signalbox, arrangements must be made for a competent Train Operating Company or Network Rail person to hand it to or collect it from the Driver at either Merehead West or Cranmore.

The Signaller at Westbury must be informed when the train staff has been handed to or collected from a Driver at a location remote from the box and when a train to Cranmore has passed onto the One Train Working section complete with tail lamp.

The Network Rail key for the ground frames at Cranmore East and Cranmore Gates is attached to the train staff. The East Somerset Railway also have a key for these ground frames. Both keys are required to operate them.

Cranmore East GF. The points at Cranmore East GF must always be set to the derail position and the ground frame locked when trains do not require to proceed through.

Trains arriving at Cranmore must be stopped at the END OF SECTION board at Cranmore East GF. The ground frame must not be operated until a clear understanding has been reached with the East Somerset Railway Person in Charge (ESR P-i-C) as to the moves to be made.

For trains leaving Cranmore, Westbury Signaller's permission must be obtained before the ground frame is operated for a train to enter the One Train Working section.

Passenger trains. Such trains may operate between East Somerset Jn and Cranmore only when authorised by published notice.

A competent person must be appointed to take charge of movements, and liaise with the ESR P-i-C as required. They must ensure that the points at Cranmore East GF and the handpoint leading to/from the platform line are secured for all movements.

Other than passenger trains. Traincrews are responsible for liaison with the ESR P-i-C as required and for operation of the ground frames at Cranmore.

Dated: 29/06/24

GW600 - WOOTTON BASSETT JN TO PILNING

Wootton Bassett West Carrier Wire Neutral Section (CWNS)

The Carrier Wire Neutral Section (CWNS) at Wootton Bassett West 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 trains from SW1362 (UB) or SW1364 (DB Up direction) Up direction or SW1353 (DB) or SW1355 (UB Down direction), drivers should be reminded of the presence of the CWNS to ensure a sufficient speed is obtained throughout in order to prevent the stranding of trains.

Dated: 28/03/23

GW600 – WOOTTON BASSETT JN TO PILNING

Chipping Sodbury Tunnel

If train radio coverage through the tunnel is not available, drivers will be told by a berth triggered broadcast call.

In the event of a train accident or train evacuation, drivers must carry out the instructions in rule book module M1 / 2.1.

Telephones

Emergency telephones connected to the Stoke Gifford work station signaller are provided in refuges on the up side of the line every 20 chains from the Paddington end (telephone 10, 101m 20ch) to the Bristol end (telephone 1, 103m 40ch). Lighting is provided together with identification plates showing the nearest tunnel portal (e.g. TELE 7E – east end).

In an emergency, the signaller must be told about the circumstances immediately, using the nearest telephone (including whether or not the opposite line is affected).

Staff patrolling the track must test each telephone by calling the signaller, indicating the number of the telephone being used and making sure that the telephone is working correctly. The signaller must be told about any failure of a telephone or associated refuge lighting.

Trains stopped in tunnel by train accident or other cause

Passenger trains must not be divided in the tunnel, except in the case of fire or derailment.

Engineering trains and hand trolleys

An engineering train must not be stopped in the tunnel other than when the arrangements are published in the *Weekly Operating Notice (Section B - engineering arrangements)* or authorised by the Network Rail Area Operations Manager in an emergency.

The use of a hand trolley in the tunnel is prohibited other than during possession of the line concerned.

An inspection train may stop in the tunnel on the engineer's order, but before the train enters the tunnel the guard must tell the signaller.

Flooding

The line between Badminton and Chipping Sodbury (including Chipping Sodbury Tunnel) is liable to flooding.

During heavy rain the track section manager must arrange for competent staff to attend vulnerable sites and report to the signaller so that the instructions in rule book M3 (so far as they apply to flooding and train running) may be complied with.

Dated: 25/11/17

GW600 - WOOTTON BASSETT JN TO PILNING

Bristol Parkway

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 whilst stationary in Bristol Parkway platforms and is applicable to trains to or from Bristol Temple Meads only.

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
Bristol Parkway West end	Down Filton Main to Up direction routes – forward from BL1517/1515/1513/1511/1509/1507/1505 behind BL1554 to reverse Down Tunnel Line to Up direction routes – forward from BL1517/1515/1513/1511/1509/1507/1505 behind BL1528 to reverse

Dated: 11/04/2020

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GW606 - COWLEY BRIDGE JN TO BARNSTAPLE

Salmon Pool LC (ABCL)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TW8 apply at this crossing, including the provision of driver plungers. These are located in a locked cabinet which requires a BR1 key and can be found on the approach side of the crossing.

Dated: 24/10/20

GW606 - COWLEY BRIDGE JN TO BARNSTAPLE

EGGESFORD (TEP)

Working of Up Platform line. The platform accommodates only three coach lengths (or locomotive plus two coach lengths.) Guards of Up passenger trains must advise passengers to alight from the front of the train.

Traincrew Operated Level Crossing:-

Down Trains

Lowering of the barriers is controlled by a pull-wire provided at driving cab height on the nearside of the line 20 metres from the stop board. The Driver must stop the train at the control wire. The driver must pull the control wire to close the crossing to road traffic. The Driver must observe the crossing while the barriers are lowering to ensure that nothing is trapped under or between the barriers. Releasing the wire will stop the barriers lowering. To resume the lowering sequence the control wire must be pulled again.

A cupboard (opened by a BR1 key) is provided at ground level, containing a /control unit with a "Lower" and a "Raise" push button. If for any reason it is not possible to lower the barriers by utilising the pull-wire, the Driver or Guard must go to the control unit and press the "Lower" button.

If for any reason it is necessary to raise the barriers again before the train passes over the crossing, the Driver or Guard must press the "Raise" button on the control unit. This will cause the barriers to raise 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. As the barriers are designed to rise automatically following the passage of the train, the train may proceed on its journey.

Up trains departing from Platform 1.

A cupboard (opened by a BR 1 key) is provided at the crossing (next to the LCU), containing a control unit with two push buttons:-

"Raise"

"Lower"

On arrival of a train at the "Stop" board, the guard must unlock the cupboard and press the "Lower" button. When the button has been pressed, the "Up" indicator will be extinguished, showing that the 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 the 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.

Western Route Sectional Appendix Module WR2

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.

Up Trains (Departing from Platform 2)

A cupboard (opened by a BR 1 key) is provided on approach to the level crossing, containing a control unit with two push buttons:-

"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 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 driver must report the circumstances to the signaller and the train may then 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 lights are operating the train may pass the stopboard and over the crossing provided the driver is satisfied it is safe to do so

3. Failure of barriers and red road traffic signals

In the event of failure of the barriers and the 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 and 3 above must apply.

5. Failure of the "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).

Western Route Sectional Appendix Module WR2

- 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.
- 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 the 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 awaiting 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 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 barriers have fully risen 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: 20/07/2024

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

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.

Stormstown, Abercwmboi Loop: Class 756, Class 398.

These loops are not wired for electric trains. If it is necessary to divert a bi-mode passenger train to any of these loops, drivers must stop and manually lower the pantograph before entering.

Attention is drawn to the 'traction changeover signs' section of this document.

Dated: 20/07/24

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

GW830 – MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET MERTHYR TYDFIL TO CATHAYS OLE BOUNDARY

Core Valley Lines Traction Changeover Beacons

RFID beacons (compliant to RIS-2975-RST) are provided to inform vehicles using the CVL discontinuous electrification system of the following approaching infrastructure changes:

- The start and end of OLE / catenary free sections
- The start of permanently earthed sections
- The start and end of neutral sections

RFID beacons are also used to inform the direction of travel (UP or DOWN).

RFID beacons are not provided at:

- The end of permanently earthed sections
- The entrances to unwired loops

All vehicles using the CVL discontinuous electrification system must be capable of automatically controlling their traction power mode and pantograph position accordingly.

Dated: 20/07/24

Western Route Sectional Appendix Module WR2

- (iv) 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).
- (v) Lift the rod, which has a hooked end and which is pivoted to the right of the control box, to the vertical position.
- (vi) Manhandle the barrier to the fully raised position and lower the rod so that its hooked end engages with the horizontal bar at the counterweight end of the barrier.
- (vii) Leaving the valves in the OPEN position, replace and lock the hydraulic equipment (control box) cover and replace the wire cage panel.
- (viii) Repeat the procedure of 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 cage afterwards.

Dated: 30/06/12

GW834 - HIRWAUN TO ABERCYNON**ABERDARE / ABERDAR**

Between Aberdare and Hirwaun. The one train only train staff for the section of line between the double-sided STOP board at Aberdare 'old station' and Hirwaun is kept in the ground frame hut at Aberdare. All movements are under the control of the TAM Workstation Signaller and a telephone is provided in the locked cabinet at the ground frame at Aberdare 'old station'.

The points at Aberdare 'old station' are clipped and padlocked for the route towards Hirwaun. The keys to the padlock are kept in the locked cabinet at Aberdare ground frame should it be necessary to gain access to the siding.

The Signaller must be advised when shunting movements are made into this siding and their permission must be obtained before a movement leaves the siding. The one train only staff is not required to be issued to Drivers for movements to or from this siding. On completion of movements, the points must be clipped and padlocked for the route towards Hirwaun and the key returned to the locked cabinet at the ground frame.

The Guard is responsible for operating the ground frame at Aberdare and carrying out the provisions of Rule Book, Module SS2 as appropriate.

Dated: 15/05/2023

**GW834 – HIRWAUN TO ABERCYNON
ENTIRE LINE OF ROUTE****Core Valley Lines Traction Changeover Beacons**

RFID beacons (compliant to RIS-2975-RST) are provided to inform vehicles using the CVL discontinuous electrification system of the following approaching infrastructure changes:

- The start and end of OLE / catenary free sections
- The start of permanently earthed sections
- The start and end of neutral sections

RFID beacons are also used to inform the direction of travel (UP or DOWN).

RFID beacons are not provided at:

- The end of permanently earthed sections
- The entrances to unwired loops

All vehicles using the CVL discontinuous electrification system must be capable of automatically controlling their traction power mode and pantograph position accordingly.

Dated: 20/07/24

GW835 – TREHERBERT TO PONTYPRIDD JN

TREHERBERT / DREHERBER

Duty Depot Manager or another trained and competent person.

An acceptance switch (slot release) has been provided for clearance of signals VR276 (Platform 2), VR758 (sidings), VR761 (headshunt), for movements to and from Treherbert sidings.

The acceptance must be operated for each move.

Before providing an acceptance to the signaller, you must ensure that:

The driver is on the train and is ready to depart.

All gates are closed at Treherbert level crossing, and the crossing is clear.

You must remain at Treherbert Crossing for the duration of the movement.

Additionally, you must verbally communicate with the TAM signaller in the following circumstances:

- Where unplanned or ad hoc moves are required
- Where you are unable to activate the acceptance switch.
- Where there is more than one train ready to depart.
- Any movement that requires signals VR276, VR758 or VR761 to be passed at danger.

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: 16/12/23

GW835 – TREHERBERT TO PONTYPRIDD JN

ENTIRE LINE OF ROUTE

Core Valley Lines Traction Changeover Beacons

RFID beacons (compliant to RIS-2975-RST) are provided to inform vehicles using the CVL discontinuous electrification system of the following approaching infrastructure changes:

- The start and end of OLE / catenary free sections
- The start of permanently earthed sections
- The start and end of neutral sections

RFID beacons are also used to inform the direction of travel (UP or DOWN).

RFID beacons are not provided at:

- The end of permanently earthed sections
- The entrances to unwired loops

All vehicles using the CVL discontinuous electrification system must be capable of automatically controlling their traction power mode and pantograph position accordingly.

Dated: 20/07/24

GW870 - BARRY TO BRIDGEND, BARRY JN

Aberthaw Power Station

Inwards movements from the Barry direction. The signaller will advise the Aberthaw Power Station controller of the identity of each train approaching the reception sidings and obtain permission before routing a train towards the reception sidings.

Outwards movements to the Barry direction. The driver must contact the signaller from the telephone provided at the 21 wagon marker board when a movement is required to leave the reception sidings via signal CF3380. The driver must also advise the signaller of the train description and destination and then operate the train ready to start plunger.

Inwards movements from the Bridgend direction. The signaller will advise the Aberthaw Power Station controller of the identity of each train approaching the reception sidings. The Power Station controller will then arrange for a shunter to attend at the reception sidings to operate the acceptance plunger which will enable the signaller to clear the signal concerned.

Outwards movements to the Bridgend direction. The shunter must advise the signaller when a train is required to leave the reception sidings via signal CF3385 towards Bridgend. The shunter must also advise the signaller of the train description and destination of the train concerned.

Dated: 23/03/13

GW840 – RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION (via City Lines)

Radyr Jn to Waun Gron Park OLE Boundary

Core Valley Lines Traction Changeover Beacons

RFID beacons (compliant to RIS-2975-RST) are provided to inform vehicles using the CVL discontinuous electrification system of the following approaching infrastructure changes:

- The start and end of OLE / catenary free sections
- The start of permanently earthed sections
- The start and end of neutral sections

RFID beacons are also used to inform the direction of travel (UP or DOWN).

RFID beacons are not provided at:

- The end of permanently earthed sections
- The entrances to unwired loops

All vehicles using the CVL discontinuous electrification system must be capable of automatically controlling their traction power mode and pantograph position accordingly.

Dated: 20/07/24

GW871 - FORD SIDING GF TO FORD WORKS, WATERTON

Entire Line Of Route

Waterton level crossing

Rail movements over this crossing must normally only take place between the hours of 2100 and 0700. The instructions for "Automatic Open Crossings, Locally Monitored (AOCL)" in the Rule Book, Module TW8, Section 4 apply at this crossing. Trains are required to stop before proceeding over the crossing. Plungers are provided to start and terminate the road light sequence.

Inward Movements

Upon arrival of a train for Ford's at Fords Junction, the Signaller must immediately advise the Firm's representative.

Trains are to be brought to a stand at the marker board situated 450 yards from the ground frame connection.

Before operating the plunger at Waterton (A48) level crossing the Guard or Train Operating Company Shunter (PiC) must contact the Firm's representative on the telephone provided at the "Stop" board and obtain an assurance that the security gates are open, the route is properly set for the train to enter an empty siding and the Firm's locomotive is clear of the branch and at a stand.

The PiC must, when the train has passed clear of the crossing complete with tail lamp, operate the plunger located in the box near the security gate to terminate the light sequence.

The PiC is responsible for detaching the locomotive from the train.

Movements within Ford's plant are under the control of the Firm's Shunter.

Outward Movements

The PiC is responsible for attaching the locomotive to the train.

Before operating the plunger at Waterton (A48) level crossing, the Guard PiC must contact the Firm's representative on the telephone and arrange for the security gate to be opened.

The PiC must, when the train has passed clear of the crossing complete with tail lamp, operate the plunger located in the box near the crossing inwards side to terminate the light sequence.

Trains are brought to a stand at the marker board situated 450 yards from the level crossing (A48).

After the ground frame release is obtained and the route set, the train will proceed to signal CF3448 on the up VOG line and wait for the PiC to rejoin the train.

In an emergency trains may work into and out of the branch via Bridgend, when a second locomotive must be attached at the rear of the train.

No.5 Siding (Cripple siding)

The points leading to this siding must be set for through running and secured by clip and padlock. When repair work is being carried out in the siding the RST must obtain the key from the Firm's security representative at the entrance gate to the works siding and retain it in their possession until work in the siding is completed. The key must be returned to the security representative.

In the event of the Firm requiring to make a movement into the siding whilst repairs are being carried out, the RST must hand the key to the Firm's Shunter and give an assurance that no one is working in the siding. If work in the siding is to continue after the shunting movement has been completed, the RST must obtain the key from the Firm's Shunter.

Failure of white light at Waterton level crossing

An emergency telephone connected to the Wales Railway Operating Centre at Cardiff is provided at each "Stop" board. If the white light is not illuminated and the Driver cannot be satisfied that it is safe to pass over the crossing they must contact the Signaller and request that assistance be provided.

Dated: 01/06/19

GW892 - CWMGWRACH TO BURROWS SIDINGS

Swansea Docks

SWANSEA DOCKS LINES

These lines are under the control of the Burrows Chargeman and are worked as sidings, Rule Book, Module SS2 applies.

The speed of trains must be regulated so that they can be brought to a stand short of any obstruction that may exist on the line.

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. Drivers must not pass over any level crossing until authorised to do so by the Shunter and must sound the locomotive horn before doing so.

Movements at Dragon Shipping Quay. Movements must be made at extreme caution, at no time exceeding 2 mph and propelling is strictly PROHIBITED. Drivers must avoid the use of the locomotive straight air brake to stop trains. The Shunter must ensure that couplings are extended before trains proceed onto these lines. Coal container trains must be placed on No. 1 road.

Movements at No. 4 Quay. Movements may only be made on or off the quay after the Shunter has ensured that the line is clear and no work is in progress or after they have obtained the permission of the Person in Charge of any work.

102 tonne wagons with steel coil to Swansea Docks "D" shed. The following instructions must be observed when working 102 tonne steel carrying wagons to "D" shed on Swansea Docks:-

1. All wagons must have their couplings in the extended position.
2. The speed must not exceed 5 mph throughout.
3. The route must be Burrows Junction, the Fence Road and No. 12 Escape Road thence to "D" Shed.
4. Traffic to be berthed on siding nearest to "D" Shed or as instructed by ABP staff. The siding on the quay wall must NOT be used.

Movements towards Burrows Sidings. The Shunter must obtain permission from the Burrows Chargeman before authorising the Driver to pass the "Stop" board at the exit of the docks lines.

Dated: 05/08/06

GW893 - ONLLWYN TO NEATH AND BRECON JN

Onllwyn

Onllwyn Ground Frame at 10m 11ch. This ground frame operates trap points which must normally be left in the open position set to derail runaway wagons from the Onllwyn direction. The ground frame is released by an Annetts key attached to the One Train Only Train Staff.

Drivers of arriving trains must hand the train staff to the Shunter at the STOP board provided. The Shunter must reverse the ground frame and close the trap points for Onllwyn sidings before authorising Drivers to pass the STOP board. When the train has passed clear of the trap points the Shunter must immediately return the ground frame to the normal position and remove the train staff.

The Driver or Shunter (as appropriate) must obtain permission from the Signaller for a train to return towards Neath & Brecon Jn. After permission has been received, the Shunter must reverse the ground frame and close the trap points for the single line. The Shunter must then authorise the Driver to pass the STOP board and draw to the 'Start of staff section' board. The Shunter must then return the ground frame to the normal position, remove the train staff, and hand it to the Driver.

All arriving and departing trains - The Driver or Shunter (as appropriate) must advise the Neath and Brecon Junction Signaller :-

- (i) as soon as the train arrives and,
- (ii) when the train is ready to return towards Burrows Sidings

If, due to failure of telephone communication the Driver or Shunter has been unable to contact the Signaller, and contact cannot be made from a suitable alternative telephone, the Driver must satisfy himself that all level crossings on the return journey to Neath and Brecon Junction are clear and must be prepared to stop short of each one if necessary.

Dated: 05/08/06

GW900 - PILNING TO FISHGUARD HARBOUR

Severn Tunnel (7668 yards / 7012 metres)

Restriction of traffic, exceptional loads, dangerous goods etc. Trains conveying dangerous goods traffic must not be permitted to enter the tunnel if a passenger train is through or about to enter the tunnel on the opposite line.

Wagons carrying consignments exceeding published gauge dimensions must not pass through the tunnel unless previously agreed between Network Rail and the Operators concerned.

Traffic requiring more than two wagons for the bearing of the load, except special trains conveying welded rails from 300 feet to 900 feet on specially constructed wagons, must not pass through the tunnel.

Wagons conveying track sections must not be loaded with more than 5 sections and must be secured by four chains or polyester straps.

Wagons conveying unchained steel and loaded in accordance with the instructions in Rule Book Module TW4, may travel through the tunnel.

The following conditions apply to scrap metal being conveyed in open "box" type wagons through the Severn Tunnel.

1. Scrap must be loaded such that no material protrudes above a level six inches below the top of the wagon.
2. A load inspection sheet, signed by a designated and competent person, must be received by Network Rails control at Cardiff before the train leaves the originating point. This sheet must state that wagons have been loaded in accordance with clause 1 above.
3. The train must not exceed 30 mph when passing through the Severn Tunnel. No other train must be allowed to pass the train conveying scrap in the Severn Tunnel.

Change of Gradient Lamps. Blue lamps for both directions of travel are fixed on the tunnel walls to indicate to traincrew that the train is approaching the change of gradient in the centre of the tunnel. There is one lamp on each side of the line a quarter of a mile before reaching the point where the falling gradient changes to level, and two lamps on each side, one above the other, 40 yards before reaching the level.

Drivers of freight trains must release the brake gradually before passing the single lamp, and apply power before reaching the double lamps, to maintain tight couplings.

Special emergency Red Lights. These lights, which are not normally illuminated, are provided for Down direction movements at 12m 13ch and for Up direction movements at 14m 11ch. Signal post telephones are not provided at the emergency red lights.

When the red lights are illuminated, trains must be brought to a stand as quickly as possible. The driver must then contact the Signaller from the nearest emergency telephone.

The Signaller may authorise trains to pass the lights when they are illuminated. In such circumstances, it will not be necessary for trains to be brought to a stand at the lights.

Telephones. 38 telephones approximately 220 yards apart on alternate sides of the tunnel, illuminated by electric lamps, are provided on approach side of tunnel recesses.

Identification plates are provided at each telephone, showing its position either East or West of the Sudbrook shaft (e.g. "TELE 12E", "TELE31W", etc) together with the location in miles and chains. Callers must always ensure that the signaller fully understands which telephone is being used.

Traincrews will be advised when the telephones are out of order.

Trains stopped in the tunnel by accident, failure, obstruction, or other exceptional incident.

General

The Rule Book, Modules M1 or M2 is amended as shown in this instruction: -

If a train is brought to a stand in the tunnel by accident, failure, obstruction, or other exceptional incident, the Driver, or Guard MUST make an emergency "REC CALL" via the GSMR and advise the Signaller of their location quoting either the nearest Tunnel Emergency Telephone number or the nearest OLE structure number. If GSMR is not available, the Driver or Guard must contact the signaller via the nearest tunnel emergency telephone. Traincrews from promptly carrying out the normal requirements of the Rule Book, Module M1 or M", including protection of the opposite line, but track circuit operating clips must not be used inside the tunnel.

Western Route Sectional Appendix Module WR2

When it has been clearly established that the opposite line is not obstructed, the Signaller must be advised accordingly.

Use of Tunnel Emergency Telephones: If a reply is not obtained from the signaller after a reasonable period of time the next telephone, which is situated on the opposite wall of the tunnel, must be used.

When an emergency, or breakdown, train is required to enter the tunnel, the Driver and other competent person who have protected the failed train may guide the respective emergency, or breakdown, trains to the failed train independently of each other, to allow these trains to reach the scene as promptly as possible.

Failed Trains and obtaining assistance.

The Driver, in going back to protect their train, must stop at the nearest telephone and advise the Signaller, and if it is ascertained from the Signaller that assistance will come from the other direction, the Driver must carry out protection in that direction.

The traincrew must advise the Signaller of the circumstances. When the examination of the failed train, or any work on the outside of it, has been completed and all Staff are clear of the opposite line, prior to the arrival of the assisting train, they must inform the Signaller so that trains on the opposite line may be allowed to proceed cautiously.

Before the assisting train is admitted to the tunnel the Signaller will again stop trains on the opposite line. The assisting train must enter the tunnel and proceed towards the failed train cautiously, until the Driver is met. The assisting train must then be guided to the failed train by the Driver of that train.

Following attaching of the assisting train, and when work on the outside of the failed train is complete, the Driver of the failed train must inform the Signaller that the train is ready to proceed, in order that trains on the opposite line may be allowed to proceed.

The locomotive of a train must not be detached in the tunnel for the purposes of assisting another train.

Dividing trains in emergency (other than accidental division)

Before a train is divided within the tunnel, for any purpose, the Signaller's permission must be obtained first and a clear understanding must be reached as to what is to take place.

If it is necessary to divide a train within the tunnel and remove it in two portions, the Driver must advise the Signaller when the front portion complete has passed clear of the signal section concerned. The Driver must also remind them that the second portion is still inside the tunnel, and state whether the opposite line is clear or obstructed.

Passenger trains must not be divided in the tunnel except:

- a) When necessary to uncouple and recouple trains consisting of Class 14x and/or 15x units as part of the fault finding procedure, or
- b) When it is found that a failed train consisting of Class 14x and/or 15x units can only proceed forward with the rear unit(s) detached. In such circumstances the following conditions must apply:
 - both portions must be appropriately manned before uncoupling takes place
 - no unmanned portion may be left in the tunnel
 - passengers must not be transferred between units other than via the gangway connection

Accidental division

If a train has accidentally parted in the tunnel and the rear portion of the divided train is to be hauled to a point in advance, the Guard of the divided train, after acting in accordance with Rule Book, Module M1, Section 6, must proceed towards the end of the tunnel from which the assistance will be provided and pilot the assisting locomotive to the rear portion of their train.

Examination of tunnel on the affected line

A goods train not conveying dangerous goods, a light locomotive, an empty coaching stock train or a road / rail rapid response vehicle within a T3 possession may be used to examine the affected line. There is no restriction on train type when the unaffected line is to be examined from the unaffected line, Rule Book, Module TS1, General signalling regulation 20 applies.

Emergencies within the tunnel

In the event of a major emergency within the Severn Tunnel, the Network Rail Severn Tunnel Emergency response plan must be activated.

Dated: 20/07/24

GW900 – PILNING TO FISHGUARD HARBOUR

Severn Tunnel Junction Cripple Siding

The Person in Charge of movements starting from this siding must telephone the signaller for permission before moving towards exit signal NT1330.

Dated: 26/12/15

GW900 - PILNING TO FISHGUARD HARBOUR

East Usk Jn

Up/Down Uskmouth Branch. This line is under the control of the Signaller at the Wales Railway Operating Centre at Cardiff.

No. 2 Reception Siding and Yard Sidings. The Signaller at the Wales Railway Operating Centre at Cardiff will obtain permission from the Person in Charge of East Usk Junction Yard before signalling any movements towards these lines.

Working of trains to the East Usk Branch. The train staff for the Uskmouth Branch is kept in a release instrument adjacent to signals NT1350 / NT1347 at East Usk Junction.

Dated: 01/06/19

GW900 - PILNING TO FISHGUARD HARBOUR

NEWPORT / CASNEWYDD

Traincrew Relief Arrangements. Trains requiring relief must be routed towards the following signals:

Down platform loop (Platform 1)	Down direction	NT1369
	Up direction	NT1366
Down Main (Platform 2)	Down direction	NT1067
	Up direction	NT1640
Up/Down platform (Platform 3)	Down direction	NT1371
	Up direction	NT1368
Up Main (platform 4)	Down direction	NT1643
	Up direction	NT1062

The relieving of trains on the Down and Up Relief lines is BANNED. If a train requiring relief is unavoidably routed towards either of these lines it must continue forward to the most suitable point beyond Newport where relief may be safely effected.

The Signaller, Traincrew Supervisor and Traincrew must liaise to ensure relief arrangements are completed promptly. The TCS must ensure that the Signaller is advised when any train not shown in the WTT for relief at Newport is so required to call.

Newport Tunnel. An up direction sign is provided in the six foot, 15 yards on the approach to signal NT1646, situated between the Up and Down Main lines just inside the Newport end tunnel portal. The sign consists of a white retro-reflective board with a black border with the words 'Stopping Point' in black letters.

Drivers approaching signal NT1646 at Danger must bring their trains to a stand on the approach to this sign.

Dated: 16/05/11

GW900 - PILNING TO FISHGUARD HARBOUR

Cardiff Intersection Bridges (East Jn Viaduct)

Due to exceptionally low wire height on **ALL** lines between OLE structures **SWM/232/965** and **SWM/233/084**, no work shall be undertaken on any line when the overhead line equipment is live unless:

- 1) it is not reasonably practicable when the overhead line equipment is live AND
- 2) the specific task is judged as "low risk" by a competent person.

Dated: 28/12/2019

GW900 PILNING TO FISHGUARD HARBOUR

NEWPORT

Newport platforms 1 and 4 are regarded as UNSTAFFED platforms for the dispatch of Transport for Wales, Great Western Railway and Cross Country services formed of Class 14x, 15x, 16x or 17x trains.

Dated: 01/08/2020

GW900 - PILNING TO FISHGUARD HARBOUR

Swansea Loop West Jn

A white post is provided beside the Down line on the Llanelli side of Swansea Loop West Junction. Drivers of HSTs requiring to reverse through the crossover at the junction must first bring their trains to a stand at this post, shut down both engines, and change ends by proceeding through the train.

Dated: 05/08/06

GW900 – PILNING TO FISHGUARD HARBOUR

Swansea IEP Depot

Movements to and from Swansea IEP depot All movements to or from Swansea IEP depot must be under the direction of the IEP depot Person in Charge (PIC) who must confirm that the appropriate route is set prior to any movement being undertaken.

Dated: 23/10/16

GW900 - PILNING TO FISHGUARD HARBOUR

WEST OF SWANSEA

Due to restricted platform lengths, only 5 car IET's are permitted in passenger operations west of Swansea.

Dated: 09/03/19

GW900 - PILNING TO FISHGUARD HARBOUR

Entire Line Of Route

Use of ZKL300RC Remote Control Track Circuit Operating Device (RTCOD)

A COSS/PC wishes to take a Line blockage of the Up / Down Branch, 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 track circuit CY activates, 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.

Limit of Control

Line	Between (signal / points)	and (signal / points)	Protecting Signal
Single (Down Branch)	Beyond 302 points	CR9	CR5 / GPL CR101 (Down Branch)
Single (Up Branch)	CR12	CR10	CR12

A spare key is held in Clarbeston Road Signal Box

Dated: 14/03/2020

GW900 - PILNING TO FISHGUARD HARBOUR

St Brides Carrier Wire Neutral Section (CWNS)

The Carrier Wire Neutral Section (CWNS) at St Brides 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 trains from NT1081 (DM) or NT1279 (DR) or NT1082 (UM) or NT1280 (UR), drivers should be reminded of the presence of the CWNS to ensure a sufficient speed is obtained throughout in order to prevent the stranding of trains.

Dated: 28/03/2020

GW900 - PILNING TO FISHGUARD HARBOUR

LLANELLI

Platform plungers. Equipment is provided in cabinets on both platforms at Llanelli for the use of traincrew on trains that reverse.

Upon completion of station duties and approximately one minute before the scheduled departure time, a member of traincrew must open the cabinet and insert a carriage key into the "Train Waiting" switch, turn the key to the right and hold it in this position. They should then wait for the surround around the "Crossing Activation" button to illuminate and once lit, press the button which will cause the surround around the switch to be extinguished. The carriage key should then be released and removed from the "Train Waiting" switch and the level crossing operating sequence will then commence after 30 seconds.

If there is no illumination of the switch, the level crossing doesn't operate or the signal doesn't clear, then you should contact the signaller.

Signal Passed at Danger (SPAD) prediction equipment. SPAD prediction equipment is provided on the approach to signals PT3219 and PT3218. The equipment is only active when these signals are at danger. If the system predicts that a train is approaching either signal at danger at an excessive speed, an alarm will automatically start in Port Talbot Control Centre and the road lights at the crossing will automatically start flashing red. The signaller will then carry out the necessary emergency regulations and arrange for trains to be stopped.

Dated: 18/05/2024

GW900 - PILNING TO FISHGUARD HARBOUR

WHITLAND / HENDY-GWYN

"Train Ready to Start" plunger - Down Platform. On completion of station duties, Guards of trains proceeding towards Clarboston Road Junction must operate the plunger, located on the wall of the platform waiting room, after which they must rejoin their train.

When the platform starting signal clears to a proceed aspect, the Guard may then give the signal to start to the Driver.

Up Platform. The Guard on the Up platform at Whitland Station must telephone the Signaller at Whitland signalbox when a train has arrived complete with tail lamp.

Dated: 05/08/06

GW900 - PILNING TO FISHGUARD HARBOUR

Fishguard Harbour

Arriving and departing trains. The Driver must advise the Signaller at Clarboston Road :

- (i) as soon as the train arrives, and
- (ii) when the train is ready to depart.

Note: When the turn round time at Fishguard Harbour is less than 5 minutes, only one telephone call is necessary on arrival.

In the event of a failure of the telephone and the Signaller cannot be contacted from a suitable alternative telephone, the Driver in these circumstances must make sure on the return journey to Clarboston Road that Hendrewen level crossing at 285m 10ch is clear, and must be prepared to stop short if necessary.

When a train is ready to depart the Traincrew must operate the crossing lights plunger and observe that the flashing white light has operated. The Guard must then give the 'ready to start' signal to the Driver in the usual manner.

If an Up passenger train is likely to be delayed beyond its booked departure time, the Guard must telephone the Signaller at Clarboston Road and explain the circumstances.

Dated: 11/02/19

GW900 - PILNING TO FISHGUARD HARBOUR

WEST OF SWANSEA

Due to restricted platform lengths, only 5 car IET's are permitted in passenger operations west of Swansea.

Dated: 09/03/19